

MEETING NOTICE

A meeting of the
Bayside Traffic Committee
to be administered via electronic meeting at Rockdale
on **Wednesday 21 July 2021 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

21/07/2021

Item No	BTC21.057
Subject	Minutes of the Bayside Traffic Committee Meeting - 16 June 2021
Report by	Administrative Support Officer - City Infrastructure
File	SF20/6669

Officer Recommendation

That the Minutes of the Bayside Traffic Committee meeting held on 16 June 2021 be confirmed as a true record of proceedings.

Present

Councillor Dorothy Rapisardi (Convener)
Senior Constable Corinne Dawes, Eastern Beaches Police Area Command
Senior Constable Matthew Thompson, Eastern Beaches Police Area Command
Senior Constable Sarah Trivett, South Sydney Police Area Command
Traffic Sergeant Sandra Dodd, St George Police Area Command
Senior Constable Matthew Chaplin, St George Police Area Command
George Perivolarellis, representing State Members for Rockdale and Heffron

Also present

Jeremy Morgan, Manager City Infrastructure, Bayside Council
Agasteena Patel, Coordinator Traffic and Road Safety, Bayside Council
Shayal Singh, Traffic Engineer, Bayside Council
Taseen Hassan, Traffic Engineer, Bayside Council
Varun Nayyar, Student, Bayside Council
Pat Hill, Traffic Committee Administration Officer, Bayside Council

The Convenor opened the meeting in the Rockdale Library Meeting Room 3.2, Level 3, 448 Princes Highway, Rockdale 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:

James Suprain, representing Transport for NSW
Glen McKeachie, Coordinator Regulations, Bayside Council
David Carroll, Senior Parking Patrol Officer, Bayside Council
Yvonne Poon, BikEast
Adrian Prichard, Transit Systems
Peter Whitney, State Transit Authority

2 Disclosures of Interest

There were no disclosures of interest.

3 Minutes of Previous Meetings

BTC21.049 Minutes of the Bayside Traffic Committee Meeting - 19 May 2021

Committee Recommendation

That the Minutes of the Bayside Traffic Committee meeting held on 19 May 2021 be confirmed as a true record of proceedings.

4 Reports

BTC21.050 Arncliffe Street, Wolli Creek - Proposed 'Motorbike only' parking on approach to at-grade marked pedestrian crossing

Committee Recommendation

- 1 That approval be given for the signposting of 'P Motor Bikes Only' parking zone within the indented parking bay north of the at-grade marking pedestrian crossing at Arncliffe Street.
- 2 That approval be given for the indented parking bay to be utilised for the provision of two line marked motorbike parking bays.

BTC21.051 47 Hardie Street, Mascot - Proposed Removal of Disabled Parking Space

Committee Recommendation

That approval be given to remove the signposted disabled parking space and to install '3P 8 am – 6 pm, Mon - Fri 8 am – 12 pm Sat, Permit Holders Excepted Area G', at 47 Hardie Street.

BTC21.052 301 Kingsgrove Road, Kingsgrove - Proposed 'No Right Turn' into Todd Street from Kingsgrove Road

Committee Recommendation

That a 'No Right Turn 6 am – 10 am' restriction to prevent right turn into Todd Street for northbound traffic along Kingsgrove Road not be supported at this time due to low average daily traffic movements in Todd Street.

BTC21.053 New Illawarra Road, Bexley - Proposed temporary removal of existing traffic calming scheme and traffic monitoring**Committee Recommendation**

- 1 That endorsement be given to the removal of 3 sets of rubber speed cushion pads, median separators and associated signage at No. 43/64, No. 35/54 and 77/96 New Illawarra Road as a temporary measure.
- 2 That traffic monitoring to occur every 3 months for a period of 6 months.
- 3 That the outcomes of traffic monitoring be reported to the Bayside Traffic Committee after the period of 6 months.

BTC21.054 Scarborough Park Central sports fields - Proposal from Sport and Recreation Committee for 3P parking restrictions**Committee Recommendation**

That Council undertake a parking study in the precinct bound by Barton Street, Rocky Point Road, Garrigarrang Avenue and Midjuburi Lane.

BTC21.055 Matters referred to the Bayside Traffic Committee by the Chair**Committee Recommendation**

That the matters raised by the Chair be considered.

The Chair raised the matter received from a resident of Herbert Street in relation to traffic conditions.

Committee Recommendation

That the matter be investigated and the resident be provided with a response.

BTC21.056 General Business**Committee Recommendation**

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

Informal item:

Member for Rockdale – as raised by his representative – the matter regarding the relocation of bus stop in Loftus Street. He emphasised the need for Transport for NSW

and Bayside Council to urgently action this request citing concerns for the safety of the students at the school.

Council Officer informed that as per correspondence to Transport for NSW dated 10 June 2021, Council is awaiting further notification from Transport for NSW for completion of works prior to Council relocating the 'Bus Zone' signs. A copy of the correspondence was provided to the representative of Member for Rockdale.

Informal item:

Council Officers informed the Committee about Rescission Motion regarding traffic calming on suburban streets of Bexley North to note that Council had resolved to not proceed with some of the previously approved traffic calming devices in this precinct.

Council resolved that the grant-funded traffic-calming works scheduled for completion by 30 June 2021 and previously discussed in Council, including pedestrian crossings, pedestrian islands, kerb blisters and roundabouts, continue in Caroline Street, Elizabeth Street, Banner Street, Farrell Street, Todd Street, Dowsett Street, New Illawarra Road and Shaw Street.

The Convenor closed the meeting at 10:01 am.

Attachments

Nil

Bayside Traffic Committee

21/07/2021

Item No	BTC21.058
Subject	40-54B Baxter Road, Mascot - Proposed 120m 'Works Zone' for 69 Weeks
Report by	Traffic Engineer
File	SF20/6669
Electorate	Heffron

Summary

Council has received a request from the developers at No. 40-54B Baxter Road for the provision of a 120m 'Works Zone' to facilitate construction activities associated with the construction of a 13-storey hotel development for a period of 69 weeks.

Officer Recommendation

- 1 That approval be given to the installation of 120m of 'Works Zone, 7am – 6pm, Mon – Fri and 8am – 1pm Sat' restriction along the southern kerb line of Baxter Road, for the duration of 69 weeks, subject to relevant conditions, including (but not limited to):
 - a. Conditions outlined in the Notice of Approval (DA-2019/233/A – PAN – 95200)
 - 2 All inbound construction vehicles approaching the site from south must use Joyce Drive, turn right into Robey Street, turn right into O'Riordan Street and turn left into Baxter Road. Alternatively, they can travel along O'Riordan Street southbound and turn left to enter Baxter Road. Construction vehicles are not permitted to travel along King Street and Robey Street between Botany Road and O'Riordan Street. The applicant must amend the Construction traffic management plan and submit it to Council's Traffic and Road Safety team prior to implementation of Works Zone signage.
 - 3 The applicant must ensure that construction vehicles do not queue within Baxter Road any other local roads in the vicinity especially concrete trucks during the construction period waiting to deliver goods to the site.
 - 4 That the existing parking restrictions on the northern kerb line of Baxter Road not be changed on account of this proposal and two-way traffic flow be maintained in Baxter Road at all times unless separate road occupancy approvals have been obtained through Council's Public Domain and Referrals team.
 - 5 That the developer and associated sub-contractors notify Council's Traffic and Road Safety Team and Public Domain & Referrals team of any proposed applications through the 'National Heavy Vehicle Regulator' authority.
 - 6 That the developer and associated sub-contractors comply with conditions imposed by the 'National Heavy Vehicle Regulator' approved Permits.
 - 7 Existing parking restrictions along the southern kerblines of Baxter Road will be reinstated upon the removal of Works Zone after a period of 69 weeks at the expense
-

of the applicant via an invoice from Council or as required under the Frontage Works approved.

Background

Baxter Road is classified as a residential street under Council's road hierarchy running east-west between O'Riordan Street and Botany Road. The subject street allows for two-way traffic flow and a mix of '1P 8am – 6pm, Mon – Fri & 8am – 12pm Sat' and '3P 8am – 6pm, Mon – Fri & 8am – 12pm Sat' parking restrictions along both kerb lines.

It is recommended that the kerbside 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; '7am – 6pm, Mon – Fri & 8am – 1pm, Sat' will apply to this works zone.

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

Financial Implications

Not applicable	<input type="checkbox"/>	
Included in existing approved budget	<input checked="" type="checkbox"/>	All costs associated with the installation and removal of signage, traffic controllers and alterations/damages to public infrastructure are to be borne by the developer.
Additional funds required	<input type="checkbox"/>	

Community Engagement

N/A

Attachments

Construction Traffic Management CTMP [↓](#)



Construction Traffic Management Plan

40-54B Baxter Road, Mascot

Prepared for Roberts Co
28 June 2021

Taylor Thomson Whitting (NSW) Pty Ltd (ACN 113 578 377)
as trustee for the Taylor Thomson Whitting NSW Trust
(ABN 59 514 956 558) | Consulting Engineers
Level 3, 48 Chandos Street, St Leonards NSW 2065

Your Partner in Engineering

40-54B Baxter Road, Mascot – Construction Traffic Management Plan
Prepared for Roberts Co

28 June 2021
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Revision Register

Rev	Date	Remarks	Prepared By	Reviewed By	Approved By
0	11/06/2021	Draft	N. Borja	M. Babbage	P. Yannoulatos
1.1	25/06/2021	Draft for review	N. Borja	M. Babbage	P. Yannoulatos
2	28/06/2021	For issue	N. Borja	M. Babbage	P. Yannoulatos

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Prepared by



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Reviewed by



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Authorised By



PAUL YANNOULATOS
Technical Director

TAYLOR THOMSON WHITTING (NSW) PTY LTD
in its capacity as trustee for the
TAYLOR THOMSON WHITTING NSW TRUST

1 Preliminary Information

Taylor Thomson Whitting (TTW) has been engaged by Roberts Co to prepare a Construction Traffic Management Plan (CTMP) for the proposed construction of Baxter Road Hotel at 40-54B Baxter Road, Mascot NSW. The document aims to assess the impacts of the construction works on the surrounding roads and develop the traffic management measures during the course of construction.

The document satisfies the duties applied by Part 2 (Division 3, Section 26) of the Work Health and Safety Act 2011, regarding reducing risks to the health and safety of workers and other persons near a construction site.

Part 6.1 (Clause 291) of the Work Health and Safety Regulation 2011 defines high risk construction work as (amongst other definitions) work, which is carried out on, in or adjacent to a road, railway, shipping lane, or other traffic corridor that is in use by traffic other than pedestrians. Part 6.4 (Clause 315) of the Regulation also requires that the principal contractor for a construction project must manage risks to health and safety associated with traffic near the workplace that may be affected by construction work carried out relating to the construction project. This document satisfies this requirement.

Under the SafeWork NSW Construction work code of practice, a traffic management plan is considered an administrative control measure to minimise risk. As per the hierarchy of control measures, the preferred control is to eliminate risk (e.g. by using traffic lights instead of a traffic controller to control traffic at road works, to eliminate potential harm to the worker). This document aims to provide control measures which eliminate risk where possible. As outlined in this code of practice, workplace specific induction should cover this document.

AS1742.3 requires a procedure to be followed whereby all essential traffic management matters are considered in an ordered way. Traffic demand, routing, and control, and other road users and special vehicles are to be considered in turn and incorporated into a traffic management plan where relevant. This document satisfies this procedure and addresses the relevant matters.

Consideration has been given in development of this document to the Roads Act 1993 (NSW) and other applicable and relevant legislation.

Roberts Co is responsible for acquiring and shall acquire the necessary certificates, licences, consents, permits, and approvals relevant to the construction on this site.

This report has been prepared by an engineer who holds the Transport for NSW Prepare a Work Zone Traffic Management Plan accreditation as below:

- Nathaniel Borja – Card No. TCT1007469

2 Introduction

2.1 Project Information

The proposed Baxter Road Hotel (BRH) is located in an urban area at 40-54B Baxter Road, Mascot. BRH is a 13-storey hotel development with 301 rooms for guests, restaurant and bar, reception area (including lobby, café, lounge, meeting rooms), car parking and loading dock.

2.2 Site Location

The proposed BRH site is located in an urban area at 40-54B Baxter Road, Mascot. The site is located within the Bayside Council (Council) local government area.

The development site has frontage to Baxter to the north. The surrounding properties are predominantly residential with mixed use properties. The site location and surrounding environs are shown in Figure 2.1.

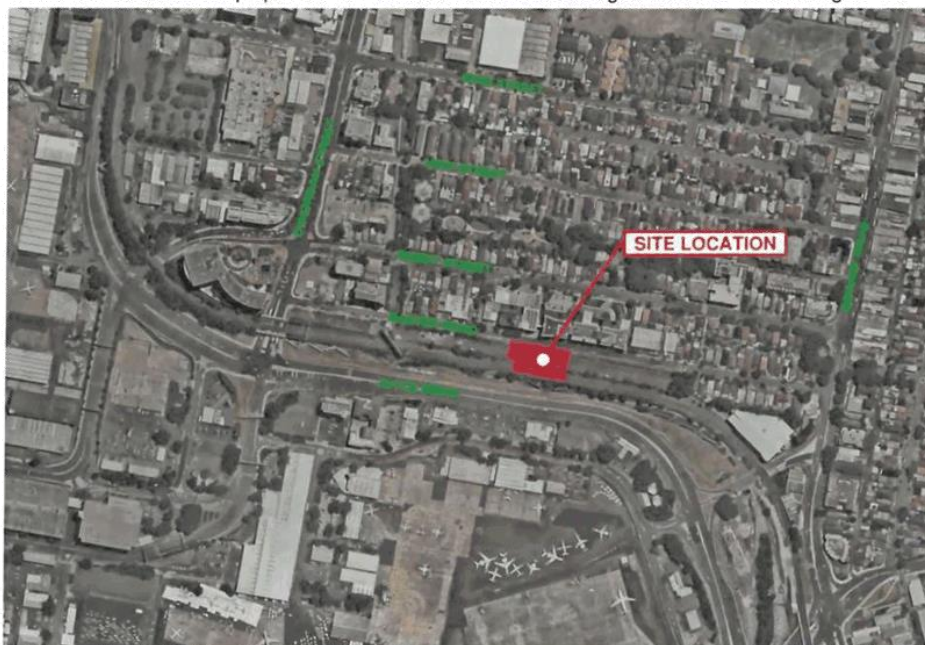


Figure 2.1: Site location

3 Traffic Environment

3.1 Road Network

Botany Road is an arterial road that runs in a north-south direction between Regent Street and Bunnerong Road. The road is a carriageway with three lanes in each direction that allows two-way traffic movements. It has a posted speed limit is 50km/h with a 40km/h school zone limit restriction. There are bus lanes and restricted on-street parking on outer lanes of both sides of the road. The road has an approximately 30,000 vehicles per day (vpd) (2009 AADT). It serves as main road to various commercial properties.

O'Riordan Street is an arterial road with a north-south direction bounded by Botany Road in the north and Qantas Drive / Joyce Drive in the south. The road has two lanes of traffic in each direction. O'Riordan Street between Robey Street and Joyce Drive operates for one-way southbound traffic only. It has an approximately 54,000 vpd (2009 AADT). It has a sign-posted speed limit of 60km/h. The Baxter Road is connected to O'Riordan Street with a left-in and left-out access. Parking is not permitted along its length.

Joyce Drive is an arterial road that runs in an east-west direction between Qantas Drive and General Homes Drive. The road is a divided carriageway with has three (3) lanes of traffic in each direction. It has approximately 53,000 vpd (2009 AADT) with a sign-posted speed limit of 70km/h.

Baxter Road is a local road that serves as the main access to the development site at its north. The street runs in an east-west direction between Botany Road and O'Riordan Street and is not a fixed dead end road as shown in Figure 3.1. It has a single lane of traffic in each direction. The sign-posted speed limit is 50km/h. Timed on-street parking is available on both sides of the street.



Figure 3.1: Baxter Road

3.2 Car Parking

Time-restricted (3P and 1P) on-street car parking and resident permit parking are available on both sides of Baxter Road.

3.3 Public Transport

The site is within walking distance to O'Riordan Street opposite Stamford Plaza and Botany Rd at Mascot Post Office bus stops, approximately 360 metres to west and 430 metres to east of the site, located along O'Riordan Street and Botany Road, respectively. Many bus routes services at these stops, providing access to many neighbouring areas. The bus route runs at a frequency of approx. 30 minutes during peak traffic period. Figure 3.2 shows the local bus routes available within the vicinity of the site.

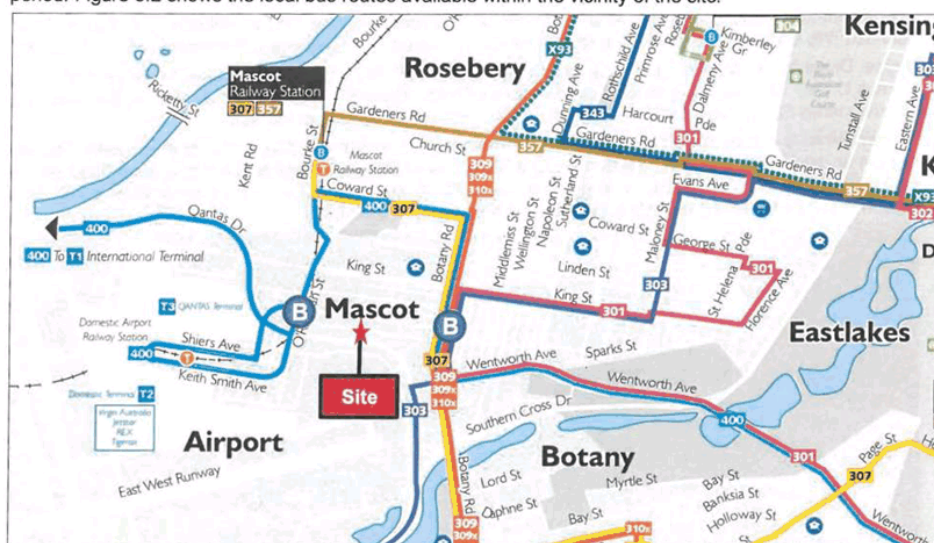


Figure 3.2: Local bus routes

Image source: State Transit Eastern Suburbs network map

Bus Route Number	Bus Route	Bus Stop Location
305	Redfern to Mascot Stamford Hotel	O'Riordan Street opposite Stamford Plaza
301	Eastgardens to Redfern / Redfern to Eastgardens via Mascot	Mascot Post Office / Botany Road at Hollingshed Street
303	Sans Souci to Redfern / Redfern to Sans Souci via Mascot	Mascot Post Office / Botany Road at Hollingshed Street
307	Port Botany Depot to Mascot / Mascot to Port Botany Depot	Mascot Post Office / Botany Road at Hollingshed Street
309	Banksmeadow to Central Railway Square / Central Railway Square to Banksmeadow	Mascot Post Office / Botany Road at Hollingshed Street
309X	Port Botany to Central Railway Square (Express Service)	Mascot Post Office / Botany Road at Hollingshed Street
310X	Banksmeadow to Central Railway Square (Express Service)	Mascot Post Office / Botany Road at Hollingshed Street

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320	Mascot to Gore Hill / Gore Hill to Mascot	Mascot Post Office / Botany Road before King Street
400	Bondi Junction to Sydney Airport / Sydney Airport to Bondi Junction via Eastgardens	Mascot Post Office / Botany Road at Hollingshed Street
420	Eastgardens to Burwood / Burwood to Eastgardens via Sydney Airport & Rockdale	Mascot Post Office / Botany Road at Hollingshed Street
420N	Eastgardens to Burwood via Sydney Airport & Rockdale (Night Service)	Mascot Post Office / Botany Road at Hollingshed Street

3.4 Active Transport

3.4.1 Pedestrian Facilities

Pedestrian footpath runs continuously along the northern side of Baxter Road. The residential frontages of both sides of Baxter Road also provides pedestrian footpaths.



Figure 3.3: Pedestrian footpath facilities

3.4.2 Cycling Facilities

Cyclist in the area generally share adjoining roads with general traffic. There are some formalised cycleways near to the site. A cycleway runs to the east of the site, though the existing cycleway forms an intersection with Power Street, from where a cyclist can easily use the local road network to access the site. Figure 3.4 shows the local cycleways in the surrounding.

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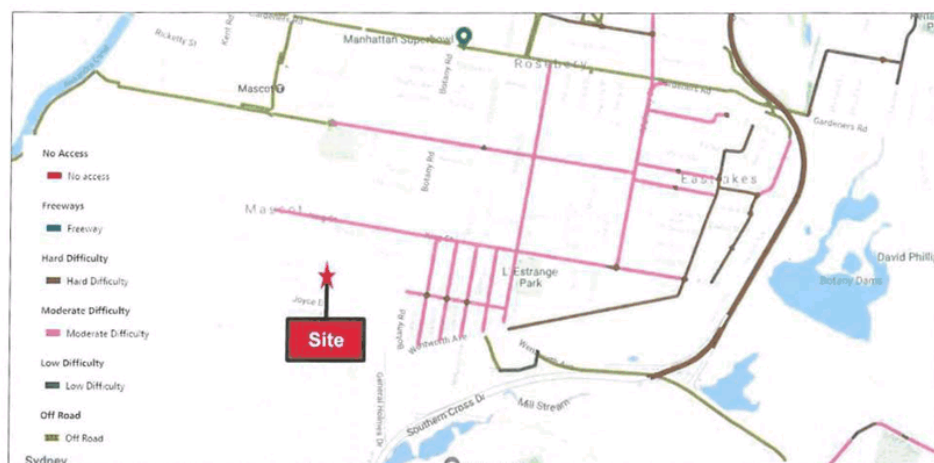


Figure 3.4: Local cycling facilities
Image source: TfNSW Cycleway Finder

3.5 Crash History

Transport for NSW provides a history of recorded crash data for the period between 2015 and 2019. This data is reviewed to better understand the existing levels of safe road operation at and around the site, and the potential implications of any increases to traffic volumes.

Figure 3.5 presents the crash history locations available from Transport for NSW.

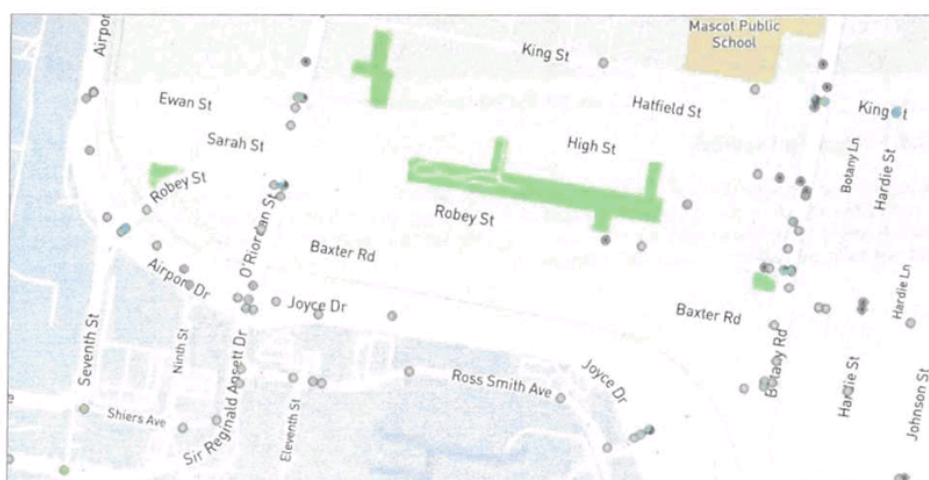


Figure 3.5: Recorded crash history
Source: Centre for Road Safety – Crash and casualty statistics

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The data shows a concentration of incidents along O'Riordan Street (west) and Botany Road (east).
Incidents are of varying severities, from serious injury to non-casualty degree of crash.
Baxter Road to the site does not show a recorded history of incidents.

4 Overview of Construction Activities

4.1 Scope of Works

The BHR scope of works includes, but is not limited to, the following:

- Demolition of existing open carpark
- Site preparation and site remediation works
- Construction of a new 13 story hotel tower, comprising of:
 - 301 hotel rooms
 - Gymnasium
 - Lobby, lounge, food and beverage and library
 - Car parking
 - Lifts (including car lift)
 - Mechanical plant room
 - Internal and external architectural finishes, coverings, coatings, elements, fixtures and fittings
 - New driveway and crossovers
 - Landscaping works and new signages

A detailed construction program is attached in Appendix B of this report.

4.2 Site Layout and Access

The construction vehicles would access the site via Baxter Road. Roberts Co has proposed to provide a circulation area for construction trucks, within the site shed zone located to the east of the site. Figure 4.1 shows an overview of the proposed site layout plan. Based on the site layout shown below, the construction vehicles will enter the site from eastern gate 4 and exit the site via gate 3 off Baxter Road. A detailed site layout plan is available in Appendix A of this report.

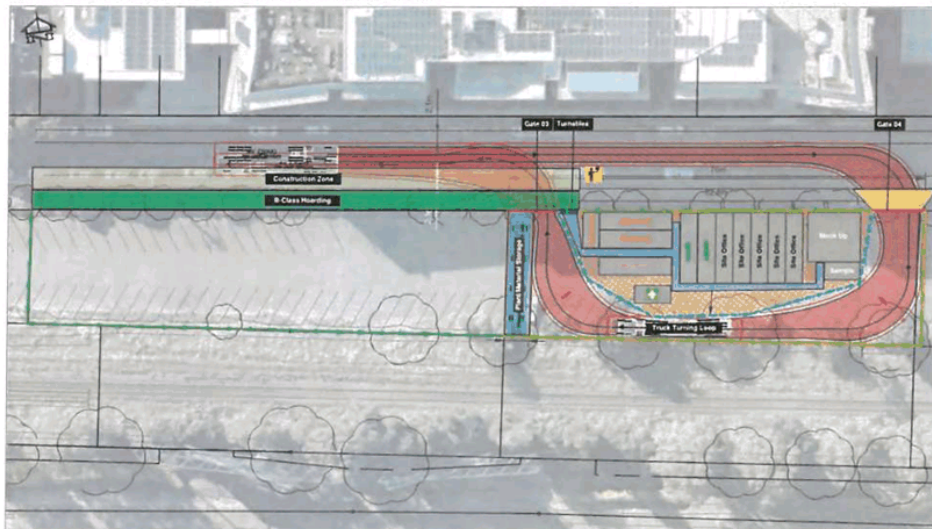


Figure 4.1: Site layout

Swept path analysis for movements to the site are provided at Appendix D.

4.3 Construction Stages

The proposed construction works would be completed in approximately 18 months time, with an anticipated start in 31st August 2021 and completion by 23rd February 2023. It is anticipated that the project will be divided into five stages, the anticipated duration of each stage is provided in Table 4.1. The below outlined construction stages may overlap each other during the course of construction. A detailed construction program is attached in Appendix B of this report.

Table 4.1: Construction staging

Work Stages	Description of Works	Duration
1	Site Establishment / Ground works	31 Aug 2021 – 21 Oct 2021
2	Substructure and Superstructure	27 Sep 2021 – 15 Jun 2022
3	Façade	14 Mar 2022 – 28 Jul 2022
4	Fit-out and Finishes	10 Feb 2022 – 28 Jul 2022
5	External Works and Completion	12 Jul 2022 – 23 Feb 2023

4.4 Hours of Operation

Construction activities are only to be carried out during the following approved hours of work:

- Monday to Friday 07:00 AM to 06:00 PM
- No work on Sundays and Public Holidays

Roberts Co will be responsible for instructing and controlling all sub-contractors regarding the hours of work. Any works outside the proposed construction hours will be subject to specific prior approval from the appropriate authorities. Such work may include delivery of cranes, oversized equipment required to the site.

4.5 Construction Workforce

The construction workforce would vary based on work schedule requirements. The anticipated workforce would be 10 to 60 workers typically, but may be a maximum of up to 250 workers on peak days.

Table 4.2: Construction workforce

Work Stages	Description of Works	Estimated construction workers
1	Site Establishment / Ground works	10 to 15 workers per day
2	Substructure and Superstructure	50 to 60 workers per day
3	Façade	30 to 40 workers per day
4	Fit-out and Finishes	30 to 40 workers per day
5	External Works and Completion	20 to 30 workers per day

5 Construction Traffic Management

5.1 Construction Traffic Volumes

Construction traffic will primarily include use of Articulated Vehicles up to 20 metres long for the delivery of large size construction material. Based on the extent of the project and proposed construction stages, Table 5.1 outlines the anticipated number of construction trucks for each stage of the project.

Table 5.1: Construction traffic volumes

Work Stages	Description of Works	Estimated construction vehicles	
		Vehicle	Average Movements (one-way) Per Day
1	Site Establishment / Ground works	Semi-trailer	4 – 6 per day
		Mobile crane	1 per day
2	Substructure and Superstructure	Flat-bed truck / Hook-lift truck	6 – 10 per day
		Concrete truck	15 - 20 per day
		Concrete pump truck	1 per day
3	Façade	Flat-bed truck / smaller trucks	4 – 6 per day
4	Fit-out and Finishes	Flat-bed truck / smaller trucks	4 – 6 per day
5	External Works and Completion	Semi- trailer / smaller trucks	4 – 6 per day

Based on the above, on average, peak vehicle volumes would be up to 15 - 20 one-way vehicle movements per day, which equates to approximately 2 - 3 truck trips per hours. All the concrete pours will occur outside of road network peak periods to minimise traffic impact and associated road network.

Any oversize vehicle needs to approach site via surrounding roads, would require Council's approval. Roberts Co would be responsible for submitting an application for an Over Size Vehicle Access Permit and obtain approval prior to such traffic movement.

5.2 Construction Vehicle Routes

Generally, construction vehicles will approach the site from a wide range of locations throughout the greater Sydney area. However, all construction vehicles will use the State, and Regional road network, as well as the TfNSW approved heavy vehicle route network where practicable. The recommended construction vehicles routes are detailed below and shown in Figure 5.1.

Truck drivers will be advised of the designated truck routes to and from the site. No queuing of construction vehicles will be permitted on the surrounding road network, with call-up procedures to be put in place to manage arrivals.

Based on the proposed construction vehicle routes, incoming vehicles will approach via O'Riordan Street from northwest of the site and then travel on Baxter Road to reach the site. Outbound construction vehicles from the site are to exit via Baxter Road, left turn onto O'Riordan Street and left turn to Joyce Drive.

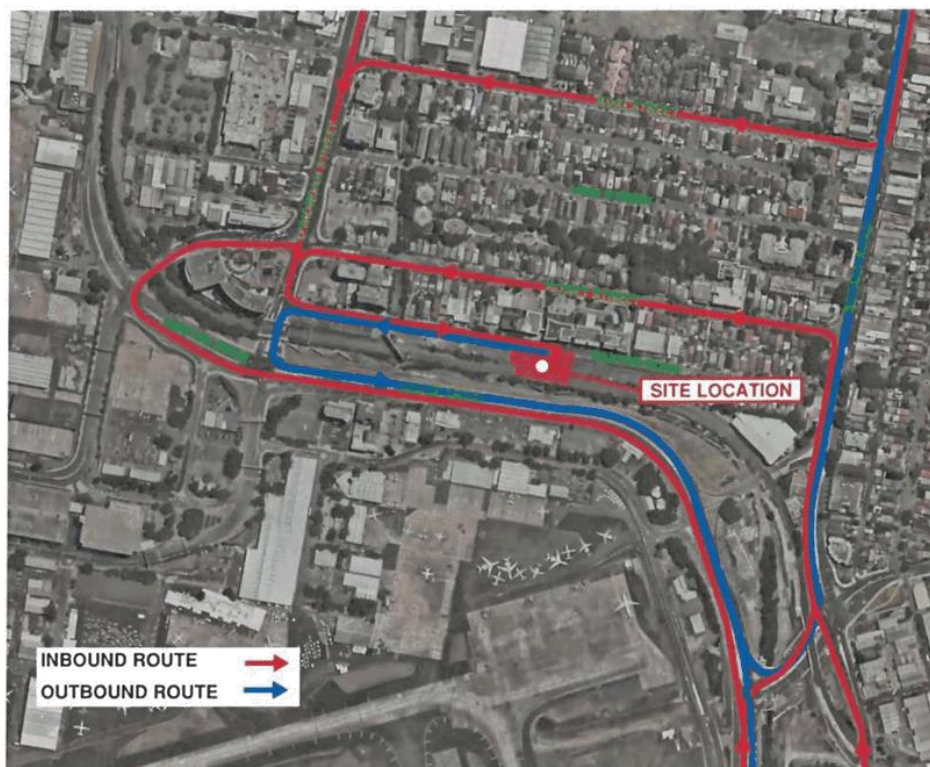


Figure 5.1: Construction vehicle routes

5.3 Construction Traffic Management

Truck loading and unloading will occur in either the construction compound (Lot 2) or an on-street work zone at the site frontage along Baxter Road, depending on the works phase and project requirements.

The site provides a one-way internal loop where all construction vehicles will access and exit from/to Baxter Road in a forward movement from Gate 4 to Gate 3 then into the work zone.

Traffic controllers will be implemented at the site entries as required to ensure safe and efficient movement of vehicles, pedestrians and the safety of workers within site.

All deliveries are to be made within the approved work hours. Truck movements to and from the site will be scheduled outside of network peak hours to reduce impacts to the local road network, which includes busy town-centre areas and high pedestrian volumes.

During days of high estimated vehicle movements, communication between the site, concrete batching plant and/or vehicles will be maintained to stagger the arrival of vehicles, for them to be accommodated within the worksite and to minimise traffic disruptions.

This will not impact the surrounding roads as activities will be managed within the site boundary with trucks entering and exiting in forward direction.

A Traffic Guidance Scheme (TGS) showing appropriate warning signages addressing all the construction stages are provided in the **Appendix C**.

5.4 Work Zones

On-street works zones are proposed for loading and unloading of construction material along Baxter Road site frontage with 120m length. Traffic controllers are to manage vehicles entering and leaving the work zone in accordance with the Traffic Management Plan.

These Works Zones will be subject to separate approval by Bayside City Council. A total of 20 on-street parking spaces would be unavailable during operation of the Works Zones but would continue to be available for public usage outside the approved hours.

5.5 Driver Code of Conduct

Construction truck drivers associated with this project shall abide by the following Code of Conduct:

- Drivers shall minimise the impacts of earthworks and construction on the local and regional road network;
- Drivers shall minimise conflicts with other road users;
- Drivers shall minimise road traffic noise; and
- Drivers shall use the specified routes for approaching and exiting the site.

Based on the above principles, it is recommended to develop a program or a checklist to ensure truck drivers are adhering with driver code of conduct.

5.6 Construction Workers Parking

The proposed site layout has no parking area for the construction workers. The contractor will encourage all the workers to use public transport and carpool as part of the site induction.

There are time-restricted and limited on-street parking spaces available nearby the site. Baxter Road provides 3P and 1P parking areas. Hollingshed Street has 8P on-street parking spaces from 8:00am to 6:00pm.

Paid parking facilities are available near the site. Parking on King Car Park has 1,600 spaces and located 800m from the site. In addition, Blu Emu Car Park is approximately 2.4km south of the site with 5,300 parking space capacity. Blu Emu Car Park is paid parking facility, located at Ross Smith Avenue within the airport precinct.

6 Project Impact

6.1 Local Traffic

Local traffic patterns during construction are expected to remain consistent with the existing conditions. All public roads will remain in operation at full capacity. Traffic impacts from the construction works are expected to be limited to the volume of construction vehicles only, with minimal contractor traffic during peak hours only.

The number of daily vehicles is expected to be minimal in comparison to the total volumes of traffic on local roads. Truck movements to and from the site will be scheduled outside the network peak hours where possible to reduce impacts to the area.

All deliveries and construction works are to take place within site with no impacts to passing traffic. Existing travel lanes along all local roads will remain in operation at full capacity.

Site access and exit of construction trucks on-site are to be managed carefully by on-site traffic controllers, such that traffic flow is maintained. For small deliveries, traffic is not to be held up in advance to allow vehicles to exit the site, and vehicles are to use suitable gaps in traffic (as per the normal right-of-way scenario).

If the relevant loading area is found to be full at the time of vehicle arrival, vehicles are not to queue on the roadway. In this instance, vehicles shall store appropriately within other areas of the site (and shall not reverse out of the site) or be turned away and rescheduled if necessary. If recirculating to the site, vehicles shall only park legally in designated parking zones and in accordance with any relevant road rules, and only for as long as necessary.

6.2 Parking

As discussed in section 5.6, Baxter Road has limited and restricted on-street parking. Construction workers would be encouraged to use public transport or shuttle service provided by the contractor.

Based on the above, the proposed works would not generate any significant impact on the surrounding streets.

6.3 Pedestrians

The footpath to the north of Baxter Road remains operational and construction traffic movements are unlikely to interrupt any pedestrian facility in the vicinity of the site. Pedestrian access along the existing trail along the northern boundary of the site would be maintained throughout all phases of the project. Therefore, the proposed construction works would not impact any pedestrian activity in the surrounding.

6.4 Cyclists

There are no changes to dedicated cycleways in the area. Cyclists on public roads will be required to follow direction from traffic controllers as per standard vehicles. The cycle access along the existing trail along the eastern boundary of the site would be maintained throughout all phases of the project.

6.5 Communication of Works

Prior to any site works taking place, notification of commencement of the works shall be distributed to the neighbourhood by the contractor. Notification is to include information or comment. Community notifications will be undertaken.

As part of the site induction procedures, all contractors will be made aware of this Construction Traffic Management Plan, the relevant Traffic Guidance Schemes (TGS), and their responsibility to adhere to these plans.

6.6 Public Infrastructure

On infrequent occasions when particularly large vehicles are required to access the site, some mounting or crossing of public kerbs and medians may be necessary. The contractor shall repair any damage to this infrastructure if large vehicles are required to mount the devices. Any other road markings damaged as a result of vehicles associated with the construction shall be repaired as a responsibility of the contractor.

6.7 Emergency Services

The contractor will assure that access to all emergency services should be maintained to and site surrounds.

6.8 Site Safety

All construction work and operations are to be contained within site. Fencing with an A-class hoarding is to be implemented on site, this will enclose or isolate the work site from public areas. Safety for passing traffic including pedestrians shall be maintained at all times.

6.9 Neighbouring Properties

Construction truck access to the site shall be predominantly via the Baxter Road that provides access to the BRH site, with construction activities contained within the site. Baxter Road will generally be accessible at all times during construction. Properties adjacent to the construction zone perimeter will not be impacted by the works.

Minimal construction traffic access will be imposed through the Baxter Road where users will be made aware of construction traffic movement via warning signages as outlined in the relevant TGS.

Based on the above, all the surrounding properties will remain accessible throughout the construction period as per existing conditions.

7 Further Information

7.1 Environmental Control

Vehicle inspection and wash areas in accordance with industry standards will be provided. Construction vehicle wheels shall be cleaned prior to leaving the site to prevent transport of dust, dirt, or gravel from the worksite onto the road network or pedestrian footpaths.

All loads are to be sealed or covered when entering or leaving the site. Loading of disposable material into vehicles leaving the site is to occur only within the site.

A suitable location for material lay-down will be contained near the site frontage and within Lot 2.

7.2 Certificate and Approvals

Approval may need to be obtained from Transport for NSW, Bayside City Council and other relevant authorities. Approval may be required for items including but not limited to:

- Road occupancy approvals
- Hoarding/fencing approvals
- Oversize vehicle usage on local roads.

Responsibility for acquiring the necessary certificates, permits, and/or approvals rests with the contractor (through managed subcontractors where relevant), and must be completed prior to commencement of the associated works.

Only certified personnel will be used on site to implement, monitor, and carry out the Traffic Guidance Schemes.

7.3 Other Responsibilities

Roberts Co personnel are responsible for, but not limited to:

- Implementing the Construction Traffic Management Plan and associated TGS
- Informing sub-contractors of the requirements of the Construction Traffic Management Plan
- Undertaking site inspections to ensure all signage is clearly visible and not damaged
- Monitoring the implementation of the Construction Traffic Management Plan
- Reporting on incidents
- Obtaining permits.

As part of the site induction procedures, all site workers and sub-contractors will be made aware of this Construction Traffic Management Plan, the relevant Traffic Guidance Scheme, and their responsibility to adhere to these plans.

40-54B Baxter Road, Mascot – Construction Traffic Management Plan
Prepared for Roberts Co

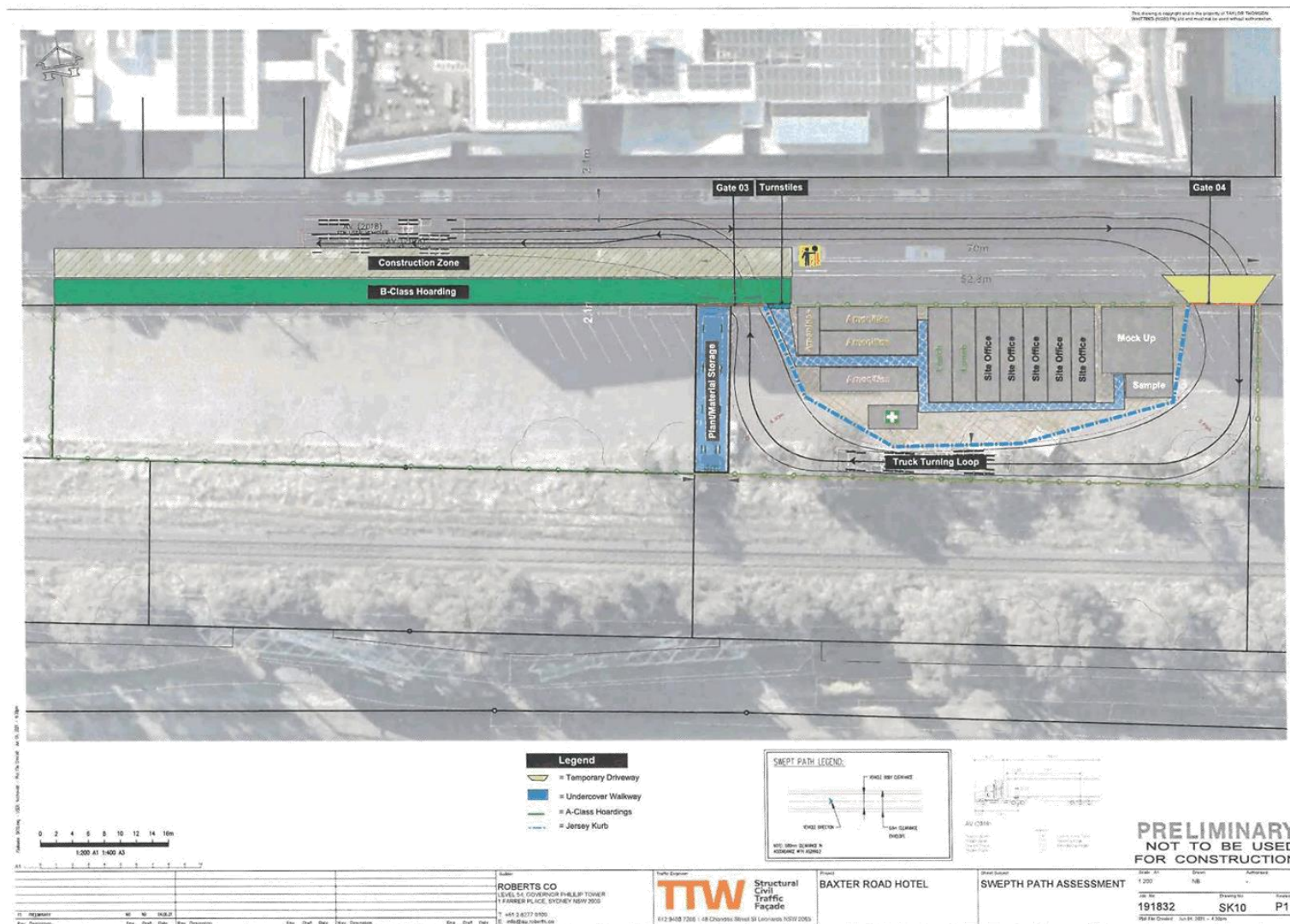
28 June 2021
191832

Appendix A

Site Establishment Plan

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Appendix A
Page 20 of 22



40-54B Baxter Road, Mascot – Construction Traffic Management Plan
Prepared for Roberts Co

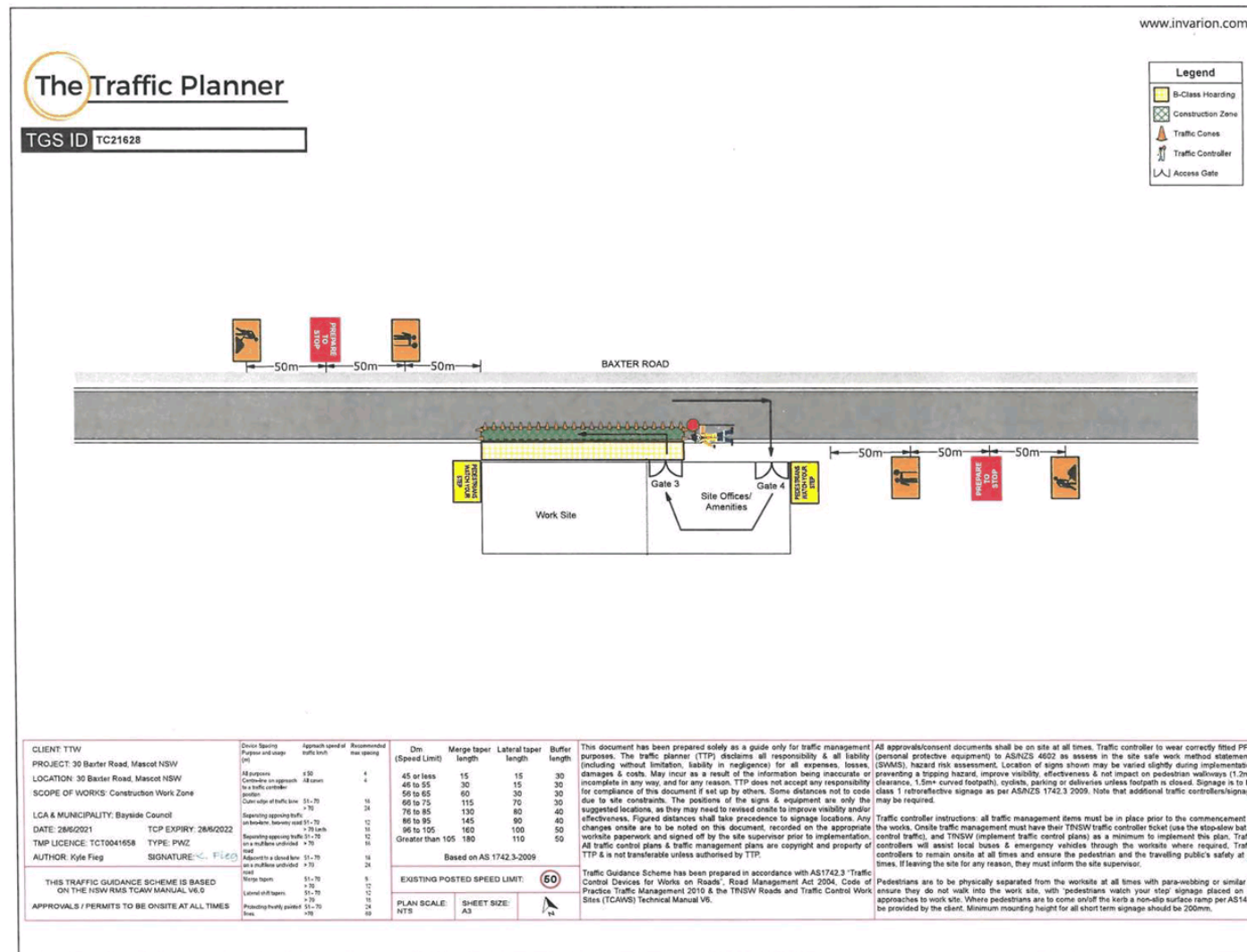
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Appendix B

Traffic Guidance Schemes

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Appendix B
Page 21 of 22



E.2 TGS verification checklist

TGS Verification must be undertaken after selecting or designing a TGS as a confirmation of appropriateness prior to approval for use. A PWZTMP or ITCP qualified person must undertake this verification.

Completed by:			
Name:	Kyle Fieg	Signature:	<i>Kyle Fieg</i>
Qualification	PWZ TCT0041658		
TGS details:			
TMP Reference:		TGS Reference:	TC21628
Date:	28/6/2021	Review type	<input type="checkbox"/> Site Inspection <input checked="" type="checkbox"/> Desktop review
Sources used for desktop review	Nearmap, Sixmap		
Site details			
Street name:	Baxter Road	Confirmed posted speed limits:	50km/h
Street name:		Confirmed posted speed limits:	
Street name:		Confirmed posted speed limits:	
List unique site specific Hazards / Risks identified on site			
<p><i>E.g. utilities, infrastructure, vegetation, schools,</i></p> <p>Rail Corridor Commercial and Residential Buildings</p>			

Technical Manual – Traffic control at work sites

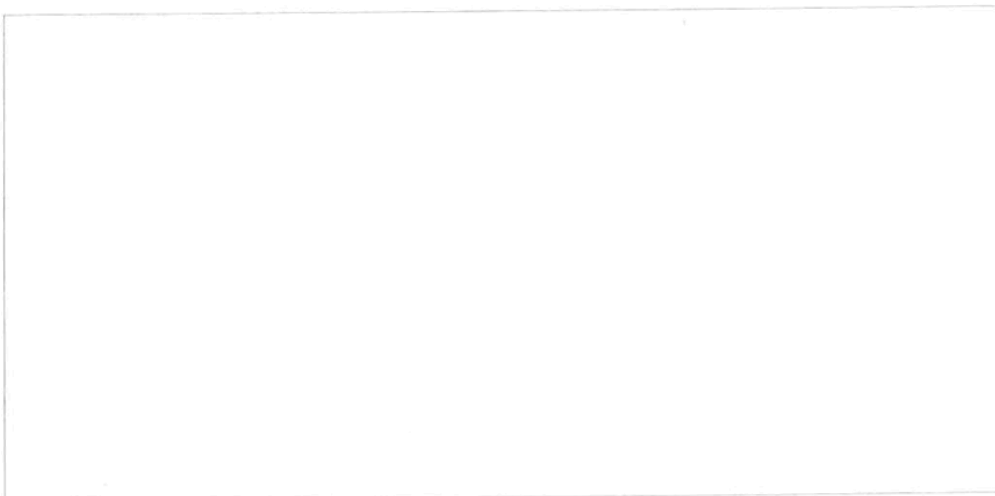
TGS details					
Have the below been addressed on the TGS for this location?					
Traffic volumes	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> N/A	Details	Residential Street - Low Traffic Volume
Predicted queue length	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> N/A	Details	Vehicle to egress from the work zone during breaks in traffic
Shoulder widths	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> N/A	Details	
Sight distances	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A	Details	Consider mounting signs if required
Existing infrastructure	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A	Details	Rail Corridor - no construction access permitted
Transport services	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> N/A	Details	
Pedestrian generators	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A	Details	No pedestrian walkway on south side of Baxter St. Advanced warning for pedestrians
Appropriate site access	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A	Details	
Appropriate escape route for traffic controllers	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A	Details	To be detailed in pre-start meeting

Technical Manual – Traffic control at work sites

Confirmation	
Does TGS require adjustments within tolerances? <i>If yes provide details TGS must include these adjustments with justification.</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Comments or details of action taken:	
Does TGS require any additional changes or modifications? <i>If yes provide details and return TGS to designer for additional changes or modifications</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Comments or details of action taken:	
Is TGS appropriate for use for works required at this location? <i>If no provide details and, return TGS into file and select alternative, if design returned to designer for correction</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Comments or details of action taken:	
Have key TTM risks been addressed on site? <i>If no, provide details and return TGS to designer for correction, review and approval</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Comments or details of action taken:	

Additional comments:

Technical Manual – Traffic control at work sites



Reset forms - pages 269 to 272

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14 September 2020
Transport for NSW

UNCONTROLLED WHEN PRINTED

272

40-54B Baxter Road, Mascot – Construction Traffic Management Plan
Prepared for Roberts Co

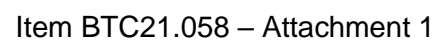
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Appendix C

Swept Path Analysis

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Appendix C
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Bayside Traffic Committee

21/07/2021

Item No	BTC21.059
Subject	Beauchamp Road, Hillsdale and Coward Street, Mascot - Proposed extension of existing bus zones for South East Sydney Bus Network Proposal
Report by	Traffic Engineer
File	SF20/6669
Electorate	Heffron

Summary

Transport for New South Wales (TfNSW) are proposing an integrated network plan for Sydney's South East to increase the capacity for public transportation and to support both existing and emerging travel patterns. TfNSW in collaboration with Transit System seeks to make changes to Sydney's South East bus network through providing additional bus services.

Transport for NSW are seeking endorsement to modify Bus Zones on Coward Street and Beauchamp Road to facilitate TfNSW's Sydney South East bus changes.

Officer Recommendation

- 1 That approval be given to extend the existing 'Bus Zone' on Coward Street for Mascot Station Stand A Eastbound by 24m as per the attachment.
 - 2 That approval be given to extend the existing 'Bus Zone' on Coward Street for Mascot Station Stand B Westbound by 24m as per the attachment.
 - 3 That approval be given to extend the existing 'Bus Zone' on the northern side of Beauchamp Road east of Denison Street by 16.5 metres as per the attachment.
 - 4 That approval be given to reposition the bus stop on the northern side of Beauchamp Road east of Rhodes Street by 13 metres and formalise a Bus Zone as per the attachment.
 - 5 That Council note the changes proposed to bus stops/zones along the State Road network listed in the report.
-

Background

Transport for New South Wales (TfNSW) has developed an integrated transport plan for Sydney's South East to improve public transport connectivity between major hubs such as Sydney CBD, Central Station, Randwick, Kingsford and Taylor Square. This has been designed to support the existing and emerging travel patterns through Sydney's South East.

With the recent light rail services successfully improving connectivity in South East Sydney, TfNSW proposes to further enhance north-south and east-west connectivity through the provision of additional bus services.

Transport for NSW in the capacity of running the public bus transit system, is responsible for identifying and nominating bus stop locations. Council's role, once TfNSW has identified the location, is to facilitate the statutory signposting of bus zones through the delegation from TfNSW via the Local Traffic Committee process.

Mascot Station is heavily serviced by the Airport Line (T8) with trains scheduled to arrive every 2 – 5 minutes. With the heavy daily public transport usage in Sydney's South East, the proposed South East bus changes aim to improve integration of different transport modes across the South East, increasing travel opportunities and reduce duplication with other bus, train and light rail services around Sydney CBD and the South East.

The proposed changes are reported to result in the following:

- Increase capacity by 40 per cent in the morning peak heading towards the CBD and by 45 per cent in the evening peak heading from the CBD to the South East;
- Provide frequent bus routes across the South East operating every 10 minutes, seven days a week;
- New routes for better integration with other modes of transport; and
- Ensure adequate capacity to plan for future growth.

With the intention to improve public transport connectivity and overall transport integration, TfNSW in collaboration with Transit Systems and State Transit Authority (STA) respectively are proposing the following changes to the existing bus zones:

Coward Street near Mascot Station (request by Transit Systems):

- 1 Coward Street Eastbound – Mascot Station Stand A – Extend the current 'Bus Zone' by 24m to cater for the 306 terminus Redfern to Mascot via Eastlakes, Rosebery & Green Square; and
- 2 Coward Street Westbound – Mascot Station Stand B – Extend the current 'Bus Zone' by 24m to cater for 420 terminus Burwood to Mascot via Airport & Rockdale.

Coward Street in the subject road section between Bourke Road and O'Riordan Street is classified as a regional road with "2P, 8:30 am – 6:30 pm Monday to Friday" parking restrictions along both kerbsides. The proposed extensions will result in the net loss of eight (8) time restricted parking spaces – four (4) parking spaces on either kerbside.

Beauchamp Road, Hillsdale (request by STA):

- 1 Northern side of Beauchamp Road east of Denison Street – proposed extension of the existing Bus Zone by 16.5 metres as per the attached plan; and
- 2 Northern side of Beauchamp Road east of Rhodes Street – proposed relocation of existing bus stop and formalisation of Bus Zone as per the attached plan.

Beauchamp Road in the subject section between Denison Street and Bunnerong Road is classified as a regional road under Council's road hierarchy. There is unrestricted parking available along the kerbside of Beauchamp Road utilised predominantly by residential developments. TfNSW have factored noted that the affected properties contain off-street parking and will be minimally impacted by the net loss of three (3) unrestricted on-street parking spaces as a result of the proposal.

Additionally, the following Bus Zones on the State Road network have been included as part of the integrated transport plan:

State Road	Bus Zone Location
Beauchamp Road, Banksmeadow	<ul style="list-style-type: none"> • Opposite Perry Street • South-west of McPherson Street
Gardeners Road, Eastlakes	<ul style="list-style-type: none"> • Opposite Leonard Avenue • Opposite Eastern Avenue • Opposite Tunstall Avenue • East of Maloney Street • East of Gordon Street • East of Sutherland Street

The locality of the proposed extension of Bus Zones along Coward Street are shown in the attached drawings.

Financial Implications

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

Community Engagement

Community engagement has been undertaken through Transport for New South Wales "Have Your Say on the South East Bus Changes" portal with a further letter box drop to the affected residents in local streets. TfNSW is the proponent of the project and will be requested to lead any community engagement resulting from the project.

Attachments

- 1 Coward Street, Mascot - Proposed 'Bus Zone' Extensions [↓](#)
- 2 Beauchamp Road Hillsdale (Denison St) - Concept Plan [↓](#)
- 3 Beauchamp Road Hillsdale (Rhodes St) - Concept Plan [↓](#)
- 4 State Road Network - Bus Zone Changes [↓](#)

Coward St West bound – TSN 2020113 Mascot Stn Stand B 24m extension 420 terminus Burwood to Mascot via Airport & Rockdale

24m extension behind current bus zone



Coward St East bound 24m extension - 306 terminus Redfern to Mascot via Eastlakes, Roseberry & Green Square

24m extension in front current bus zone. (Terminate, Layup, and departure point for 306)





Transport
State Transit

Beauchamp Road, Hillsdale
Proposed and existing parking restrictions



Existing Unrestricted Parking

Existing 'No Stopping'
Existing 'Bus Zone'
Existing Unrestricted Parking
converted to 'Bus Zone'

State Transit Authority of New South Wales • 27 Derbyshire Street, Leichhardt, NSW 2040
PO Box 2557 Strawberry Hills NSW 2012 • Phone 131 500 • www.statetransit.info • ABN 51 750 635 629



Transport
State Transit

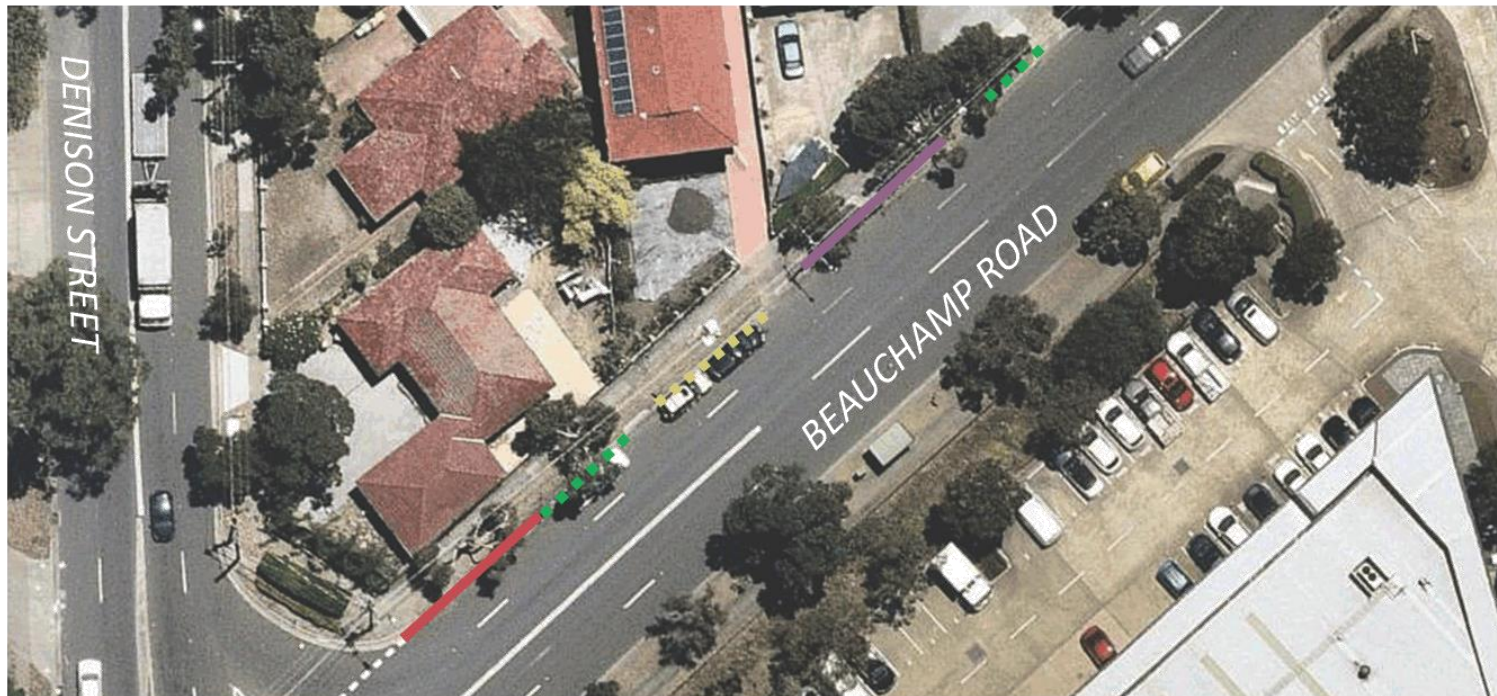
Beauchamp Road, Hillsdale
Proposed and existing parking restrictions



- Existing 'No Stopping' (unsignposted)
- Existing 'Bus Stop' (Road Rule 195) converted to 'Bus Zone'
- Existing Unrestricted Parking
- Existing Unrestricted Parking converted to 'Bus Zone'

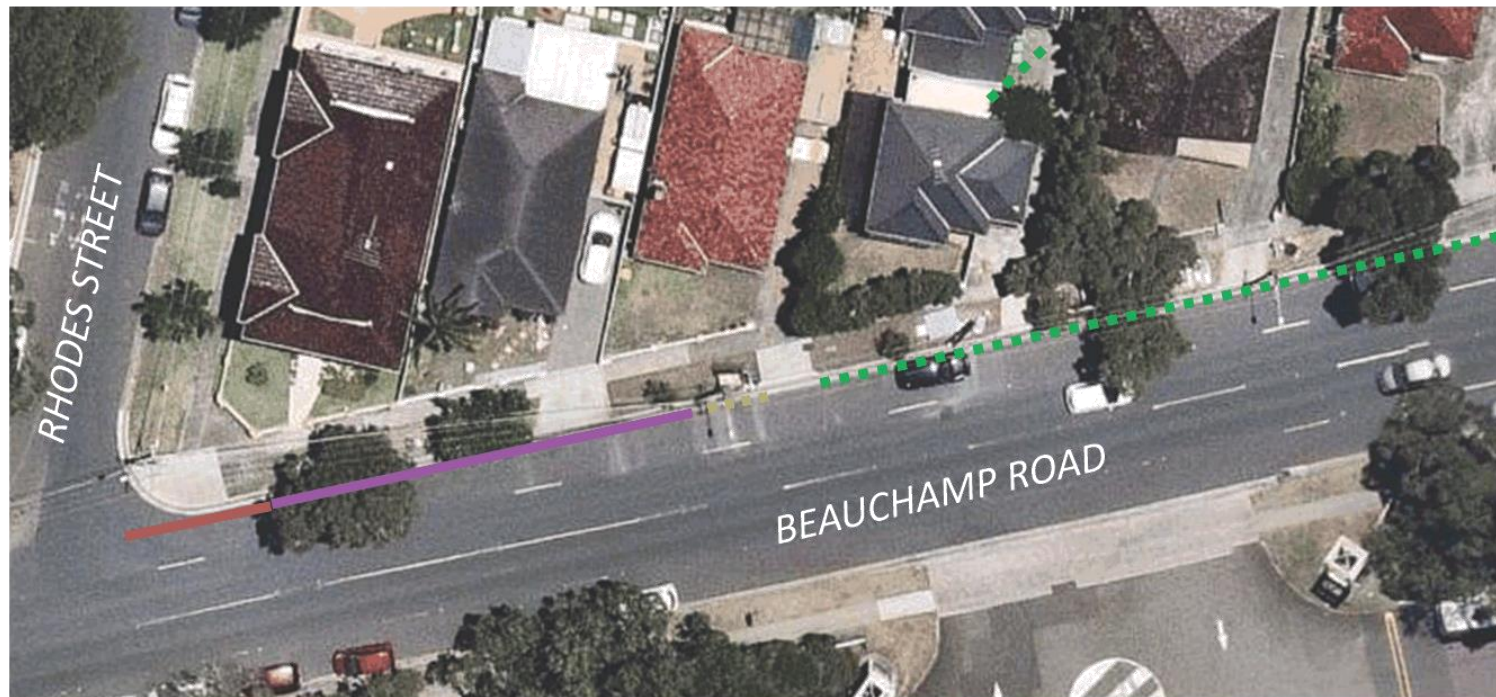
State Transit Authority of New South Wales • 27 Derbyshire Street, Leichhardt, NSW 2040
PO Box 2557 Strawberry Hills NSW 2012 • Phone 131 500 • www.statetransit.info • ABN 51 750 635 629

Beauchamp Road, Hillsdale
Proposed and existing parking restrictions



- Existing 'No Stopping'
- Existing 'Bus Zone'
- - - Existing Unrestricted Parking converted to 'Bus Zone'
- - - Existing Unrestricted Parking

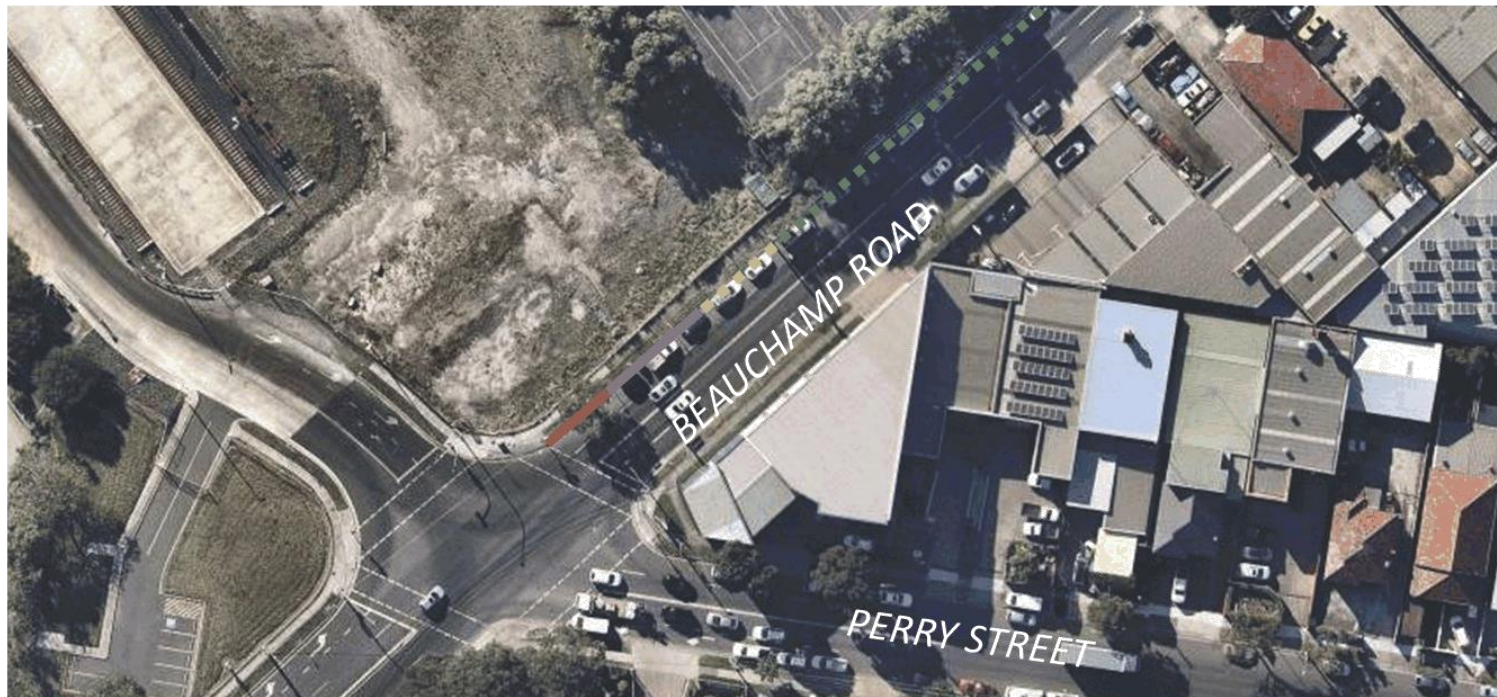
Beauchamp Road, Hillsdale
Proposed and existing parking restrictions



- Existing 'No Stopping' (unsignposted)
- Existing 'Bus Stop' (Road Rule 195) converted to 'Bus Zone'

- Existing Unrestricted Parking
- Existing Unrestricted Parking converted to 'Bus Zone'

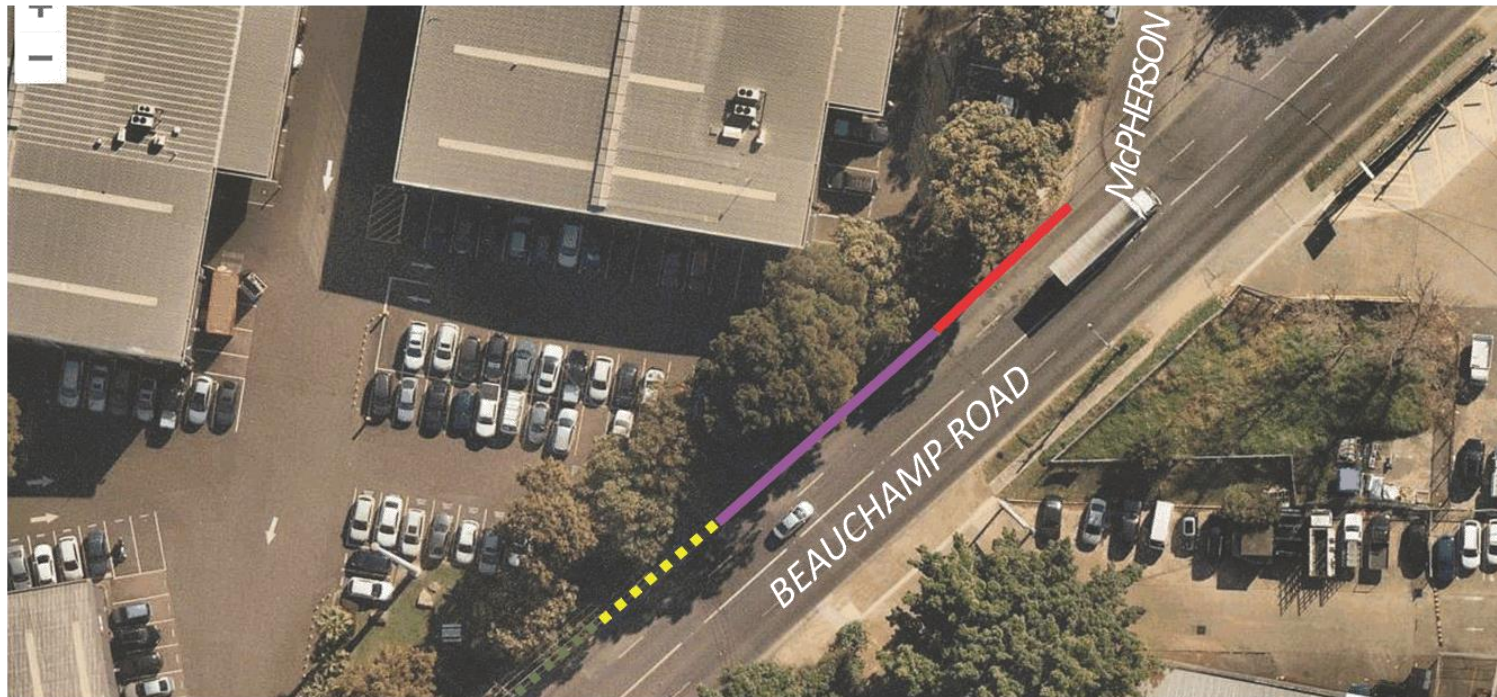
Beauchamp Road, Banksmeadow
Proposed and existing parking restrictions



- Existing 'No Stopping'
- Existing 'Bus Zone'
- Existing Unrestricted Parking converted to 'Bus Zone'

Existing Unrestricted Parking

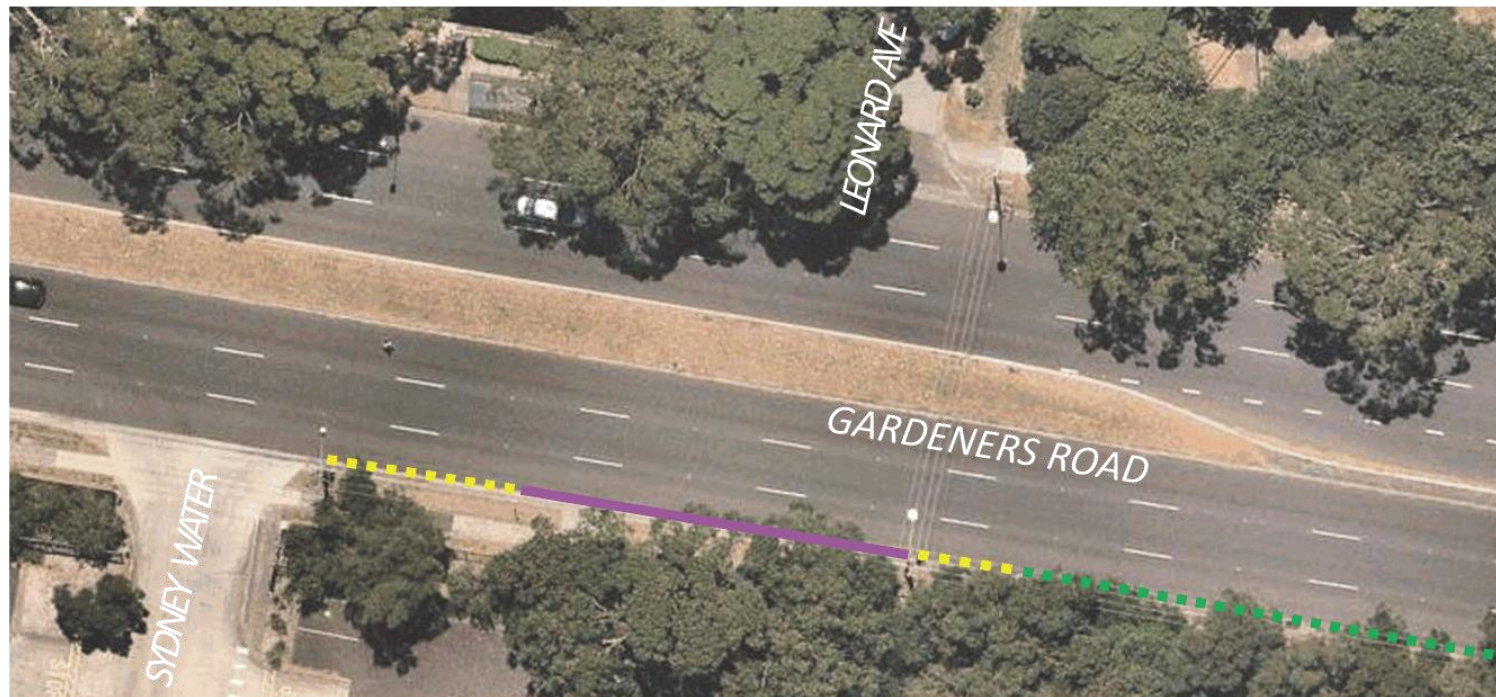
Beauchamp Road, Banksmeadow
Proposed and existing parking restrictions



- Existing 'No Stopping'
- Existing 'Bus Zone'
- Existing Unrestricted Parking converted to 'Bus Zone'

Existing Unrestricted Parking

Gardeners Road, Eastlakes
Proposed and existing parking restrictions



Existing 'Bus Zone'

Existing 'Clearway 6am-10am Mon-Fri'
& Unrestricted Parking at other times

Existing 'Clearway 6am-9am Mon-Fri'
& Unrestricted Parking at other times
converted to 'Bus Zone'

Gardeners Road, Eastlakes
Proposed and existing parking restrictions



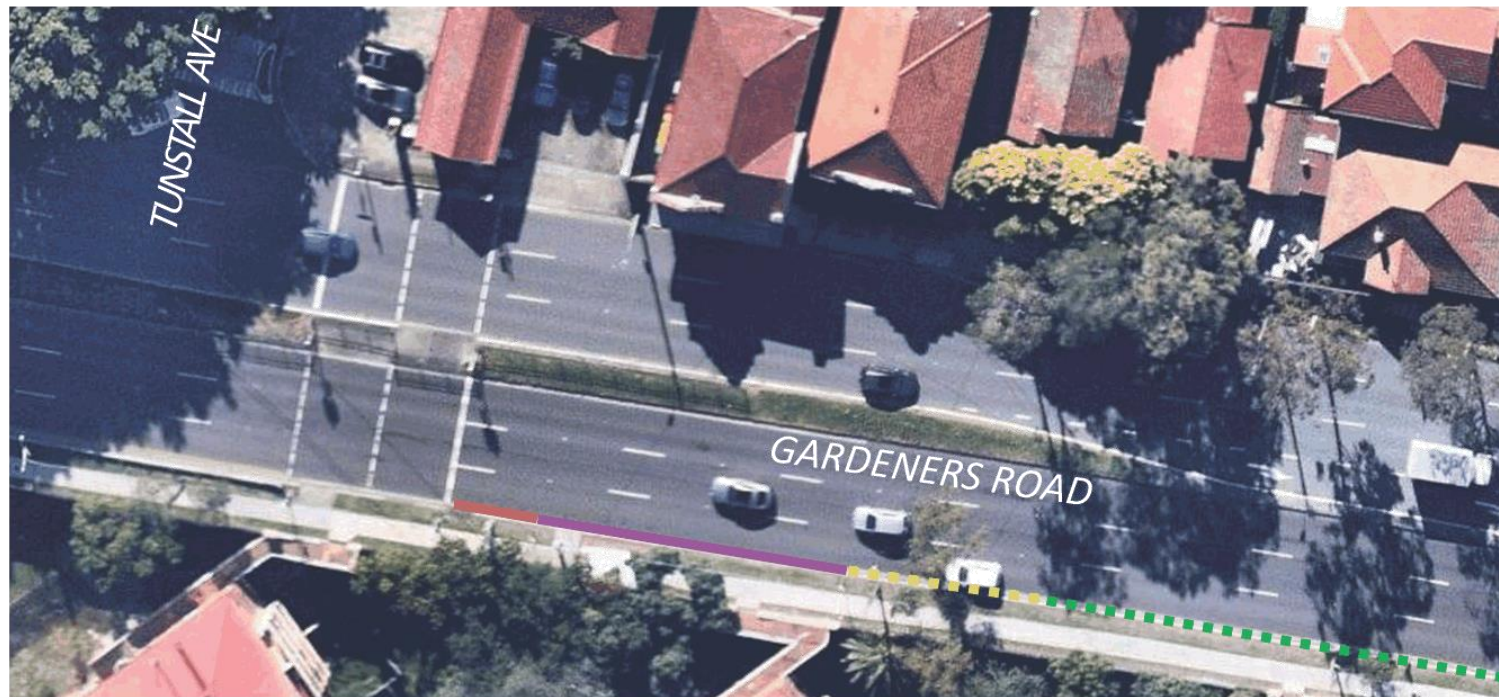
Existing 'No Stopping'

Existing 'Bus Zone'

Existing 'Clearway 6am-10am Mon-Fri'
& Unrestricted Parking at other times
converted to 'Bus Zone'

Existing 'Clearway 6am-10am Mon-Fri'
& Unrestricted Parking at other times

Gardeners Road, Eastlakes
Proposed and existing parking restrictions



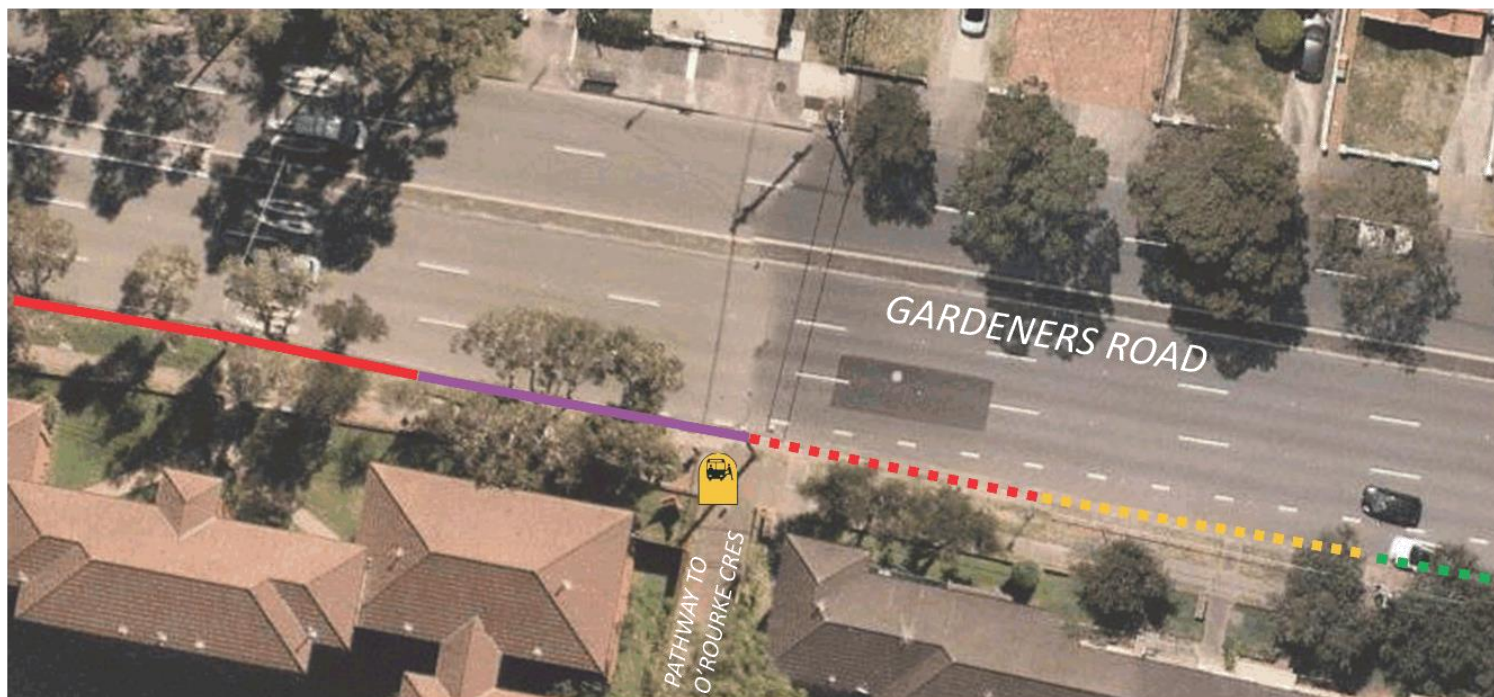
Existing 'No Stopping'

Existing 'Bus Zone'

Existing 'Clearway 6am-10am Mon-Fri' & Unrestricted Parking at other times converted to 'Bus Zone'

Existing 'Clearway 6am-10am Mon-Fri' & Unrestricted Parking at other times

Gardeners Road, Eastlakes
Proposed and existing parking restrictions



- Existing 'No Stopping'
- Existing 'No Stopping' converted to 'Bus Zone'
- Existing 'Bus Zone'

- Existing 'Clearway 6am-10am Mon-Fri' converted to 'Bus Zone' Lane width does not allow for parking.
- Existing 'Clearway 6am-10am Mon-Fri' & Unrestricted Parking at other times



Bus stop sign and concrete pad for boarding area

Gardeners Road, Rosebery
Proposed and existing parking restrictions



Existing 'No Stopping'

Existing 'Bus Zone'

Existing 'Clearway 6am-10am Mon-Fri', 'Loading Zone 10am-11am Mon-Fri', 'No Parking 3pm-6.30pm Mon-Fri' & Unrestricted Parking at other times converted to 'Bus Zone'

Existing 'Clearway 6am-10am Mon-Fri', 'Loading Zone 10am-11am Mon-Fri', 'No Parking 3pm-6.30pm Mon-Fri' & Unrestricted Parking at other times

Gardeners Road, Rosebery
Proposed and existing parking restrictions



Existing 'No Stopping'

'Bus Zone' requirement
post construction

Temporary 'Bus Zone'
during construction

Bayside Traffic Committee

21/07/2021

Item No	BTC21.060
Subject	Birdwood Avenue and Bunnerong Road, Daceyville Intersection Upgrade - Proposed Kerb Blisters with Refuge Island - Detailed design drawings
Report by	Coordinator Traffic and Road Safety
File	SF20/6669
Electorate	Maroubra

Summary

Council has received funding for the delivery of road safety initiatives within school zones as part of the joint funding commitment under the Safer Roads Program by NSW Government and the Federal Government through the Targeted Road Safety Program.

This report intends to seek approval for the proposed installation kerb blisters, a refuge island and associated signs and linemarking works at the intersection of Birdwood Avenue and Bunnerong Road, Daceyville.

Officer Recommendation

That approval be given to the installation of kerb blisters, pedestrian refuge island and associated signs including 'No Stopping' signs and linemarking at the intersection of Birdwood Avenue and Bunnerong Road, Daceyville as per the attached drawing.

Background

Council has received funding for the delivery of road safety initiatives within school zones as part of the joint funding commitment under the new Road Safety Program by NSW Government's and the Federal contribution to the Safer Roads program through the Targeted Road Safety Program.

The Road Safety Program funding will prioritise the development and delivery of road safety infrastructure projects across NSW, support jobs and stimulate local economies.

Council has been successful in securing funding for several projects some of which have been nominated for funding through other programs administered by TfNSW or as a result of nomination by Council.

The intersection of Birdwood Avenue and Bunnerong Road was included in nomination and been funded through this program. It is a pro-active measure to provide a safe walking route to nearby schools along Bunnerong Road.

The proposed works include:

- Kerb and footpath realignment works
- Pedestrian pram ramp upgrades

- A new pedestrian refuge island
- Associated landscaping
- Associated 'No Stopping' restrictions and linemarking works.

The aim of the proposed works is to:

- improve the intersection alignment for pedestrian and vehicular traffic
- narrow the road width at the intersection for safer traffic flow
- reduce crossing distance for pedestrians and provide a crossing facility

Traffic data analysis

A review of the Transport for New South Wales (TfNSW) crash data for latest 5-year period has not revealed any crashes at this location.

Birdwood Avenue carries approximately 1,500 vehicles per day.

The new pedestrian refuge island will result in loss of 2 on-street parking spaces. All residences in the vicinity have access to more than one (1) off-street parking spaces. The proposed works will result in significant traffic and pedestrian safety improvements at this location.

The proposed detailed design for the intersection improvement and pedestrian refuge island is provided in the attachment.

Financial Implications

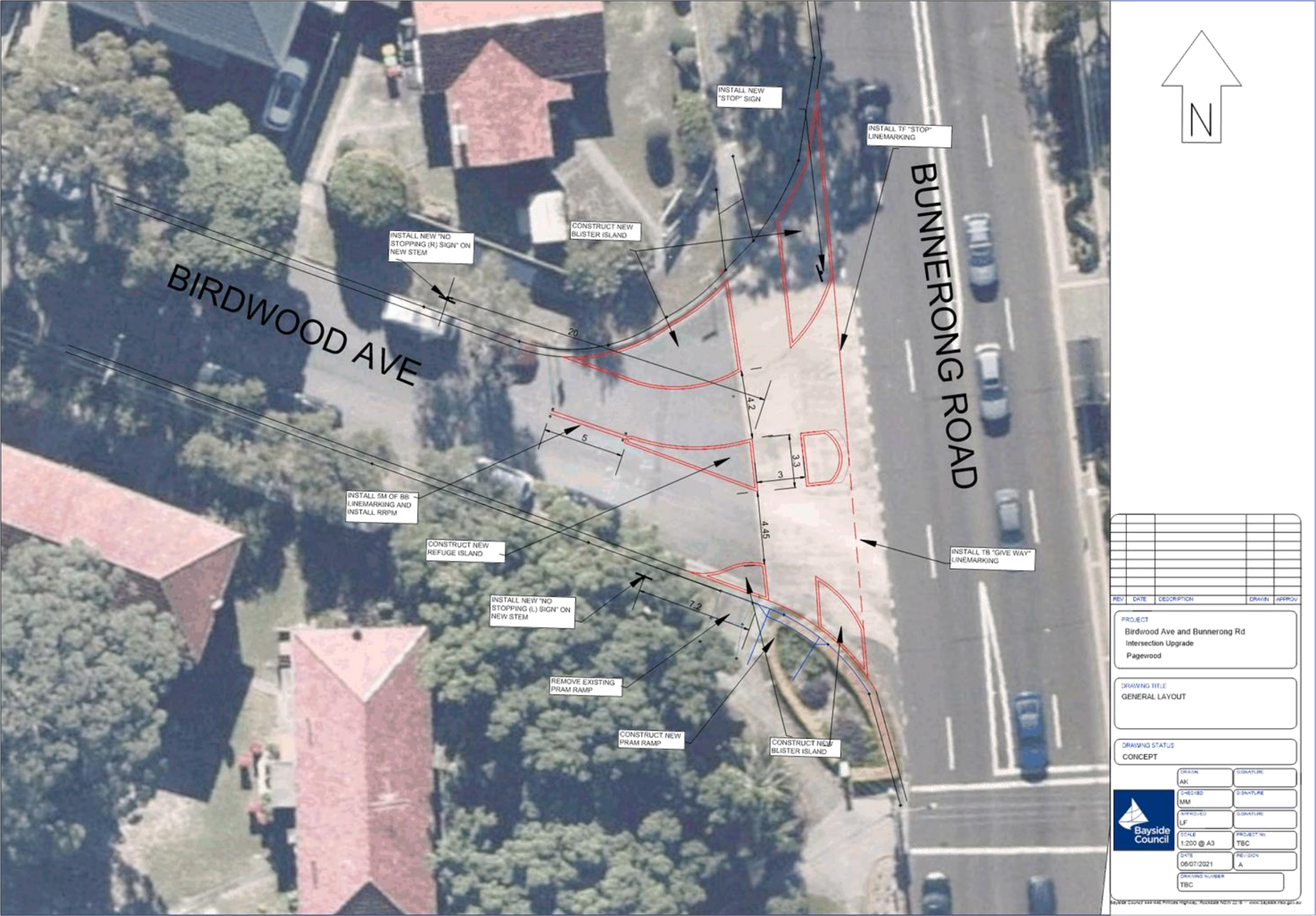
Not applicable	<input checked="" type="checkbox"/>	100% Federal/State funding through Road Safety Program (School Zone) Program 2021-22
Included in existing approved budget	<input type="checkbox"/>	
Additional funds required	<input type="checkbox"/>	

Community Engagement

Affected stakeholders in the vicinity have been notified regarding the proposal.
CM 21/191438

Attachments

Birdwood Avenue Intersection Upgrade Detailed design [↓](#)



Bayside Traffic Committee

21/07/2021

Item No	BTC21.061
Subject	Dolls Point and Sans Souci precinct - Proposed traffic calming treatments
Report by	Civil Projects Officer Public Domain Engineer Traffic Engineer Patel, Coordinator Traffic and Road Safety
File	SF20/6667
Electorate	Rockdale

Summary

The Federal Government had called for applications for the second phase of its Local Roads and Community Infrastructure (LRCI) Program grants in early 2021.

Council Officers had prepared a list of potential projects, which was combined with projects nominated by Councillors. The project for traffic calming/management scheme in Dolls Point/Sans Souci area was supported and approved for delivery under the LRCI program.

In response to community concerns related to traffic safety in local streets, Council is proposing traffic calming treatments to aid local area traffic management in the Dolls Point and Sans Souci precinct.

Officer Recommendation

- 1 That approval be given the installation of roundabout at the intersection of Clareville Avenue and Ida Street as per the attachment
 - 2 That approval be given to installation of modified t-intersection treatment and associated linemarking and signposting of parking restrictions in Clareville Avenue/Lena Street intersection as per the attachment.
 - 3 That approval be given for the installation of central median islands and associated linemarking and signposting in Clareville Avenue/Riverside Drive between Zealander Street and Waldron Street with gaps for driveway access as per the attachment.
 - 4 That approval be given to installation of modified t-intersection treatment and associated linemarking and signposting of parking restrictions in Tuffy Avenue/Riverside Drive intersection as per the attachment.
 - 5 That approval be given for the installation of watts profile speed humps at number 40/42 Fraters Avenue as per standard design drawing attached.
 - 6 That the outcomes of the community engagement be noted.
-

Background

The Federal Government had called for applications for the second phase of its Local Roads and Community Infrastructure (LRCI) Program grants in early 2021. The purpose of the grants was to stimulate the economy to mitigate the impacts of the COVID pandemic, while creating a community benefit by way of new and upgraded community infrastructure.

Criteria were provided which set out eligibility and ineligibility for potential grant funded projects. The total grant pool on offer to Bayside Council was \$5.18M for projects that Council had not already committed to delivering. The grant funds must be expended before the end of the 2021 calendar year.

Council Officers had prepared a list of potential projects, which was combined with projects nominated by Councillors. A workshop held on 3 February resulted in further refinement of the list and a general setting of priorities.

At its meeting on 10 February 2021, Council resolved to allocate funding to several projects, including a project for traffic calming/management scheme in Dolls Point/Sans Souci area.

Several traffic calming road treatments are proposed to be installed in the precinct including new roundabouts, watts profile speed humps, modified intersections with traffic islands and central median islands.

Selection of treatments

Local area traffic management (traffic calming) devices include vertical deflection devices, horizontal deflection devices, diversion devices and other delineation treatments. They have different advantages and disadvantages and criteria for suitability at different locations also applies.

Vertical deflection devices such as road humps, road cushions, flat-top road humps (raised thresholds) and raised pavements have the following disadvantages as described in Austroads Guide to Traffic Management: Part 8 Local Street Management 2020:

- traffic noise level may increase just before and after the device due to braking, acceleration and the vertical displacement of vehicles
- they may divert traffic to nearby streets without LATM measures
- they are uncomfortable for vehicle passengers and cyclists
- they may adversely affect access for buses, commercial vehicles and emergency vehicles
- they can impact on passenger comfort when used on bus routes.

Horizontal deflection devices such as lane narrowing/kerb extensions, slow points, centre islands, driveway links and roundabouts have the following disadvantages as described in Austroads Guide to Traffic Management: Part 8 Local Street Management 2020:

- they may reduce the amount of available kerbside parking
- they prohibit or limit access and movement from driveways
- bicycle lanes may be difficult to accommodate
- drivers may mistake an empty kerbside parking lane for a traffic lane
- they may create a squeeze point for cyclists if not appropriately catered for in the design
- they have limited speed and traffic reduction benefits
- parking manoeuvres may be difficult on heavily trafficked streets
- they are relatively expensive to install and maintain.

- they may restrict emergency vehicles and buses

Diversion devices such as full road closure, half road closure, diagonal road closures, modified t-intersections and left in/left out islands have the following disadvantages as described in Austroads Guide to Traffic Management: Part 8 Local Street Management 2020:

- they may restrict or reduce accessibility for local residents
- traffic may be diverted to other adjacent local streets without closures, resulting in increased traffic volumes in those streets
- they may restrict access by emergency services
- they will increase travel times for some road users
- they may reduce the availability of on-street parking.
- they are relatively expensive devices
- creation of squeeze points for cyclists if not appropriately catered for in the design

The combination of treatments selected for implementation in Dolls Point/Sans Souci area provide the following benefits:

- Minimise loss of street parking where possible
- Alert the motorists to the local residential nature of the precinct
- Have a desirable traffic calming effect
- Minimise noise resulting from vertical traffic calming devices
- Discouraging hoon-type driving behaviour

It should be noted that some of the proposed treatments that impart traffic calming effect due to horizontal deflection of vehicles will result in some loss of on-street parking available. The trade-off however is minimal noise that would be generated by a vertical deflection device to achieve the same result.

Recommendations

The list of locations and proposed treatments are summarised on the following table:

Table 1 – Proposed Traffic Calming Treatments

Street	Proposed treatment and Location
• Clareville Avenue	1. New roundabout at the intersection with Ida Street. 2. Modified T-intersection at the intersection with Lena Street.
• Riverside Drive	3. Installation of concrete median islands from section of Zealander Street to Waldron Street with intervals to consider driveways' access. 4. Revised design to include a Watts profile speed hump outside Scott Park east of Napoleon Street. Further consultation is to occur for this proposed device. 5. Modified T-intersection at the intersection with Tuffy Avenue.
• Fraters Avenue	6. Watts profile speed hump near no. 40/42.
• Napoleon Street	Consultation was undertaken on a modified T-intersection at intersection with Fontainebleau Street. There are potential issues with access for buses and alternate options including a roundabout will need to be considered. This will be subject to a further report to BTC.

Based on the outcomes of community engagement that are presented below, it is recommended to proceed with the implementation of traffic calming treatments in Dolls Point/Sans Souci area.

Financial Implications

- Not applicable ☐
- Included in existing approved budget ☒ Council has been successful in obtaining 100% funding for these works under LRCI Program
- Additional funds required ☐

Community Engagement

Community consultation was undertaken via a letter drop survey on the proposed traffic facilities in the area with closing date of the survey being 30 April 2021. 925 letters were delivered as part of the consultation of which 177 responses have been received. 3 Late responses were received and has been included as part of the summary below. A summary of the responses is attached to the report.

Question 1: Are you in favour of the installation of a new Roundabout at the intersection of Clareville Avenue and Ida Street:

Summary view of 177			
Support scheme	Do not support scheme	Not Sure	No Response
150	22	1	4

Question 2: Are you in favour of the installation of roundabout line marking including painted islands, with separate through and parking lane, and retro-reflective pavement markers at Clareville Ave and Ida Street:

Summary view of 177			
Support scheme	Do not support scheme	Not Sure	No Response
145	28	1	3

Question 3: Are you in favour of the installation of a Modified intersection through chicane at the intersection of Clareville Avenue and Lena Street:

Summary view of 177			
Support scheme	Do not support scheme	Not Sure	No Response
149	25	1	2

Question 4: Are you in favour of the installation of Concrete median islands and linemarking in Riverside Drive (from Waldron Street to Zealandar Street):

Summary view of 177			
Support scheme	Do not support scheme	Not Sure	No Response
145	30	0	2

Question 5: Are you in favour of the installation of Concrete Modified intersection through chicane/slow point treatment at the Riverside Drive and Napoleon Street intersection (access to residential driveways will be maintained):

Summary view of 177			
Support scheme	Do not support scheme	Not Sure	No Response
148	27	0	2

Note, that the original concept is not feasible due to the bus swept path. A number of design options were tested, however the bus would be forced onto the wrong side of the road and not able to negotiate the device. A revised proposal has been drafted and focussed consultation with the residents in the immediate area is proposed. The revised concept includes a refuge island in Napoleon Street and a watts profile speed hump in Riverside Drive adjacent to Scott Park east of Napoleon Street as per the attachment. The results of this additional engagement will be reported to a future meeting of the Bayside Traffic Committee.

Question 6: Are you in favour of the installation of Concrete Modified intersection through chicane/slow point treatment at the Riverside Drive and Tuffy Avenue intersection:

Summary view of 177			
Support scheme	Do not support scheme	Not Sure	No Response
141	34	0	2

Question 7: Are you in favour of the installation of a Watts profile Speed hump – near no. 42 Fraters Avenue:

Summary view of 177			
Support scheme	Do not support scheme	Not Sure	No Response
142	23	1	11

Question 8: Modified intersection through chicane/slow point treatment at the intersection of Napoleon Street and Fontainebleau Street:

Summary view of 177			
Support scheme	Do not support scheme	Not Sure	No Response
140	25	0	12

It is evident from the survey results that majority of the residents are in support of the proposal. Those who are not in favour have cited some of the following reasons or requested other measures:

- Speed cameras (outside of Council's authority to implement)
- Speed humps damage vehicles/tyres
- Unsightly devices
- Fining speeding drivers (outside of Council's authority to implement)
- Loss of on-street parking
- Police enforcement (outside of Council's authority to implement)

Attachments

- 1 Dolls Point and Sans Souci traffic calming detail designs [↓](#)
- 2 Dolls point sans souci Letter to residents traffic calming proposal [↓](#)
- 3 Dolls point sans souci survey traffic calming proposal [↓](#)
- 4 Consultation Results [↓](#)



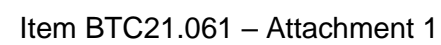
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06 April 2021

Our Ref: CM 21/87235
Our Contact: Traffic and Road Safety team (02) 9366 3861

Dear Resident

Re: Proposal for Traffic calming scheme – Dolls Point, Sandringham & Sans Souci precinct

Council has received community concerns regarding speeding and its impact on local streets in Dolls Point, Sandringham and Sans Souci.

Council was successful in obtaining funding from the Federal Government under the Local Roads and Community Infrastructure (LRCI) Program to deliver benefits to communities, such as improved road safety, accessibility and visual amenity. The purpose of the grant is to stimulate the economy to mitigate the impacts of the COVID pandemic, while creating a community benefit by way of new and upgraded community infrastructure.

Council at its meeting of 10 February 2021 considered a number of projects to be implemented as part of this program and has endorsed the implementation of a traffic calming scheme in your local precinct. Details of the meeting can be found at Council's website under business papers.

A proposal for traffic calming scheme in the Dolls Point, Sandringham and Sans Souci precinct has been developed and you are invited to submit your feedback.

Please complete the attached questionnaire and return it to Council by 30 April 2021 via

Email: council@bayside.nsw.gov.au OR **Mail:** PO Box 21, Rockdale NSW 2216

To ensure each a fair and representative process we will collate responses by allocating one survey response per household and/or business.

Should you have any questions regarding the proposal, please contact Council's Traffic and Road Safety Team on 9366 3861 or via email provided above.

Yours sincerely

Agasteena Patel
Coordinator Traffic and Road Safety

Postal address

PO Box 21, Rockdale NSW 2216
ABN 80 690 785 443

Bayside Customer Service Centres

Rockdale Library, 444-446 Princes Highway, Rockdale
Westfield Eastgardens, 152 Bunnerong Road, Eastgardens

E council@bayside.nsw.gov.au

W www.bayside.nsw.gov.au

T 1300 581 299 | 02 9562 1666

Telephone Interpreter Services: 131 450 Τηλεφωνικές Υπηρεσίες Διερμηνέων بخدمة الترجمة الهاتفية 電話傳譯服務處 Служба за преведување по телефон

Reply To: Bayside Council, Traffic & Road Safety Section

By: 30 April 2021

Location: Dolls Point, Sans Souci and Sandringham precinct

Proposed: Traffic calming facilities

Survey: Please write clearly and circle or tick the appropriate box

Your Name _____ Phone Number _____

Your Address _____

1. Are you in favour of the installation of a new Roundabout at the intersection of Clareville Avenue and Ida Street:

() YES () NO

2. Are you in favour of the installation of roundabout line marking including painted islands, with separate through and parking lane, and retro-reflective pavement markers at Clareville Ave and Ida Street.:

() YES () NO

3. Are you in favour of the installation of a Modified intersection through chicane at the intersection of Clareville Avenue and Lena Street:

() YES () NO

4. Are you in favour of the installation of Concrete median islands and linemarking in Riverside Drive (from Waldron Street to Zealandar Street) :

() YES () NO

5. Are you in favour of the installation of Concrete Modified intersection through chicane/slow point treatment at the Riverside Drive and Napoleon Street intersection (access to residential driveways will be maintained):

() YES () NO

6. Are you in favour of the installation of Concrete Modified intersection through chicane/slow point treatment at the Riverside Drive and Tuffy Avenue intersection:

() YES () NO

7. Are you in favour of the installation of a Watts profile Speed hump – near no. 42 Fraters Avenue:

() YES () NO

8. Modified intersection through chicane/slow point treatment at the intersection of Napoleon Street and Fontainebleau Street

() YES () NO

Comments if any:

Thank you for your feedback

Address		Question 1: Are you in favour of the installation of a new Roundabout at the intersection of Clareville Avenue and Ida Street:	Question 2: Are you in favour of the installation of roundabout line marking including painted islands with separate through and parking lane and retro-reflective pavement markers at Clareville Ave and Ida Street:	Question 3: Are you in favour of the installation of a Modified intersection through chicane at the intersection of Clareville Avenue and Lena Street:	Question 4: Are you in favour of the installation of concrete median islands and line marking in Riverside Drive (from Waldron Street to Zealandar Street):	Question 5: Are you in favour of the installation of Concrete Modified intersection through chicane/slow point treatment at the Riverside Drive and Napoleon Street intersection (access to residential driveways will be maintained):	Question 6: Are you in favour of the installation of Concrete Modified intersection through chicane/slow point treatment at the Riverside Drive and Tuffy Avenue intersection:	Question 7: Are you in favour of the installation of a Watts profile Speed hump – near no. 42 Fraters Avenue:	Question 8: Modified intersection through chicane/slow point treatment at the intersection of Napoleon Street and Fontainebleau Street	Comments
Sanoni	Avenue	No	Yes	Yes	Yes	Yes	Yes	No response	No response	
Clareville	Avenue	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Dickson	Avenue	Yes	Yes	Yes	Yes	Yes	Yes	No response	No response	
Cook	Park	Yes	Yes	Yes	Yes	Yes	No	Yes	No	
Fraters	Avenue	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes these are worthwhile improvements. The other problem is the after hours parkign along Riverside Drive by non-residents
Kendall	Street	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Waldron	Street	No	No	Yes	Yes	Yes	Yes	No	Yes	Point 8 is a must. This is a dangerous intersection and should be priority for all work.
Napoleon	Street	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Well done
Napoleon	Street	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Thank you for all your practical ideas. I also suggest that consideration be given to adding a "No Right turn" sign at the intersection of Rocky Point Road and Fontainebleau Street (northbound) to apply Mon-Fri only during peak hours. This would reduce drivers using Napoleon St as a shortcut to Sandringham St. Cars would still be able to enter Sans Souci from Sandringham St into Clareville Ave during these hours.
Sanoni	Avenue	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Sanoni Ave needs centre line with rumble strips. Also the No Stopping signs at the end of the street near Cook Park needs to be moved 1 car space further into street.
Napoleon	Street	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	A chicane installed on the intersection of Kendall St & Napoleon St would be good.
Tuffy	Avenue	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	About time
Napoleon	Street	Yes	No	No	No	No	No	Yes	No	maybe speed cameras that work 24 hrs in ramdom sites.
Tuffy	Avenue	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Waldron	Street	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vanston	Parade	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	We are very happy for you to make positive changes.
Riverside	Drive	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	resident would like a raised ped. Crossing at the corner of Tuffy and Riverside Drive. Lots of people park there and cross Riverside Drive to go to the beach.
Clareville	Avenue	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Traffic calming in Clareville Ave & Russell Ave is in urgent need.
Fraters	Avenue	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Measures need to be put in place in Riverside Drive/Fraters Ave to stop hoons
Cook	Park	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Well done
Napoleon	Street	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Napoleon	Street	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Ida	Street	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Speed hump in Ida St between Napoleon & Clareville Ave
Tuffy	Avenue	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Sanoni	Avenue	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Ida	Street	No	No	Yes	Yes	Yes	Yes	No	Yes	speed humps damage vehicles
Russell	Avenue	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Tonbridge	Street	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Fraters	Avenue	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Tuffy	Avenue	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Clareville	Avenue	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	

McMillan	Avenue	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Fraters	Avenue	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Clareville	Avenue	Yes	No	Yes	No	Yes	Yes	No	Yes	
Clareville	Avenue	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Fraters	Avenue	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	thank for initiating these much needed measures
Dickin	Avenue	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Clareville	Avenue	Yes	No	Yes	No	Yes	No	Yes	Yes	Your 2nd question is confusing
Clareville	Avenue	Yes	No	Yes	No	Yes	No	Yes	Yes	
McMillan	Avenue	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	McMillan Ave needs speed humps/traffic calming
McMillan	Avenue	No Response	No Response	No Response	No Response	No Response	No Response	No Response	No Response	raised pedestrian crossin in front of Clareville Ave shops. Speed humps in Russell Ave between Napoleon St and Malua St
Sanoni	Avenue	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Thanks a lot
Clareville	Avenue	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	would like timed parking like other beach suburbs have
Napoleon	Street	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Chicane at the intersection of Griffiths St and Napoleon St
Ida	Street	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Fraters	Avenue	Yes	Yes	Yes	Yes	Yes	Yes	No response	No response	
Fraters	Avenue	Yes	Yes	Yes	Yes	Yes	Yes	No response	No response	
Napoleon	Street	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	This is urgent due to the unsafe nature of these car hoons who terrify our streets.
McMillan	Avenue	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Clareville	Avenue	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Long stretch between Ida St and new roundabout in Sanoni Ave. A modified T - intersection through chicane/slow point treatment is needed Clareville ave and Dickin Ave intersection.
Vanston	Parade	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	These are excellent traffic calming ideas. They will certainly assist in traffic calming in this area and Council should be commended for this initiative.
Tuffy	Avenue	No	Yes	Yes	Yes	Yes	No	Yes	Yes	More police presence could help
Napoleon	Street	No	Yes	Yes	No	Yes	Yes	Yes	Yes	Also need speed humps between Tuffy and Waldrone along Riverside Drive. Please it can be a race track at night.
Napoleon	Street	Yes	Yes	Yes	Yes	Yes	Yes	No response	No response	Many thanks for your intended strategies to thwart drivers intent on killing either themselves or some poor innocent bystander. Well done Bayside Council.
Clareville	Avenue	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	In addition to the chicane at Lena St speed humps and Vanston Pde will discourage hoons from using Lena St Vanston Pde and Clareville Ave as a race track.
Clareville	Avenue	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Clareville	Avenue	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Hoons and noisy cars are making our lives difficult particularly at night.
Napoleon	Street	No	No	No	No	No	No	No	No	
Napoleon	Street	Yes	Yes	No	Yes	Yes	No	Yes	Yes	Line marking or concrete divisions needs to be placed on the intersection to stop vehicles lane splitting
McMillan	Avenue	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Thank you for this. Roundabouts at every intersection.
Ida	Street	No	No	No	No	No	No	No	No	Pop up mobile speed cameras should be used to deter speeding vehicles.
Zealand	Street	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	In favour of roundabouts. Anything to stop the hoons in cars. Thank you.
Clareville	Avenue	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	A chicane throughout Clareville Ave would be ideal. Traffic calming also needs to be installed in MacMillan and more in Clareville Ave.
Clareville	Avenue	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	any chicane/slow point must be able to really slow down cars.
Sanoni	Avenue	No Response	Yes	Yes	No	No	No	Yes	Yes	
Napoleon	Street	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	In favour of a modified intersection chicane slow point treatment in Napoleon St opposite Griffith Stret.
Clareville	Avenue	Yes	Yes	Yes	Yes	Yes	No	Yes	No	

Ida	Street	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Elderly lady doesn't want roundabout at the intersection of Clareville Ave and Ida St as I live on the corner there will be no parking area left in front of my home at Ida St.
Napoleon	Street	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Riverside	Drive	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	regular groups of young men and women park across the road late at night making noise etc.
Riverside	Drive	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	speed humps will only slow cars down on Riverside Dr
Norwood	Street	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	If chicane is installed in corner of Riverside Drive and Napoleon you will need to change parking conditions.
Sanoni	Avenue	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Clareville	Avenue	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Thank you
Sanoni	Avenue	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Welcoming the initiatives
Napoleon	Street	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	It would be good to set speed humps a few metres away from the roundabout as well.
Clareville	Avenue	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Hoping it won't change bus routes. Why aren't police doing more.
Vanston	Parade	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Speeding vehicles in Vanston Pde. Please help
Clareville	Avenue	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Napoleon	Street	Yes	No	No	No	No	No	No	No	Impacts on my residence will make driveway dangerous. The parking spot in front of XX Napoleon St is vital for my elderly father who has a disability permit. I strongly object.
Sanoni	Avenue	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
McMillan	Avenue	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	A great initiative
Tuffy	Avenue	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No response	Tjunction at intersection of 2 roads of equal importance would Stop Site's be a consideration
Dickin	Avenue	Yes	Yes	Yes	No	No	No	Yes	Yes	Riverwide Drive is already too narrow for further restriction
Clareville	Avenue	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	he will loose parking in Lana St. from 2100-0500 because police are booking cars daily.
Russell	Avenue	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	These are great ideas
Tuffy	Avenue	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	There is also a major problem in Fontaineblue St. Regular police patrols may also help
Waldron	Street	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	I have said 'no' to No.7 because my previous experience of having one at the front of my house it was very noisy
Riverside	Drive	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Fraters	Avenue	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	The most important is Napoleon and Fontaineblue
Riverside	Drive	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No Stopping signs from 9pm on Riverside Drive on beach side. Cnr Tuffy Ave and The Beachside needs a pedestrian crossing
Clareville	Avenue	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Looking forward to seopping the hoons
Clareville	Avenue	Yes	Yes	No	No	Yes	No	No	Yes	
Napoleon	Street	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Ida	Street	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Napoleon	Street	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Napoleon	Street	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	also install speed cameras and check for noise exhaust emissions.
Fraters	Avenue	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	
Sanoni	Avenue	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	
Clareville	Avenue	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	
McMillan	Avenue	No	Yes	Yes	Yes	Yes	No	Yes	Yes	Riverside Dr to Tuffy Ave is already narrow. Parked cars. Making a righthand turn out of McMillan in Clareville is very difficult. Cars park too close to corner
Sanoni	Avenue	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	
Clareville	Avenue	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Sanoni	Avenue	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	thank you. Another one needed corner Ida and Clareville
Clareville	Avenue	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
McMillan	Avenue	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	good work for the new roundabout in Sanoni
Parkside	Drive	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Dickin	Avenue	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Sanoni	Avenue	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	speed humps in Sanoni would be good idea

Tuffy	Avenue	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	cars parking too close to corner in Tuffy because of the café
Clareville	Avenue	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Please do something about Vanston Ave. Speed humps to stop the hoons
Kendall	Street	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Clareville	Avenue	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Positive step towards minimising speed and reducing accidents
Clareville	Avenue	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	I appreciate any attempt to slow the traffic along Clareville Ave
Sanoni	Avenue	Yes	Yes	Yes	No	No	No	No	No	
Primrose	Avenue	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Napoleon	Street	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Speed humps in Ida towards Clareville St
Parkside	Drive	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Tuffy	Avenue	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	currently this section of roadway from Napoleon St to Zealder St is very narrow. The proposed traffic calming facilities will reduce the roadway width even further creating a dangerous situation.
Fraters	Avenue	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Tuffy	Avenue	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
122-130	Clareville	No	No	No	No	No	No	Yes	No	Speed humps placed proportionately along Clareville Riverside Fraters Vanston and Lena will be better solution to prevent speeding.
Clareville	Avenue	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	concrete islands in Riverside Dr. Approaching from west going east it is impossible to stay within the double lines when cars are parked on the park side. Lines needs to be moved 1/2 metre to south
McMillan	Avenue	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	please make sure gates are closed on Sanoni Ave every night @ 10pm as noted on the gates.
Kendall	Street	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	cars cut the corner at the end of Kendall St.
Waldron	Street	Yes	Yes	No	No	No	No	No	No	
Dickin	Avenue	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	vehicles drive very fast through roundabouts regardless
Napoleon	Street	Yes	No	No	No	No	No	No	No	
Napoleon	Street	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Napoleon	Street	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	speed cameras or speed humps on Napoleon St from Ida to Riverside Drive.
Riverside	Drive	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Clareville	Avenue	Yes	Yes	No	Yes	No	No	No response	No	we are not convinced of the value of shicanes/slow points
Napoleon	Street	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Clareville	Avenue	No	No	No	No	No	No	No	No	a lot of syclists use Clareville Ave and these roundabouts and chicanes make it more dangerous for cyclists
Meriel	Street	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Hooning on weekends in Sans Souci is out of control
Waldron	Street	No	No	No	No	No	No	Yes	No	Riverside Drive near Scott Park where the refuge island is too narrow when cars are parked there.
Cook	park	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Can you please advice on the cameras for Ida St and Vanston Pde
Fraters	Avenue	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Clareville	Avenue	Yes	Yes	No	No	No	No	Yes	No	
McMillan	Avenue	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Fraters	Avenue	No response	No response	No	No	No	No	No	No	speedhumps increase the noise
Tuddy	Avenue	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Put CCTV cameras where the hoons are
Napoleon	Street	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Napoleon	Street	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Waldron	Street	No	No	No	No	No	No	No	No	
Dickin	Avenue	No	No	No	No	No	No	No	No	He feels Stop Sign are more effective. There are a number of streets that don't have footpaths. The money could be spent on upgrading them.
Primrose	Avenue	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No response	
Fraters	Avenue	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Napoleon	Street	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Napoleon	Street	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	

Primrose Avenue	No	No	No	No	No	No	No	No	No	
Carruthers Drive	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Russell Ave also needs to have somethin done. Speeding vehicles despite Scots College
Clareville Avenue	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Hollywood Street	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Clareville Avenue	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	This does nothing for the hoon problem. Speed cameras are needed.
Clareville Avenue	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	cars still speeding through new roundabout. Also planting their foot on accelerator after leaving roundabout.
Avenue	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Dickin Avenue	No	No	No	No	No	No	No	No	No	Some chicanes in the area are too narrow and causing traffic and accident issues. All proposed traffic calming devices are not warranted.
Napoleon Street	No	No	No	No	No	No	No	No	No	Chicanes and roundabouts are dangerous for cyclists. There are only a handful of hoons. Stop wasting our money to appease a handful of whingers.
	No Response	No Response	No Response	No Response	No Response	No Response	No Response	No Response	No Response	can you place speed humps any type at the lower end of Bonney St Sands Souci
Dicking Avenue	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Thank you
Clareville Avenue	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Clareville Ave is a race track with cars and motorbikes until 3am
Clareville Avenue	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Dickin Avenue	No	No	No	No	No	No	No	No	No	
McMillan	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	residential parking stickers. Speed humps in McMillan Ave & Sanoni Ave beach end to stop hoons.
Primrose Avenue	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Clareville Avenue	Yes	No	No	No	No	No	No	No response	No response	
	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Clareville Avenue	No	No	Yes	Yes	No	No	No	No response	No response	
Napoleon Street	Not Sure	Not Sure	Not Sure	Yes	Yes	Yes	Yes	Not Sure	Yes	Slow point treatment of our main roads will help to discourage hoons from using the roads as race tracks and make for safer roads for pedestrians.
Parkside Drive	No	Yes	Yes	Yes	Yes	Yes	Yes	No response	No response	
Clareville Avenue	No	No	No	No	No	No	No	No	No	The people speeding should be fined and loos their licence for this behaviour. We don't want our street turned into an unsightly concrete jungle. Also parking which is already an issue will be reduced. These ridiculous concrete installations create danger in themselves. No thanks!! Spend the money where it is truly needed. Maybe attempt to fix the litter problem. Install cameras. Employ people to monitor and hand out fines.
Clareville Avenue	No	No	No	No	No	No	No	No	No	spend money more wisely
Clareville Avenue	No	No	No	No	No	No	No	No	No	ugly
Yes	150	145	149	145	148	141	142	140		
No	22	28	25	30	27	34	23	25		
Not Sure	1	1	1	0	0	0	1	0		
No Response	4	3	2	2	2	2	11	12		
Total	177	177	177	177	177	177	177	177		

Bayside Traffic Committee

21/07/2021

Item No	BTC21.062
Subject	Florence Street, Ramsgate Beach-Proposed Upgrade to Pedestrian Crossing Detailed design drawings
Report by	Graduate Engineer Public Domain Engineer
File	SF20/6669
Electorate	Rockdale

Summary

Council has received funding for the delivery of road safety initiatives within school zones as part of the joint funding commitment under the Safer Roads Program by NSW Government and the Federal Government through the Targeted Road Safety Program.

This report intends to seek approval for the proposed upgrade works to the pedestrian crossing located on Florence Street outside Ramsgate Public School, Ramsgate.

Officer Recommendation

That approval be given to upgrade the existing at-grade pedestrian crossing to a raised pedestrian crossing including associated signposting and linemarking located on Florence Street outside Ramsgate Public School, Ramsgate as per the attached drawing.

Background

Council has received funding for the delivery of road safety initiatives within school zones as part of the joint funding commitment under the new Road Safety Program by NSW Government and the Federal contribution to the Safer Roads program through the Targeted Road Safety Program.

The Road Safety Program funding will prioritise the development and delivery of road safety infrastructure projects across NSW, support jobs and stimulate local economies.

Council has been successful in securing funding for several projects some of which have been nominated for funding through other programs administered by TfNSW or as a result of nomination by Council.

The intersection of Florence Street and Chuter Avenue was included in the nomination and has been funded through this program. It is a pro-active measure to provide a safe walking route to the nearby school along Chuter Avenue.

The proposed works include:

- Kerb and footpath realignment works
- Upgrade at-grade marked pedestrian crossing to a raised pedestrian crossing

- Associated 'No Stopping' restrictions and linemarking works.

The aim of the proposed works is to:

- Improve pedestrians safety and amenity in the area
- Aid traffic calming

Traffic data analysis

A review of the Transport for New South Wales (TfNSW) crash data for latest 5-year period has revealed one (1) reported crash at the intersection of Florence Street and Chuter Avenue.

Florence Street carries approximately 1,425 vehicles per day.

The new raised pedestrian crossing and concrete footpath will increase visibility for approaching drivers and slow down traffic and provide a safer area for pedestrians to cross the road.

The proposed detailed design for upgrading pedestrian crossing is provided in the attachment.

Financial Implications

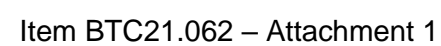
Not applicable	<input checked="" type="checkbox"/>	100% Federal/State funding through Road Safety Program (School Zone) Program 2021-22
Included in existing approved budget	<input type="checkbox"/>	
Additional funds required	<input type="checkbox"/>	

Community Engagement

Affected stakeholders in the vicinity have been notified regarding the proposal.
CM 21/189463

Attachments

Florence St, Ramsgate Beach - Raised Pedestrian Crossing Concept Design [↓](#)



Bayside Traffic Committee

21/07/2021

Item No	BTC21.063
Subject	Galloway Street, Mascot - Proposed Extension of Existing 'No Stopping' Restrictions
Report by	Traffic Engineer
File	SF20/6669
Electorate	Heffron

Summary

Council has received requests to review the existing parking arrangements on the eastern end of Galloway Street closer to Bourke Street and consider changing the existing conditions to assist with turning movements. Investigations have been undertaken and consideration has been given to the extension of the existing 'No Stopping' restrictions to assist motorists with turning movements and increase overall safety in Galloway Street.

This report seeks approval to extend the existing 'No Stopping' restrictions to accommodate safe turning opportunities.

Officer Recommendation

That approval be given to extend the existing 'No Stopping' restrictions by 10 metres from the eastern end of Galloway Street to accommodate safe turning opportunities as per the attached drawing.

Background

Galloway Street is classified as a residential street under Council's road hierarchy with the eastern end intersecting with Bourke Street. The road is approximately 10 metres wide with time restricted '1P, 8:30 am – 6 pm Mon – Fri & 8:30 am – 12 pm Saturday' kerbside parking available on both sides.

Council has received requests to review the existing parking restrictions located along the kerbside on Galloway Street closer to Bourke Street to accommodate safe turning opportunities.

Currently, the eastern end of Galloway Street only allows for one-way access from Bourke Street into Galloway Street. There is a development located on the northern corner of the intersection which restricts sight distance and limits turning opportunities. Further, the existing restrictions allow for vehicles to be parked near the access way, impeding traffic flow. This creates a conflict point for motorists.

Based on Transport for New South Wales crash data for the 5-year period ending March 2020 there have been no reported crashes on Galloway Street. It is important to note that this section of Galloway Street was recently developed and opened for public usage in 2019.

Based on the above information, the existing 'No Stopping' restrictions located closer to Bourke Street are proposed to be extended by 10 metres in the western direction. This will result in the net loss of four (4) parking spaces – two (2) spaces along each kerbside.

However, to improve road user safety and accommodate safe turning opportunities along Galloway Street, it is recommended to approve the extension of the existing 'No Stopping' restrictions by 10 metres from the eastern end of Galloway Street.

Financial Implications

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

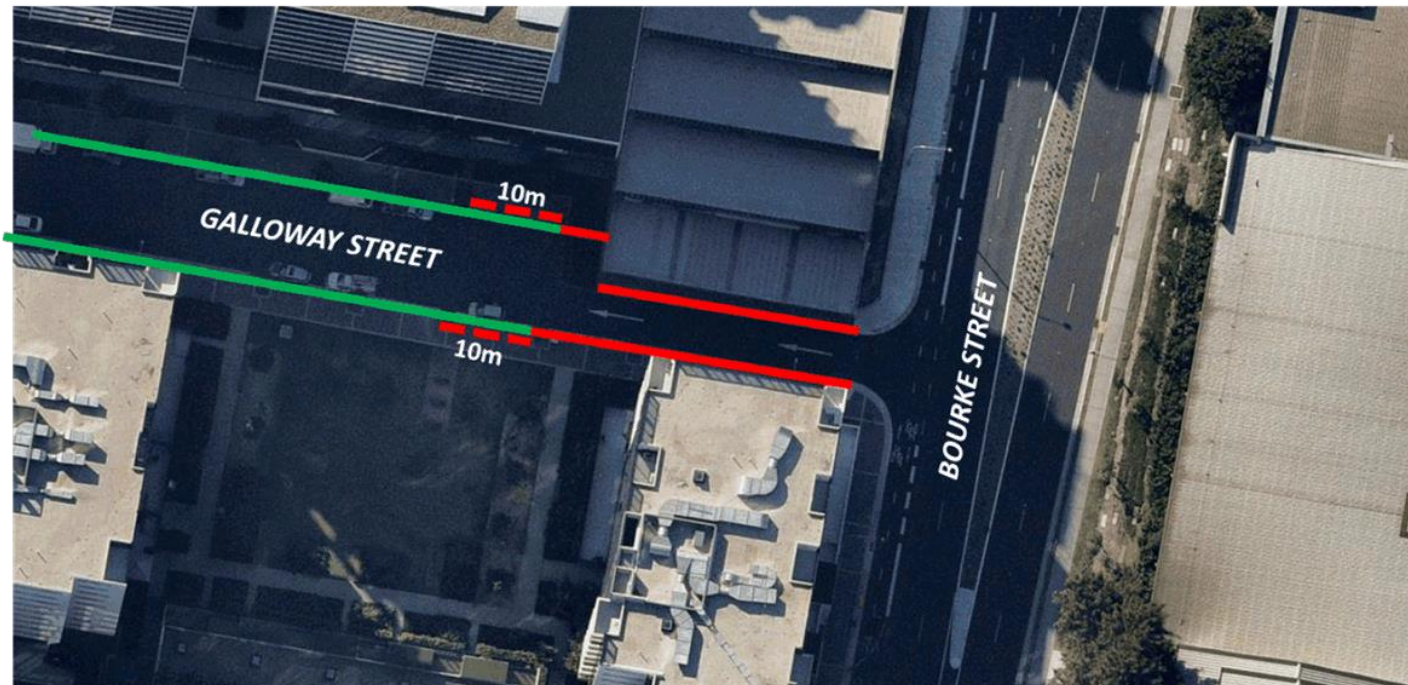
Community Engagement

N/A

Attachments

Galloway Street, Mascot - Proposed Extension of Existing 'No Stopping' Restrictions [↓](#)

BTC 21/07/2021
Hercules Road, Brighton-Le-Sands
Endorsement of Existing Parking Restrictions



Existing 'No Stopping'
Proposed 'No Stopping'

Existing '1P, 8:30am – 6pm Mon – Fri & 8:30am – 12pm Sat'

Bayside Traffic Committee

21/07/2021

Item No	BTC21.064
Subject	Hatfield Street and King Street, Mascot - Proposed Kerb Blisters islands and Stop priority control detailed design drawings
Report by	Graduate Engineer Public Domain Engineer
File	SF20/6669
Electorate	Heffron

Summary

Council has received funding for the delivery of road safety initiatives within school zones as part of the joint funding commitment under the Safer Roads Program by NSW Government and the Federal Government through the Targeted Road Safety Program.

This report intends to seek approval for the installation of Kerb Blisters and 'STOP' priority control at the intersection of Hatfield Street and King Street, Mascot.

Officer Recommendation

- 1 That approval be given to install kerb blisters at the intersection of King Street and Hatfield Street, Mascot as per the attached drawing.
 - 2 That approval be given to install 'STOP' priority control on Hatfield Street (intersection of King Street), Mascot as per the attached drawing.
-

Background

Council has received funding for the delivery of road safety initiatives within school zones as part of the joint funding commitment under the new Road Safety Program by NSW Government and the Federal contribution to the Safer Roads program through the Targeted Road Safety Program.

The Road Safety Program funding will prioritise the development and delivery of road safety infrastructure projects across NSW, support jobs and stimulate local economies.

Council has been successful in securing funding for several projects, some of which have been nominated for funding through other programs administered by TfNSW or as a result of nomination by Council.

The intersection of Hatfield Street and King Street was included for funding through this program. It is a pro-active measure to improve the intersection alignment and improve safety of traffic flow.

The proposed works include:

- Implementation of kerb blister islands

- Implementation of 'STOP' priority control
- Associated line marking works.

The aim of the proposed works is to:

- improve the intersection alignment and safety for vehicular traffic.
- narrow the road width at the intersection for safer traffic and pedestrian flow.
- reduce crossing distance for pedestrians and provide crossing facilities.

Traffic data analysis

Analysis of crash data for latest 5-year period does not reveal any reported crashes at this location.

King Street near intersection of Hatfield Street carries approximately 5,480 vehicles per day.

The proposed works will result in traffic and pedestrian safety improvements at this location.

The proposed concept design for kerb blisters at Hatfield Street and King Street, Mascot is provided in the attachment.

Financial Implications

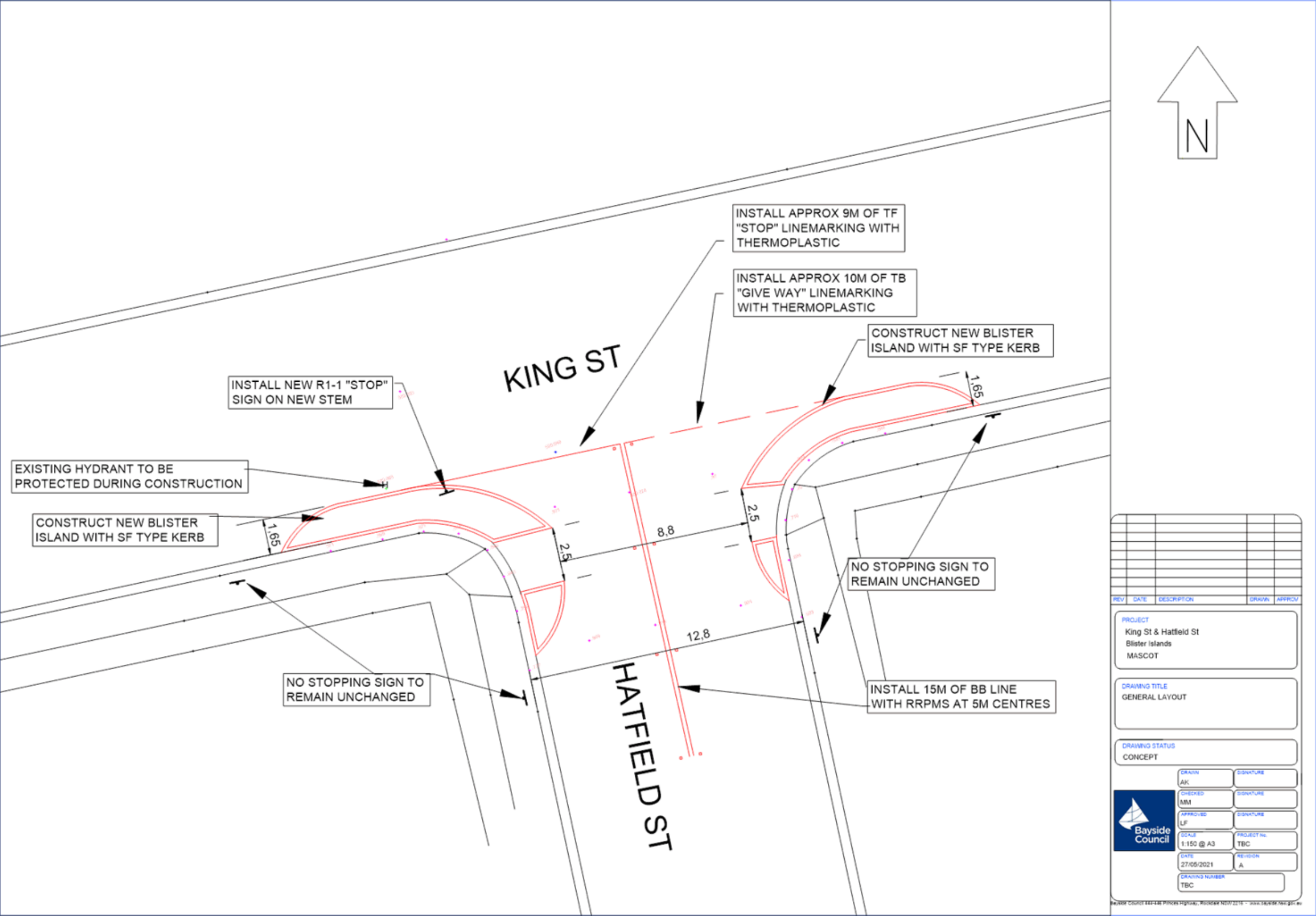
Not applicable	<input checked="" type="checkbox"/>	100% Federal/State funding through Road Safety Program (School Zone) Program 2021-22
Included in existing approved budget	<input type="checkbox"/>	
Additional funds required	<input type="checkbox"/>	

Community Engagement

Affected stakeholders in the vicinity have been notified regarding the proposal.
CM 21/190880

Attachments

King Street and Hatfield Street Kerb Blister islands design [↓](#)



Bayside Traffic Committee

21/07/2021

Item No	BTC21.065
Subject	Hercules Road, Brighton Le Sands - Endorsement of Existing Parking Restrictions & Proposed Statutory "No Stopping" Restriction
Report by	Traffic Engineer
File	SF20/6669
Electorate	Rockdale

Summary

Council has received requests to review the existing "No Parking" restrictions located along the kerbside on Hercules Road closer to Teralba Street and consider the provision of additional kerbside parking. Investigations have been undertaken and the width of the street in this section does not allow for changing the parking restrictions to accommodate kerbside parking.

The intent of this report is to formalise the existing kerbside parking restrictions along the section of Hercules Road between Kings Road and Teralba Road, Brighton Le Sands.

Officer Recommendation

That approval be given for the installation of statutory "No Stopping" restriction on the western kerbside of Hercules Road near Teralba Street as per the attached drawing.

Background

Hercules Road is classified as a residential street under Council's road hierarchy located in Brighton Le Sands between Teralba Road and Duke Street and carries approximately 990 vehicles per day. The subject road section is located between Teralba Road and Kings Road with existing kerbside "No Parking" restrictions. There has been one (1) reported right-through crash outside property number 10-12 Hercules Road, Brighton Le Sands during the 5-year crash period ending March 2020.

Council has received requests to review the existing "No Parking" restrictions located along the kerbside on Hercules Road closer to Teralba Street to provide additional kerbside parking.

The subject section of Hercules Road has a carriageway width of approximately 7.8 metres and allows for two-way traffic flow. Based on the Australian Standards AS 2890.5 Parking Facilities Part 5: On-street Parking, there is insufficient space available to provide kerbside parking.

Based on this, the removal of the existing parking restrictions to provide kerbside parking would largely compromise road user safety and result in the increased risk of crashes, particularly near the intersection. The risk is not acceptable and kerbside parking is not

considered appropriate within the subject road section. It is not recommended to remove the existing No Parking restrictions.

Some anomalies were identified in signposted restrictions in this section which has resulted in complaints regarding enforcement efforts in this area. Only part of the Statutory No Stopping at the intersection of Teralba Road and Hercules Street is signposted and has caused issues with driver compliance with the Road Rules. It is recommended to endorse the signposting of the statutory "No Stopping" restrictions on each side of the intersection as shown in the attachment.

Financial Implications

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

Community Engagement



The affected stakeholders have been notified of the item.

Attachments

Hercules Road, Brighton Le Sands - Endorsement of Existing Signage and Proposed "No Stopping" Restriction [↓](#)

BTC 21/07/2021
Hercules Road, Brighton-Le-Sands
Endorsement of Existing Parking Restrictions



 Existing 'No Stopping'
 Existing 'No Parking'

 Proposed 'No Stopping'

Bayside Traffic Committee

21/07/2021

Item No	BTC21.066
Subject	King Street, Eastlakes - Proposed signposting of 'No Stopping' restrictions - reconsideration
Report by	Traffic Engineer
File	SF20/6669
Electorate	Heffron (CRM 301841, 302168, 300110, 300121)

Summary

Council has previously considered a request to review the safety of the intersection of King Street and Charles Street, Eastlakes. The matter was deferred by Council to enable a site visit to be undertaken.

Officer Recommendation

That

- 1 That approval be given to the installation of statutory 10m 'No Stopping' signage on both the eastern and western kerb lines of Meridian Street, Chipman Street and Charles Street, where they intersect with King Street.
 - 2 That approval be given to the installation of 13m 'No Stopping' restriction along the southern kerb line of King Street, east of Meridian Street.
 - 3 That approval be given to the installation of 13m 'No Stopping' restriction along the northern kerb line of King Street, east and west of Chipman Street.
 - 4 That approval be given to the installation of 13m 'No Stopping' restriction along the southern kerb line of King Street, west of Charles Street.
 - 5 That approval be given to the installation of 12m 'No Stopping' restriction along the southern kerb line of King Street, east of Charles Street.
-

Background

Council has received a request to review the safety of the intersection of King Street and Charles Street, Eastlakes.

This matter was considered by the Bayside Traffic Committee meeting of 21 April 2021 where the Committee recommended as follows:

BTC21.034 King Street, Eastlakes - Proposed signposting of 'No Stopping' restrictions

Committee Recommendation

- 1 That approval be given to the installation of statutory 10m 'No Stopping' signage on both the eastern and western kerb lines of Meridian Street, Chipman Street and Charles Street, where they intersect with King Street.
- 2 That approval be given to the installation of 13m 'No Stopping' restriction along the southern kerb line of King Street, east of Meridian Street.
- 3 That approval be given to the installation of 13m 'No Stopping' restriction along the northern kerb line of King Street, east and west of Chipman Street.
- 4 That approval be given to the installation of 13m 'No Stopping' restriction along the southern kerb line of King Street, west of Charles Street.
- 5 That approval be given to the installation of 12m 'No Stopping' restriction along the southern kerb line of King Street, east of Charles Street.

Note: The Committee Recommendation is based on majority support. A Dissenting vote is noted from the Member for Heffron on the basis that he has observed that there is minimal traffic entering or leaving the side streets and the proposal is not justified.

Council at its meeting of 12 May 2021 considered the recommendations of the Traffic Committee on this matter and resolved:

RESOLUTION

Minute 2021/001

Resolved on the motion of Councillors Morrissey and Curry

That Item BTC21.034 be deferred to further explore traffic management solutions including an on-site meeting with impacted residents.

DIVISION

Division called by Councillor Awada

For: Councillors Curry, Morrissey, Sedrak, Rapisardi, Saravinovski, Barlow, Bezic, Macdonald, McDougall and Awada

Against: Councillors Ibrahim, Nagi, Tsounis and Poulos

The division was declared carried.

Confirmation was received on 7 July from Cllr Curry, including Cllr Morrissey in the notification, that the meeting has taken place and the proposal is now supported.

As such, the previous report and recommendation is now re-submitted for consideration at the request of Council. As the substantive issue has not changed, the report background is consistent with the previous report.

It has been reported on several occasions that vehicles are parking within close proximity of the intersection of King Street and Charles Street, obstructing visibility to the two approaches to the intersections. Additionally, site visits found that there are visibility issues where vehicles park at the corner of King Street intersecting with Chipman Street, and King Street intersecting with Meridian Street. NSW Road Rules 2014 170(3) stipulates, that a driver must not stop on a road within 10 metres from the nearest point of an intersecting road at an intersection without traffic lights.

Therefore, it is recommended to install statutory 10m 'No Stopping' signage on both the eastern and western kerb lines of Meridian Street, Chipman Street and Charles Street, where they intersect with King Street.

If the standard statutory 10m 'No Stopping' were to be installed along King Street kerb lines (intersecting with Meridian Street, Chipman Street and Charles Street), it would leave small spaces (2 - 3m) for vehicles to attempt to park between the 10m 'No Stopping' restriction and existing driveways, potentially parking across sections of the 10m 'No Stopping' restriction and/or driveways.

Therefore, along King Street where it intersects with Meridian Street, Chipman Street and Charles Street it is recommended to install 'No Stopping' signage from the corner to the nearest driveway.

The locality of the proposed restrictions in the area is attached.

Financial Implications

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

Community Engagement

Affect residents have been notified of the proposed changes

Attachments



King Street, Eastlakes - Proposed and existing 'No Stopping' restrictions [↓](#)


BTC 21/04/2021

King Street and adjoining streets, Eastlakes

Proposed and existing 'No Stopping' restrictions



-  Proposed 10m 'No Stopping'
-  Proposed 'No Stopping' from corner to the driveway

 Existing 10m 'No Stopping'

Bayside Traffic Committee

21/07/2021

Item No	BTC21.067
Subject	Miles Street, Mascot - Proposed change to existing timed parking restrictions from 3P to 1P outside number 15
Report by	Traffic Engineer
File	SF20/6669
Electorate	Heffron

Summary

Council has received a request from the resident to review the existing parking restrictions outside No. 15 Miles Street, Mascot and consider changing the existing time limit to increase the turnover rate of parking within the vicinity.

Investigations have been completed and this report seeks approval to reduce the time limit of the existing parking restrictions from 3P to 1P to increase the turnover rate of parking along Miles Street, Mascot.

Officer Recommendation

- 1 That approval be given to reduce the parking time limit from '3P, 8 am – 6 pm Monday to Friday & 8 am – 12 pm Saturday, Permit Holders Excepted Area D' to '1P, 8 am – 6 pm Monday to Friday & 8 am – 12 pm Saturday, Permit Holders Excepted Area D' parking restrictions, as per the attached drawing.
 - 2 That the applicant to note that enforcement will be prioritised and carried out based on availability of resources.
-

Background

Miles Street is classified as a residential street under Council's road hierarchy running east-west between O'Riordan Street and Botany Road. The road has a width of approximately 6 metres and is subjected to high parking demands, reducing the available carriageway width. The subject site is located within Area D of the residential parking scheme.

Currently, the southern kerbside of Miles Street has '3P, 8 am – 6 pm Monday to Friday & 8 am – 12 pm Saturday, Permit Holders Excepted Area D' parking restrictions. Permit holders can park unrestricted, and non-permit holders are restricted up to 3 hours during the designated times. This has resulted in the blockage of property driveway and reduced carriageway width for an extended period of time, impeding access to 15 Miles Street.

Council has received requests to review the existing parking restrictions outside 15 Miles Street, Mascot and to consider reducing the existing 3-hour parking time limit to 1-hour in order increase the turnover rate for parking. The resident has a family member with restricted mobility and maintaining access to the property is vital for various purposes throughout the day.

The holders of Mobility parking permit can avail special parking exemptions in time-limited parking areas on-street as shown in the table below:

Signposted Time Limit	Mobility Parking Time Limit
More than 30 minutes	Unlimited
30 minutes	Up to 2 hours
Less than 30 minutes	Maximum 30 minutes

The proposed change will increase the parking turnover and make this space less attractive to non-resident parking as longer time-limit parking is available within the remaining street.

The locality of the proposed '1P, 8 am – 6 pm Monday to Friday & 8 am – 12 pm Saturday, Permit Holders Excepted Area D' 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 for local roads
Additional funds required	<input type="checkbox"/>	

Community Engagement

N/A

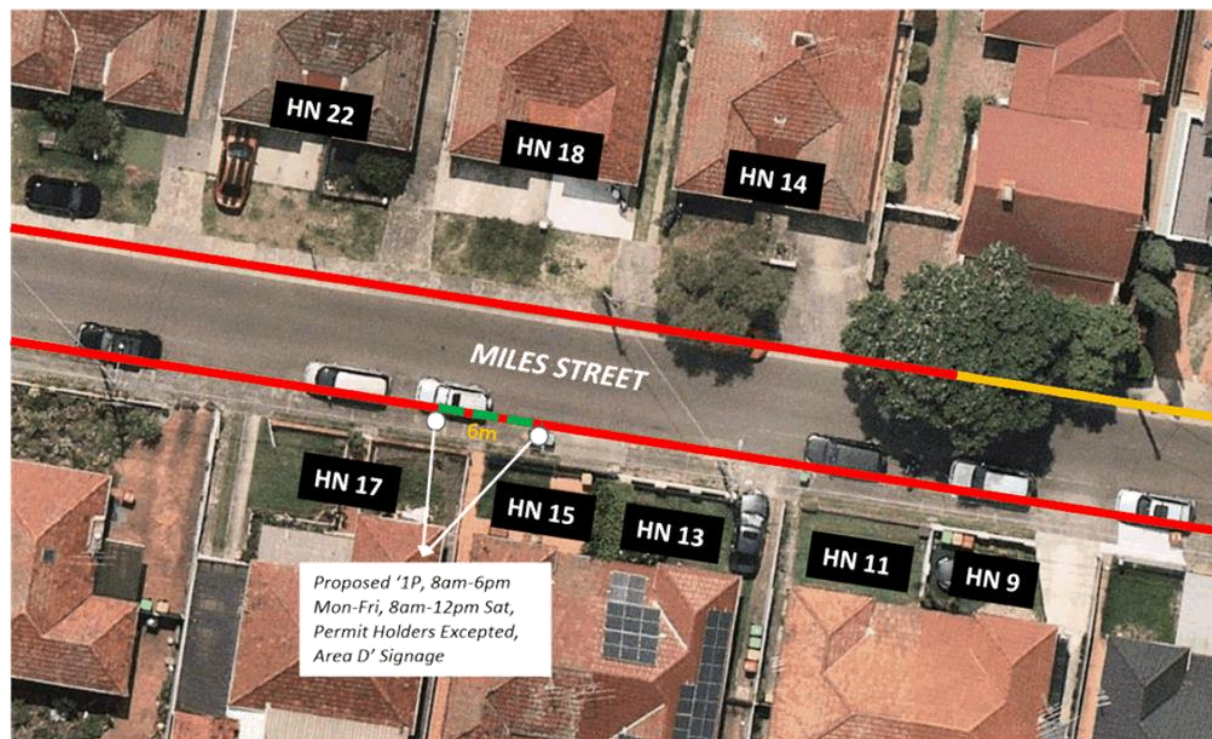
Attachments

Miles Street, Mascot - Proposed '1P' Parking Restrictions [↓](#)

BTC 21/07/2021

Miles Street, Mascot

Installation of "1P, 8am – 6pm Monday to Friday & 8am – 12pm Saturday, Permit Holders Excepted Area D" Sign



Existing '3P, 8am – 6pm Monday to Friday & 8am – 12pm Saturday, Permit Holders Excepted Area D'
Proposed '1P, 8am – 6pm Monday to Friday & 8am – 12pm Saturday, Permit Holders Excepted Area D'

Existing 'No Parking'

Bayside Traffic Committee

21/07/2021

Item No	BTC21.068
Subject	Norman Avenue, Dolls Point - Proposed extension of 'No Parking' restriction
Report by	Traffic Engineer Graduate Engineer
File	SF20/6669
Electorate	Rockdale CRM 310011

Summary

Council has received a request from a resident to review the existing 'No Parking' restrictions surrounding 1-3 Norman Avenue, Dolls Point, where there is a reported history of illegal parking across the driveways.

Officer Recommendation

That approval be given to extend the 'No Parking' restriction by 15.4m on the eastern kerblines, to the other side of the driveways, to prevent illegal parking across the driveways.

Background

Council has received a request from a resident to review the existing 'No Parking' restrictions surrounding 1-3 Norman Avenue, Dolls Point, where there is a reported history of illegal parking across the driveways.

There is small 3.5m kerb between the 2 driveways of the property where vehicles are regularly illegally parking and blocking access to the driveways.

To improve compliance, it is recommended that approval be given to extend the 'No Stopping' restriction by 15m on the eastern kerblines towards the driveway. There will be no loss of on-street parking as the existing length of kerblines is non-compliant for parking.

The locality of the proposed changes is attached.

Financial Implications

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

Community Engagement

Affected residents have been notified of the proposed changes prior to the Traffic Committee.

Attachments

Norman Avenue, Dolls Point - No Parking Restrictions [↓](#)

BTC 21/07/2021

Norman Avenue, Dolls Point

Proposed extension to 'No Parking' restrictions



- Existing 'No Parking' restrictions
- Proposed extension to 'No Parking' restrictions

Bayside Traffic Committee

21/07/2021

Item No	BTC21.069
Subject	Shaw Street, Kingsgrove- Proposed raised pedestrian crossing, detailed design drawings
Report by	Graduate Engineer Public Domain Engineer
File	SF20/6669
Electorate	Kogarah

Summary

Council has received funding for the delivery of road safety initiatives within school zones as part of the joint funding commitment under the Safer Roads Program by NSW Government and the Federal Government through the Targeted Road Safety Program.

This report intends to seek approval for the proposed upgrade works to the pedestrian crossing located on Shaw Street near St Ursula's College, Kingsgrove.

Officer Recommendation

That approval be given to upgrade the existing at-grade pedestrian crossing to a raised pedestrian crossing including associated signposting and linemarking located on Shaw Street near St Ursula's College, Kingsgrove as per the attached drawing.

Background

Council has received funding for the delivery of road safety initiatives within school zones as part of the joint funding commitment under the new Road Safety Program by NSW Government and the Federal contribution to the Safer Roads Program through the Targeted Road Safety Program.

The Road Safety Program funding will prioritise the development and delivery of road safety infrastructure projects across NSW, support jobs and stimulate local economies.

Council has been successful in securing funding for several projects some of which have been nominated for funding through other programs administered by TfNSW or as a result of nomination by Council.

The Shaw Street pedestrian crossing upgrade has been included for funding through this program. It is a pro-active measure to provide a safe walking route to nearby schools.

The proposed works include:

- Kerb and footpath realignment works
- Removal of redundant traffic islands
- Associated 'No Stopping' restrictions and linemarking works
- Upgrade at-grade marked pedestrian crossing to a raised pedestrian crossing

The aim of the proposed works is to:

- Improve pedestrian's safety and amenity in the area
- Aid traffic calming

Traffic data analysis

Analysis of crash data for latest 5-year period does not reveal any reported crashes at this location.

Shaw Street carries approximately 6500 vehicles per day.

The new raised pedestrian crossing and concrete footpath will increase visibility for approaching drivers and slow down traffic. The proposed works will result in significant traffic and pedestrian safety improvements at this location.

The proposed detailed design for the raised pedestrian crossing is provided in the attachment.

Financial Implications

Not applicable



**100% Federal/State funding through
Road Safety Program (School Zone)
Program 2021-22**

Included in existing approved budget



Additional funds required

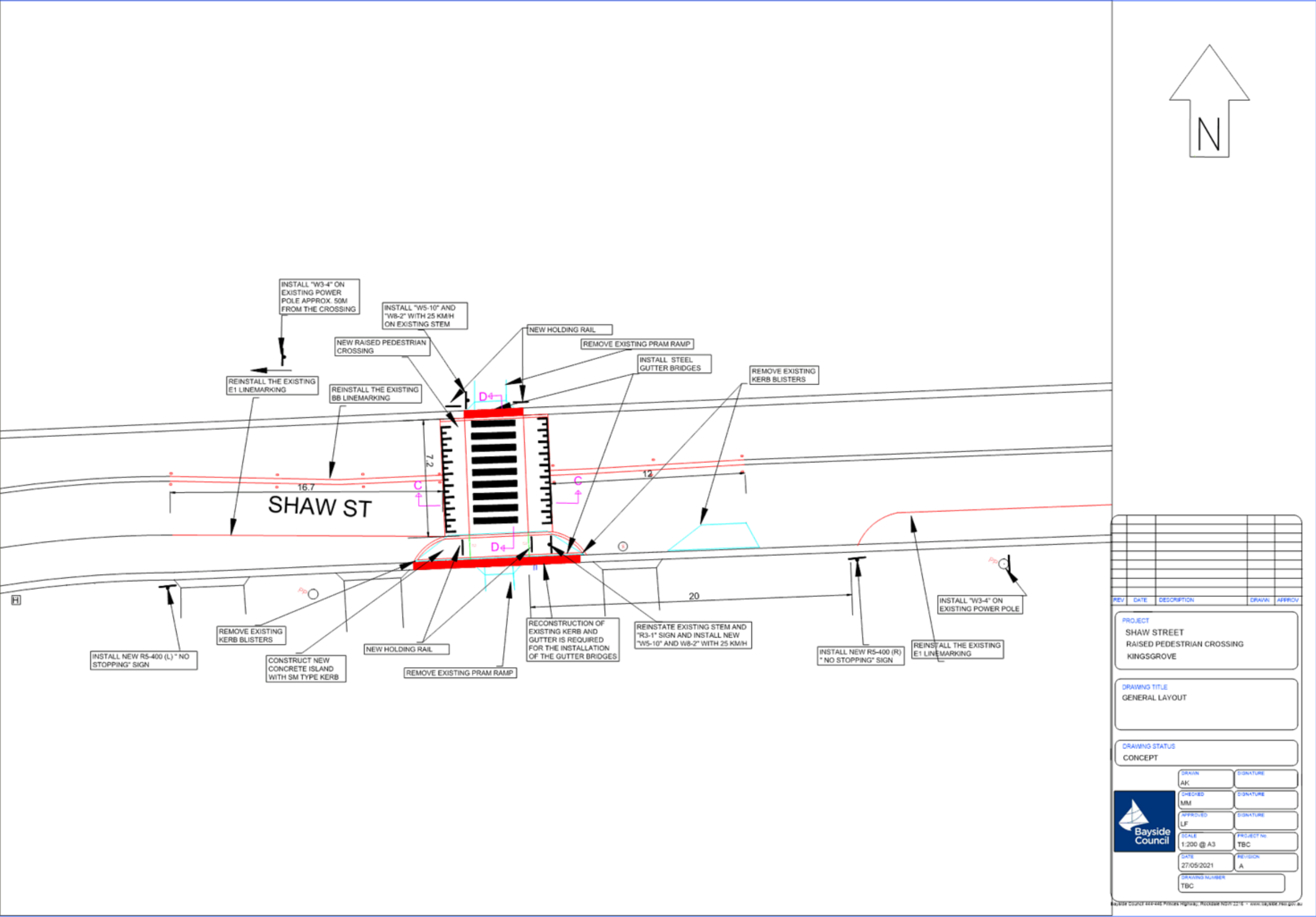


Community Engagement

Affected stakeholders in the vicinity have been notified regarding the proposal.
CM 21/189675

Attachments

Shaw Street pedestrian crossing design [↓](#)



Bayside Traffic Committee

21/07/2021

Item No	BTC21.070
Subject	Westbourne Street and Regent Streets, Bexley - Proposed 'STOP' priority control on Westbourne Street near the intersection
Report by	Traffic Engineer
File	SF20/6669
Electorate	Kogarah

Summary

Council has received requests to review the intersection of Westbourne Street and Regent Street, Bexley regarding traffic congestion and safety. Investigations have been undertaken and it is recommended that a 'STOP' priority control be established in Westbourne Street on the eastern and western approach to Regent Street.

Officer Recommendation

That approval be given to install 'STOP' priority control on Westbourne Street in the eastern and western approach to Regent Street, Bexley to improve traffic flow and improve road user safety as per the attached drawing.

Background

Council has received requests to address the issue of poor traffic flow and safety at the subject intersection. Investigations have been undertaken by Council officers and it is considered appropriate to install a 'STOP' priority control on Westbourne Street in the eastern and western approach to Regent Street.

Westbourne Street is classified as a residential street running east-west from Waratah Street to the cul-de-sac with a curvilinear alignment. Regent Street is also classified as a residential street running north-south from Iliffe Street to Forest Road with a linear alignment.

The subject intersection is currently controlled by 'Give Way' signage with priority given to motorists utilising Regent Street. With the installation of 'Give Way' signs, there is no requirement for motorist to come to a complete stop and give way before merging onto the primary road, Regent Street.

Due to the curvilinear alignment of the intersection and wide geometry, there is a level of confusion amongst motorists regarding street priority. This is most prevalent during the afternoon peak hour period coinciding with school pick up times.

Based on Transport for New South Wales crash data for the 5-year period ending March 2020, there has been one (1) recorded crash – RUM Code 30: vehicles in the same direction – at the subject intersection.

To further define the priority control of the subject intersection and ensure that motorists stop before merging onto Regent Street, it is proposed to install 'STOP' signs and the associated line marking on Westbourne Street in the eastern and western approach to Regent Street. This will result in improved road user safety at the subject intersection and promote traffic flow through the intersection.

The locality of the proposed 'STOP' priority control in Westbourne Street in the eastern and western approach to Regent Street, Bexley, is shown as per 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"/>	

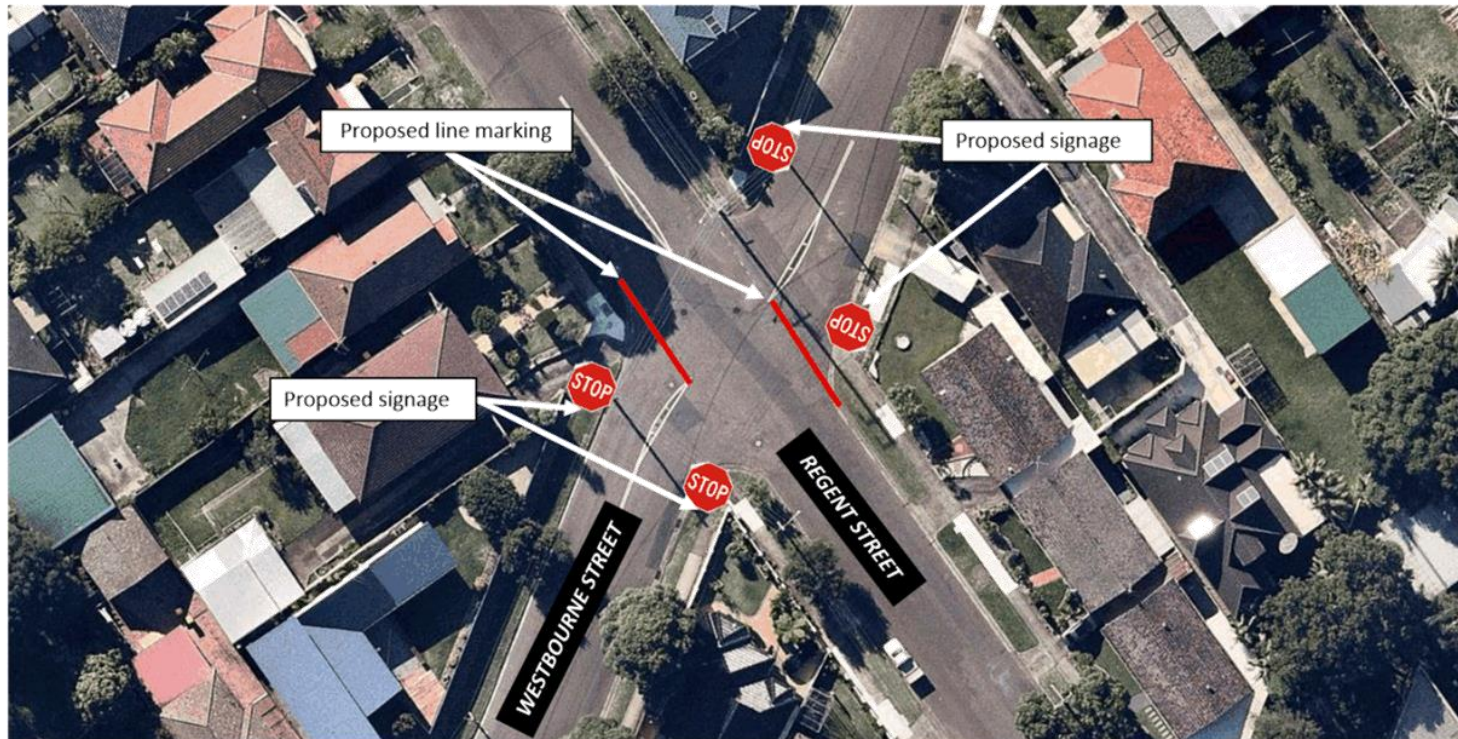
Community Engagement

The affected stakeholders have been notified of the item.

Attachments

Westbourne Street and Regent Street - Stop sign [↓](#)

BTC 21/07/2021
Westbourne Street, Bexley
Installation of "STOP" Sign



Bayside Traffic Committee

21/07/2021

Item No	BTC21.071
Subject	Matters referred to the Bayside Traffic Committee by the Chair
Report by	Manager City Infrastructure
File	SF20/6669
Electorate	Heffron, Kogarah, Maroubra, Rockdale

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

21/07/2021

Item No	BTC21.072
Subject	General Business
Report by	Administrative Support Officer - City Infrastructure
File	SF20/6669
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