

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 December 2019 at 9:15 am.**

AGENDA

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

1 ATTENDANCE AND APOLOGIES

2 DISCLOSURES OF INTEREST

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5 GENERAL BUSINESS

Bayside Traffic Committee

4/12/2019

Item No	BTC19.210
Subject	Minutes of the Bayside Traffic Committee Meeting - 6 November 2019
Report by	Administrative Support Officer - City Infrastructure
File	SF19/80

Officer Recommendation

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

Present

Councillor Dorothy Rapisardi (Convener)
Sergeant Sandra Dodd, St George Police Area Command Traffic
Senior Constable Alexander Weissel, South Sydney Police Area Command
Acting Sergeant Traffic Supervisor Corinne Dawes, Eastern Beaches Police Area Command
Constable Josh Gorman, South Sydney Police Area Command
Mark Carruthers, representing Roads and Maritime Services
Mr Ron Hoenig MP, Member for Heffron (Items BTC19.191 – Area G, proposed resident parking scheme changes, BTC19.193 – 89-99 Baxter Road, Mascot, BTC19.199 – 19A Evans Avenue, Eastlakes)
Les Crompton, representing State Member for Kogarah
George Perivolarellis, representing State Members for Rockdale and Heffron

Also present

Jeremy Morgan, Manager City Infrastructure, Bayside Council
Maritza Abra, Coordinator Infrastructure Projects, Bayside Council
Agasteena Patel, Coordinator Traffic and Road Safety, Bayside Council
Rabih Bekdache, Transit Systems
Bushara Gidies, State Transit Authority
Colin Drever, St George Bicycle User Group
Rabih Bekdache, Transit Systems
Glen McKeachie, Coordinator Regulations, Bayside Council
David Carroll, Senior Parking Patrol Officer, Bayside Council
Malik Almuhanha, Traffic Engineer, Bayside Council
Erika Pontes, Traffic Engineer, Bayside Council
Almustafa Kamil, Student Engineer, Bayside Council
Pat Hill, Traffic Committee Administrative Officer, Bayside Council
Stan Kafes, Colston Bodd Rogers & Kafes (Item BTC19.199, 19A Evans Avenue, Eastlakes)
Geoff Walker, Crown Group (BTC19.199, 19A Evans Avenue, Eastlakes)
John Nour, Nutek Commercial Furniture (Item BTC19.199, 19A Evans Avenue, Eastlakes)
Mr Priom Rahman, resident Baxter Road (Item BTC19.193, 89-99 Baxter Road, Mascot)
Rooba Jogunoori, Roads and Maritime Services (Item BTC19.200 General Bridges Cres, Daceyville)
Brad Hamilton, representing Roads and Maritime Services (Item BTC19.200 General Bridges Cres, Daceyville)

The Convenor opened the meeting in the Rockdale Town Hall, Pindari Room at 9:17 am and affirmed that Bayside Council respects the traditional custodians of the land, elders past, present and emerging, on which this meeting takes place, and acknowledges the Gadigal and Bidjigal Clans of the Eora Nation.

1 Apologies

The following apologies were received:

Lyn Moore, NSW Pedestrian Council,
James Suprain, representing Roads and Maritime Services

2 Disclosures of Interest

There were no disclosures of interest..

3 Minutes of Previous Meetings

BTC19.190 Minutes of the Bayside Traffic Committee Meeting - 2 October 2019

Committee Recommendation

That the Minutes of the Bayside Traffic Committee meeting held on 2 October 2019 be confirmed as a true record of proceedings.

4 Reports

BTC19.191 Area G - Proposed Resident Parking Scheme Changes

Committee Recommendation

- 1 That the western side of Sutherland Street between Hollingshed Street and Wentworth Avenue be investigated for parking availability and a report be presented to the next Bayside Traffic Committee.
- 2 That the existing parking conditions in Area G, Mascot, be retained.

BTC19.192 126 Barton Street, Monterey - Proposed 15m Works Zone for 50 weeks

Committee Recommendation

That the approval be given for the installation of 15m of 'Works Zone, 7 am – 6:30 pm, Mon – Fri - and 8 am – 3:30 pm Sat' restriction along the northern kerbline of Barton

Street fronting number 126 Barton Street, Monterey, for the duration of 50 weeks, subject to relevant conditions.

BTC19.193 89-99 Baxter Road, Mascot - Proposed changes to parking restrictions

Committee Recommendation

- 1 That this matter be deferred to a future Bayside Traffic Committee.
- 2 That the Committee notes that a petition was submitted by the occupants in Baxter Road, Mascot.
- 3 That the matter be referred to Director City Futures for investigation and consideration in the assessment of the pending development application. Based on the photographs presented to the Committee it appears that owners of the premises of 101 Baxter Road, Mascot are operating without Development Consent.
- 4 That the General Manager undertake comprehensive inspections to determine the breaches and enforce conditions of consent as most of the traffic problems to which the petition relates to appear to constitute various breaches of development consent.

BTC19.194 Bay Street and Ellis Street, Botany - Proposed 'No Stopping' Restrictions

Committee Recommendation

That approval be given for the following:

- Installation of a 10m 'No Stopping' restriction along the western kerb line of Ellis Street, south of Bay Street, Botany.
- Installation of a 10m 'No Stopping' restriction along the eastern kerb line of Ellis Street, east of Bay Street, Botany.
- Installation of a 10m 'No Stopping' restriction along the southern kerb line of Bay Street, east of Ellis Street, Botany.
- Installation of a 12m 'No Stopping' restriction along the northern kerb line of Bay Street, north of Ellis Street, Botany.

BTC19.195 Bowmer Street and Curtis Street, Banksia - Proposed Resident Parking Scheme

Committee Recommendation

That the existing parking conditions in Bowmer Street and Curtis Street, Banksia, be retained.

BTC19.196 Bruce Street near Moate Avenue, Brighton Le Sands - Proposed extension of a 'No Stopping' restriction**Committee Recommendation**

That the existing 'No Stopping' restriction in Bruce Street, fronting driveway of No. 18A Moate Avenue, Brighton Le Sands, be extended by 7m west of its existing position.

BTC19.197 Clarence Road, Rockdale - Proposed 'No Parking' restriction**Committee Recommendation**

That approval be given to following parking restrictions including the cul-de sac end for improving traffic access and facilitating waste collection operations:

- 1 A 40m 'No Parking' restriction on the western kerbline of Clarence Road, Rockdale.
- 2 A 40m 'No Parking' restriction on the eastern kerbline of Clarence Road, Rockdale.

BTC19.198 Relocation of Loading Zone to remove conflicts with pedestrians and cyclists in Cook Park, Ramsgate Beach**Committee Recommendation**

- 1 That the existing indented bus bay is extended to accommodate a loading zone to operate between 7:00 am and 12 noon, 7 days a week with the bus zone to be extended at all other times subject to approval from the RMS. The existing bus zone to be retained. That the existing loading zone and associated signage within Cook Park are decommissioned and general vehicle access removed.
- 2 That Council seek RMS approval for the proposed loading zone and bus zone extension.

BTC19.199 19A Evans Avenue, Eastlakes - DA-17/1134 - Proposed road and footpath closure for 12 months**Committee Recommendation**

- 1 That this matter be deferred to the next Traffic Committee meeting for further details on impacts and widths to the footpath area required to facilitate construction activities relating to this development.
- 2 That any relocated pedestrian crossing meet the RMS technical direction for design including lighting.

- 3 That all construction traffic enter and exit the site via Racecourse Place and Evans Avenue.

BTC19.200 RMS Proposal for extension to bus layover on General Bridges Crescent, Daceyville: Results of Community Consultation

Committee Recommendation

That the Committee note the RMS/TfNSW proposal to proceed with the extension of the bus zone.

BTC19.201 Marinea Street and Terry Lane, Arncliffe - Proposed signposting of statutory 'No Stopping' restrictions

Committee Recommendation

That approval be given for the installation of 'No Stopping' signs to highlight the 10m statutory 'No Stopping' restrictions on all the corners of the intersection of Marinea Street and Terry Lane, Arncliffe.

BTC19.202 Production Avenue, Kogarah - Proposed P10min, 8:30 am - 6 pm' parking restriction outside 12 Production Avenue, Kogarah

Committee Recommendation

- 1 That approval be given for the installation of 6m 'P10min 8:30 am – 6 pm' parking restrictions outside 12 Production Avenue, Kogarah west of the property's existing driveway.
- 2 That the applicant be informed that the proposed stand-alone parking restriction will be enforced subject to availability of Council resources based on competing priorities.

BTC19.203 The Boulevarde, Brighton Le Sands - Proposed change to direction of parking for 90 degree angle parking spaces between Crighton Lane and The Grand Parade

Committee Recommendation

That the existing 'Front to Kerb' parking direction for 90 degree angle parking spaces in The Boulevarde, Brighton Le Sands between Crighton Lane and The Grand Parade remain as existing.

BTC19.204 21 Trevelyan Street, Botany - Proposed removal of a 'Disable User Limitation' restriction**Committee Recommendation**

That the parking restrictions for mobility parking scheme permit holders in front of No. 21 Trevelyan Street, Botany, be removed as it is no longer required.

BTC19.205 72 Warialda Street, Kogarah - Proposed removal of 'Mobility Parking Permit' restriction**Committee Recommendation**

- 1 That the parking restriction for mobility parking scheme permit holders in front of No. 72 Warialda Street, Kogarah, be removed.
- 2 That the above restriction be converted to '2P, 8:30am-6pm, Mon-Fri and 8:30am-12:30pm Sat, Permit Holders Excepted, Area KGR'.

BTC19.206 Wolli Street, Kingsgrove - Proposed 12m 'P10min 2:30 pm - 5:30 pm Mon - Fri' parking restrictions along Shaw Street outside number 145**Committee Recommendation**

- 1 That approval be given for the installation of statutory 'No Stopping' along the southern kerbline of Shaw Street, west of Wolli Street from 0-10m.
- 2 That approval to be given to the installation of 12m 'P10min 2:30pm – 5:30pm; Mon – Fri' parking restriction (2 parking spaces) from 10m-22m outside the childcare frontage, along Shaw Street, Kingsgrove, at the cost of the childcare centre.
- 3 That the applicant be informed that the proposed stand-alone parking restriction will be enforced subject to availability of Council resources based on competing priorities.

BTC19.207 Referrals from Anti-Hooring Taskforce**Committee Recommendation**

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

- Wollongong Road, speed and dangerous driving CRM was already created No.253315
- Lorraine Avenue Bardwell Valley cars driving dangerously – the residents to contact the police directly if possible with time of occurrence and registration numbers of vehicle wherever possible.

BTC19.208 Matters referred to the Bayside Traffic Committee by the Chair

Committee Recommendation

That the matters raised by the Chair be considered.

- That the 1 hour parking restriction on Botany Road and Waratah Road, Banksmeadow to be investigated. (CRM 254584).
- P&C Banksmeadow public school issues on Brighton Street and Stephen Road, update please (CRM 248391).
- That the 8P parking restrictions in Wellington Street, Mascot resolved by Council on 10 July, 2019 be installed within 2 – 4 weeks.

BTC19.209 General Business

Committee Recommendation

That the Chair confer with formal Committee members on Items without notice.

5 General Business

The Convenor closed the meeting at 12.13pm.

Attachments

Nil

Bayside Traffic Committee

4/12/2019

Item No	BTC19.211
Subject	Banks Avenue and Park Parade, Pagewood - Proposed 6m '1P 8:30am-6pm' parking restriction and signposting statutory 10m 'No Stopping' restrictions.
Report by	Traffic Engineer
File	SF19/80
Electorate	Maroubra

Summary

Council has received a request for the provision of a disabled parking space in front of No. 80 Banks Avenue, Pagewood.

As an alternative to the requested disabled parking zone at No. 80 Banks Avenue, it is proposed that a 1P parking zone be provided in Park Parade near the entrance to the property.

Officer Recommendation

- 1 That approval be given for the installation of proposed 6m '1P 8:30-6pm' parking restriction at 80 Banks Avenue, Pagewood.
 - 2 That the approval be given for the installation of 'No Stopping' signs to reinforce the 10m statutory 'No Stopping' zones at two corners of the intersection of Banks Avenue and Parks Parade, Pagewood.
 - 3 That the applicant be advised that the 1P parking space is for all road users to use and the proposed stand-alone parking restriction will be enforced subject to availability of Council resources based on competing priorities.
-

Background

Council has received an application for a disability parking zone adjacent to No. 80 Banks Avenue, Pagewood, and intersection with Park Parade, for the occupant of this property who has mobility difficulty. The resident holds an Australian Disabled Parking Permit.

Site assessment indicated that there is no off-street parking available at this property. Due to the proximity to the multi-dwelling residential development in the area, the demand for on-street parking has been high and this is exacerbated by the fact that parking in Park Parade and Banks Avenue is unrestricted.

The resident's family also finds it difficult to set down and pick up when there are vehicles parked in front of the property.

In accordance with Australian Standard *AS2890.5 Parking*. Any parallel parking spaces marked as disabled parking bay should be 3.2m wide and 7.8m long and it should also have

kerb ramps provided. Significant kerb and footpath realignment works will be required at the subject location to provide a complying disabled parking space with ramps.

The costs for the proposed works are prohibitive and hence as an alternative to the requested disabled parking bay, it is proposed that 1 hour parking restrictions be provided at the subject location. The proposed 1P parking will increase parking turnover, and enable current NSW Mobility Parking Scheme Holders, to park for an unrestricted time in the 1P timed parking zone.

It is also recommended to signpost the statutory 'No Stopping' restrictions in Banks Avenue with Park Parade to improve compliance with NSW Road Rules 2014 and increase traffic safety.

As with any regulatory control, ongoing operation of the space depends on a degree of self-regulation.

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

Financial Implications

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

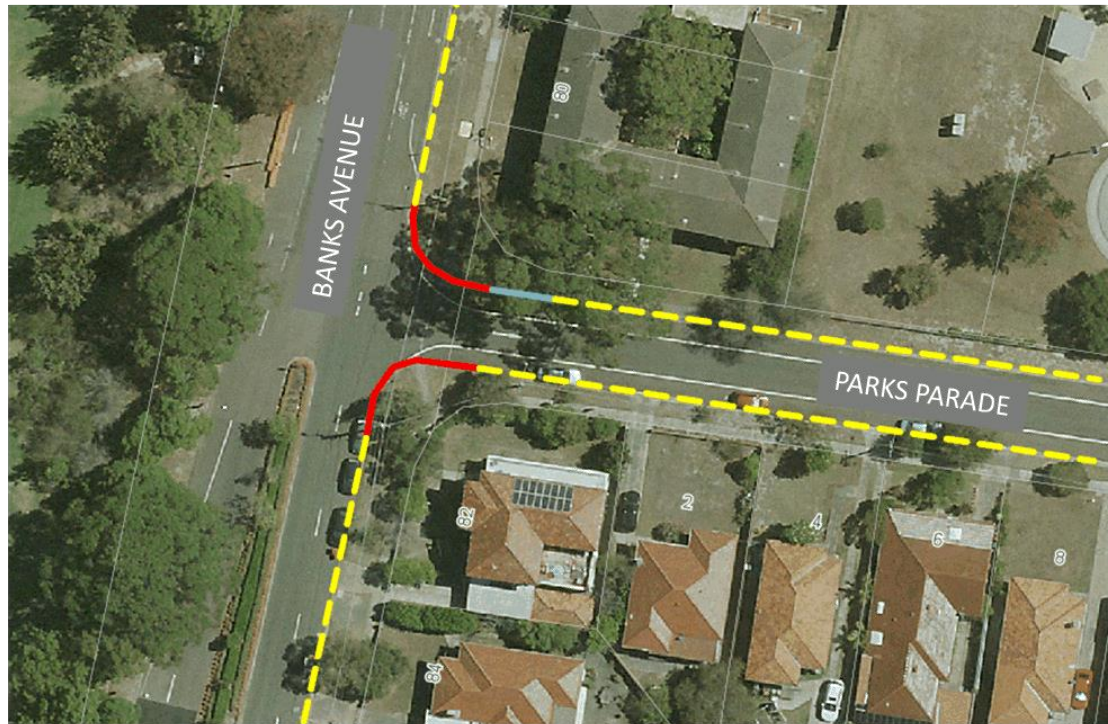
Community Engagement

Affected residents will be informed of Council's decision.

Attachments

80 Banks Ave, Pagewood [↓](#)

BTC – 04/12/2019
Banks Avenue, Pagewood
Proposed parking changes



Existing

Proposed

--- "Unrestricted parking"

— "1P"

--- "No stopping"

Bayside Traffic Committee

4/12/2019

Item No	BTC19.212
Subject	Baxter Lane, Kogarah - Signposting 'No Stopping' restrictions at the intersection with Cross Street
Report by	Traffic Engineer
File	SF19/80
Electorate	Rockdale

Summary

Council has received a request for the provision of 'No Stopping' signs in Baxter Lane, Kogarah at its intersection with Cross Street to keep this area free from parked vehicles.

Officer Recommendation

That approval be given to implement the following restrictions:

- 1 10m 'No Stopping' restrictions in Cross Street along the western kerb line both north and south of Baxter Lane.
- 2 Replace the existing 'No parking – left and right' with 10m 'No stopping - left' restrictions in the southern side of Baxter Lane west of Cross Street and install a 'No parking – right'.

Background

Baxter Lane is a 4.0m wide lane in Kogarah where parking is currently restricted. It also serves the function of providing access to garages for properties fronting Baxter Avenue and French Street, Kogarah.

Residents have indicated that compliance with NSW Road Rule number 170 - 'Stopping in or near an intersection' is an ongoing issue in this locality. The proximity to industrial precinct as well as local construction activities generate significant demand for parking especially long term parking in the area due to unrestricted kerbside parking availability.

It is intended to install three (3) new 'No Stopping signs' and maintain the existing 'No Stopping' sign on the northern side of Baxter Lane.

The proposed signposting of 'No Stopping' restrictions at this location are recommended for consistency. There is no loss of parking as the signs only reiterate NSW Road Rule 170.

Financial Implications

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

Community Engagement

NA

Attachments

Baxter Lane - No stopping signs location [!\[\]\(339a16584d5da0f0a3ca4e9ec17bf6a1_img.jpg\)](#)

BTC – 04/12/2019
Baxter Lane, Kogarah
Proposed 'No Stopping' signs



Existing
--- "No Parking"

Proposed
— "No stopping"



Bayside Traffic Committee

4/12/2019

Item No	BTC19.213
Subject	6 Bowmer Street, Banksia - Proposed 7m 1P restriction for people with mobility difficulty
Report by	Traffic Engineer
File	SF19/80
Electorate	Rockdale - (CRM: 254327)

Summary

Council has received a request for a parking space for people with disabilities in front of No. 6 Bowmer Street, Banksia.

As an alternative to the requested disabled parking zone at 6 Bowmer Street, it is proposed that a 1P parking zone be provided along the frontage of the property.

Officer Recommendation

- 1 That a 7m '1P 8:30am-6pm' restriction be installed in front of 6 Bowmer Street, Banksia.
 - 2 That the applicant be advised that the 1P parking space is for all road users to use and the proposed stand-alone parking restriction will be enforced subject to availability of Council resources based on competing priorities.
-

Background

Council has received a request for a parking space for people with disabilities in front of No. 6 Bowmer Street, Banksia which has now been investigated. Bowmer Street is a residential street within close proximity to Banksia Train Station where parking is in high demand. The resident requesting the restriction has presented their valid 'Accessible Mobility Parking Permit'. The resident does not have any off street parking space.

The area in front of the resident's property is not suitable for a disabled parking space in accordance with the standards, as an indented parking bay and pram ramp cannot reasonably be provided. It is therefore recommended that a 7m '1P' restriction be provided outside No. 6 Bowmer Street, Banksia, noting that Accessible Mobility Permit Holders can park for an unrestricted period in the 1P parking zone in accordance with Rule 206 (2) (b) (iii) of the NSW Road Rules 2014. It should also be noted that the parking space will be available to other motorists subject to the signposted time restriction.

Resident has been informed that the proposed stand-alone parking restriction will be enforced subject to availability of Council resources based on competing priorities.

The locality of the proposed line marking attached drawings.

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 EngagementNA

Attachments6 Bowmer Street Map [↓](#)



Bayside Traffic Committee

4/12/2019

Item No	BTC19.229
Subject	Bruce Street near Moate Avenue, Brighton Le Sands - Proposed extension of a 'No Stopping' restriction.
Report by	Traffic Engineer
File	SF19/80
Electorate	Rockdale

Summary

A request was received to review current parking conditions in Bruce Street near Moate Avenue, Brighton Le Sands.

Officer Recommendation

That the existing 'No Stopping' restriction in Bruce Street, fronting driveway of No. 18A Moate Avenue, Brighton Le Sands, be extended by 7m west of its existing position as the existing 3.8m car space is not compliant.

Background

The matter was presented to the Traffic Committee at its meeting on the 6 November 2019. Council resolved as follows on 13 November 2019:

This matter be deferred to reconsider what the minimum distance should be for the extension of the 'No Stopping' restriction zone in Bruce Street.

Bruce Street is situated in a residential area in Brighton Le Sands. A request has been received from No. 18A Moate Avenue, where the resident requested to extend the 'No Stopping' zone as vehicles are continuously encroaching on the driveway of No. 18A Moate Avenue when parked in the 3.8m space, making access to their property a daily struggle.

It is therefore recommended to extend the existing 'No Stopping' restriction in Bruce Street by 7m west of its existing position to provide better access and increase safety at that location.

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

Financial Implications

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

Community Engagement

NA

Attachments

Bruce Street Map [↓](#)



Bayside Traffic Committee

4/12/2019

Item No	BTC19.231
Subject	Chuter Avenue, Ramsgate - Detailed Design drawings for traffic facilities upgrade between Barton Street and Ramsgate Road
Report by	Civil Projects Officer Coordinator Traffic and Road Safety
File	SF19/80
Electorate	Rockdale

Summary

Chuter Avenue is a regional road with a sign posted speed limit of 60km/h. It is also part of an existing bus route, and a cycleway route.

The road was identified for traffic and road safety improvements via crash analysis for nomination under the Australian Government Blackspot Program 2019-2020.

Council has been successful in obtaining 100% funding of \$52,000 for the construction of the traffic calming scheme in financial year 2019-2020. This report provides detailed design drawings for the traffic calming scheme.

Officer Recommendation

- 1 That rubber cushion pads be installed on all four approaches to the existing Roundabout at the intersection of Barton Street and Chuter Avenue, as well as the installation of required signage.
 - 2 That each side street that intersects with Chuter Avenue be upgraded from the existing 'Give Way' signage to 'Stop', as per the attached pdf design.
 - 3 That all existing linemarking within the project area be re marked as per the attached pdf design.
 - 4 That the residents be notified of the proposed works.
 - 5 That Roads and Maritime Services (F6 Project delivery team) liaise with Bayside Council for the implementation of traffic treatments near Emmaline Street (concept design shown in attachment) as part of O'Connell Street/Chuter Avenue LATM scheme under F6 construction works.
-

Background

Chuter Avenue is a regional road with a sign posted speed limit of 60km/h. It is also part of an existing bus route, and a cycleway route.

Due to prevalent traffic conditions and higher than average traffic incidents members of the community had requested for additional traffic safety measures to be put in place.

Council nominated the site for grant funding under the Australian Government Blackspot Program for the installation of a number of traffic treatments and has been successful in obtaining 100% funding of \$52,000 for the construction of the traffic calming scheme in financial year 2019-2020.

Crash data

Based on the Roads and Maritime Service' crash data for the latest 5-year period between July 2012 and June 2017, 25 crashes had been reported in Chuter Avenue between Barton Street and Ramsgate Road. Out of the 25 crashes, 14 crashes were injury crashes with 2 crashes involving cyclists and motorcyclists each.

Traffic data

The road carries approximately 11500 vehicles per day and the 85th percentile speed has been observed to be 63 km/h.

Proposed works

- Four sets of rubber cushion pads and associated signage to the existing roundabout at the intersection of Barton St and Chuter Avenue
- All the intersections with Chuter Avenue to be upgraded from Give Way to Stop to reduce risk of crashes
- Re lining of existing line marking with white thermo type paint

Note – page 5 of the attached design pdf is a proposed LATM design from RMS and is included for information only to provide context on overall impact. This section of cycleway requires further consideration in the context of the surrounding treatments.

Design documentation is submitted for approval with construction expected to be commenced early in the new year.

Financial Implications

Not applicable	<input type="checkbox"/>	
Included in existing approved budget	<input type="checkbox"/>	100% grant funding \$52,000 from Blackspot Program under FPN 101254
Additional funds required	<input type="checkbox"/>	

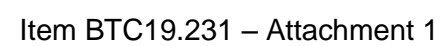
Community Engagement

Notification will be sent out as part of project delivery process.

Attachments

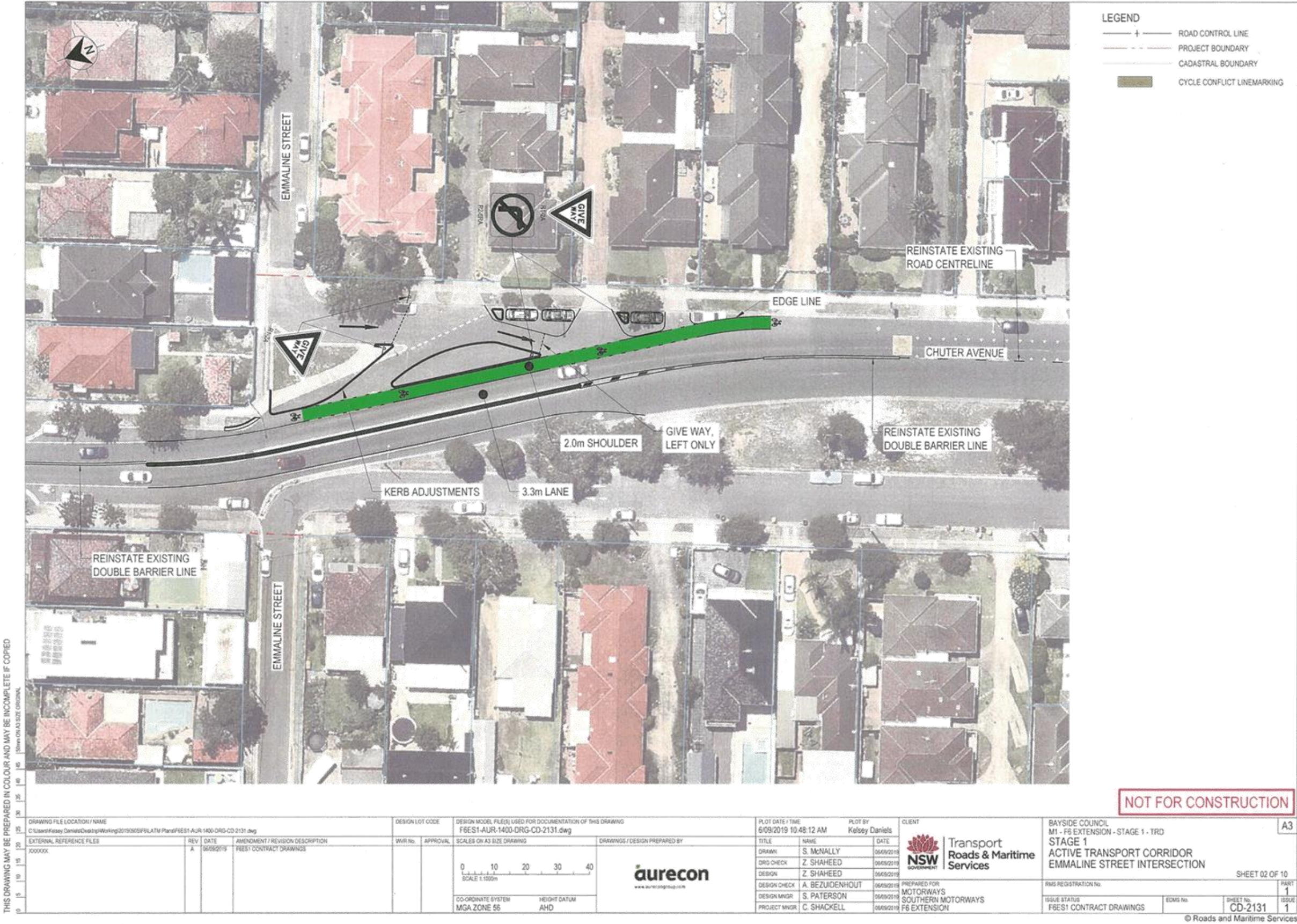
Chuter Avenue proposed design [↓](#)

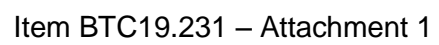


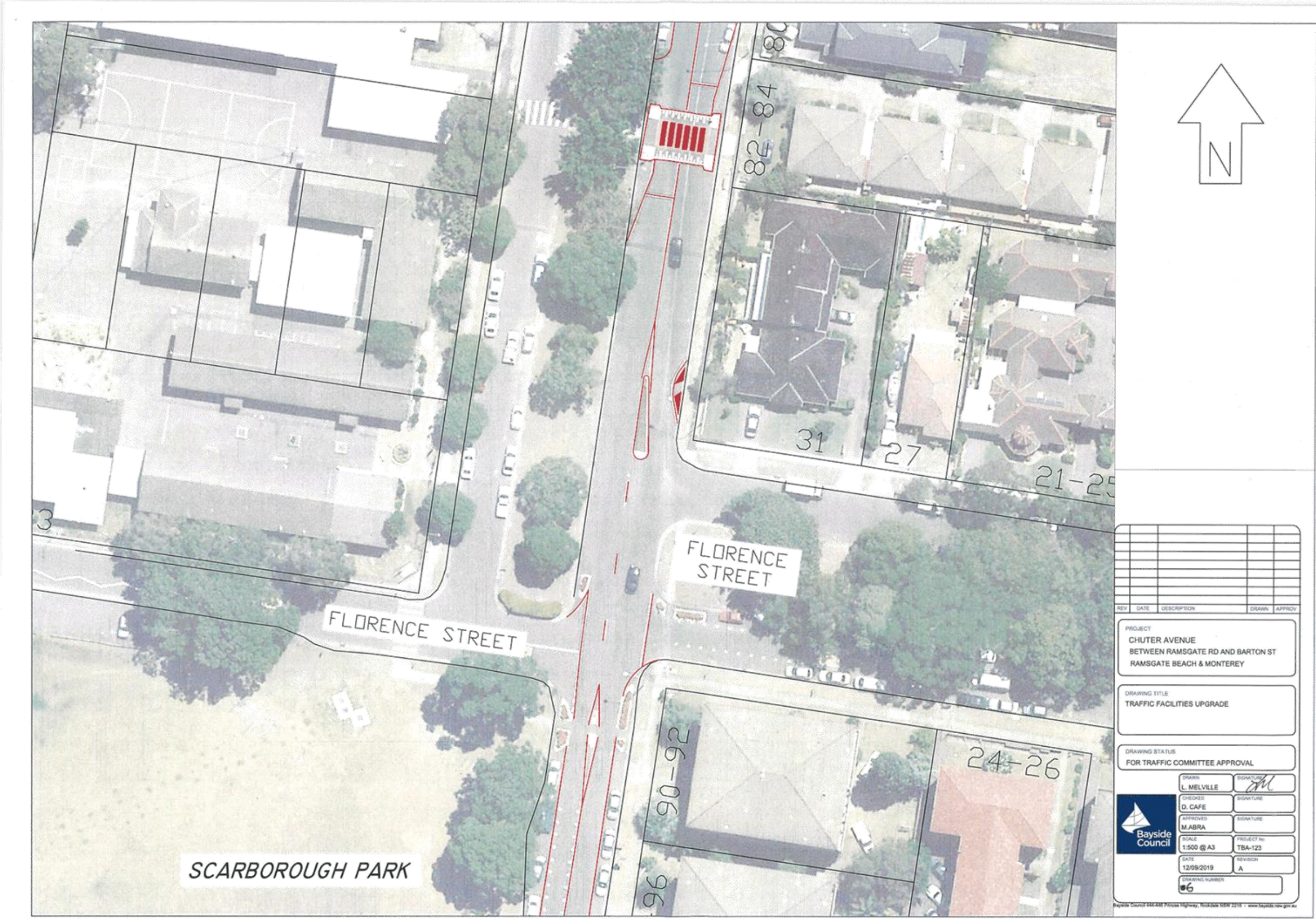
















Bayside Traffic Committee

4/12/2019

Item No	BTC19.214
Subject	Daniel Street, Botany - Proposed 12m of 'P10min 7 am - 9:30 am; 2:30 pm - 5:30 pm; Mon - Fri' parking restriction outside 56 Banksia Street, Botany
Report by	Student Engineer
File	SF19/80
Electorate	Maroubra CRM 248890

Summary

Council has received a request from the Childcare Centre located in Banksia Street, Botany to install a drop off and pick up zone along the property frontage for the morning and afternoon period.

Officer Recommendation

- 1 That approval be given for the installation of statutory 'No Stopping' along both sides of Daniel Street north of the intersection with Banksia Street from 0-10m.
 - 2 That approval to be given to the installation of 12m 'P10min 7am-9.30am and 2:30pm – 5:30pm Mon-Fri' parking restriction (2 parking spaces) from 10m-22m outside the childcare frontage, along western kerbline of Daniel Street, Botany, at the applicant's cost.
-

Background

The childcare centre located at corner of Banksia Street and Daniel Street, Botany has requested time limited parking outside the property frontage for drop-off and pick-up from the centre. Unrestricted parking around the site in Banksia Street and Daniel Street is in high demand. This was observed during 4 different site visits. The childcare centre does not have any off-street parking that can be used for drop-off and pick-up purposes.

It is recommended to install 'P10min 7am-9.30am and 2:30pm – 5:30pm Mon-Fri' parking restriction for 12m (2 parking spaces) outside the childcare frontage, along Daniel Street, at the cost of the childcare centre. Furthermore, it is recommended to install 10m statutory 'No Stopping' restrictions along the western kerbline of Daniel Street north of Banksia Street, Botany

The locality of the proposed parking restrictions along Daniel Street, outside the childcare centre is shown in the attached drawing

Financial Implications

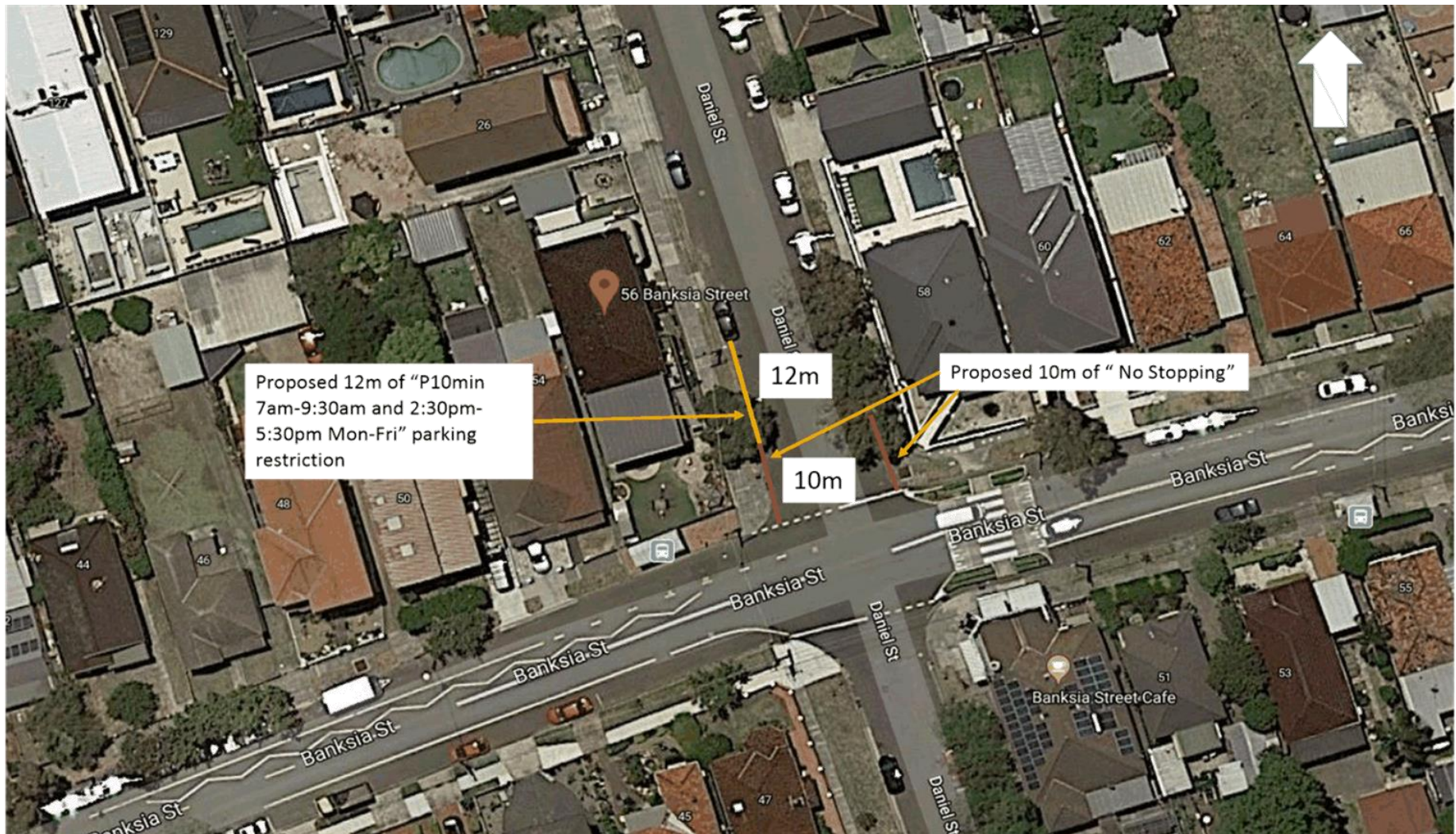
Not applicable	<input checked="" type="checkbox"/>	Applicant will pay for the installation of signage
Included in existing approved budget	<input type="checkbox"/>	
Additional funds required	<input type="checkbox"/>	

Community Engagement

NA

Attachments

Aerial Map of Banksia Street, Botany [↓](#)



Bayside Traffic Committee

4/12/2019

Item No	BTC19.215
Subject	Delegation to Council officers to approve Works Zones during the Holidays until 31 March 2020
Report by	Traffic Engineer
File	SF19/80
Electorate	Rockdale

Summary

It is often necessary for the kerb space surrounding a large construction to be kept clear of parked vehicles to allow access for heavy plant and vehicles and the removal /delivery of associated materials. To facilitate the construction activity, works zones are commonly utilised.

Officer Recommendation

That delegated authority be given to the General Manager to approve Works Zone up to 31 March 2020 on Council roads only so that any applications received over the 2019 Christmas – 2020 New Year period can be determined without undue delays to applicant/builders.

Background

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 the works zone in front of the building site.

As there are no Council meetings in January, it is recommended delegated authority be given to Council Officers to approve Works Zone up to 31 March 2020 so that any applications received over the Christmas – New Year period can be processed without undue delays to applicant/builders.

Applications received that seek to extend beyond 31 March 2020 will need to be referred to the Bayside Traffic Committee meeting in February 2020 for consideration.

Financial Implications

- | | | |
|--------------------------------------|-------------------------------------|---|
| Not applicable | <input checked="" type="checkbox"/> | The installation of Works Zone signs and stems are born by the applicant/developer/builder. |
| Included in existing approved budget | <input type="checkbox"/> | |
| Additional funds required | <input type="checkbox"/> | |
-

Community Engagement

NA

Attachments

Nil

Bayside Traffic Committee

4/12/2019

Item No	BTC19.228
Subject	19A Evans Avenue, Eastlakes - DA-17/1134 - Proposed road and footpath closure for 12 months
Report by	Traffic Engineer
File	SF19/80
Electorate	Heffron

Summary

A request was received for the endorsement of a Construction Traffic Management Plan and changes to existing traffic facilities as part of the construction of a mixed use development at 19A Evans Avenue, Eastlakes.

Officer Recommendation

That the consultants be given an opportunity to present the Construction Traffic Management Plan, for 19A Evans Avenue, Eastlakes, to the Bayside Traffic Committee for comments.

Background

The matter was considered by the Traffic Committee at its meeting on the 6th of November 2019. Council resolved to the following:

- 1- *That this matter be deferred to the next Traffic Committee meeting for further details on impacts and widths to the footpath area required to facilitate construction activities relating to this development.*
- 2- *That any relocated pedestrian crossing meet the RMS technical direction for design including lighting.*

Evans Avenue is a two-way local street in Eastlakes that provides access to Eastlakes Shopping Centre and Eastlakes Reserve.

Traffic consultants for the development (DA-17/1134) at 19A Evans Avenue, Eastlakes have prepared 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. The development has frontages along Gardeners Road and Evans Avenue.

The applicant is proposing to close the northern footpath in Evans Avenue between Racecourse Drive and Barber Avenue for a period of 12 months to utilise footpath for parking construction vehicles as kerbside parking is not feasible along Evans Avenue frontage. The width of Evans Avenue along the site frontage is 8m.

Part of the proposal is to construct two temporary pedestrian crossings in lieu of the existing pedestrian crossing to maintain pedestrian access at both ends of the proposed footpath

closure. The existing pedestrian crossing will be reinstated and the two temporary pedestrian crossings will be removed when construction work is complete. It has been identified that a number of pram ramps will have to be constructed in order to facilitate this change.

The consultants would like to address the Bayside Traffic Committee in regards to the traffic impacts of their construction traffic management plan.

Financial Implications

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

Community Engagement

NA

Attachments

- 1 Revised CTMP and turning paths [↓](#)
- 2 Hoarding mark-up and location [↓](#)
- 3 Pedestrian crossing lighting requirements - Letter [↓](#)

Colston Budd Rogers & Kafes Pty Ltd

as Trustee for C & B Unit Trust
ABN 27 623 918 759

Our Ref: SK/I 1292/jj

Transport Planning
Traffic Studies
Parking Studies

21 November, 2019

Crown Group
PO Box Q1438
QVB SYDNEY NSW 2000

Attention: **James Etheridge**
JamesEtheridge@crownngroup.com.au

Dear Sir,

**RE: REVISED CONSTRUCTION TRAFFIC MANAGEMENT PLAN FOR
EASTLAKES SHOPPING CENTRE NORTHERN BUILDING**

1. As requested, we are writing to respond to matters raised by Bayside Council traffic committee in relation to the proposed modified construction traffic management plan (CTMP) for Eastlakes Shopping Centre northern building.
2. The modified CTMP was prepared to make application to temporarily close a section of the northern footpath of Evans Avenue, between Racecourse Place and Barber Avenue, adjacent to the construction site. The temporary footpath closure is required to allow for the on-going construction activity of the approved redevelopment of the northern building of the shopping centre, located on the northern side of Evans Avenue.
3. When construction of the approved development extends above ground level (January 2020), access to the current on-site construction area will no longer be available. The on-site construction area will be reduced to a narrow zone between the approved building (being constructed) and the southern site boundary. Given the narrow carriageway of Evans Avenue, traffic arrangements do not allow for the provision of an on-street works zone adjacent to the site. It is therefore proposed to temporarily close the existing footpath on the northern side of Evans Avenue and to incorporate the footpath into the construction site. Construction fencing will be provided around the footpath, pedestrians will be diverted to the southern side of Evans Avenue and construction access driveways will be modified to allow construction vehicles to access the narrow on-site construction zone adjacent to Evans Avenue.

Suite 1801/Tower A, Zenith Centre, 821 Pacific Highway, Chatswood NSW 2067
P.O. Box 5186 West Chatswood NSW 1515 Tel: (02) 9411 2411 Fax: (02) 9411 2422
Directors - Geoff Budd - Lindsay Hunt - Stan Kafes - Tim Rogers - Joshua Hollis ACN 002 334 296
EMAIL: cbrk@cbrk.com.au

- I -

Colston Budd Rogers & Kafes Pty Ltd

4. In an email dated 18 November 2019 the traffic committee raised several matters with regards to the modified CTMP. These matters and our responses, are set out below:
 1. *Please provide further details on impacts and widths to the footpath area required to facilitate construction activities relating to this development as part of your amended Traffic Management Plan. You have need to include plan view/s and typical section/s of the proposed work area along Evans Avenue from Building Line to the opposite property boundary across the road. This should show your work area (including proposed fencing etc.) along your frontage, the road carriageway and the footpath along the opposite frontage across the road including widths and heights as required.*
5. This matter is being addressed separately by Crown Group.
 2. *The relocated pedestrian crossings meet the RMS technical direction for design including lighting as part of your amended Traffic Management Plan.*
6. The modified CTMP identifies the location of the proposed temporary pedestrian crossings in Evans Avenue and Barber Avenue, as shown on Figures 4 and 5. The pedestrian crossings have been located in accordance with the Australian Standards for Manual of uniform traffic control devices (Part 10: Pedestrian control and protection), AS1742.10-2009, and RMS technical directions.
7. With regards to the detailed designs of the pedestrian crossings, including line marking, signage, lighting and provision of pram ramps, this is being addressed separately by Crown Group and their civil engineers.
 3. *That all construction traffic enter and exit the site via Racecourse Place and Evans Avenue as part of your amended Traffic Management Plan. Please show turning paths etc.*
8. In accordance with the approved construction traffic management plan for the site, construction access is provided via separate entry and exit driveways onto Evans Avenue. The western driveway provides for entering traffic and the eastern driveway provides for exiting traffic.
9. Trucks currently access the site from Gardeners Road/Racecourse Place, turn left from Racecourse Place into Evans Avenue and then left into the site. Trucks exit the site by turning right out of the site onto Evans Avenue and then right onto Racecourse to access Gardeners Road.

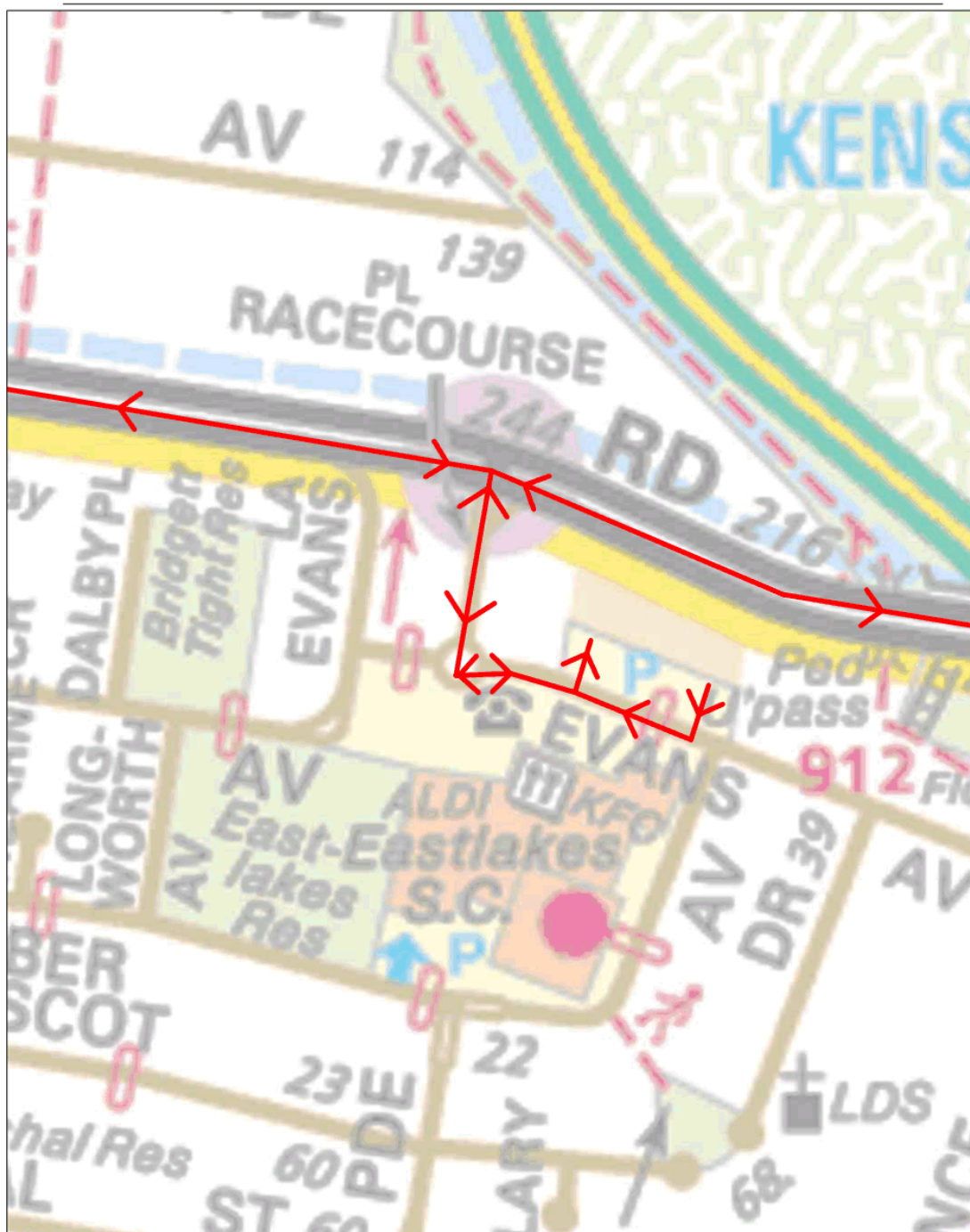
Colston Budd Rogers & Kafes Pty Ltd

10. In association with the proposed modified CTMP, and as discussed with Bayside traffic committee, truck routes to and from the site will be maintained via the existing approved truck routes, as shown on Figure 1.
11. The truck swept paths for construction vehicles accessing the site are shown on Figures 2 and 3. Given the narrow carriageway of Evans Avenue and the limited on-site construction area, construction vehicles exiting the site will be required to utilise both traffic lanes of Evans Avenue. Trucks exiting the site will be required to wait for gaps in the traffic before exiting. Both traffic lanes in Evans Avenue will be held for a short period while the truck negotiates the exit manoeuvre.
12. The on-site construction compound and the construction access driveways will be managed and controlled by qualified traffic controller. Two traffic controllers will be used to manage the exit driveway and one traffic controller will be located at the entry driveway.
13. We trust the above provides the information you require. Finally, if you should have any queries, please do not hesitate to contact us.

Yours faithfully,
COLSTON BUDD ROGERS & KAFES PTY LTD



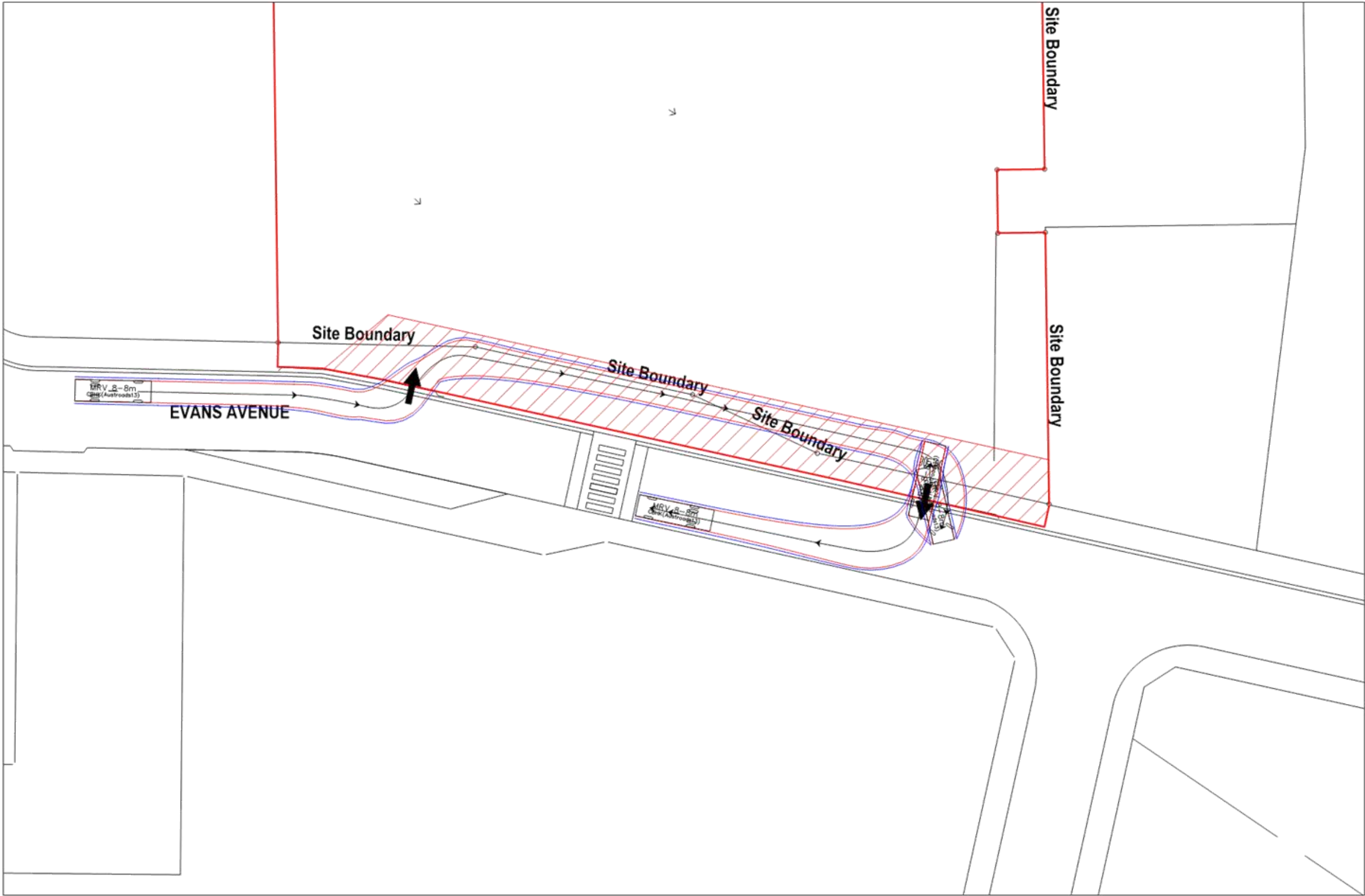
S Kafes
Director



**Truck Routes
- Approach and Departure**

Colston Budd Rogers & Kafes Pty Ltd
DRAWN BY CBRK Pty Ltd_mr Ref: 11292 21 November 2019

Figure 1

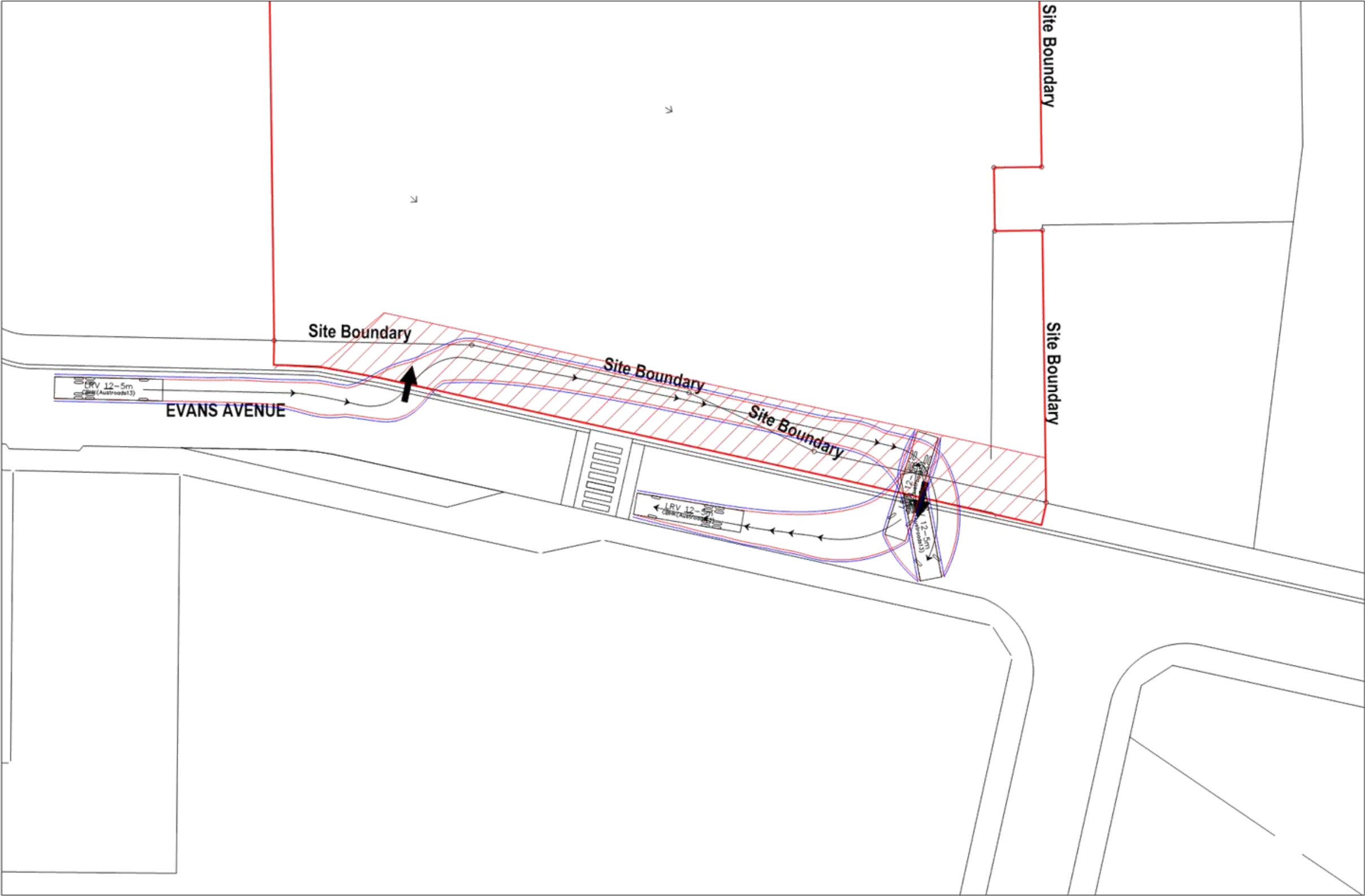


NOTE:
SKETCH PLAN ONLY. PROPERTY BOUNDARIES, UTILITIES, KERBLINES & DIMENSIONS ARE SUBJECT TO SURVEY AND FINAL DESIGN. TRAFFIC MEASURES PROPOSED IN THIS PLAN ARE CONCEPT ONLY AND ARE SUBJECT TO FINAL DESIGN BY CIVIL ENGINEERS.

— Swept Path of Vehicle Body
— Swept Path of Clearance to Vehicle Body

8.8m MEDIUM RIGID VEHICLE
SWEPT PATH

DRAWN BY CBRK Pty Ltd_mlr Ref: 11282 21 November 2019



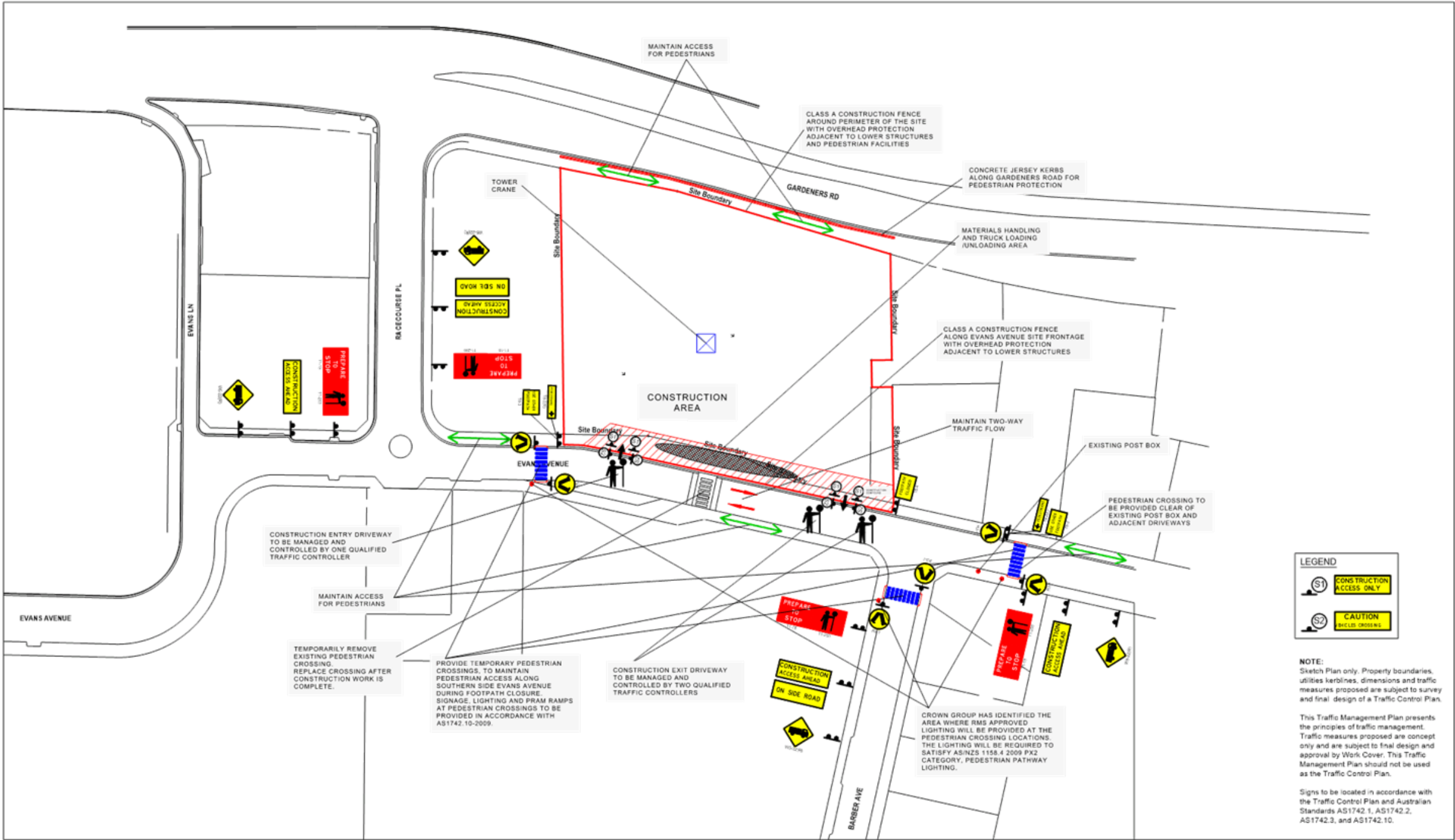
NOTE:
SKETCH PLAN ONLY. PROPERTY BOUNDARIES, UTILITIES, KERBLINES & DIMENSIONS ARE SUBJECT TO SURVEY AND FINAL DESIGN. TRAFFIC MEASURES PROPOSED IN THIS PLAN ARE CONCEPT ONLY AND ARE SUBJECT TO FINAL DESIGN BY CIVIL ENGINEERS.

— Swept Path of Vehicle Body
— Swept Path of Clearance to Vehicle Body

12.5m LARGE RIGID VEHICLE
SWEPT PATH

DRAWN BY CBRK Pty Ltd_mf Ref: 11282 21 November 2019

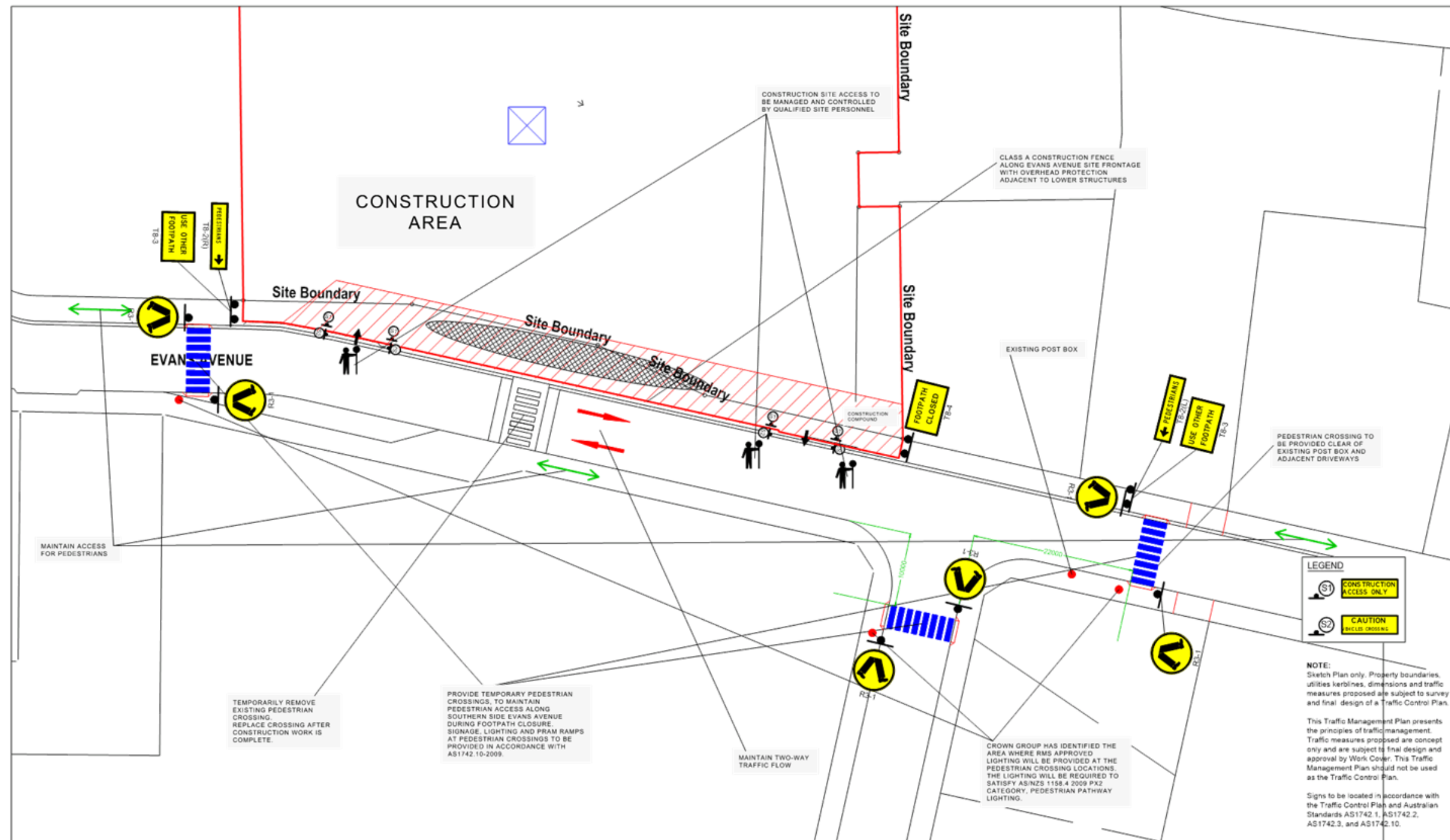
11292 - Eastlakes North CTMP



Construction Traffic Management Plan
-Construction

Figure 4

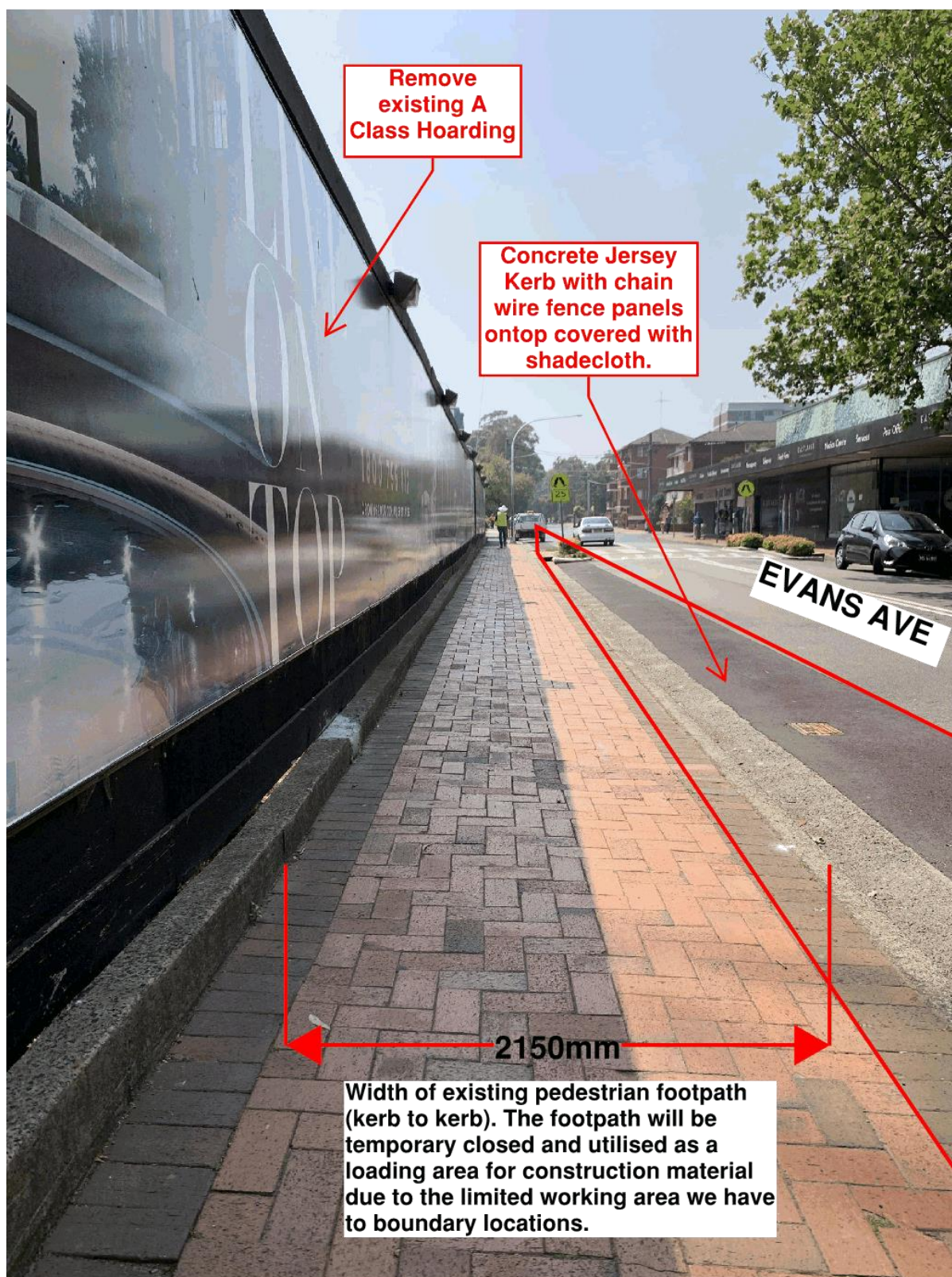
11292 - Eastlakes North CTMP



**Construction Traffic Management Plan
-Construction**

Figure 5

Colston Budd Rogers & Kafes Pty Ltd
DRAWN BY CBRK Pty Ltd_mr Ref: 11292 21 November 2019



24th October 2019

James Etheridge
Project Manager
Crown Group Constructions



Dear James,

RE: EASTLAKES PEDESTRIAN CROSSINGS

We wish to advise you that Christie Civil is a prequalified contractor with RMS at B3 (Bridgeworks and Concrete Structures), and R3 (Roadworks and Earthworks), up to F15 (\$15mil).

We can construct the pedestrian crossings required at Eastlakes to RMS standards and provide quality assurance documents to verify this.

We are also able to design and construct compliant lighting to the crossings as required.

Yours Faithfully
Christie Civil Pty Limited

A handwritten signature in blue ink, appearing to read "Will Watts", is positioned above the printed name.

Will Watts
Project Manager

Locked Bag 1, Annandale N.S.W. 2038
27 Moore Street, Leichhardt N.S.W. 2040
Telephone: (02) 9552 3077 Facsimile: (02) 9552 3818

Bayside Traffic Committee

4/12/2019

Item No	BTC19.216
Subject	Fairview Street, Arncliffe rear of 171 Wollongong Road - Proposed 4 hour parking, 'No Parking' and 'No Stopping' restrictions
Report by	Traffic Engineer
File	SF19/80
Electorate	Rockdale CRM 256869

Summary

Council received a request to review parking restrictions in Fairview Street, Arncliffe, with a view of introducing parking restrictions.

Officer Recommendation

- 1 That a 32m '4P, 8:30am-6pm Mon-Fri, 8:30am–12:30pm Saturday' restriction be installed along the southern kerbline of Fairview Street east of Wilsons Road rear of No. 171 Wollongong Road, Arncliffe.
 - 2 That a 'No Parking' restriction be installed 3m either end of the rear driveway of No. 171 Wollongong Road along the southern kerbline of Fairview Street east of Wilsons Road, Arncliffe.
 - 3 That the 10m statutory 'No Stopping' restriction at the corner of the southern kerbline of Fairview Street and Wilsons Road be signposted.
-

Background

Fairview Street is situated in a residential area in Arncliffe. A request has been received from an aged care facility to review parking restrictions outside the facility with a view of introducing timed parking to improve parking turnover and assist in deterring long term parkers.

Another issue is the inadequate parking spaces either end of the driveway at Fairview Street rear of 171 Wollongong Road, where trees are located within road carriageway 3m from the edge of the driveway resulting to a driveway access issue if vehicles park in the 3m space.

Residents of the aged care facility have been consulted internally and no objections were received. Hence, it is recommended that a 4P restriction be installed along the southern kerbline of Fairview Street as well as the 'No Parking' restriction 3m either end of the driveway.

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

Financial Implications

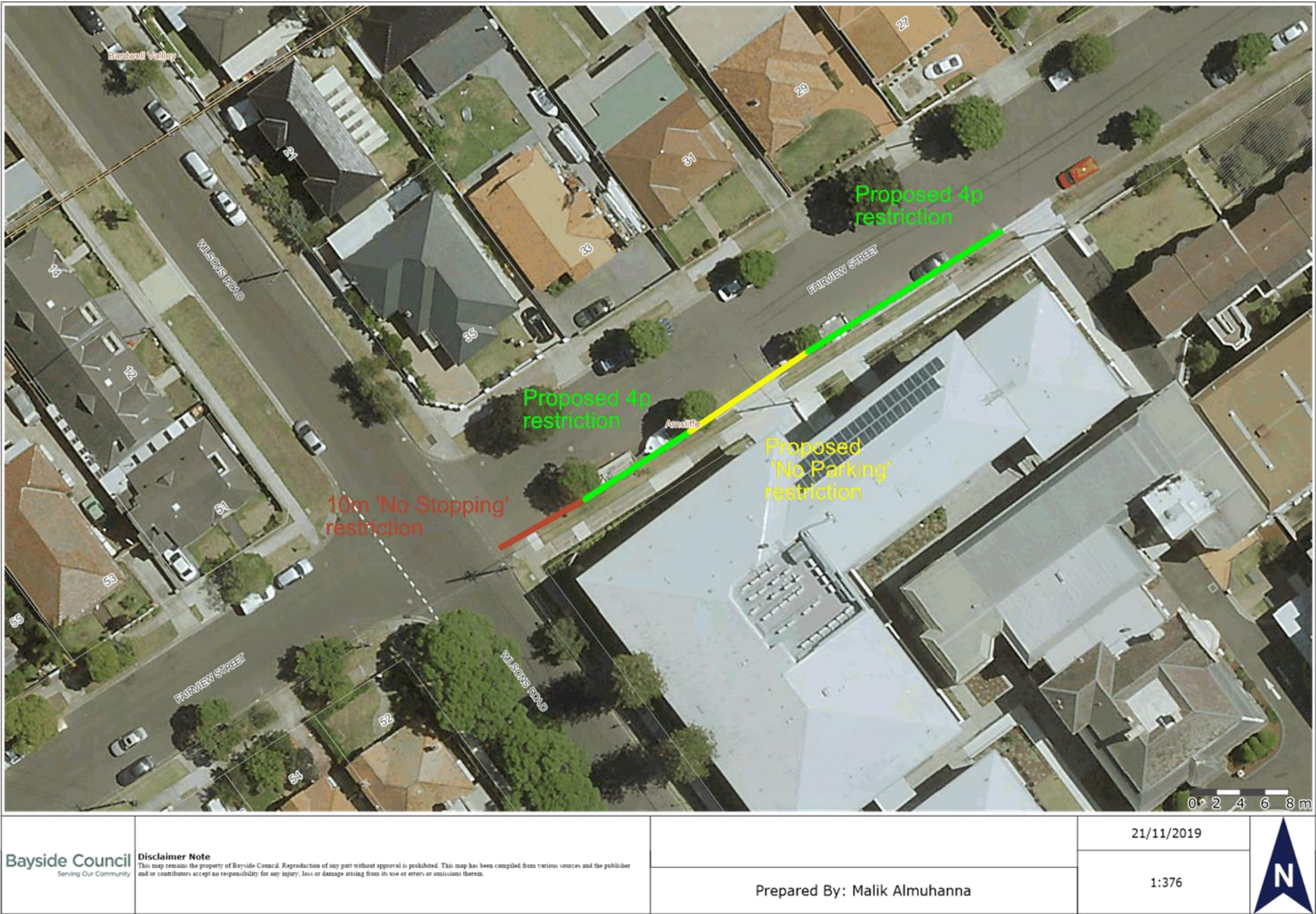
- | | | |
|--------------------------------------|-------------------------------------|---|
| Not applicable | <input checked="" type="checkbox"/> | Applicant will bear the cost of installing the signs. |
| Included in existing approved budget | <input type="checkbox"/> | |
| Additional funds required | <input type="checkbox"/> | |
-

Community Engagement

Residents of the Aged Care Facility have been consulted internally.

Attachments

- 1 Fairview Street Map [↓](#)
- 2 Fairview Street photo [↓](#)





Bayside Traffic Committee

4/12/2019

Item No	BTC19.217
Subject	Galloway Street, Mascot - Proposed parking signs
Report by	Traffic Engineer
File	SF19/80
Electorate	Heffron

Summary

Galloway Street is a newly established street as part of the redevelopment of sites near Church Avenue, Mascot. Parking restrictions have been established in an adhoc manner as development occurred. This report proposes that parking restrictions in the street be updated for consistency and enforcement and also to assist with safe traffic manoeuvring and parking within the area.

The street is 11 metres wide throughout and 5.5 metres wide along the building on the corner of Bourke Street, at the eastern end of Galloway Street.

Officer Recommendation

- 1 That '1P 8:30 am - 6 pm Mon - Fri and 8:30 am - 12:30 pm Sat' restrictions be installed along the northern kerbline of Galloway Street.
 - 2 That the existing 'No Parking' restriction across 2 driveways be retained (as per attached plans).
 - 3 That '1P 8:30 am – 6pm Mon – Fri and 8:30 am – 12:30 pm Sat' restriction be installed along the southern kerbline of Galloway Street.
 - 4 That 15m 'No Stopping' restrictions be installed along the southern kerbline of Galloway Street near Bourke Street.
 - 5 That 40m 'No Stopping' restrictions be installed along the northern kerbline of Galloway Street near Bourke Street along the one-way section.
 - 6 That approval be given for implementation of new signs and line-marking for a short section of 40m as One Way (westbound direction) close to the Bourke street end.
 - 7 That the one-way arrangement be reviewed once the remaining development in Galloway Street near Bourke Street is completed and fully operational.
 - 8 That the proposed one-way arrangement in Galloway Street be submitted to Roads and Maritime Services for approval (questionnaire A to H)
-

Background

A number of new residential developments have been completed along Galloway Street. As part of the development, Galloway Street has been established as a new dedicated public road. New parking signs have been installed in conjunction with development frontage works.

Council at its meeting of October 2019 addressed the status of construction in Galloway Street:

“Developments has since been progressing and the new road has now been constructed except for a 40m long section at the rear of 653 Gardeners Road (corner Bourke Street)...

The original DA conditions have not set any timeframe for the completion of the missing section of Galloway Street. It only states that works must be completed before an Occupation Certificate will be issued.

This means that Galloway Street will not be fully operational and measures will have to be implemented to control traffic at the Bourke Street intersection. The interim proposal is to allow vehicles to turn left into Galloway Street from Bourke Street and ban traffic exiting from Galloway Street onto Bourke Street.”

All developments in Galloway Street have since been completed with exception of the development near Bourke Street.

It is proposed to modify the existing parking restrictions and to install new parking restrictions along the street to ensure unobstructed traffic flow as well as short-term parking restrictions to enable parking turn-over.

Additionally, it is proposed to install ‘No Entry’ signs on the eastern side of Galloway Street and ‘One way’ signs and line marking on the corner of Galloway Street and Bourke Street to reinforce the one way direction of the incoming traffic from Bourke Street.

It is recommended that parking restrictions installed are consistent with the adjacent Muller Lane and Church Avenue restrictions.

The above proposals aim to be in agreement with the recommendations supported by the Traffic Committee in October 2019.

Attached are plans and photos showing the proposed signage arrangement.

Financial Implications

Not applicable

☐

Included in existing approved budget

☐

Additional funds required

☒

The cost of signage and linemarking can be charged to funds held with the recent Galloway Street road construction project. FPN 100615

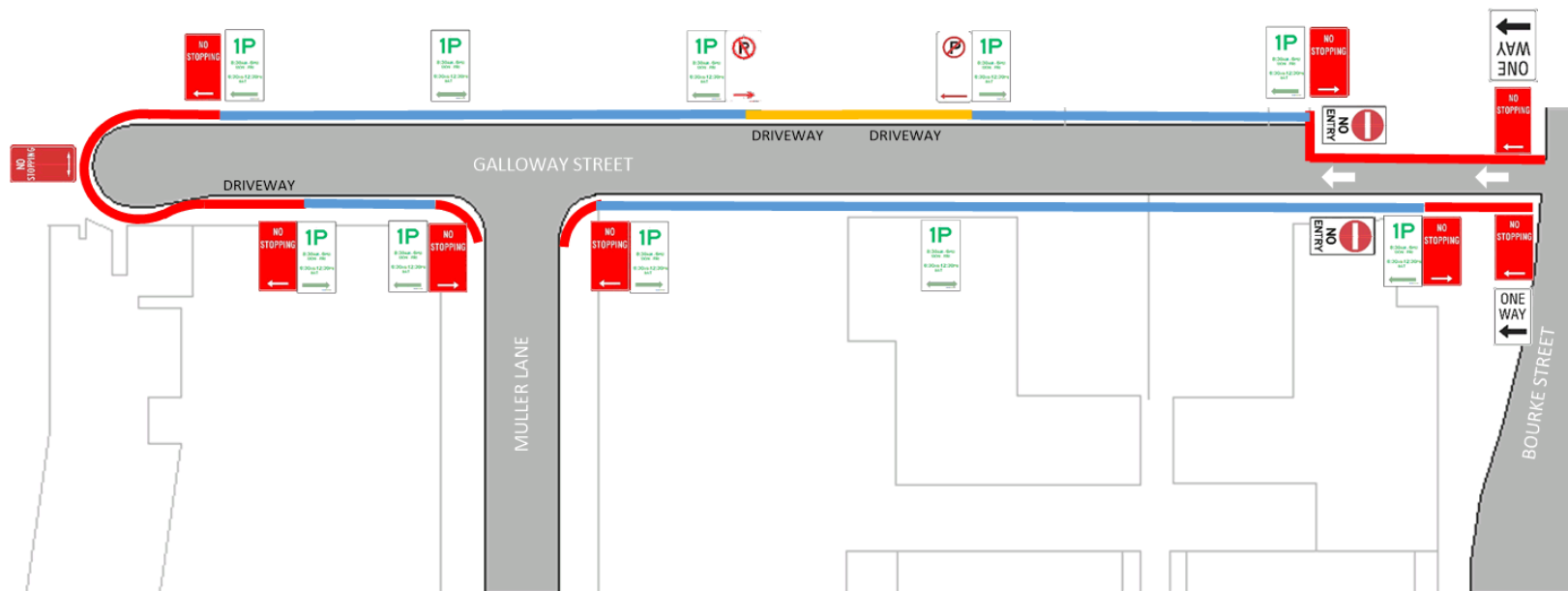
Community Engagement

Not required

Attachments

Galloway Street - Proposed signage - plan & photos [↓](#)

BTC – 04/12/2019
 Galloway Street, Mascot
 Proposed parking changes



Proposed signage

- "1P – 8:30 am – 6pm Mon-Fri"
- "1P – 8:30 am – 12:30pm Sat"
- "No stopping"
- "No parking"



BTC – 04/12/2019
Galloway Street, Mascot
Proposed parking changes



BTC – 04/12/2019
Galloway Street, Mascot
Proposed parking changes



BTC – 04/12/2019
Galloway Street, Mascot
Proposed parking changes



BTC – 04/12/2019
Galloway Street, Mascot
Proposed parking changes



Bayside Traffic Committee

4/12/2019

Item No	BTC19.218
Subject	King Street west of Botany Road, Mascot - Proposed 'No Stopping' restriction.
Report by	Traffic Engineer
File	SF19/80
Electorate	Heffron

Summary

Following the completion of the development at 904 Botany Road, Mascot, it is proposed that the existing 'No Stopping' restriction be extended at the northern kerbline of King Street west of Botany Road, Mascot.

Officer Recommendation

That the existing 22m 'No Stopping' restriction on the northern kerbline of King Street west of Botany Road, Mascot, be extended by an additional 25m.

Background

King Street is a regional road in Mascot with a high traffic volume especially during peak hours. Following the completion of a new development at the corner of Botany Road and King Street where a new 8m wide driveway was constructed, it is proposed that the existing 'No Stopping' restriction be extended by 25m to cover the existing two driveways and improve traffic flow in the area.

It should be noted that there is no loss of on-street parking as majority of the proposed 'No Stopping' restriction covers the 2 driveways. There is a small space between two driveways that can be potentially used for parking due to lack of signposted restrictions. This will be a cause for concern as it will impact access to driveways as well as traffic flow associated with the signalised intersection.

The locality of the proposed and existing restrictions can be found at the attachments section.

Financial Implications

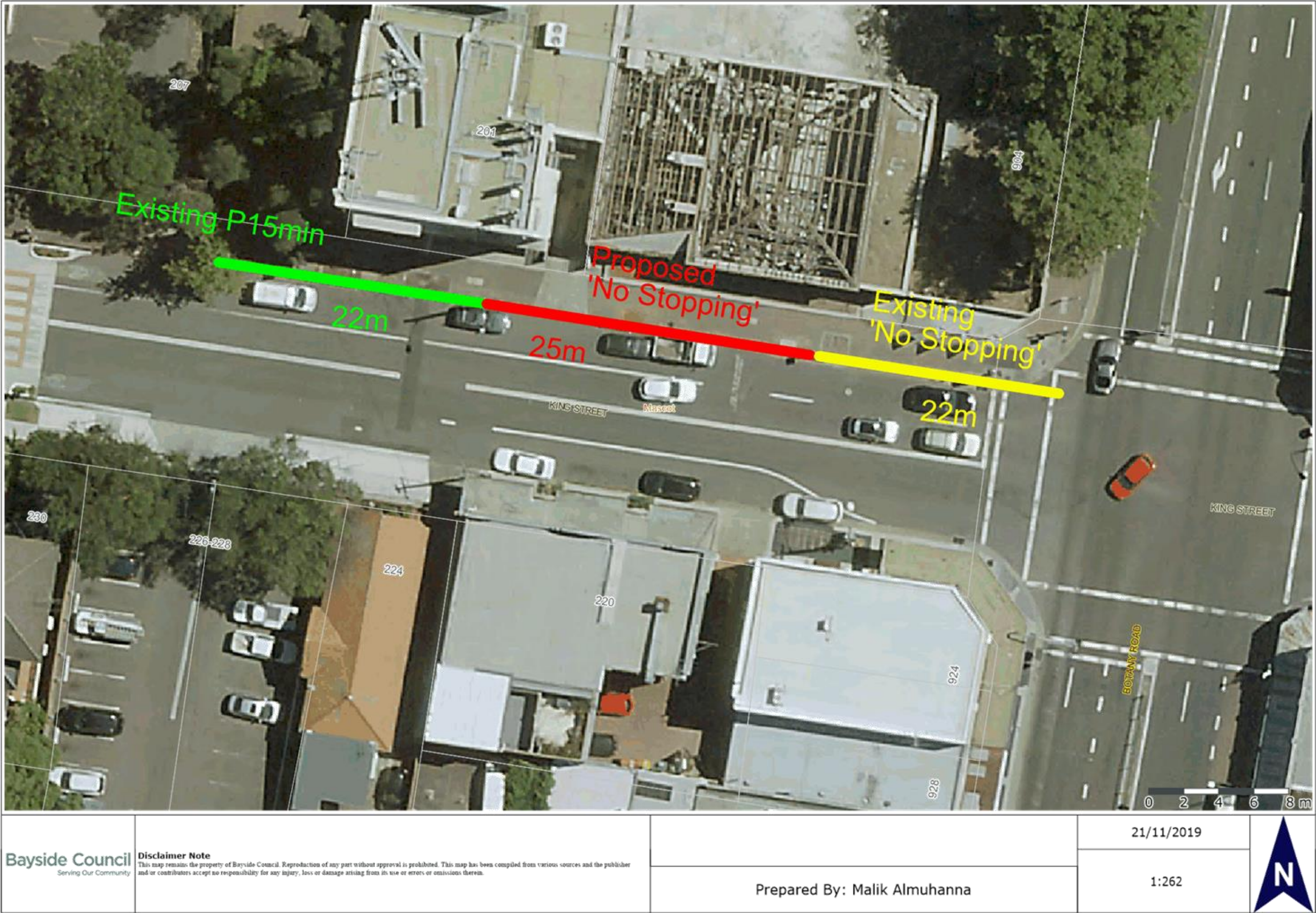
Not applicable	<input type="checkbox"/>	
Included in existing approved budget	<input checked="" type="checkbox"/>	Block grant for traffic facilities
Additional funds required	<input type="checkbox"/>	

Community Engagement

NA

Attachments

- 1 King Street Map [↓](#)
- 2 King Street NST Photo [↓](#)





Bayside Traffic Committee

4/12/2019

Item No	BTC19.230
Subject	New Illawarra Road, Bexley - Detailed Design drawings for traffic facilities upgrade between Fortescue Street and Miller Avenue
Report by	Civil Projects Officer Coordinator Traffic and Road Safety
File	SF19/80
Electorate	Kogarah

Summary

New Illawarra Road is a regional road that runs between two major state roads, Stoney Creek Road and Bexley Road. The road was identified for traffic and road safety improvements via crash analysis for nomination under the Australian Government Blackspot Program 2019-2020.

Council has been successful in obtaining 100% funding of \$30,000 for the construction of the traffic calming scheme in financial year 2019-2020. This report provides detailed design drawings for the traffic calming scheme

Officer Recommendation

- 1 That a pedestrian refuge island be provided in front of No.84 New Illawarra Rd to improve access for pedestrians.
 - 2 That four sets of four rubber cushion pads and associated signage be installed as per the attached design documents.
-

Background

New Illawarra Road is a regional road that runs between two major state roads, Stoney Creek Road and Bexley Road. The road is approximately 12m wide. The sign posted speed limit in New Illawarra Road is 50km/h.

Due to prevalent traffic conditions and higher than average traffic incidents members of the community had requested for additional traffic safety measures to be put in place.

Council nominated the site for grant funding under the Australian Government Blackspot Program for the installation of a number of traffic treatments and has been successful in obtaining 100% funding of \$33,000 for the construction of the traffic calming scheme in financial year 2019-2020.

Crash data

Based on the Roads and Maritime Service' crash data for the latest 5-year period between July 2012 and June 2017, 7 crashes had been reported in New Illawarra Road between

Fortescue Street and Miller Avenue. Out of the 7 crashes, 4 crashes were injury crashes and 1 injury crash involved a pedestrian.

Traffic data

The road carries approximately 6700 vehicles per day and the 85th percentile speed has been observed to be 58kmph.

Proposed works

- A new pedestrian refuge island in front of 84 New Illawarra Road
- Four sets of rubber cushion pads and associated signage
- Re lining of existing line marking with white thermo type paint

Design documentation is submitted for approval with construction expected to be commenced early in the new year.

Financial Implications

Not applicable	<input type="checkbox"/>	
Included in existing approved budget	<input checked="" type="checkbox"/>	100% grant funding from Blackspot Program under FPN 101258
Additional funds required	<input type="checkbox"/>	

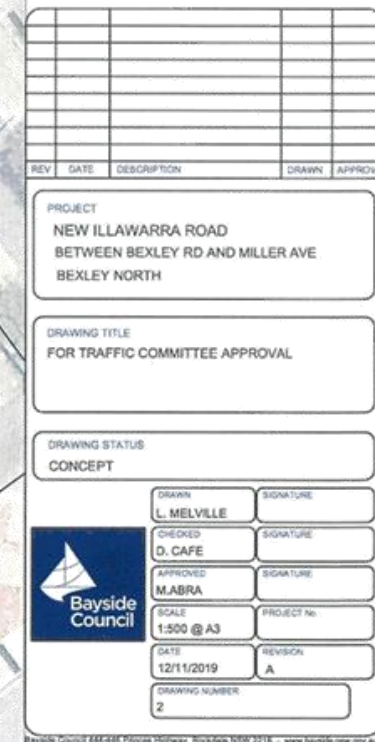
Community Engagement

Notification will be sent out as part of project delivery process.

Attachments

New Illawarra Rd proposed design pdf [↓](#)







Bayside Traffic Committee

4/12/2019

Item No	BTC19.219
Subject	Rancom Street, Botany - Proposed 'No Stopping' restriction
Report by	Traffic Engineer
File	SF19/80
Electorate	Maroubra

Summary

Council received a request to review parking restrictions in Rancom Street Botany.

Officer Recommendation

- 1 That the existing 'No Parking' restriction on the northern side of Rancom Street, west of Wilson Street, Botany, be converted to a 'No Stopping' restriction including linemarking.
- 2 That the 'No Stopping' restriction be reinstated on the southern side of Rancom Street, west of Wilson Street, Botany, and complemented with linemarking to improve compliance.

Background

Rancom Street is a 4.5m wide street in Botany that services a two way traffic movement. 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.

The current width of Rancom Street is 4.5m, which does not allow for the minimum 3m needed for a safe traffic flow. The existing 'No Parking' signs are constantly getting vandalised resulting in impeding access for residents. Hence, it is proposed that the 'No Parking' restrictions be replaced with 'No Stopping' restrictions on the northern side of Rancom Street.

It should be noted that the southern side of Rancom Street has 'No Parking' signs currently that were installed with no prior Council approval. It is recommended that they are reverted back to 'No Stopping' as part of the proposed works including line-marking for compliance.

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

Financial Implications

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

Additional funds required

☐

Community Engagement

Affected residents on the northern side were informed of changes to parking restrictions and no objections were received.

The parking restrictions on the southern side are just being reinstated to original restrictions and affected businesses will be informed of the changes.

Attachments

- 1 Rancom St Map [↓](#)
- 2 Site photos [↓](#)





Historic photo from October 2017 showing the original 'No Stopping' restriction.



Site photo from November 2019 showing the unapproved 'No Parking' restriction on the southern side of Rancom St.

Bayside Traffic Committee

4/12/2019

Item No	BTC19.220
Subject	Tramway Lane Rosebery, between Harris St and Sutherland St- Proposed changing the existing parking restriction to 'No Stopping' restriction
Report by	Student Engineer
File	SF19/80
Electorate	Heffron CRM 252553

Summary

Council has received request to review parking restriction in Tramway Lane, Rosebery between Sutherland Street and Harris Street.

Officer Recommendation

That the existing 'No Parking' restrictions on the northern and southern side of Tramway lane, between Harris Street and Sutherland Street Rosebery, be converted to 'No Stopping' restrictions including line-marking.

Background

Tramway Lane is a 4.7m wide street in Rosebery that services a two way traffic movement.

According to Rule No. 208 of 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.

The current width of Tramway Lane is 4.7m, does not allow for the minimum 3m needed for safe traffic flow. It also impacts on access to driveways and garages in the laneway. As the existing 'No Parking' signs are being repeatedly vandalised resulting in impeding access for residents, it is proposed to change the existing 'No Parking' restrictions to 'No Stopping' restrictions on both sides of Tramway Lane in this section.

Also, it is proposed that the new 'No Stopping' restriction on the southern and northern side of Tramway Lane be enforced with linemarking to improve compliance

Affected residents and businesses have been informed of the proposal and one objection was received from an adjoining business.

The locality of the proposed parking restrictions along Tramway Lane is shown in the attached drawing.

Financial Implications

Not applicable ☐

Included in existing approved budget ☒ Block grant for traffic facilities

Community Engagement

Affected residents and business owners have been consulted.

Attachments

Aerial Map of Tramway Lane, Rosebery [↓](#)



Bayside Traffic Committee

4/12/2019

Item No	BTC19.221
Subject	Waratah Road, South of Botany Road, Botany - Proposed 1P restriction.
Report by	Traffic Engineer
File	SF19/80
Electorate	Maroubra

Summary

Council received a request to review parking restrictions at the newly created angle parking at Waratah Road south of Botany Road, Botany.

Officer Recommendation

That a '1P, 8:30am - 6pm, Mon-Fri, 8:30am - 12:30pm Sat' restriction be installed on the eastern side of Waratah Road, between Botany Road and Hanna Street.

Background

Waratah Road is a local road in Botany within close proximity to shops. As part of the new development at the corner of Waratah Road and Botany Road, Botany, new unrestricted angle parking spaces have been created. As this is within close proximity to new developments and shops in Botany road, it is recommended that a 1P restricted be introduced to ensure sufficient turnover.

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

Financial Implications

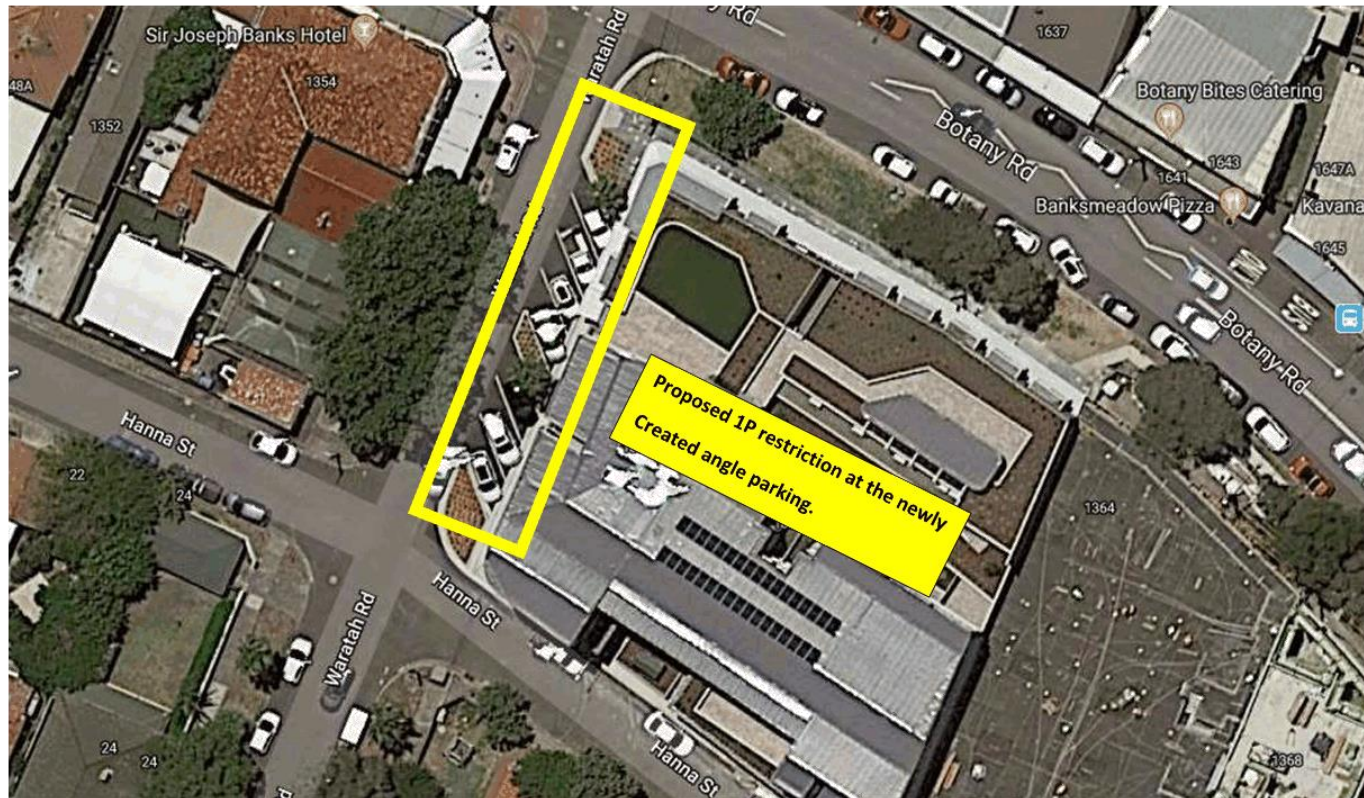
Not applicable	<input type="checkbox"/>	
Included in existing approved budget	<input checked="" type="checkbox"/>	Block grant for traffic facilities
Additional funds required	<input type="checkbox"/>	

Community Engagement

NA

Attachments

Waratah Road Parking restriction [↓](#)



Bayside Traffic Committee

4/12/2019

Item No	BTC19.222
Subject	Wollongong Road, Arncliffe - Proposed 12m of 'P10min 8:30am - 6pm Mon - Fri' outside 253-259 Forest Rd, Arncliffe
Report by	Student Engineer
File	SF19/79
Electorate	Rockdale CRM 247054

Summary

Council has received request to provide restriction outside 253-259 Forest Road, Arncliffe to assist the customer with parking.

Officer Recommendation

- 1 That approval to be given to the installation of 12m 'P10min 8:30am – 6pm Mon – Fri' parking restriction (2 parking spaces) outside 253-259 Forest Road, along Wollongong Road Arncliffe, at the applicant's cost.
- 2 That the applicant be informed that the proposed stand-alone parking restriction will be enforced subject to availability of Council resources based on competing priorities.

Background

The subject site is located at the Y junction between Wollongong Road and Forest Road, Arncliffe. Parking is restricted with clearways zone (6am- 10am) and bus zone, south of the subject site along Forest Road. Furthermore, parking is unrestricted outside and north of the subject property along Wollongong Road. The unrestricted parking is in high demand, with limited turnover of parking which was observed during 4 separate visits.

The business located at 253-259 Forest Road has raised concerns in regards to lack of parking for its patrons and sought provision for short-term parking to assist their customers. As such, it is recommended to install 'P10min 8.30am- 6pm Mon-Fri' parking restriction for 12m (2 parking spaces) outside the shop frontage, along Wollongong Road, at the cost of the business.

The locality of the proposed parking restrictions along Wollongong Road outside the businesses is shown in the attached drawing.

Financial Implications

- | | | |
|--------------------------------------|-------------------------------------|--|
| Not applicable | <input checked="" type="checkbox"/> | Applicant will pay for the installation of signage |
| Included in existing approved budget | <input type="checkbox"/> | |

Additional funds required

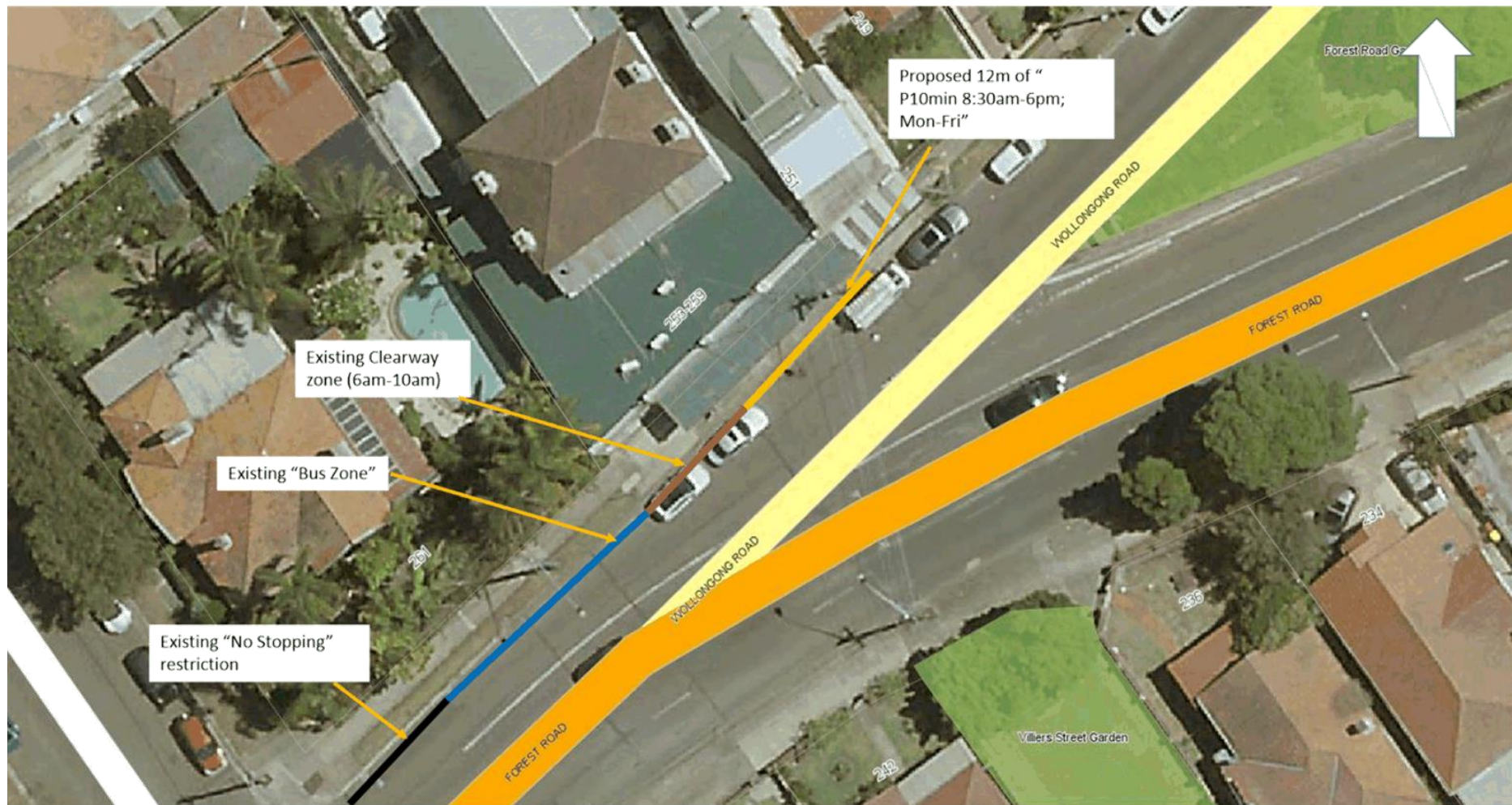
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Community Engagement

NA

Attachments

Aerial Map of Wollongong Road and Forest Road [↓](#)



Bayside Traffic Committee

4/12/2019

Item No	BTC19.226
Subject	Banksmeadow Local Area Traffic Management (LATM) Study
Report by	Transport Planner
File	SF19/1148
Electorate	Maroubra

Summary

Bayside Council commissioned Cardno (traffic consultant) to undertake a Local Traffic Management Plan (LATM) to respond to traffic safety concerns and further coordinate local transport, parking and pedestrian amenity across the Banksmeadow precinct.

The study generated a number of traffic and road safety recommendations across the Botany Road and Swinbourne Street Town Centres of Banksmeadow. A number of these recommendations have guided road safety components of Council's Botany Road and Swinbourne Street Town Centre upgrades.

Officer Recommendation

- 1 That the summarised results of the Banksmeadow Local Area Traffic Management Study be received and noted.
 - 2 That the detailed design of the proposed works be submitted to Bayside Traffic Committee for endorsement prior installation.
-

Background

In December 2018 Bayside Council, commissioned traffic and transport consultants Cardno to develop a *Local Area Traffic Management (LATM) plan for Banksmeadow (Botany Road and Swinbourne Street town centres)*. This study was initiated to identify constraints within the local precinct road network whilst managing the demands for future residential growth. This LATM study aimed to;

- Identify road network constraints and recommend key improvement works for both existing and future cases.
- Reduce the potential for vehicle and pedestrian crashes;
- Increase amenity and improve safety and access for pedestrians and promote the use of public transport facilities;

The traffic and transport constraints included, but were not limited to:

- Traffic network queuing/delays at intersections;
- Road safety issues and hazards;
- Lack of amenities for active transport.

The study benefitted from a multi-faceted community engagement program that integrated Council and local stakeholders concerns with the local community through Bayside's online *Have Your Say* portal, an on-site community workshop and a 1500 letter mail out.

With data and information collected during the study and consultation, the performance of the existing traffic network was modelled alongside pedestrians, cyclists and public transport to produce a micro-simulation model suitable for assessing multiple proposals. This included assessing the network for future conditions with development and growth and producing 5 year, 10 year and 20 year scenarios. The major residential development that were assessed within the model were:

- The *Park Grove* high density residential development comprising 900 apartments expected to be completed by 2021;
- Mixed-use local town centre zoning with the construction of a supermarket and three-storey residential development at the south side of Botany Road; and on-going residential and retail development of 40 apartments between Waratah Road and Fremlin Street.

Local Area Traffic Management Recommendations

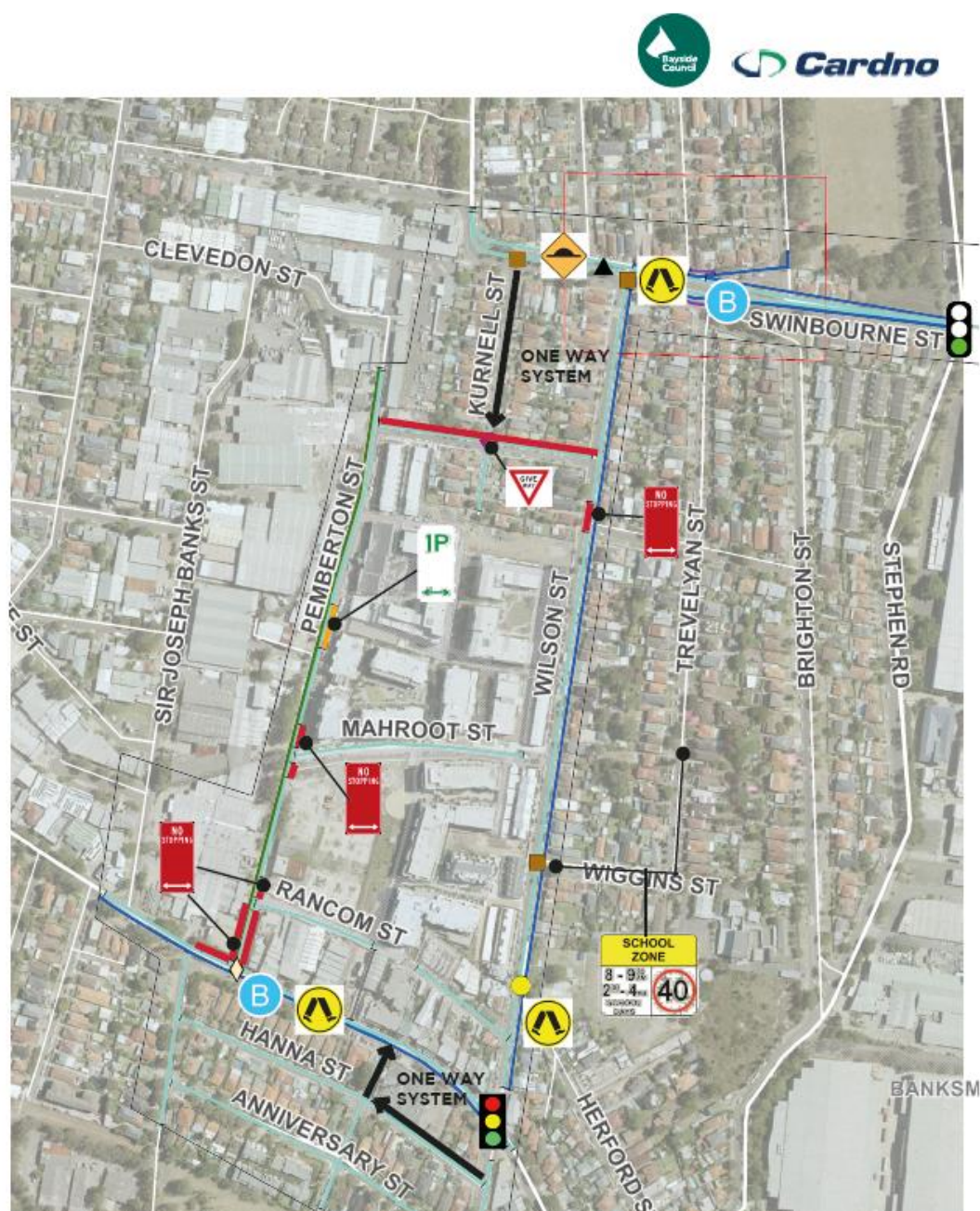
The study generated a number of location-specific recommendations to address congestion and safety issues within Banksmeadow as observed in figure 11-7 (page 105 of the report) and below;

- Introduce a 40km/h zone for the study area;
- Optimise traffic signals at Swinbourne Street / Stephen Road;
- Convert Wilson Street / Botany Road / Fremlin Street into a signalised intersection;
- Implement No Parking restrictions on the northern side of Warrana Street, Pemberton Street, Botany Road and Wilson Street.
- Extend no stopping zones at eastern approach of Wiggins Street;
- Implement restricted and disabled parking at the Pemberton Street café and IGA;
- Install a speed hump on Swinbourne Road between Kurnell Street and Albert Street;
- Apply a one-way traffic loop system at Hanna Street (westbound only)
- Apply a one-way traffic loop system at Kurnell Street (southbound only);
- Install a give-way sign at Kurnell Street / Warrana Street intersection and modify prioritisation (with road markings) to promote east-west movements as opposed to existing north-south priority;
- Install school signs on Herford Street for Banksmeadow Preschool;
- Repaint clear road markings on Swinbourne Street and Pemberton Street / Botany Road intersection;
- Install shared-lane on-road bike markings along Botany Road, Wilson Street, Warrana Street and Swinbourne Street (as per Integrated Bike Plan 2015);
- Investigate the construction of a shared path to divert cyclists and pedestrians through Garnet Jackson Reserve, away from busy intersection of Stephen Road / Swinbourne Street;
- Extend the kerb at Wilson Street / Wiggins Street, Swinbourne Street / Kurnell Street and Swinbourne Street / Wilson Street intersections to improve pedestrian safety.
- Install pedestrian crossing on Swinbourne Street between Queen Street and Trevelyan Street;
- Relocate pedestrian crossing on Botany Road to align with proposed laneway connecting to Rancom Street;
- Bus stop relocation on Botany Road from west to east of Pemberton Street and on Swinbourne Street from west to east of Trevelyan Street;

- These recommendations will provide guidance to streetscape improvement and road safety works proposed to be undertaken in 2020.

The remaining recommendations are sought to be undertaken progressively by Council and RMS with relevant traffic road safety and developer contribution funding sources.

Banksmeadow Local Area Traffic Management (LATM) - Recommendations



Financial Implications

Not applicable	<input type="checkbox"/>	
Included in existing approved budget	<input checked="" type="checkbox"/>	Contribution Plan applicable sources: Residual 53, 60, 81, 82, 83, 87
Additional funds required	<input type="checkbox"/>	

Community Engagement

Community engagement was undertaken as part of the investigation to identify community concerns and this is summarised in the report

- An on-site community workshop on Saturday the 1st of June attended by 20 community members and providing 34 comments
- An online 'Have Your Say' online portal from the 15th of April to the 14th of May 2019 where the community could 'drop a pin and comment'. This engagement was visited by 171 times and captured 21 comments and suggestion of ways to improve the safety and local transport efficiency.
- Council also reached out to police, local business and schools in the area to gather any issues and comments

These two feedback pieces guided the recommendations outlined in the LATM Report (19/334073) and its list of recommendations (see above). The report's recommendations were sent to 1500 addresses as a letter and community mail-out (see attached 19/334038) which then preceded a second online 'have your say' from the 1st until the 25th of November. This second community consultation period was visited 175 times and captured 30 comments.

A summary of issues raised in the engagement process related to Banksmeadow and the study area include the following;

- Hazardous and congested intersection at Pemberton and Botany (incl. poor visibility of oncoming traffic)
- Poor pedestrian amenity crossing both Botany Road and Swinbourne Street
- Request for school zone signage
- The need to improve on-road line markings turning out of Pemberton and elsewhere
- Vehicle speeds through town centres
- Better bicycle infrastructure
- Better lighting along Pemberton Street
- Narrow and hazardous Warrana and Kurnell Street
- Narrow Pemberton Street is further narrowed by large trucks parking
- Majority of Parkgrove residents are forced to use Pemberton Street, as Wilson Street is blocked from access. This causes issues with delivery and emergency services when accessing addresses on Wilson Street
- Consider parking amendments to the narrow Trevelyan Street
- Consider expanding the timed parking restrictions along Pemberton

This community feedback, comments and suggestions will be reviewed and where possible, adjustments to the report recommendations will be considered for a revised list of recommendations to be presented to Bayside Council Traffic Committee in 2020 for implementation.

Attachments

- 1 Map [↓](#)
- 2 Banksmeadow LATM Key Recommendations Report_FINAL 20 page summary [↓](#)

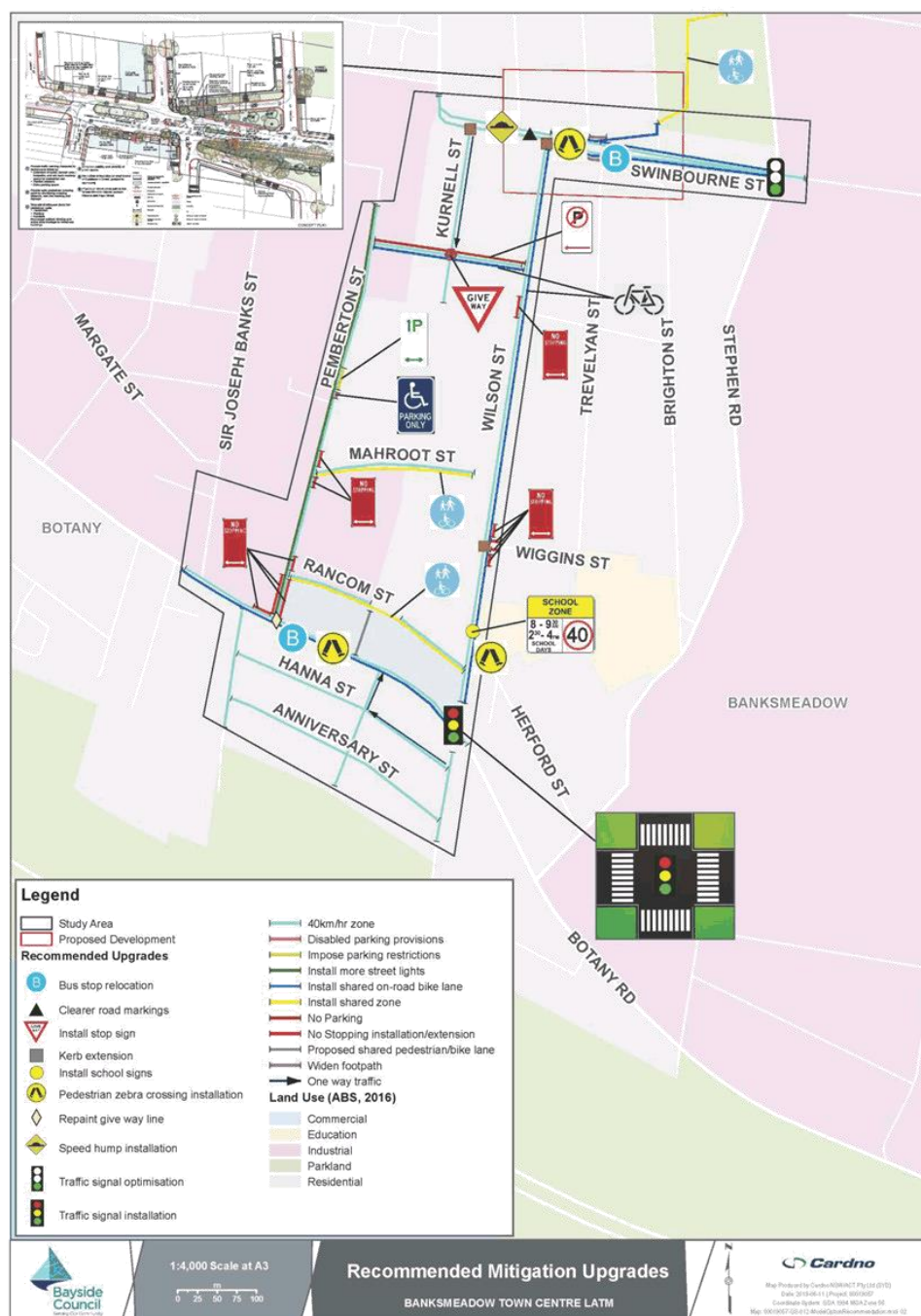


Figure 11-7 Local area traffic management recommendation map

Key Recommendations Report

Banksmeadow Local Area Traffic
Management Study

80019057

Prepared for
Bayside Council

23 August 2019





Contact Information

Cardno (NSW/ACT) Pty Ltd

ABN 95 001 145 035

Level 9 - The Forum
203 Pacific Highway
St Leonards NSW 2065
Australia

www.cardno.com

Phone +61 2 9496 7700

Fax +61 2 9439 5170

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Author(s):

Christos Apostolopoulos
Traffic Engineer

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Approved By:

Hayden Calvey
Senior Traffic Engineer

Date Approved 23/08/2019

Document History

Version	Effective Date	Description of Revision	Prepared by	Reviewed by
01	27/06/2019	Draft Final Report	Christos Apostolopoulos/Jane Parker	Ghaith Farfour
02	19/07/2019	Final Report	Christos Apostolopoulos	Ghaith Farfour
03	22/08/2019	Final Report (to include executive summary)	Christos Apostolopoulos	Hayden Calvey

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80019057 | 23 August 2019 | Commercial in Confidence

ii



Executive Summary

Cardno was commissioned by Bayside Council (Council) to prepare a Local Area Traffic Management (LATM) study for the Banksmeadow town centre and its local surroundings including Swinbourne Street. The purpose of the study was to investigate the road network's performance including vehicular traffic behaviour, parking and loading, pedestrians and cyclists, and public transport.

The LATM study also included the development of a dynamic traffic microsimulation model that replicated existing traffic conditions and was used to assess future year scenarios (including proposed changes to land use) within the precinct. The study provided traffic management recommendations with an aim to improve overall safety across the study area for all modes, provide more pedestrian/cycling friendly streets and ensure acceptable levels of performance for the road network. These recommendations will subsequently provide direction for the detailed design of a potential traffic signal installation at either Pemberton Street / Botany Road and/or Wilson Street / Botany Road.

Existing Conditions

An initial step of the project was to understand existing conditions of the study area such as traffic patterns, parking provision, safety concerns and issues and others. The data analysis showed that:

- > Previous traffic studies completed for the study area suggest that the intersection of Pemberton Street / Botany Road does not fulfil the requirements for the installation of traffic control signals;
- > Majority of parking provision within the study boundaries is unrestricted on-street parking;
- > Population of the study area is expected to increase by 82% by 2041 with only a 9.7% increase in employment being generated by 2041;
- > Key destinations from Banksmeadow (outbound), accounting for approximately 78%, are travelling to Sydney's CBD, eastern suburbs (including Randwick, Waverley and Woollahra) and within the wider precinct of Botany with the remaining 22% travelling towards other directions. The majority of trips to Banksmeadow (inbound) are travelling from the western, eastern and southern part of Sydney (Liverpool, Canterbury, Bankstown, Randwick, Waverley, Rockdale, Sutherland Shire) accounting for 70% of the total working trips. The majority of the remaining 30% trips are originating internally within Botany or from Sydney's CBD;
- > Commuter transport mode share for outbound work trips heavily relies on vehicular car trips, accounting for 60.3% of the total work trips with 16% being completed by public transport and 4.9% walking. Inbound working trips at the study area, have very high proportion of 71.1% travelling by car, 11.4% by public transport and only 2.5% accounting for walking trips;
- > Traffic count data analysis identified 8:30-9:30 and 17:00-18:00 as the peak periods;
- > Surveyed weekday (Thursday) carries approximately 1-5% more traffic when compared to the average weekday. The majority of traffic is accommodated by Botany Road and Swinbourne Street with approximately 14,000 and 12,000 vehicles crossing in both directions at the respective locations. In addition, average weekend traffic volumes (24 hours) are between 21% and 38% lower than the average weekday at the major roads of Botany Road and Swinbourne Street. A reduction in weekend traffic volumes is also observed across all the remaining locations with traffic variance between 9% and 59%;
- > Approximately 10% of the total traffic volume (survey date) along Botany Road consists of heavy vehicles and approximately 4% along Swinbourne Street. Sir Joseph Banks Street also carries a high vehicle percentage of 10.9% due to the access to the various industrial land along the precinct. Wilson Street carries the lowest heavy vehicle proportion, which accounts for 2.6% of the total traffic.

Community Consultation

As part of the project, a Community Consultation and Stakeholder Engagement Plan was implemented to provide an opportunity for stakeholders to voice any concerns and issues existing in the transport network and within the study area. Community and stakeholder engagement techniques were used in the form of an interactive online map, a consultation workshop and emailing stakeholders (local businesses and schools). The online map was made available through the Council's "Have Your Say" portal between Monday 15 April 2019 to Tuesday 14 May 2019. During the same time, Council reached out to the local business and schools in the area to gather any issues and comments. The consultation workshop was held on Saturday 1st June 2019 at Pemberton Foods, Café and Grocer between 11am to 2pm.

Base Model Development

As part of this assessment, an infrastructure risk rating analysis was also undertaken, which showed that Swinbourne Street, Wilson Street and Pemberton Street had an IRR score of 1.4, 1.7 and 1.5 respectively, which falls under the Low Medium band according to Austroads' guidelines. Moreover, the calculated score



for Botany Road was 2.3, which for an urban environment is considered Medium-High risk. This rating suggests that Botany Road poses significant infrastructure risk issues for both pedestrian and cyclists as well as vehicles.

In regards to the dynamic traffic modelling, the morning (AM) and evening (PM) weekday 2019 base models adheres to the core area criteria under Roads and Maritime Services and Traffic Modelling Guidelines (2013) for microsimulation traffic modelling. This suggests that the base year models appropriately reflect existing conditions and provide a suitable basis for the comparative performance assessment of infrastructure upgrades for the respective future years.

Future Year Modelling

The modelling investigations were carried out for the short (2024), medium (2029) and long (2039) term design horizon years for 4 scenarios. These included the base case, option 1, option 2 and option 3, which reflects a 5, 10 and 20-year period after the proposed safety upgrades are expected to be constructed.

Based on the modelling outcomes, it is concluded that all options are performing satisfactorily across all design horizon years with a constant network deterioration across the years. Option 2 has the best network performance statistics but with negligible differences compared to option 1 and 3. Options 1 and 3 are performing almost identical as their only difference is the one-way traffic loop at Kumell Street.

The future modelling results suggest that there is a minor deterioration in most of the network performance metrics assessed. The upgraded network of both options however will be able to accommodate future traffic demand with a minor deterioration across the assessed road network compared to the base case of each design horizon year. **More importantly and based on the traffic modelling results, the proposed network changes (option 1, 2 and 3) for improved pedestrian safety and accessibility will have no major impact when compared to each base case design year.**

Active Transport Analysis

A number of active transport issues, mainly focusing on walking and cycling, have been raised by local residents, businesses and schools via the community consultation process. These issues predominantly concern safety and connectivity throughout the study area such as:

- > The majority of streets have footpaths on both sides, with a few exceptions.
- > Pedestrian crossings are limited in the study area, and include one signalised crossing, one zebra crossing, and three pedestrian refuges;
- > Industrial land uses and large block sizes reduce pedestrian network permeability between Pemberton Street and Sir Joseph Banks Street;
- > The Tailors Walk and Park Grove developments between Wilson Street and Pemberton Street provide pedestrians with east-west and north-south connections;
- > Cycling infrastructure is limited and includes one on-road cycling path along Swinbourne Street connecting to Wilson Street and Fremlin Street, which is designated as a commuter route "C3" in the Botany Bay Integrated Bicycle Strategy document; and
- > Issues within the study area include limited pedestrian crossings on Botany Road, poor visibility and vehicles not stopping at the zebra crossing at Wilson Street, and a lack of safe cycling infrastructure along Botany Road.

The recommendations for mitigating current walking and cycling issues in the study area were informed by analysing the elements of safety, accessibility, connectivity and legibility.

Particular attention should be paid to the design of any LATM treatments, to ensure how they are designed improves the conditions for pedestrian and cyclists. Each treatment should be assessed for appropriateness, to ensure risk to pedestrian and cyclist safety is reduced.

Local Area Traffic Management Recommendations

Based on the above assessments, Cardno proposed the following recommendations to address major issues identified within the study area:

- > Introduce a 40km/h zone for the study area;
- > Convert Wilson Street / Botany Road / Fremlin Street into a signalised intersection;
- > Optimise traffic signals at Swinbourne Street / Stephen Road;
- > No parking on northern side of Warrana Street, Pemberton Street, Botany Road and Wilson Street. Extend no stopping zones at eastern approach of Wiggins Street;
- > Impose restricted and disabled parking on Pemberton Street;



- > Install speed hump on Swinbourne Road between Kurnell Street and Albert Street;
- > Apply a one-way traffic loop system at Hanna Street (westbound only) and Kurnell Street (southbound only);
- > Install give-way sign at Kurnell Street / Warrana Street intersection and modify prioritisation to promote east-west movements as opposed to existing north-south priority;
- > Install school signs on Herford Street for Banksmeadow Preschool;
- > Repaint clear road markings on Swinbourne Street and Pemberton Street / Botany Road intersection;
- > Install shared bike lanes and on-road bike markings along Botany Road, Wilson Street, Warrana Street and Swinbourne Street;
- > Investigate alternative shared path (cyclists and pedestrians) via Garnet Jackson Reserve, away from busy intersection of Stephen Road / Swinbourne Street;
- > Extend the kerb at Wilson Street / Wiggins Street, Swinbourne Street / Kurnell Street and Swinbourne Street / Wilson Street intersections.
- > Install pedestrian crossing on Swinbourne Street between Queen Street and Trevelyan Street;
- > Relocate pedestrian crossing on Botany Road in alignment to proposed laneway connecting to Rancom Street;
- > Bus relocation on Botany Road from west to east of Pemberton Street and on Swinbourne Street from west to east of Trevelyan Street;
- > Widen footpaths on Swinbourne Street; and
- > Install street lights along Pemberton Street and Swinbourne Street.



1 Introduction

1.1 Background

Cardno has been commissioned by Bayside Council (Council) to develop a Local Area Traffic Management (LATM) study for the Banksmeadow town centre and its local surroundings including Swinbourne Street (study area). The purpose of the study is to investigate the road network's performance including vehicular traffic behaviour, parking and loading, pedestrians and cyclists, and public transport.

The LATM study will also include a dynamic traffic microsimulation model that will replicate existing traffic conditions and will be used to assess future year scenarios (including proposed changes to land use) within the precinct. The study will provide traffic management recommendations with an aim to improve overall safety across the study area for all modes, provide more pedestrian/cycling friendly streets and ensure acceptable levels of performance for the road network. These recommendations will subsequently provide direction for the detailed design of a potential traffic signal installation at either Pemberton Street / Botany Road and/or Wilson Street / Botany Road.

1.2 Objectives

The purpose of the study is to develop a Local Area Traffic Management study for the Banksmeadow town centre to inform the planning and management of the local network to:

- > Increase amenity and improve safety and access for pedestrians and promote the use of public transport facilities;
- > Reduce the potential for vehicle and pedestrian crashes;
- > Identify network deficiencies and recommend key improvement works for both existing and future cases. Deficiencies refer to road network issues that are experienced within the network. These include but are not limited to:
 - traffic network queueing/delays at intersections;
 - road safety issues and hazards;
 - lack of amenities for active transport.
- > Provide an updated assessment of development impacts to help inform the adequacy of the existing Section 94 Contributions Plans.

There are several key components to the preparation of the LATM study. These include:

- > Review all relevant studies, perform a peer review of the assumptions presented in the previous traffic study (SMEC Botany/Banksmeadow Traffic Study) and summarise findings for Council;
- > Undertake traffic surveys across the study area including cyclist and pedestrian volumes and provide these results to Council;
 - Traffic survey to also include on-street parking counts
- > Engage and consult with Council, the local community and other relevant stakeholders through all stages of the LATM study, particularly
 - To attend and provide advice at a Council led community engagement session, and subsequently review the relevant feedback; and
 - Meet with council to seek agreement on the LATM treatments and locations.
- > Assess the performance of the existing traffic network and latent capacity with pedestrians, cyclists and public transport;
- > Produce a micro-simulation model suitable for assessing multiple scenarios;
- > Prepare a road risk assessment using the Infrastructure Risk Rating (IRR) or similar guidelines to determine the need of a 40 km/h high pedestrian speed zone across the study precinct;
- > Assess the network under future conditions with development and growth and identify required improvements for 5 year, 10 year and 20 year scenarios. Developments that will be assessed include:
 - Park Grove high density residential development comprising 900 apartments expected to be completed by 2021;
 - Mixed-use local town centre zoning with the construction of a supermarket and three-storey residential development at the south side of Botany Road; and

- On-going residential and retail development of 40 apartments between Waratah Road and Fremlin Street.
- > Develop proposals which address the concerns of the local community whilst maintaining accessibility between local residents, local business and public transport;
 - Ensure that transport issues are addressed in a manner that balances amenity, safety and mobility for all transport modes;
- > Ensure the local community are engaged and consulted in the identification of issues and the development of treatments to mitigate these issues.

1.3 Study Area

City of Botany Bay (now part of Bayside Council following Council amalgamation) prepared a Development Control Plan for the Wilson-Pemberton Street precinct (*Part 9C – Wilson Pemberton Street Precinct, Botany Bay Development Control Plan 2013 & adopted in 2015*), which is the primary focus area for the purpose of this assessment.

The Banksmeadow town centre study area extends from Swinbourne Street to the north to Botany Road to the south is bounded by Wilson Street and Sir Joseph Banks Street. The study area is located approximately 20km south of Sydney's central business district and 2km from Sydney Airport and Port Botany.

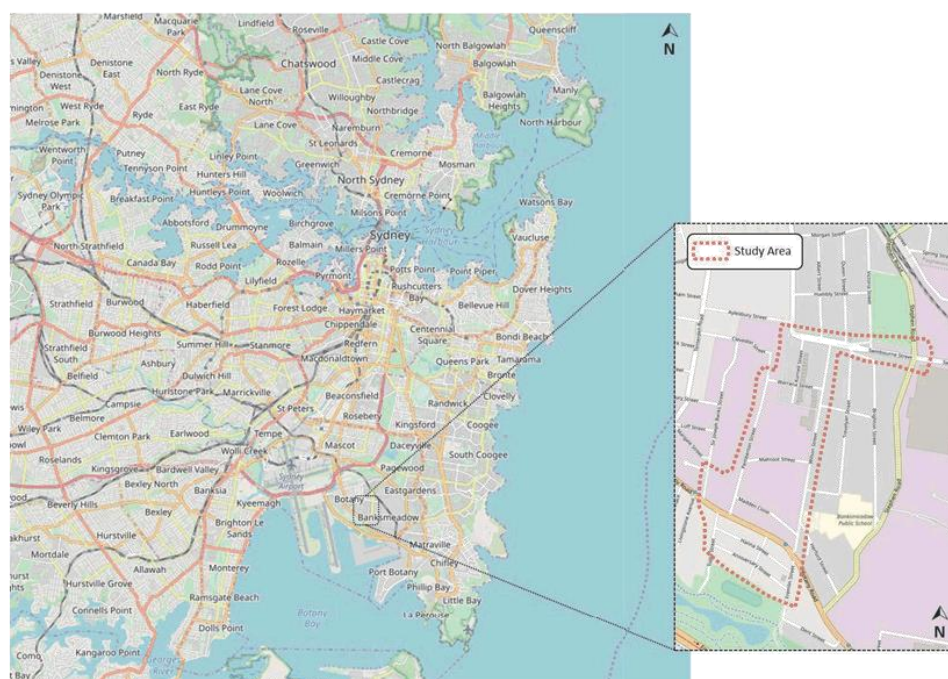


Figure 1-1 Banksmeadow town centre study area

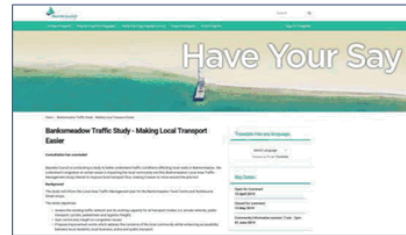
The study area contains predominantly industrial land uses north of Botany Road and a combination of residential and green space / recreational areas south of Botany Road. The area north of Rancom Street will be converted to a 900 apartment development (Park Grove) with completion expected in 2021. A small commercial strip is located on the northern side of Botany Road with mixed use development currently underway on the southern side (near the intersection with Fremlin Street) which will include a supermarket. This redevelopment and urban renewal is expected to alter the existing traffic and pedestrian travel patterns.

Botany Road is classified as a Roads and Maritime Services (Roads and Maritime) State road and also serves as a B-Double heavy freight corridor between Sydney Airport and Port Botany. Sir Joseph Banks Street on the western boundary of the study area services as the precinct's industrial access road for warehousing and

5 Community Consultation

As mentioned earlier, the purpose of the LATM study is to evaluate and recommend traffic management options for improved transport network efficiency and safety while encouraging pedestrian activity. As part of the project, a Community Consultation and Stakeholder Engagement Plan was implemented to provide an opportunity for stakeholders to voice any concerns and issues existing in the transport network and within the study area.

Community and stakeholder engagement techniques were used in the form of an interactive online map, a consultation workshop and emailing stakeholders (local businesses and schools). The online map was made available through the Council's "Have Your Say" portal between Monday 15 April 2019 to Tuesday 14 May 2019. During the same time, Council reached out to the local business and schools in the area to gather any issues and comments. The consultation workshop was held on Saturday 1st June 2019 at Pemberton Foods, Café and Grocer between 11am to 2pm.



Section 5.1 provides a summary of the feedback received from the online platform and proposed recommendations to address the issues raised.

5.1 Key Issues

Collectively, a total of 65 contributions were made from the community and stakeholders in the Community Consultation and Stakeholder Engagement process, where out of the 65 contributions ten comments were located outside the study area. These issues will not be addressed because it is out of the study area. Although it will not be addressed, a detailed summary of all the feedback is provided in **Appendix A**.

Based on the comments, different issues were extracted and categorised into six categories. These were defined based on the mode of transport as follows:

- > Cars including road issues such as line markings and signage;
- > Parking;
- > Heavy Vehicle;
- > Public transport;
- > Bicycle infrastructure; and
- > Pedestrian infrastructure.



The majority of contributions were issues regarding cars, parking and pedestrian infrastructure. The number of contributions made for each category is seen in **Figure 5-1**.

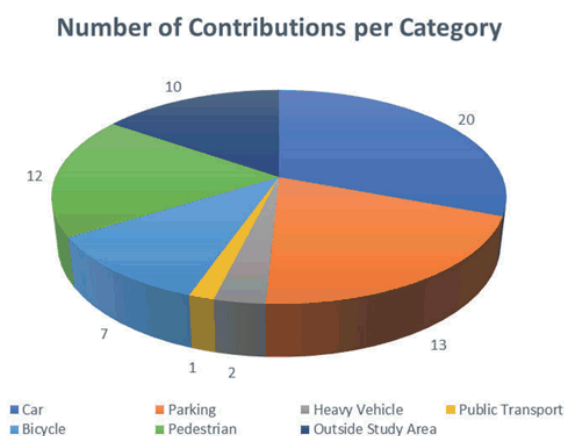


Figure 5-1 Number of contributions per category – Community and stakeholder consultation

The following sections will include the location of the issue, a description and the number of times it was raised.

5.1.1 Issues related to cars

A total of 18 different issues were identified by the community and stakeholders. These issues included speeding, difficulty in traffic movement, narrowness of the road, inadequate capacity and discrepancy in line markings. A summary is presented in **Table 5-1**.

Table 5-1 Community consultation feedback summary – Cars

Location	Issue	Count
Wilson Street	Vehicles speeding up the road after the speed bump.	1
Mahroot Street	Current road width cannot accommodate for the high traffic volumes generating from the residential complexes at the end of the street.	1
Botany Road	Narrow road.	1
	Vehicles speeding on Botany Road	1
Swinbourne Street	Unclear road markings which make it difficult to determine number of lanes.	1
Pemberton Street / Botany Road	Give way line is faded. (add to map)	1
Wilson Street / Herford Street	Narrow/Tight road.	2
	Vehicles speeding.	2
	No school / warning signs to slow down near Banksmeadow Preschool.	2
Warrana Street	Road is too narrow and can't accommodate for additional vehicles due to new developments.	1
Warrana Street / Kurnell Street	Vehicles speeding around the corner.	2



Kurnell Street / Swinbourne Street	Speeding vehicles around the bend and high traffic volume makes it difficult to turn onto Swinbourne Street.	1
Wilson Street / Swinbourne Street	Speeding vehicles around the bend and high traffic volume makes it difficult to turn onto Swinbourne Street.	2
Stephen Road / Swinbourne Street	Difficult to turn left out / right turn into Swinbourne Street due to little green time in peak hours which can cause queue lengths to reach near Queen Street.	6
Kurnell Street	Narrow road for two way traffic.	2
Wiggins Street	No warning school zone signs before to slow vehicles down.	1
	Poor visibility of pedestrians and cars when turning left and right.	1
Study Area	All exit points out of the study area are congested in peak hours.	3

5.1.2 Issues related to parking

A total of 15 issues related to parking were identified. These issues include poor visibility, lack of parking restrictions and lack of parking capacity. A summary is presented in **Table 5-2**.

Table 5-2 Community consultation feedback summary – Parking

Location	Issue	Count
Wilson Street	Residents on Mahroot Street are parking on Wilson Street near the complexes because residents don't want to drive through Warrana Street and Pemberton Street which forces Wilson Street residents to park further along the road.	2
	Cars parked too close to the chicane, which caused an accident in the past.	1
	Poor visibility for residents on Wilson Street from the driveway due to parked cars.	1
Swinbourne Street	Parking at full capacity with existing shops and residential areas and will not accommodate for the proposed residential/commercial developments.	1
Wilson Street / Swinbourne Street	Poor visibility because cars are parked too close to the intersection.	1
Pemberton Street	Unlimited parking near Pemberton Foods, Café and Grocer limits customer parking.	2
	No disabled parking available Pemberton Foods, Café and Grocer.	2
Pemberton Street / Botany Road	Poor visibility for vehicles turning onto Botany Road, especially the right turn, due to cars parked close to the intersection.	6
Botany Road	Reduction in parking spaces have direct impact on local businesses.	1
	Parked vehicles not adhering to parking restrictions (restricted parking and No Stopping zones) which can limit customer parking options.	2
Mahroot Street	Poor visibility for right and left turning vehicles onto Pemberton Street.	1
Warrana Street	Road is too narrow with parking available on both sides, effectively allowing for one (1) vehicle to pass in a two-way road.	4
Warrana Street / Pemberton Street	Difficult to move around vehicles parked too close to the concrete island – Warrana Street already narrow.	1
Kurnell Street	Lack of parking supply for residents.	1
Warrana Street / Kurnell Street	Poor visibility and difficult to turn the corner because cars are parked too close to the intersection.	2



5.1.3 Issues related to heavy vehicles

Four different issues were raised by the community. These issues revolved around heavy vehicles occupying space on small streets and speeding. A summary of the issues related to heavy vehicles are presented in **Table 5-3**.

Table 5-3 Community consultation feedback summary – Heavy Vehicles

Location	Issue	Count
Warrana Street	High heavy vehicle usage in the morning and evening peak hour coupled with parked vehicles on both sides, effectively allowing for one (1) vehicle to pass only.	1
Pemberton Street	Heavy vehicles using Pemberton Street rather than using Sir Joseph Banks Road.	1
	Large vehicles parking in No Stopping zones creating visibility issue for vehicle turning left from Mahroot Street.	1
Herford Street	Heavy vehicles speeding.	2

5.1.4 Issues related to public transport

One issue was raised by a local business regarding public transport on Botany Road. It was raised that there is a lack of and difficulty in accessing public transport to and from the study area where staff members are having difficulty in accessing the area. This coincides with the Southern Courier reporting that public transport in Botany, which includes the study area, as amongst the worst serviced areas in NSW in the issue dated 14 May 2019.

5.1.5 Issues related to bicycle infrastructure

Three issues were raised regarding bicycle infrastructure and safety within the study area. It was highlighted that there is a lack of bike infrastructure. A summary is presented in **Table 5-4**.

Table 5-4 Community consultation feedback summary – Bicycle infrastructure

Location	Issue	Count
Wilson Street	Lack of safe access/bike paths to Sir Joseph Banks Park, especially for families from Rancom Street to Fremlin Street.	2
Botany Road	No/Lack of cycling infrastructure, making it dangerous for cyclists.	3
Swinbourne Street	Dangerous to cyclist because cars are often rushing the corner to overtake riders and have been identified as being a busy intersection.	2

5.1.6 Issues related to pedestrian infrastructure

A total of seven issues were raised by the community relating to pedestrian safety and infrastructure. Due to high pedestrian activity, the lack of appropriate facilities has been identified. Banksmeadow Public School have reported that there have been numerous near misses surrounding the school and an accident occurrence at the pedestrian crossing on Botany Road. A summary is presented in **Table 5-5**.

Table 5-5 Community consultation feedback summary – Pedestrian infrastructure

Location	Issue	Count
Botany Road	Cars and heavy vehicles do not give way to pedestrians at the zebra crossing.	1
	Dangerous to cross due to speeding, especially when children are crossing.	2
	No pedestrian crossing on Botany Road.	1
	Poor visibility at pedestrian crossing and bus stop near Wilson Street.	1
Swinbourne Street	High pedestrian activity, especially from public transport users, and inadequate pedestrian facilities to ensure safety.	6
Pemberton Street	Unsafe to travel at night because no street lights.	1
	No pedestrian footpaths.	1
Wiggins Street	No crossing outside the Banksmeadow Preschool.	1



11 Local Area Traffic Management Recommendations

11.1 Active Transport Recommendations

The recommendations for mitigating current walking and cycling issues in the study area are informed by the following principles:

- > Safety;
- > Accessibility;
- > Connectivity; and
- > Legibility.

Particular attention should be paid to the design of any LATM treatments, to ensure how they are designed improves the conditions for pedestrian and cyclists. Each treatment should be assessed for appropriateness, to ensure risk to pedestrian and cyclist safety is reduced.

11.1.1 Walking

There are a number of improvements which could be made within the study area to increase safety and accessibility for pedestrians. The recommendations are detailed in **Table 11-1**.

Table 11-1 Recommendations – walking

Location	Recommendation	Rationale
Botany Road	> Implement planned pedestrian crossing.	> Crossing is already planned between Waratah Road and Pemberton Street (zebra).
	> Investigate additional crossing treatments supported by new development and population projections	> Plan for future crossings as well as current upgrades.
	> Investigate lighting, signage, and other adjustments to improve sight lines.	> Smaller, lower cost upgrades can be used to complement crossings.
Swinburne Street	> Install pedestrian crossing close to bus stops between Trevelyan Street and Queen Street.	> High pedestrian traffic accessing public transport stops on both sides of the street.
	> Investigate kerb build outs and upgrade median treatment between William St and Stephen Road.	> Swinburne Street currently only has a pedestrian refuge and landscaped median strips.
	> Install new lighting at/near proposed pedestrian crossing	> Reduce distance for pedestrians crossing the road. > Slow traffic in busy pedestrian area by narrowing the street. > Provide additional refuge for crossing pedestrians. > Improve urban design and amenity.
Rancom Street	> Investigate shared zone for Rancom Street.	> Currently poor lighting amenities along Swinburne Street reflected in recent community consultation workshops. > No through road limits traffic making it a good option for a shared zone. > Impacts on traffic will be limited to local access only and could be managed safely with cars exiting underground parking with limited sight lines. > Creating a shared zone will slow traffic and provide a safe east-west connection for pedestrians and cyclists.
Wilson Street / Fremelin Street	> Investigate additional crossing with potential traffic signal installation, which will replace the existing zebra crossing facility.	> Excessive speeds and unsafe driving behavior (occasionally vehicles did not give-way to pedestrians) observed at the existing zebra crossing.

11.1.2 Cycling

Recommendations for improving cycling in the study area are outlined in **Table 11-2**.

Bayside Traffic Committee

4/12/2019

Item No	BTC19.227
Subject	Swinbourne Street Neighbourhood Centre public domain upgrade
Report by	Julie Gee, Senior Project Landscape Architect
File	SF19/80
Electorate	Maroubra

Summary

This report is to seek approval for the Swinbourne Street Neighbourhood Centre traffic amendments as included in the public domain upgrade.

Officer Recommendation

That the Committee note the traffic amendments as included in the public domain upgrade proposal for Swinbourne Street neighbourhood centre.

Background

Council's City Projects Program includes an upgrade of the public domain areas in a neighbourhood centre located on Swinbourne Street at Botany.

Swinbourne Street is a local road that is a significant local north-south traffic commuter route. It is located adjacent to Garnet Jackson Reserve and high density developments in the Pemberton/Wilson Streets area. The Centre is zoned mixed use and currently contains a café. There have been 3 mixed use development approvals in the centre and another is under assessment. There is significant pedestrian movement east-west using the current road crossing refuge during peak times, with many using this route to access Banksmeadow Public School. Current materials and furniture in the Centre are past their useful life.

Masterplanning was undertaken in 2018 and the masterplan was advertised to the community in December 2018.

The Masterplan included widened footpaths, closure of the western end of a small slip lane and conversion to a civic space on the corner of Queen Street, a relocated bus stop and new shelter, improved road linemarkings, planted median islands, a proposed marked pedestrian crossing to replace the current refuge and speed limit reduction.

Meetings have been held with mixed use zone property owners and businesses in the area as the public domain works occurring adjacent to properties to be redeveloped is expected to be constructed by the developers as part of the conditions of Development Approval. All mixed use zone property owners and businesses were receptive to the proposed upgrades.

A total of 19 responses from the community were received, which is an 8% return rate. Most of the comments and concerns related to traffic and are summarised below:

- Traffic congestion and speed
- The need for a marked pedestrian crossing
- Retention of, and extra speed thresholds
- Driver sightlines from side streets
- Increase on-street parking, including time limited parking for businesses
- Lower traffic speeds
- Traffic signals/roundabouts at Trevelyan and Wilson Streets

As a result of the feedback, the majority of which was traffic calming and pedestrian safety related, the neighbourhood centre was included in the Botany Local Area Traffic Management (LATM) Study with the aim of seeking recommendations to improve traffic calming and pedestrian safety in the area.

Revised Masterplan

The key recommendations from the LATM study relating to Swinbourne Street Neighbourhood Centre have been included in a revised Masterplan. The revised Masterplan was adopted by Council at its October Council meeting. The inclusions are:

- Reduced speed limit to 40km/hr
- A marked pedestrian crossing near the current refuge, on a raised threshold and with improved street lighting (this relocates the existing speed hump 40 metres to the west)
- Repaint clear road markings and on-road bicycle stencilling
- Kerb extensions on corners and widened footpaths
- Bus stop relocation to the eastern side of Trevelyan Street (and new shelter)

Other traffic related inclusions in the Masterplan are:

- Closure of the western end of the slip lane off Swinbourne Street (near Queen Street) and creation of a pedestrian civic space whilst allowing for private property and cycle access
- Replacement of the existing speed hump with a planted median
- A compliant divider island at the end of Trevelyan Street
- Extra on-street parking

Pedestrian counts were undertaken late 2018 which found the Centre meets the warrants for a pedestrian crossing. Council has also consulted with Sydney Buses who have no objections to the relocation of the bus stop.

The proposed improvements will improve traffic calming, pedestrian safety and the amenity of the centre. The road carriageway is very wide in areas. The widened footpaths will reduce road carriageway width and thereby assist traffic calming. The bus stop will be relocated away from the pedestrian crossing making the crossing point safer and compliant. The crossing, being on a raised threshold, will reduce traffic speeds on approach. The existing low profile threshold is having minimal effect on traffic speed reduction and is to be replaced with a planted median island. Combined with the relocated bus stop and provision of on-street parking these will assist with traffic calming, as will the closure of the slip lane at this busy intersection.

Scope and Program

The Council construction scope in Swinbourne Street between Victoria Street and Queen/Trevelyan Streets. Locations outside this scope area are to be constructed by developers when re-development occurs.

Detailed design and documentation is currently underway with the construction tender period anticipated for February/March 2020, with construction commencing in April 2020.

Financial Implications

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

Community Engagement

Undertaken in December 2018.

Notification of the amended masterplan and construction scope and program is proposed for early 2020.

Attachments

Swinbourne Street Neighbourhood Centre Masterplan [↓](#)



Bayside Traffic Committee

4/12/2019

Item No	BTC19.223
Subject	Referrals from Anti-Hooning Taskforce
Report by	Manager City Infrastructure
File	SF19/80
Electorate	N/A

Summary

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

Officer Recommendation

That the standing item for Referrals from the Anti-Hooning Taskforce be removed from the agenda of future meetings as Council has not resolved to appoint delegates for the remaining one year of this term of Council to the Anti-Hooning Taskforce 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.

Council has resolved its Statutory, Council and External Appointments at its meeting of 9 October 2019 (Item 8.8) and further its Committee Appointments – Internal & Other at its meeting of 13 November 2019 (Item 8.23).

Council did not resolve to appoint representatives to the Anti-Hooning Taskforce Committee.

Financial Implications

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

Community Engagement

Not applicable

Attachments

Nil

Bayside Traffic Committee

4/12/2019

Item No	BTC19.224
Subject	Matters referred to the Bayside Traffic Committee by the Chair
Report by	Manager City Infrastructure
File	SF19/80
Electorate	N/A

Summary

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

Officer Recommendation

That the matters raised by the Chair be considered.

Background

Financial Implications

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

Community Engagement

Attachments

Nil

Bayside Traffic Committee

4/12/2019

Item No	BTC19.225
Subject	General Business
Report by	Administrative Support Officer - City Infrastructure
File	SF19/80
Electorate	Heffron, Kogarah, Maroubra, Rockdale

Summary

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

Officer Recommendation

That the Chair confer with formal Committee members on Items without notice.

Background

Items without notice

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

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

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

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

Informal Items - Traffic Engineering Advice

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

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

Financial Implications

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

Community Engagement

Attachments

Nil