

MEETING NOTICE

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

3 MINUTES OF PREVIOUS MEETINGS

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Bayside Traffic Committee

6/11/2019

Item No	BTC19.190
Subject	Minutes of the Bayside Traffic Committee Meeting - 2 October 2019
Report by	Administrative Officer - City Infrastructure
File	SF19/79

Officer Recommendation

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

Present

Councillor Ed McDougall (Convenor),
Sergeant Sandra Dodd, St George Police Area Command Traffic,
Constable Alexander Weissel, South Sydney Police Area Command Senior,
Acting Sergeant Traffic Supervisor Corinne Dawes, Eastern Beaches Police Area Command
Les Crompton, representing State Member for Kogarah,
George Perivolarellis, representing State Members for Rockdale and Heffron,

Also present

Maritza Abra, Acting Manager City Infrastructure, Bayside Council,
Lyn Moore, NSW Pedestrian Council,
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, Acting Coordinator Traffic and Road Safety, Bayside Council,
Robbie Allen, Transport Planner, Bayside Council,
Colin Mable, Executive Engineer, Bayside Council, (Item BTC19.180, Construction of
Galloway Street, Mascot)
Kylie Gale, Coordinator Events, (Item BTC19.184, New Year's Eve 2019 – Fireworks
Display)
Pat Hill, Traffic Committee Administrative Officer, Bayside Council,

The Convenor opened the meeting in the Rockdale Town Hall, Pindari Room at 9:23 am and affirmed that Bayside Council respects the traditional custodians of the land, elders past, 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:

James Suprain, representing Roads and Maritime Services,
Agasteena Patel, Coordinator Traffic & Road Safety, Bayside Council.

2 Disclosures of Interest

There were no disclosures of interest.

3 Minutes of Previous Meetings

BTC19.173 Minutes of the Bayside Traffic Committee Meeting - 4 September 2019

Committee Recommendation

That the Minutes of the Bayside Traffic Committee meeting held on 4 September 2019 be confirmed as a true record of proceedings.

4 Reports

BTC19.174 Bay Street and Daniel Street, Botany - Upgrade of the intersection under Safer Local Government Roads program funded by Roads and Maritime Services

Committee Recommendation

- 1 That raised median islands be constructed on both approaches in Daniel Street, with appropriate signage and linemarking.
- 2 That the existing islands in Bay Street be changed, as per the attached design, to create a safer transition through the intersection.
- 3 That the associated signs and lines be installed in Bay Street and Daniel Street and redundant signs and line-marking be removed.

BTC19.175 Beaconsfield Street between Queen Victoria Street and Seaforth Street, Bexley - Proposed Traffic Calming Scheme

Committee Recommendation

- 1 That the proposed traffic calming scheme in Beaconsfield Street, between Queen Victoria Street and Seaforth Street, Bexley, be approved, subject to funding availability.
- 2 That a detailed design be submitted to Bayside Traffic Committee for endorsement in future.

BTC19.176 Bidjigal Road, Arncliffe - Proposed 'Works Zone' for 13 weeks for Bonar Street Stormwater drainage upgrade works

Committee Recommendation

- 1 That the approval be given for the installation of 40m of 'Works Zone, 7 am – 6 pm, Mon – Fri' restriction along the southern and western kerb line at the end of Bidjigal Road, Arncliffe for the duration of 13 weeks, starting from 4 November, 2019 subject to relevant conditions.
- 2 That the residents be informed via letter box drop about the temporary changes to parking restrictions in the area by the Project team.

BTC19.177 Caledonian Street between Queen Victoria Street and Dunmore Street North, Bexley - Proposed Traffic Calming Scheme

Committee Recommendation

- 1 That the proposed traffic calming scheme in Caledonian Street, between Queen Victoria Street and Dunmore Street North, Bexley, be supported, subject to funding availability.
- 2 That a detailed design be submitted to Bayside Traffic Committee for endorsement in future.

BTC19.178 Chant Avenue between Towner Gardens and Monash Gardens, Pagewood - Proposed 'No Parking' along the northern kerblines

Committee Recommendation

That approval be given to the installation of 87m 'No Parking' restriction along the northern kerblines of Chant Avenue between Towner Gardens and Monash Gardens, Pagewood.

BTC19.179 Fraser Avenue and Boonah Avenue, Eastgardens - Resident Parking Scheme

Committee Recommendation

That the existing traffic and parking conditions be retained in Fraser Avenue and Boonah Avenue, Eastgardens.

The table below was included as a request by the Convenor.

	Phase 1 Consultation May 2019	Phase 2 Consultation Aug 2019
FOR Resident Parking Scheme	20	16
AGAINST Resident Parking Scheme	6	28
Retain existing conditions	6	26
One way Street	9	NA (not considered by Council due to lack of support in the first consultation)
Total responses out of 90 households consulted	35	44

In Phase 2 Consultation when the residents were informed of the eligibility criteria, the majority of residents opposed the introduction of a resident parking scheme in the area considering they would be worse-off on account of the proposal. This is because timed parking restrictions will be introduced and residents will not be eligible for parking permits.

Residents were further asked about their preference for parking restrictions if the resident parking scheme was not implemented. The majority preferred that existing conditions be retained.

Given the lack of support from residents (17% of households in favour) for the proposal, it is recommended that existing conditions be retained.

BTC19.180 Construction of Galloway Street, Mascot

Committee Recommendation

- 1 That the Traffic Committee note the status of the construction of Galloway Street.
- 2 That the Traffic Committee endorse the implementation of signage in Galloway Street to maintain a Two Way traffic flow in Galloway Street with a short section of 40m as One Way section (westbound direction) close to Bourke Street end.
- 3 That this arrangement be reviewed once the final section of Galloway Street at Bourke Street is constructed and a full 2 Way Street can be implemented for this new road.

BTC19.181 Kimpton Street, Banksia number 22 - Proposed '1P 8:30 am - 6 pm'

Committee Recommendation

That approval be given for the installation of 6m '1P 8:30 am - 6:00 pm' parking restrictions outside 22 Kimpton Street, Banksia.

BTC19.182 Lord Street, outside Rockdale Public School, Rockdale - Proposed new driveway and parking rearrangement**Committee Recommendation**

- 1 That the existing '*No Parking, 8:30 am – 9:30 am, and 2:30 pm - 3:30 pm, School days*' restriction be reduced in length by 5m along the southern kerb line of Lord Street between Cameron Street and George Street, Rockdale, along the frontage of Rockdale Public School.
- 2 That the new driveway be signposted with 'No Parking' restriction to allow pick up and drop off activities.
- 3 That the existing '*Bus Zone, 8:30 am – 9:30 am, and 2:30 pm - 4 pm, School days*' restriction be retained.

BTC19.183 Margate Street Local Area Traffic Management Study**Committee Recommendation**

- 1 That the results of the Margate Street Local Area Traffic Management Study be received and noted.
- 2 That the highest priority traffic facilities (1-4) are consulted upon with the broader community following detail design, planned for the financial year 2020/2021.
- 3 That the outcomes of the community engagement and resulting designs are brought back to the Bayside Traffic Committee for consideration. Noting that any implementation budget is to be drawn from the balance of funding associated with the Voluntary Planning Agreement for the Darrell Lea Site in Margate Street and Clarkes Road.

BTC19.184 New Year's Eve 2019 - Fireworks Display - Traffic Management Plan and Traffic Control Plan**Committee Recommendation**

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

BTC19.185 13-15 Rye Avenue, Bexley - Proposed Works Zone**Committee Recommendation**

That the approval be given to the installation of a 21m of 'Works Zone, 7 am – 6:30 pm, Mon – Fri - and 8 am – 3:30 pm Sat' restriction outside 13-15 Rye Avenue, North of Stoney Creek Road, for the duration of 17 weeks, subject to relevant conditions.

BTC19.186 10-12 Sarah Street, Mascot - Proposed works zone**Committee Recommendation**

That the approval be given to the installation of 19m of 'Works Zone, 7 am – 6:30 pm, Mon – Fri - and 8 am – 3:30 pm Sat' restriction along the southern side fronting number 10-12 Sarah Street, for the duration of 19 weeks, subject to relevant conditions.

BTC19.187 Referrals from Anti-Hooning Taskforce**Committee Recommendation**

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

BTC19.188 Matters referred to the Bayside Traffic Committee by the Chair**Committee Recommendation**

There were no items raised.

BTC19.189 General Business

The representative for Member for Kogarah raised the following item.

Subject: That Council liaises with Georges River Council and the RMS to consider whether Croydon Road can be reduced to 50km/h zone in the context of children's safety given that there are a number of schools in the area.

The Convenor closed the meeting at 10.03am.

Attachments

Nil

Bayside Traffic Committee

6/11/2019

Item No	BTC19.191
Subject	Area G - Proposed Resident Parking Scheme Changes
Report by	Traffic Engineer
File	SF19/79
Electorate	Heffron

Summary

Council had received a representation from residents to review current parking conditions in Area G, Mascot, with a view of reducing the time restriction within the existing resident parking scheme. Following an on-site meeting with some residents, Council consulted the affected residents in May 2019. Upon review of the consultation, it was found that the level of response was extremely low.

The residents of Area G were letter-box dropped again between 13 September 2019 and 4 October 2019 and responses from both engagement were considered to inform this report.

Officer Recommendation

That the existing parking conditions in Area G, Mascot, be retained.

Background

Area G is within close proximity to the airport, L'Estrange Park and shops in Botany Road. Currently, there is an existing resident parking scheme in place consisting of a 3P restriction on side and 8P on the other side. Some residents expressed their concern that the existing timed restrictions are not providing the desirable parking turnover, and requested that current time restriction be shortened. Consequently, affected residents were consulted between 13 September 2019 and 04 October 2019. As part of the consultation process, residents were given options for shorter time restrictions on either side.

- Summary of community engagement:**

<u>FOR</u> The proposed changes	10
<u>AGAINST</u> The proposed changes	41
Total responses	51
Households consulted	636

Residents were informed of the eligibility criteria for resident parking permits as part of the consultation. Given the lack of engagement and/or support from residents who responded for the proposal (only 2% of households in favour), it is recommended that the existing parking conditions be retained.

Financial Implications

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

Community Engagement

Affected residents were consulted in May 2019 and again between 13 September 2019 and 04 October 2019. Responses from both surveys were considered.

Attachments

Area G Map [↓](#)



Bayside Traffic Committee

6/11/2019

Item No	BTC19.192
Subject	126 Barton Street, Monterey - Proposed 15m Works Zone for 50 weeks
Report by	Traffic Engineer
File	SF19/79
Electorate	Rockdale

Summary

Council has received a request from the builders at No. 126 Barton Street, Monterey for the provision of 15m 'Works Zone' to facilitate construction activities associated with building town houses for a period of 50 weeks.

Officer Recommendation

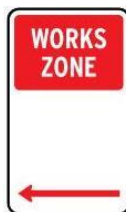
That the approval be given for the installation of 15m of 'Works Zone, 7 am – 6:30 pm, Mon – Fri - and 8 am – 3:30 pm Sat' restriction along the northern kerbline of Barton Street fronting number 126 Barton Street, Monterey, for the duration of 50 weeks, subject to relevant conditions.

Background

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

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

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



Works zone

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

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

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

Financial Implications

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

Community EngagementNA

Attachments126 Barton Street Map [↓](#)



Bayside Traffic Committee

6/11/2019

Item No	BTC19.193
Subject	89-99 Baxter Road, Mascot - Proposed changes to parking restrictions
Report by	Coordinator Traffic and Road Safety
File	SF19/79
Electorate	Heffron

Summary

Council had previously considered a request for 'No Stopping' restrictions at the subject location and resolved to retain existing parking conditions. Subsequent requests have been received to reconsider the decision and review the parking restrictions outside 89-99 Baxter Road, Mascot (northern kerbline) as well as changing the timed parking along the southern kerbline from 3 hours to 1 hour limit. This matter has been referred to the Traffic Committee at the request of the Chair of the Committee.

Officer Recommendation

- 1 That existing 50m '3P 8am-6pm Mon-Fri 8am-12pm Sat' be changed to '1P 8am-6pm Mon-Fri 8am-12pm Sat' outside 89-99 Baxter Road, Mascot.
 - 2 That existing 150m '3P 8am-6pm Mon-Fri 8am-12pm Sat' be changed to '1P 8am-6pm Mon-Fri 8am-12pm Sat' along the southern side for 153m opposite 93 to 125 Baxter Road, Mascot.
-

Background

Baxter Road in the western section accommodates a number of industrial/commercial type premises. There is existing 200m 'No Stopping' restriction along northern kerbline of Baxter Road between O'Riordan Street and number 99 and 3 hour parking east of the property. The southern side of Baxter Road has approximately 55m of 1 hour parking restrictions west of O'Riordan Street with a 3 hour timed parking further east.

Council has received a request for the provision of a 'No Stopping' restriction between the driveways of No. 89 and No. 99 Baxter Road, Mascot as well as change of 3 hour timed parking limit to 1 hour opposite the businesses. The matter for 'No Stopping' restrictions was previously considered at September Bayside Traffic Committee meeting with Council resolution at its meeting on 11 September 2019 as follows:

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

It is noted that the existing 'No Stopping' restrictions that apply between O'Riordan Street and number 99 appear to have been installed due to the presence of crest in the road as well as narrowness of Baxter Road in this section (approximately 9.3m). The restrictions are not provided to prevent vehicles from parking to facilitate access to driveways. Baxter Road outside the subject premises is approximately 9.7m wide.

Demand for street parking is high in this area given the close proximity to the airport, hotels and local businesses/commercial units. It is claimed that trucks park between the driveways and cause difficulty of access and egress.

The matter was investigated, and it was found that the parking space between the driveways is 6.3m, which is compatible with the recommended length for a parking space. Most vehicles can park in that space legally without affecting access to driveways.

On this basis, it is not recommended to implement No Stopping in this location.

However, given the nature of land-use in this locality, it is recommended that the existing 3 hour timed parking limit be reduced to 1 hour timed parking to increase parking turnover along both sides of Baxter Road in this location as per the attachment. This will also ensure that vehicles are not parked for long periods especially if they appear to be impacting ingress and egress to properties.

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

Financial Implications

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

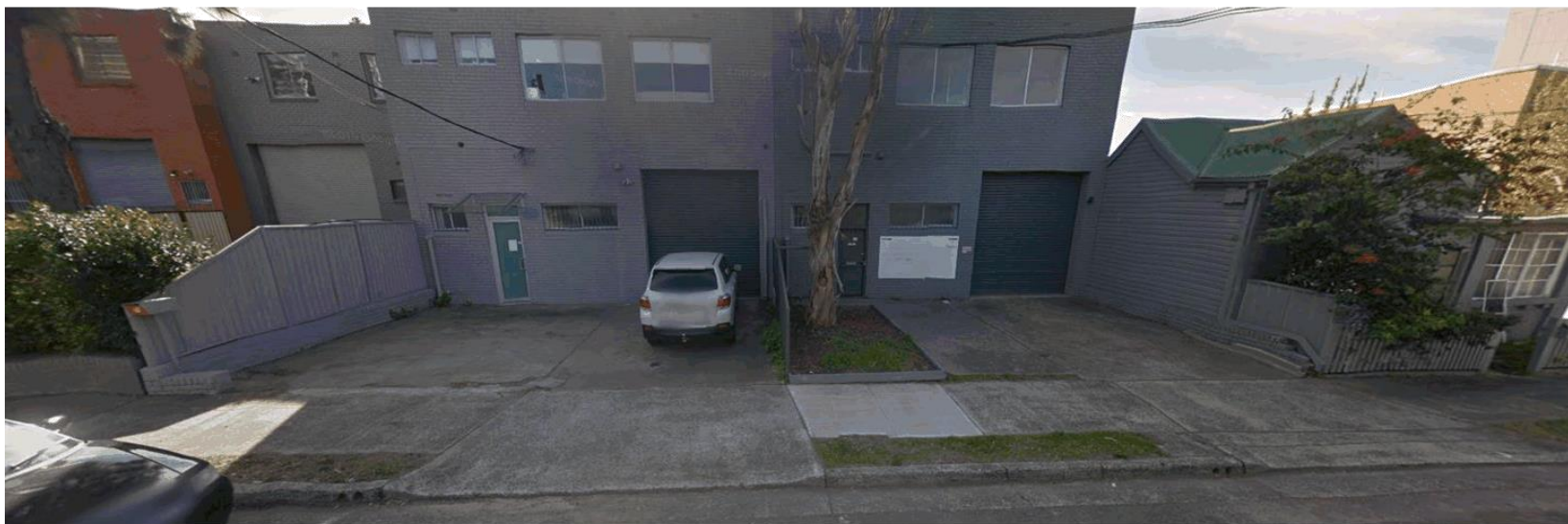
Community Engagement

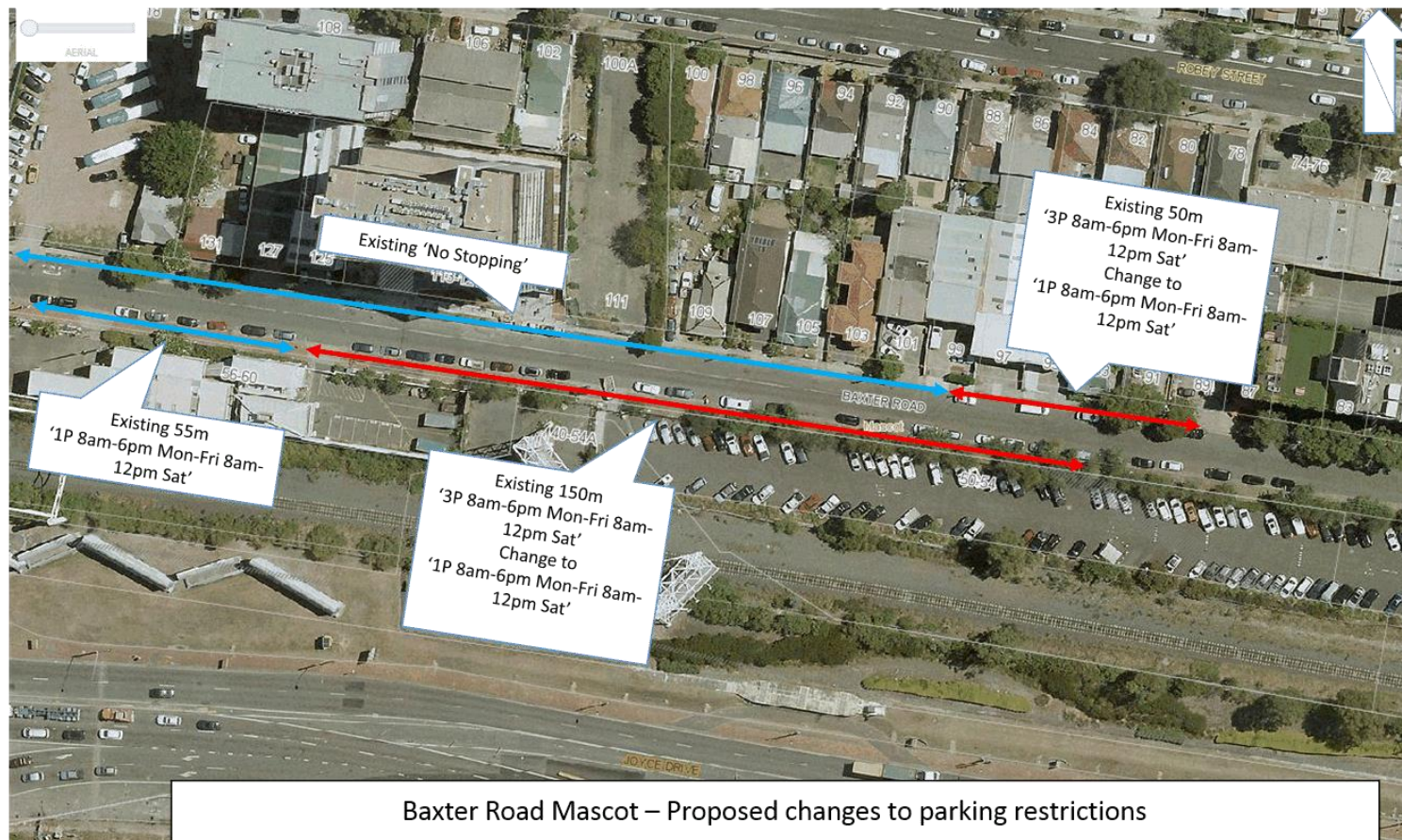
NA

Attachments

- 1 95-97 Baxter Road Map [↓](#)
- 2 95-97 Baxter Road Photo [↓](#)
- 3 Baxter Road changes to parking [↓](#)







Bayside Traffic Committee

6/11/2019

Item No	BTC19.194
Subject	Bay Street and Ellis Street, Botany - Proposed 'No Stopping' Restrictions
Report by	Traffic Engineer
File	SF19/79
Electorate	Maroubra

Summary

Council received a request to review parking restrictions in Bay Street and Ellis Street, Botany, as drivers are regularly parking along the bend making it an ongoing road safety issue.

Officer 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.

Background

Bay Street and Ellis Street, are situated in a residential area in Botany. It has been observed that motorists have been regularly parking along the bend between Ellis Street and Bay Street, which reduces the street width to one lane with limited vision of oncoming traffic as vehicles are turning.

It is therefore recommended to install 'No Stopping' restrictions in Bay Street and Ellis Street to improve compliance with NSW Road Rules 2014 and increase traffic safety.

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

Financial Implications

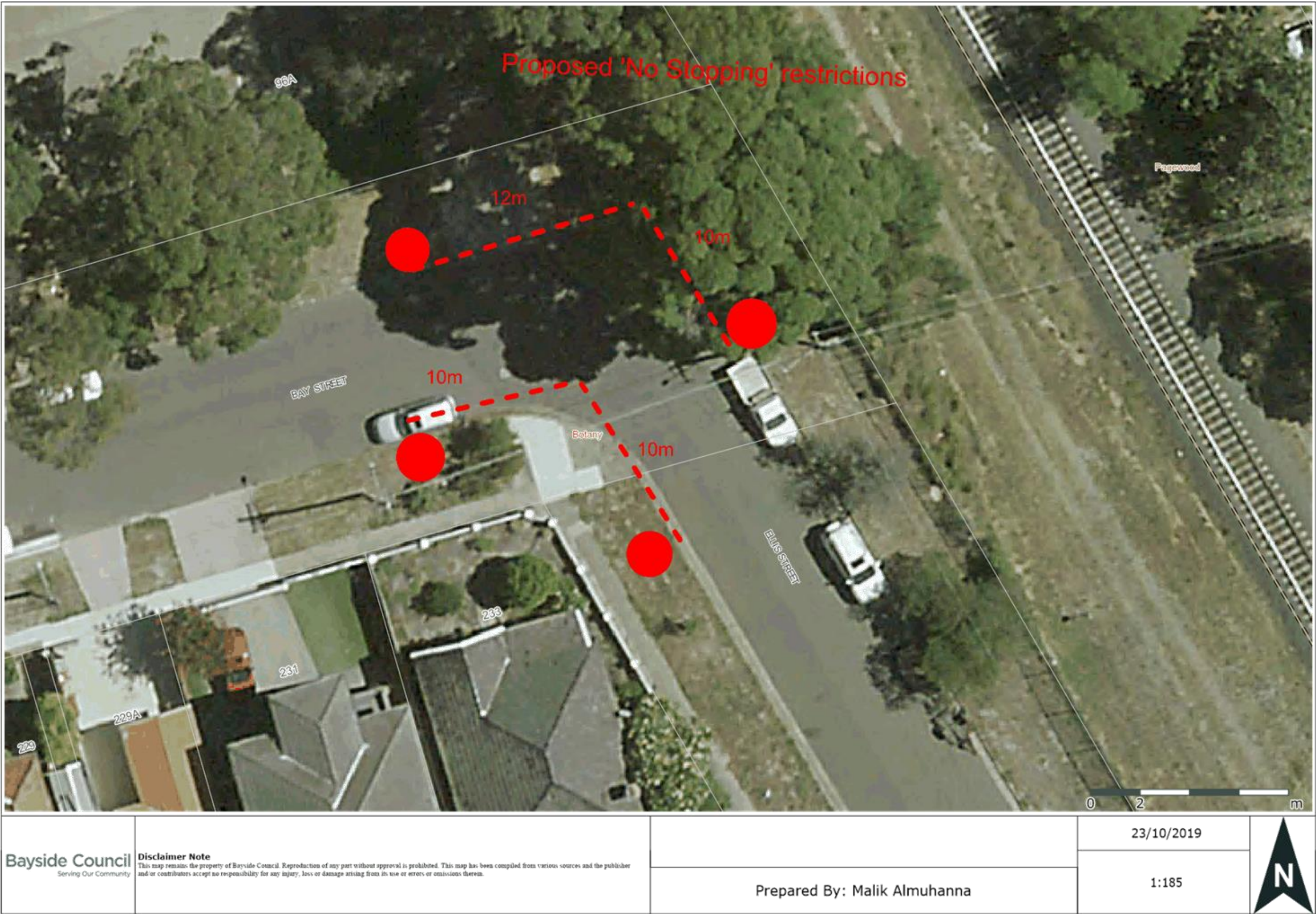
Not applicable	<input type="checkbox"/>	
Included in existing approved budget	<input checked="" type="checkbox"/>	Block Grant for Traffic Facilities
Additional funds required	<input type="checkbox"/>	

Community Engagement

NA

Attachments

- 1 Bay Street and Ellis Street Map [↓](#)
- 2 Bay Street and Ellis Street Photo [↓](#)





Bayside Traffic Committee

6/11/2019

Item No	BTC19.195
Subject	Bowmer Street and Curtis Street, Banksia - Proposed Resident Parking Scheme
Report by	Traffic Engineer
File	SF19/79
Electorate	Rockdale

Summary

A number of requests were received to review current parking conditions in Bowmer Street and Curtis Street to improve parking for residents. Council consulted the affected residents between 25 August 2019 and 23 September 2019. Out of the 60 households that were consulted, responses were received from 17 households only.

Officer Recommendation

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

Background

Bowmer Street and Curtis Street are within close proximity to Banksia Train Station. It is claimed that street parking is occupied by long term parkers which makes it difficult for residents and their visitors to access street parking. Whilst it is not known who the long-term parkers are, it is claimed that they are parking all day within these streets, often too close to resident driveways making it difficult for residents to access their driveways as well.

Both Bowmer Street and Curtis Street carry a two way traffic with all day parking on both sides of the streets along their entire length. A number of properties in Bowmer Street between Curtis Street and Railway Street do not have any off-street parking. The majority of properties west of Curtis Street have off-street parking and may not be eligible for parking permits if a resident parking scheme was implemented.

Affected residents were consulted between 25 August 2019 and 23 September 2019.

- Summary of community engagement:**

<u>FOR</u> Resident Parking Scheme	12
<u>AGAINST</u> Resident Parking Scheme	5

Total responses	17
Households consulted	60

For the section between Curtis Street and Railway Street also, out of the 27 properties, only 5 responses were in favour of the proposal.

Residents were informed of the eligibility criteria for resident parking permits as part of the consultation. Given the limited response and support from residents (only 20% of households were in favour), it is recommended that the existing parking conditions be retained. A benchmark of a minimum of 75% support by residents is typically required before proceeding. Note that petitions are not accepted as the 75% indication of the support.

Financial Implications

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

Community Engagement

Affected residents have been consulted and will be informed of Council's decision.

Attachments

Bowmer and Curtis Map [↓](#)



Bayside Traffic Committee

6/11/2019

Item No	BTC19.196
Subject	Bruce Street near Moate Avenue, Brighton Le Sands - Proposed extension of a 'No Stopping' restriction
Report by	Traffic Engineer
File	SF19/79
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.

Background

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

6/11/2019

Item No	BTC19.197
Subject	Clarence Road, Rockdale - Proposed 'No Parking' restriction
Report by	Traffic Engineer
File	SF19/79
Electorate	Rockdale

Summary

Council has received a request to improve accessibility at Clarence Road, Rockdale, between number 24 and number 28.

Officer 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.
-

Background

A request has been received to review parking restrictions in Clarence Road, Rockdale. 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 Clarence Road Rockdale between number 24 and number 28 is 3.5m, which does not allow for the minimum 3m needed for a safe traffic flow when cars are parked in the street. Hence, it is proposed that Clarence Road between number 24 and number 28 be signposted with 'No Parking' signs. The proposal is expected to improve traffic and road safety as well as facilitating waste collection operation.

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

Financial Implications

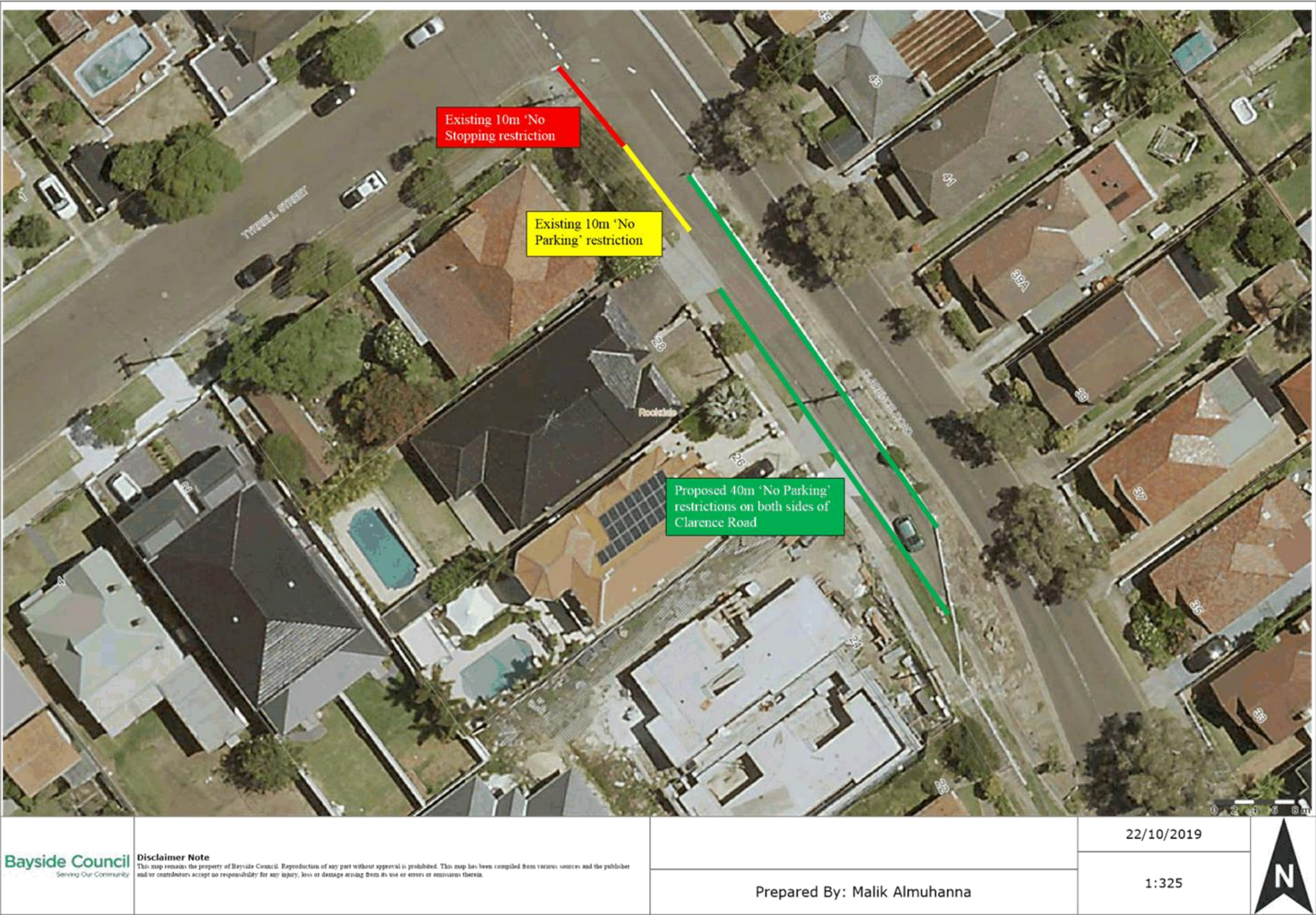
Not applicable	<input type="checkbox"/>	
Included in existing approved budget	<input checked="" type="checkbox"/>	Block grant for traffic facilities
Additional funds required	<input type="checkbox"/>	

Community Engagement

Affected residents have been consulted, no objections received.

Attachments

Clarence Road NP [!\[\]\(339a16584d5da0f0a3ca4e9ec17bf6a1_img.jpg\)](#)





Bayside Traffic Committee

6/11/2019

Item No	BTC19.198
Subject	Relocation of Loading Zone to remove conflicts with pedestrians and cyclists in Cook Park, Ramsgate Beach
Report by	Coordinator Infrastructure Projects
File	SF19/79
Electorate	Rockdale

Summary

A request has been received to extend the loading zone hours of operation in Cook Park opposite Ramsgate Road in the vicinity of Ramsgate Beach Life Saving Club and the Restaurant to function 7 days per week, as they receive deliveries every day. The Life Saving Club also utilise the loading area on Sundays. Trucks parking in the loading zone result in significantly reduced sight lines for cyclists entering the zone where vehicles are allowed and there is an increased risk for cyclists and pedestrians crossing The Grand Parade at the 2 signalised crossings during peak weekend periods. This suggestion is not supported.

An alternate proposal is to extend the existing indented bus bay south of the traffic signals to implement a loading zone that is associated with the road rather than the park. This would remove the conflicts and risk of collision that currently exist with pedestrians and cyclists and the loading zone users by separating the locations.

Officer Recommendation

- 1 That the existing loading zone and associated signage within Cook Park are decommissioned and general vehicle access removed.
 - 2 That the existing indented bus bay is extended to accommodate a loading zone to operate between 7:00 am and 12 noon with the bus zone to be extended at all other times.
-

Background

The Pine Park masterplan implemented in Cook Park opposite Ramsgate Road in the vicinity of Ramsgate Beach Life Saving Club and Omeros Restaurant provided a 10 metres loading area available Monday to Friday between 8:30 am and 12:00 pm. The balance of the area is 'No Stopping'.

A request has been received from the restaurant to extend the loading zone hours of operation to function 7 days per week as they receive deliveries every day. The Life Saving Club also utilise the loading area on Sundays.

It has been noted that vehicles currently (including those that service the Life Saving Club and the restaurant) enter this zone outside of the loading zone operating hours and in doing so present a safety risk to cyclists and pedestrians at all times.

Extending the loading zone in this location will significantly increase the safety risk to cyclists and pedestrians using the north - south Cook Park shared path and pedestrians crossing The Grand Parade at the 2 signalised crossings, particularly as the numbers of park users increases on weekends all year round and in particular in the peak of summer.

Alternative arrangements have been investigated and the option presented is supported by RMS.

The proposal is to extend the existing indented bus bay south of the traffic signals to implement a loading zone that is associated with the road rather than the park. This would remove the conflicts that currently exist with pedestrians and cyclists and the high risk of collisions.

By removing vehicles from the park in this location a much more positive pedestrian and cyclist friendly space would be created at a significant pedestrian entry point into Cook Park, with only minor physical changes necessary.

The scope of work would involve:

- Extension of existing bus bay in The Grand Parade and associated footpath link
- Removal of some vegetation including 3 Banksia trees to effect the above
- Installation of removable bollards to allow access for park maintenance

The existing indented bus bay would continue to operate as currently designed and would benefit from the increased draw in distance when the loading zone is not being used.

The loading zone is proposed to operate in the mornings 7 days a week between 7 am – 12 noon and the area available for bus services the balance of the time.

Financial Implications

Not applicable ☐

Included in existing approved budget ☐

Additional funds required ☒

Potential funds could be sourced from :

S94 Rockdale from the Regional Open Space reserve or
Community Safety Levy
Grants

Budget variation to be sought through quarterly review or budget bid in the City Projects Program 2020/2021.

Community Engagement

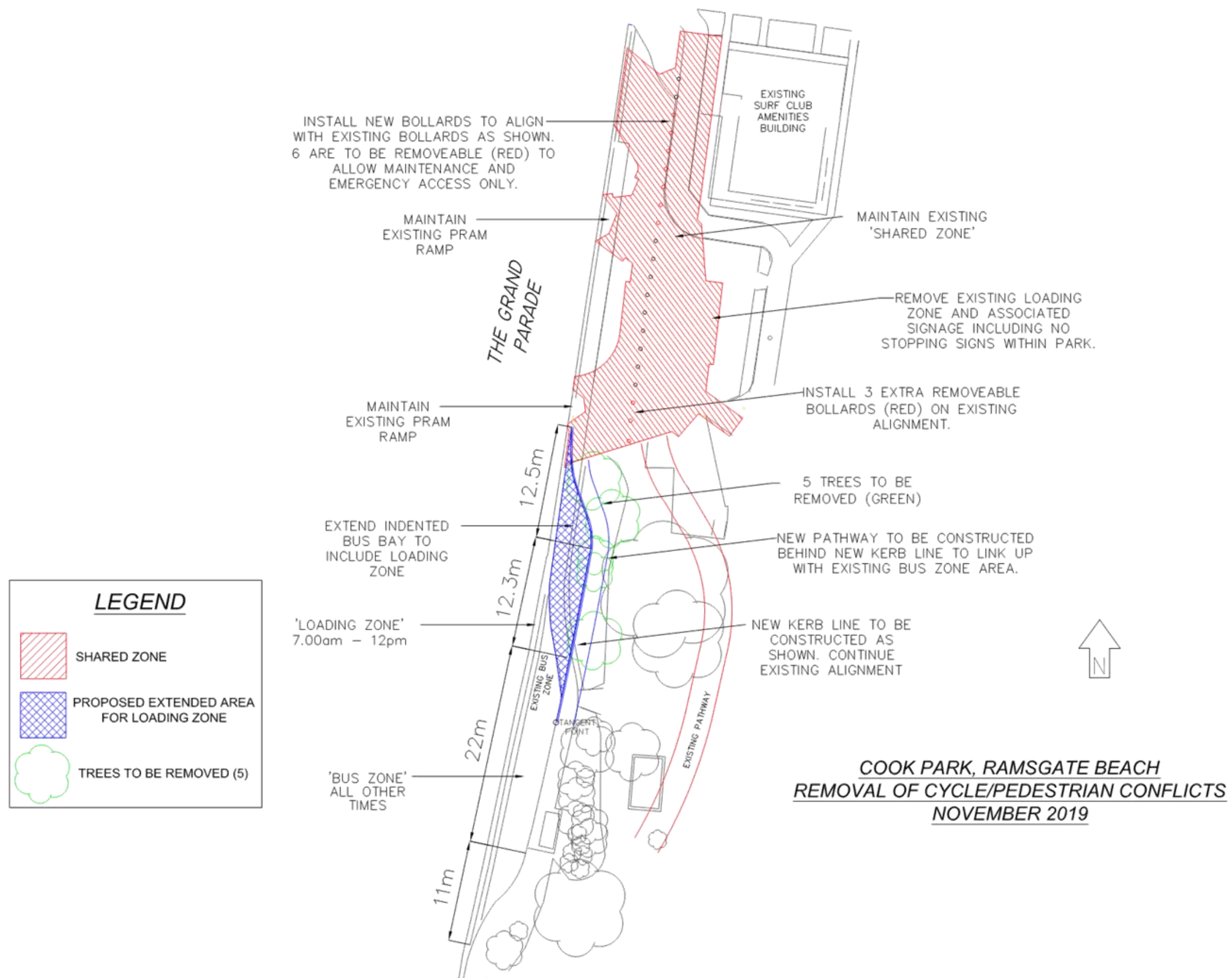
Notification will be distributed to impacted stakeholders prior to implementation including:

- Ramsgate Beach Life Saving Club
- Omeros Restaurant

- Bus operators
- RMS

Attachments

- 1 Loading Zone Site Plan [↓](#)
- 2 Site photos - existing conditions [↓](#)





Area looking south



Site showing proposed extended loading zone (off existing bus bay)



Looking south



Looking north



Bayside Traffic Committee

6/11/2019

Item No	BTC19.199
Subject	19A Evans Avenue, Eastlakes - DA-17/1134 - Proposed road and footpath closure for 12 months
Report by	Traffic Engineer
File	SF19/79
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 presented to the Traffic Committee at its meeting on the 7th of August 2019. Council resolved to the following:

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

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 CTMP [↓](#)
- 2 Evans Avenue Photo [↓](#)
- 3 Evans Avenue Map [↓](#)

Colston Budd Rogers & Kafes Pty Ltd

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

Our Ref: SK/11292/jj

Transport Planning
Traffic Studies
Parking Studies

25 October, 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. A copy of the modified CTMP is attached.
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. In an email dated 9 August and at a site meeting with Council officers on 17 October, a number of matters were raised. These matters and our responses, are set out below:
 1. *That it be noted that the Committee has raised concerns for traffic and pedestrian safety in the high pedestrian area along Evans Avenue for the 12 months construction period.*
4. Matter noted. A construction traffic management plan has been prepared to address this matter and to manage the overall construction activity.

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 -

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2. *That the applicant be required to submit further information on truck movement approvals obtained to date as the Committee has concerns about safety during construction period especially due to the narrow road widths of surrounding streets.*
5. With regards to truck movements, construction vehicle access to the site is provided via separate entry and exit access driveways onto Evans Avenue, located adjacent to the western and eastern site boundaries. An on-site construction platform located on the southern side of the site, adjacent to Evans Avenue, allows for construction vehicles to manoeuvre and turn around on the site and permit trucks to approach and depart the site via Racecourse Place.
6. In accordance with the Construction Environment Management Plan prepared by Christie Civil (July 2017), 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 onto Evans Avenue and then right onto Racecourse to access Gardeners Road.
7. When construction of the approved development extends above ground level (January 2020), access to the on-site construction platform will no longer be available. 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 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.
8. As a result of the required modifications to the on-site construction zone and the construction access arrangements, modifications will be required to the existing truck routes used by construction vehicles. Construction vehicles will be able to continue to approach the site from Gardeners Road and Racecourse Place by turning left into the site from Evans Avenue. However, due to the narrow carriageway of Evans Avenue, construction vehicles will be unable to turn right out of the modified on-site construction compound onto Evans Avenue when exiting the site. The traffic committee also raised concern with regards to the possible diversion of trucks exiting the site via Barber Avenue (southbound) and the potential conflict with vehicles parked on the outside of the bend in Barber Avenue, located at the south eastern corner of the existing shopping centre development.

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9. In order to address these matters, it is proposed to switch the entry and exit driveways on Evans Avenue and to direct construction traffic to use alternative truck routes to and from the site. The proposed alternative truck routes, as shown on Figure I, would include:
 - Approach route
 - Gardeners Road, Maloney Street, left into Universal Street, left into St Helena Parade, right into Barber Avenue, left into Evans Avenue and right into the eastern construction access driveway;
 - Departure route
 - right onto Evans Avenue from the western construction access driveway, right into Racecourse Place and right into Gardeners Road.
10. The proposed modified construction access driveways and the alternative truck routes will provide appropriate access to the on-site construction zone and will prevent conflict between construction vehicles and vehicles parked on the outside of the bend in Barber Avenue at the south eastern corner of the shopping centre.
11. With regards to pedestrian safety, as set out in the modified CTMP, appropriate hoarding and permit applications, together with details of the proposed construction zone, will be submitted to and approved by Council for the enclosure of the public space as required by Council's Hoarding Policy.
12. Pedestrian activity along the northern side of Evans Avenue, adjacent to the site, will be diverted to the southern side of the road and the existing pedestrian crossing in Evans Avenue, located midway along the construction site frontage, will be temporarily removed. New marked crossings will be provided at the western and eastern ends of the site to assist pedestrians to safely cross Evans Avenue and a new crossing will be provided in Barber Avenue south of Evans Avenue. The final locations of the temporary crossings will be confirmed on-site with Council.
13. Pedestrian diversion signs and construction safety signs/devices will be located adjacent to the footpath closure, in accordance with SafeWork NSW requirements. The new marked pedestrian crossings in Evans Avenue will be raised crossings and the new crossing in Barber Avenue will be at-grade. The crossings will provide appropriate sight lines and will be located and provided in

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accordance with the Australian Standards for Manual of uniform traffic control devices (Part 10: Pedestrian control and protection), AS1742.10-2009.

3. *That the applicant be required to submit truck movements within the site for Committee's information.*
14. In association with the on-going construction of the approved development, trucks transporting material to and from the site will be accommodated within the new on-site construction compound. During this period, construction vehicles will continue to enter and exit the site in a forward direction, via the modified entry and exit access driveways onto Evans Avenue, as shown on Figures 2 to 4. The on-site construction compound and the construction access driveways will be managed and controlled by qualified traffic controller.
 4. *That the applicant be required to submit further information on phasing of construction activities for this development.*
15. With regards to the construction phasing, this matter will be addressed separately by Crown Group.
 5. *That the applicant submit plans showing revised locations for pedestrian crossings to meet current standards including lighting and to ensure that the locations satisfy the concerns raised by the Committee.*
16. With regards to the detailed design of the temporary pedestrian crossings, including lighting and accessibility, these matters will be addressed separately by Crown Group and their civil engineers.
17. With regards to the location of the pedestrian crossings, a site inspection with Council officers has been carried out to determine the most appropriate location for the temporary crossings and to address the concerns raised by the committee. The pedestrian crossings will be located and designed in accordance with the Australian Standards for Manual of uniform traffic control devices (Part 10: Pedestrian control and protection), AS1742.10-2009. The new marked pedestrian crossings in Evans Avenue will be raised crossings. The new crossing in Barber Avenue will be at-grade and will provide appropriate pram ramps for accessibility.
18. The proposed temporary pedestrian crossings are shown on the modified CTMP, as shown on Figures 5 and 6. A new raised pedestrian crossing will be provided at the western end of the construction site to assist pedestrians to safely cross Evans Avenue.

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19. We understand that the committee raised concern with regards to the location of the eastern pedestrian crossing in Evans Avenue and its proximity to the existing post box located on the southern side of Evans Avenue, east of Barber Avenue. In order to address this issue, the crossing has been relocated further east to be clear of the post box and the adjacent driveways. The proposed pedestrian crossing will be located some 22 metres east of Barber Avenue. Both pedestrian crossings in Evans Avenue will be raised crossings and will therefore not require pram ramp for accessibility.
20. We understand that the committee also requested the provision of an additional pedestrian crossing in Barber Avenue, south of Evans Avenue, to provide safe access for pedestrians moving to and from the existing shopping centre and public transport services. A new marked at-grade crossing is proposed in Barber Avenue some 10 metres south of Evans Avenue. The proposed crossing has been located to provide appropriate sight lines for pedestrian and to allow a vehicle to stand on approach to Evans Avenue without queuing on the crossing. The new crossing will provide appropriate pram ramps for accessibility.
21. The modified CTMP is shown on Figures 5 and 6. The plan presents the principles of traffic management and is subject to SafeWork NSW requirements and final design.
22. Signage, fencing, safety barriers and line marking details, as required, will be provided in accordance with Australian Standards and the Roads and Maritime Services' Manual for Traffic Control at Work Sites. The new marked pedestrian crossings will be located and provided in accordance with the Australian Standards for Manual of uniform traffic control devices (Part 10: Pedestrian control and protection), AS1742.10-2009.
23. Traffic control at work sites will be undertaken with specific reference to SafeWork NSW requirements and the company's own Occupational Health and Safety Manuals. A copy of the modified CTMP will be kept on-site at all times. Signage details, the control of pedestrians and cyclists in the vicinity of the site, and the control of trucks within the construction compound will be the responsibility of the site contractor.
 6. *That the applicant approach RMS for the use of Gardeners Road to distribute activities between 2 site frontages in order to reduce safety implications in Evans Avenue and surrounding streets.*

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24. Crown Group have indicated that a proposed work zone in Gardeners Road is not appropriate because of the following reasons:

- the existing tower crane located on the site for the duration of construction, cannot reach to service a works zone in the kerbside lane of Gardeners Road;
- there is a significant grade difference between the ground floor level of the construction site and the level of Gardeners Road;
- there are clearway restrictions in the kerbside lane of Gardeners Road during peak periods;
- existing overhead services extend above the kerbside lane of Gardeners Road, preventing the unloading of material off vehicles parking in the kerbside lane.

7. *That concerns have been raised to investigate structural strength of the roundabout and other traffic devices as a result of the truck movements associated with the development.*

25. With regards to the structural strength of the roundabouts and traffic devices along the truck route, this matter will be addressed separately by Crown Group and their engineers.

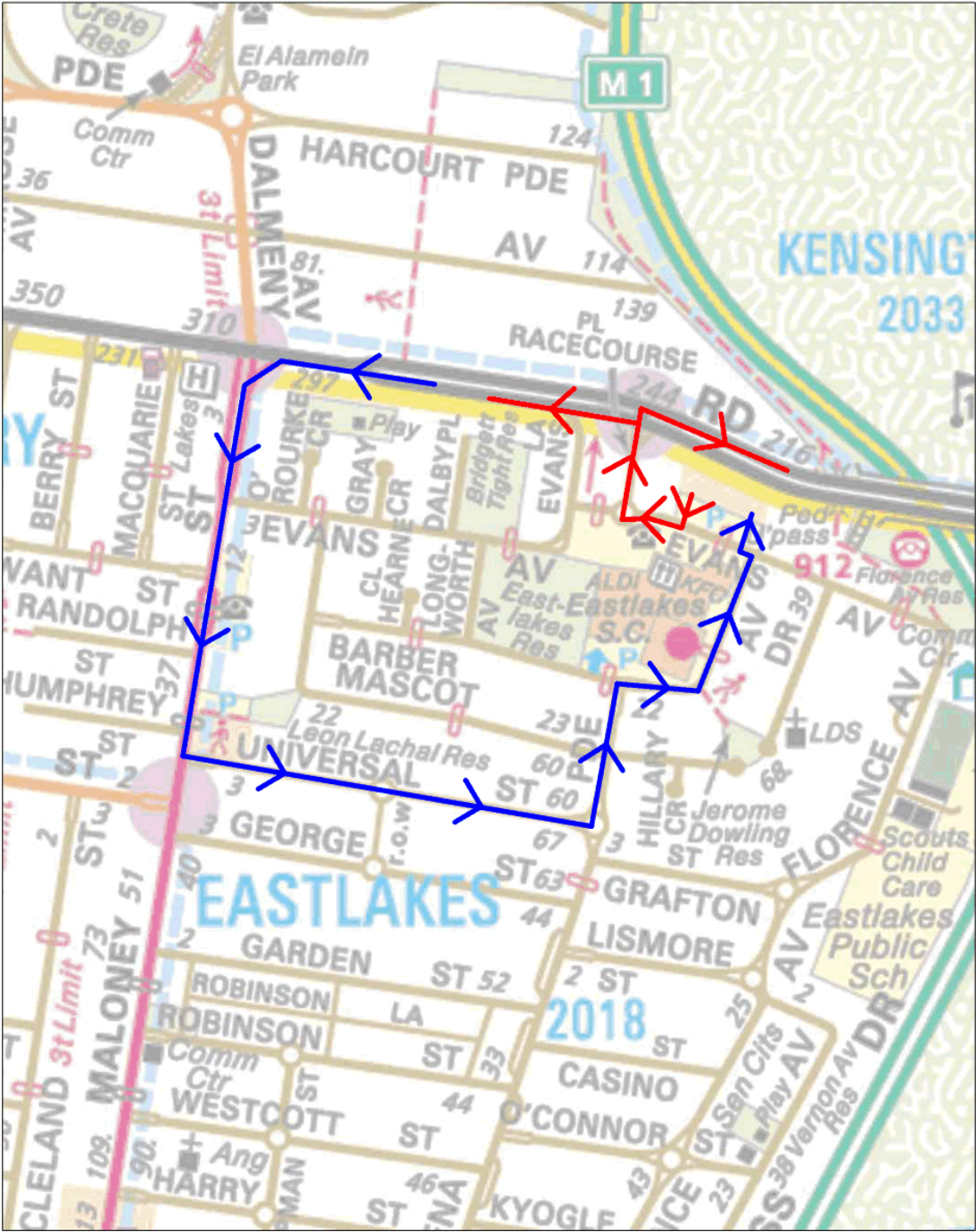
26. We trust the above provides the information you require. Finally, if you should have any queries, please do not hesitate to contact us.

Yours faithfully,

COLSTON BUDD ROGERS & KAFES PTY LTD



S Kafes
Director

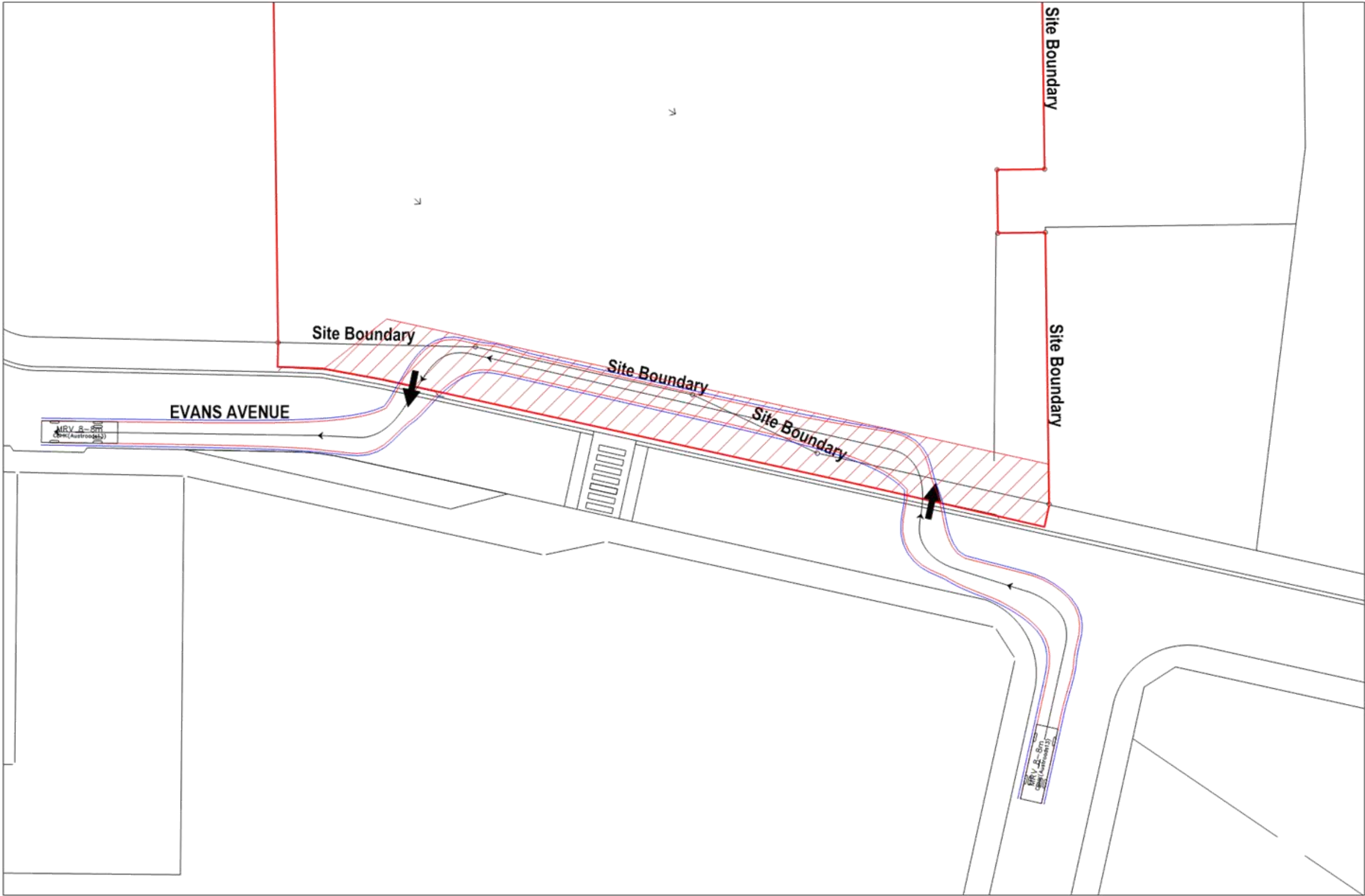


Truck Routes
- Approach and Departure

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DRAWN BY CBRK Pty Ltd_mr Ref: 11292 25 October 2019

- Departure Route
- Approach Route

Figure 1

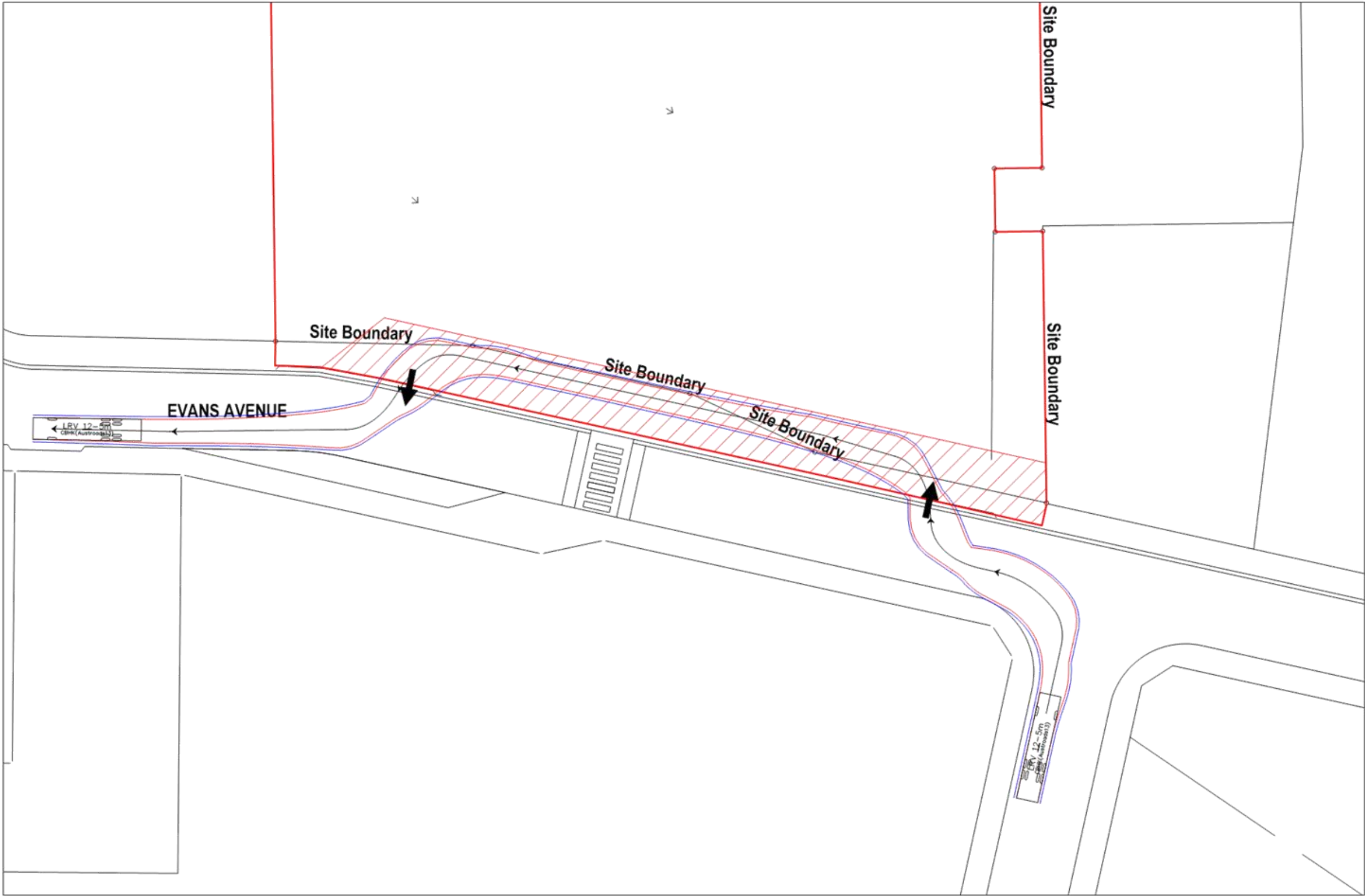


NOTE:
SKETCH PLAN ONLY. PROPERTY BOUNDARIES,
UTILITIES, KERBLINES & DIMENSIONS ARE SUBJECT TO
SURVEY AND FINAL DESIGN. TRAFFIC MEASURES
PROPOSED IN THIS PLAN ARE CONCEPT ONLY AND
ARE SUBJECT TO FINAL DESIGN BY CIVIL ENGINEERS.

— 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 25 October 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_mlr Ref: 11282 25 October 2019

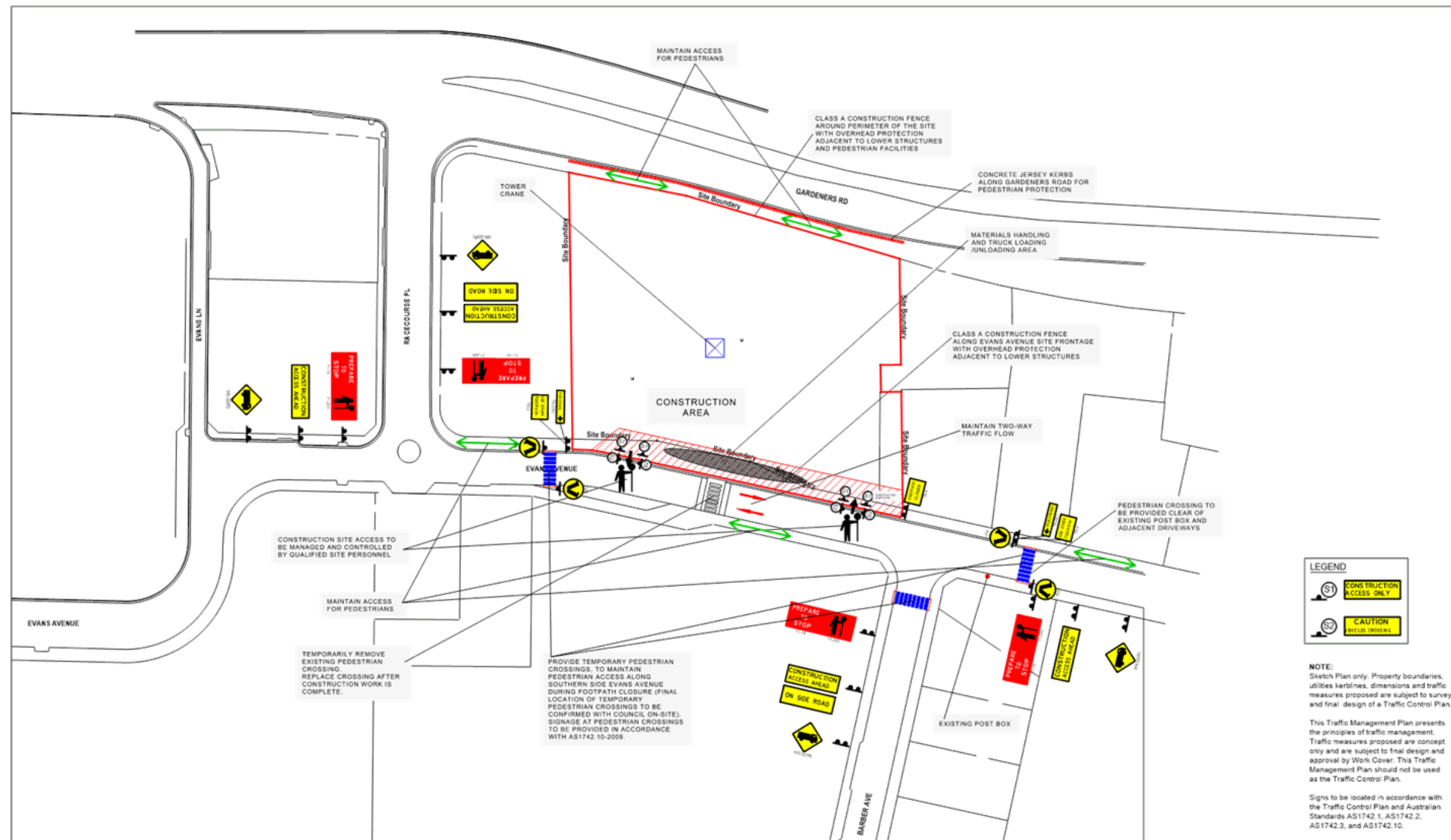


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UTILITIES, KERBLINES & DIMENSIONS ARE SUBJECT TO
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PROPOSED IN THIS PLAN ARE CONCEPT ONLY AND
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— Swept Path of Vehicle Body
— Swept Path of Clearance to Vehicle Body

12.5m LARGE RIGID VEHICLE
SWEPT PATH

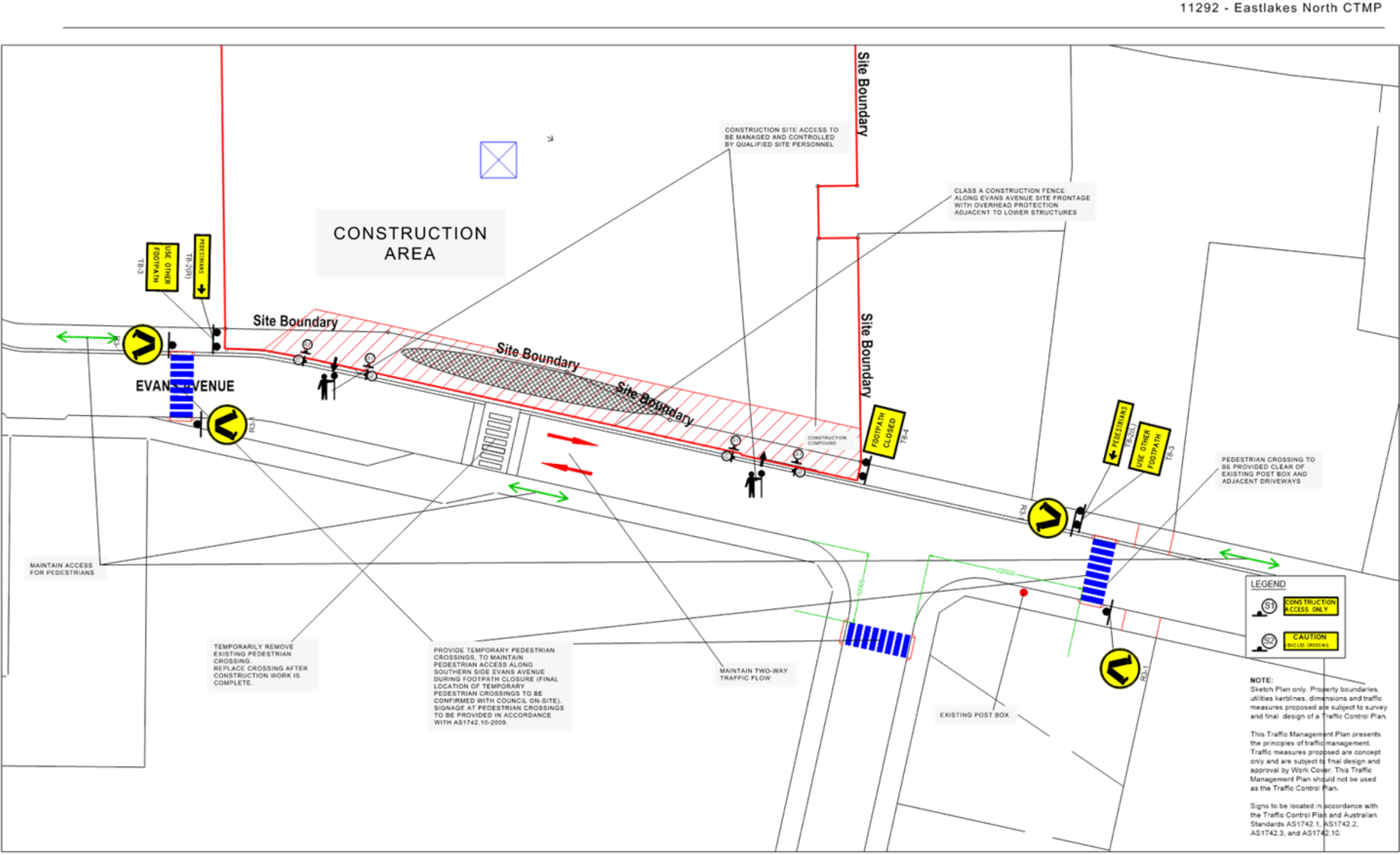
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**Construction Traffic Management Plan
-Construction**

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Figure 5



Construction Traffic Management Plan
-Construction

Colston Budd Rogers & Kafes Pty Ltd
DRAWN BY CBRK Pty Ltd_mr Ref: 11292 25 October 2019

Figure 6





Bayside Traffic Committee

6/11/2019

Item No	BTC19.200
Subject	RMS Proposal for extension to bus layover on General Bridges Crescent, Daceyville: Results of Community Consultation
Report by	Transport Planner
File	SF19/79
Electorate	Maroubra

Summary

Roads and Maritime Services (RMS) and Transport for NSW (TfNSW) are proposing to extend the current bus layover area in General Bridges Crescent, Daceyville to maximise the efficiency of the bus services to support the new southern terminus areas of the South East Light Rail (SELR).

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

This proposal was raised at the September 2019 Bayside Traffic Committee as BTC19.158 whereby the **Committee's Recommendations** were as follows;

- 1 *That the Committee note the design for an expanded bus layover area at General Bridges Crescent, Daceyville.*
- 2 *That Transport for NSW undertake formal community engagement including with the Botany Historical Trust and report the results back to Council.*
- 3 *That the options considered for bus zone layovers and reasons why they were not chosen be provided to Council.*

This report addresses those recommendations.

Officer Recommendation

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

Background

RMS and TfNSW are proposing to extend the current bus layover area in General Bridges Crescent, Daceyville to maximise the efficiency of the bus services to support the new southern terminus areas of the South East Light Rail (SELR) as shown in Figure 1.

Figure 1

Bus layover options considered:

As part of the planning for the South East Light Rail's Integrated Service Plan (ISP), short term and long term bus layover options were investigated by RMS and TfNSW in the surrounding local area.

The bus layover option investigations were carried out in consultation with the respective bus operator along with Randwick and Bayside Councils. The following options were considered in the Kingsford area and the reasons for these not being considered further are summarised below and also shown in Figure 2.

- **Jacques Street, Kingsford** – the location is not suitable for bus layover due to the narrow road width and the location would also increase the dead running time for buses and distance to start the next service.
- **Bunnerong Road, Kingsford** – busy corridor and the location is not viable as buses would impact the general traffic flow and block the kerb side lane and also would restrict the merging lane for vehicles coming from Gardeners Road into Bunnerong Road, Kingsford.
- **Anzac Parade, Kingsford** – busy corridor and the bus layover would require removal of street parking. The location would also increase the dead running time for buses and distance to start the next service.

• **Wallace Street, Kingsford** – mixed used area including residential, business and community facilities. The street is narrow and the location would require removal of existing street parking.

Figure 2



Given the issues with the above bus layover options that were investigated, it was considered that the proposal to extend the existing bus zone on General Bridges Crescent had the least impact and is therefore RMS/TfNSW's preferred option.

Heritage and Community:

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

Engagement Summary:

On 23 September 2019, Roads and Maritime informed the community and key stakeholders, including business owners, about a proposal to extend the existing bus zone in General Bridges Crescent.

Table 1 provides summary timeline of the community and stakeholder engagement activities.

Table 1

Method	Event	Date
	Emailed Bayside City Council – Botany Historical Trust members	23 September 2019
Targeted Community and Stakeholder Engagement	Emailed Dacey Gardens	23 September 2019
	Emailed Maroubra MP – Michael Daly	23 September 2019
	Emailed Heffron MP – Ron Hoenig	23 September 2019
	Emailed State Transit Authority (STA) - Bushara Gidies	23 September 2019
	Emailed Bayside Council – Robbie Allen	23 September 2019
Project Update Distribution	Hard copy of project update (see Appendix A) distributed to 100 properties along General Bridges Crescent (see Appendix B)	23 September 2019

In response to this community engagement there was only one submission received from the community.

In summary, key matters raised in this single submission included:

- *Buses on General Bridges Road are noisy*
- *Proposal should be cancelled*

Roads and Maritime has not responded to this enquiry as it was submitted anonymously.

Next Steps

RMS has considered the feedback received and recommends that this proposal proceeds subject to the endorsement from the Bayside Traffic Committee in November 2019.

Once endorsed RMS will progress with the extension of bus zone before the end of 2019.

Figure 3: Copy of flyer mailed out



General Bridges Crescent, Daceyville

Bus zone extension

September 2019

The NSW Government is investing in the Bus Priority Infrastructure Program to improve the reliability of bus services on Sydney's main bus corridors.

Roads and Maritime Services is proposing to extend the existing bus zone on General Bridges Crescent, Daceyville between Bunnerong Road and Banks Avenue.

This bus zone is currently used as a bus layover location for buses to wait and start on time for their next service. During these short stops drivers remain with their buses.

The extended bus zone would allow for two longer buses to layover at the same time between services.

This would support bus reliability and future demand for bus services in the broader area.

This proposal has been developed by Roads and Maritime for Transport for NSW in consultation with bus operators and the Bayside Council as a low-impact solution which avoids parking removals and road widening into the park.



Financial Implications

Not applicable	<input type="checkbox"/>	
Included in existing approved budget	<input type="checkbox"/>	RMS to fund all the changes under the proposal.
Additional funds required	<input type="checkbox"/>	

Attachments

Nil

Bayside Traffic Committee

6/11/2019

Item No	BTC19.201
Subject	Marinea Street and Terry Lane, Arncliffe - Proposed signposting of statutory 'No Stopping' restrictions
Report by	Traffic Engineer
File	SF19/79
Electorate	Rockdale

Summary

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

Officer 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.

Background

The western section of Terry Lane connects Marinea Street to Segenhoe Street. Terry Lane is approximately 4.2 metres wide.

In order to improve accessibility for waste collection operations, Council at its meeting on 10 July 2019 via the recommendations of July Bayside Traffic Committee resolved as follows:

'That approval be given to the provision of a 'No Parking, 5 am – 9 am, Thursdays' restriction along Terry Lane, between Marinea Street and Bellevue Lane, Arncliffe to facilitate waste collection operations.'

The subject lane also serves the function of providing access to garages for properties fronting Terry Street and Spring Street, Arncliffe. It has been observed that long term parkers including residents often leave their cars at the intersection outside of the restricted parking times of '5 am – 9 am Thursdays', obstructing access to the driveways near the intersection with Marinea Street.

It is recommended that 'No Stopping' signs be installed to highlight the statutory 10 m 'No Stopping' restriction at the above intersection in conjunction with the existing 'No Parking, 5am – 9am' signs. The signposting will not result in any loss of street parking. It will serve to reiterate NSW Road Rules 2014.

The locality of the proposed parking restrictions in Terry Lane are shown in the attached plan.

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

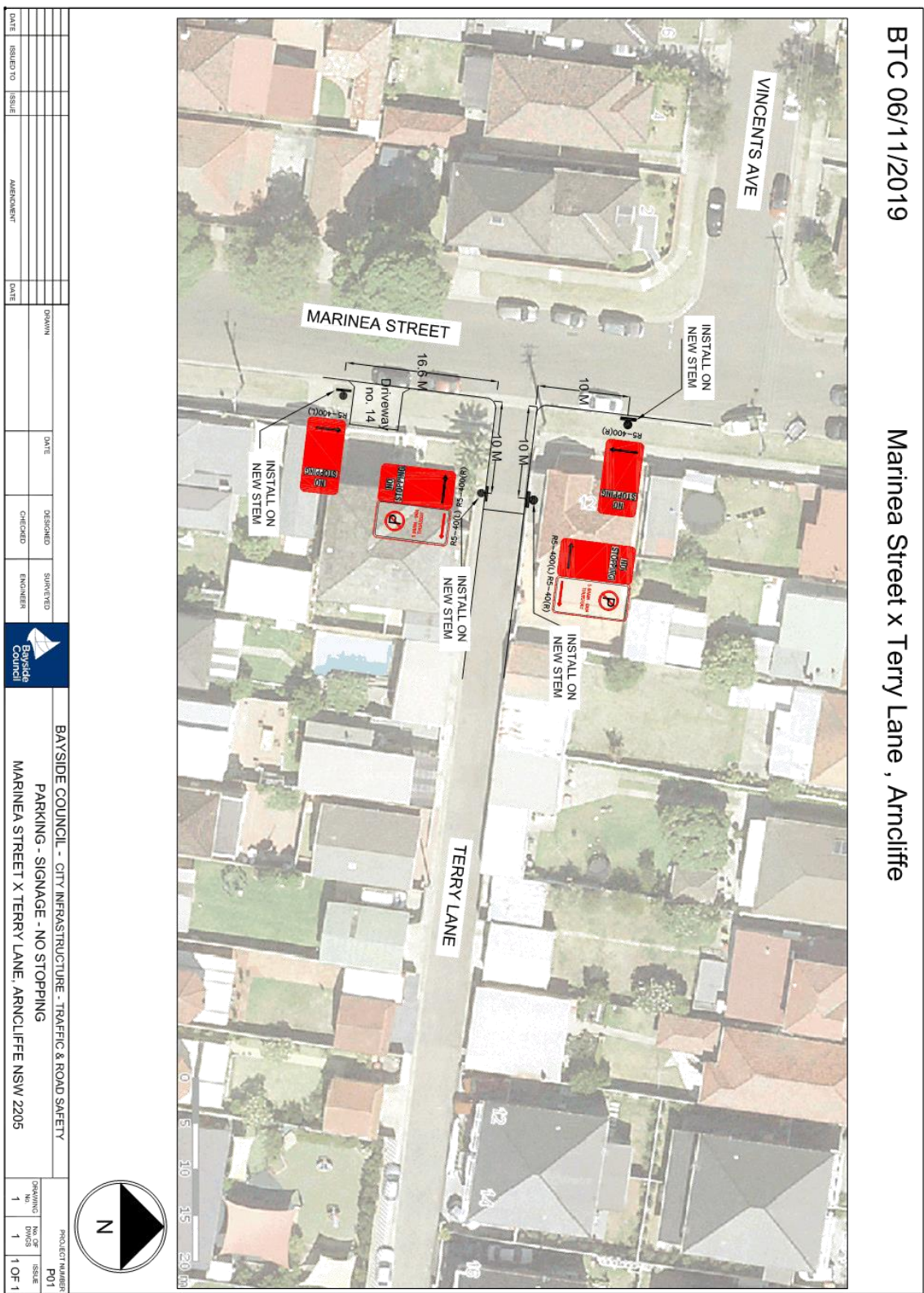
Affected residents will be informed of Council's decision.

Attachments

Terry Lane and Marinea Street No Stopping [↓](#)

BTC 06/11/2019

Marinea Street x Terry Lane, Arncliffe



Bayside Traffic Committee

6/11/2019

Item No	BTC19.202
Subject	Production Avenue, Kogarah - Proposed P10min, 8:30 am - 6 pm' parking restriction outside 12 Production Avenue, Kogarah
Report by	Student Engineer
File	SF19/79
Electorate	Rockdale

Summary

Council has received a request to provide parking restrictions outside a business at 12 Production Avenue, Kogarah to assist the customers with parking.

Officer Recommendation

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.

Background

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

The business at 12 Production Avenue has raised concerns in regards to lack of parking for its patrons and sought provision for short-term parking to assist their customers. There is a similar parking restrictions outside 13 Production Avenue, however, it is well-utilised and cannot accommodate the requirements of this property. Site inspections revealed that the zone was occupied on all occasions of 4 separate visits.

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

Financial Implications

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

Community Engagement

NA

Attachments

12 Production Ave, Kogarah [↓](#)



Bayside Traffic Committee

6/11/2019

Item No	BTC19.203
Subject	The Boulevard, Brighton Le Sands - Proposed change to direction of parking for 90 degree angle parking spaces between Crighton Lane and The Grand Parade
Report by	Coordinator Traffic and Road Safety
File	SF19/79
Electorate	Rockdale

Summary

Council has received some representations regarding the 'Front to Kerb' parking direction for 90 degree angle parking spaces in The Boulevard, Brighton Le Sands between Crighton Lane and The Grand Parade.

Officer Recommendation

- 1 That approval be given for the removal of the 'Front to Kerb' parking direction for 90 degree angle parking spaces along the southern side of The Boulevard, Brighton Le Sands between Crighton Lane and The Grand Parade.
 - 2 That the existing 'Front to Kerb' parking direction for 90 degree angle parking spaces along the northern side of The Boulevard, Brighton Le Sands outside the open cafe between Crighton Lane and The Grand Parade remain as existing.
-

Background

A number of streets in Brighton Le Sands have 90 degree angle parking. Angle parking can be regulated for parking direction if needed or left unregulated at driver's discretion to park 'Front to kerb' or 'Rear to kerb'.

Some streets and/sections in Brighton Le Sands have been signposted with 'Rear to kerb' or 'Front to Kerb' parking restrictions due to physical constraints such as steep road camber or narrow footpath widths. Steep road camber may damage vehicles when parking is 'Front to kerb'. Similarly, when vehicles are parked 'Rear to kerb', the vehicles overhang on the footpath and reduce the available width for pedestrians to walk safely.

The direction for parking is not regulated for most streets where it is safe to do so and left to the discretion of the driver.

The parking arrangement along the northern kerbline of The Boulevard has been in place for a number of years to provide a safe environment for an open café/restaurant on the corner of The Boulevard and The Grand Parade. Parking 'Front to Kerb' reduces the exhaust fumes from the vehicles from directly affecting the open dining area. The direction of parking along the southern kerbline was not regulated until 2018.

In October 2018, when 2 hour parking restrictions were introduced in The Boulevarde to increase parking turnover, it was considered necessary to regulate the direction of parking along the southern kerbline for the following reasons:

- Consistency of signage along both sides of The Boulevarde in this section to avoid confusion amongst motorists who park in this section.
- Due to higher turnover of parking, it was considered safer to have 'Front to kerb' parking restriction. This is based on risk assessment for all 3 types of parking arrangements encountering vehicles entering from The Grand Parade at high speed while accessing parking on the southern side.
- For vehicles travelling eastbound along The Boulevarde and attempting to park on the southern side would have to make a U-turn to access the space with a risk of collision with a vehicle entering The Boulevarde from The Grand Parade

It is recommended that the 'Front to Kerb' parking restrictions along the southern kerbline be removed. However, it is recommended that the parking restrictions along the northern kerbline be retained as existing.

It must be noted that the 2 hour timed parking restrictions still apply to both sides of The Boulevarde in this section.

Financial Implications

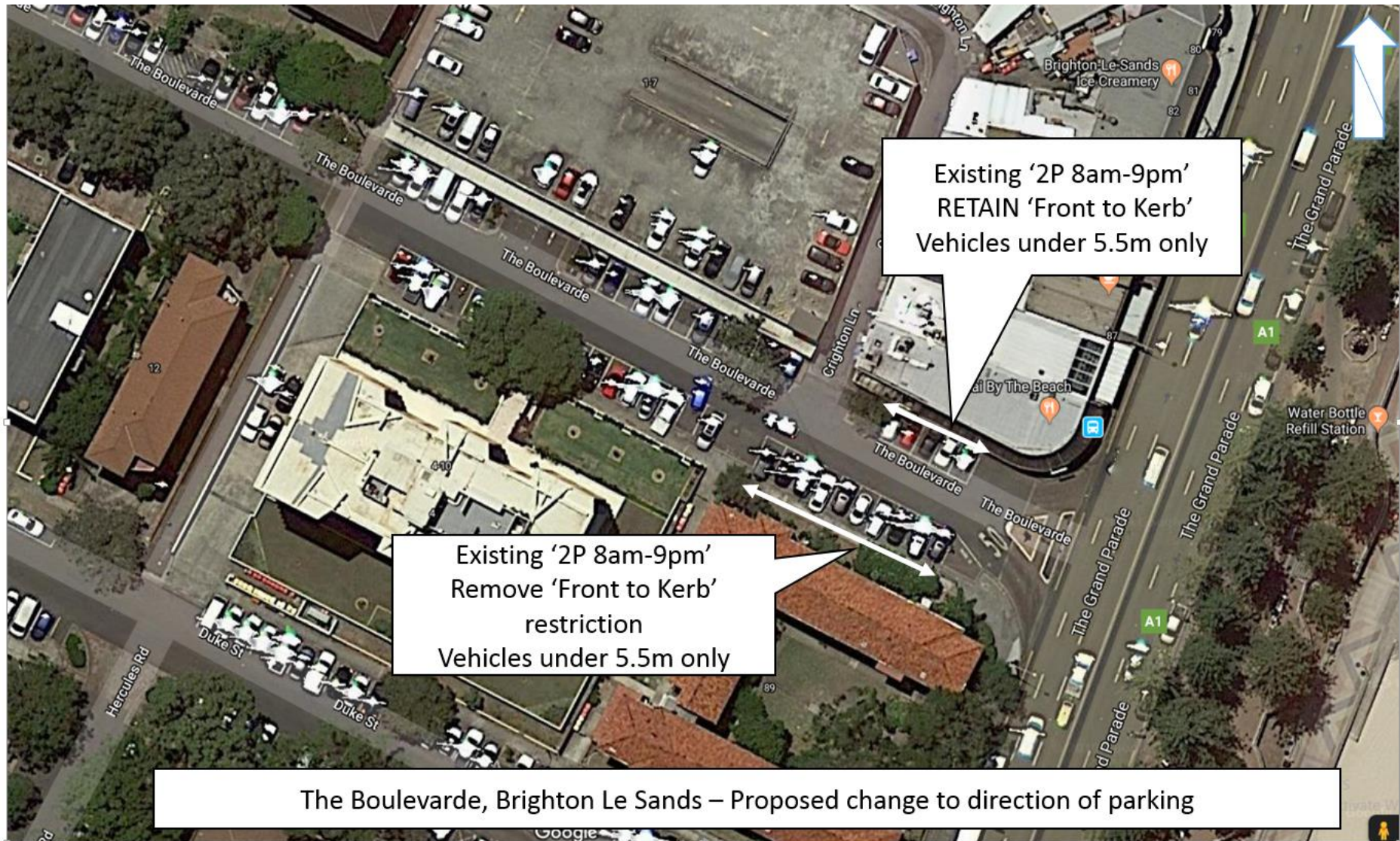
Not applicable	<input type="checkbox"/>	
Included in existing approved budget	<input checked="" type="checkbox"/>	Block grant for traffic facilities in local streets
Additional funds required	<input type="checkbox"/>	

Community Engagement

Residents will be notified of Council decision.

Attachments

The Boulevarde parking direction change [↓](#)



Bayside Traffic Committee

6/11/2019

Item No	BTC19.204
Subject	21 Trevelyan Street, Botany - Proposed removal of a 'Disable User Limitation' restriction
Report by	Traffic Engineer
File	SF19/79
Electorate	Maroubra CRM 253124

Summary

Council has received a request for the removal of a parking space for people with mobility difficulty in front of No 21 Trevelyan Street, Botany as the resident/occupant no longer requires the space.

Officer 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.

Background

Council has received a request for the removal of the parking restrictions for mobility parking scheme permit holders in front of No. 21 Trevelyan Street, Botany as the resident/occupant no longer requires it.

Council regularly reviews the need for existing disabled parking spaces in residential areas, and requests feedback from residents concerned regarding the continued requirement for such parking restrictions. The current occupant and neighbours have approached Council to advise that the person with mobility difficulty has moved on, hence there is no need to retain the disabled parking restriction outside the property.

The locality of the proposed removal of disabled parking space is shown in the attachment

Financial Implications

Included in existing approved budget ☒ Block Grant for Traffic Facilities

Community Engagement

NA

Attachments

21 Trevelyan St Map [↓](#)



Bayside Traffic Committee

6/11/2019

Item No	BTC19.205
Subject	72 Warialda Street, Kogarah - Proposed removal of 'Mobility Parking Permit' restriction
Report by	Traffic Engineer
File	SF19/79
Electorate	Kogarah

Summary

Council has received a request for the removal of a parking space for people with mobility difficulty in front of No 72 Warialda Street, Kogarah, as the new resident/occupant no longer requires the space.

Officer 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, 8:30 am – 6 pm, Mon-Fri and 8:30 am-12:30 pm Sat, Permit Holders Excepted, Area KGR'.
-

Background

Council has received a request for the removal of the parking restrictions for mobility parking scheme permit holders in front of No. 72 Warialda Street, Kogarah. The applicant has redeveloped the property with a new driveway and has approached Council to advise that the restriction is no longer required. Hence there is no need to retain the disabled parking restriction outside the property and to revert it to 2 hour parking.

The locality of the proposed removal of disabled parking space is shown in the attachment.

Financial Implications

Included in existing approved budget ☒ **Block grant for traffic facilities**

Community Engagement

NA

Attachments

72 Warialda Street Map [↓](#)



Bayside Traffic Committee

6/11/2019

Item No	BTC19.206
Subject	Wolli Street, Kingsgrove - Proposed 12m 'P10min 2:30 pm - 5:30 pm Mon - Fri' parking restrictions along Shaw Street outside number 145
Report by	Student Engineer
File	SF19/79
Electorate	Kogarah CRM 249020

Summary

Council has received a request from the Childcare Centre located in Wolli Street, Kingsgrove to install a pick up zone along the property frontage for the afternoon pick up period.

Officer 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.
-

Background

The childcare centre located at corner of Wolli Street and Shaw Street, Kingsgrove has requested time limit parking outside the frontage for parents to pick up their kids from the centre safely, as unrestricted parking around the site in Wolli Street and Shaw Street gets filled with resident vehicles in the afternoon period.

It is recommended to install 'P10; 2:30 pm – 5:30 pm; Mon-Fri' parking restriction for 12m (2 parking spaces) outside the childcare frontage, along Shaw Street Kingsgrove, at the cost of the childcare centre. Furthermore, it is recommended to install 10m statutory 'No Stopping' restrictions along the southern kerbline of Shaw Street north of Wolli Street.

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

Financial Implications

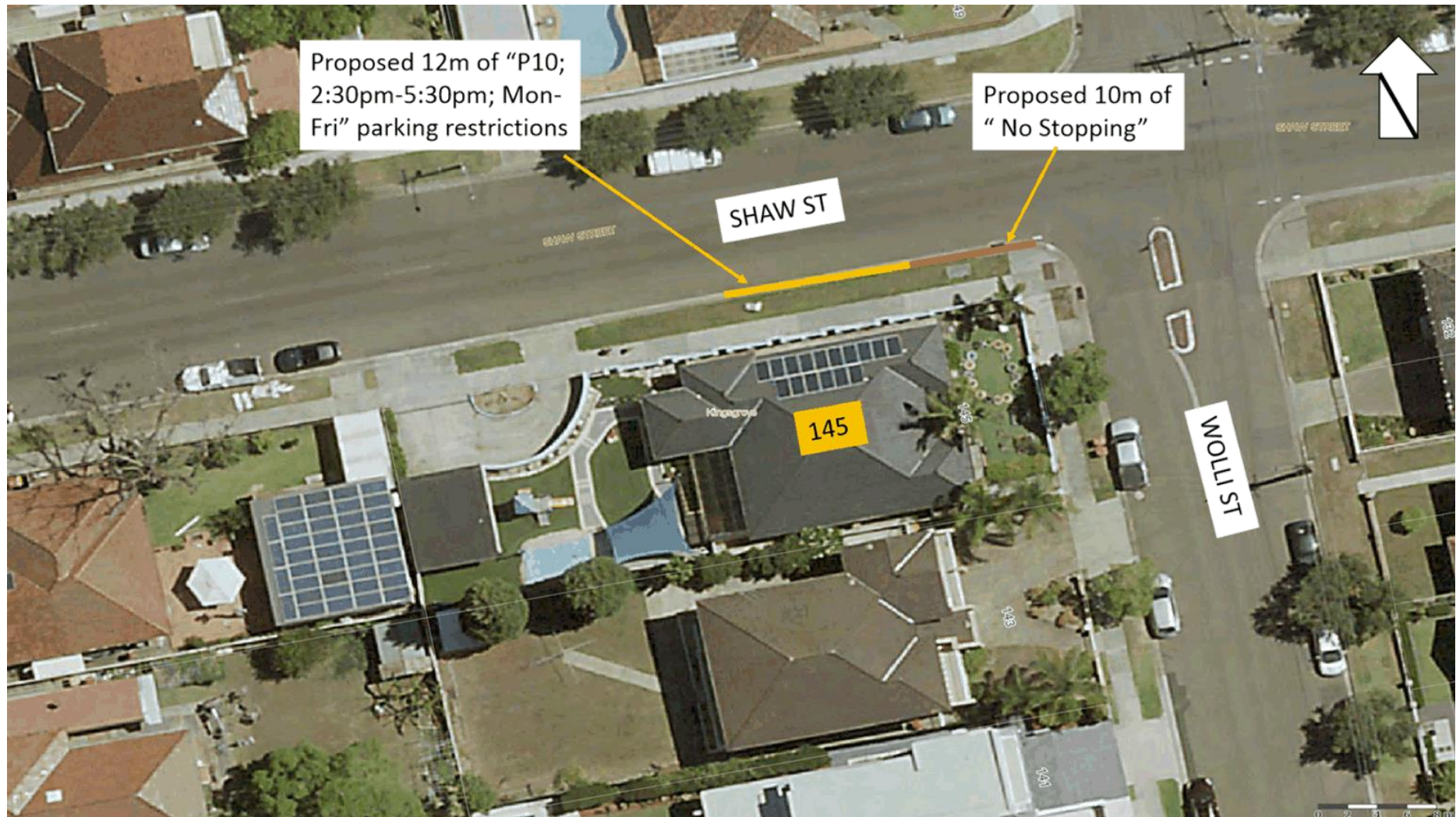
Not applicable	<input checked="" type="checkbox"/>	Applicant will pay for the installation of signage
Included in existing approved budget	<input type="checkbox"/>	
Additional funds required	<input type="checkbox"/>	

Community Engagement

NA

Attachments

Shaw Street, Kingsgrove Aerial Map [↓](#)



Bayside Traffic Committee

6/11/2019

Item No	BTC19.207
Subject	Referrals from Anti-Hooning Taskforce
Report by	Manager City Infrastructure
File	SF19/79
Electorate	N/A

Summary

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

Officer Recommendation

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

Background

Council at its meeting of 14 March 2018, considered a Mayoral Minute on Anti-Hooning Taskforce and resolved as follows:

Mayoral Minutes 6.1

Mayoral Minute - Anti-Hooning Taskforce

RESOLUTION Minute 2018/034

Resolved on the motion of Councillors Poulos and McDougall

- 1 That Bayside Council establishes an Anti-Hooning Taskforce Committee with terms of reference allowing it to make recommendations to Council on traffic and other improvements to combat car and bike hooning, and request that representations be made by Council to external bodies relating to these matters.
- 2 That the committee shall be comprised of the Mayor or their delegate, and Council will request the following as Members of the Committee – Local State Members of Parliament, a representative of the NSW Highway Patrol, a representative of St George Local Area Command, a representative of Botany Bay Local Area Command, a representative of Roads of and Maritime Services, and appropriate Council officers.
- 3 In addition, the Committee may request other parties to join with the consent of the Mayor, and the committee may hold public meetings with approval from the General Manager and Mayor.

Financial Implications

Not applicable



Included in existing approved budget ☐
Additional funds required ☐

Community Engagement

Not applicable

Attachments

Nil

6/11/2019

Electorate	N/A
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Summary

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

Officer Recommendation

That the matters raised by the Chair be considered.

Background

Financial Implications

Not applicable ☐

Included in existing approved budget ☐

Additional funds required ☐

Community Engagement

Attachments

Nil

Bayside Traffic Committee

6/11/2019

Item No	BTC19.209
Subject	General Business
Report by	Administrative Officer - City Infrastructure
File	SF19/79
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 ☐
 - Included in existing approved budget ☐
 - Additional funds required ☐
-

Community Engagement

Attachments

Nil