

## 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 4 September 2019** at **9:15 am**

## AGENDA

*Bayside Council respects the traditional custodians of the land, elders past and present and future leaders, on which this meeting takes place, and acknowledges the Gadigal and Bidjigal Clans of the Eora Nation.*

### 1 ATTENDANCE AND APOLOGIES

### 2 DISCLOSURES OF INTEREST

### 3 MINUTES OF PREVIOUS MEETINGS

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## **5 GENERAL BUSINESS**

## **Bayside Traffic Committee**

**4/09/2019**

Item No	BTC19.155
Subject	<b>Minutes of the Bayside Traffic Committee Meeting - 7 August 2019</b>
Report by	Administrative Support Officer - City Infrastructure
File	SF19/77

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### **Officer Recommendation**

That the Minutes of the Bayside Traffic Committee meeting held on 7 August 2019 be confirmed as a true record of proceedings.

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### **Present**

Councillor Dorothy Rapisardi (Convenor)  
Sergeant Sandra Dodd, St George Police Area Command,  
Senior Constable Alexander Weissel, South Sydney Police Area Command,  
Les Crompton, representing State Member for Kogarah,  
George Perivolarellis, representing State Members for Rockdale and Heffron,

### **Also present**

Maritza Abra, Acting Manager City Infrastructure, Bayside Council,  
Agsteeena Patel, Acting Coordinator Traffic and Road Safety, Bayside Council,  
Lyn Moore, NSW Pedestrian Council,  
Rabih Bekdache, Transit Systems,  
Mr Mango, BIKEast,  
Colin Drever, St George Bicycle User Group.  
Robbie Allen, Transport Planner, Bayside Council,  
Glen McKeachie, Coordinator Regulations, Bayside Council,  
Malik Almuhanha, Traffic Engineer, Bayside Council,  
Pat Hill, Traffic Committee Administration Officer, Bayside Council,  
James Ethridge, Crown Group Constructions – Item BTC19.146 – 19A Evans Avenue

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The Convenor opened the meeting in the Rockdale Town Hall, Pindari Room 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:

James Suprain, representing Roads and Maritime Services,  
Councillor Ed McDougall

## **2 Disclosures of Interest**

There were no disclosures of interest.

### **3 Minutes of Previous Meetings**

#### **BTC19.142 Minutes of the Bayside Traffic Committee Meeting - 3 July 2019**

##### **Committee Recommendation**

That the Minutes of the Bayside Traffic Committee meeting held on 3 July 2019 be confirmed as a true record of proceedings.

### **4 Reports**

#### **BTC19.143 Caroma Avenue, Kyeemagh - Proposed 'No Parking' restrictions 3m on either side of the driveway**

##### **Committee Recommendation**

That approval be given to the installation of 'No Parking' restrictions across the driveway of number 3 Caroma Avenue and 3m on either side of it.

#### **BTC19.144 Catherine Street west of Princess Highway, Rockdale - Proposed extension of existing timed 'No Parking' restriction to full time**

##### **Committee Recommendation**

That the existing 'No Parking, 8:30 am – 6 pm Mon- Fri, 8:30 am – 12:30 pm Sat' restriction at the northern kerbline of Catherine Street west of Princes Highway, Rockdale, be changed to 'No Parking'.

#### **BTC19.145 Church Avenue between O'Riordan Street and Bourke Street, Mascot - Proposed 'No Stopping' restriction in front of Sydney Water Land "Linear Park"**

##### **Committee Recommendation**

That approval be given to the installation of a 'No Stopping' restriction and solid yellow line at the southern kerbline of Church Avenue between O'Riordan Street and Bourke Street, Mascot, in front of Sydney Water Land "Linear Park" to provide better traffic flow and safer pedestrian crossing.

**BTC19.146 19A Evans Avenue, Eastlakes DA-17/1134 - Proposed road and footpath closure for 12 months****Committee Recommendation**

- 1 That it be noted that the Committee has raised concerns for traffic and pedestrian safety in the high pedestrian area along Evans Avenue for the 12-month construction period.
- 2 That the applicant be required to submit further information on truck movement approvals obtained to date as the Committee has concerns about safety during construction period especially due to narrow road widths of surrounding streets.
- 3 That the applicant be required to submit truck movements within the site for Committee's information.
- 4 That the applicant be required to submit further information on phasing of construction activities for this development.
- 5 That the applicant submit plans showing revised locations for pedestrian crossings to meet current standards including lighting and to ensure that the locations satisfy the concerns raised by the Committee.
- 6 That the applicant approach RMS for the use of Gardeners Road to distribute activities between 2 site frontages in order to reduce safety implications in Evans Avenue and surrounding residential streets.
- 7 That concerns have been raised to investigate structural strength of the roundabout and other traffic devices as a result of the truck movements associated with the development.

**BTC19.147 Gladstone Street, Bexley, between Harrow Road and Queen Victoria Street - Proposed Traffic Calming Scheme****Committee Recommendation**

That approval be given to the installation of two rubber cushion pads, in front of nos. 32/34 and 10/12 Gladstone Street between Harrow Road and Queen Victoria Street, Bexley, subject to the availability of funding.

**BTC19.148 Hannam Street west of John Street, Bardwell Valley - Proposed 3.8m extension to existing 'No Stopping' restriction****Committee Recommendation**

That the existing 10m 'No Stopping' restriction in Hannam Street west of John Street, Bardwell Valley, be extended by 2.5m as the current 3.8m parking space is not compliant.

**BTC19.149 Hughes Avenue, Mascot - Vehicles speeding in the street****Committee Recommendation**

That no changes are proposed to traffic conditions in Hughes Avenue, Mascot as traffic and crash data analysis do not warrant changes and the recorded speed is less than the signposted speed limit.

**BTC19.150 Production Lane, Kogarah - Proposed realignment of parking to create compliant accessible parking****Committee Recommendation**

That approval be given for the relocation and realignment of parking bays and disabled parking signs to create 2 compliant accessible parking spaces.

**BTC19.151 Thompson Street east of Booth Street, Arncliffe - Proposed signposting of statutory 'No Stopping' restriction.****Committee Recommendation**

- 1 That approval be given for signposting of 8m 'No Stopping' restriction and solid yellow line along the western kerb line of Thompson Street, east of Booth Street, Arncliffe.
- 2 That approval be given for the installation of a solid yellow line in Bonar Street for the existing 'No Stopping' restriction (opposite the split level section).

**BTC19.152 Referrals from Anti-Hooning Taskforce****Committee Recommendation**

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

**BTC19.153 Matters referred to the Bayside Traffic Committee by the Chair****Committee Recommendation**

No items were raised

**BTC19.154 General Business****Committee Recommendation – Matter Raised By Councillor Dorothy Rapisardi**

It is noted that the resident of 195 King Street Mascot has raised concerns about parking practice in front of their driveway. Further information will be provided and a Customer Request raised.

**Matter Raised by the Committee**

Parking across driveways. Advice has been given that parking offences in relation to driveways must be reported to Council for enforcement in the first instance. Council and NSW Police has no authority to tow such vehicles unless they pose a significant safety concern. There is an offence provision under NSW Road Rules 2014 to carry out enforcement and signposting of driveways will not assist.

The Convenor closed the meeting at 11:01 am.

**Attachments**

Nil

## Bayside Traffic Committee

4/09/2019

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Item No	BTC19.156
Subject	<b>1-3 Chapel Street, Rockdale and Chapel Lane - Construction Traffic Management Plan for proposed development in Chapel Street precinct</b>
Report by	Coordinator Traffic and Road Safety
File	SF19/77
Electorate	Rockdale

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### Summary

A private group of consultants, have been engaged to prepare a Construction Traffic Management Plan (CTMP) to detail traffic management procedures and systems for the demolition, excavation, building and civil construction stages for the proposed mixed use development at Chapel Street Precinct, Rockdale.

### Officer Recommendation

That the consultants present their construction traffic management plan and proposed alternate access for Chapel Lane closure.

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### Background

The consultants previously addressed the Bayside Traffic Committee on 6 July 2018 with Council resolving as follows:

*'That the matter be deferred to the next meeting to allow the applicant to carry out further traffic study and consultation with the affected residents and local businesses.'*

Subsequently the consultants made an informal presentation on 5 September 2019 with a proposal to construct an alternative access constructed along the eastern boundary of their property connecting Chapel Lane to Lister Avenue mid-block with other conditions to facilitate construction of the basement car park.

They are now seeking traffic committee endorsement for further changes to the approval given for access to Chapel Lane during construction phase.

The precinct is bounded by Bay Street to the north, Princes Highway to the west, Lister Avenue to the south and Chapel Street to the east.

The proposal is for a Mixed Use Development, comprising of:

- 365 residential apartments,
- and retail areas in buildings B (326m<sup>2</sup>) and C (1,485m<sup>2</sup>),
- Council car park (40 spaces),
- retail car parking (42 spaces),
- and residential car parking (465 spaces) and

- an upgrade of Chapel Street and Chapel Lane, including on street parking spaces in Chapel Lane and associated facilities at Chapel Street Precinct Rockdale.

#### Traffic and Road Safety Section concerns are:

- 1 The developers intend to build a basement car park of 3 levels underneath of Chapel Lane. They intend to close southern half of Chapel Lane for 12 months to allow the construction of the basement car park. It will divert residential traffic of Princes Highway residential blocks to a small narrow Chapel Lane onto Chapel Street through the northern end of their site.
- 2 The narrow width of the proposed diversion is a concern. Vehicles are required to swing to the wrong side of the road to negotiate the bends.
- 3 Larger vehicles cannot safely negotiate the bend and vehicles from opposite directions cannot pass.
- 4 The proposed Give Way and Stop priority control are not considered appropriate due to sight lines.
- 5 This part of Chapel Lane is being used by shops fronting Princes Highway to place their rubbish bins, and loading and unloading activities.
- 6 Exiting of diverted traffic along the small narrow Chapel Lane to Bay Street during the peak hours will be an issue for people living in the residential blocks fronting Princes Highway. During peak hours there are no suitable gaps in Bay Street for emerging traffic coming out from Chapel Lane.
- 7 Pedestrian safety along the footpath of Bay Street across the Chapel Lane near Chemist's and Bay Street.
- 8 Fire and emergency vehicles access to the proposed road closure area of Chapel Lane and the residential blocks fronting Princes Highway is a matter of concern.
- 9 Garbage bin collections in the enclosed area of Chapel Lane and the residential blocks.

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### Financial Implications

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

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### Community Engagement

Not required

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### Attachments

- 1 1-3 Chapel Street Rockdale CTMP [↓](#)
- 2 Chapel Lane rear of the shops near Bay Street photographs [↓](#)



# Traffic Management Plan

## **Mixed Use Development Chapel Lane, Rockdale**

### Chapel Lane Road Closure

Prepared for: Deicorp Pty Ltd

Prepared By: Matthew Young  
RMS Prepare a Work Zone Traffic Management Plan  
Certificate #: 0051718998

Thursday, 25 July 2019  
Document Number: SBMG0SBMG01749-00 R2

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## 1 Project Details

### 1.1 Project Summary

Project: Mixed-Use Development  
Location: Chapel Lane, Rockdale NSW

Overall Project: Demolition of existing structures, bulk excavation and construction of a new Mixed-Use Development comprising of 365 residential apartments, retail areas in buildings B & C, basement level parking (see below for details) and upgrades to both Chapel Street & Chapel Lane.

#### *Allocated Spaces*

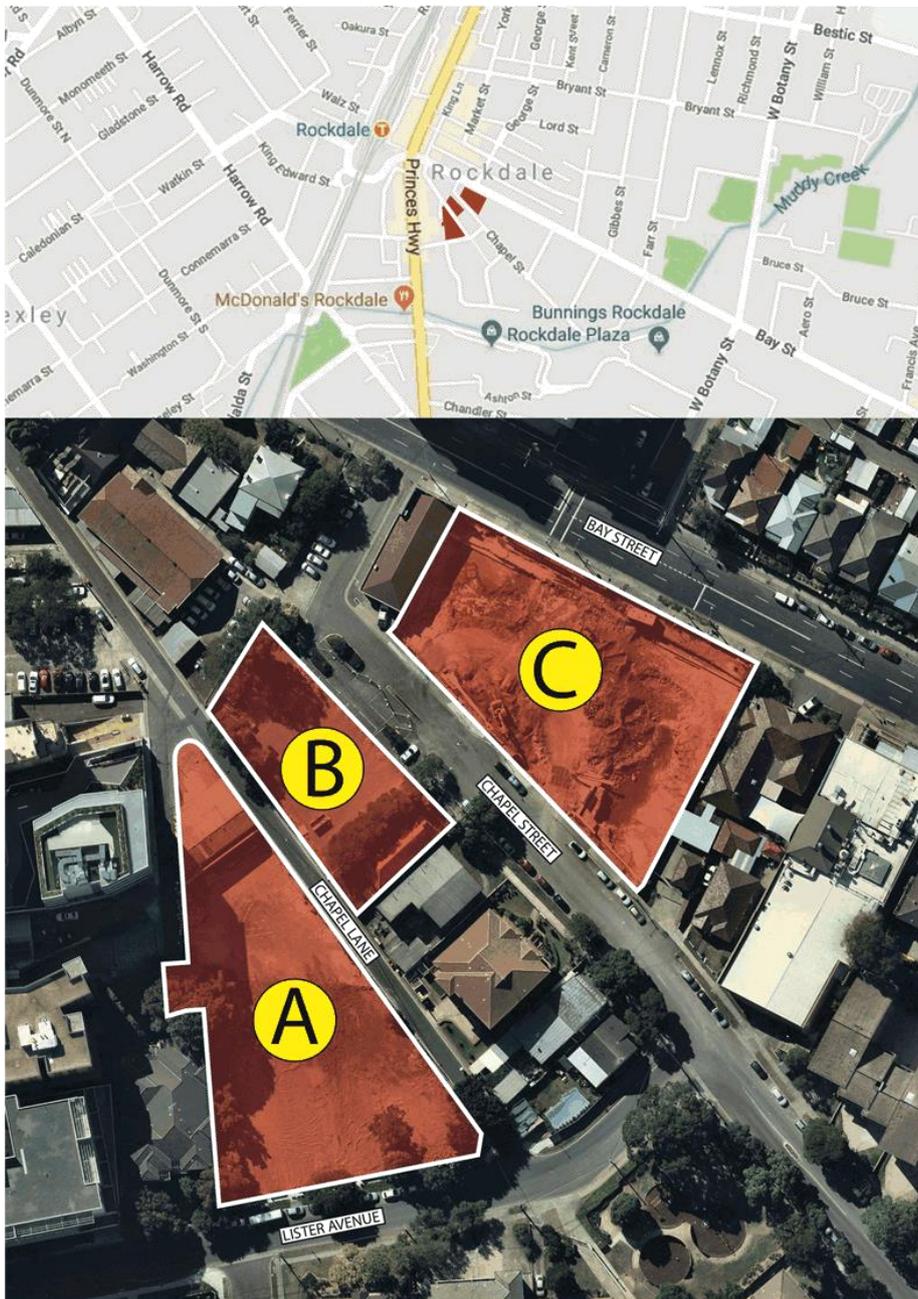
Residential Car Park	395
Residential Visitors	70
Commercial	38
Bicycle	37 Residential – 8 Retail – 2 Retail Visitor
Council	40
Motorcycle	25 Residential – 2 Commercial Staff

This Traffic Management Plan has been prepared to outline the proposed closure of a section of Chapel Lane to facilitate the excavation and construction of the common basement servicing buildings A & B.

### 1.2 Revisions

Rev	Date	Description
0	07/08/18	Initial Submission
1	09/09/18	Update to plan SBMG01749-05 to reflect Council feedback
2	25/07/19	Relocation of temporary Roadway to work with basement design

1.3 Location Map



#### 1.4 Description of Works

Buildings A & B are linked under Chapel Lane via a common basement. To facilitate the excavation of this basement a section of Chapel Lane is required to be closed until the structure has been constructed until the podium level. The road surface can then be restored, resuming current traffic conditions along Chapel Lane.

Site access for the excavation works is via Lister Avenue with plant and equipment to be operating from within the site boundary.

To maintain access to Chapel Lane via Lister Avenue a temporary roadway to be constructed off Chapel Street within the site setback along the northern boundary of site B. The temporary roadway will be 2-way access allowing passenger vehicles and waste removal to travel between Bay Street & Lister Avenue.

Timeline:

<b>Stage / Phase</b>	<b>Duration (approx.)</b>
Temporary Roadway Construction	Start October 2019
Chapel Lane Closure	Start November 2019
Excavation Works	3-6 Months
Basement Level Construction Works	6-9 Months
Chapel Lane Road Works	2020 – Month TBC
Chapel Lane Reopened	2020 – Month TBC

## 2 Impact of Proposed Measures

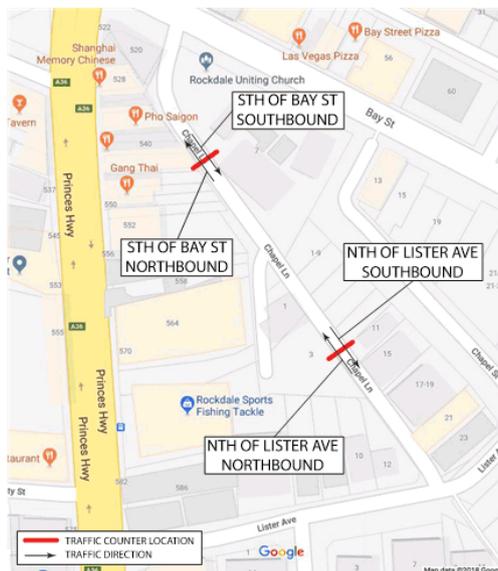
- The proposed closure of a section of Chapel Lane removed the ability for vehicles to enter or exit the lane way via Lister Avenue. Therefore, vehicles on the northern side of the closure point are required to access Chapel Lane via Bay Street.
- Although the existing traffic volume is low (see appendix C for 7-day survey), the existing configuration of the Bay Street intersection with Chapel Lane is not adequate to serve as the sole 2-way access point for the periods of the closure.
- The restriction of access via Lister Avenue will also impact the ability for waste vehicles to service the residential apartments that face the Princes Highway.

## 3 Measures to Reduce Impact

- A temporary roadway is to be constructed along the western boundary of building A to allow access between Lister Avenue and Chapel Lane to be maintained throughout the closure period.
- This temporary roadway will operate as a 2-way access, maintaining the existing access arrangements for residents and business along Chapel Lane.
- Providing a temporary access point via Chapel Street will allow the Bay Street intersection to operate under similar capacity to the existing conditions limiting additional vehicle queuing.
- Passive traffic control devices such as mirrors and speed humps will be installed to ensure vehicles move slowly through the roadway reduce the risk of collision.

### 3.1 Traffic Count Survey

- To better understand the current traffic usage & volumes of Chapel Lane a traffic count survey was carried out in 2 locations (north and south of the closure point).
- The total vehicle movements by classification as shown below (full report included in Appendix C).



**Hourly Classification**

Client:  
 Site: CHAPEL LN STH OF BAY ST, ROCKDALE  
 Site No: 25-001-NB-SB-  
 Direction: Northbound



			Austroads 94 Classification												Mean	85% ile	Total
Date	Day	Time	1	2	3	4	5	6	7	8	9	10	11	12			
24/07/2018	Total		96	0	4	0	0	0	0	0	0	0	0	0			100
25/07/2018	Total		98	0	5	1	1	0	0	0	0	0	0	0			105
26/07/2018	Total		90	0	7	1	0	0	0	0	0	0	0	0			98
27/07/2018	Total		109	0	1	0	0	0	0	0	0	0	0	0			110
28/07/2018	Total		134	0	4	0	0	0	0	0	0	0	0	0			138
29/07/2018	Total		122	0	2	0	0	0	0	0	0	0	0	0			124
30/07/2018	Total		99	0	4	0	0	0	0	0	0	0	0	0			103
31/07/2018	Total		99	0	3	1	0	0	0	0	0	0	0	0			103
<b>Grand Total</b>			847	0	30	3	1	0	0	0	0	0	0	0			881

**Hourly Classification**

Client:  
 Site: CHAPEL LN STH OF BAY ST, ROCKDALE  
 Site No: 25-001-NB-SB-  
 Direction: Southbound



			Austroads 94 Classification												Mean	85% ile	Total
Date	Day	Time	1	2	3	4	5	6	7	8	9	10	11	12			
24/07/2018	Total		100	0	2	0	0	0	0	0	0	0	0	0			102
25/07/2018	Total		101	0	1	0	0	0	0	0	0	0	0	0			102
26/07/2018	Total		104	0	3	1	0	0	0	0	0	0	0	0			108
27/07/2018	Total		112	0	3	0	0	0	0	0	0	0	0	0			115
28/07/2018	Total		94	0	1	0	0	0	0	0	0	0	0	0			95
29/07/2018	Total		75	0	0	1	0	0	0	0	0	0	0	0			76
30/07/2018	Total		83	0	0	0	0	0	0	0	0	0	0	0			83
31/07/2018	Total		87	0	0	0	0	0	0	0	0	0	0	0			87
<b>Grand Total</b>			756	0	10	2	0	0	0	0	0	0	0	0			768

**Hourly Classification**

Client:  
 Site: CHAPEL LN NTH OF LISTER, ROCKDALE  
 Site No: 25-002-NB-SB-  
 Direction: Northbound



			Austroads 94 Classification												Mean	85% ile	Total
Date	Day	Time	1	2	3	4	5	6	7	8	9	10	11	12			
24/07/2018	Total		267	0	10	0	0	0	0	0	0	0	0	0			277
25/07/2018	Total		267	0	7	0	1	0	0	0	0	0	0	0			275
26/07/2018	Total		292	0	10	1	0	0	0	0	0	0	0	0			303
27/07/2018	Total		327	0	6	0	0	0	0	0	0	0	0	0			333
28/07/2018	Total		331	0	5	0	0	0	0	0	0	0	0	0			336
29/07/2018	Total		267	0	0	0	0	0	0	0	0	0	0	0			267
30/07/2018	Total		303	0	7	0	1	0	0	0	0	0	0	0			311
31/07/2018	Total		286	0	2	0	0	0	0	0	0	0	0	0			288
<b>Grand Total</b>			2,340	0	47	1	2	0	0	0	0	0	0	0			2,390

**Hourly Classification**

Client:  
 Site: CHAPEL LN NTH OF LISTER, ROCKDALE  
 Site No: 25-002-NB-SB-  
 Direction: Southbound



			Austroads 94 Classification												Mean	85% ile	Total
Date	Day	Time	1	2	3	4	5	6	7	8	9	10	11	12			
24/07/2018	Total		267	0	11	1	0	0	0	0	0	0	0	0			279
25/07/2018	Total		253	0	7	0	0	0	0	0	0	0	0	0			260
26/07/2018	Total		300	0	6	1	0	0	0	0	0	0	0	0			307
27/07/2018	Total		307	0	10	0	0	0	0	0	0	0	0	0			317
28/07/2018	Total		277	0	7	0	0	0	0	0	0	0	0	0			284
29/07/2018	Total		217	0	3	0	0	0	0	0	0	0	0	0			220
30/07/2018	Total		271	0	8	1	1	0	0	0	0	0	0	0			281
31/07/2018	Total		262	0	3	0	0	0	0	0	0	0	0	0			265
<b>Grand Total</b>			2,154	0	55	3	1	0	0	0	0	0	0	0			2,213

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#### 4 Impact on Public Transport

- No public transport impact due to the proposed road closure.

#### 5 Provisions for emergency vehicles, heavy vehicles, Cyclists & Pedestrians

##### 5.1 Emergency Vehicles

- Property access maintained to properties south of the closure point. Access to properties via existing Bay Street access or via using the temporary roadway off Church Street.

##### 5.2 Heavy Vehicles

- Due to the narrow width Chapel Lane is not used commonly by heavy vehicles
- As shown in the traffic count a small number of heavy vehicles Classes 3 & 4 that are anticipated to service the retail & commercial tenancies that face onto the Princes Highway. These vehicles are in very low numbers and with the access configuration similar to existing conditions via the temporary roadway and therefore the impact will be limited.
- The single Class 5 vehicles on Wednesday & Monday are waste collection vehicles. The access provided by the temporary roadway off Church Street will maintain the provision for waste collection vehicles, similar to existing conditions. Contact has also been made to the Council's Waste Manager & the Council's Contractor Suez to request their feedback on the proposal.
- Heavy vehicle access for waste vehicles are commonly carried out in the early hours of the morning when there is minimal traffic movements and alternatively where waste is collected during site operating hours, vehicle can be assisted by onsite traffic control through the temporary roadway.

##### 5.3 Cyclists

- The existing road configuration of Chapel Lane does not have any dedicated cycle lanes, all existing traffic utilise the traffic lanes which will be maintained via the temporary roadway between Chapel Street & Bay Street.
- During numerous site visits, there were no cyclist activity along Chapel Lane, therefore it is anticipated that there will be limited to no impact on existing traffic flows.

##### 5.4 Pedestrians

- The existing road configuration of Chapel Lane does not have any existing footpaths, with all existing pedestrians utilise the roadway to travel along the Laneway. This access will be maintained via the temporary roadway between Chapel Street & Bay Street.
- The common travel path for pedestrians between Bay Street & Lister Avenue is to use Chapel Street which has dedicated footpaths.
- Due to the limited use by pedestrians and existing access arrangement similar via the temporary access way impact is expected to be minimal to none.

## 6 Impact on existing and future developments

- There is no concurrent development within close proximity to the closure location.
- The proposed road closure is temporary with the Chapel Lane access is to be restored to current conditions. Therefore, this proposed closure will have no impact on future development in the area.

## 7 Impact of proposed measures on traffic movements in adjoining Council areas

- Due to the low volume traffic of the laneway, all traffic flow is localised within the laneway and does not impact surrounding streets. Therefore, traffic movements are not impacted in adjoining council areas.

## 8 Public Consultation

- As shown in the traffic counts, the daily vehicle movements are similar and therefore many of these movements are from property owners, tenants, residents or service vehicles that use this travel route consistently. Once initial feedback is received from Council & the Waste contractors the site intends to notify the surrounding properties of the proposal via a letterbox drop allowing feedback.
- Any feedback will be considered and adjustments made where practical, however as a temporary access route is to be provided from Church Street, the impact to common traffic movements along Chapel Lane is anticipated to be limited. Therefore, it is not anticipated that any significant issues will be raised from this proposal.

### Appendix A – Site Plans

SBMG01749-01B – Site Overview – Excavation Works  
SBMG01749-02B – Temporary Roadway Detail  
SBMG01749-03B - Detour Route

### Appendix B – Traffic Control Plans

SBMG01749-05C – Road Closure

### Appendix C – Swept Paths

SBMG01749-28 – Swept Path – B85 Vehicle – Entry  
SBMG01749-29 – Swept Path – B85 Vehicle – Entry  
SBMG01749-30 – Swept Path – B85 Vehicle – Exit  
SBMG01749-31 – Swept Path – B85 Vehicle – Exit  
SBMG01749-32 – Swept Path – MRV – Entry  
SBMG01749-33 – Swept Path – MRV – Entry  
SBMG01749-34 – Swept Path – MRV – Exit

### Appendix D – Other Documents

7 Day Traffic Count Survey – Chapel Lane – 2 Locations (20 Pages)

# Appendix A



# SITE OVERVIEW EXCAVATION WORKS

**NOTES:**

- TEMPORARY ACCESS WAY BETWEEN CHAPEL LANE AND CHAPEL STREET TO BE CONSTRUCTED PRIOR TO CLOSURE OF CHAPEL LANE.

**LEGEND:**

- TEMPORARY ACCESS
- EXCAVATION WORKS
- CHAPEL LANE ROAD CLOSURE

Purpose an usage	RECOMMENDED MAXIMUM SPACING OF CONES AND BOLLARDS		RECOMMENDED TAPER LENGTHS			
	Approach Speed (km/h)	Max Spacing (m)	Approach Speed (km/h)	Traffic control at start	Lateral shift taper	Merge taper
All purposes on residential or commercial streets	<=50	4	< 45	15	0	15
Center-line on approach to Traffic Controller position	All Cases	4	46-55	15	15	30
Outer edge of traffic lane - i.e. working on shoulder	51-70 / >70	18 / 24	56-65	30	30	60
Separating opposing traffic on 2 lane 2 way road	51-70 / >70	12 / 18	66-75	N/A	70	115
Separating opposing traffic on a multi-lane undivided road adjacent to a closed lane on a multi-lane road	51-70 / >70	18 / 24	66-75	N/A	80	130
Merge tapers	51-70 / >70	9 / 12	86-95	N/A	90	145
Lateral shift tapers	51-70 / >70	12 / 18	86-95	N/A	100	160
Protecting freshly painted lines	51-70 / >70	24 / 60	> 105	N/A	110	180

**s|b|m|g**  
 Spring Pty Ltd  
 ABN: 34 167 185 560  
 matt@sbmgrp.com.au  
 m: 0467 370 380  
 f: 02 8834 0752  
 Traffic Management Plans

Project/Event:	ROAD CLOSURE - MIXED-USE DEVELOPMENT		
Location:	CHAPEL LANE, ROCKDALE NSW		
Client:	DEICORP PTY LTD		
Plan No.	SBMG01749-01	B	Date: 25TH JULY 2019
SCALE: NOT TO SCALE			

↑  
N

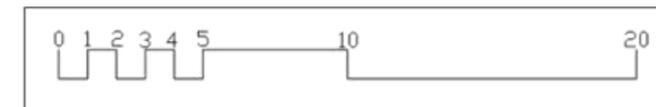
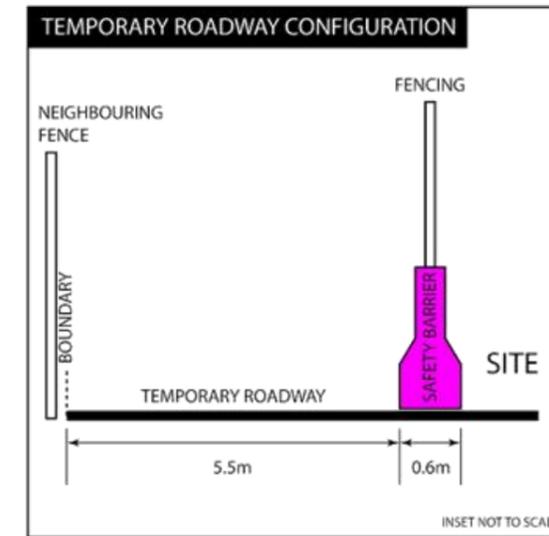
PREPARED BY: MATTHEW YOUNG  
 PMS PREPARE A WORKZONE  
 TRAFFIC MANAGEMENT PLAN  
 CERTIFICATE No. 0051718998

SIGNED: *[Signature]*

DATE	DESCRIPTION
25/07/19	B RE-VISED TEMPORARY ROADWAY LOCATION
07/08/18	A INITIAL SUBMISSION



## CHAPEL LANE TEMPORARY ROADWAY DETAIL



**LEGEND:**

- A-CLASS HOARDING
- CONCRETE BARRIER
- EXCAVATION AREA

Purpose an usage	RECOMMENDED MAXIMUM SPACING OF CONES AND BOLLARDS		RECOMMENDED TAPER LENGTHS			
	Approach Speed (km/h)	Max Spacing (m)	Approach Speed (km/h)	Traffic control at start	Lateral shift taper	Merge taper
All purposes on residential or commercial streets	<=50	4	< 45	15	0	15
Center-line on approach to Traffic Controller position	All Cases	4	46-55	15	15	30
Outer edge of traffic lane - i.e. working on shoulder	51-70 / >70	18 / 24	56-65	30	30	60
Separating opposing traffic on 2 lane 2 way road	51-70 / >70	12 / 18	66-75	N/A	70	115
Separating opposing traffic on a multi-lane undivided road	51-70 / >70	12 / 18	66-75	N/A	70	115
adjacent to a closed lane on a multi-lane road	51-70 / >70	18 / 24	66-75	N/A	70	115
Merge tapers	51-70 / >70	9 / 12	76-85	N/A	80	130
Lateral shift tapers	51-70 / >70	12 / 18	86-95	N/A	90	145
Protecting freshly painted lines	51-70 / >70	24 / 60	96-105	N/A	100	160
ROUND EXTRACTED FROM RTA TO 10 MANUAL V4.0 (TABLES E.1 & E.2). REFER TO MANUAL FOR FURTHER INFO	51-70 / >70	> 105	N/A	N/A	110	180

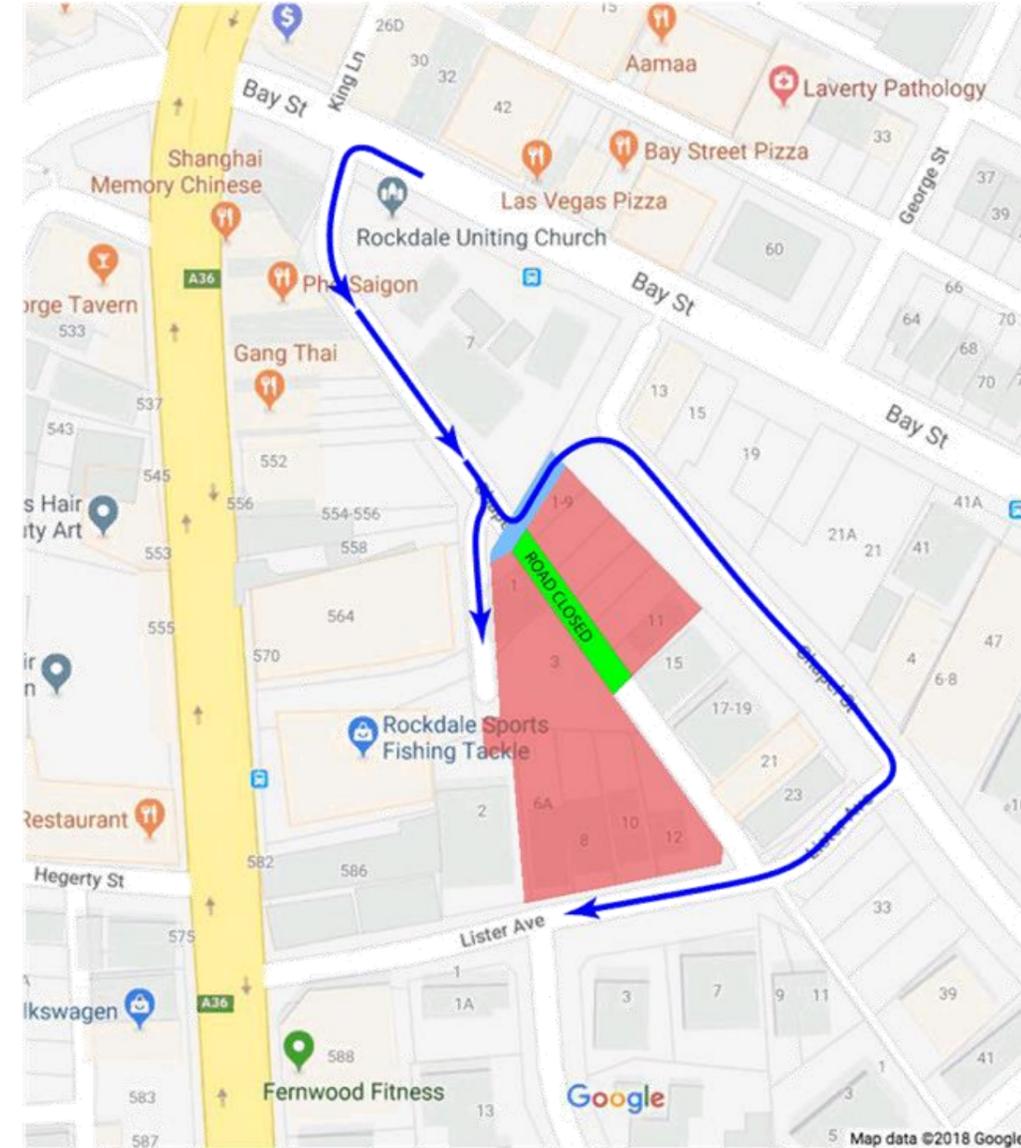
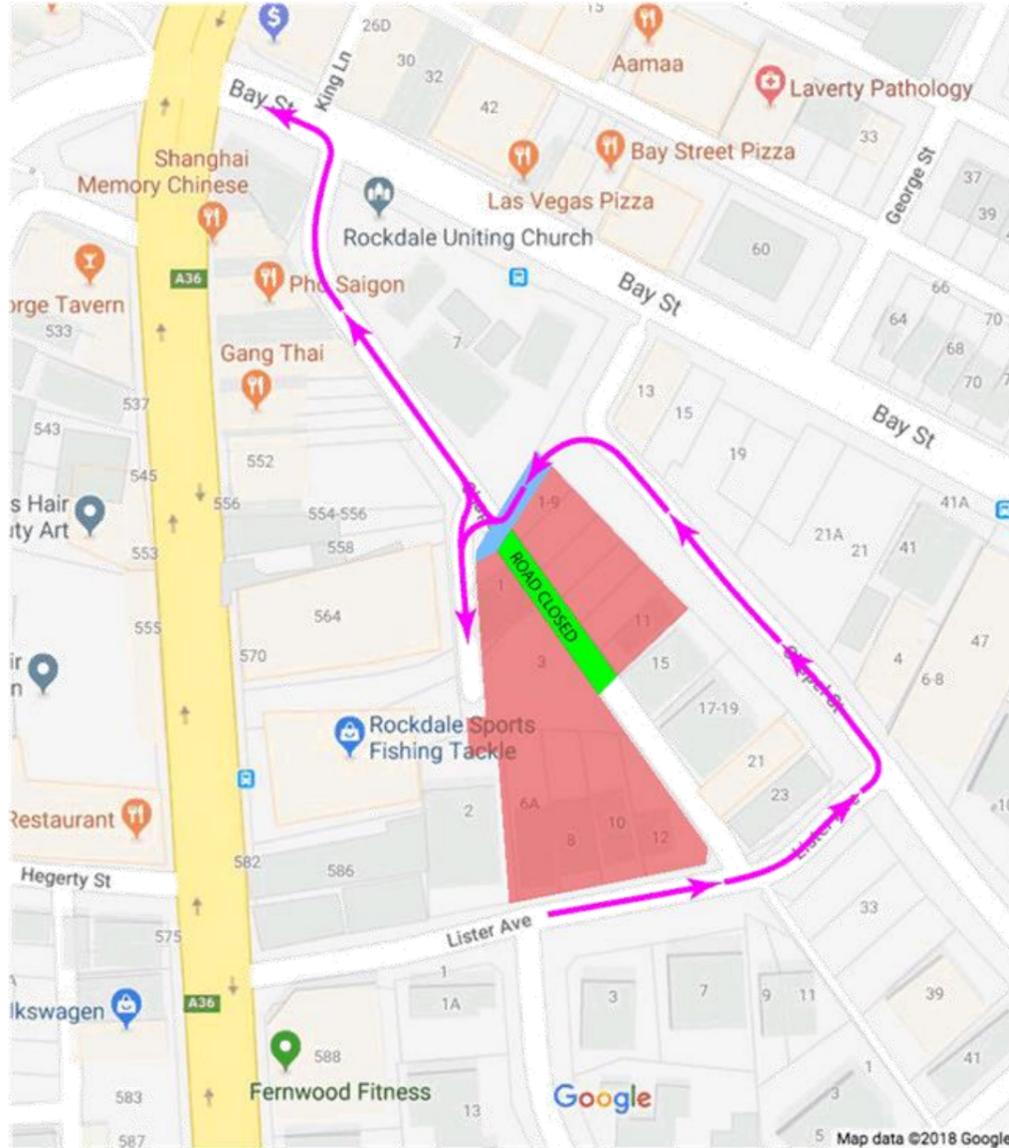
<p>Spring Pty Ltd ABN: 34 167 185 500 mail@sbmgplanning.com.au m: 0467 370 380 f: 02 8834 0702</p> <p>Traffic Management Plans</p>	Project/Event:	ROAD CLOSURE - MIXED-USE DEVELOPMENT			
	Location:	CHAPEL LANE, ROCKDALE NSW			
	Client:	DEICORP PTY LTD			
	Plan No.	SBMG01749-02	B	Date:	25TH JULY 2019

DATE	DESCRIPTION
25/07/19	B RE/ISED TEMPORARY ROADWAY LOCATION
07/08/18	A INITIAL SUBMISSION

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

SIGNED:

# DETOUR ROUTE CHAPEL LANE CLOSURE



**LEGEND:**

- NORTHBOUND DETOUR FROM LISTER AVENUE
- SOUTHBOUND DETOUR FROM BAY STREET
- CLOSED SECTION OF CHAPEL LANE
- TEMPORARY ROADWAY

<p style="font-size: small;">Spring Pty Ltd ARBN: 34 167 185 560 mail@sbmclanning.com.au m: 0487 370 380 f: 02 8834 0752</p> <p style="font-size: x-small;">Traffic Management Plans</p>	Project/Event:	ROAD CLOSURE - MIXED-USE DEVELOPMENT		
	Location:	CHAPEL LANE, ROCKDALE NSW		
	Client:	DEICORP PTY LTD		
	Plan No.:	SBMG01749-03	B	Date: 25TH JULY 2019
	SCALE:	NOT TO SCALE		



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

SIGNED:

DATE	DESCRIPTION
25/07/19	B RE-VISED TEMPORARY ROADWAY LOCATION
07/08/18	A INITIAL SUBMISSION

Purpose an usage	RECOMMENDED MAXIMUM SPACING OF CONES AND BOLLARDS		RECOMMENDED TAPER LENGTHS		
	Approach Speed (km/h)	Max Spacing (m)	Approach Speed (km/h)	Traffic control at start	Lateral shift taper
All purposes on residential or commercial streets	<=50	4	< 45	15	0 15
Center-line on approach to Traffic Controller position	All Cases	4	46-55	15	15 30
Outer edge of traffic lane - i.e. working on shoulder	51-70 / >70	18 / 24	56-65	30	30 60
Separating opposing traffic on 2 lane 2 way road	51-70 / >70	12 / 18	66-75	N/A	70 115
separating opposing traffic on a multilane undivided road	51-70 / >70	12 / 18	66-75	N/A	80 130
adjacent to a closed lane on a multilane road	51-70 / >70	18 / 24	66-75	N/A	70 115
Merge tapers	51-70 / >70	9 / 12	76-85	N/A	80 130
Lateral shift tapers	51-70 / >70	12 / 18	86-95	N/A	90 145
Protecting freshly painted lines	51-70 / >70	24 / 30	96-105	N/A	100 160
ROUND EXTRACTED FROM RTA TO 102 MANUAL V4.0 (TABLES E.1 & E.2). REFER TO MANUAL FOR FURTHER INFO	51-70 / >70	> 30	> 105	N/A	110 180

# Appendix B

# TRAFFIC CONTROL PLAN CHAPEL LANE CLOSURE



**NOTES:**

1. ALL SIGNAGE TO BE INSTALLED IN ACCORDANCE WITH RMS "TRAFFIC CONTROL AT WORKSITES" MANUAL AND AS1742.3.
2. ALL SIGNAGE AND DELINEATION MUST BE INSTALLED BY RMS CERTIFIED TRAFFIC CONTROLLER(S) ONLY.
3. SURROUNDING PROPERTY ACCESS TO BE MAINTAINED AT ALL TIMES.
4. TEMPORARY ACCESS TO BE CONSTRUCTED PRIOR TO THE CLOSURE OF CHAPEL LANE TO MINIMISE IMPACT ON ROAD USERS.
5. ADEQUATE LIGHTING TO BE INSTALLED ALONG THE TEMPORARY ACCESS WAY

**LEGEND:**

- SITE BOUNDARY
- TEMPORARY ACCESS
- CONCRETE BARRIERS
- CLOSURE BARRIER

<p>SBMG Spring Pty Ltd ABN: 34 167 185 580 mail@sbmgclarining.com.au m: 0487 370 380 f: 02 8834 0702</p> <p>Traffic Management Plans</p>	Project/Event:	ROAD CLOSURE - MIXED-USE DEVELOPMENT		
	Location:	CHAPEL LANE, ROCKDALE NSW		
	Client:	DEICORP PTY LTD		
	Plan No.:	SBMG01749-05	B	Date: 25TH JULY 2019
	SCALE:	NOT TO SCALE		

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

SIGNED:

DATE	DESCRIPTION
25/07/19	C REVISED TEMPORARY ROADWAY LOCATION
09/09/18	B UPDATES FROM COUNCIL COMMENTS
07/08/18	A INITIAL SUBMISSION

Purpose an usage	RECOMMENDED MAXIMUM SPACING OF CONES AND BOLLARDS		RECOMMENDED TAPER LENGTHS			
	Approach Speed (km/h)	Max Spacing (m)	Approach tapered (m)	Traffic control at start	Lateral shift taper	Merge taper
All purposes on residential or commercial streets	<=50	4				
Center-line on approach to Traffic Controller position	All Cases	4				
Outer edge of traffic lane - i.e. working on shoulder	51-70 / >70	18 / 24	< 45	15	0	15
Separating opposing traffic on 2 lane 2 way road	51-70 / >70	12 / 18	46-55	15	15	30
Separating opposing traffic on a multi-lane undivided road adjacent to a closed lane on a multi-lane road	51-70 / >70	18 / 24	56-65	30	30	60
Merge tapers	51-70 / >70	9 / 12	66-75	N/A	70	115
Lateral shift tapers	51-70 / >70	12 / 18	80-95	N/A	80	130
Protecting freshly painted lines	51-70 / >70	24 / 60	96-105	N/A	100	160
ROUND EXTRACTED FROM RITA TO 102 MANUAL V4.0 (TABLES E.1 & E.2). REFER TO MANUAL FOR FURTHER INFO	> 105	N/A	110	110	160	180

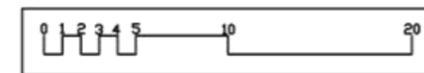
# Appendix C



# SWEPT PATH FORWARD FACING ACCESS TEMPORARY ROADWAY - CHAPEL LANE B85 DESIGN VEHICLE

**NOTES:**

1. VEHICLE PATHS CALCULATED USING AUTODESK AUTOCAD 2017 & AUTODESK VEHICLE TRACKING 2017.
2. AS/NZS 2890.1:2004 - B85 DESIGN VEHICLE USED WITH A KERB TO KERB TURNING RADIUS OF 5.750m.
3. DIAGRAM ILLUSTRATES TURNING MANOEUVRE FOR VEHICLE TO TRAVEL THROUGH THE TEMPORARY ROADWAY IN A FORWARD MANNER.



**LEGEND:**

- WHEEL PATH - FORWARD MOTION
- FRONT OVERHANG - FORWARD MOTION
- WHEEL PATH - REVERSE MOTION
- FRONT OVERHANG - REVERSE MOTION
- 300mm CLEARANCE ENVELOPE
- CONCRETE BARRIERS

<p>SBMG Solving Pty Ltd ABN: 34 167 185 500 mail@sbmgclarining.com.au m: 0467 370 380 t: 02 8834 0752</p> <p>Traffic Management Plans</p>	Project/Event: ROAD CLOSURE - MIXED-USE DEVELOPMENT			<p>N</p>	PREPARED BY: MATTHEW YOUNG PMS PREPARE A WORKZOME TRAFFIC MANAGEMENT PLAN CERTIFICATE No. SOC117010  SIGNED:	DATE	DESCRIPTION
	Location: CHAPEL LANE, ROCKDALE NSW					E	
	Client: DEICORP PTY LTD					D	
	Plan No. SBMG01749-28    A    Date: 25TH JULY 2019					C	
			B				
			25/07/19	A	INITIAL SUBMISSION		

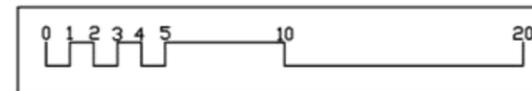




# SWEPT PATH FORWARD FACING ACCESS TEMPORARY ROADWAY - CHAPEL LANE B85 DESIGN VEHICLE

**NOTES:**

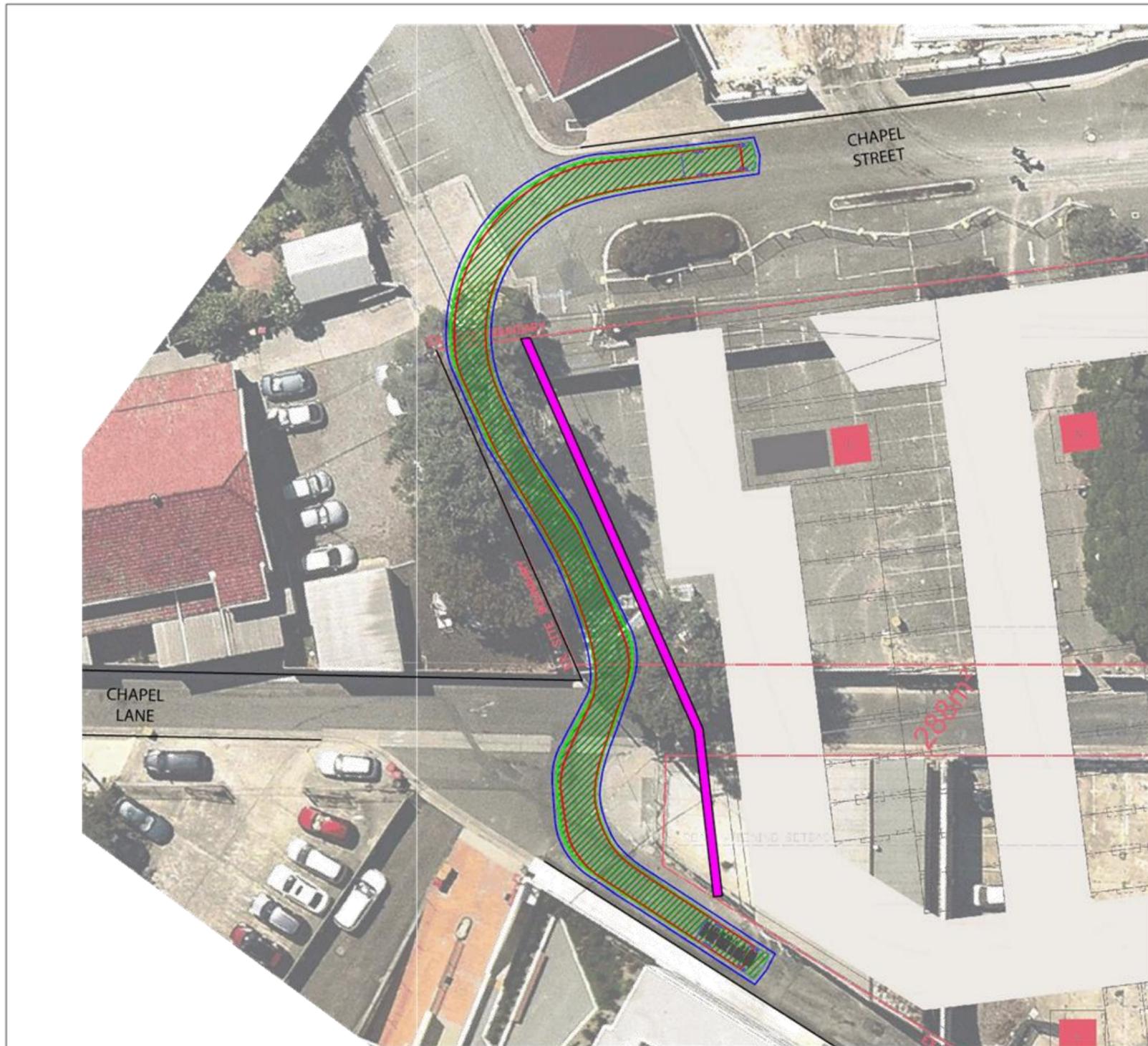
1. VEHICLE PATHS CALCULATED USING AUTODESK AUTOCAD 2017 & AUTODESK VEHICLE TRACKING 2017.
2. AS/NZS 2890.1:2004 - B85 DESIGN VEHICLE USED WITH A KERB TO KERB TURNING RADIUS OF 5.750m.
3. DIAGRAM ILLUSTRATES TURNING MANOEUVRE FOR VEHICLE TO TRAVEL THROUGH THE TEMPORARY ROADWAY IN A FORWARD MANNER.



<p>Spring Pty Ltd ABN: 34 167 185 560 mail@sbmaglarning.com.au m: 0487 370 380 f: 02 8834 0752</p> <p>Traffic Management Plans</p>	Project/Event:	ROAD CLOSURE - MIXED-USE DEVELOPMENT			<p>N</p>	PREPARED BY: MATTHEW YOUNG PMS PREPARE A WORKZONE TRAFFIC MANAGEMENT PLAN CERTIFICATE No. SOC117010  SIGNED:	DATE	DESCRIPTION
	Location:	CHAPEL LANE, ROCKDALE NSW					E	
	Client:	DEICORP PTY LTD					D	
	Plan No.	SBMG01749-30	A	Date:			25TH JULY 2019	C
					B			
					25/07/19	A	INITIAL SUBMISSION	

**LEGEND:**

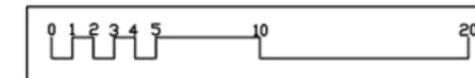
- WHEEL PATH - FORWARD MOTION
- FRONT OVERHANG - FORWARD MOTION
- WHEEL PATH - REVERSE MOTION
- FRONT OVERHANG - REVERSE MOTION
- 300mm CLEARANCE ENVELOPE
- CONCRETE BARRIERS



# SWEPT PATH FORWARD FACING ACCESS TEMPORARY ROADWAY - CHAPEL LANE B85 DESIGN VEHICLE

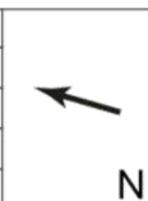
**NOTES:**

1. VEHICLE PATHS CALCULATED USING AUTODESK AUTOCAD 2017 & AUTODESK VEHICLE TRACKING 2017.
2. AS/NZS 2890.1:2004 - B85 DESIGN VEHICLE USED WITH A KERB TO KERB TURNING RADIUS OF 5.750m.
3. DIAGRAM ILLUSTRATES TURNING MANOEUVRE FOR VEHICLE TO TRAVEL THROUGH THE TEMPORARY ROADWAY IN A FORWARD MANNER.



**s|b|m|g**  
 Spring Pty Ltd  
 ABN: 34 167 185 560  
 matt@sbmglarntg.com.au  
 m: 0467 370 380  
 f: 02 8834 0752  
 Traffic Management Plans

Project/Event: ROAD CLOSURE - MIXED-USE DEVELOPMENT			
Location: CHAPEL LANE, ROCKDALE NSW			
Client: DEICORP PTY LTD			
Plan No.	SBMG01749-31	A	Date: 25TH JULY 2019

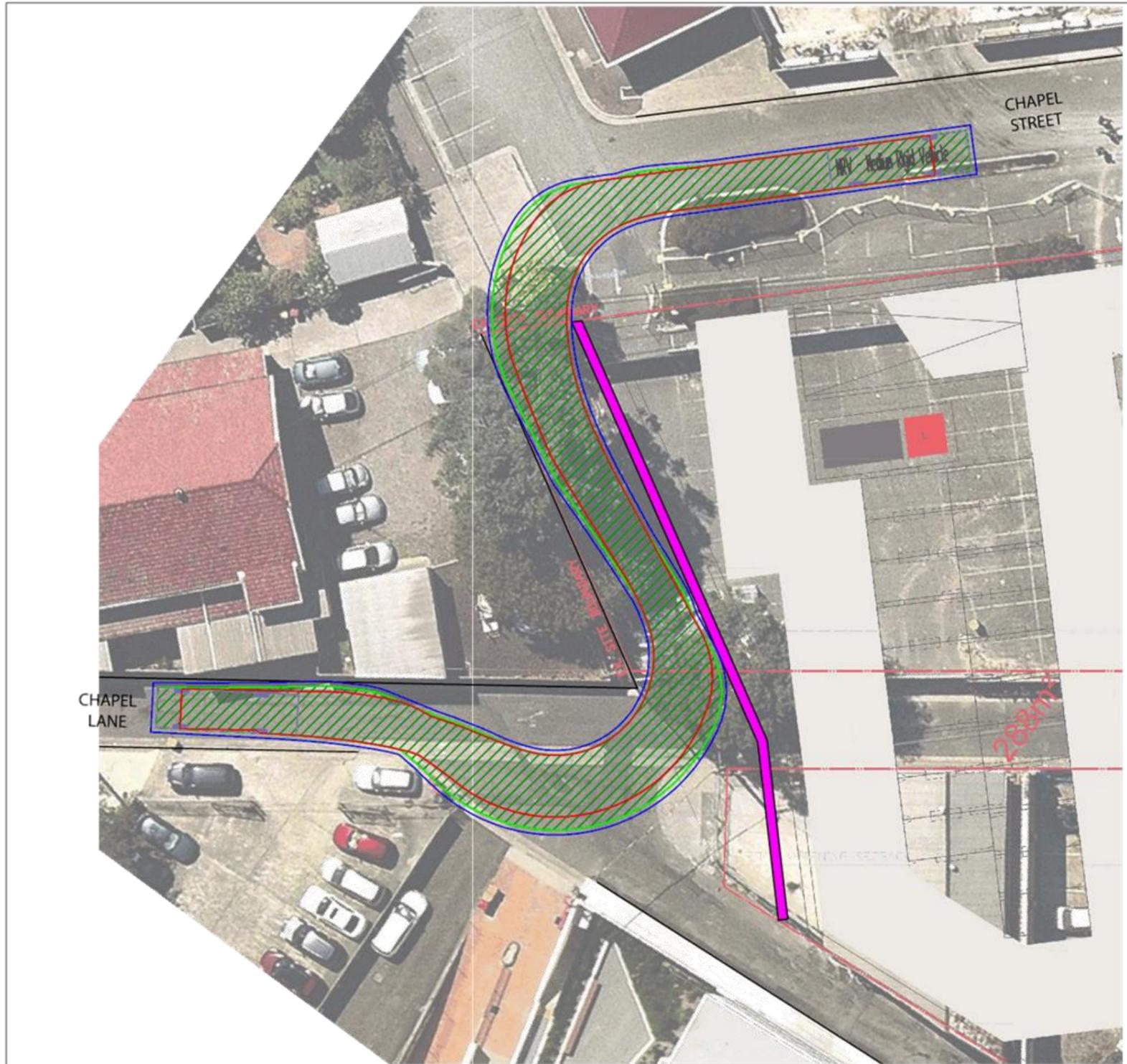


PREPARED BY: MATTHEW YOUNG  
 PMS PREPARE A WORKZONE  
 TRAFFIC MANAGEMENT PLAN  
 CERTIFICATE No. SOC117010  
 SIGNED: *[Signature]*

DATE	DESCRIPTION
25/07/19	A INITIAL SUBMISSION

**LEGEND:**

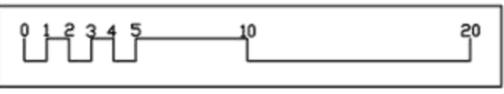
- WHEEL PATH - FORWARD MOTION
- FRONT OVERHANG - FORWARD MOTION
- WHEEL PATH - REVERSE MOTION
- FRONT OVERHANG - REVERSE MOTION
- 300mm CLEARANCE ENVELOPE
- CONCRETE BARRIERS



# SWEPT PATH FORWARD FACING ACCESS TEMPORARY ROADWAY - CHAPEL LANE MEDIUM RIGID VEHICLE

**NOTES:**

1. VEHICLE PATHS CALCULATED USING AUTODESK AUTOCAD 2017 & AUTODESK VEHICLE TRACKING 2017.
2. AS/NZS 2890.2:2002 MRV - MEDIUM RIGID VEHICLE USED WITH A KERB TO KERB TURNING RADIUS OF 10.000m.
3. DIAGRAM ILLUSTRATES TURNING MANOEUVRE FOR TRUCKS TO TRAVEL THROUGH THE TEMPORARY ROADWAY IN A FORWARD MANNER.



<p>Spring Pty Ltd AR01: 34 167 185 560 matt@sbmaglarmng.com.au m: 0467 370 380 f: 02 8834 0702</p> <p>Traffic Management Plans</p>	Project/Event: ROAD CLOSURE - MIXED-USE DEVELOPMENT			<p>N</p>	PREPARED BY: MATTHEW YOUNG RMS PREPARE A WORKZONE TRAFFIC MANAGEMENT PLAN CERTIFICATE No. 0051718996  SIGNED:	DATE	DESCRIPTION
	Location: CHAPEL LANE, ROCKDALE NSW					E	
	Client: DEICORP PTY LTD					D	
	Plan No.	SBMG01749-32	A			Date:	25TH JULY 2019
				B			
				25/07/19	A	INITIAL SUBMISSION	

**LEGEND:**

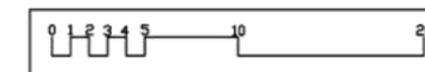
	WHEEL PATH - FORWARD MOTION
	FRONT OVERHANG - FORWARD MOTION
	WHEEL PATH - REVERSE MOTION
	FRONT OVERHANG - REVERSE MOTION
	300mm CLEARANCE ENVELOPE
	CONCRETE BARRIERS



# SWEPT PATH FORWARD FACING ACCESS TEMPORARY ROADWAY - CHAPEL LANE MEDIUM RIGID VEHICLE

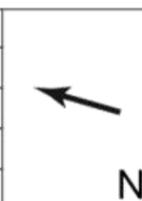
**NOTES:**

1. VEHICLE PATHS CALCULATED USING AUTODESK AUTOCAD 2017 & AUTODESK VEHICLE TRACKING 2017.
2. AS/NZS 2890.2:2002 MRV - MEDIUM RIGID VEHICLE USED WITH A KERB TO KERB TURNING RADIUS OF 10.000m.
3. DIAGRAM ILLUSTRATES TURNING MANOEUVRE FOR TRUCKS TO TRAVEL THROUGH THE TEMPORARY ROADWAY IN A FORWARD MANNER.



**s | b | m | g**  
 Strmg Pty Ltd  
 ABN: 34 167 185 560  
 matt@sbmglartrng.com.au  
 m: 0467 370 380  
 f: 02 8834 0752  
 Traffic Management Plans

Project/Event:	ROAD CLOSURE - MIXED-USE DEVELOPMENT		
Location:	CHAPEL LANE, ROCKDALE NSW		
Client:	DEICORP PTY LTD		
Plan No.	SBMG01749-33	A	Date: 25TH JULY 2019



PREPARED BY: MATTHEW YOUNG  
 RMS PREPARE A WORKZONE  
 TRAFFIC MANAGEMENT PLAN  
 CERTIFICATE No. 0051718996  
 SIGNED: *[Signature]*

DATE	DESCRIPTION
25/07/19	A INITIAL SUBMISSION

**LEGEND:**

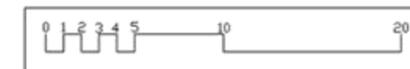
- WHEEL PATH - FORWARD MOTION
- FRONT OVERHANG - FORWARD MOTION
- WHEEL PATH - REVERSE MOTION
- FRONT OVERHANG - REVERSE MOTION
- 300mm CLEARANCE ENVELOPE
- CONCRETE BARRIERS



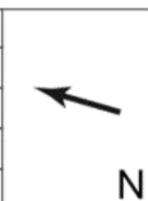
# SWEPT PATH FORWARD FACING ACCESS TEMPORARY ROADWAY - CHAPEL LANE MEDIUM RIGID VEHICLE

**NOTES:**

1. VEHICLE PATHS CALCULATED USING AUTODESK AUTOCAD 2017 & AUTODESK VEHICLE TRACKING 2017.
2. AS/NZS 2890.2:2002 MRV - MEDIUM RIGID VEHICLE USED WITH A KERB TO KERB TURNING RADIUS OF 10.000m.
3. DIAGRAM ILLUSTRATES TURNING MANOEUVRE FOR TRUCKS TO TRAVEL THROUGH THE TEMPORARY ROADWAY IN A FORWARD MANNER.



Project/Event:	ROAD CLOSURE - MIXED-USE DEVELOPMENT		
Location:	CHAPEL LANE, ROCKDALE NSW		
Client:	DEICORP PTY LTD		
Plan No.	SBMG01749-34	A	Date: 25TH JULY 2019



PREPARED BY: MATTHEW YOUNG  
RMS PREPARE A WORKZONE  
TRAFFIC MANAGEMENT PLAN  
CERTIFICATE No. 0051718996

SIGNED: *[Signature]*

DATE	DESCRIPTION
25/07/19	A INITIAL SUBMISSION

**LEGEND:**

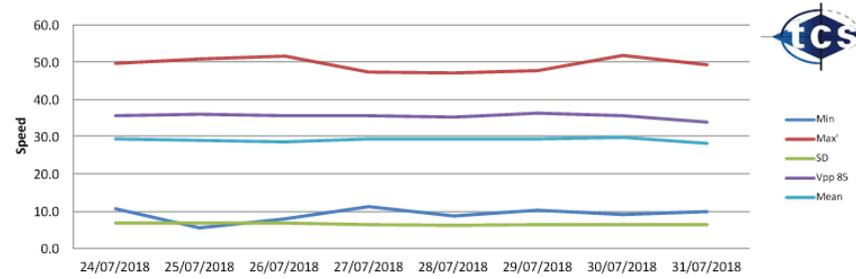
- WHEEL PATH - FORWARD MOTION
- FRONT OVERHANG - FORWARD MOTION
- WHEEL PATH - REVERSE MOTION
- FRONT OVERHANG - REVERSE MOTION
- 300mm CLEARANCE ENVELOPE
- CONCRETE BARRIERS

# Appendix D

**Daily Speed Report**

Client:  
 Site: CHAPEL LN NTH OF LISTER, ROCKDALE  
 Site No: 25-002-NB-SB-  
 Direction: Northbound

Date	Total	Min	Max	SD	Vpp 85	Mean
24/07/2018	277	10.5	49.8	6.8	35.5	29.2
25/07/2018	275	5.5	50.7	6.8	35.9	29.1
26/07/2018	303	8.1	51.5	6.8	35.8	28.7
27/07/2018	333	11.2	47.5	6.3	35.6	29.3
28/07/2018	336	8.6	47.1	6.2	35.2	29.2
29/07/2018	267	10.1	47.9	6.5	36.3	29.5
30/07/2018	311	8.9	51.8	6.3	35.7	29.8
31/07/2018	288	9.8	49.2	6.4	33.9	28.2
<b>-</b>	<b>2,390</b>	<b>5.5</b>	<b>51.8</b>	<b>6.5</b>	<b>35.6</b>	<b>29.1</b>

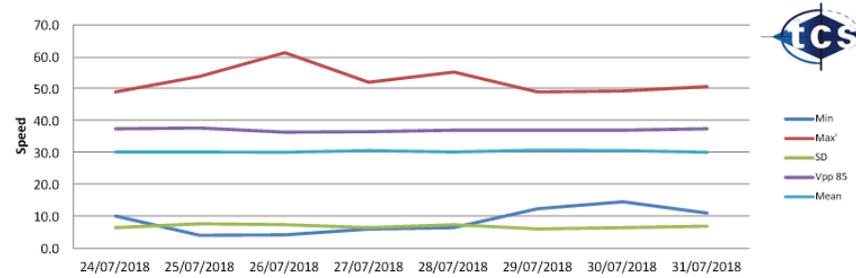


Date	Vbin 0-10	Vbin 10-20	Vbin 20-30	Vbin 30-40	Vbin 40-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Vbin 100-110	Vbin 110-120	Vbin 120-130	Vbin 130-140	Vbin 140-150	Vbin 150-160	Vbin 160-170	Vbin 170-180	Vbin 180-190	Vbin 190-200
24/07/2018	0	22	126	114	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
25/07/2018	2	21	133	107	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
26/07/2018	2	25	143	120	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
27/07/2018	0	27	159	127	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28/07/2018	2	22	150	152	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
29/07/2018	0	21	121	114	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
30/07/2018	2	13	148	133	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
31/07/2018	1	24	165	83	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>9</b>	<b>175</b>	<b>1,145</b>	<b>950</b>	<b>108</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Daily Speed Report**

Client:  
 Site: CHAPEL LN NTH OF LISTER, ROCKDALE  
 Site No: 25-002-NB-SB-  
 Direction: Southbound

Date	Total	Min	Max	SD	Vpp 85	Mean
24/07/2018	279	10.2	49.0	6.4	37.4	30.4
25/07/2018	260	4.1	53.7	7.7	37.7	30.2
26/07/2018	307	4.3	61.3	7.2	36.4	30.1
27/07/2018	317	6.0	52.1	6.6	36.7	30.5
28/07/2018	284	6.3	55.4	7.2	36.9	30.2
29/07/2018	220	12.3	49.0	6.1	37.0	30.8
30/07/2018	281	14.6	49.2	6.6	37.1	30.6
31/07/2018	265	11.2	50.8	6.8	37.3	30.1
<b>-</b>	<b>2,213</b>	<b>4.1</b>	<b>61.3</b>	<b>6.8</b>	<b>37</b>	<b>30.4</b>



Date	Vbin 0-10	Vbin 10-20	Vbin 20-30	Vbin 30-40	Vbin 40-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Vbin 100-110	Vbin 110-120	Vbin 120-130	Vbin 130-140	Vbin 140-150	Vbin 150-160	Vbin 160-170	Vbin 170-180	Vbin 180-190	Vbin 190-200
24/07/2018	0	15	116	126	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
25/07/2018	2	16	112	108	16	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
26/07/2018	2	16	139	127	20	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
27/07/2018	1	13	137	142	22	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28/07/2018	1	18	117	127	18	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
29/07/2018	0	5	101	99	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
30/07/2018	0	17	117	125	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
31/07/2018	0	15	119	107	23	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>6</b>	<b>115</b>	<b>958</b>	<b>961</b>	<b>158</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Hourly Speed Report**

Client:  
 Site: CHAPEL LN NTH OF LISTER, ROCKDALE  
 Site No: 25-002-NB-SB-  
 Direction: Northbound



Date	Time	Total	Min	Max'	SD	Vpp 85	Mean	0-10	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90- 100	100- 110	110- 120	120- 130	130- 140	140- 150	150- 160	160- 170	170- 180	180- 190	190- 200
24/07/2018	Total	277						0	22	126	114	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
25/07/2018	Total	275						2	21	133	107	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
26/07/2018	Total	303						2	25	143	120	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
27/07/2018	Total	333						0	27	159	127	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28/07/2018	Total	336						2	22	150	152	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
29/07/2018	Total	267						0	21	121	114	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
30/07/2018	Total	311						2	13	148	133	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
31/07/2018	Total	288						1	24	165	83	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Grand Total</b>		2,390	5.5	52	6.5	36	29	9	175	1,145	950	108	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**Hourly Speed Report**

Client:  
 Site: CHAPEL LN NTH OF LISTER, ROCKDALE  
 Site No: 25-002-NB-SB-  
 Direction: Southbound



Date	Time	Total	Min	Max	SD	Vpp 85	Mean	0-10	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100	100-110	110-120	120-130	130-140	140-150	150-160	160-170	170-180	180-190	190-200	
24/07/2018	Total	279						0	15	116	126	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
25/07/2018	Total	260						2	16	112	108	16	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
26/07/2018	Total	307						2	16	139	127	20	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
27/07/2018	Total	317						1	13	137	142	22	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28/07/2018	Total	284						1	18	117	127	18	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
29/07/2018	Total	220						0	5	101	99	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
30/07/2018	Total	281						0	17	117	125	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
31/07/2018	Total	265						0	15	119	107	23	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Grand Total</b>		2,213	4.1	61	6.8	37	30	6	115	958	961	158	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**TCS Instruments**  
**Weekly Vehicle Counts****Datasets:**

**Site:** [25-002-NB-SB-] CHAPEL LN NTH OF LISTER  
**Direction:** 7 - North bound A>B, South bound B>A. Lane: 1  
**Survey Duration:** 10:24 Monday, 23 July 2018 => 13:41 Wednesday, 1 August 2018,  
**Zone:**  
**File:** 25-002-NB-SB- 0 2018-08-01 1346.ec1 (Plus )  
**Identifier:** M6285VQ7 MC56-6 [MC55] (c)Microcom 02/03/01  
**Algorithm:** Factory default axle (v5.02)  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**

**Filter time:** 0:00 Tuesday, 24 July 2018 => 0:00 Wednesday, 1 August 2018 (8)  
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12  
**Speed range:** 0 - 200 km/h.  
**Direction:** North (bound), P = North, Lane = 0-16  
**Separation:** Headway > 0 sec, Span 0 - 100 metre  
**Name:** Default Profile  
**Scheme:** Vehicle classification (AustRoads94)  
**Units:** Metric (metre, kilometre, m/s, km/h, kg, tonne)  
**In profile:** Vehicles = 2390 / 5286 (45.21%)

**Weekly Vehicle Counts**

**WeeklyVehicle-247**

**Site:** 25-002-NB-SB-1.2NS  
**Description:** CHAPEL LN NTH OF LISTER  
**Filter time:** 0:00 Tuesday, 24 July 2018 => 0:00 Wednesday, 1 August 2018  
**Scheme:** Vehicle classification (AustRoads94)  
**Filter:** Cls(1-12) Dir(N) Sp(0,200) Headway(>0) Span(0 - 100) Lane(0-16)

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
Hour	23 Jul	24 Jul	25 Jul	26 Jul	27 Jul	28 Jul	29 Jul	1 - 5	1 - 7
0000-0100	*	5	6	1	2	7	5	3.5	4.3
0100-0200	*	2	5	1	1	0	1	2.3	1.7
0200-0300	*	0	2	2	0	0	3	1.0	1.2
0300-0400	*	0	0	0	2	1	2	0.5	0.8
0400-0500	*	1	0	0	1	0	0	0.5	0.3
0500-0600	*	3	2	3	3	1	1	2.8	2.2
0600-0700	*	4	3	7	5	3	1	4.8	3.8
0700-0800	*	5	8	8	6	9	4	6.8	6.7
0800-0900	*	<b>22</b>	<b>27</b>	<b>21</b>	<b>25</b>	7	4	<b>23.8</b>	<b>17.7</b>
0900-1000	*	21	21	20	19	12	8	20.3	16.8
1000-1100	*	11	8	15	13	12	10	11.8	11.5
1100-1200	*	12	15	11	8	<b>28</b>	<b>13</b>	11.5	14.5
1200-1300	*	14	7	8	21	12	14	12.5	12.7
1300-1400	*	11	15	17	12	19	14	13.8	14.7
1400-1500	*	14	13	13	19	18	16	14.8	15.5
1500-1600	*	20	24	30	23	28	13	24.3	23.0
1600-1700	*	18	19	22	26	25	25	21.3	22.5
1700-1800	*	28	<b>32</b>	31	<b>32</b>	21	26	<b>30.8</b>	<b>28.3</b>
1800-1900	*	<b>29</b>	18	<b>32</b>	29	29	30	27.0	27.8
1900-2000	*	20	13	18	24	<b>33</b>	<b>30</b>	18.8	23.0
2000-2100	*	13	14	17	20	24	11	16.0	16.5
2100-2200	*	11	8	11	17	22	22	11.8	15.2
2200-2300	*	5	8	6	16	16	9	8.8	10.0
2300-2400	*	8	7	9	9	9	5	8.3	7.8
<b>Totals</b>									
0700-1900	*	205	207	228	233	220	177	218.3	211.7
0600-2200	*	253	245	281	299	302	241	269.5	270.2
0600-0000	*	266	260	296	324	327	255	286.5	288.0
0000-0000	*	277	275	303	333	336	267	297.0	298.5
<b>AM Peak</b>	*	0800	0800	0800	0800	1100	1100		
	*	22	27	21	25	28	13		
<b>PM Peak</b>	*	1800	1700	1800	1700	1900	1900		
	*	29	32	32	32	33	30		

\* - No data.

**Weekly Vehicle Counts**

**WeeklyVehicle-247**

**Site:** 25-002-NB-SB-1.2NS  
**Description:** CHAPEL LN NTH OF LISTER  
**Filter time:** 0:00 Tuesday, 24 July 2018 => 0:00 Wednesday, 1 August 2018  
**Scheme:** Vehicle classification (AustRoads94)  
**Filter:** Cls(1-12) Dir(N) Sp(0,200) Headway(>0) Span(0 - 100) Lane(0-16)

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
	30 Jul	31 Jul	01 Aug	02 Aug	03 Aug	04 Aug	05 Aug	1 - 5	1 - 7
Hour									
0000-0100	6	6	*	*	*	*	*	6.0	6.0
0100-0200	2	1	*	*	*	*	*	1.5	1.5
0200-0300	1	1	*	*	*	*	*	1.0	1.0
0300-0400	0	1	*	*	*	*	*	0.5	0.5
0400-0500	0	0	*	*	*	*	*	0.0	0.0
0500-0600	3	5	*	*	*	*	*	4.0	4.0
0600-0700	7	5	*	*	*	*	*	6.0	6.0
0700-0800	4	5	*	*	*	*	*	4.5	4.5
0800-0900	21	25	*	*	*	*	*	23.0	23.0
0900-1000	25	21	*	*	*	*	*	23.0	23.0
1000-1100	17	11	*	*	*	*	*	14.0	14.0
1100-1200	10	11	*	*	*	*	*	10.5	10.5
1200-1300	7	14	*	*	*	*	*	10.5	10.5
1300-1400	17	21	*	*	*	*	*	19.0	19.0
1400-1500	19	15	*	*	*	*	*	17.0	17.0
1500-1600	33	16	*	*	*	*	*	24.5	24.5
1600-1700	17	32	*	*	*	*	*	24.5	24.5
1700-1800	24	15	*	*	*	*	*	19.5	19.5
1800-1900	30	37	*	*	*	*	*	33.5	33.5
1900-2000	21	15	*	*	*	*	*	18.0	18.0
2000-2100	14	9	*	*	*	*	*	11.5	11.5
2100-2200	12	4	*	*	*	*	*	8.0	8.0
2200-2300	12	13	*	*	*	*	*	12.5	12.5
2300-2400	9	5	*	*	*	*	*	7.0	7.0
<b>Totals</b>									
0700-1900	224	223	*	*	*	*	*	223.5	223.5
0600-2200	278	256	*	*	*	*	*	267.0	267.0
0600-0000	299	274	*	*	*	*	*	286.5	286.5
0000-0000	311	288	*	*	*	*	*	299.5	299.5
<b>AM Peak</b>	0900	0800	*	*	*	*	*		
	25	25	*	*	*	*	*		
<b>PM Peak</b>	1500	1800	*	*	*	*	*		
	33	37	*	*	*	*	*		

\* - No data.

**TCS Instruments**  
**Weekly Vehicle Counts****Datasets:**

**Site:** [25-002-NB-SB-] CHAPEL LN NTH OF LISTER  
**Direction:** 7 - North bound A>B, South bound B>A. Lane: 1  
**Survey Duration:** 10:24 Monday, 23 July 2018 => 13:41 Wednesday, 1 August 2018,  
**Zone:**  
**File:** 25-002-NB-SB- 0 2018-08-01 1346.ec1 (Plus )  
**Identifier:** M6285VQ7 MC56-6 [MC55] (c)Microcom 02/03/01  
**Algorithm:** Factory default axle (v5.02)  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**

**Filter time:** 0:00 Tuesday, 24 July 2018 => 0:00 Wednesday, 1 August 2018 (8)  
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12  
**Speed range:** 0 - 200 km/h.  
**Direction:** South (bound), P = North, Lane = 0-16  
**Separation:** Headway > 0 sec, Span 0 - 100 metre  
**Name:** Default Profile  
**Scheme:** Vehicle classification (AustRoads94)  
**Units:** Metric (metre, kilometre, m/s, km/h, kg, tonne)  
**In profile:** Vehicles = 2213 / 5286 (41.87%)

**Weekly Vehicle Counts**

**WeeklyVehicle-248**

**Site:** 25-002-NB-SB-1.2NS  
**Description:** CHAPEL LN NTH OF LISTER  
**Filter time:** 0:00 Tuesday, 24 July 2018 => 0:00 Wednesday, 1 August 2018  
**Scheme:** Vehicle classification (AustRoads94)  
**Filter:** Cls(1-12) Dir(S) Sp(0,200) Headway(>0) Span(0 - 100) Lane(0-16)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
	23 Jul	24 Jul	25 Jul	26 Jul	27 Jul	28 Jul	29 Jul	1 - 5	1 - 7
0000-0100	*	1	2	2	2	3	3	1.8	2.2
0100-0200	*	0	3	0	0	2	5	0.8	1.7
0200-0300	*	0	0	1	1	2	1	0.5	0.8
0300-0400	*	0	1	1	1	3	0	0.8	1.0
0400-0500	*	2	3	1	2	3	2	2.0	2.2
0500-0600	*	12	9	13	11	6	6	11.3	9.5
0600-0700	*	9	13	13	8	4	5	10.8	8.7
0700-0800	*	20	15	17	20	9	6	18.0	14.5
0800-0900	*	<b>23</b>	<b>26</b>	<b>28</b>	<b>29</b>	12	4	<b>26.5</b>	<b>20.3</b>
0900-1000	*	18	17	17	14	14	19	16.5	16.5
1000-1100	*	15	11	6	14	<b>25</b>	20	11.5	15.2
1100-1200	*	10	11	9	10	19	<b>23</b>	10.0	13.7
1200-1300	*	9	13	22	20	15	17	16.0	16.0
1300-1400	*	19	8	17	13	21	14	14.3	15.3
1400-1500	*	17	12	15	24	<b>24</b>	10	17.0	17.0
1500-1600	*	15	12	28	20	15	17	18.8	17.8
1600-1700	*	<b>30</b>	<b>31</b>	28	<b>36</b>	19	6	<b>31.3</b>	<b>25.0</b>
1700-1800	*	26	23	<b>37</b>	25	18	15	27.8	24.0
1800-1900	*	14	24	18	22	21	<b>19</b>	19.5	19.7
1900-2000	*	16	11	11	13	19	13	12.8	13.8
2000-2100	*	9	9	8	13	16	5	9.8	10.0
2100-2200	*	8	3	6	11	7	6	7.0	6.8
2200-2300	*	3	2	5	3	5	1	3.3	3.2
2300-2400	*	3	1	4	5	2	3	3.3	3.0
<b>Totals</b>									
0700-1900	*	216	203	242	247	212	170	227.0	215.0
0600-2200	*	258	239	280	292	258	199	267.3	254.3
0600-0000	*	264	242	289	300	265	203	273.8	260.5
0000-0000	*	279	260	307	317	284	220	290.8	277.8
<b>AM Peak</b>									
	*	0800	0800	0800	0800	1000	1100		
	*	23	26	28	29	25	23		
<b>PM Peak</b>									
	*	1600	1600	1700	1600	1400	1800		
	*	30	31	37	36	24	19		

\* - No data.

**Weekly Vehicle Counts**

**WeeklyVehicle-248**

**Site:** 25-002-NB-SB-1.2NS  
**Description:** CHAPEL LN NTH OF LISTER  
**Filter time:** 0:00 Tuesday, 24 July 2018 => 0:00 Wednesday, 1 August 2018  
**Scheme:** Vehicle classification (AustRoads94)  
**Filter:** Cls(1-12) Dir(S) Sp(0,200) Headway(>0) Span(0 - 100) Lane(0-16)

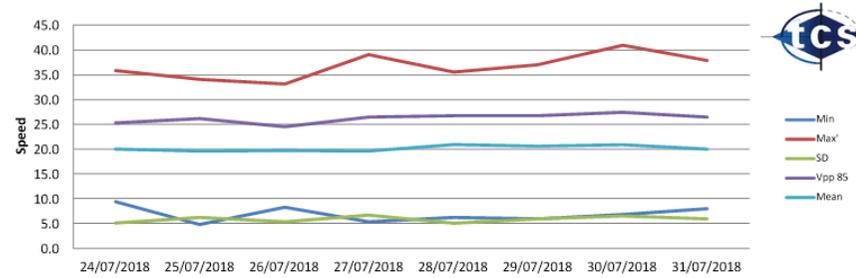
Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
	30 Jul	31 Jul	01 Aug	02 Aug	03 Aug	04 Aug	05 Aug	1 - 5	1 - 7
0000-0100	1	3	*	*	*	*	*	2.0	2.0
0100-0200	0	0	*	*	*	*	*	0.0	0.0
0200-0300	1	0	*	*	*	*	*	0.5	0.5
0300-0400	1	1	*	*	*	*	*	1.0	1.0
0400-0500	2	2	*	*	*	*	*	2.0	2.0
0500-0600	11	11	*	*	*	*	*	11.0	11.0
0600-0700	8	9	*	*	*	*	*	8.5	8.5
0700-0800	17	16	*	*	*	*	*	16.5	16.5
0800-0900	25	26	*	*	*	*	*	25.5	25.5
0900-1000	21	19	*	*	*	*	*	20.0	20.0
1000-1100	11	12	*	*	*	*	*	11.5	11.5
1100-1200	9	12	*	*	*	*	*	10.5	10.5
1200-1300	16	11	*	*	*	*	*	13.5	13.5
1300-1400	16	13	*	*	*	*	*	14.5	14.5
1400-1500	21	17	*	*	*	*	*	19.0	19.0
1500-1600	21	20	*	*	*	*	*	20.5	20.5
1600-1700	19	29	*	*	*	*	*	24.0	24.0
1700-1800	27	16	*	*	*	*	*	21.5	21.5
1800-1900	21	15	*	*	*	*	*	18.0	18.0
1900-2000	11	10	*	*	*	*	*	10.5	10.5
2000-2100	6	10	*	*	*	*	*	8.0	8.0
2100-2200	8	4	*	*	*	*	*	6.0	6.0
2200-2300	5	2	*	*	*	*	*	3.5	3.5
2300-2400	3	7	*	*	*	*	*	5.0	5.0
<b>Totals</b>									
0700-1900	224	206	*	*	*	*	*	215.0	215.0
0600-2200	257	239	*	*	*	*	*	248.0	248.0
0600-0000	265	248	*	*	*	*	*	256.5	256.5
0000-0000	281	265	*	*	*	*	*	273.0	273.0
<b>AM Peak</b>	0800	0800	*	*	*	*	*		
	25	26	*	*	*	*	*		
<b>PM Peak</b>	1700	1600	*	*	*	*	*		
	27	29	*	*	*	*	*		

\* - No data.

**Daily Speed Report**

Client:  
 Site: CHAPEL LN STH OF BAY ST, ROCKDALE  
 Site No: 25-001-NB-SB-  
 Direction: Northbound

Date	Total	Min	Max	SD	Vpp 85	Mean
24/07/2018	100	9.4	35.7	5.1	25.4	20.1
25/07/2018	105	4.8	34.0	6.3	26.2	19.6
26/07/2018	98	8.2	33.1	5.3	24.5	19.8
27/07/2018	110	5.4	39.0	6.7	26.3	19.6
28/07/2018	138	6.1	35.4	5.2	26.6	20.9
29/07/2018	124	5.9	36.9	5.9	26.6	20.6
30/07/2018	103	6.9	40.9	6.4	27.4	20.8
31/07/2018	103	7.9	37.7	5.9	26.4	20.1
<b>-</b>	<b>881</b>	<b>4.8</b>	<b>40.9</b>	<b>5.9</b>	<b>26.2</b>	<b>20.2</b>

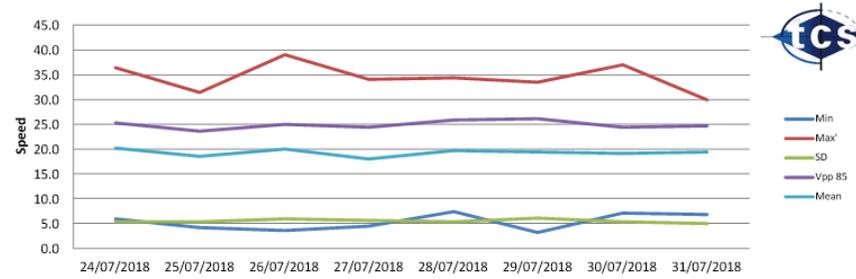


Date	Vbin 0-10	Vbin 10-20	Vbin 20-30	Vbin 30-40	Vbin 40-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Vbin 100-110	Vbin 110-120	Vbin 120-130	Vbin 130-140	Vbin 140-150	Vbin 150-160	Vbin 160-170	Vbin 170-180	Vbin 180-190	Vbin 190-200
24/07/2018	3	48	46	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
25/07/2018	10	44	47	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
26/07/2018	5	46	44	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
27/07/2018	11	41	54	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28/07/2018	2	58	71	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
29/07/2018	8	48	60	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
30/07/2018	6	38	54	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
31/07/2018	5	48	47	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>50</b>	<b>371</b>	<b>423</b>	<b>36</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Daily Speed Report**

Client:  
 Site: CHAPEL LN STH OF BAY ST, ROCKDALE  
 Site No: 25-001-NB-SB-  
 Direction: Southbound

Date	Total	Min	Max	SD	Vpp 85	Mean
24/07/2018	102	5.8	36.4	5.3	25.4	20.2
25/07/2018	102	4.2	31.3	5.3	23.6	18.4
26/07/2018	108	3.7	39.0	5.8	25.1	19.9
27/07/2018	115	4.5	33.9	5.7	24.3	18.0
28/07/2018	95	7.4	34.3	5.4	25.7	19.7
29/07/2018	76	3.2	33.4	6.1	26.1	19.5
30/07/2018	83	7.0	36.9	5.3	24.4	19.0
31/07/2018	87	6.8	29.9	5.0	24.6	19.5
<b>-</b>	<b>768</b>	<b>3.2</b>	<b>39</b>	<b>5.5</b>	<b>24.7</b>	<b>19.3</b>



Date	Vbin 0-10	Vbin 10-20	Vbin 20-30	Vbin 30-40	Vbin 40-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Vbin 100-110	Vbin 110-120	Vbin 120-130	Vbin 130-140	Vbin 140-150	Vbin 150-160	Vbin 160-170	Vbin 170-180	Vbin 180-190	Vbin 190-200
24/07/2018	3	48	49	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
25/07/2018	9	49	43	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
26/07/2018	3	52	47	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
27/07/2018	9	64	41	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28/07/2018	3	45	43	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
29/07/2018	5	29	39	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
30/07/2018	2	43	37	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
31/07/2018	5	38	44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>39</b>	<b>368</b>	<b>343</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Hourly Speed Report**

Client:  
 Site: CHAPEL LN STH OF BAY ST, ROCKDALE  
 Site No: 25-001-NB-SB-  
 Direction: Northbound



Date	Time	Total	Min	Max'	SD	Vpp 85	Mean	0-10	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90- 100	100- 110	110- 120	120- 130	130- 140	140- 150	150- 160	160- 170	170- 180	180- 190	190- 200
24/07/2018	Total	100						3	48	46	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
25/07/2018	Total	105						10	44	47	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
26/07/2018	Total	98						5	46	44	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
27/07/2018	Total	110						11	41	54	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28/07/2018	Total	138						2	58	71	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
29/07/2018	Total	124						8	48	60	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
30/07/2018	Total	103						6	38	54	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
31/07/2018	Total	103						5	48	47	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Grand Total</b>		881	881	4.8	41	5.9	26	20	371	423	36	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**Hourly Speed Report**

Client:  
 Site: CHAPEL LN STH OF BAY ST, ROCKDALE  
 Site No: 25-001-NB-SB-  
 Direction: Southbound



Date	Time	Total	Min	Max	SD	Vpp 85	Mean	0-10	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100	100-110	110-120	120-130	130-140	140-150	150-160	160-170	170-180	180-190	190-200	
24/07/2018	Total	102						3	48	49	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
25/07/2018	Total	102						9	49	43	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
26/07/2018	Total	108						3	52	47	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
27/07/2018	Total	115						9	64	41	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28/07/2018	Total	95						3	45	43	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
29/07/2018	Total	76						5	29	39	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
30/07/2018	Total	83						2	43	37	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
31/07/2018	Total	87						5	38	44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Grand Total</b>		768	3.2	39	5.5	25	19	39	368	343	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**TCS Instruments**  
**Weekly Vehicle Counts**



**Datasets:**

**Site:** [25-001-NB-SB-] CHAPEL LN STH OF BAY ST  
**Direction:** 7 - North bound A>B, South bound B>A. Lane: 0  
**Survey Duration:** 10:11 Monday, 23 July 2018 => 13:48 Wednesday, 1 August 2018,  
**Zone:**  
**File:** 25-001-NB-SB- 0 2018-08-01 1354.ec0 (Plus )  
**Identifier:** MM636JEF MC56-L5 [MC55] (c)Microcom 19Oct04  
**Algorithm:** Factory default axle (v5.02)  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**

**Filter time:** 0:00 Tuesday, 24 July 2018 => 0:00 Wednesday, 1 August 2018 (8)  
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12  
**Speed range:** 0 - 200 km/h.  
**Direction:** North (bound), P = North, Lane = 0-16  
**Separation:** Headway > 0 sec, Span 0 - 100 metre  
**Name:** Default Profile  
**Scheme:** Vehicle classification (AustRoads94)  
**Units:** Metric (metre, kilometre, m/s, km/h, kg, tonne)  
**In profile:** Vehicles = 881 / 1918 (45.93%)

**Weekly Vehicle Counts**

**WeeklyVehicle-233**

**Site:** 25-001-NB-SB-0.1NS  
**Description:** CHAPEL LN STH OF BAY ST  
**Filter time:** 0:00 Tuesday, 24 July 2018 => 0:00 Wednesday, 1 August 2018  
**Scheme:** Vehicle classification (AustRoads94)  
**Filter:** Cls(1-12) Dir(N) Sp(0,200) Headway(>0) Span(0 - 100) Lane(0-16)

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
Hour	23 Jul	24 Jul	25 Jul	26 Jul	27 Jul	28 Jul	29 Jul	1 - 5	1 - 7
0000-0100	*	1	2	1	1	2	3	1.3	1.7
0100-0200	*	0	1	0	1	0	2	0.5	0.7
0200-0300	*	0	0	0	0	1	2	0.0	0.5
0300-0400	*	0	0	0	0	0	1	0.0	0.2
0400-0500	*	0	0	0	0	0	0	0.0	0.0
0500-0600	*	5	6	1	5	0	1	4.3	3.0
0600-0700	*	6	6	9	7	2	2	7.0	5.3
0700-0800	*	6	5	2	8	5	3	5.3	4.8
0800-0900	*	3	4	4	5	3	2	4.0	3.5
0900-1000	*	5	5	7	5	8	2	5.5	5.3
1000-1100	*	8	4	5	3	5	8	5.0	5.5
1100-1200	*	9	4	6	3	13	7	5.5	7.0
1200-1300	*	5	7	6	6	6	3	6.0	5.5
1300-1400	*	7	11	5	5	11	8	7.0	7.8
1400-1500	*	5	5	8	13	5	3	7.8	6.5
1500-1600	*	2	5	4	1	10	3	3.0	4.2
1600-1700	*	5	3	5	4	7	7	4.3	5.2
1700-1800	*	5	12	7	8	10	12	8.0	9.0
1800-1900	*	11	10	10	6	11	18	9.3	11.0
1900-2000	*	6	3	6	7	17	14	5.5	8.8
2000-2100	*	1	4	3	12	8	5	5.0	5.5
2100-2200	*	4	2	3	5	8	7	3.5	4.8
2200-2300	*	4	3	4	3	4	9	3.5	4.5
2300-2400	*	2	3	2	2	2	2	2.3	2.2
Totals									
0700-1900	*	71	75	69	67	94	76	70.5	75.3
0600-2200	*	88	90	90	98	129	104	91.5	99.8
0600-0000	*	94	96	96	103	135	115	97.3	106.5
0000-0000	*	100	105	98	110	138	124	103.3	112.5
AM Peak	*	1100	0600	0600	0700	1100	1000		
	*	9	6	9	8	13	8		
PM Peak	*	1800	1700	1800	1400	1900	1800		
	*	11	12	10	13	17	18		

\* - No data.

**Weekly Vehicle Counts**

**WeeklyVehicle-233**

**Site:** 25-001-NB-SB-0.1NS  
**Description:** CHAPEL LN STH OF BAY ST  
**Filter time:** 0:00 Tuesday, 24 July 2018 => 0:00 Wednesday, 1 August 2018  
**Scheme:** Vehicle classification (AustRoads94)  
**Filter:** Cls(1-12) Dir(N) Sp(0,200) Headway(>0) Span(0 - 100) Lane(0-16)

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
Hour	30 Jul	31 Jul	01 Aug	02 Aug	03 Aug	04 Aug	05 Aug	1 - 5	1 - 7
0000-0100	1	1	*	*	*	*	*	1.0	1.0
0100-0200	0	0	*	*	*	*	*	0.0	0.0
0200-0300	0	0	*	*	*	*	*	0.0	0.0
0300-0400	0	0	*	*	*	*	*	0.0	0.0
0400-0500	0	1	*	*	*	*	*	0.5	0.5
0500-0600	7	6	*	*	*	*	*	6.5	6.5
0600-0700	7	6	*	*	*	*	*	6.5	6.5
0700-0800	7	8	*	*	*	*	*	7.5	7.5
0800-0900	3	5	*	*	*	*	*	4.0	4.0
0900-1000	5	6	*	*	*	*	*	5.5	5.5
1000-1100	4	2	*	*	*	*	*	3.0	3.0
1100-1200	6	4	*	*	*	*	*	5.0	5.0
1200-1300	3	4	*	*	*	*	*	3.5	3.5
1300-1400	5	10	*	*	*	*	*	7.5	7.5
1400-1500	4	5	*	*	*	*	*	4.5	4.5
1500-1600	8	3	*	*	*	*	*	5.5	5.5
1600-1700	4	9	*	*	*	*	*	6.5	6.5
1700-1800	9	5	*	*	*	*	*	7.0	7.0
1800-1900	12	14	*	*	*	*	*	13.0	13.0
1900-2000	7	7	*	*	*	*	*	7.0	7.0
2000-2100	2	2	*	*	*	*	*	2.0	2.0
2100-2200	4	2	*	*	*	*	*	3.0	3.0
2200-2300	5	3	*	*	*	*	*	4.0	4.0
2300-2400	0	0	*	*	*	*	*	0.0	0.0
<b>Totals</b>									
0700-1900	70	75	*	*	*	*	*	72.5	72.5
0600-2200	90	92	*	*	*	*	*	91.0	91.0
0600-0000	95	95	*	*	*	*	*	95.0	95.0
0000-0000	103	103	*	*	*	*	*	103.0	103.0
<b>AM Peak</b>	0700	0700	*	*	*	*	*		
	7	8	*	*	*	*	*		
<b>PM Peak</b>	1800	1800	*	*	*	*	*		
	12	14	*	*	*	*	*		

\* - No data.

**TCS Instruments**  
**Weekly Vehicle Counts****Datasets:**

**Site:** [25-001-NB-SB-] CHAPEL LN STH OF BAY ST  
**Direction:** 7 - North bound A>B, South bound B>A. Lane: 0  
**Survey Duration:** 10:11 Monday, 23 July 2018 => 13:48 Wednesday, 1 August 2018,  
**Zone:**  
**File:** 25-001-NB-SB- 0 2018-08-01 1354.ec0 (Plus )  
**Identifier:** MM636JEF MC56-L5 [MC55] (c)Microcom 19Oct04  
**Algorithm:** Factory default axle (v5.02)  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**

**Filter time:** 0:00 Tuesday, 24 July 2018 => 0:00 Wednesday, 1 August 2018 (8)  
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12  
**Speed range:** 0 - 200 km/h.  
**Direction:** South (bound), P = North, Lane = 0-16  
**Separation:** Headway > 0 sec, Span 0 - 100 metre  
**Name:** Default Profile  
**Scheme:** Vehicle classification (AustRoads94)  
**Units:** Metric (metre, kilometre, m/s, km/h, kg, tonne)  
**In profile:** Vehicles = 768 / 1918 (40.04%)

**Weekly Vehicle Counts**

**WeeklyVehicle-234**

**Site:** 25-001-NB-SB-0.1NS  
**Description:** CHAPEL LN STH OF BAY ST  
**Filter time:** 0:00 Tuesday, 24 July 2018 => 0:00 Wednesday, 1 August 2018  
**Scheme:** Vehicle classification (AustRoads94)  
**Filter:** Cls(1-12) Dir(S) Sp(0,200) Headway(>0) Span(0 - 100) Lane(0-16)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
	23 Jul	24 Jul	25 Jul	26 Jul	27 Jul	28 Jul	29 Jul	1 - 5	1 - 7
0000-0100	*	0	1	0	1	2	1	0.5	0.8
0100-0200	*	0	1	0	1	1	1	0.5	0.7
0200-0300	*	0	0	0	1	2	2	0.3	0.8
0300-0400	*	0	0	1	0	1	0	0.3	0.3
0400-0500	*	0	2	0	0	0	1	0.5	0.5
0500-0600	*	1	1	3	1	0	1	1.5	1.2
0600-0700	*	1	1	3	2	0	0	1.8	1.2
0700-0800	*	9	7	6	8	3	2	7.5	5.8
0800-0900	*	7	9	10	9	2	3	8.8	6.7
0900-1000	*	5	5	7	4	3	7	5.3	5.2
1000-1100	*	8	3	1	6	9	4	4.5	5.2
1100-1200	*	8	1	4	7	6	7	5.0	5.5
1200-1300	*	6	10	13	16	4	3	11.3	8.7
1300-1400	*	8	3	5	4	8	4	5.0	5.3
1400-1500	*	8	6	6	5	8	3	6.3	6.0
1500-1600	*	5	5	12	8	7	4	7.5	6.8
1600-1700	*	8	7	8	7	7	2	7.5	6.5
1700-1800	*	6	12	11	11	6	7	10.0	8.8
1800-1900	*	3	8	2	2	7	4	3.8	4.3
1900-2000	*	9	7	3	6	9	6	6.3	6.7
2000-2100	*	2	1	3	5	6	4	2.8	3.5
2100-2200	*	2	2	2	2	2	4	2.0	2.3
2200-2300	*	2	5	6	2	2	4	3.8	3.5
2300-2400	*	4	5	2	7	0	2	4.5	3.3
<b>Totals</b>									
0700-1900	*	81	76	85	87	70	50	82.3	74.8
0600-2200	*	95	87	96	102	87	64	95.0	88.5
0600-0000	*	101	97	104	111	89	70	103.3	95.3
0000-0000	*	102	102	108	115	95	76	106.8	99.7
<b>AM Peak</b>									
	*	0700	0800	0800	0800	1000	1100		
	*	9	9	10	9	9	7		
<b>PM Peak</b>									
	*	1900	1700	1200	1200	1900	1700		
	*	9	12	13	16	9	7		

\* - No data.

**Weekly Vehicle Counts**

**WeeklyVehicle-234**

**Site:** 25-001-NB-SB-0.1NS  
**Description:** CHAPEL LN STH OF BAY ST  
**Filter time:** 0:00 Tuesday, 24 July 2018 => 0:00 Wednesday, 1 August 2018  
**Scheme:** Vehicle classification (AustRoads94)  
**Filter:** Cls(1-12) Dir(S) Sp(0,200) Headway(>0) Span(0 - 100) Lane(0-16)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
	30 Jul	31 Jul	01 Aug	02 Aug	03 Aug	04 Aug	05 Aug	1 - 5	1 - 7
0000-0100	1	0	*	*	*	*	*	0.5	0.5
0100-0200	0	0	*	*	*	*	*	0.0	0.0
0200-0300	0	0	*	*	*	*	*	0.0	0.0
0300-0400	1	0	*	*	*	*	*	0.5	0.5
0400-0500	0	0	*	*	*	*	*	0.0	0.0
0500-0600	1	2	*	*	*	*	*	1.5	1.5
0600-0700	1	0	*	*	*	*	*	0.5	0.5
0700-0800	6	6	*	*	*	*	*	6.0	6.0
0800-0900	8	7	*	*	*	*	*	7.5	7.5
0900-1000	5	5	*	*	*	*	*	5.0	5.0
1000-1100	4	5	*	*	*	*	*	4.5	4.5
1100-1200	5	3	*	*	*	*	*	4.0	4.0
1200-1300	5	5	*	*	*	*	*	5.0	5.0
1300-1400	7	4	*	*	*	*	*	5.5	5.5
1400-1500	5	8	*	*	*	*	*	6.5	6.5
1500-1600	3	5	*	*	*	*	*	4.0	4.0
1600-1700	3	6	*	*	*	*	*	4.5	4.5
1700-1800	8	5	*	*	*	*	*	6.5	6.5
1800-1900	8	7	*	*	*	*	*	7.5	7.5
1900-2000	4	6	*	*	*	*	*	5.0	5.0
2000-2100	1	2	*	*	*	*	*	1.5	1.5
2100-2200	3	5	*	*	*	*	*	4.0	4.0
2200-2300	2	2	*	*	*	*	*	2.0	2.0
2300-2400	2	4	*	*	*	*	*	3.0	3.0
<b>Totals</b>									
0700-1900	67	66	*	*	*	*	*	66.5	66.5
0600-2200	76	79	*	*	*	*	*	77.5	77.5
0600-0000	80	85	*	*	*	*	*	82.5	82.5
0000-0000	83	87	*	*	*	*	*	85.0	85.0
<b>AM Peak</b>									
	0800	0800	*	*	*	*	*		
	8	7	*	*	*	*	*		
<b>PM Peak</b>									
	1800	1400	*	*	*	*	*		
	8	8	*	*	*	*	*		

\* - No data.

27/06/2018

Chapel Ln - Google Maps

Google Maps

Chapel Ln

Chapel Lane at the rear of shops fronting Princes Hwy near Bay Street end



Image capture: Oct 2017 © 2018 Google

[https://www.google.com.au/maps/place/Chapel+Ln,+Rockdale+NSW+2216/@-33.953432,151.1379816,3a,75y,333.86h,63.14t/data=!3m6!1e1!3m4!1sZchIy1qA\\_\\_OaKOq-k-yF9Q2e0I713312I8i665614m5!3m4!1s0x6...](https://www.google.com.au/maps/place/Chapel+Ln,+Rockdale+NSW+2216/@-33.953432,151.1379816,3a,75y,333.86h,63.14t/data=!3m6!1e1!3m4!1sZchIy1qA__OaKOq-k-yF9Q2e0I713312I8i665614m5!3m4!1s0x6...) 1/2

27/06/2018

Chapel Ln - Google Maps

Rockdale, New South Wales

 Google, Inc.

Street View - Oct 2017



[https://www.google.com.au/maps/place/Chapel+Ln,+Rockdale+NSW+2216/@-33.953432,151.1379816,3a,75y,333.86h,63.14t/data=!3m6!1e1!3m4!1sZchIy1qA\\_\\_OaKOq-k-yF9Ql2e0l7i13312l8i6656l4m5l3m4!1s0x6...](https://www.google.com.au/maps/place/Chapel+Ln,+Rockdale+NSW+2216/@-33.953432,151.1379816,3a,75y,333.86h,63.14t/data=!3m6!1e1!3m4!1sZchIy1qA__OaKOq-k-yF9Ql2e0l7i13312l8i6656l4m5l3m4!1s0x6...) 2/2

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## Bayside Traffic Committee

4/09/2019

Item No                   BTC19.157  
Subject                   **95-97 Baxter Road, Mascot - Proposed 'No Stopping' restriction**  
Report by                Traffic Engineer  
File                       SF19/77  
Electorate               Heffron

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### Summary

Council has received a request to review parking restrictions outside 95-97 Baxter Road, Mascot.

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### Officer Recommendation

That existing parking conditions be retained outside 95-97 Baxter Road, Mascot.

---

### Background

Council has received a request for the provision of a 'No Stopping' restriction between the driveways of No. 95 and No. 97 Baxter Road, Mascot. Parking in the area is in high demand, given the close proximity to the airport. It is claimed that trucks occasionally park between the driveways and cause difficulty of access and egress.

The matter has been investigated, and it was found that the parking space between the driveways is 6.3m, which is compatible with the recommended length for a parking space. Most vehicles can park in that space legally without affecting access to driveways. It is hence recommended that the existing conditions be retained, as a loss of a full parking space in an area where parking is needed is not supported.

The locality of the existing parking restriction can be found at the attachments section.

---

### 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

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### Attachments

- 1 95-97 Baxter Road Map [↓](#)
- 2 95-97 Baxter Road Photo [↓](#)



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			1:122	



## Bayside Traffic Committee

4/09/2019

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Item No	BTC19.158
Subject	<b>Geddes Street, south of Herford Street, Botany - Proposed 'No Parking' restriction</b>
Report by	Traffic Engineer
File	SF19/77
Electorate	Maroubra

---

### Summary

Council received a request to review parking restrictions in Geddes Street, Botany. It is claimed that parked vehicles are blocking the clear passage of moving traffic and blocking access to garages.

---

### Officer Recommendation

That the following restrictions be installed along the western side of Geddes Street, south of Herford Street, Botany:

- 0-10m: 10m statutory 'No Stopping' signposting.
  - 10m-60m: 50m 'No Parking' restriction.
- 

### Background

Geddes Street is a 60m long street with a 4.5m wide paved section. Residents have raised concerns over parked vehicles in the laneway affecting traffic movement and access to garages.

Hence, it is recommended that the western side of Geddes Street be signposted with a statutory 'No Stopping' restriction as well as a 'No Parking' restriction to improve safety of the moving traffic and provide safer access to garages.

Affected residents have been consulted, only one response was received, which was in support of the proposal.

The locality of the proposed restrictions 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. |
| Additional funds required            | <input type="checkbox"/>            |                                     |
-

## Community Engagement

Affected residents consulted.

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## Attachments

- 1 Geddes Street Map [↓](#)
- 2 Geddes Street Photo 1 [↓](#)
- 3 Geddes Street Photo 2 [↓](#)



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		Prepared By: Malik Almuhanha		





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## Bayside Traffic Committee

4/09/2019

Item No	BTC19.159
Subject	<b>General Bridges Crescent, Daceyville - Extend Bus Zone (TfNSW Bus Layover Proposal)</b>
Report by	Transport Planner
File	SF19/77
Electorate	Maroubra

---

### Summary

TfNSW are proposing to extend the current bus layover areas on General Bridges Crescent, Daceyville to better accommodate the bus interchange component of the CBD and SE Sydney Light Rail Terminus at Kingsford.

The proposal seeks to extend the current bus layover area to accommodate two (2) buses. This will require the re-location of a 'No Stopping/Bus Zone' regulatory sign 6 metres further to the west of its current location.

The heritage concerns of Daceyville and the General Bridges Crescent site were key considerations of TfNSW and Council when developing this proposal.

---

### Officer Recommendation

That the Committee:

- 1 Note the design (attached) for an expanded bus layover area at General Bridges Crescent, Daceyville
  - 2 That TfNSW undertake formal community engagement including with the Botany Historical Trust and report the results back to Council.
- 

### Background

To enable better access to the Kingsford light rail terminus (opening in March 2020), TfNSW have proposed a number of measures to improve bus integration and their capacity to interchange with the light rail. The current bus layover area situated on General Bridges Crescent, Daceyville (approximately 100 metres to the west of the Kingsford Light Rail Terminus) has been identified as a site requiring enhancement for this purpose.

TfNSW's and the South East Integrated Service Plan (ISP SE) propose to extend the current bus layover area in General Bridges Crescent to accommodate the expected increase in bus services and their terminal dwell times.

This bus zone is planned to be extended 6 metres to the west along General Bridges Crescent to provide a total of 33 metres of bus layover space. This will accommodate one standard 'rigid' 12.5m bus and an 18m articulated bus.

*TfNSW: General Arrangement Plan (Bus Priority Infrastructure Program)*



Council reviewed a number of TfNSW options for this proposal to ensure minimal heritage impact. This resulted in the current proposal which has been reviewed by Council's Parks, Transport and Heritage advisors. It was deemed that this option (option 4) was most suitable.

*General Bridges Crescent: Street view street sign re-location*



**Heritage:**

Daceyville is a designated Heritage Conservation Area as defined in the Botany Bay LEP 2013 (schedule 5) and recognised on the state heritage register. Dacey Gardens and the substation situated directly adjacent to the proposed bus layover area are both listed as heritage items on that register. Council have subsequently advised TfNSW during this proposal that heritage concerns would guide what infrastructure could be accommodated.

Of the options proposed (option 4) has been identified as having minimal heritage impact and requirements for civil works.

This proposal has been discussed and agreed upon with key stakeholders (TfNSW, Bus operators, RMS Network Safety, Sydney Coordination Office). The proposal also accommodates Bayside and Randwick Councils’ future cycleway along General Bridges Crescent and will result in minimal disruption to the community during construction, avoiding impacts to vegetation, parking local, heritage and reduces project cost.

**Financial Implications**

- Not applicable  This project will be fully funded by TfNSW.
- Included in existing approved budget
- Additional funds required

**Community Engagement**

TfNSW have advised that they will undertake community notification for the implementation of the works.

**Attachments**

Nil

## Bayside Traffic Committee

4/09/2019

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Item No	BTC19.160
Subject	<b>Hale Street, Botany – Detailed Design Drawings for Proposed construction of new traffic islands, linemarking and signage</b>
Report by	Civil Projects Officer
File	SF19/77
Electorate	Maroubra

---

### Summary

Hale Street is situated in the industrial zone of Botany. It provides links between Foreshore Road and Botany Road. As part of Australian Government Blackspot Program, Council has received 100% funding to implement a traffic calming scheme in Hale Street.

This report provides detailed design drawings for endorsement by the Committee.

### Officer Recommendation

That approval be given for the construction of two new traffic islands, as well as upgraded linemarking and required signage in Hale Street between Botany Road and Luland Street, Botany.

---

### Background

Hale Street is classified as local street in Council's road hierarchy but largely services the industrial and commercial zone in Botany. It is used frequently by many very large vehicles, and carries more than 6500 vehicles per day with 85<sup>th</sup> percentile speed of 53kmh.

Based on the Roads and Maritime crash data for the period of 5 years ending June 2017, 9 crashes were reported in Hale Street with 4 of them being injury crashes.

As part of Australian Government Blackspot Program 2019-2010, Council has received 100% funding to implement the traffic calming scheme consisting of traffic islands and separate and through parking lanes in Hale Street.

The proposal does not lead to loss of any on-street parking. Affected properties will be notified of Council's decision.

---

### Financial Implications

- |                                      |                                     |  |
|--------------------------------------|-------------------------------------|--|
| Not applicable                       | <input type="checkbox"/>            |  |
| Included in existing approved budget | <input checked="" type="checkbox"/> | \$20,000 funding from Australian Government Blackspot Program(100% funded). Project included on City Projects Program for delivery in 2019/2020. |
| Additional funds required            | <input type="checkbox"/>            |  |
-

## Community Engagement

Notification will be carried out prior to implementation of works.

---

## Attachments

- 1 Hale St, Botany [↓](#)
- 2 Hale Street project nomination [↓](#)
- 3 Hale Street crash diagram [↓](#)







REV	DATE	DESCRIPTION	DRAWN	APPROV

PROJECT  
HALE STREET  
BETWEEN LULAND ST AND BOTANY RD  
BOTANY

DRAWING TITLE  
LINEMARKING AND CIVIL PLAN

DRAWING STATUS  
FOR TRAFFIC COMMITTEE APPROVAL

DRAWN L. MELVILLE	SIGNATURE
CHECKED D. CAFFE	SIGNATURE
APPROVED M. ABRA	SIGNATURE
SCALE 1:500 @ A3	PROJECT No.
DATE 14/08/2019	REVISION
DRAWING NUMBER 3	

Bayside Council 447-448 Princes Highway, Rockdale NSW 2216 - www.bayside.nsw.gov.au



Project-1331

SENSITIVE: NSW GOVERNMENT

**Transport for NSW  
NSW Road Safety Program  
Project Proposal Form**

**Confidentiality**

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**Project ID:** Project-1331  
**Current Status:** Funded - Option 1  
**Prioritised subprogram:** Australian Government Black Spot  
**Location Details:** 0.72 km road section at Hale Street, Botany  
**Project Description:** Hales Street, Botany - proposed Separate through and kerb parking lane lines, install STOP and move STOP lines  
**Local Government Area:** Bayside  
**NSW Electorate:** Maroubra  
**Federal Electorate:**  
**RMS Region:** Sydney  
**Precinct:** CBD&East

	<b>Start</b>	<b>End</b>
<b>Latitude and Longitude</b>	-33.945916 , 151.191582	-33.946958 , 151.197145
<b>RMS Lambert94 East and North</b>		
<b>RMS Roadloc references</b>		

**Treatments List**

**Option 1 :** Move stop or give-way lines forward using paint markings, Upgrade intersection from give-way to stop, Separate through and parking lane, with painted line

**Options and Costs**

	<b>Total Capital Costs</b>	<b>FY 2019-2020</b>	<b>FY 2020-2021</b>	<b>FY 2021-2022</b>	<b>FY 2022-2023</b>
<b>Option 1 :</b>	\$20,000	\$20,000			



Project-1331

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**Project Description**

Hales Street, Botany - proposed Separate through and kerb parking lane lines, install STOP and move STOP lines

**Location Details****Applicant Details**

**Name:** Pintara Lay  
**Position/Occupation:** Council Manager  
**Organisation:** Council  
**RMS region Name:** Sydney  
**Council Name:** Bayside  
**Postal Address:** 444 Princes Highway, Rockdale NSW 2216  
**Email:** pintara.lay@bayside.nsw.gov.au  
**Telephone:** 93663805  
**Fax :**

**Road Name:** Hale Street  
**Intersecting Road Name:** Underwood Avenue  
**Suburb:** Botany  
**Road Classification Admin:** Local  
**Road Classification Legal:** Unclassified road  
**NSW Electorate:** Maroubra  
**Federal Electorate:**  
**Identified Length(km):** 0.72  
**Total Casualty Crashes :** 4  
**Total Casualty Crashes per km per year:** 1.1111

**Program Selection**

**Number of Safety Benefit Options proposed in this nomination? :** 1  
**Route Safety Review:** No  
**Safer Roads Demonstration Project :** No  
**Aboriginal Communities Project:** No  
**Safer Roads Treatment trials:** No

**Proposal Details**

**Project Financial Year :** 2019-2020  
**Is this a proactive proposal?:** No  
**Is this project co-funded? :** No  
**Is the proposal supported by a Road Safety Audit/Assessment?:** No  
**Is road safety included in your strategic planning?:** No  
**Is this project proposed to be completed in conjunction with other works?:** No  
**Are there any environmental or heritage concerns with this project?:** No  
**Are there any known risks or constraints to the delivery of proposed treatments?:** No

**Existing Conditions****Site Description :**

Hale Street is situated in the industry zone of Botany. It provides links between Foreshore Road and Botany Road. It has been used by many over-massed and very long vehicles to and from Port Botany.

**Nature of Concern :**

Many trucks crashes. Some vehicles from side streets have failed to give way to through traffic along Hale Street.

**AADT (Vehicles/day) :**

6,500

**85th Percentile Speed (km/h) :**

53

**Traffic Signal Modelling (SIDRA Analysis) :**

nil

**Other additional traffic information not already listed above :**

nil

**Political and Community Issues :**

Request has been received to provide additional traffic safety measures for trucks and other road users

**Description of previous works and project proposals at location :**

Nil



Project-1331

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**Sites & Crashes**

**Sites**

Site ID	RMS ID	Road Name
Site-1691		Hale Street

**Crash Details**

Crash Data Period - From Date: 1/07/12 Crash Data Period - To Date: 30/06/17 Crash Data Period: 5.00 Years

**Crash Data Summary**

Number of years in crash data: 5.00  
 Number of fatal crashes: 0  
 Number of injury crashes: 4  
 Number of fatigue crashes: 1  
 Number of pedestrian crashes: 0  
 Number of cyclist crashes: 0  
 Number of crashes entered: 9  
 Number of serious injury crashes: 1  
 Number of casualty crashes: 4  
 Number of curve crashes: 2  
 Number of motorcyclist crashes: 0

Crash ID	Site-ID	Period	Date	RUM code	RUM Desc	Speed Limit	LGA	Road Class Admin	Road Class Legal	Type of Location
827384	Site-1691	Within	13/02/13	73	Off rd rgt => obj	50	Bayside	Local	Unclassified road	2-way undivided
845582	Site-1691	Within	25/07/13	21	Right through	50	Bayside	Local	Unclassified road	T-junction
853534	Site-1691	Within	30/09/13	71	Off rd left => obj	50	Bayside	Local	Unclassified road	2-way undivided
855079	Site-1691	Within	23/10/13	40	U turn	50	Bayside	Local	Unclassified road	2-way undivided
1000287	Site-1691	Within	28/11/13	47	Emerging from drive	50	Bayside	Local	Unclassified road	T-junction
1014185	Site-1691	Within	27/02/14	87	Off lft/lft bnd=>obj	50	Bayside	Local	Unclassified road	T-junction
1036299	Site-1691	Within	4/08/14	30	Rear end	50	Bayside	Local	Unclassified road	X-intersection
1059523	Site-1691	Within	19/02/15	79	Other straight	50	Bayside	Local	Unclassified road	2-way undivided
1118196	Site-1691	Within	11/10/16	42	Leaving parking	50	Bayside	Local	Unclassified road	2-way undivided

Crash ID	Surface Condition	Natural Lighting	Direction of Travel	Pedal Cycle Crash	Road Align	Fatigue	Motorcycle Crash	Killed	Seriously Injured	Moderately Injured	Minor/ other Injured	Uncategorised Injured
827384	Dry	Daylight	East	No	Straight	No or unknown	No	0	0	0	0	0
845582	Dry	Daylight	East	No	Straight	No or unknown	No	0	0	0	1	0
853534	Dry	Daylight	East	No	Straight	No or unknown	No	0	0	0	0	0
855079	Dry	Daylight	West	No	Straight	No or unknown	No	0	0	0	0	0
1000287	Dry	Daylight	North	No	Curved	No or unknown	No	0	1	0	0	0
1014185	Wet	Darkness	East	No	Curved	Yes	No	0	0	0	0	0
1036299	Dry	Darkness	East	No	Straight	No or unknown	No	0	0	1	0	0
1059523	Dry	Daylight	East	No	Straight	No or unknown	No	0	0	0	0	0
1118196	Dry	Daylight	East	No	Straight	No or unknown	No	0	0	1	0	0

**Crash Factor Matrix by Reporting Year**

Crash Type Groups	2012	2013	2014	2015	2016	2017
Runoff road on straights (RUM 70-74)	0	2	0	0	0	0
Right Through (RUM 21)	0	1	0	0	0	0
U-turn (RUM 40)	0	1	0	0	0	0
Vehicle Accessing Road (RUM 42, 47, 48)	0	1	0	0	1	0
Runoff road on curves (RUM 80-88)	0	0	1	0	0	0
Rear-End (RUM 30-32)	0	0	1	0	0	0
Others (RUM 39, 49, 59, 69, 79, 89, 90, 93, 95, 98, 99)	0	0	0	1	0	0
Total	0	5	2	1	1	0

**Crash Factor Matrix by Surface condition and Natural Lighting**

Crash Type Groups	Wet	Dry	Snow or ice	Dawn	Daylight	Dusk	Darkness
Runoff road on straights (RUM 70-74)	0	2	0	0	2	0	0
Right Through (RUM 21)	0	1	0	0	1	0	0
U-turn (RUM 40)	0	1	0	0	1	0	0
Vehicle Accessing Road (RUM 42, 47, 48)	0	2	0	0	2	0	0



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Runoff road on curves (RUM 80-88)	1	0	0	0	0	0	1
Rear-End (RUM 30-32)	0	1	0	0	0	0	1
Others (RUM 39, 49, 59, 69, 79, 89, 90, 93, 95, 98, 99)	0	1	0	0	1	0	0
<b>Total</b>	<b>1</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>2</b>



Project-1331

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**Safety Benefit Options**

**Safety Benefit Option 1 - Endorsed**

Expected Start Date : 19/01/20 Expected End Date : 19/02/20

**Treatment List**

Treatment Type	Treatment ID	Capital Cost(\$)	Annual Maintenance Cost(\$)	Project Life (Yrs)	Proposed Treatment Benefits and Values
Move stop or give-way lines forward using paint markings	29	\$3,000.00	\$0.00	0	No of devices installed - No of urban intersections treated - No of rural intersections treated -
Upgrade intersection from give-way to stop	32	\$2,000.00	\$10.00	10	No of devices installed - No of rural intersections treated - No of urban intersections treated -
Separate through and parking lane, with painted line	41	\$15,000.00	\$300.00	20	No of urban mid-block locations treated - M of device installed - No of rural mid-block locations treated -

Total capital cost : \$20,000.00

Total annual maintenance cost: \$310.00 Maximum project life : 20

**Crash & Treatment Matrix**

Site ID	Crash ID	Annual reduction value (\$)	Annual cost value (\$)	29	32	41
Site-1691	827384	\$0.00	\$0.00			
Site-1691	845582	\$16,762.98	\$46,563.84	✓	✓	
Site-1691	853534	\$0.00	\$0.00			
Site-1691	855079	\$0.00	\$0.00			
Site-1691	1000287	\$0.00	\$38,502.54			
Site-1691	1014185	\$0.00	\$0.00			
Site-1691	1036299	\$0.00	\$27,974.05			
Site-1691	1059523	\$0.00	\$0.00			
Site-1691	1118196	\$0.00	\$30,411.68			

**Crashes & Subprograms**

	No. of eligible crashes entered	No. of treated fatal crashes	No. of treated injury crashes	No. of treated casualty crashes
Australian Government Black Spot	4	0	1	1
State Black Spot	4	0	1	1
Safer Local Government Roads	4	0	1	1
High Risk Curves	0	0	0	0
Fatigue	0	0	0	0
Intersections	3	0	1	1
Safe Systems Pedestrians	0	0	0	0
Motorcyclists	0	0	0	0
Cyclists	0	0	0	0
Fatal and Serious injury crash response	4	0	1	1
Vehicle Activated Signs (VAS)	0	0	0	0
Route Safety Reviews	0	0	0	0
Safer Roads Demonstration projects	0	0	0	0
Safer Roads Treatment trials	0	0	0	0

**Safety Benefit Results**

	Meets Program Reactive Project Criteria	Benefit Cost Ratio (BCR)	Total Discounted Benefits (\$)	Total Discounted Cost(\$)	Net Present Value (\$)	Road Safety Impact Index (Fatalities and Serious Injuries prevented for the project life)	Sensitivity Index (50% BCR + 50% RSII)	Safety Performance Index (Fatalities and Serious injuries prevented per 100M spent)
Australian Government Black Spot	Yes	7.31	\$177,587.29	\$24,300.84	\$153,286.45	0.46	3.88	113.99
State Black Spot	Yes	7.31	\$177,587.29	\$24,300.84	\$153,286.45	0.46	3.88	113.99
Safer Local Government Roads	No	7.31	\$177,587.29	\$24,300.84	\$153,286.45	0.46	3.88	113.99
High Risk Curves	No	0.00	\$0.00	\$24,300.84	-\$24,300.84	0.00	0.00	0.00
Fatigue	No	0.00	\$0.00	\$24,300.84	-\$24,300.84	0.00	0.00	0.00
Intersections	No	7.31	\$177,587.29	\$24,300.84	\$153,286.45	0.46	3.88	113.99
Safe Systems Pedestrians	No	0.00	\$0.00	\$24,300.84	-\$24,300.84	0.00	0.00	0.00
Motorcyclists	No	0.00	\$0.00	\$24,300.84	-\$24,300.84	0.00	0.00	0.00



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Cyclists	No	0.00	\$0.00	\$24,300.84	-\$24,300.84	0.00	0.00	0.00
Fatal and Serious injury crash response	Yes	7.31	\$177,587.29	\$24,300.84	\$153,286.45	0.46	3.88	113.99
Vehicle Activated Signs (VAS)	No	0.00	\$0.00	\$24,300.84	-\$24,300.84	0.00	0.00	0.00
Route Safety Reviews	No	0.00	\$0.00	\$24,300.84	-\$24,300.84	0.00	0.00	0.00
Safer Roads Demonstration projects	No	0.00	\$0.00	\$24,300.84	-\$24,300.84	0.00	0.00	0.00
Safer Roads Treatment trials	No	0.00	\$0.00	\$24,300.84	-\$24,300.84	0.00	0.00	0.00

BCR Results (30 year set period)	Benefit Cost Ratio (BCR)	Total Discounted Benefits (\$)	Total Discounted Cost(\$)	Net Present Value (\$)
Australian Government Black Spot	7.11	\$208,012.56	\$29,256.62	\$178,755.94
State Black Spot	7.11	\$208,012.56	\$29,256.62	\$178,755.94
Safer Local Government Roads	7.11	\$208,012.56	\$29,256.62	\$178,755.94
High Risk Curves	0.00	\$0.00	\$29,256.62	-\$29,256.62
Fatigue	0.00	\$0.00	\$29,256.62	-\$29,256.62
Intersections	7.11	\$208,012.56	\$29,256.62	\$178,755.94
Safe Systems Pedestrians	0.00	\$0.00	\$29,256.62	-\$29,256.62
Motorcyclists	0.00	\$0.00	\$29,256.62	-\$29,256.62
Cyclists	0.00	\$0.00	\$29,256.62	-\$29,256.62
Fatal and Serious injury crash response	7.11	\$208,012.56	\$29,256.62	\$178,755.94
Vehicle Activated Signs (VAS)	0.00	\$0.00	\$29,256.62	-\$29,256.62
Route Safety Reviews	0.00	\$0.00	\$29,256.62	-\$29,256.62
Safer Roads Demonstration projects	0.00	\$0.00	\$29,256.62	-\$29,256.62
Safer Roads Treatment trials	0.00	\$0.00	\$29,256.62	-\$29,256.62

**Project Deliverables and Costings**

Financial Year	Deliverables	Cost (\$)
2019-2020	Install STOP, move STOP signs and lines and separate through and parking lane lines	\$20,000.00
<b>Deliverables Total Cost :</b>		<b>\$20,000.00</b>



Project-1331

SENSITIVE: NSW GOVERNMENT

**Funding Source**

**Funding Source :**  
**Funding Program :** Federal Blackspot program  
**Funding Type :** Opex

**Completion Report**

**Have you attached before and after photograph records?**  
**Site Commencement Date :** **Practical Completion Date :** **Final Completion Date :**

**Treatments and Costs**

ID	Type	Actual Cost (\$)	Treatments and Benefits Values
29	Move stop or give-way lines forward using paint markings	\$3,000.00	No of devices installed : No of urban intersections treated : No of rural intersections treated :
32	Upgrade intersection from give-way to stop	\$2,000.00	No of devices installed : No of rural intersections treated : No of urban intersections treated :
41	Separate through and parking lane, with painted line	\$15,000.00	No of urban mid-block locations treated : M of device installed : No of rural mid-block locations treated :

**Estimated Safety Benefit Results**

**Total Estimated Cost:** \$20,000.00 **BCR:** 7.31 **SPI :** 113.99

**Actual Safety Benefit Results**

**Total Actual Cost:** \$20,000.00 **BCR:** 7.31 **SPI :** 113.99



Project-1331

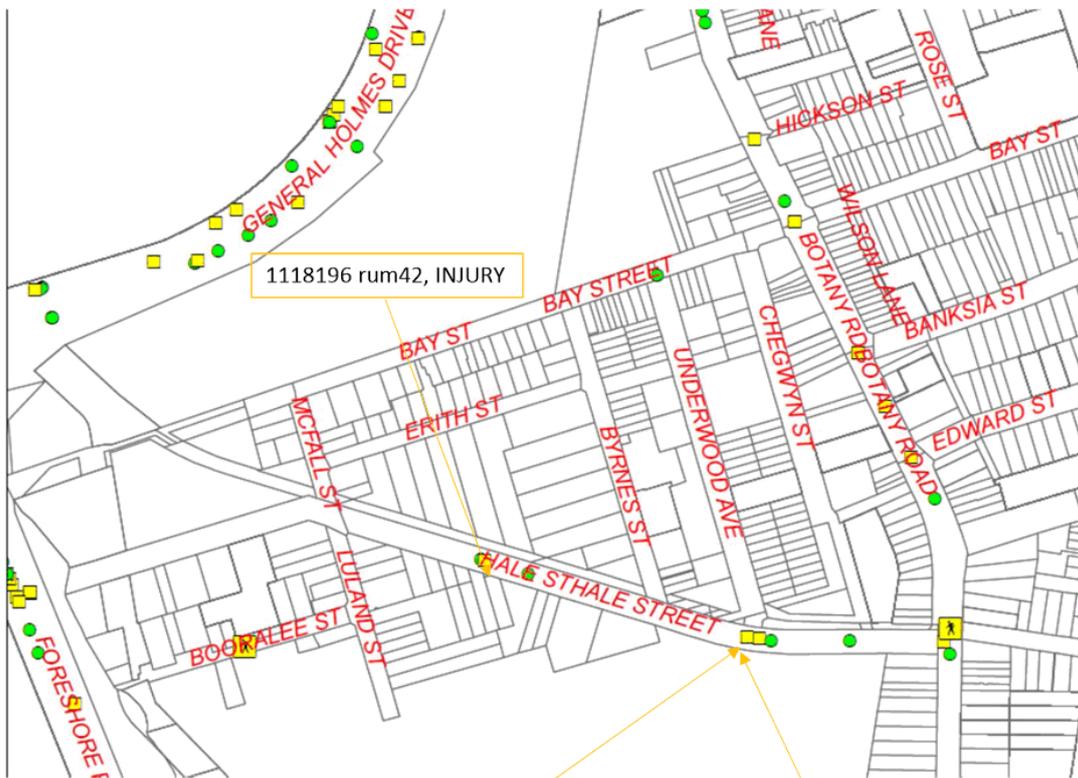
SENSITIVE: NSW GOVERNMENT

**Notes**

Created on	Short Description	Description	Created by
12/06/2019 7:13 PM	Funding Approved	Congratulations, your project has been funded under Australian Government Black Spot subprogram.	Mark Keulen
15/10/2018 12:10 PM	Option 1 is endorsed by SSRC.	Endorsed by SSRC.	Mark Keulen
28/08/2018 11:33 AM	RMS - Returned to Applicant	Hi Pintara, Under treatment details, the urban project life for treatment 29 needs to be changed to reflect the project life years. Please amend this by COB today.	Moz Mungkung
27/08/2018 10:54 AM	RMS - Returned to Applicant	Please address the following comment by 28 August 2018: Existing conditions need to be updated - more details and information required.	Moz Mungkung
16/08/2018 6:13 PM	RMS - Returned to Applicant	Please see below comments about your nomination. Please return submission by 26 August 2018. <ul style="list-style-type: none"> <li>Project description needs to include road name</li> <li>Existing conditions need to be updated and added more details &amp; information.</li> <li>The crashes vs. treatments: the council needs to revisit the crash selection for the treatments.</li> <li>T41 does not related to any uploaded crash types; it has to be removed from the treatment list.</li> <li>Only Crash ID 845582 can be treated by T29 &amp; T31. All other selected crashes for the treatments needs to be unselected.</li> </ul>	Houshang Farabi

**Attachments**

Created on	Name	Category	Created by
28/08/2018 11:33 AM	ProjectNomination Project-1331_28082018_113310.pdf	AutoGeneratedPDF	System
27/08/2018 10:54 AM	ProjectNomination Project-1331_27082018_105437.pdf	AutoGeneratedPDF	System
21/08/2018 12:13 PM	Hale St proposed traffic management stop and separation lin.pdf	File	Pintara Lay
16/08/2018 6:13 PM	ProjectNomination Project-1331_16082018_061343.pdf	AutoGeneratedPDF	System
31/07/2018 4:47 PM	black-spot-19-20-estimating-spreadsheet.xlsx	File	Pintara Lay
31/07/2018 4:38 PM	Hale St accident diagram 2.pdf	File	Pintara Lay



HALE STREET  
ACCIDENT DIAGRAM FOR 5 YEARS  
ENDING 30/6/17

## Bayside Traffic Committee

4/09/2019

---

Item No	BTC19.161
Subject	<b>Hollingshed Lane, between Johnson Street and Alfred Street, Mascot - Proposed 'No Parking' restriction</b>
Report by	Traffic Engineer
File	SF19/77
Electorate	Heffron

---

### Summary

We have received a request to review parking restrictions in Hollingshed Lane, Mascot. It is proposed to install a 'No Parking' restriction to improve safety for the moving traffic.

---

### Officer Recommendation

That a 'No Parking' restriction be installed along both sides of Hollingshed Lane between Johnson Street and Alfred Street, Mascot, to improve safety for the moving traffic.

---

### Background

We have received a request to review parking restrictions in Hollingshed Lane, which is a 3.6m wide lane, servicing a two-way flow in Mascot. As per Rule No. 208 NSW Road Rules 2014:

*Whilst parallel parking on the road, if a road does not have continuous dividing line or a dividing strip, the driver must position the vehicle so there is at least 3 metres of road width alongside the vehicle that is clear for other vehicles to pass, unless otherwise indicated by information on or with a parking control sign.*

As the current width of Hollingshed Lane is only 3.6m, which does not allow for the minimum 3m needed for a safe traffic flow when vehicles are parked in the laneway, it is proposed that Hollingshed Lane be signposted with 'No Parking' signs to reiterate the above Road Rule. The proposal will not result in any loss of parking as it is illegal to park in the laneway with its current width. Affected residents were notified of this proposal, no objections were received.

The locality of the proposed parking restriction is shown 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. |
| Additional funds required            | <input type="checkbox"/>            |                                     |
- 

### Community Engagement

Affected residents were notified of this proposal.

---

## Attachments

- 1 Hollingshed Lane Map [↓](#)
- 2 Hollingshed Lane Photo [↓](#)



<b>Bayside Council</b> Serving Our Community	<b>Disclaimer Note</b> 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.	Prepared By: Malik Almuhanha	12/08/2019	
			1:419	



---

**Bayside Traffic Committee**

**4/09/2019**

Item No	BTC19.162
Subject	<b>28-32 Innesdale Road, Wollli Creek - Proposed 34m 'Works Zone'</b>
Report by	Traffic Engineer
File	SF19/77
Electorate	Rockdale

---

**Summary**

Council has received a request from the builders at No. 28-32 Innesdale Road, Wollli Creek for the provision of 34m 'Works Zone' to facilitate construction activities associated with construction of a residential development, for 30 weeks.

---

**Officer Recommendation**

That the approval be given to the installation of 34m of 'Works Zone, 7 am – 6:30 pm, Mon – Fri - and 8 am – 3:30 pm Sat' restriction outside No. 28-32 Innesdale Road, Wollli Creek for the duration of 30 weeks, subject to relevant conditions.

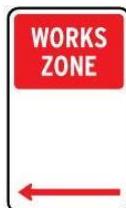
---

**Background**

It is recommended that kerb side parking surrounding a construction site be kept clear of parked vehicles to allow access for heavy plant and vehicles and the removal/delivery of associated materials.

To facilitate construction activity, it is recommended that a works zone be provided.

**In accordance with Road Rules 2014, Rule 181 states that:**



**Works zone**

This sign means that a driver must not stop in a works zone unless the driver's vehicle is actually engaged in construction work in or near the zone. Any vehicle may stop to pick up or set down passengers.

Hours of operation; '7 am – 6:30 pm, Mon – Fri and 8:00 am – 3:30 pm, Sat' will apply to this works zone.

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

### Financial Implications

- |                                      |                                     |  |
|--------------------------------------|-------------------------------------|--|
| Not applicable                       | <input checked="" type="checkbox"/> | Applicant will pay for installation and removal of works zone signs in accordance with Council's fees and charges. |
| Included in existing approved budget | <input type="checkbox"/>            |  |
| Additional funds required            | <input type="checkbox"/>            |  |
- 

### Community Engagement

NA

---

### Attachments

28-32 Innesdale Road Map [↓](#)



<b>Bayside Council</b> Serving Our Community	<b>Disclaimer Note</b> 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.	Prepared By: Malik Almuhanha	21/08/2019	
			1:247	

## Bayside Traffic Committee

4/09/2019

---

Item No	BTC19.163
Subject	<b>Kembla Street east of Hirst Street, Arncliffe - Proposed refuge island as part of DA-2016/68 Condition 15</b>
Report by	Traffic Engineer
File	SF19/77
Electorate	Rockdale

---

### Summary

Council received a request for consent to install a refuge island in Kembla Street east of Hirst Street, Arncliffe, as part of the condition of consent 15 of DA-2016/68.

### Officer Recommendation

1. That the Committee note the proposed options for a pedestrian refuge island in Kembla Street east of Hirst Street, Arncliffe, for endorsement.
  2. That the Committee endorse Option 3 for the proposed pedestrian refuge island in Kembla Street, east of Hirst Street, Arncliffe (which is a 2m long top island with 1m painted island) for implementation by the applicant.
- 

### Background

As per condition 15 of DA-2016/68, Council requires the installation of a refuge island in Kembla Street east of Hirst Street, Arncliffe. The proposed refuge island design was part of a road safety audit conducted by an external traffic consultant.

The applicant will pay for and construct the pedestrian refuge island and provide associated signage as per the DA agreement. The options for the proposed pedestrian refuge island have been designed to meet the Australian Standards AS1742.10-2009.

It is considered that Option 3 provides the most direct path for pedestrians with minimum relocation of existing utilities and light poles. The pram ramp will be slightly offset from the pedestrian gap in the island, but is preferred to Option 1 where the length of the island is 4.5m requiring pedestrians to walk further and also resulting in greater loss of on street parking.

The proposed designs for pedestrian refuge islands can be found in the attachments section.

---

### Financial Implications

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

---

## Community Engagement

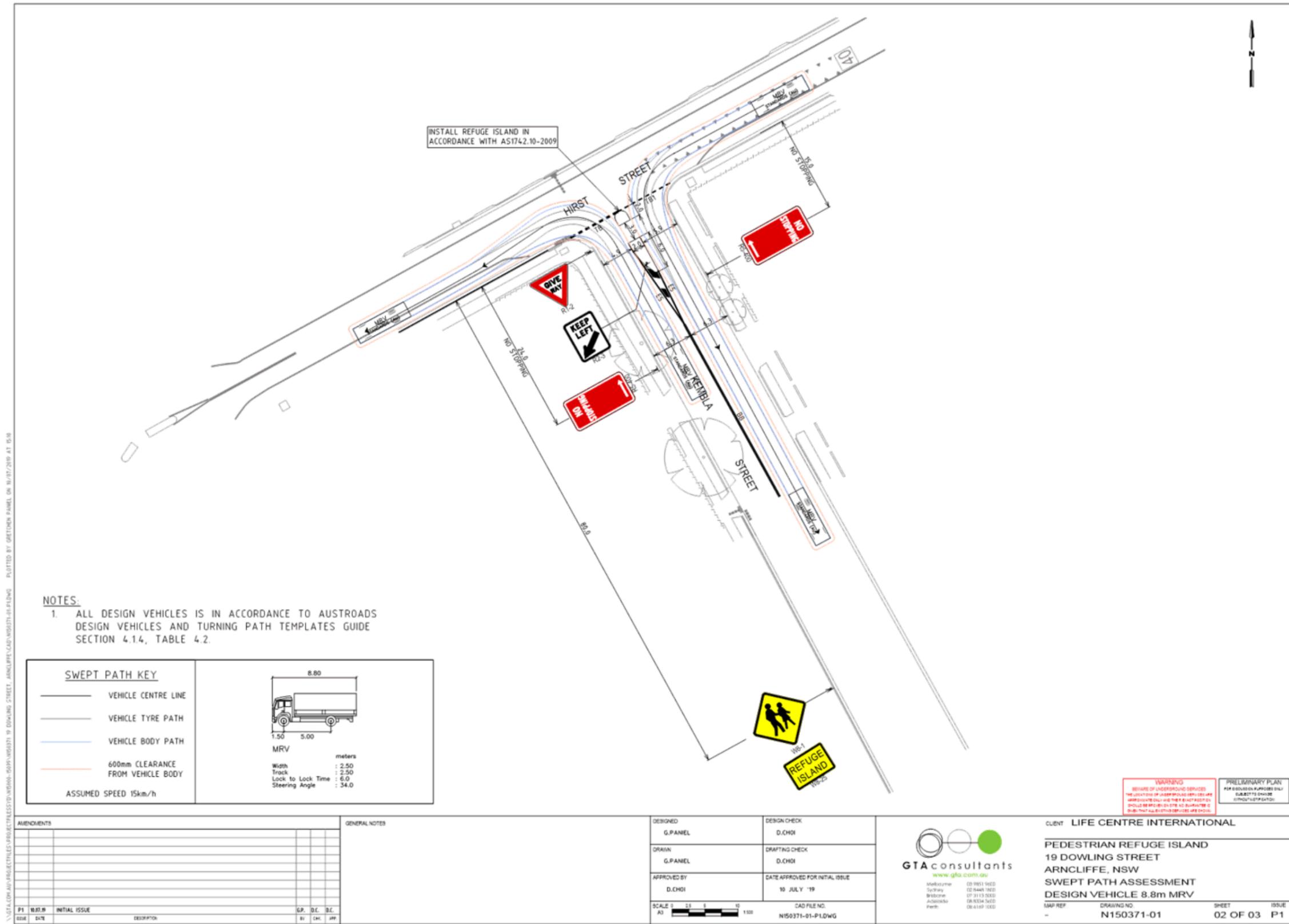
NA

---

### Attachments

- 1 Kembla Street Refuge Island Design 1 [↓](#)
- 2 Kembla Street Refuge Island Design 2 [↓](#)
- 3 Kembla Street Refuge Island Design 3 [↓](#)





**NOTES:**  
 1. ALL DESIGN VEHICLES IS IN ACCORDANCE TO AUSTRROADS DESIGN VEHICLES AND TURNING PATH TEMPLATES GUIDE SECTION 4.1.4, TABLE 4.2.

SWEPT PATH KEY	
	VEHICLE CENTRE LINE
	VEHICLE TYRE PATH
	VEHICLE BODY PATH
	600mm CLEARANCE FROM VEHICLE BODY
ASSUMED SPEED 15km/h	

8.80	
1.50 5.00	
MRV meters	
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 34.0

AMENDMENTS				
NO	DATE	INITIAL	DESCRIPTION	BY
P1	10.07.19		INITIAL ISSUE	GP, D.C., B.C.

GENERAL NOTES				

DESIGNED G.PANEL	DESIGN CHECK D.CHOI
DRAWN G.PANEL	DRAFTING CHECK D.CHOI
APPROVED BY D.CHOI	DATE APPROVED FOR INITIAL ISSUE 10 JULY '19
SCALE A3	CAD FILE NO. N150371-01-P1.DWG

**GTA consultants**  
 www.gta.com.au

Melbourne 03 9851 9522  
 Sydney 02 9448 7820  
 Brisbane 07 3113 3220  
 Perth 08 9334 3422

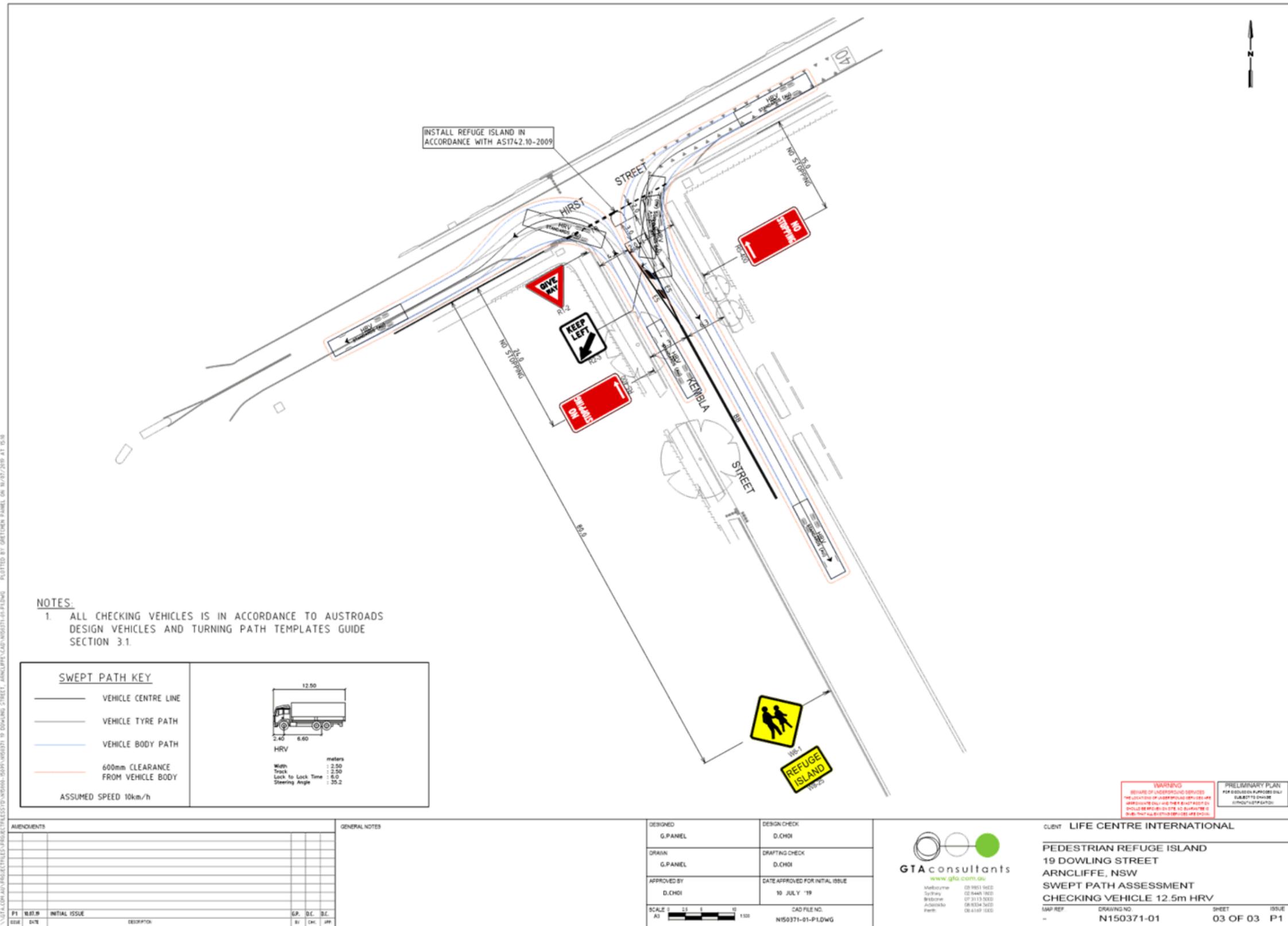
CLIENT **LIFE CENTRE INTERNATIONAL**

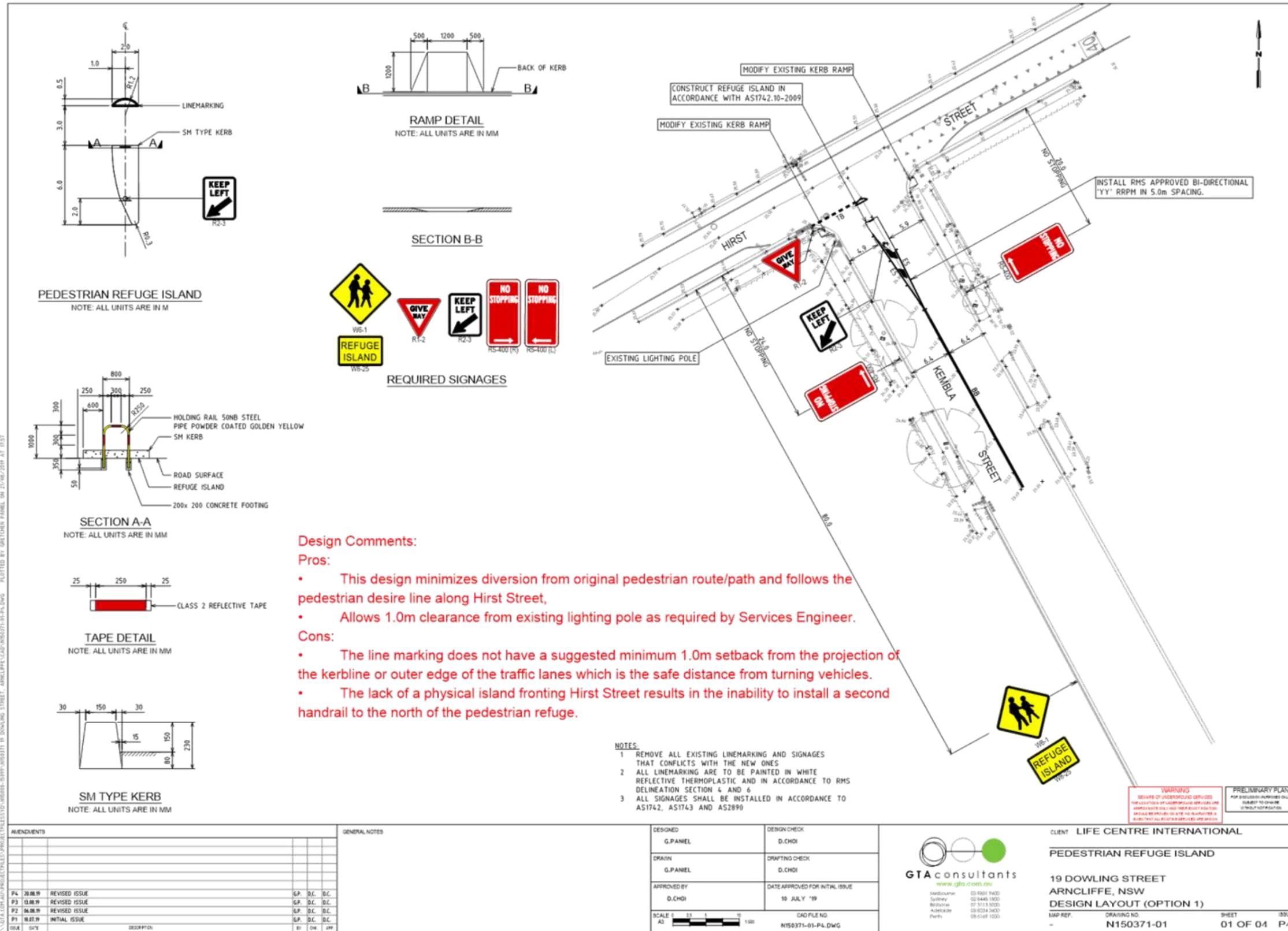
**PEDESTRIAN REFUGE ISLAND**  
 19 DOWLING STREET  
 ARNCLIFFE, NSW  
 SWEPT PATH ASSESSMENT  
 DESIGN VEHICLE 8.8m MRV

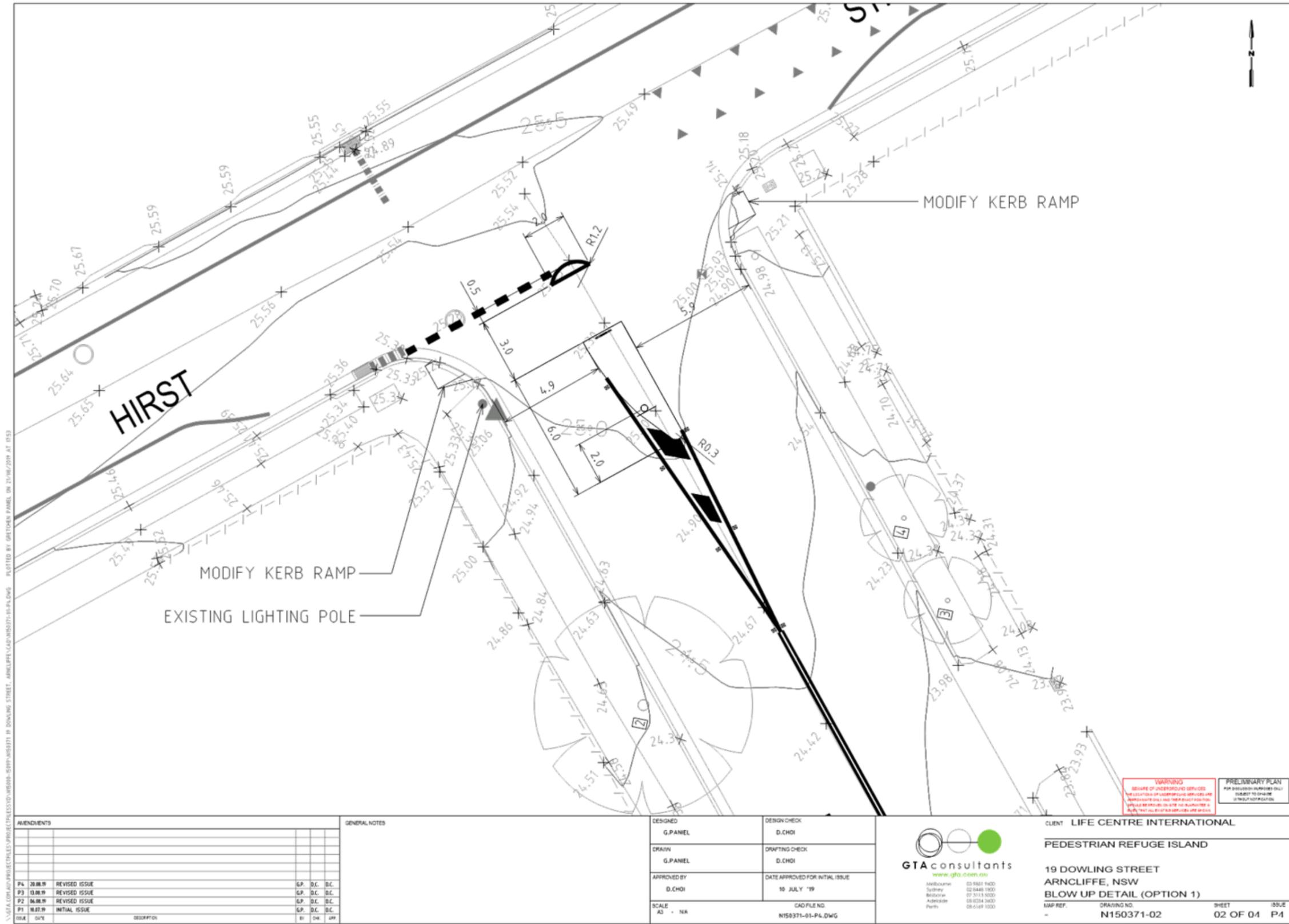
MAP REF: - DRAWING NO: N150371-01 SHEET: 02 OF 03 ISSUE: P1

**WARNING**  
 BEWARE OF UNDERGROUND SERVICES  
 THE LOCATION OF UNDERGROUND SERVICES ARE SHOWN ON THIS PLAN BUT NOT GUARANTEED BY THE CONSULTANT. YOU SHOULD BE RESPONSIBLE TO CHECK FOR ALL SUCH SERVICES BEFORE CONSTRUCTION.

**PRELIMINARY PLAN**  
 FOR EXPLANATION PURPOSES ONLY  
 SUBJECT TO CHANGE  
 WITHOUT NOTICE







NO	DATE	DESCRIPTION	BY	CHK	APP
P4	28.08.19	REVISED ISSUE	GP	D.C.	D.C.
P3	13.08.19	REVISED ISSUE	GP	D.C.	D.C.
P2	04.08.19	REVISED ISSUE	GP	D.C.	D.C.
P1	18.07.19	INITIAL ISSUE	GP	D.C.	D.C.

GENERAL NOTES	

DESIGNED G.PANEL	DESIGN CHECK D.CHOI
DRAWN G.PANEL	DRAFTING CHECK D.CHOI
APPROVED BY D.CHOI	DATE APPROVED FOR INITIAL ISSUE 10 JULY '19
SCALE A2 - NA	CAD FILE NO. N150371-01-P4.DWG

**GTA consultants**  
www.gta.com.au

Melbourne 03 9881 1900  
Sydney 02 9448 1900  
Brisbane 07 5113 1000  
Adelaide 08 8234 3900  
Perth 08 6148 1000

CLIENT **LIFE CENTRE INTERNATIONAL**

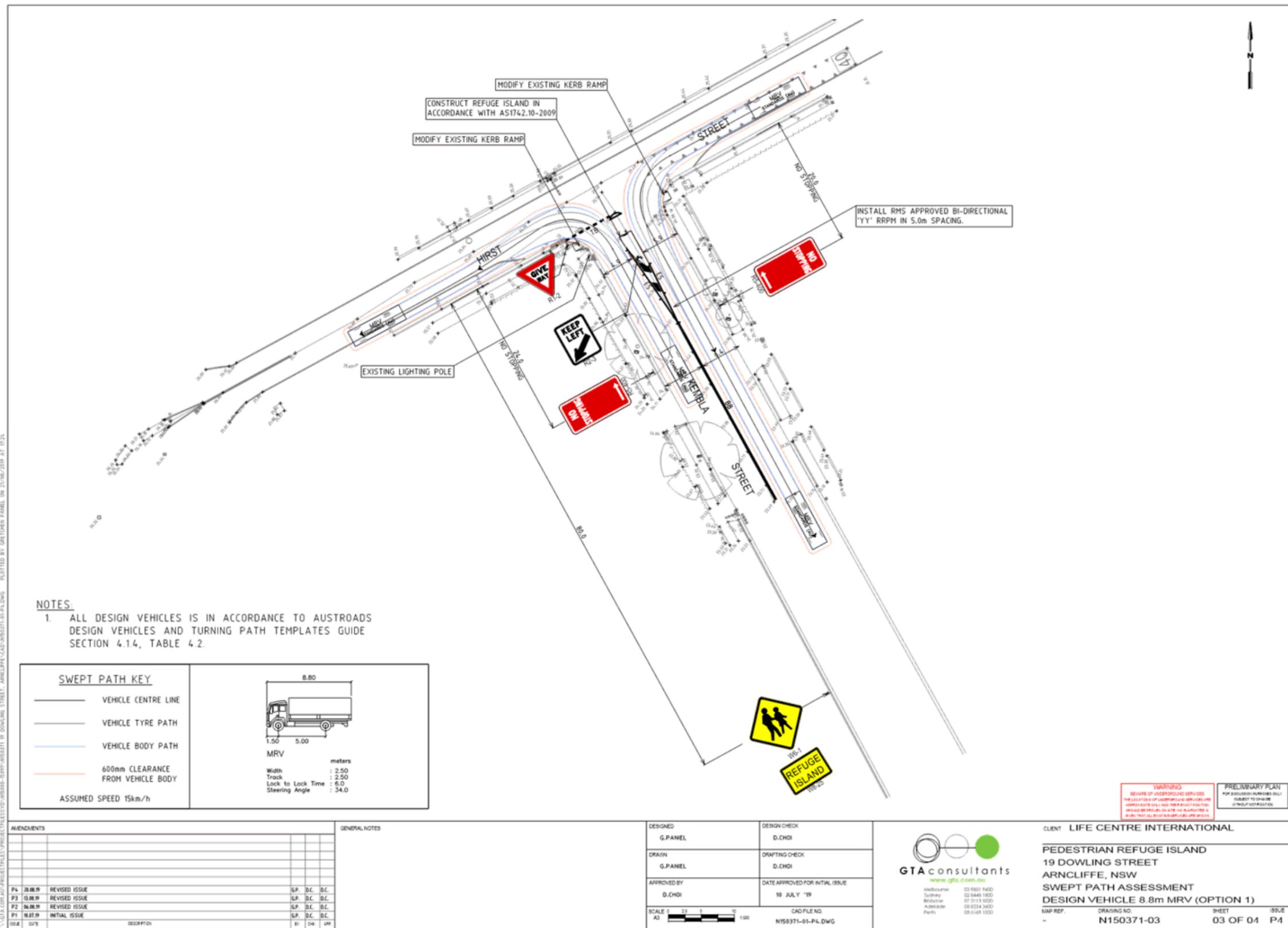
**PEDESTRIAN REFUGE ISLAND**

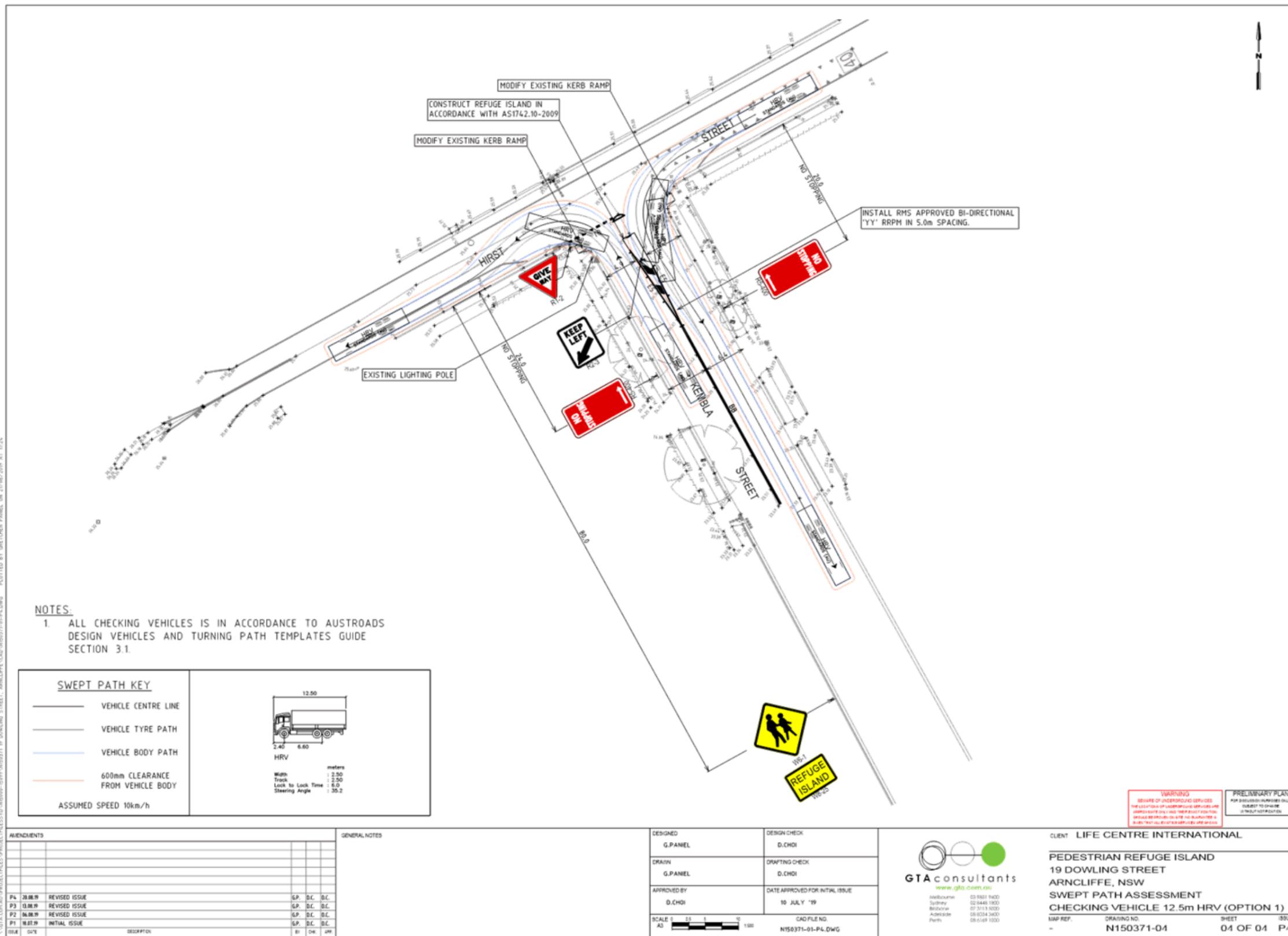
19 DOWLING STREET  
ARNCLIFFE, NSW  
BLOW UP DETAIL (OPTION 1)

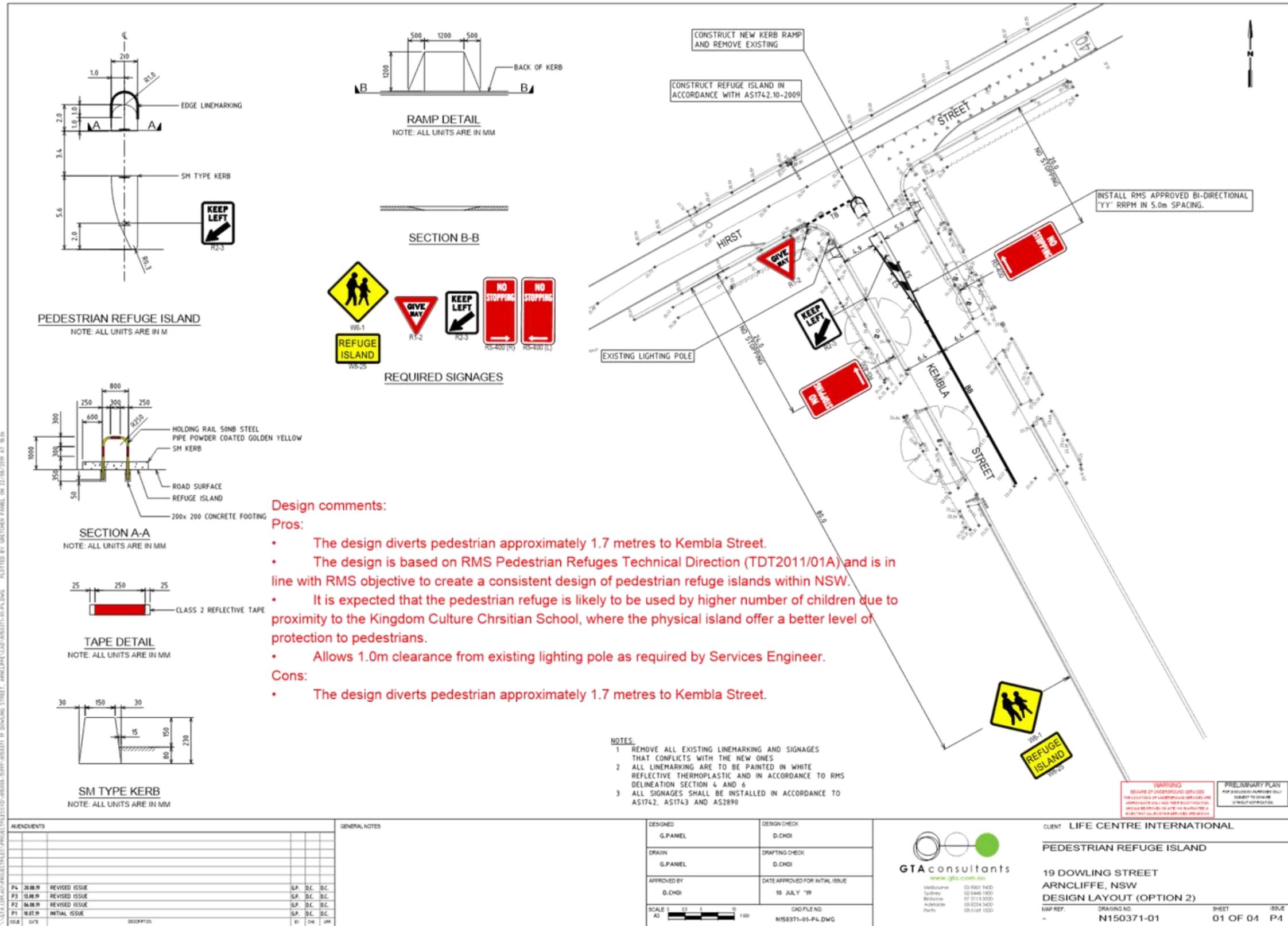
MAP REF. - DRAWING NO. N150371-02 SHEET 02 OF 04 ISSUE P4

**WARNING**  
SECURE OF UNDERGROUND SERVICES  
THE LOCATION OF UNDERGROUND SERVICES ARE  
INDICATED BY DASHED LINES AND SHOULD NOT BE  
TAKEN AS GUARANTEE. ALL SERVICES SHOULD BE  
LOCATED BY A REGISTERED ELECTRICIAN OR  
PLUMBER BEFORE ANY WORK IS COMMENCED.

**PRELIMINARY PLAN**  
FOR INFORMATION PURPOSES ONLY  
SUBJECT TO CHANGE  
WITHOUT NOTICE







**Design comments:**

**Pros:**

- The design diverts pedestrian approximately 1.7 metres to Kembla Street.
- The design is based on RMS Pedestrian Refuges Technical Direction (TDT2011/01A) and is in line with RMS objective to create a consistent design of pedestrian refuge islands within NSW.
- It is expected that the pedestrian refuge is likely to be used by higher number of children due to proximity to the Kingdom Culture Christian School, where the physical island offer a better level of protection to pedestrians.
- Allows 1.0m clearance from existing lighting pole as required by Services Engineer.

**Cons:**

- The design diverts pedestrian approximately 1.7 metres to Kembla Street.

- NOTES:**
- 1 REMOVE ALL EXISTING LINEMARKING AND SIGNAGES THAT CONFLICTS WITH THE NEW ONES
  - 2 ALL LINEMARKING ARE TO BE PAINTED IN WHITE REFLECTIVE THERMOPLASTIC AND IN ACCORDANCE TO RMS DELINEATION SECTION 4 AND 6
  - 3 ALL SIGNAGES SHALL BE INSTALLED IN ACCORDANCE TO AS1742, AS1743 AND AS2890

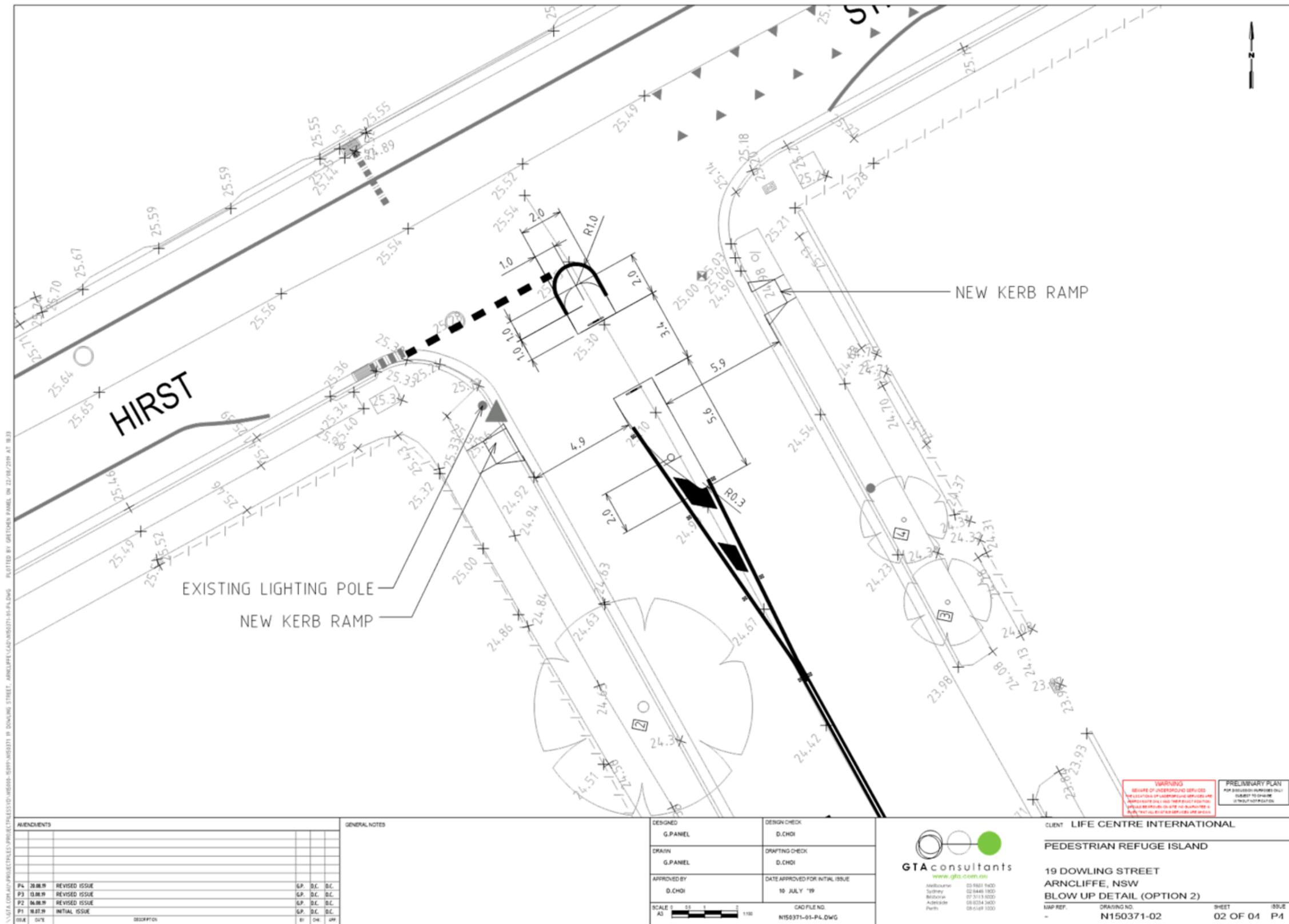
NO.	DATE	DESCRIPTION	BY	CHK	APP
P4	28.08.19	REVISED ISSUE	GP	D.C.	D.C.
P3	13.08.19	REVISED ISSUE	GP	D.C.	D.C.
P2	04.08.19	REVISED ISSUE	GP	D.C.	D.C.
P1	18.07.19	INITIAL ISSUE	GP	D.C.	D.C.

DESIGNED	DESIGN CHECK
G.PANEL	D.CHOI
DRAWN	DRAFTING CHECK
G.PANEL	D.CHOI
APPROVED BY	DATE APPROVED FOR INTAL ISSUE
D.CHOI	10 JULY '19
SCALE: 1:50	
CAD FILE NO: N150371-01-P4.DWG	

<p>GTA consultants www.gta.com.au</p> <p>Melbourne 03 9881 7400 Sydney 02 9448 1900 Brisbane 07 5113 3000 Adelaide 08 8334 3400 Perth 08 9418 1000</p>		<p>CLIENT LIFE CENTRE INTERNATIONAL</p> <p>PEDESTRIAN REFUGE ISLAND</p> <p>19 DOWLING STREET ARNCLIFFE, NSW DESIGN LAYOUT (OPTION 2)</p> <p>MAP REF. DRAWING NO. SHEET ISSUE N150371-01 01 OF 04 P4</p>
--	--	---

**WARNING:** SQUARE OF UNDERGROUND SERVICES. THE LOCATION OF UNDERGROUND SERVICES ARE SHOWN FOR INFORMATION ONLY AND NOT A GUARANTEE. VERIFY ALL SERVICES BEFORE ANY WORK.

**PRELIMINARY PLAN:** FOR PROVISIONAL PURPOSES ONLY. SUBJECT TO CHANGE WITHOUT NOTICE.

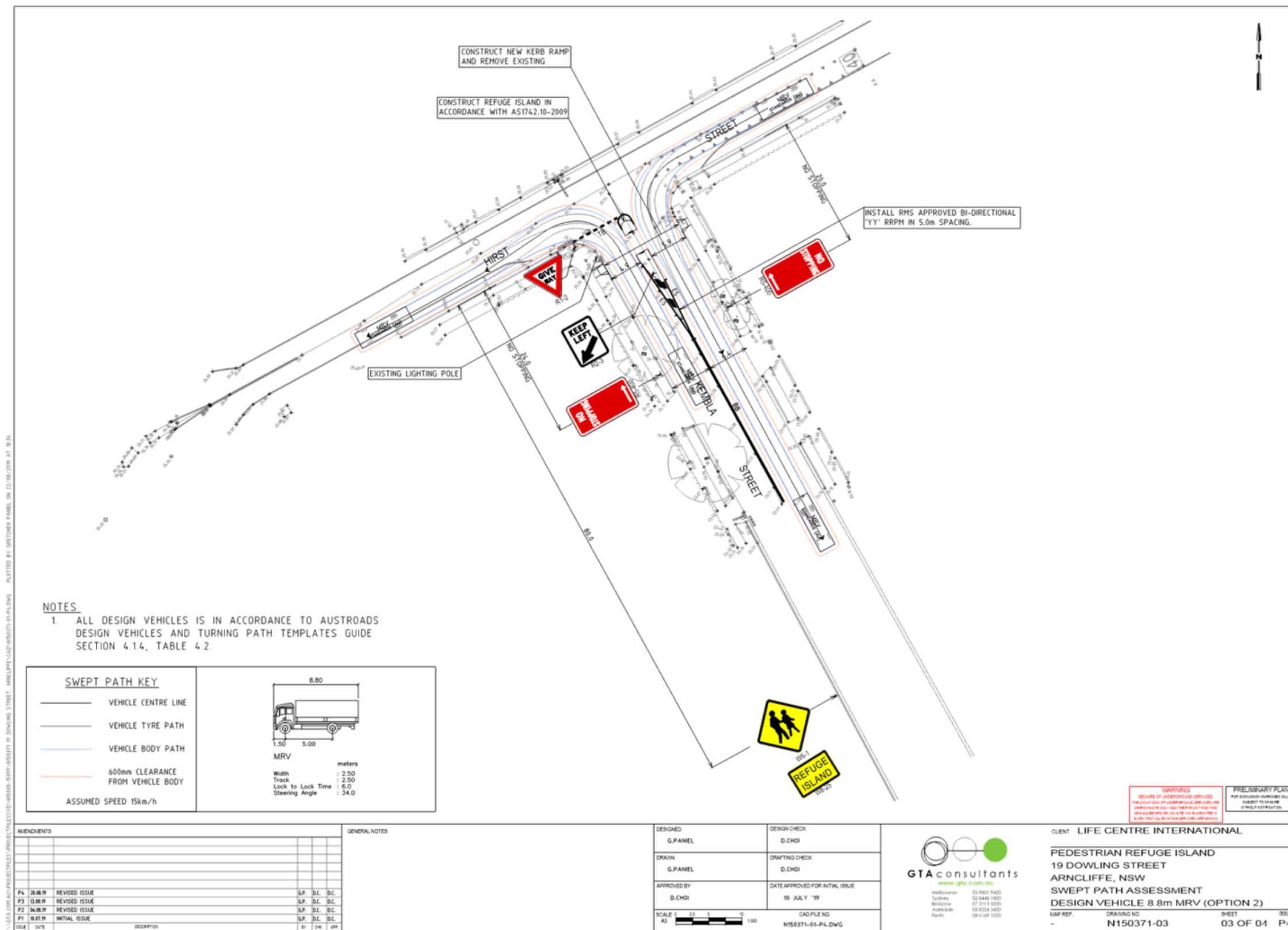


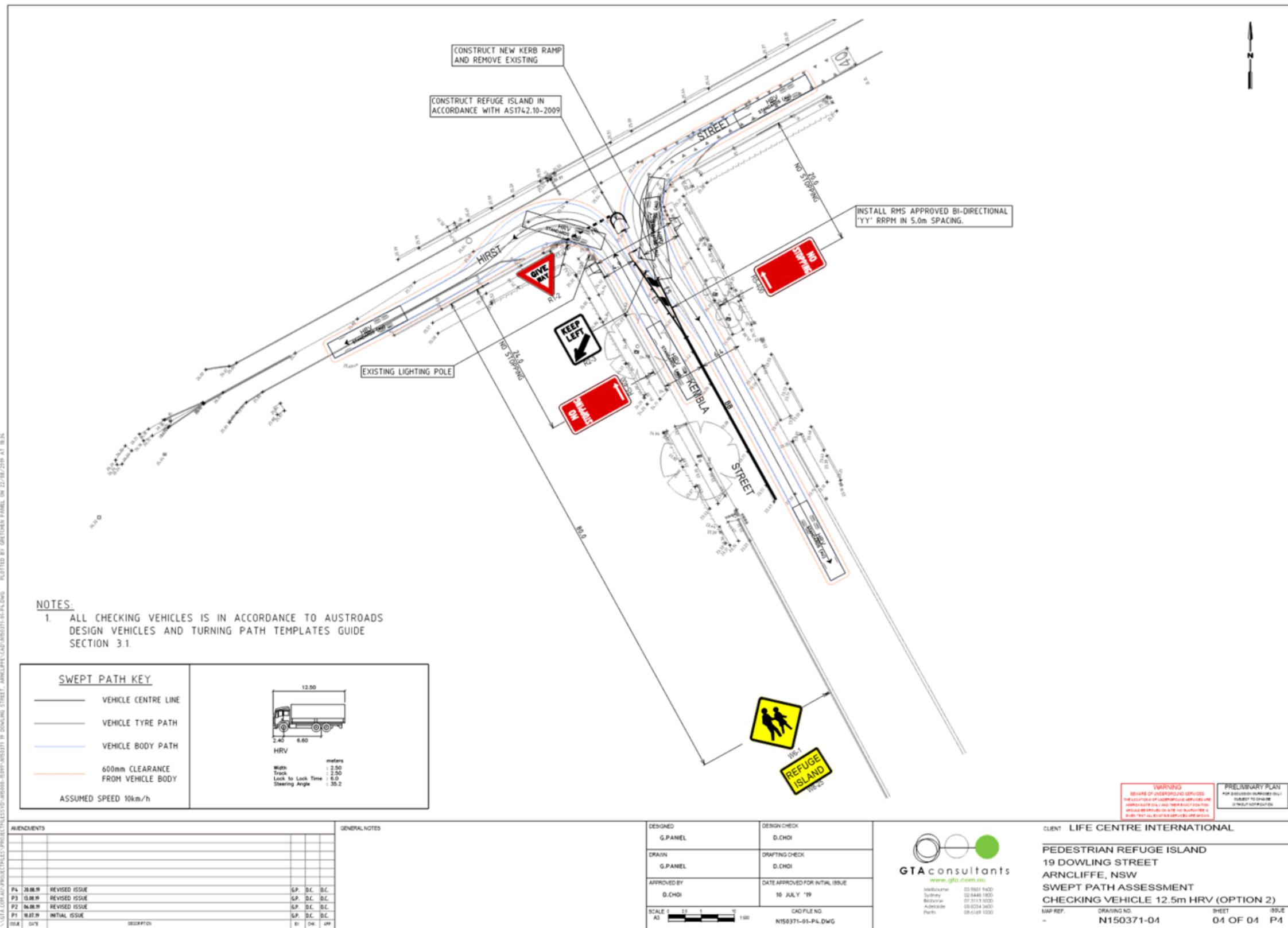
ISSUE	DATE	DESCRIPTION	BY	CHK	APP
P4	28.08.19	REVISED ISSUE	GP	D.C.	D.C.
P3	13.08.19	REVISED ISSUE	GP	D.C.	D.C.
P2	04.08.19	REVISED ISSUE	GP	D.C.	D.C.
P1	18.07.19	INITIAL ISSUE	GP	D.C.	D.C.

DESIGNED		DESIGN CHECK	
G.PANEL		D.CHOI	
DRAWN		DRAFTING CHECK	
G.PANEL		D.CHOI	
APPROVED BY		DATE APPROVED FOR INITIAL ISSUE	
D.CHOI		10 JULY '19	
SCALE: 1:100		GEO FILE NO. N150371-01-P4.DWG	

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Melbourne	03 9881 1900
Sydney	02 9448 1900
Brisbane	07 5113 1000
Adelaide	08 8334 3000
Perth	08 9148 1000

CLIENT LIFE CENTRE INTERNATIONAL	
PEDESTRIAN REFUGE ISLAND	
19 DOWLING STREET ARNCLIFFE, NSW BLOW UP DETAIL (OPTION 2)	
MAP REF.	DRAWING NO. N150371-02
SHEET 02 OF 04	ISSUE P4





**Bayside Traffic Committee****4/09/2019**

Item No	BTC19.164
Subject	<b>Lynwen Crescent, west of West Botany Street, Banksia - proposed temporary one-way street during the 2019 Christmas and 2020 New Year period between 7 Dec 2019 and 6 Jan 2020</b>
Report by	Coordinator Traffic and Road Safety
File	SF19/77
Electorate	Rockdale

---

**Summary**

The purpose of this report is to seek approval to establish temporary one-way traffic flow in Lynwen Crescent, Banksia, west of West Botany Street, to manage traffic generated by festive displays and lights during the Christmas and New Year period between 7 December 2019 and 6 January 2020.

---

**Officer Recommendation**

That endorsement be given to the conversion of Lynwen Crescent, Banksia, west of West Botany Street, to a temporary one-way street (anticlockwise direction) to control the traffic flow during the Christmas and New Year period, between 7 December 2019 and 6 January 2020 and that a Traffic Management Plan be submitted to the Roads and Maritime Services for consideration.

---

**Background**

In recent years, several residents of Lynwen Crescent, Banksia have decorated their houses with extensive festive displays and lights during the Christmas and New Year period. The displays have attracted many visitors to the street from across Sydney. To assist in managing the traffic volumes generated by visitors, it is proposed to temporarily change the traffic flow into a one-way system, consistent with recent years.

The existing two way traffic flow in Lynwen Crescent will be converted temporarily to a one-way street in the anti-clockwise direction. The purpose of this report is to seek approval to establish a temporary one-way traffic flow in Lynwen Crescent, Banksia to manage seasonal traffic generated by festive displays and lights during the Christmas 2019 and New Year period between 7 December 2019 and 6 January 2020.

Under the Delegations to Councils from the Roads and Maritime Services, Bayside Council is required to submit a Traffic Management Plan to the Roads and Maritime Services seeking approval prior to the implementation of the restriction as shown in the attached documents.

---

**Financial Implications**

- Not applicable
- Included in existing approved budget  The installation of the one way street in Lynwen Crescent will be funded through the Block Grant for traffic facilities on local streets. Traffic signs will largely be reused from previous years.
- Additional funds required
- 

## Community Engagement

Affected residents be advised of Council's decision.

---

## Attachments

- 1 Lynwen Crescent TMP Questions A to H [↓](#)
- 2 Lynwen Crescent temporary one way street drawing [↓](#)

**TRAFFIC MANAGEMENT PLAN**

**Location:** Lynwen Crescent, west of West Botany Street, Banksia

**Proposal:** Temporary One Way Street Christmas and New Year period  
7/12/2019 – 6/1/2020

**A. Description of or detailed plan of proposed measures.**

- Is a detailed plan of the proposed measures necessary?  
YES. A copy of the plan is attached.

**B. Identification and assessment of impact of proposed measures.**

- Is a detailed assessment required?  
NO. Lynwen Crescent is a local street with light traffic thoroughfare. Proposal is to convert Lynwen Crescent from a two way street, to a one way loop during the Christmas and New Year Celebration when many houses are decorated with lights.

**C. Measures to ameliorate the impact of re-assigned traffic.**

- Is an assessment required?

NO. Not necessary as this is the only road which is being affected. D.

**Assessment of public transport services affected.**

- Is an assessment required?

No. There are no public transport services.

**E. Details of provision made for emergency vehicles, heavy vehicles, cyclists and pedestrians.**

- Are these details required?

Yes. One way movement will be clearly signposted. Police, Ambulance, Fire Brigades and Roads and Maritime Services will be notified.

**F. Assessment of effect on existing and future developments with transport implications in the vicinity of the proposed measures.**

- Is an assessment required?

No. No future transport services involved.

**G. Assessment of effect of proposed measures on traffic movements in adjoining Council areas.**

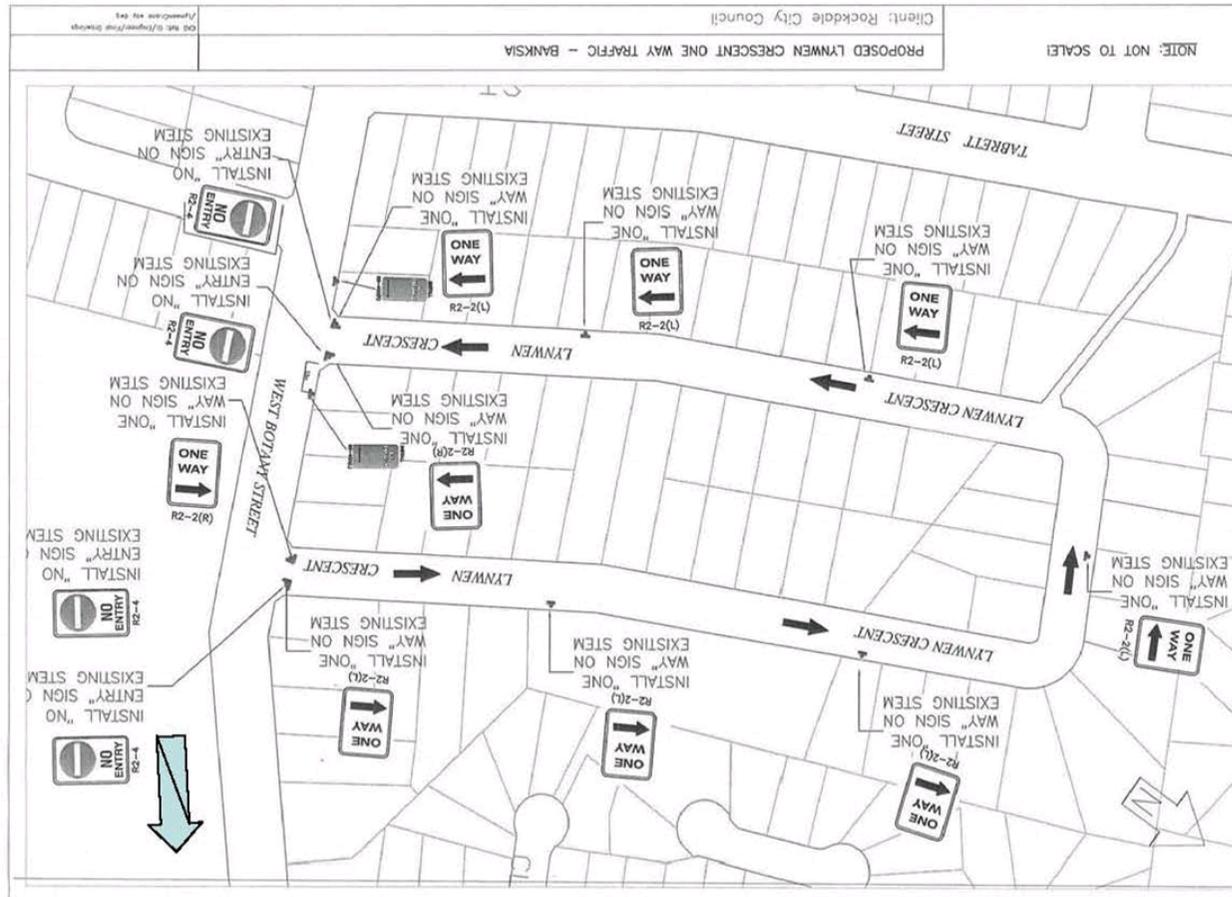
- Is an assessment required?

No. Not adjoining Council.

**H. Public Consultation process.**

- Is a public consultation process required?

Most of the residents want the one way system to be introduced temporarily. The Bayside Traffic Committee dealt with this matter annually. It is an annual event.



**Bayside Traffic Committee****4/09/2019**

Item No	BTC19.165
Subject	<b>Madrers Avenue, Kogarah, east of Rocky Point Road - proposed temporary one-way street during the Christmas and New Year period (7 Dec 2019 to 6 Jan 2020)</b>
Report by	Coordinator Traffic and Road Safety
File	SF19/77
Electorate	Rockdale

---

**Summary**

The purpose of this report is to seek approval to establish a temporary one-way traffic flow in Madrers Avenue, Kogarah to manage traffic generated by festive displays and lights during the Christmas and New Year period between 7 December 2019 and 6 January 2020.

---

**Officer Recommendation**

- 1 That endorsement be given to the conversion of Madrers Avenue, Kogarah, east of Rocky Point Road, to a temporary one-way street (anticlockwise direction) to control the traffic flow during the Christmas and New Year period, between 7 December 2019 and 6 January 2020
  - 2 That a Traffic Management Plan be submitted to the Roads and Maritime Services for consideration.
- 

**Background**

In recent years, residents of Madrers Avenue east of Rocky Point Road, Kogarah have decorated their houses with extensive festive displays and lights during the Christmas and New Year period. The displays attract visitors from across Sydney. To assist in managing the traffic volumes generated by visitors, it is proposed to temporarily change the traffic flow into a one-way system, consistent with recent years.

The existing two way traffic flow in Madrers Avenue will be converted temporarily to a one-way street in the anti-clockwise direction. The purpose of this report is to seek approval to establish temporary one-way traffic flow in Madrers Avenue, Kogarah to manage traffic generated by festive displays and lights during the Christmas and New Year between 7 December 2019 and 6 January 2020.

Under the Delegations to Councils from the Roads and Maritime Services, Bayside Council is required to submit a Traffic Management Plan to the Roads and Maritime Services seeking approval prior to the implementation of the restriction as shown in the attached documents.

---

## Financial Implications

Not applicable

Included in existing approved budget

The installation of the one way street in Madrers Avenue will be funded through the Block Grant for traffic facilities on local streets. Traffic signs will largely be reused from previous years.

Additional funds required

---

## Community Engagement

Affected residents in the area be advised of Council's decision.

---

## Attachments

- 1 Madrers Avenue TMP Questions A to H [↓](#)
- 2 Madrers Avenue temporary one way Street [↓](#)

**TRAFFIC MANAGEMENT PLAN**

**Location:** Lynwen Crescent, west of West Botany Street, Banksia

**Proposal:** Temporary One Way Street Christmas and New Year period  
7/12/2019 – 6/1/2020

**A. Description of or detailed plan of proposed measures.**

- Is a detailed plan of the proposed measures necessary?  
YES. A copy of the plan is attached.

**B. Identification and assessment of impact of proposed measures.**

- Is a detailed assessment required?  
NO. Lynwen Crescent is a local street with light traffic thoroughfare. Proposal is to convert Lynwen Crescent from a two way street, to a one way loop during the Christmas and New Year Celebration when many houses are decorated with lights.

**C. Measures to ameliorate the impact of re-assigned traffic.**

- Is an assessment required?

NO. Not necessary as this is the only road which is being affected. D.

**Assessment of public transport services affected.**

- Is an assessment required?

No. There are no public transport services.

**E. Details of provision made for emergency vehicles, heavy vehicles, cyclists and pedestrians.**

- Are these details required?

Yes. One way movement will be clearly signposted. Police, Ambulance, Fire Brigades and Roads and Maritime Services will be notified.

**F. Assessment of effect on existing and future developments with transport implications in the vicinity of the proposed measures.**

- Is an assessment required?

No. No future transport services involved.

**G. Assessment of effect of proposed measures on traffic movements in adjoining Council areas.**

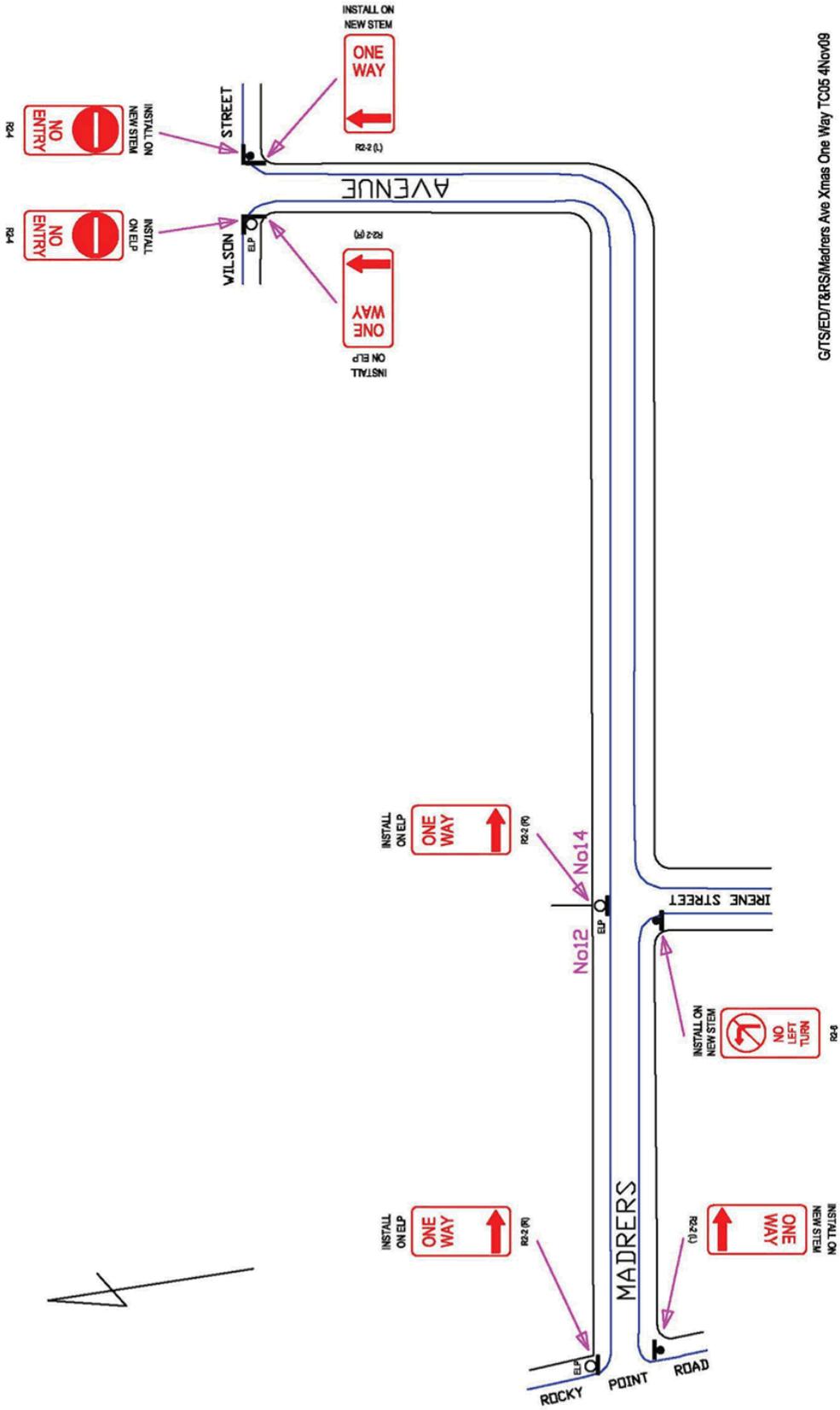
- Is an assessment required?

No. Not adjoining Council.

**H. Public Consultation process.**

- Is a public consultation process required?

Most of the residents want the one way system to be introduced temporarily. The Bayside Traffic Committee dealt with this matter annually. It is an annual event.



G/T/S/E/D/T&R/S/Madriers Ave Xmas One Way TC05 4Nov09

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## Bayside Traffic Committee

4/09/2019

Item No	BTC19.166
Subject	<b>Middlemiss Street, between Lever Street and Rolfe Street, Rosebery - Proposed 'No Parking' restriction</b>
Report by	Traffic Engineer
File	SF19/77
Electorate	Heffron

---

### Summary

Council received a request for the provision of a 'No Parking' restriction in Middlemiss Street, Rosebery between number 7 and 9A, to improve safety for the moving traffic and access to driveways.

---

### Officer Recommendation

That a 24m 'No Parking' restriction be placed on the eastern kerbline of Middlemiss Street between No. 7 and No. 9 Middlemiss Street, Rosebery.

---

### Background

Middlemiss Street is a 6m wide residential street in Rosebery. When cars are parked on both sides, it makes it difficult for the residents between 7 and 9A to enter or exit their driveways, especially given that the parking spaces between the driveways are less than the recommended 6m carapace length.

Affected residents were consulted with the 'No parking' restriction proposal. One response was received out of the three households consulted, which was in support of the proposal.

It is recommended that a 24m 'No parking' restriction be installed to improve safety for the moving traffic and safer access to driveways. This is also expected to improve access to driveways of residents on the western side of Middlemiss Street between Rolfe Street and Lever Street.

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 grants for traffic facilities |
| Additional funds required            | <input type="checkbox"/>            |                                     |
- 

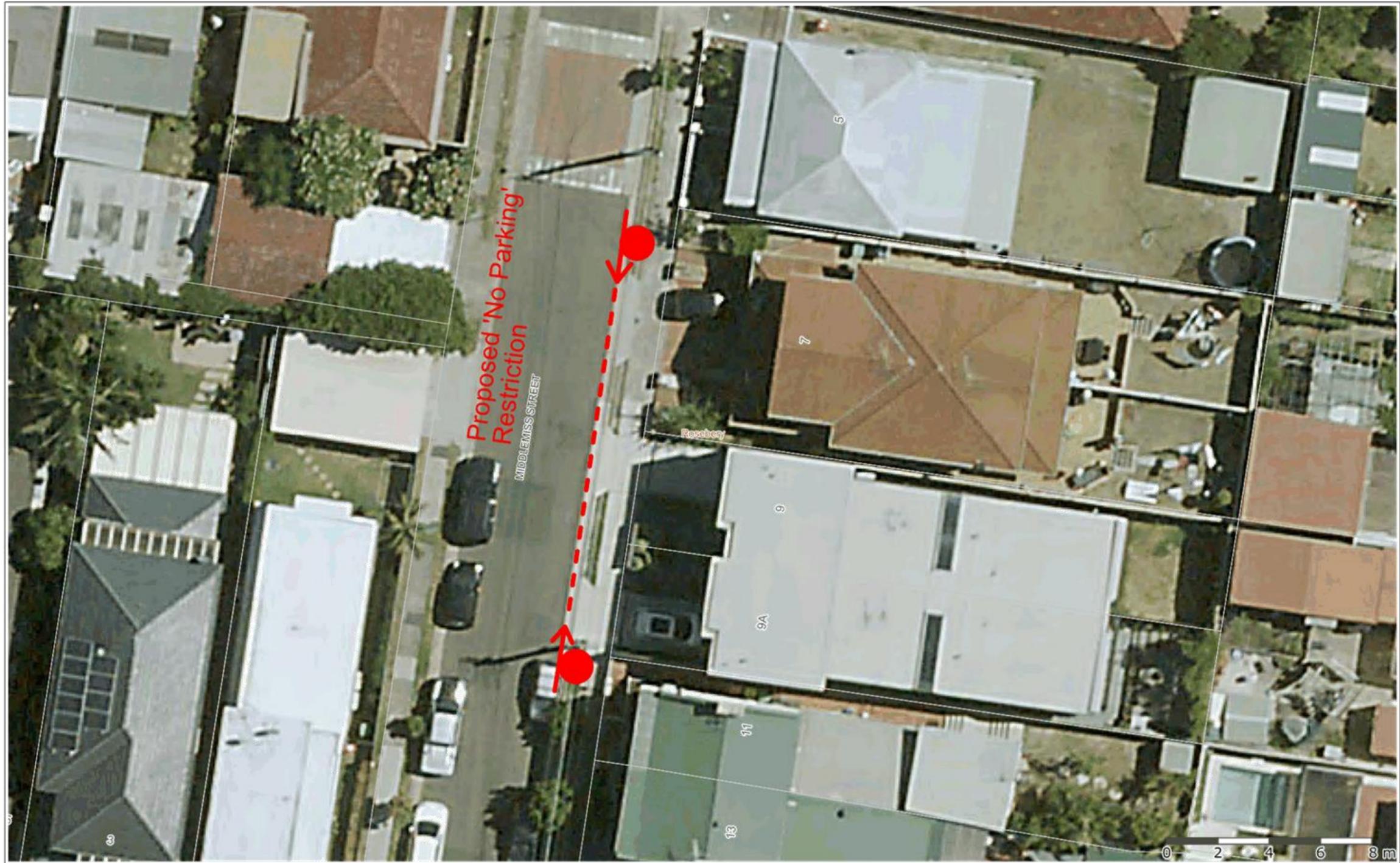
### Community Engagement

Affected residents were consulted.

---

## Attachments

- 1 Middlemiss Street drawing [↓](#)
- 2 Middlemiss Street Photo [↓](#)



<b>Bayside Council</b> Serving Our Community	<b>Disclaimer Note</b> 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.	Prepared By: Malik Almuhanha	30/07/2019	
			1:189	



**Bayside Traffic Committee****4/09/2019**

Item No	BTC19.167
Subject	<b>MS Bike Ride from Sydney to Wollongong - Sunday 3 November 2019 - Proposed TMP &amp; TCP</b>
Report by	Traffic Engineer
File	SF19/77
Electorate	Rockdale

---

**Summary**

Council received an application to conduct the annual bicycle ride from Sydney to Wollongong through Arncliffe, Banksia, Brighton Le Sands, Ramsgate and Sandringham. This year's event will fall on Sunday 3 November 2019.

---

**Officer Recommendation**

- 1 That approval be granted to conduct the annual bicycle ride from Sydney to Wollongong through Arncliffe, Kyeemagh, Banksia, Brighton Le Sands, Ramsgate and Sandringham, on Sunday 3 November 2019.
  - 2 That concurrence be given to RMS for the establishment of a temporary "Clearway, 4 am – 11 am" restriction on Sunday 3 November 2019:
    - a. Along the northern kerb side of Bestic Street between Jacobson Avenue and General Holmes Drive
    - b. Along the eastern kerb side of The Grand Parade between Bestic Street and Sellwood Street.
    - c. To remove and reinstate the removable bollards in The Grand Parade (The little Grand Parade) at General Holmes Drive
  - 3 That concurrence be given to event organisers/police/TfNSW to install the temporary restrictions at the following locations:
    - a. "No Left Turn" from Princes Highway into West Botany Street in the southbound direction
    - b. "No Left Turn" from Flora Street into West Botany Street in the southbound direction
    - c. "No Right Turn" from West Botany Street to Bestic Street in the eastbound direction between 6 am and 7 am due to the sun glare.
    - d. "No Entry" along Bestic Street from Jacobson Avenue to General Holmes Drive in the eastbound direction.
  - 4 That the proposed 'No Left Turn' from Princess Highway to Gertrude Street be altered to allow for residents to access Gertrude Street from Princes Highway.
  - 5 That access for residents of Valda Avenue to be maintained during the event.
-

- 6 That the event organisers be requested to allow State Transit Authority and Veolia Transport's buses exiting from Malua Street to the Grand Parade to travel northbound, as there is no alternative route for the buses.
- 7 That the organisers of the event advise affected local residents of Bestic Street and The Grand Parade where the proposed "Clearway" and the proposed road closure restriction will be imposed and that the removable bollards in The Grand Parade be temporarily removed by TfNSW.
- 8 That the organisers of the event comply with all requirements of public authorities for the event.
- 9 That the event organisers liaise with Council's Operation Services to temporarily remove and reinstate the bollards at The Little Grand Parade with General Holmes Drive to allow cyclists to pass through.
- 10 That Council authorise the bike riders and Multiple Sclerosis Society to use Cook Park at the corner of The Grand Parade and Carruthers Drive, Sans Souci as a minor water, bike repair and first aid stop and assist them in removing the bollards in The (Little) Grand Parade with General Holmes Drive for the event on Sunday 3 November 2019.

---

## Background

The event organiser has submitted the information below along with supporting planning documents and Traffic Control Plans at various locations for the event that will be held on Sunday 3 November 2019. The annual event is being conducted in conjunction with the Police and Transport for New South Wales. The Police Service will escort the riders and the TfNSW provides physical road works and traffic management.

Every year on the first Sunday in November thousands of cyclists depart Sydney on a journey to Wollongong in Australia's iconic cycling event; the MS Sydney to the Gong Bike Ride (MS Gong Ride) held to support Australians living with multiple sclerosis (MS). This event is the most significant fundraising event for MS.

As in previous years MS has requested permission for the following:

- Use of Ramsgate Car Park at The Grand Parade opposite Culver Street, Ramsgate Beach as a minor water, bike repair and first aid stop for the event. It is anticipated that the first rider will arrive at 6:15am and the last ride at 9:15am.
- Access required from 5.00am to 11.00am on Sunday 3 November 2019
- The event to pass through Bayside Council Areas, including the placement of signs and marshals as per the Traffic Management Plan.
- The removal of removable bollards, temporarily, at The Little Grand Parade with General Holmes Drive.

### Temporary Traffic Measures

#### Lane Closures

- Witches hats will be placed between lanes 1 and 2 along the Princes Hwy between Campbell Street, St Peters and West Botany Street, Arncliffe.
- Witches hats will be placed between lanes 1 and 2 at left hand turn from West Botany Street onto Bestic Street.
- Witches hats will be placed between lanes 1 and 2 on Bestic Street approaching to Jacobson Street and approaching General Holmes Drive.

- Witches hats will be placed between lanes 1 and 2 along the The Grand Parade between Henson Street, Kyeemagh and 100m past President Avenue, Brighton-Le-Sands.
- Witches hats will be placed on Rocky Point Road (southbound) on approach to Sandringham Street.

#### Road Closures

- West Botany Street between Princes Hwy and M5 on ramp. (southbound)
- Right turn out only from Flora Street and Valda Avenue.
- Detour via Wickham Street.
- No Right Turn from West Botany Street into Bestic Street between 6am and 7am due to the sun glare.
- Bestic Street between Moate/Jacobson Street and General Holmes Drive
- Malua Street at The Grand Parade.

#### Special Event Clearways

The following Special Event Clearways will be in place between 4.00 am and 11.00 am:

- West Botany Street between Marsh Street and Bestic Street (southbound);
- Bestic Street between Caroma Avenue and The Grand Parade (eastbound);
- the Little Grand Parade between Bestic Street and General Holmes Drive;
- The Grand Parade between General Homes Drive and President Avenue (southbound);
- Sandringham Street between The Grand Parade, Sans Souci and Rocky Point Road, Sans Souci. (westbound); and,
- Rocky Point Road between Sandringham Street and Captain Cook Bridge.

The Traffic Control Plans at various locations in the Bayside LGA, Variable Message Signs (VMS) placement and other associated documents are attached.”

#### **Concerns:**

Residents living in the area east of General Holmes Drive between Bestic Street, General Holmes Drive and the water front will not have any access to their residence between 5am and 11am, from the west and the South along Bestic Street Avenue via the intersection of Bestic Street and General Holmes Drive. (Refer to TCP page No. 19). The event organiser has been advised of Council’s concerns and requested to amend their traffic control plan.



**Financial Implications**

- Not applicable
- Included in existing approved budget  The event organisers MS will fund all the costs of the bike ride.
- Additional funds required

**Community Engagement**

There will be advertisement carried out by the event organisers in the metropolitan newspapers and RMS's website

**Attachments**

MS Bike Ride TCP [↓](#)

**MS SYDNEY TO THE GONG**

www.invarion.com

JOINS TCP 05

PRINCES HIGHWAY

BRODIE SPARK DR

CYCLE ROUTE

CAR PARK

CAHILL PARK

CONES at 2m SPACING THROUGH INTERSECTION

CONES CONTINUE IN LANE 1 every 10m to GERTRUDE ST

50m

CYCLE ROUTE

CHANGED TRAFFIC CONDITIONS AHEAD

LANE CLOSED

FOOTPATH CLOSED

Police

Traffic Controller

Marshal

AS AT 20 May 2019

<b>MS Sydney to the Gong Bike Ride Princes Highway &amp; Brodie Spark Dr WOLLI CREEK</b>					<b>Sector: A</b>	<b>TCP No.: 11</b>
<b>AGENCY</b>	<b>PRIMARY TASK</b>	<b>SECONDARY TASK</b>	<b>STAFF ON-SITE</b>	<b>TIMES</b>	<b>TCS:</b>	<b>3437</b>
<b>TMC</b>	Supply & set up traffic control devices	Monitor traffic flow and signal operations		<b>0400 - 0900</b>	<b>Date:</b>	<b>Sun 3 Nov 19</b>
<b>POLICE</b>					<b>Scale:</b>	<b>Not to Scale</b>
<b>MARSHAL</b>					<b>Drawn By:</b>	<b>Greg Mooney</b>

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Glenn Armstrong Cert 2133007526

**MS SYDNEY TO THE GONG**

JOINS TCP 05

PRINCES HIGHWAY

BRODIE SPARK DR

CYCLE ROUTE

CAR PARK

CAHILL PARK

CONES at 2m SPACING THROUGH INTERSECTION

CONES CONTINUE IN LANE 1 every 10m to GERTRUDE ST

50m

CYCLE ROUTE

AS AT 20 May 2019

<b>MS Sydney to the Gong Bike Ride Princes Highway &amp; Brodie Spark Dr WOLLI CREEK</b>					<b>Sector: A</b>	<b>TCP No.: 11</b>
<b>AGENCY</b>	<b>PRIMARY TASK</b>	<b>SECONDARY TASK</b>	<b>STAFF ON-SITE</b>	<b>TIMES</b>	<b>TCS:</b>	<b>3437</b>
<b>TMC</b>	Supply & set up traffic control devices	Monitor traffic flow and signal operations		<b>0400 - 0900</b>	<b>Date:</b>	<b>Sun 3 Nov 19</b>
<b>POLICE</b>					<b>Scale:</b>	<b>Not to Scale</b>
<b>MARSHAL</b>					<b>Drawn By:</b>	<b>Greg Mooney</b>

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CONES CONTINUE IN LANE 1 every 10m to WEST BOTANY ST

Police to enforce NO LEFT TURN from the highway south bound

Police

Traffic Controller

Marshal

ONLY

CYCLE ROUTE

AS AT 20 May 2019

**MS Sydney to the Gong Bike Ride Princes Highway & Gertrude St WOLLI CREEK** Sector: A

					TCP No.:	<b>12</b>
<b>AGENCY</b>	<b>PRIMARY TASK</b>	<b>SECONDARY TASK</b>	<b>STAFF ON-SITE</b>	<b>TIMES</b>	<b>TCS:</b>	3017
<b>TMC</b>	Supply & set up traffic control devices	Monitor traffic flow and signal operations		0400 - 0900	<b>Date:</b>	Sun 3 Nov 19
<b>POLICE</b>	Monitor traffic and lane closure bikes excepted		2	0515 - 0900	<b>Scale:</b>	Not to Scale
<b>MARSHAL</b>					<b>Drawn By:</b>	Greg Mooney RMS Cert. 0042739879

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**MS SYDNEY TO THE GONG**

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Argyle St, Princes Highway, West Botany St, Innesdale Rd, Flora St

Waterfill Barriers, Barriers on Property Boundary on to W. Botany St, Cones at 5m Spacing, Bollards and Strings from Princes Highway to Flora St

13.1, 13.2, 13.3

Only, No Left Turn, No Left Turn on Highway

POLICE VEHICLE to stop motorists from turning LEFT from highway onto wrong side of West Botany St

**NOTE**  
West Botany St is closed south bound between the Princes Highway and Marsh St

Police, Traffic Controller, Marshal

**CYCLE ROUTE**

AS AT 20 May 2019

<b>MS Sydney to the Gong Bike Ride Princes Highway &amp; West Botany St ARNCLIFFE</b>					Sector: A	TCP No.: <b>13</b>
<b>AGENCY</b>	<b>PRIMARY TASK</b>	<b>SECONDARY TASK</b>	<b>STAFF ON-SITE</b>	<b>TIMES</b>	<b>TCS:</b>	<b>913 &amp; 2976</b>
<b>TMC</b>	Supply & set up traffic control devices	Monitor traffic flow and signal operations		<b>0400 - 0900</b>	<b>Date:</b>	<b>Sun 3 Nov 19</b>
<b>POLICE</b>	Monitor road rule compliance at traffic signals	Monitor traffic and lane closure bikes excepted	<b>3</b>	<b>0515 - 0900</b>	<b>Scale:</b>	<b>Not to Scale</b>
<b>WHO DARES</b>	Ensure all vehicles turn LEFT from 7/11	Radio to TCP 5 re bike numbers/queues	<b>1</b>	<b>0515 - 0900</b>	<b>Drawn By:</b>	<b>Greg Mooney</b>
<b>MARSHAL</b>	Monitor Cyclists		<b>2</b>	<b>0515 - 0900</b>	RMS Cert. 0042739879 Checked by Karl Christian Cert 2133007522 Glenn Armstrong Cert 2133007526	

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**MS SYDNEY TO THE GONG**

SOME LOCAL TRAFFIC WILL BE TRAVELING SOUTH ON WEST BOTANY ST

POLICE TO STOP CYCLES TO ALLOW TRAFFIC TO TURN LEFT INTO MARSH ST

CONES at 5m SPACING

CONES at 5m SPACING

LANE CLOSED

USE MARSH ST

ONLY

WEST BOTANY ST

KYLE ST

MARSH ST

CYCLE ROUTE

CYCLE ROUTE

CYCLE ROUTE

CYCLE ROUTE

Police

Traffic Controller

Marshal

AS AT 20 May 2019

**MS Sydney to the Gong Bike Ride West Botany St & Marsh St ARNCLIFFE** Sector: A TCP No.: **14**

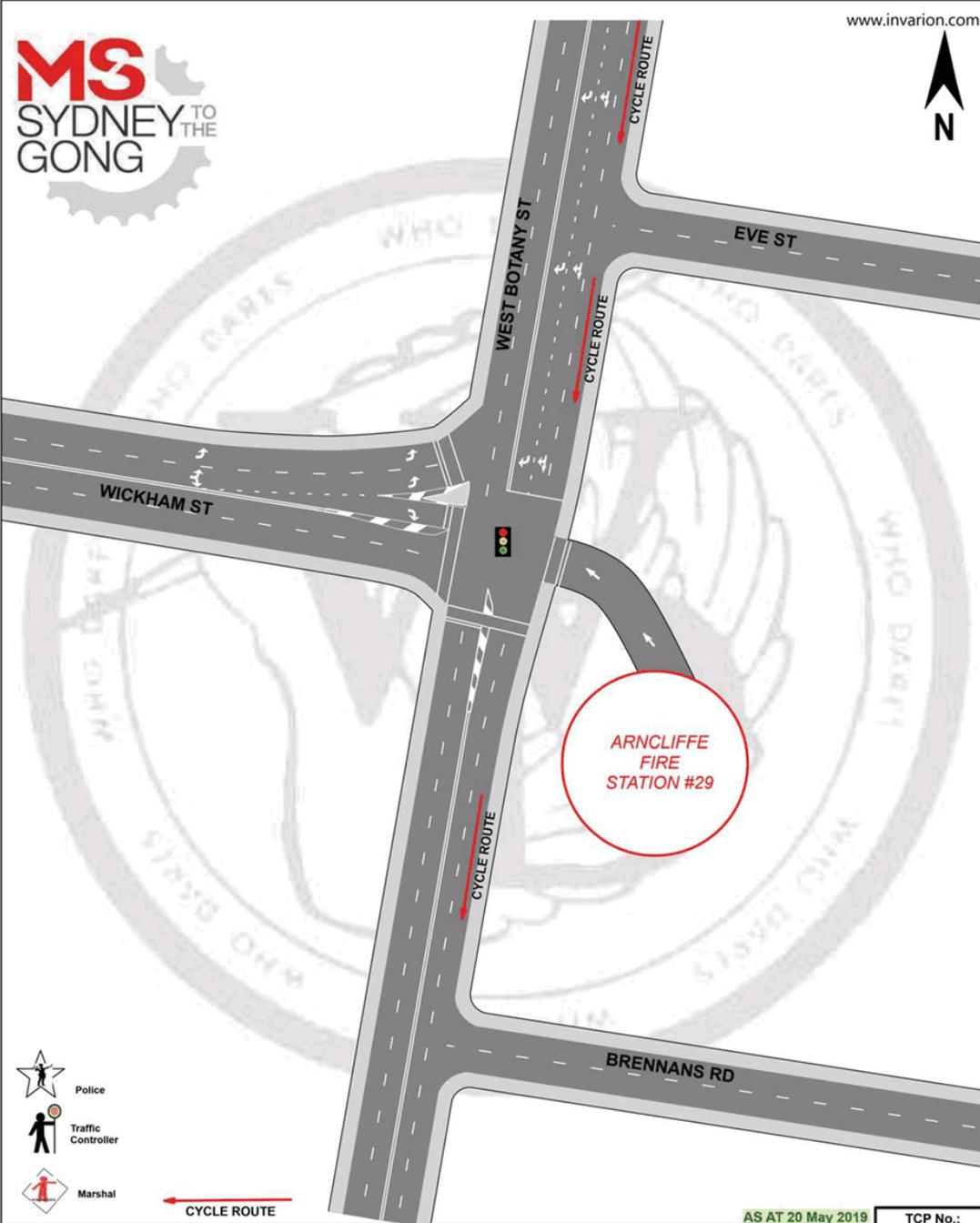
AGENCY	PRIMARY TASK	SECONDARY TASK	STAFF ON-SITE	TIMES	TCS:	
TMC	Supply & set up traffic control devices	Monitor traffic flow and signal operations		0400 - 0900	797	Date: Sun 3 Nov 19
POLICE	Monitor road rule compliance at traffic signals	Monitor traffic and lane closure bikes excepted	2	0515 - 0900	Not to Scale	Scale: Not to Scale
MARSHAL	Monitor Cyclists		1	0515 - 0900	Drawn By: Greg Mooney	RMS Cert. 0042739879

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 Police  
 Traffic Controller  
 Marshal



CYCLE ROUTE

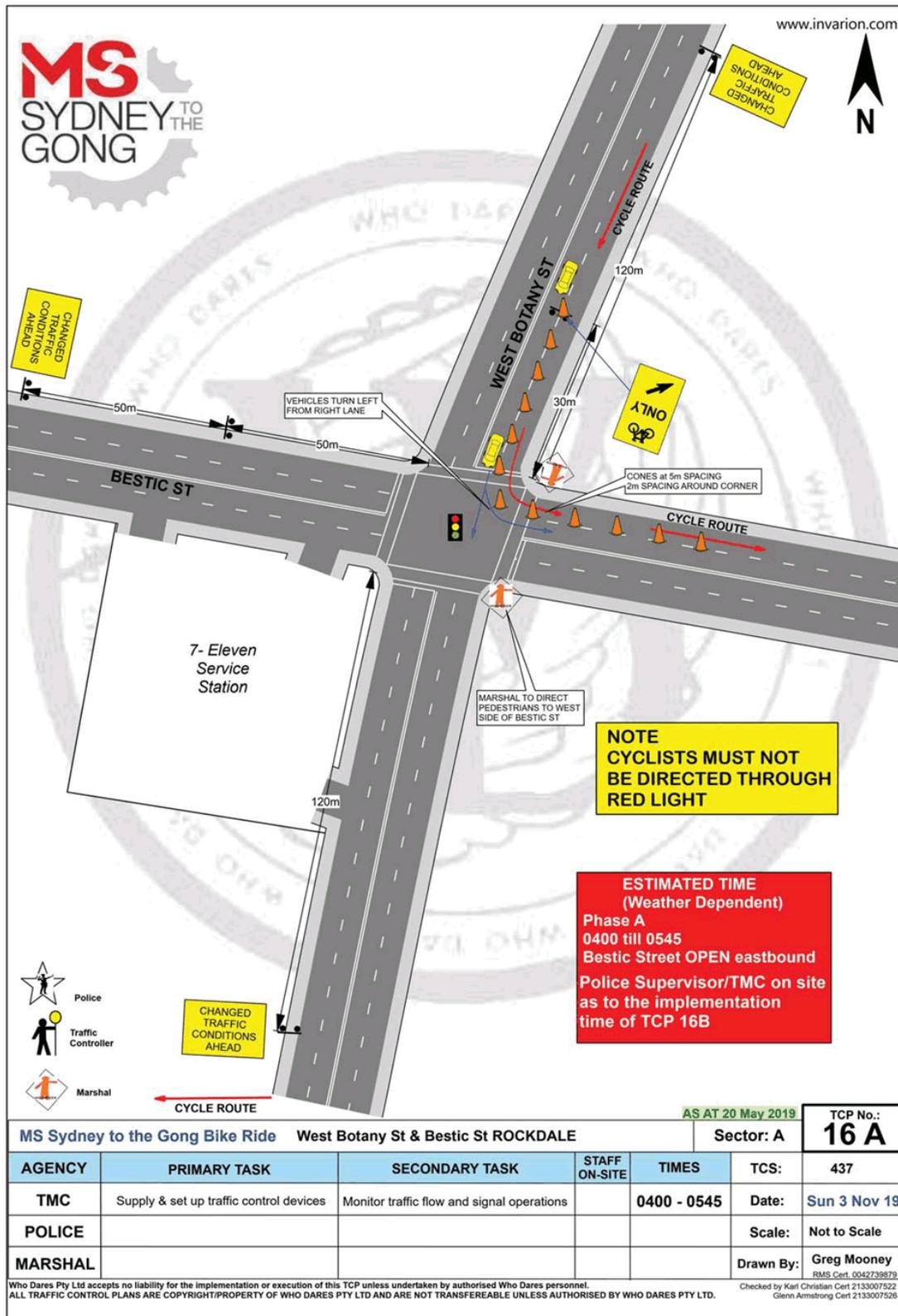
AS AT 20 May 2019

TCP No.:	15
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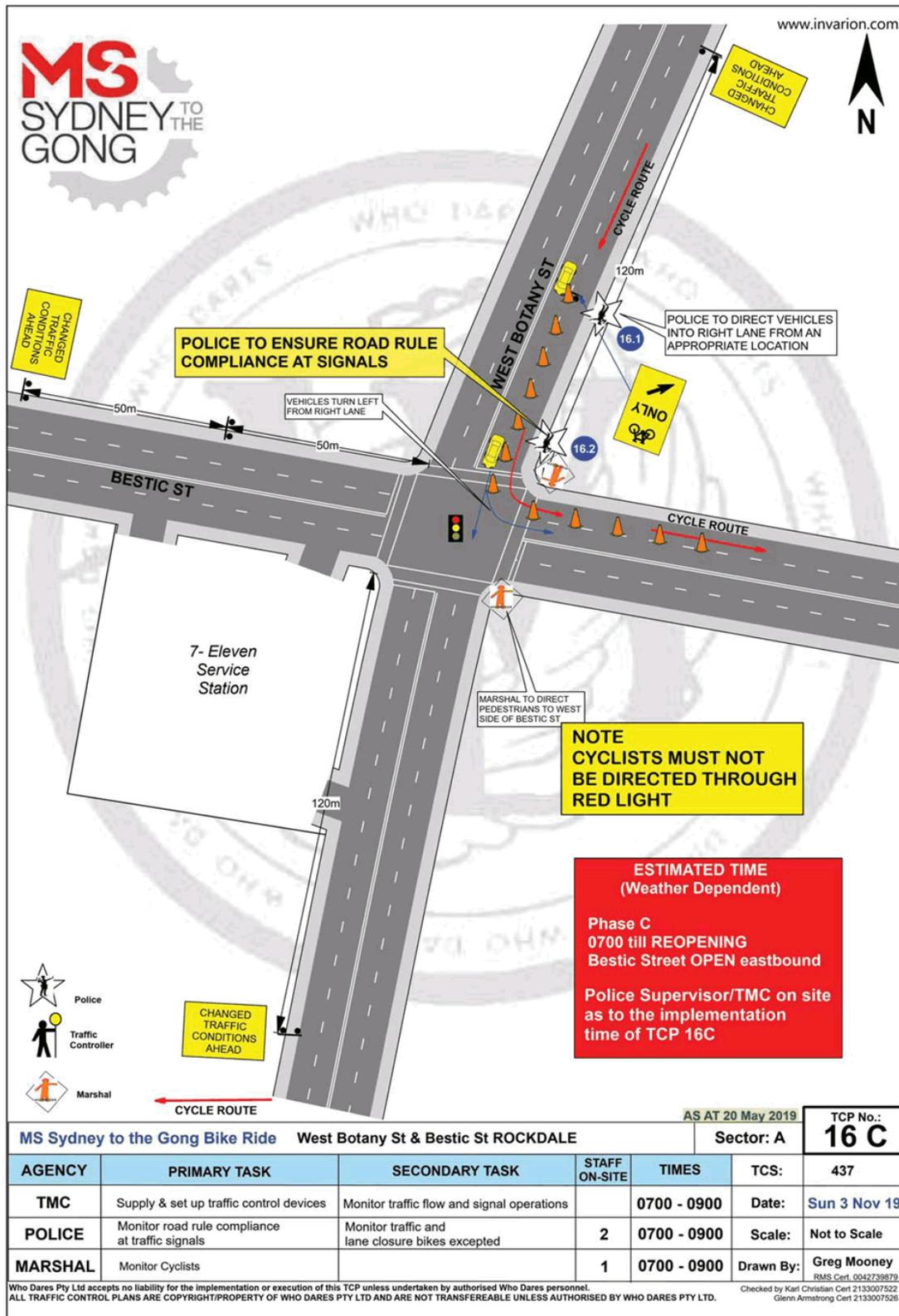
<b>MS Sydney to the Gong Bike Ride</b>					<b>West Botany St &amp; Wickham St ARNCLIFFE</b>	<b>Sector: A</b>
<b>AGENCY</b>	<b>PRIMARY TASK</b>	<b>SECONDARY TASK</b>	<b>STAFF ON-SITE</b>	<b>TIMES</b>	<b>TCS:</b>	709
TMC					<b>Date:</b>	Sun 3 Nov 19
POLICE					<b>Scale:</b>	Not to Scale
MARSHAL					<b>Drawn By:</b>	Greg Mooney <small>RMS Cert. 0042739879</small>

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**MS SYDNEY TO THE GONG**

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COOK PARK TRAIL

MUDDY CREEK

FISHING CLUB CAR PARK

BESTIC ST

FRANCIS AVE

BILMARK PL

MS SIGNAGE

MERGE RIGHT

100m

CONES at 5m SPACING

CYCLE ROUTE

Police

Traffic Controller

Marshal

CYCLE ROUTE

AS AT 20 May 2019

TCP No.: **17**

**MS Sydney to the Gong Bike Ride** Bestic St & Francis Ave KYEEMAGH Sector: A

AGENCY	PRIMARY TASK	SECONDARY TASK	STAFF ON-SITE	TIMES	TCS:	
TMC	Supply & set up traffic control devices				Date:	Sun 3 Nov 19
POLICE					Scale:	Not to Scale
MARSHAL	Monitor Cyclists		1	0515 - 0900	Drawn By:	Greg Mooney RMS Cert. 0042739879

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**MS SYDNEY TO THE GONG**

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Police

Traffic Controller

Marshal

CYCLE ROUTE

OCCUPATION RD

BESTIC ST

ARCHIBALD AVE

CASHMAN RD

CYCLE ROUTE

CYCLE ROUTE

MS SIGNAGE CAUTION

AS AT 20 May 2019

<b>MS Sydney to the Gong Bike Ride Bestic St &amp; Occupation Rd KYEEMAGH</b>					<b>Sector: A</b>	<b>TCP No.: 18</b>
<b>AGENCY</b>	<b>PRIMARY TASK</b>	<b>SECONDARY TASK</b>	<b>STAFF ON-SITE</b>	<b>TIMES</b>	<b>TCS:</b>	<b>N/A</b>
<b>TMC</b>	Supply & set up traffic control devices				<b>Date:</b>	<b>Sun 3 Nov 19</b>
<b>POLICE</b>					<b>Scale:</b>	<b>Not to Scale</b>
<b>MARSHAL</b>					<b>Drawn By:</b>	<b>Greg Mooney</b> RMS Cert. 0042739879

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**MS SYDNEY TO THE GONG**

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CHANGED TRAFFIC CONDITIONS AHEAD

ATTACH BELOW NO ENTRY SIGNS

MS SIGNAGE (CYCLISTS PERMITTED STRAIGHT AHEAD)

CONES at 5m SPACING

CONES at 2m SPACING

T/C TO ALLOW RESIDENTS VEHICLES (UP TO HENSON ST) TO TURN LEFT INTO THE GRAND PDE  
T/C TO WALK WITH THE VEHICLES

COUNCIL TO REMOVE BOLLARDS AM SUNDAY

CONES at 2m SPACING across intersection

CONES at 5m SPACING continue to President Ave

LANE CLOSED

LANE CLOSED

LANE CLOSED

Police

Traffic Controller

Marshal

CYCLE ROUTE

**AS AT 20 May 2019**

<b>MS Sydney to the Gong Bike Ride</b>					<b>General Holmes Dr &amp; The Grand Parade BRIGHTON LE SANDS</b>	<b>Sector: A</b>	<b>TCP No.: 20</b>
AGENCY	PRIMARY TASK	SECONDARY TASK	STAFF ON-SITE	TIMES	TCS:	N/A	
<b>TMC</b>	Supply & set up traffic control devices			<b>0400 - 0900</b>	<b>Date:</b>	<b>Sun 3 Nov 19</b>	
<b>WHO DARES</b>	Assist local access to Grand Pde		<b>1</b>	<b>0515 - 0900</b>	<b>Scale:</b>	<b>Not to Scale</b>	
<b>MARSHAL</b>	Monitor Cyclists		<b>2</b>	<b>0515 - 0900</b>	<b>Drawn By:</b>	<b>Greg Mooney</b>	

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**MS SYDNEY TO THE GONG**

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PRINCESS ST

BAY ST

THE GRAND PARADE

CYCLE ROUTE

CONES at 2m SPACING THROUGH INTERSECTION

CONES at 5m SPACING continue to President Ave

Police

Traffic Controller

Marshal

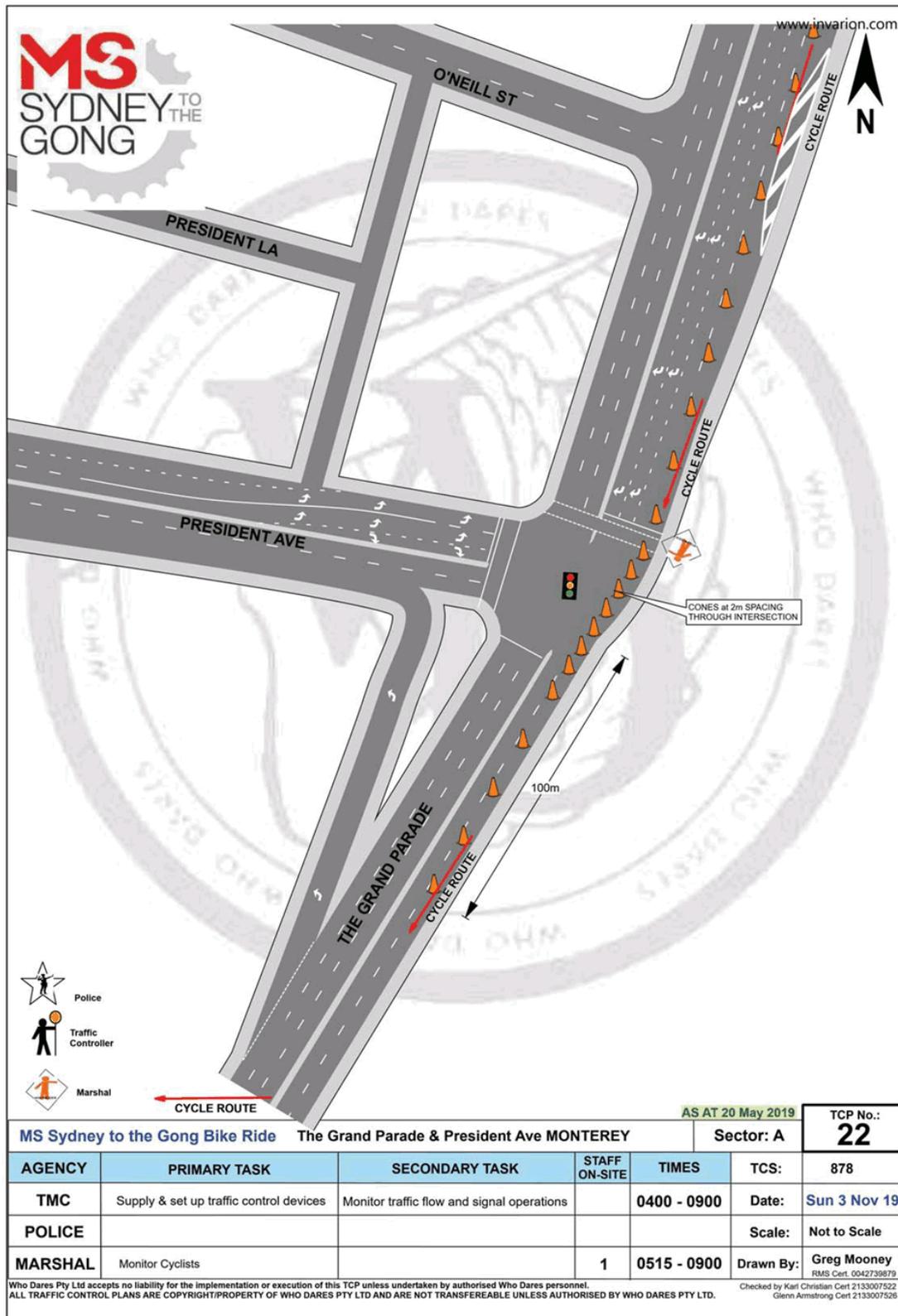
CYCLE ROUTE

AS AT 20 May 2019

<b>MS Sydney to the Gong Bike Ride The Grand Parade &amp; Bay St BRIGHTON LE SANDS</b>					Sector: A	TCP No.: <b>21</b>
<b>AGENCY</b>	<b>PRIMARY TASK</b>	<b>SECONDARY TASK</b>	<b>STAFF ON-SITE</b>	<b>TIMES</b>	<b>TCS:</b>	<b>459</b>
<b>TMC</b>	Supply & set up traffic control devices	Monitor traffic flow and signal operations		<b>0400 - 0900</b>	<b>Date:</b>	<b>Sun 3 Nov 19</b>
<b>POLICE</b>					<b>Scale:</b>	<b>Not to Scale</b>
<b>MARSHAL</b>					<b>Drawn By:</b>	<b>Greg Mooney</b>

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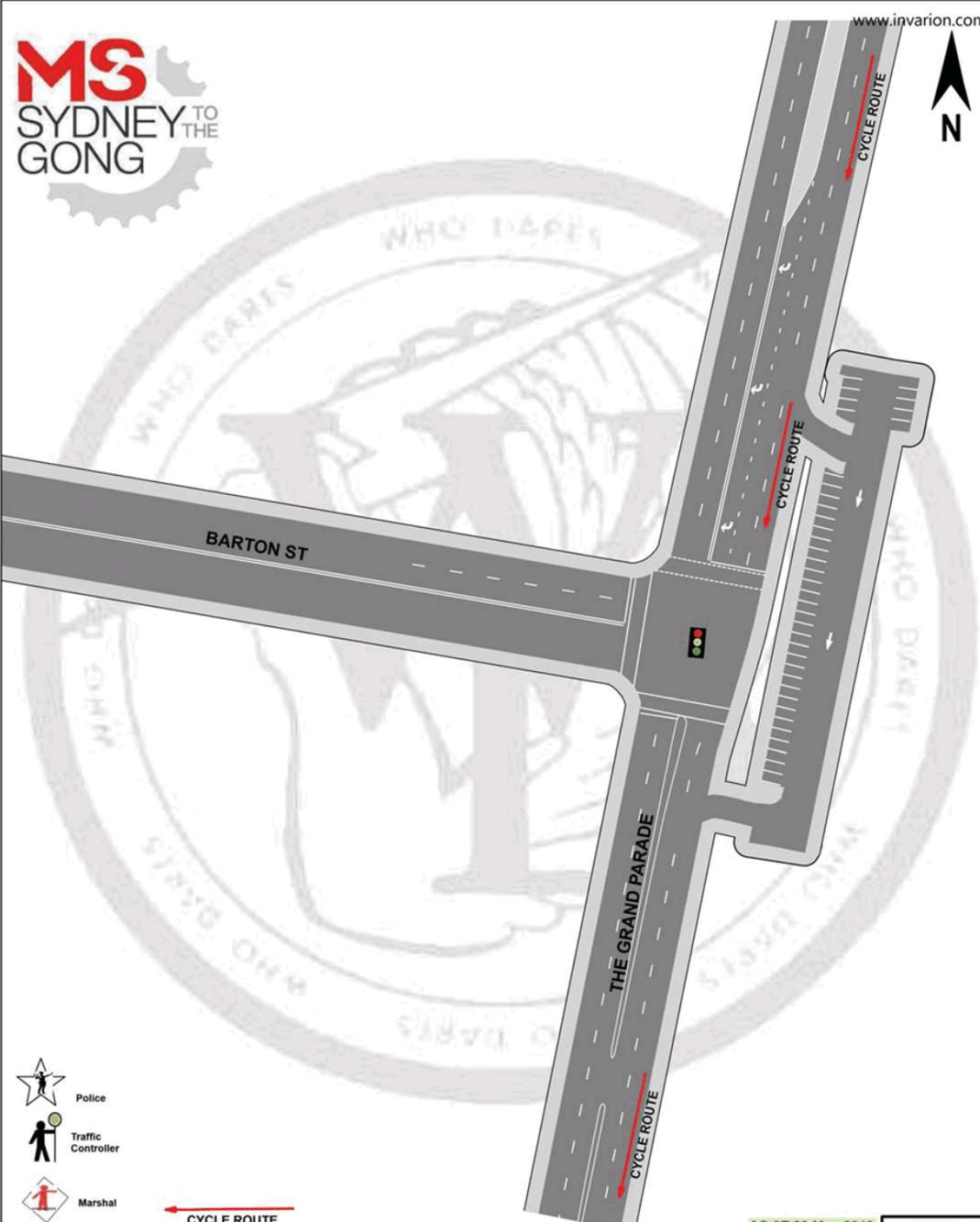
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 Police  
 Traffic Controller  
 Marshal



AS AT 20 May 2019

<b>MS Sydney to the Gong Bike Ride The Grand Parade &amp; Barton St MONTEREY</b>					<b>Sector: A</b>	<b>TCP No.: 23</b>
<b>AGENCY</b>	<b>PRIMARY TASK</b>	<b>SECONDARY TASK</b>	<b>STAFF ON-SITE</b>	<b>TIMES</b>	<b>TCS:</b>	2743
<b>TMC</b>					<b>Date:</b>	Sun 3 Nov 19
<b>POLICE</b>					<b>Scale:</b>	Not to Scale
<b>MARSHAL</b>					<b>Drawn By:</b>	Greg Mooney <small>RMS Cert. 0042739879</small>

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**MS SYDNEY TO THE GONG**

CULVER ST

EMMALINE ST

THE GRAND PARADE

CYCLE ROUTE

CYCLIST TO DRINK STATION

ROAD CLOSED CYCLISTS EXCEPTED

REST SITE 1 DRINK STN

**RIDE CUT OFF 0900**

Police

Traffic Controller

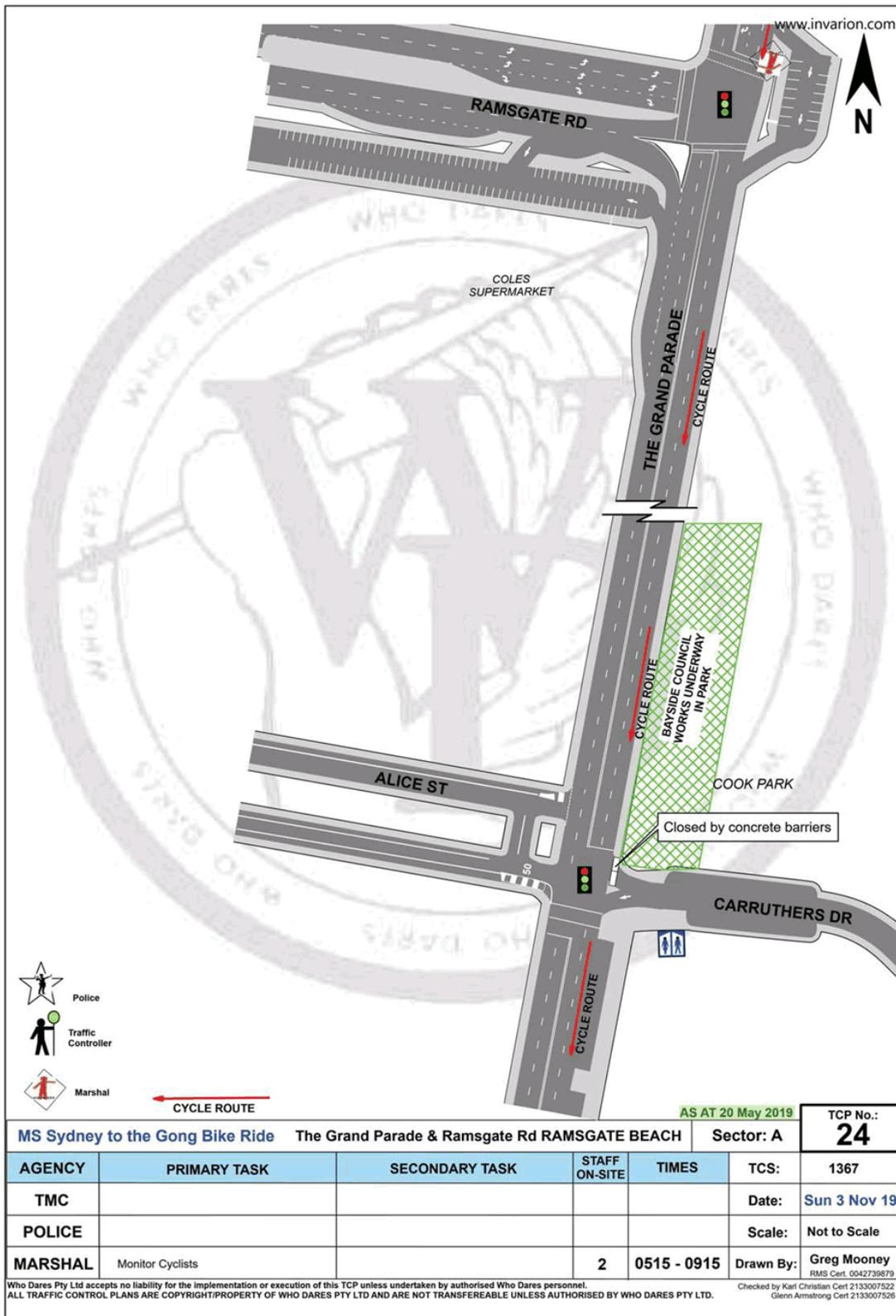
Marshal

AS AT 20 May 2019

MS Sydney to the Gong Bike Ride The Grand Parade & Emmaline St MONTEREY					Sector: A	TCP No.: <b>23.1</b>
AGENCY	PRIMARY TASK	SECONDARY TASK	STAFF ON-SITE	TIMES	TCS:	xxx
TMC	Supply & set up traffic control devices	Monitor traffic flow and signal operations		0400 - 0930	Date:	Sun 3 Nov 19
POLICE					Scale:	Not to Scale
MARSHAL	Monitor Cyclists		2	0515 - 0915	Drawn By:	Greg Mooney RMS Cert. 0042739879

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Checked by Karl Christian Cert 2133007522  
Glenn Armstrong Cert 2133007526



**MS SYDNEY TO THE GONG**

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McRAE RD

SANDRINGHAM ST

THE GRANDE PARADE

MALUA ST

ACCESS TO GRAND PDE via NAPOLEON ST Sun 4 Nov 18 4 AM till 9.30 AM

ROAD CLOSED BUSES EXEPTED

POLICE TO STOP CYCLISTS TO ALLOW VEHICLES TO ENTER MALUA ST AND BUSES TO EXIT

STOP PREPARE TO STOP CYCLISTS

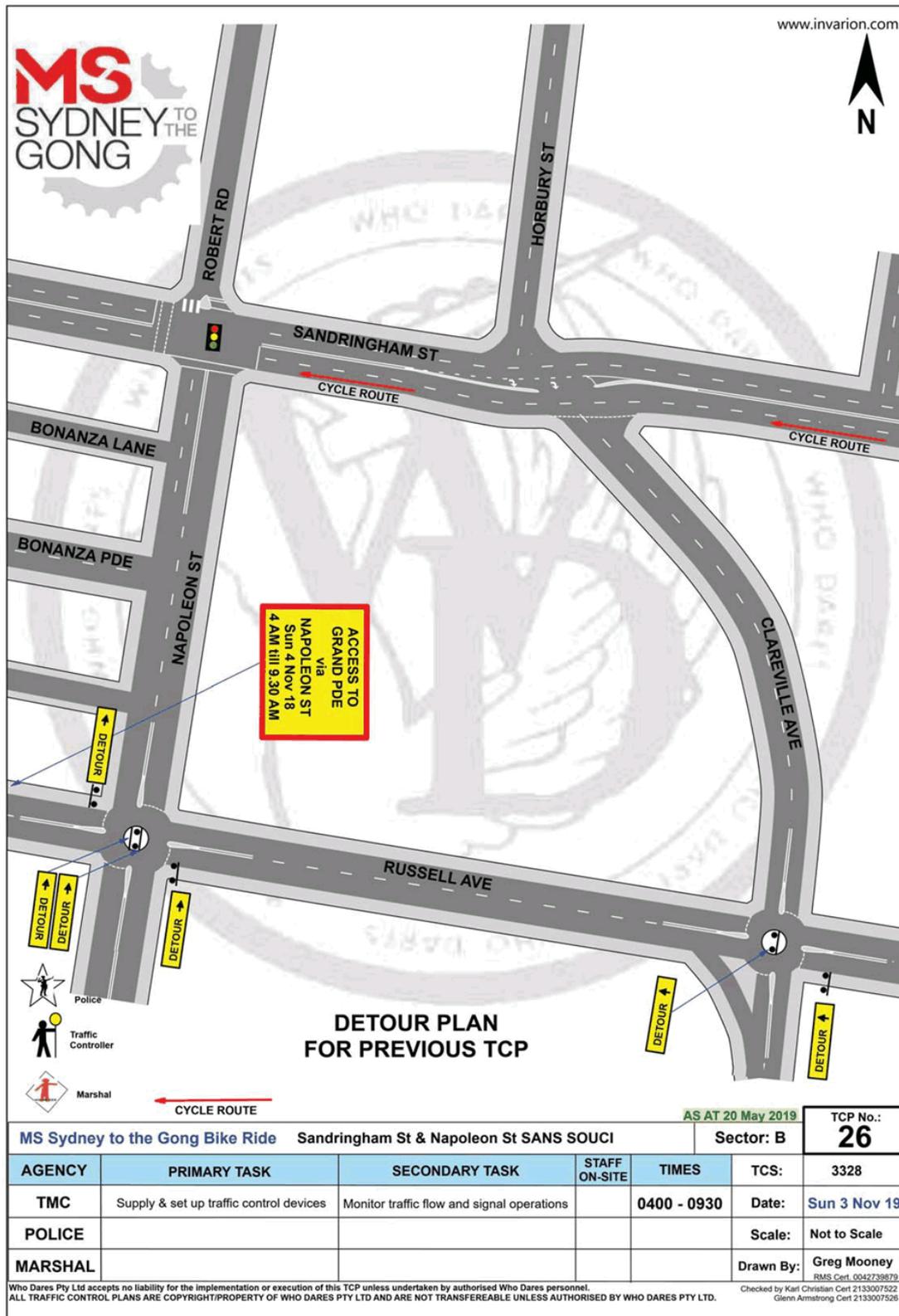
SEE NEXT TCP FOR DETOUR PLAN

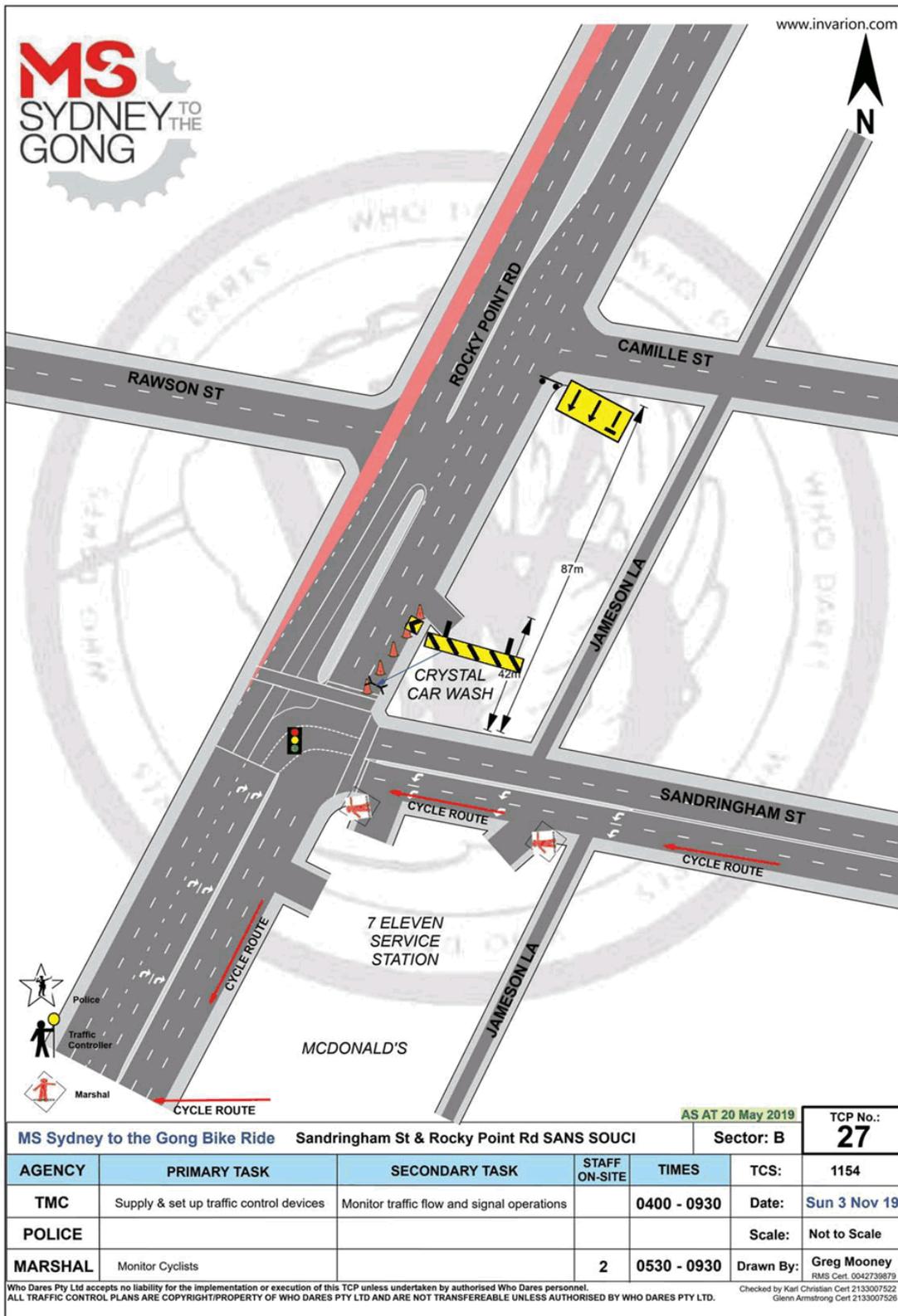
AS AT 20 May 2019

<b>MS Sydney to the Gong Bike Ride The Grand Parade &amp; Sandringham St DOLLS POINT</b>					<b>Sector: B</b>	<b>TCP No.: 25</b>
AGENCY	PRIMARY TASK	SECONDARY TASK	STAFF ON-SITE	TIMES	TCS:	N/A
TMC	Supply & set up traffic control devices	Monitor traffic flow and signal operations		0400 - 0930	Date:	Sun 3 Nov 19
POLICE	Control Traffic	Monitor traffic and lane closure	2	0515 - 0930	Scale:	Not to Scale
MARSHAL	Monitor Cyclists		1	0515 - 0930	Drawn By:	Greg Mooney RMS Cert. 0042739879

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Glenn Armstrong Cert 2133007526

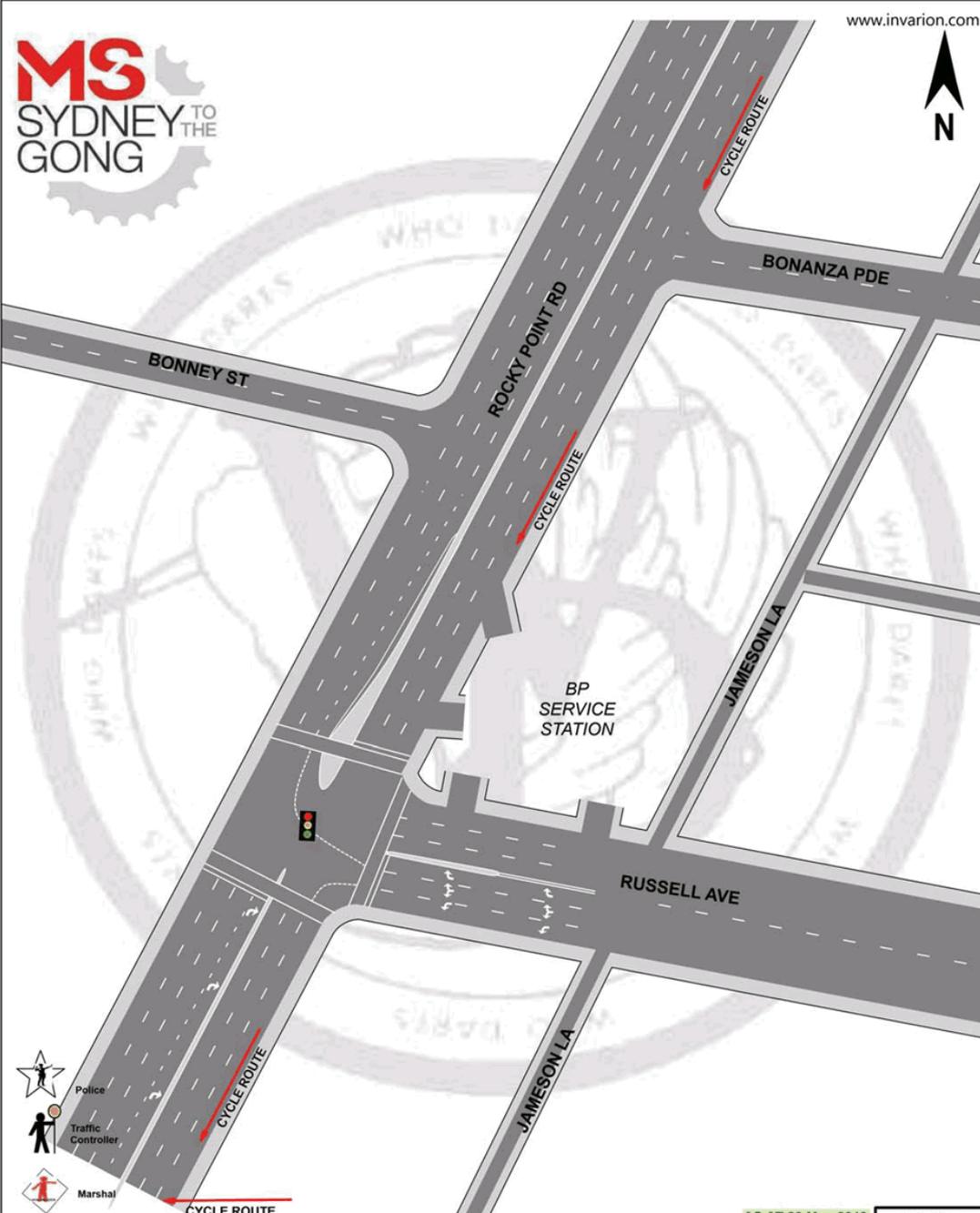






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 Police  
 Traffic Controller  
 Marshal

AS AT 20 May 2019

TCP No.: **28**

<b>MS Sydney to the Gong Bike Ride Rocky Point Rd &amp; Russell Ave SANS SOUCI</b>					<b>Sector: B</b>
<b>AGENCY</b>	<b>PRIMARY TASK</b>	<b>SECONDARY TASK</b>	<b>STAFF ON-SITE</b>	<b>TIMES</b>	<b>TCS:</b> 10
<b>TMC</b>	Supply & set up traffic control devices				<b>Date:</b> Sun 3 Nov 19
<b>POLICE</b>					<b>Scale:</b> Not to Scale
<b>MARSHAL</b>					<b>Drawn By:</b> Greg Mooney <small>RMS Cert. 0042739879</small>

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 Glenn Armstrong Cert 2133007526

**MS SYDNEY TO THE GONG**

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WELLINGTON ST

ROCKY POINT RD

FONTAINBLEAU ST

CYCLE ROUTE

CHANGED TRAFFIC CONDITIONS AHEAD

ROAD WORK 60

100m

100m

ONLY

CONES CONTINUE IN LANE 1 EVERY 10m to 50m SOUTH OF TOORACK AVE

**SPEED REDUCTION**  
60  
ROAD WORK  
COVER EXISTING 70 signs with 60 ROAD WORK signs  
REPEATER SIGNS EVERY 500m

Police

Traffic Controller

Marshal

AS AT 20 May 2019

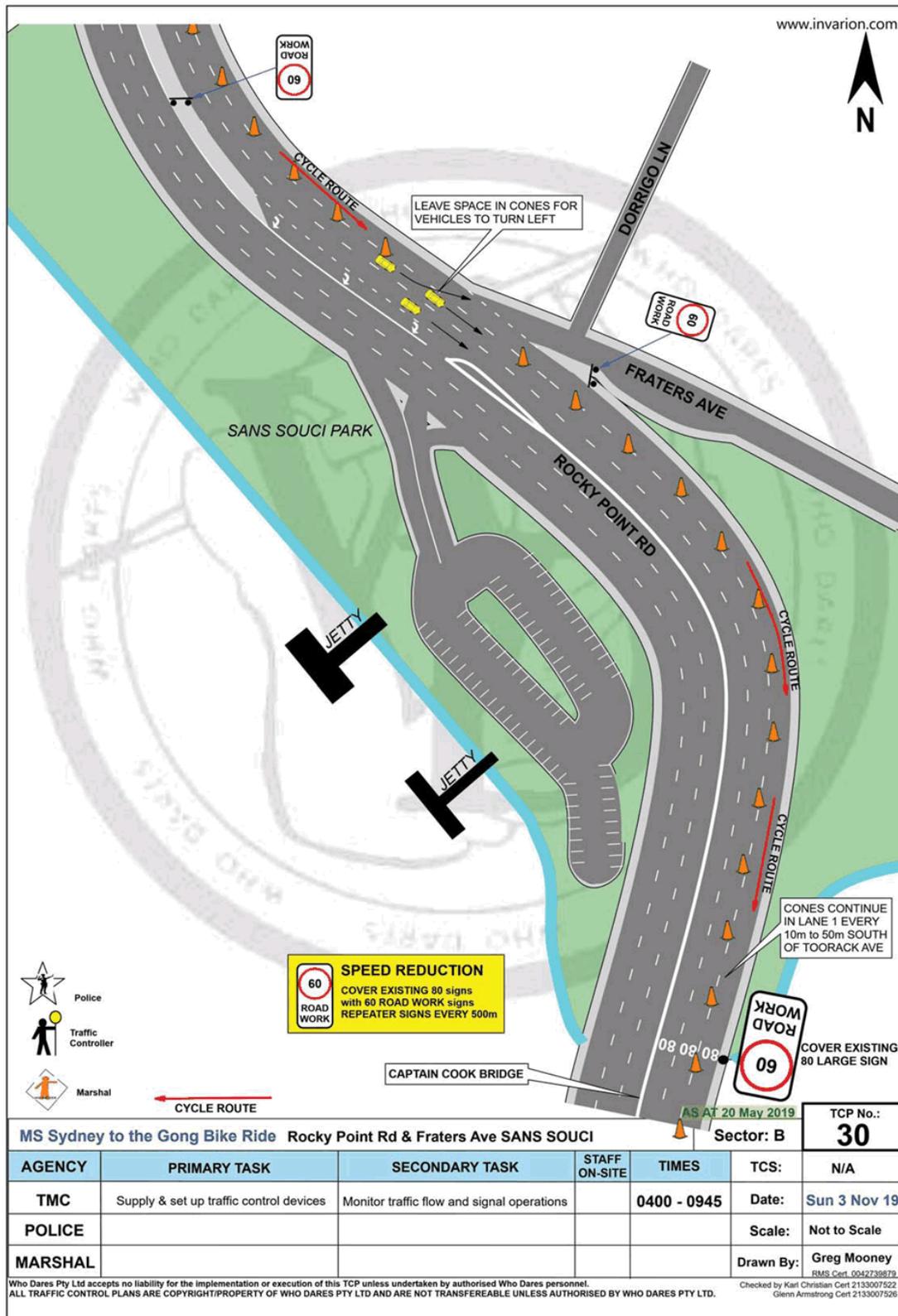
**MS Sydney to the Gong Bike Ride Rocky Point Rd & Fontainbleau St SANS SOUCI** Sector: B

TCP No.: **29**

AGENCY	PRIMARY TASK	SECONDARY TASK	STAFF ON-SITE	TIMES	TCS:	
TMC	Supply & set up traffic control devices	Monitor traffic flow and signal operations		0400 - 0945	Date:	Sun 3 Nov 19
WHO DARES	Monitor traffic and lane closure bikes excepted		1	0530 - 0945	Scale:	Not to Scale
MARSHAL					Drawn By:	Greg Mooney RMS Cert. 0042739879

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Glenn Armstrong Cert 2133007526



## Bayside Traffic Committee

4/09/2019

Item No	BTC19.168
Subject	<b>4 Prospect Street, Carlton - Proposed 12m 'Works Zone' for 26 weeks</b>
Report by	Traffic Engineer
File	SF19/77
Electorate	Kogarah

### Summary

Council has received a request from the builders at No. 4 Prospect Street, Carlton for the provision of 12m 'Works Zone' to facilitate construction activities associated with construction of a residential unit, for 26 weeks.

### Officer Recommendation

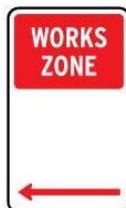
That approval be given for the installation of 12m of 'Works Zone, 7 am – 6:30 pm, Mon – Fri - and 8 am – 3:30 pm Sat' restriction outside No. 4 Prospect Street, Carlton for the duration of 26 weeks, subject to relevant conditions.

### Background

It is recommended that kerb side parking surrounding a construction site be kept clear of parked vehicles to allow access for heavy plant and vehicles and the removal/delivery of associated materials.

To facilitate construction activity, it is recommended that a works zone be provided.

**In accordance with Road Rules 2014, Rule 181 states that:**



#### Works zone

This sign means that a driver must not stop in a works zone unless the driver's vehicle is actually engaged in construction work in or near the zone. Any vehicle may stop to pick up or set down passengers.

Hours of operation; '7 am – 6:30 pm, Mon – Fri and 8:00 am – 3:30 pm, Sat' will apply to this works zone.

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

## Financial Implications

- |                                      |                                     |  |
|--------------------------------------|-------------------------------------|--|
| Not applicable                       | <input checked="" type="checkbox"/> | The applicant will be required to pay for the installation and removal of Works Zone signage in accordance with the current fees and charges |
| Included in existing approved budget | <input type="checkbox"/>            |  |
| Additional funds required            | <input type="checkbox"/>            |  |
- 

## Community Engagement

NA

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## Attachments

4 Prospect Street Map [↓](#)



 Serving Our Community	<b>Disclaimer Note</b> 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.	21/08/2019		
		Prepared By: Malik Almuhanha		

**Bayside Traffic Committee****4/09/2019**

---

Item No	BTC19.169
Subject	<b>Scarborough Lane, Kogarah between Austral Street and Wilson Street- Proposed 'No Parking Saturdays 8 am - 1 pm' along western side and '2P 8 am - 1 pm Sat' along eastern side angle parking spaces</b>
Report by	Student Engineer
File	SF19/77
Electorate	Rockdale

---

**Summary**

Council has received a request to improve traffic safety and parking turnover along Scarborough Lane Kogarah, in particular on weekends. Due to the lane width (6.5 m), parked cars on the western kerb make it difficult for a safe two way traffic flow along this lane.

---

**Officer Recommendation**

- 1 That approval be given to the installation of 'No Parking, 8am-1pm Saturday' restriction on the western kerb on Scarborough Lane between Austral Street and Wilson Street
  - 2 That approval to be given to the installation of '2P 8am – 1 pm Saturday' along the eastern kerbline in angle parking spaces on Scarborough Lane.
  - 3 That approval be given to the installation of 10m statutory 'No Stopping' restrictions along the western kerbline of Scarborough Lane south of Austral Street.
- 

**Background**

Scarborough Lane Kogarah is a local street that is located in a low density residential area and situated between Barton Street and Wilson Street.

In Scarborough Lane, between Barton Street and Austral Street, 'No Parking' restriction applies along both the eastern and western kerb line. At the section between Austral Street and Wilson Street, parking is unrestricted on both sides of the laneway. There are thirty-seven 90 degree angle car spaces along eastern kerb line and approximately 16 car spaces along the western kerb.

On Saturday, Scarborough Park hosts a variety of different sports activities that attracts large number of cars to be parked on both sides of street along Scarborough Lane. Residents claim that this results in side-swiping incidences due to the narrow width of the laneway (6.5m) however this has not substantiated. Moreover, cars parked in the angle parking spaces on the eastern kerb have difficulties accessing the parking spaces, when cars are park on the western kerb line.

To improve the traffic and vehicle manoeuvring along Scarborough Lane Kogarah on Saturdays, it is recommended to install the above parking restrictions. The proposal as such

does not lead to any loss of parking in accordance with NSW Road Rule 208 (7) to maintain 2-way traffic flow.

As parking is not in demand on the weeknights it is not considered necessary to impose unnecessary parking restrictions during the week. This will continue to be monitored.

Timed parking is proposed for the angle parking spaces as site visits have indicated trailers, campervans and boats being parked there permanently restricting parking for park users.

---

### Financial Implications

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

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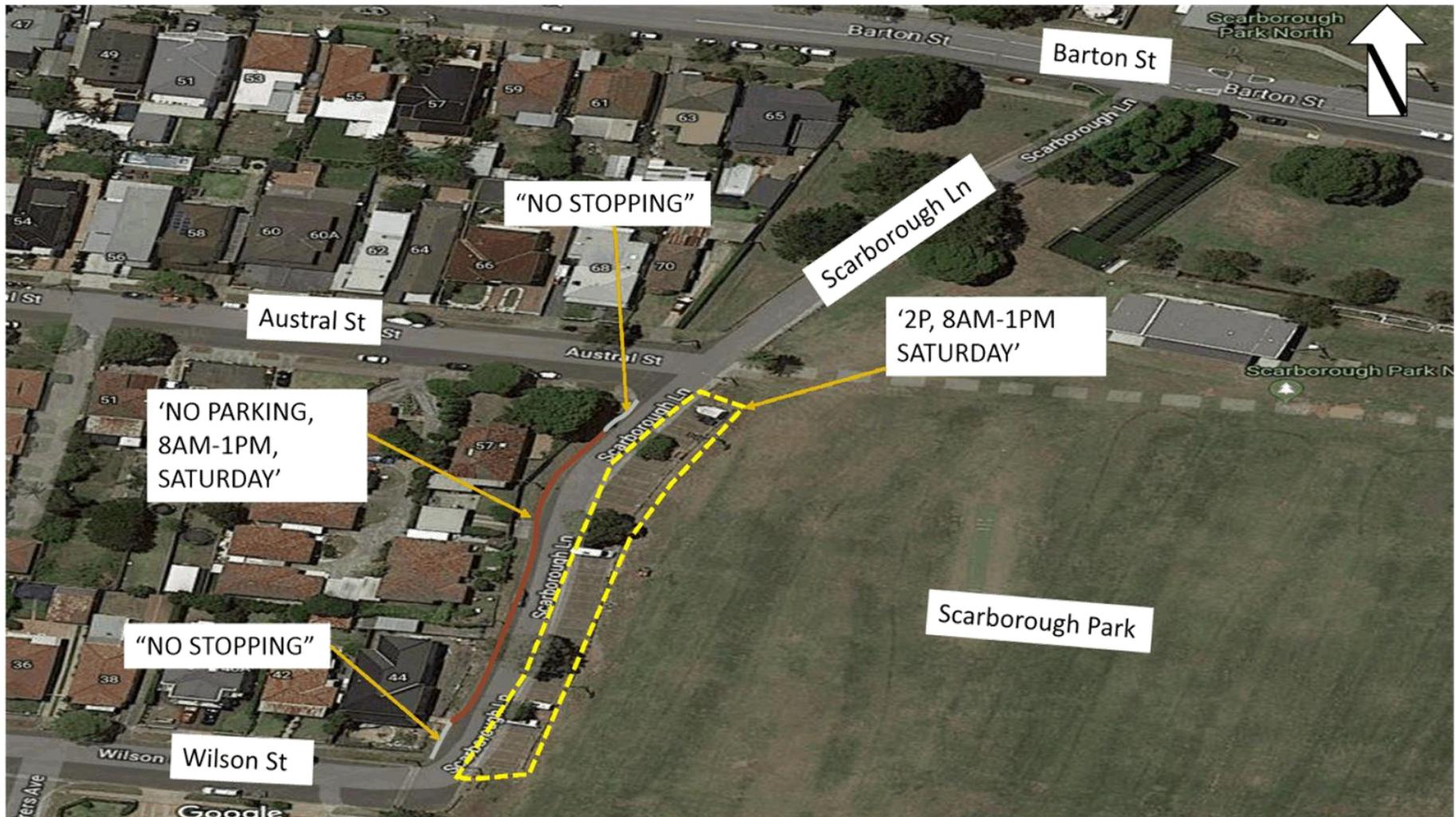
### Community Engagement

Residents and affected sporting groups will be informed of Council decision.

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### Attachments

Scarborough Lane Map [↓](#)



## Bayside Traffic Committee

4/09/2019

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Item No	BTC19.170
Subject	<b>Referrals from Anti-Hooning Taskforce</b>
Report by	Manager City Infrastructure
File	SF19/77
Electorate	N/A

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### Summary

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

---

### 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

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### **Community Engagement**

Not applicable

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### **Attachments**

Nil

**Bayside Traffic Committee**

**4/09/2019**

Item No           BTC19.171  
Subject           **Matters referred to the Bayside Traffic Committee by the Chair**  
Report by        Manager City Infrastructure  
File               SF19/77  
Electorate       N/A

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**Summary**

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

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**Officer Recommendation**

That the matters raised by the Chair be considered.

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**Background**

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**Financial Implications**

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

**Community Engagement**

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**Attachments**

Nil

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## Bayside Traffic Committee

4/09/2019

Item No	BTC19.172
Subject	<b>General Business</b>
Report by	Administrative Support Officer - City Infrastructure
File	SF19/77
Electorate	Heffron, Kogarah, Maroubra, Rockdale

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### Summary

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

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### Officer Recommendation

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### Background

#### Items without notice

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

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

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

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

#### Informal Items - Traffic Engineering Advice

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

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

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### **Financial Implications**

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

### **Community Engagement**

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### **Attachments**

Nil