Bayside Council
Serving Our Community

MEETING NOTICE

A meeting of the
Bayside Traffic Committee
will be held in the Rockdale Town Hall, Pindari Room
Level 1, 448 Princes Highway, Rockdale
on **Wednesday 2 October 2019** at **9:15 am**

AGENDA

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

1 ATTENDANCE AND APOLOGIES

2 DISCLOSURES OF INTEREST

3 MINUTES OF PREVIOUS MEETINGS

4 REPORTS

Bayside Traffic Committee 2/10/2019

Item No	BTC19.173
Subject	**Minutes of the Bayside Traffic Committee Meeting - 4 September 2019**
Report by	Administrative Support Officer - City Infrastructure
File	SF19/78

Officer Recommendation

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

Present

Councillor Dorothy Rapisardi (Convenor)
Senior Constable Alexander Weissel, South Sydney Police Area Command
James Suprain, representing Roads and Maritime Services
Mr Ron Hoenig MP, Member for Heffron
Les Crompton, representing State Member for Kogarah
George Perivolarellis, representing State Members for Rockdale and Heffron

Also Present

Maritza Abra, Acting Manager City Infrastructure, Bayside Council
Senior Constable, Sarah Trivett, Mascot Police Station, South Sydney Police Area Command
Agasteena Patel, Coordinator Traffic and Road Safety, Bayside Council
Lyn Moore, NSW Pedestrian Council
Rabih Bekdache, Transit Systems
Mr Mango, BIKEast
Peter Hannett, St George Bicycle User Group
Brad Hamilton, TfNSW (Item BTC19.159 General Bridges Crescent, Daceyville)
Roopa Jogunoori, TfNSW (Item BTC19.159 General Bridges Crescent, Daceyville)
Andrew Coleman, DEICORP (Item BTC19.156 1-3 Chapel Street, Rockdale)
Matthew Young, Sbmg Planning (Item BTC19.156 1-3 Chapel Street, Rockdale)
David Carroll, Senior Parking Patrol Officer, Bayside Council
Malik Almuhanna, Traffic Engineer, Bayside Council
Alexandra Vandine, Coordinator Policy and Strategy, Bayside Council (Item BTD19.159 General Bridges Crescent, Daceyville)
Clare Harley, Manager Strategic Planning, Bayside Council (Item BTD19.159 General Bridges Crescent, Daceyville)
Robbie Allen, Transport Planner, Bayside Council
Pat Hill, Traffic Committee Administration Officer, Bayside Council

The Convenor opened the meeting in the Rockdale Town Hall, Pindari Room at 9:23 am and affirmed that Bayside Council respects the traditional custodians of the land, elders past, present and emerging, on which this meeting takes place, and acknowledges the Gadigal and Bidjigal Clans of the Eora Nation.

1 Apologies

Apologies were received from Councillor Ed McDougall, Sergeant Sandra Dodd - St George Police Area Command Traffic and Colin Drever - St George Bicycle User Group.

2 Disclosures of Interest

There were no disclosures of interest.

3 Minutes of Previous Meetings

BTC19.155 Minutes of the Bayside Traffic Committee Meeting - 7 August 2019

Committee Recommendation

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

4 Reports

BTC19.156 1-3 Chapel Street, Rockdale and Chapel Lane - Construction Traffic Management Plan for proposed development in Chapel Street precinct

Committee Recommendation

1 That approval be given to the proposed temporary access between Chapel Lane and Chapel Street (for a maximum period of 18 months).

2 That a traffic controller be present during the construction hours to ensure the safety of traffic through this temporary access road.

3 That adequate lighting be provided for night-time illumination due to the narrowness of the temporary access to enhance traffic safety.

4 That the traffic mirrors proposed by the applicant be maintained in good condition at all times by the applicant.

5 That speed humps proposed as part of this construction traffic management plan be implemented during the construction phase and removed after restoration to access via Chapel Lane.

6 That the ‘Stop’ and ‘Give Way’ priority control at the two bends of temporary access road be provided with signage to comply with Australian Standards.

BTC19.157 95-97 Baxter Road, Mascot - Proposed 'No Stopping' restriction

Committee Recommendation

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

BTC19.158 Geddes Street, south of Herford Street, Botany - Proposed 'No Parking' restriction

Committee Recommendation

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

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

BTC19.159 General Bridges Crescent, Daceyville - Extend Bus Zone (Transport for NSW Bus Layover Proposal)

Committee Recommendation

1 That the Committee note the design (attached) for an expanded bus layover area at General Bridges Crescent, Daceyville.

2 That Transport for NSW undertake formal community engagement including with the Botany Historical Trust and report the results back to Council.

3 That the options considered for bus zone layovers and reasons why they were not chosen be provided to Council.

BTC19.160 Hale Street, Botany - Proposed construction of new traffic islands, line marking and signage

Committee Recommendation

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

2 That additional line-marking and ‘No Stopping’ signs be provided in the ‘No Stopping’ zone west of the kerb blister island near Underwood Avenue to ensure that it is not treated as a travel lane by cyclists.

BTC19.161 Hollingshed Lane, between Johnson Street and Alfred Street, Mascot - Proposed 'No Parking' restriction

Committee Recommendation

That this matter be deferred until such a time that a policy regarding laneway parking restrictions be considered.

BTC19.162 28-32 Innesdale Road, Wolli Creek - Proposed 34m 'Works Zone'

Committee Recommendation

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

BTC19.163 Kembla Street east of Hirst Street, Arncliffe - Proposed refuge island as part of DA-2016/68 Condition 15 and disabled parking

Committee Recommendation

1 That the Committee note the proposed options for a pedestrian refuge island in Kembla Street east of Hirst Street, Arncliffe, for endorsement.

2 That the Committee endorse Option 2 (attachment 3) for the proposed pedestrian refuge island associated signposting and line marking in Kembla Street, east of Hirst Street, Arncliffe (which is a 2m long top island with 1m painted island) for implementation by the applicant.

BTC19.164 Lynwen Crescent, west of West Botany Street, Banksia - proposed temporary one-way street during the 2019 Christmas and 2020 New Year period between 7 Dec 2019 and 6 Jan 2020

Committee Recommendation

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

2 That this event is a Class 2 Event and that a Traffic Management Plan be submitted to the Roads and Maritime Services for approval.

BTC19.165 Madrers Avenue, Kogarah, east of Rocky Point Road - proposed temporary one-way street during the Christmas and New Year period (7 Dec 2019 to 6 Jan 2020)

Committee Recommendation

1 That endorsement be given to the conversion of Madrers Avenue, Kogarah, east of Rocky Point Road, to a temporary one-way street (anticlockwise direction) to control the traffic flow during the Christmas and New Year period, between 7 December 2019 and 6 January 2020

2 That this event is a Class 2 Event and that a Traffic Management Plan be submitted to the Roads and Maritime Services for approval.

BTC19.166 Middlemiss Street, between Lever Street and Rolfe Street, Rosebery - Proposed 'No Parking' restriction

Committee Recommendation

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

BTC19.167 MS Bike Ride from Sydney to Wollongong - Sunday 3 November 2019 - Proposed TMP & TCP

Committee Recommendation

1 That approval be granted to conduct the annual bicycle ride from Sydney to Wollongong through Arncliffe, Kyeemagh, Banksia, Brighton Le Sands, Ramsgate and Sandringham, on Sunday 3 November 2019.

2 That concurrence be given to RMS for the establishment of a temporary "Clearway, 4 am – 11 am" restriction on Sunday 3 November 2019:

   a. Along the northern kerb side of Bestic Street between Jacobson Avenue and General Holmes Drive;

   b. Along the eastern kerb side of The Grand Parade between Bestic Street and Sellwood Street;

   c. To remove and reinstate the removable bollards in The Grand Parade (The little Grand Parade) at General Holmes Drive.

3 That concurrence be given to event organisers/police/TfNSW to install the temporary restrictions at the following locations:

   a. "No Left Turn" from Princes Highway into West Botany Street in the southbound direction;

   b. "No Left Turn" from Flora Street into West Botany Street in the southbound direction;

c. "No Right Turn" from West Botany Street to Bestic Street in the eastbound direction between 6 am and 7 am due to the sun glare;

d. "No Entry" along Bestic Street from Jacobson Avenue to General Holmes Drive in the eastbound direction.

4 That the proposed ‘No Left Turn’ from Princess Highway to Gertrude Street be altered to allow for residents to access Gertrude Street from Princes Highway.

5 That access for residents of Valda Avenue to be maintained during the event.

6 That the event organisers be requested to allow State Transit Authority and Veolia Transport's buses exiting from Malua Street to the Grand Parade to travel northbound, as there is no alternative route for the buses.

7 That the organisers of the event advise affected local residents of Bestic Street and The Grand Parade where the proposed "Clearway" and the proposed road closure restriction will be imposed and that the removable bollards in The Grand Parade be temporarily removed by TfNSW.

8 That the organisers of the event comply with all requirements of public authorities for the event.

9 That the event organisers liaise with Council’s Operation Services to temporarily remove and reinstate the bollards at The Little Grand Parade with General Holmes Drive to allow cyclists to pass through.

10 That Council authorise the bike riders and Multiple Sclerosis Society to use Cook Park at the corner of The Grand Parade and Carruthers Drive, Sans Souci as a minor water, bike repair and first aid stop and assist them in removing the bollards in The (Little) Grand Parade with General Holmes Drive for the event on Sunday 3 November 2019.

BTC19.168 4 Prospect Street, Carlton - Proposed 12m 'Works Zone' for 26 weeks

Committee Recommendation

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

BTC19.169 Scarborough Lane, Kogarah between Austral Street and Wilson Street- Proposed 'No Parking Saturdays 8 am - 1 pm' along western side and '2P 8 am - 1 pm Sat' along eastern side angle parking spaces

Committee Recommendation

1 That approval be given to the installation of 'No Parking, 8am-1pm Saturday' restriction on the western kerb on Scarborough Lane between Austral Street and Wilson Street.

2 That approval to be given to the installation of '2P 8am – 1 pm Saturday' along the eastern kerb line in angle parking spaces on Scarborough Lane.

3 That approval be given to the installation of 10m statutory 'No Stopping' restrictions along the western kerb line of Scarborough Lane south of Austral Street.

BTC19.170 Referrals from Anti-Hooning Taskforce

Committee Recommendation

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

BTC19.171 Matters referred to the Bayside Traffic Committee by the Chair

Committee Recommendation

That the matters raised by the Chair be considered.

BTC19.172 General Business

Committee Recommendation

The representative for Member for Kogarah raised the following items:

1 That Council investigate alleged illegal trailer parking occurring in the vicinity of Depena Reserve. It is noted that Council's enforcement officers have issued infringements for the same.

2 That parking and access conditions in Henderson Lane be investigated.

The Convenor closed the meeting at 11:36 am.

Attachments

Nil

Bayside Traffic Committee 2/10/2019

Item No	BTC19.174
Subject	**Bay Street and Daniel Street, Botany - Upgrade of the intersection under Safer Local Government Roads program funded by Roads and Maritime Services**
Report by	Civil Projects Officer
File	SF19/78
Electorate	Maroubra

Summary

The intersection of Bay Street and Daniel Street is located in a residential area in Botany. It has been reported and observed that motorists speed and ignore the existing STOP priority control in Daniel Street.

Council has received grant from Roads and Maritime Services (RMS) under the Safer Local Government Roads program to upgrade this intersection to improve the overall safety of the intersection for drivers and pedestrians.

Officer Recommendation

1 That raised median islands be constructed on both approaches in Daniel Street, with appropriate signage and linemarking.

2 That the existing islands in Bay Street be changed, as per the attached design, to create a safer transition through the intersection.

3 That the associated signs and lines be installed in Bay Street and Daniel Street and redundant signs and line-marking be removed.

Background

Bay and Daniel Streets, Botany, are situated in a residential area in the vicinity of Booralee Park. It has been observed that motorists have been speeding and ignoring existing STOP priority control in Daniel Street near Bay Street causing serious safety concerns.

The intersection qualified for a submission under 2019/2020 Federal and State Government National Blackspot Program for the installation of traffic calming devices. The proposed scheme consists of:

- Raised concrete median islands in Daniel Street approaches
- Additional STOP signs in Daniel Street approaches.

A review of RMS' crash data was undertaken for the 5 years ending 30th of September 2017, three (3) injury accidents had been reported at the intersection with one accident involving a pedestrian and two accidents causing injuries.

A report on the matter was previously considered by Bayside Traffic Committee and Council at its meeting on 12 September 2018 resovled as follows:

10m (BB) lines at Daniel Street north of Bay Street, Botany.

1. *10m (BB) lines at Daniel Street south of Bay Street, Botany.*
2. *10m (BB) lines at Bay Street west of Daniel Street, Botany.*
3. *3m (BB) lines at Bay Street east of Daniel Street, Botany.'*

Council has received a funding of $24,000 under the 2019-2020 Safer Local Government Roads program from Roads and Maritime Services to undertake the above works.

The locality of the proposed line marking attached drawings.

Financial Implications

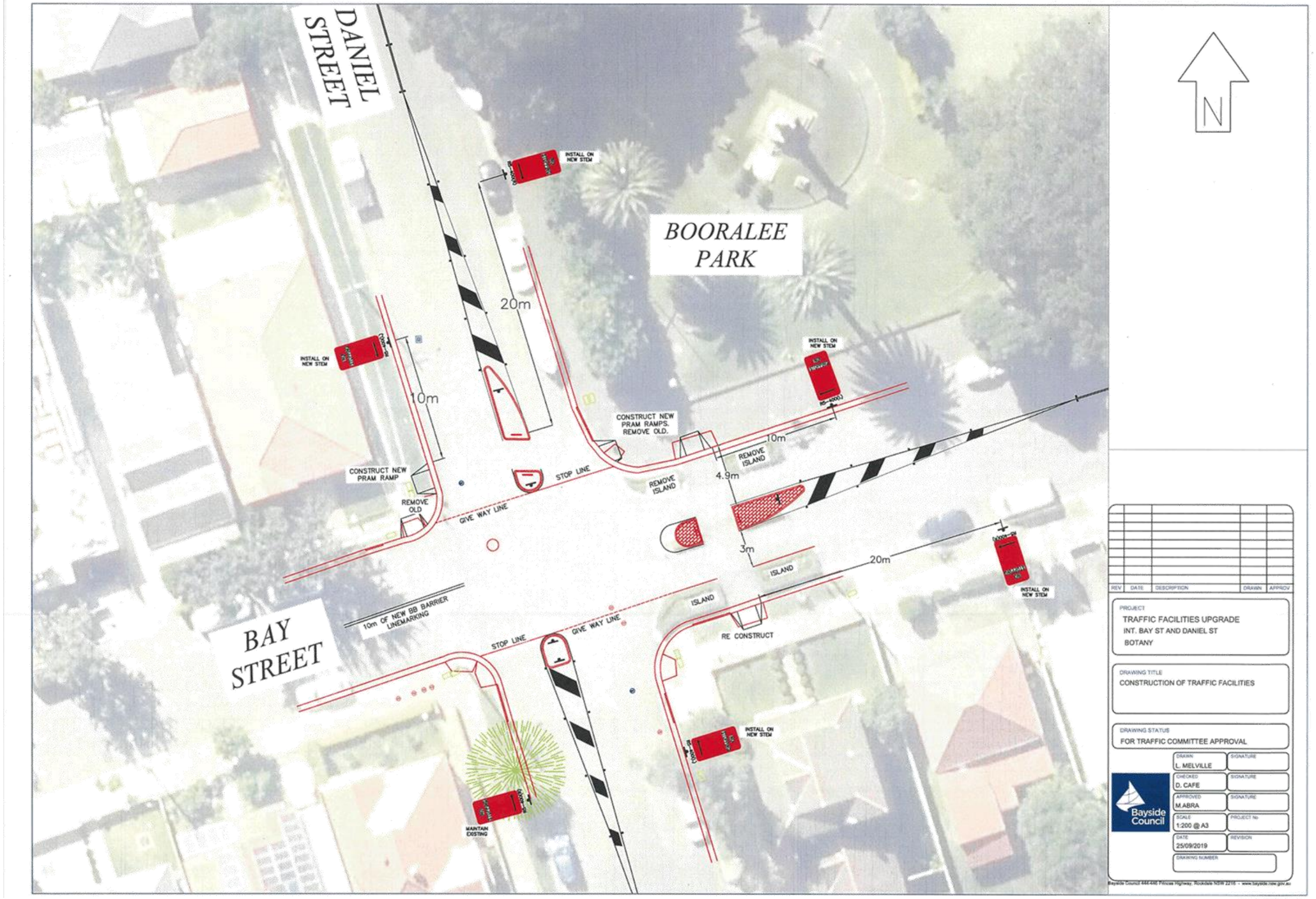
Not applicable	☐	
Included in existing approved budget	☒	Grant funding under project number P.0041935
Additional funds required	☒	Plus additional funding of $16,000 from Traffic Committee projects (FPN 101226 to FPN 101253)

Community Engagement

Residents in the vicinty will be notifed of Council's decision.

Attachments

Intersection Bay Street and Daniel Street, Botany ⇩


DANIEL STREET
BOORALEE PARK
BAY STREET
N
INSTALL ON NEW STEM
20m
10m
CONSTRUCT NEW PRAM RAMPS. REMOVE OLD.
REMOVE ISLAND
4.9m
CONSTRUCT NEW PRAM RAMP
REMOVE OLD
GIVE WAY LINE
STOP LINE
10m OF NEW BB BARRIER LINEMARKING
ISLAND
3m
RE CONSTRUCT
MAINTAIN EXISTING
REV DATE DESCRIPTION DRAWN APPROV
PROJECT
TRAFFIC FACILITIES UPGRADE
INT. BAY ST AND DANIEL ST
BOTANY
DRAWING TITLE
CONSTRUCTION OF TRAFFIC FACILITIES
DRAWING STATUS
FOR TRAFFIC COMMITTEE APPROVAL
DRAWN L. MELVILLE
CHECKED D. CAFE
APPROVED M.ABRA
SCALE 1:200 @ A3
DATE 25/09/2019
SIGNATURE
PROJECT No
REVISION
DRAWING NUMBER
Bayside Council

Bayside Traffic Committee 2/10/2019

Item No	BTC19.175
Subject	**Beaconsfield Street between Queen Victoria Street and Seaforth Street, Bexley - Proposed Traffic Calming Scheme**
Report by	Traffic Engineer
File	SF19/78
Electorate	Kogarah

Summary

Council has received a request to address concerns of traffic speed and volumes in Beaconsfield Street, Bexley.

Officer Recommendation

1 That the proposed traffic calming scheme in Beaconsfield Street, between Queen Victoria Street and Seaforth Street, Bexley, be approved, subject to funding availability.

2 That a detailed design be submitted to Bayside Traffic Committee for endorsement in future.

Background

The matter was presented to the Bayside Traffic Committee on 6 March 2019, Council resolution on 13 March 2019 was the following:

1 That consultation be carried out with affected residents regarding the proposed traffic calming scheme including rubber cushion pads and painted kerb parking lanes.

2 That results of consultation be reported back to the Traffic Committee for further consideration.

Community consultation was undertaken with residents in the street invited to participate in the 'Have Your Say' via letter box drop. It must be noted that the level of response to the survey was very low with a response rate of approximately 5%.

Beaconsfield Street is a 10m wide residential street in Bexley. Parking is allowed on both sides of the street. It has been reported that vehicles speed through Beaconsfield Street between Seaforth Street and Queen Victoria Street. Residents reported that they find it hard to exit their driveways safely due to the presence of the crest and speeding vehicles.

Traffic Count Data

The latest traffic count conducted in December 2018 indicates an 85th percentile of 53km/h, up from 49km/h in 2015, and a five day average daily volume of 1,710 Vehicles per 24 hours, up from 1027 vehicles in 2015.

Cost of installation

The estimated cost to provide speed humps (rubber cushion pads) and separate through and parking lane lines in Beaconsfield Street is approximately $15,000.

Crash data

Upon review of the accident data in the past 5 years ending March 2018, two accidents have been reported by RMS with one accident resulting in an injury.

Load limit restriction

Beaconsfield Street has a load limit restriction. No trucks are allowed.

Bus Services

Bus services do not operate in the subject section of Beaconsfield Street.

Recommendation

Based on the above information it is recommended that the proposed traffic calming scheme be supported subject to available funding.

The area map of Beaconsfield can be found in the attachments section.

Financial Implications

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

Community Engagement

Affected residents have been consulted via Council's Have Your Say process for a 4-week period between 8 July 2019 to 5 August 2019.

Five (5) responses were received out of (95) residents who were consulted, all of whom are in favour of the proposed traffic calming scheme.

Attachments

Beaconsfield Street Map ⇩

Bayside Council Serving Our Community	**Disclaimer Note** This map remains the property of Bayside Council. Reproduction of any part without approval is prohibited. This map has been compiled from various sources and the publisher and/or contributors accept no responsibility for any injury, loss or damage arising from its use or errors or omissions therein.		26/06/2019
		Prepared By: Malik Almuhanna	1:1661

Bayside Traffic Committee 2/10/2019

Item No	BTC19.176
Subject	**Bidjigal Road, Arncliffe - Proposed 'Works Zone' for 13 weeks for Bonar Street Stormwater drainage upgrade works**
Report by	Student Engineer
File	SF19/78
Electorate	Rockdale

Summary

Council is undertaking Bonar Street stormwater drainage upgrade works. It is proposed to install 40m 'Works Zone' along the southern and western kerb line at the end of Bidjigal Road, Arncliffe to facilitate construction activities associated with this project

Officer Recommendation

1 That the approval be given for the installation of 40m of 'Works Zone, 7 am – 6 pm, Mon – Fri' restriction along the southern and western kerb line at the end of Bidjigal Road, Arncliffe for the duration of 13 weeks, starting from 4 November, 2019 subject to relevant conditions.

2 That the residents be informed via letter box drop about the temporary changes to parking restrictions in the area by the Project team.

Background

Council is upgrading the stormwater drainage in Bonar Street, Arncliffe (Stage 1). The Stage 1 works include sewer diversion and stormwater culvert construction in the car park at private property 13-15 Wollongong Road, Arncliffe. A 40m 'Works Zone' is proposed along the southern and western kerbline at the end of Bidjigal Road to facilitate construction activities associated with the stormwater drainage upgrade works.

As such, it is recommended that a works zone to 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' will apply to this works zone.

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

Financial Implications

Not applicable	☒	Costs of installation and removal of signage included in the Project budget
Included in existing approved budget	☐	
Additional funds required	☐	

Community Engagement

NA

Attachments

Bidjigal Road Work Zone Drawing ⇩


BIDJIGAL RD
Proposed 40m
of work zone

Bayside Traffic Committee 2/10/2019

Item No	BTC19.177
Subject	**Caledonian Street between Queen Victoria Street and Dunmore Street North, Bexley - Proposed Traffic Calming Scheme**
Report by	Traffic Engineer
File	SF19/78
Electorate	Kogarah

Summary

Council has received a request to address concerns of traffic speed and volumes in Caledonian Street in Bexley.

Officer Recommendation

1 That the proposed traffic calming scheme in Caledonian Street, between Queen Victoria Street and Dunmore Street North, Bexley, be supported, subject to funding availability.

2 That a detailed design be submitted to Bayside Traffic Committee for endorsement in future.

Background

The matter was presented to the Traffic Committee at its meeting on 3 April 2019, Council resolution on 10 April 2019 was:

1 That consultation be carried out with affected residents regarding the proposed traffic calming scheme including rubber cushion pads and painted kerb parking lanes in Caledonian Street.

2 That no further traffic calming devices be provided in Dunmore Street North, Park Avenue and Watkin Street.

3 *That results of consultation be reported back to the Traffic Committee for further consideration.*

Community consultation was undertaken with residents in the street invited to participate in the 'Have Your Say' via letter box drop. It must be noted that the level of response to the survey was very low with a response rate of approximately 10%.

Caledonian Street is an 11m wide residential street in Bexley. Parking is allowed on both sides of the street with a crest at mid-block. Caledonian Street has a roundabout with pedestrian refuge islands at its intersection with Dunmore Street North. Caledonian Street links two regional roads and a state road; Harrow Road to the north and Queen Victoria

Street as well as Willison Road further south. It provides the connection between Carlton and Rockdale town centres via Bexley for local residents.

Traffic Count Data

The latest traffic count conducted in October 2018 indicates an 85th percentile speed of 55km/h, down from 57km/h in 2013, and a five day average daily volume of 4,767 Vehicles per 24 hours, down from 5,422 vehicles in 2013.

Crash data

The crash data provided by Roads and Maritime Services for the latest 5-year period ending March 2018 was reviewed. Five (5) crashes have been reported in Caledonian Street, of which (1) is an injury crash. 1 non-injury crash has been reported in Park Avenue and 1 injury crash in Watkin Street.

Load limit restriction

Caledonian has a load limit restriction. No trucks are allowed.

Bus Services

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

Recommendation
Based on the above information it is recommended that the proposed traffic calming scheme be supported subject to available funding.

Financial Implications

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

Community Engagement

Affected residents have been consulted via Council's Have Your Say process for a 4-week period between 8 July 2019 to 5 August 2019.

Twelve (12) responses were received out of (114) residents consulted, with nine (9) votes in favour of the proposed traffic calming scheme.

Attachments

Caledonian Street Map ⇩

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		Prepared By: Malik Almuhanna	1:1180

Bayside Traffic Committee 2/10/2019

Item No	BTC19.178
Subject	**Chant Avenue between Towner Gardens and Monash Gardens, Pagewood - Proposed 'No Parking' along the northern kerbline**
Report by	Student Engineer
File	SF19/78
Electorate	Maroubra

Summary

Bayside Council has received requests from residents to improve the traffic condition in Chant Avenue, Pagewood arising from parking on both sides of this narrow street.

Officer Recommendation

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

Background

Chant Avenue is a narrow local road with a carriageway width of 5m carrying two-way traffic with parking on both sides. Due to the narrow width of the street, residents cannot enter or exit their driveways when cars are parked at the northern kerb line of Chant Avenue. Furthermore, the road width is not sufficient to allow cars to travel, when cars are parked on both sides of the street.

Initial request for implementing traffic measures was for Saturdays, when Jellicoe Park hosts a variety of different sports activities that attracts large number of cars to park along Chant Avenue, Pagewood. Therefore, the proposal outlined in the community consultation was:

- 'No Parking, 8:30 am – 1 pm, Saturday' restriction on the southern kerb line of Chant Avenue.

This would alleviate instances of cars parking too close to or overhanging resident driveways on the southern side.

A total of 7 questionnaires were delivered to residents with 4 responses received giving a response rate of 57%. All 4 responses were against the proposal.

However, all respondents requested a full time 'No Parking' restriction along the northern kerb line at all times. Residents have expressed concerned about vehicles parking along the northern side of the kerb line and making it difficult to enter or leave their driveways.

It is recommended to install full time 'No Parking' restrictions along northern kerbline of Chant Avenue.

Financial Implications

Not applicable	☐	
Included in existing approved budget	☒	Block grant for traffic facilities
Additional funds required	☐	

Community Engagement

Affected residents have been consulted.

Attachments

Chant Avenue Pagewood Map ⇩


A Proposed 87 meters "No parking" restriction
North
Chant Ave
Chant Ave
Chant Ave
Siddins Ave
Monash Gardens
Monash Gardens
Monash Gardens
Banks Ave
Towner Gardens
Park Parade
Park Parade
60
62
64
66
22
24
26
27
15
20
14
23
12
10
10a
8
6
4
2
10
8
6
4
90
90a
88
86
84
82
80
78
76
74
72
70
68

Bayside Traffic Committee 2/10/2019

Item No	BTC19.179
Subject	**Fraser Avenue and Boonah Avenue, Eastgardens - Resident Parking Scheme**
Report by	Traffic Engineer
File	SF19/78
Electorate	Maroubra

Summary

Some residents in Fraser Avenue and Boonah Avenue made representations regarding traffic and parking conditions in their streets with a view of introducing one-way traffic flow or parking restrictions. Council engaged with the affected residents in May 2019 (phase 1) when majority of the residents who responded supported a parking scheme.

The outcomes of the consultation were presented to the Traffic Committee at its meeting on the 3 July 2019, and Council at its meeting on 10 July 2019 adopted the following resolution:

'That the residents of Fraser Avenue and Boonah Avenue be informed of the eligibility criteria for obtaining resident permits in the permit parking scheme and consulted for introduction of a resident parking scheme.'

Subsequently, the residents were consulted in August 2019 (phase 2) as per the above resolution. Majority of residents voted against the proposed resident parking scheme and were in favour of retaining the existing parking conditions.

Officer Recommendation

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

Background

Fraser Avenue and Boonah Avenue are within close proximity to the Westfield Shopping Centre in Eastgardens. With the recent change to parking management within the shopping centre, residents claim that parking conditions in their streets have changed to their detriment. Street parking is occupied by long term parkers which makes it very difficult for residents and their visitors as well as tradesmen to access street parking. Whilst it is not known who the long-term parkers are, it is claimed that they are parking all day within these streets, often too close to resident driveways making it difficult for residents to access their driveways.

Both Fraser Avenue and Boonah Avenue are less than 7m in width carrying a two way flow. With all day parking on both sides of the streets along their entire length, the streets are effectively reduced to very narrow single lane streets.

Summary of community engagement:

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

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

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

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

Financial Implications

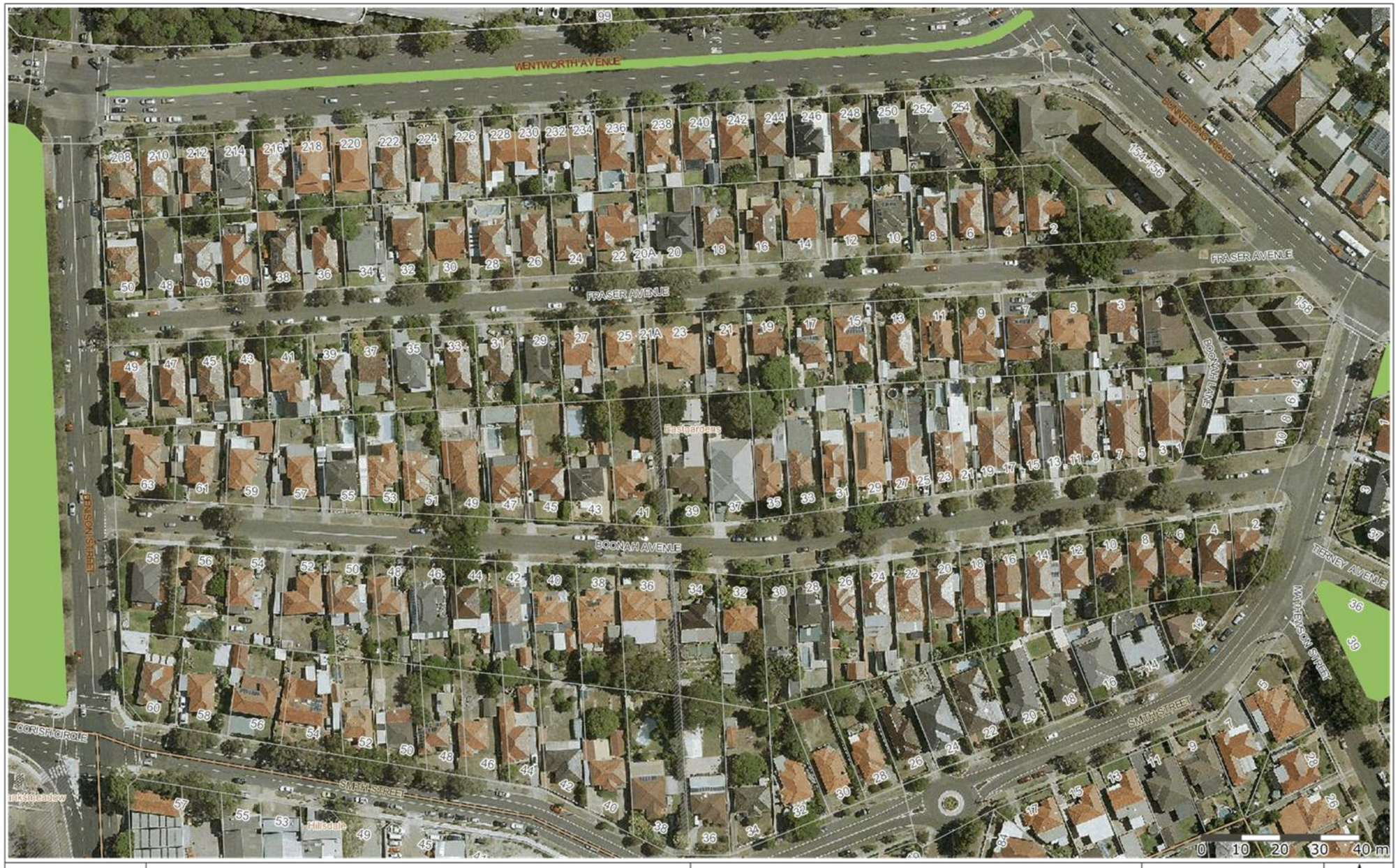
Not applicable	☒
Included in existing approved budget	☐
Additional funds required	☐

Community Engagement

Affected residents have been consulted twice, first in May 2019 and August 2019.

Attachments

Fraser Avenue and Boonah Avenue Eastgardens - map ⇩



Bayside Council Serving Our Community	**Disclaimer Note** This map remains the property of Bayside Council. Reproduction of any part without approval is prohibited. This map has been compiled from various sources and the publisher and/or contributors accept no responsibility for any injury, loss or damage arising from its use or errors or omissions therein.		18/09/2019
		Prepared By: Malik Almuhanna	1:1210

Bayside Traffic Committee 2/10/2019

Item No	BTC19.180
Subject	**Construction of Galloway Street, Mascot**
Report by	Executive Engineer
File	SF19/78
Electorate	Heffron

Summary

This Report provides an update of the progress with the construction of Galloway Street between Kent Road and Bourke Street, Mascot and associated traffic issues.

Officer Recommendation

1 That the Traffic Committee note the status of the construction of Galloway Street.

2 That the Traffic Committee endorse the implementation of signage in Galloway Street to maintain a Two Way traffic flow in Galloway Street with a short section of 40m as One Way section (westbound direction) close to Bourke Street end.

3 That this arrangement be reviewed once the final section of Galloway Street at Bourke Street is constructed and a full 2 Way Street can be implemented for this new road.

Background

The former Botany Bay Council rezoned an area in Mascot bounded by Gardeners Road, Kent Road, Church Avenue and Bourke Street for high density developments.

As part of this rezoning to accommodate vehicular access into the developments a new road called ‘Galloway Street’ was to be constructed with access to Church Avenue and Bourke Street. This road was to be created by each development dedicating 9m of their properties and constructing their section of Galloway Street.

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

The Developer of this property has an approved DA for a high Density Development but due to the downturn in the housing market the Development will not be progressed for 3 years.

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

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

In addition to the above matter Council has been contacted by the Developer of the Avantra Development (659-669 Gardeners Road) which currently has a temporary driveway off Gardeners Road to aid in vehicular access into this site. The RMS (WestConnex) has advised this Developer that this driveway must be removed within 6 months as part of the ancillary works associated with WestConnext Project. This will generate over 300 extra vehicles onto Galloway Street.

To facilitate this change the Developer has requested Council implement the conversion of Church Avenue Between Kent Road and Bourke Street into a two-way road prior to the closure of the Gardeners Road Driveway.

Proposal

To address the current traffic conditions in Galloway Street it is proposed to instigate the following actions:

1 In Galloway Street maintain a 'Two Way' traffic flow except for the short Eastern Section which is to be converted into a One Way Street (westbound) from Bourke Street into Galloway Street.
2 Install signage to ban traffic from travelling from Galloway Street onto Bourke Street.
3 Investigate and subject to RMS approval introduce a Two Way Road along Church Avenue between Kent Road and Bourke Street to aid residents accessing Muller Lane and Galloway Street.

Conclusion

The proposed changes in the traffic movements along Galloway Street will address a potentially dangerous situation with vehicles attempting to enter Bourke Street.

Also the proposed Two Way traffic flow in Church Avenue between Kent Road and Bourke Street will signficantly aid the residents using Muller Lane/Galloway Street in accessing their properties from Kent Road/Gardeners Road/Bourke Street.

It is recommended that both the above proposals be supported by the Traffic Committee.

Financial Implications

Not applicable	☐	
Included in existing approved budget	☐	
Additional funds required	☒	The cost of signage and linemarking can be charged to funds held with the recent Galloway Street road construction project. FPN 100615

Community Engagement

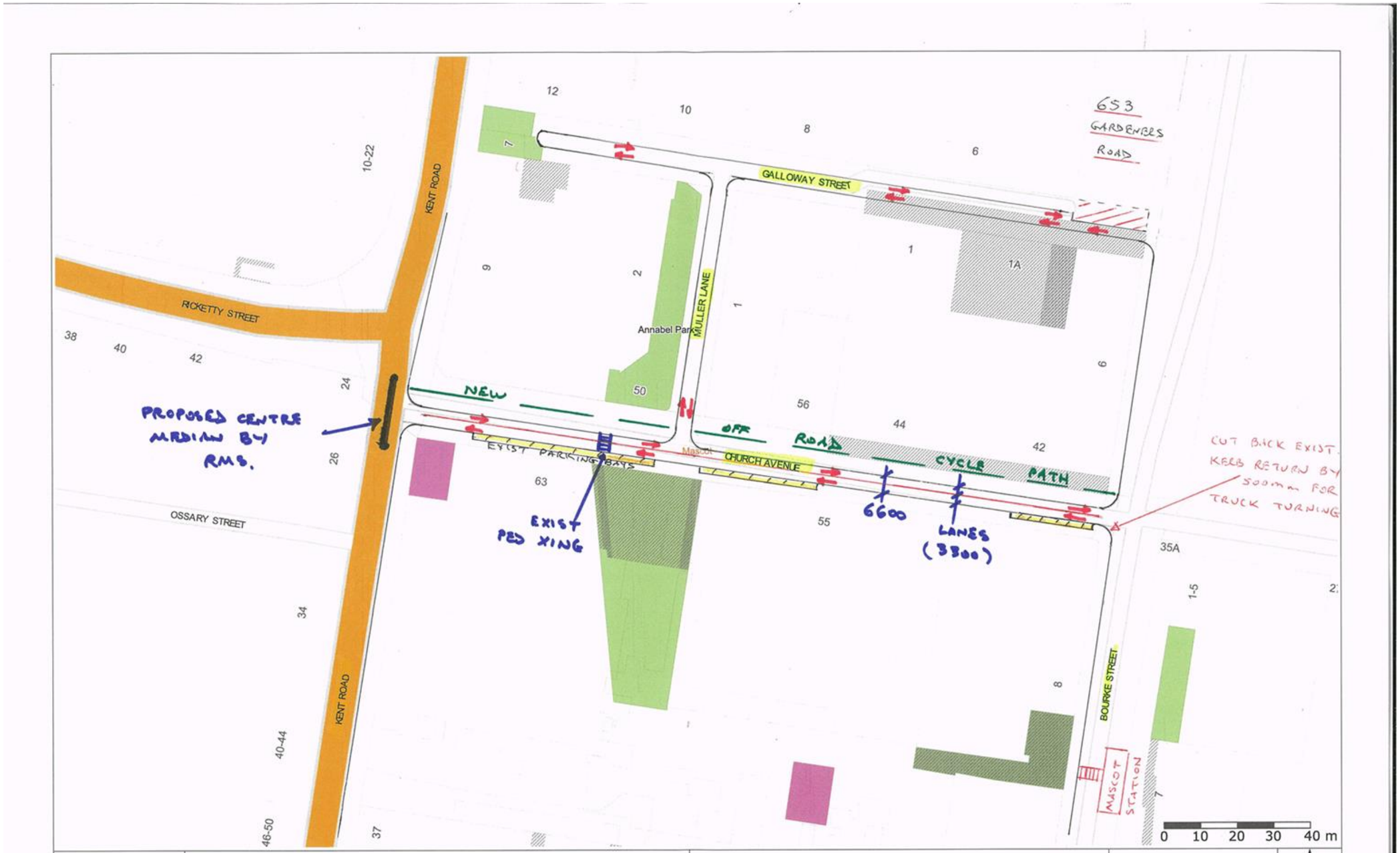
The Local Community to be advised of the proposed changes in Galloway Street before the signs are installed.

Procurement

Council's standard Procurement Policy will be followed in completing this Project.

Attachments

1 Concept Plan of proposed traffic flows in Galloway Street and Church Avenue ⇩
2 Photographs showing the current sitiations in Galloway Street and Church Avenue ⇩


KENT ROAD
RICKETTY STREET
OSSARY STREET
KENT ROAD
GALLOWAY STREET
MULLER LANE
Annabel Park
CHURCH AVENUE
EXIST PARKING BAYS
BOURKE STREET
MASCOT STATION
653 GARDENERS ROAD
PROPOSED CENTRE MEDIAN BY RMS.
NEW
OFF ROAD CYCLE PATH
EXIST PED XING
6600
LANES (3300)
CUT BACK EXIST. KERB RETURN BY 500mm FOR TRUCK TURNING
10-22
38
40
42
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40-44
46-50
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Bayside Council
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Church Avenue between Kent Road and Bourke Street Mascot.
(PROPOSED TWO WAY TRAFFIC FLOW)
Prepared By: Colin Mable
31/07/2019
1:1230
N

GALLOWAY STREET – VIEW TO BOURKE ST. (1.8.19)

INTERSECTION GALLOWAY ST & BOURKE ST. 1.8.19

CHURCH AVE ↑ VIEW TO KENT RD ↓ VIEW TO BOURKE ST. 1-8-19

ICON SITE - GARDINERS ROAD 12.3.18

Bayside Traffic Committee 2/10/2019

Item No	BTC19.181
Subject	**Kimpton Street, Banksia number 22 - Proposed '1P 8:30 am - 6 pm'**
Report by	Coordinator Traffic and Road Safety
File	SF19/78
Electorate	Rockdale

Summary

Council has received a request from a resident for parking restrictions outside the premises to facilitate visits by care workers for elderly parent and to facilitate transport to and from appointments.

Officer Recommendation

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

Background

Council has received a request from the resident at 22 Kimpton Street, Banksia for parking restrictions outside the property. It is to be noted that the resident has 1 garage at the rear of the property with access via Rockdale Street.

The resident has informed that the person in need of care is a 93-year old resident who uses a walking frame for mobility and finds it rather difficult to use rear access due to the distance and presence of stairs. The elderly resident needs assistance with walking especially with transporting to and from the property to appointments.

Parking is unrestricted in Kimpton Street. Site visits have indicated that demand for on-street parking is very high due to close proximity to Banksia Station. Occupancy rate within 50m of the property has been observed to be 100% on two site inspections.

The request is to facilitate parking for visiting doctors and carers in close proximity of the property especially whilst transporting the resident to appointments.

Financial Implications

Not applicable	☐	
Included in existing approved budget	☒	Block grant for traffic facilities in local streets
Additional funds required	☐	

Community Engagement

Not required

Attachments

22 Kimpton Street Banksia ⇩


CURTIS STREET
IMPTON STREET
Proposed 6m
'1P 8:30am-6pm'
parking restriction
Banksia
17
15
13
11
9
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24
22
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0 2 4 6 8 m
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Prepared By: Agasteena Patel
23/09/2019
1:286
N

Bayside Traffic Committee 2/10/2019

Item No	BTC19.182
Subject	**Lord Street, outside Rockdale Public School, Rockdale - Proposed new driveway and parking rearrangement**
Report by	Traffic Engineer
File	SF19/78
Electorate	Rockdale

Summary

Council received a request to review parking restrictions as part of a driveway proposal in Lord Street, outside Rockdale Public School.

Officer Recommendation

1 That the existing '*No Parking, 8:30 am – 9:30 am, and 2:30 pm - 3:30 pm, School days'* restriction be reduced in length by 5m along the southern kerb line of Lord Street between Cameron Street and George Street, Rockdale, along the frontage of Rockdale Public School.

2 That the new driveway be signposted with 'No Parking' restriction to allow pick up and drop off activities.

3 That the existing '*Bus Zone, 8:30 am – 9:30 am, and 2:30 pm - 4 pm, School days'* restriction be retained.

Background

Lord Street in front of Rockdale Public School, is a one-way street from Cameron Street to George Street, Rockdale. A request was received from the Principal of Rockdale Public School to install a new driveway within the existing '*No Parking, 8:30 am – 9:30 am, and 2:30 pm - 3:30 pm, School days'* restriction.

Rockdale Public School has three (3) entry points into the school from Lord Street. One gate leads to the neighbouring dental clinic which does not allow access to the main part of the school. The second entry point is a gate at the top end of the school, where there is no line of sight to the main office.

The third and main entry point is a driveway used as a combined pedestrian and vehicle access area. All staff, students, community members and vehicles use this same access way. Due to the safety concerns associated with a combined pedestrian and vehicular access driveway, the school has made an application for another another driveway for vehicles only, and proposed to use the current driveway for pedestrian access only. This application has been approved.

Furthermore, Rockdale Public School is planning to install a playground with synthetic surface not suitable for vehicles, hence the need for a new driveway to separate pedestrian access and vehicular access as well as protect the synthetic surface.

It is proposed to signpost 'No Parking' restriction across the driveway to make it clear for parents and carers that they can still undertake pick-up and drop-off activities across the driveway as long as they comply with the NSW Road Rules. Street parking is in high demand at this location and loss of 1 kerbside parking space in the short section of Lord Street has a significant impact.

The locality of the proposal is shown in the attachment drawing.

Financial Implications

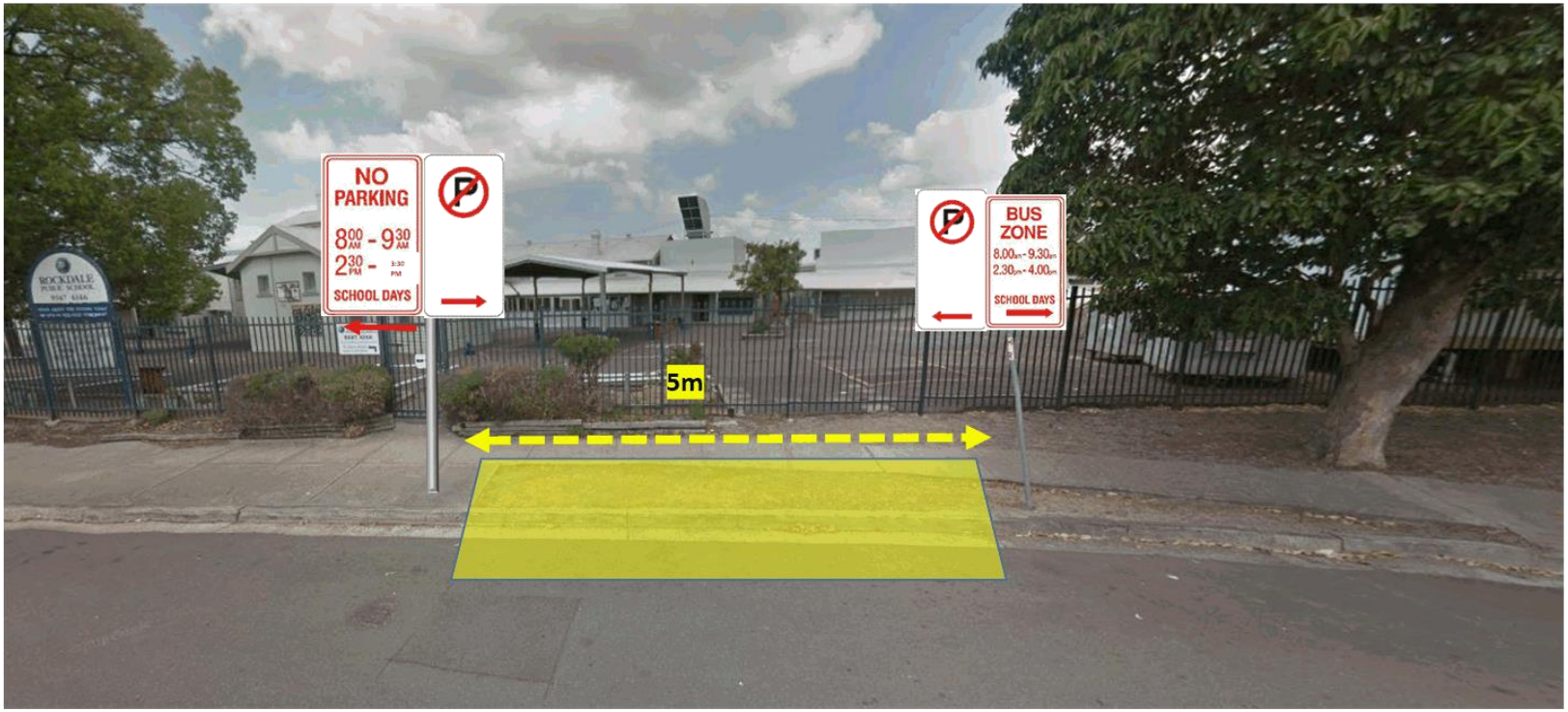
Not applicable	☐	
Included in existing approved budget	☒	Block grant for traffic facilities in local streets
Additional funds required	☐	

Community Engagement

NA

Attachments

Lord Street Rockdale Drawing ⇩


NO
PARKING
8.00 AM - 9.30 AM
2.30 PM - 3.30 PM
SCHOOL DAYS
BUS
ZONE
8.00am - 9.30am
2.30pm - 4.00pm
SCHOOL DAYS
5m

Bayside Traffic Committee 2/10/2019

Item No	BTC19.183
Subject	**Margate Street Local Area Traffic Management Study**
Report by	Coordinator Traffic and Road Safety
File	SF19/78
Electorate	Rockdale

Summary

Council commissioned ptc (traffic consultant) in April 2019 to undertake a local area traffic management study in Margate Street precinct to establish and mitigate any potential traffic impacts associated with the Darrell Lea Site.

The final report for the study was received on 2 September 2019. This report presents the outcomes from the study and recommendations for future actions.

Officer Recommendation

1 That the results of the Margate Street Local Area Traffic Management Study be received and noted.

2 That the highest priority traffic facilities (1-4) are consulted upon with the broader community.

3 That the outcomes of the community engagement and resulting designs are brought back to the Bayside Traffic Committee for consideration. Noting that any implementation budget is to be drawn from the balance of funding associated with the Voluntary Planning Agreement for the Darrell Lea Site in Margate Street and Clarkes Road.

Background

Council commissioned ptc (traffic consultant) in April 2019 to undertake a local area traffic management study in Margate Street precinct as part of the funding provided through the Voluntary Planning Agreement (VPA) associated with the Darrell Lea Site to mitigate any potential traffic impacts. The expected time frame for the completion of the study was 12 weeks with additional time required for review of deliverables for each stage.

The final report for the study was received on 2 September 2019.

Based on the traffic study the following is noted:

1. Speeding vehicles – The study found that 85 percentile speed in Margate Street is higher that the sign-posted speed limit, however the study has outlined that this was minor and within acceptable limits for a local street environment. (pg 19.)

2. Excessive traffic volumes – Traffic volumes in Margate Street (900-1400 vehicles per day) are well within the environmental capacity for a local street (2000 vehicles per day)

3. Heavy vehicles – Based on RMS criteria, heavy vehicles in a local street should not exceed 3% of the total traffic in a residential street. Heavy vehicle traffic is Margate Street has been found to be slightly higher at 5% only in the northern section between Rocky Point Road and Clarkes Road. However, in terms of the number of heavy vehicles using the street it is about 45 vehicles per day. (5% of 905 vehicles per day).

Recommendations

The results of the study are drawn from the traffic statistics, crash data analysis and parking study, and surrounding land use as it exists. The results of the traffic data analysis are summarised on page 19 of the report.

Whilst the findings of the report show that speed and volumes are generally within acceptable limits for local streets they are slightly higher for Margate Street compared to the other surrounding local streets. To mitigate this the consultants have made some suggestions on what traffic treatments could be implemented. The cost to implement all of these treatments is very high and beyond the remaining available budget.

Hence, it is recommended that only some of the proposal is implemented now (items ranked 1-4 in table 7.3 page 59) with the remaining budget. This will require some funding from the Traffic Facilities program. That the area is monitored in the longer term to determine whether any further investment is justified in the context of traffic priorities across the Bayside Local Government Area.

Financial Implications

Not applicable	☐	
Included in existing approved budget	☒	The VPA for Darrell Lea allocated an amount of $100,000 for traffic facilities including the study.
Additional funds required	☒	May require some funding rolled out from Traffic Facilities program 101226

Community Engagement

Community engagement was undertaken as part of the investigation to identify community concerns and this is summarised in the report (pages 48-54).

The vast majority of the issues raised in the engagement process related to Margate Street and included the following:

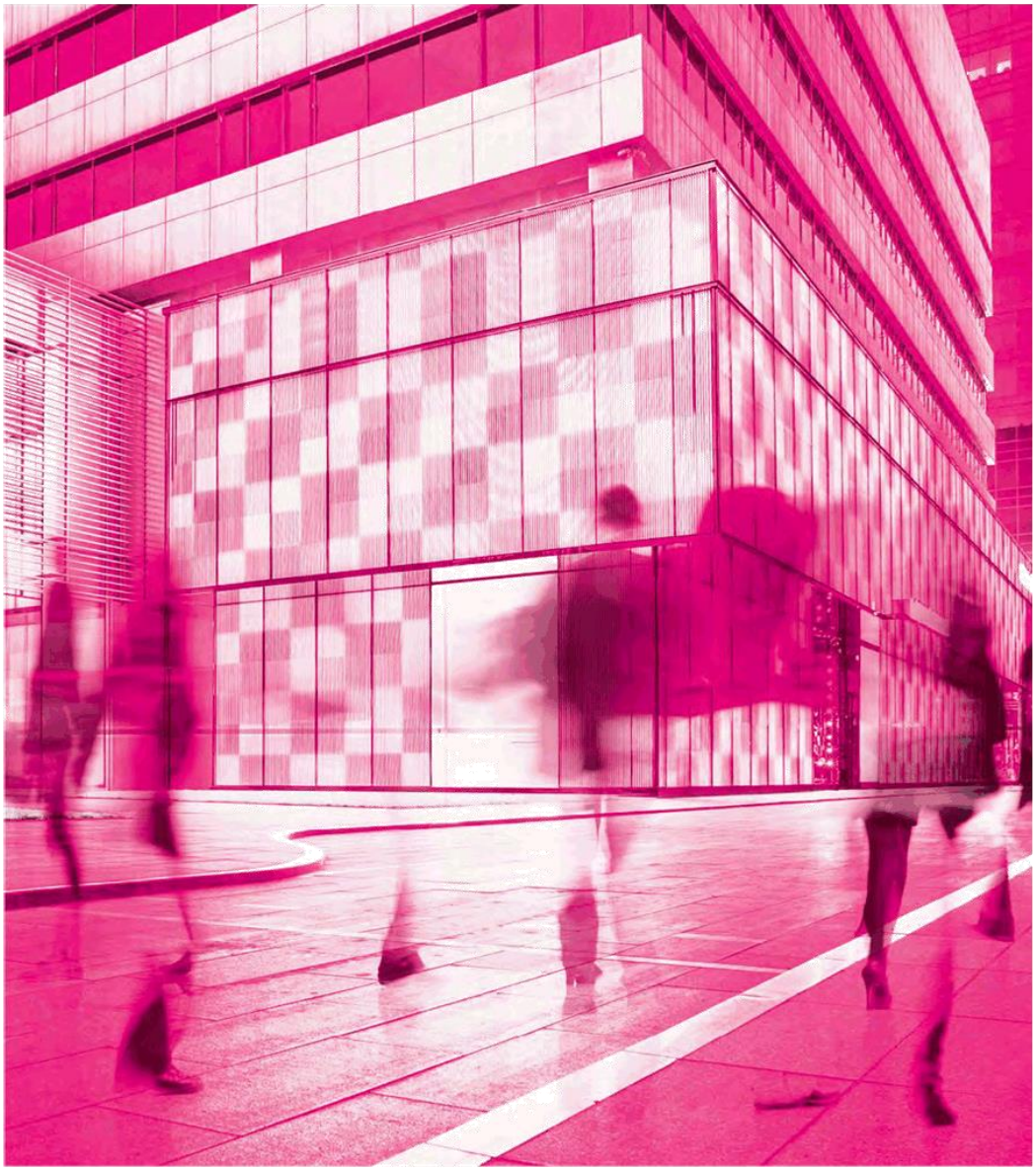
- The amount of traffic and heavy vehicles
- Vehicle speeds, especially around the bends (aided by the removal of median strip)
- Rat running (during the day and night time)
- Vehicle obstructions (cars parked in front of driveway and too many buses parking near Clarkes Road)
- Sight obstructions due to parked cars and thus performing dangerous turns from Margate Street to Rocky Point Road

- Dangerous intersection (difficult to negotiate a gap when turning into Rocky Point Road)
- Crashes or near misses around the bends
- Lack of pedestrian and cycleway facilities
- Pedestrian walking on road due to missing footpath on one side of the road (south of Clarkes Road)
- Existing median strip is not safe for pedestrians from Meurants Lane wishing to access Tonbridge Street
- Cycling is not safe around the bends

The community however has not been consulted on the proposed traffic facilities. This will be the next stage in the process.

Attachments

Margate Street LATM study report ⇩



local area traffic management;

Margate Street Precinct LATM

For

Bayside Council

2 September 2019

parking;
traffic;
civil design;
communication;

ptc.

ptc.

Document Control

Margate Street Precinct LATM, Local area traffic management

Issue	Date	Issue Details	Author	Reviewed
1	29 July 2019	draft	EL	FL
2	2 September 2019	Final	EL	FL
3				

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ptc.

Contents

Margate Street Precinct LATM; Bayside Council; 2 September 2019;

ptc.

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ptc.

1. Executive Summary

The Margate Street precinct LATM study was undertaken by **ptc.** for Bayside Council in order to review the traffic management strategy within the precinct. This report sets out an assessment of the traffic conditions within the study area and includes the following:

- Road Hierarchy
- Traffic survey data (including volumes, speeds and heavy vehicle percentages)
- Crash statistics
- Parking survey data (including parking inventory and occupancy)
- Intersection operation analysis
- Community questionnaire
- Existing LATM measures
- Major Developments
- Proposed LATM treatment recommendations

A community survey was carried out by means of an online questionnaire that is designed to establish the major traffic issues in the area. A mail out copy of the questionnaire was also sent upon request.

The recommendations provided in this document are prioritised based on the community submissions and discussions with Council, with the aim of addressing current traffic issues within the precinct.

The recommendations are summarised in the following table.

Proposal	Street	Treatment
1	Phillips Road	▪ Increase enforcement to prevent parking on the footpath
2	Production Avenue	▪ Increase enforcement to prevent parking on the footpath
		▪ Install signage to prohibit vehicles longer than 16m from entering Production Avenue from Rocky Point Road
		▪ Reconfigure the intersection of Production Avenue with Phillips Road into a proper T-intersection.
3	Production Lane	▪ Introduce 8-hour time-restricted parking along the entire lane
		▪ Re-design parking arrangement as per Australian Standards to allow for disabled parking
4	Ramsgate Road	▪ Install signage to enforce 10m No Stopping at Campbell Street, MacDonald Street and Margate Street
5	Margate Street	▪ Install mid-block treatments (speed hump or slow point) at 2 locations, one between Ramsgate Road and Meurants Lane and the other between Rocky Point Road and Clardes Road.
		▪ Install threshold treatment at Rocky Point Road and Ramsgate Road
		▪ Install signage to enforce 10m no stopping at Meurants Lane

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Proposal	Street	Treatment
6	Clarkes Road	▪ Convert the priority intersection of Margate Street with Clarkes Road into a roundabout intersection
		▪ Install mid-block treatment (speed hump or slow point)
		▪ Install threshold treatment at Rocky Point Road
7	Meurants Lane	▪ Install additional No Parking signage throughout the laneway
		▪ Install threshold treatment at Rocky Point Road
8	Campbell Street	▪ Install mid-block treatment (speed hump or slow point)
		▪ Install threshold treatment at Ramsgate Road
9	MacDonald Street	▪ Install threshold treatment at Ramsgate Road
10	Dillon Street	▪ Install threshold treatment at Rocky Point Road

ptc.

2. Introduction

ptc. has been engaged by Bayside Council to prepare a Local Area Traffic Management (LATM) for the Margate Street Precinct.

The purpose of this LATM is to identify traffic issues within the Precinct and provide potential solutions and recommendations.

2.1 Margate Street LATM Background

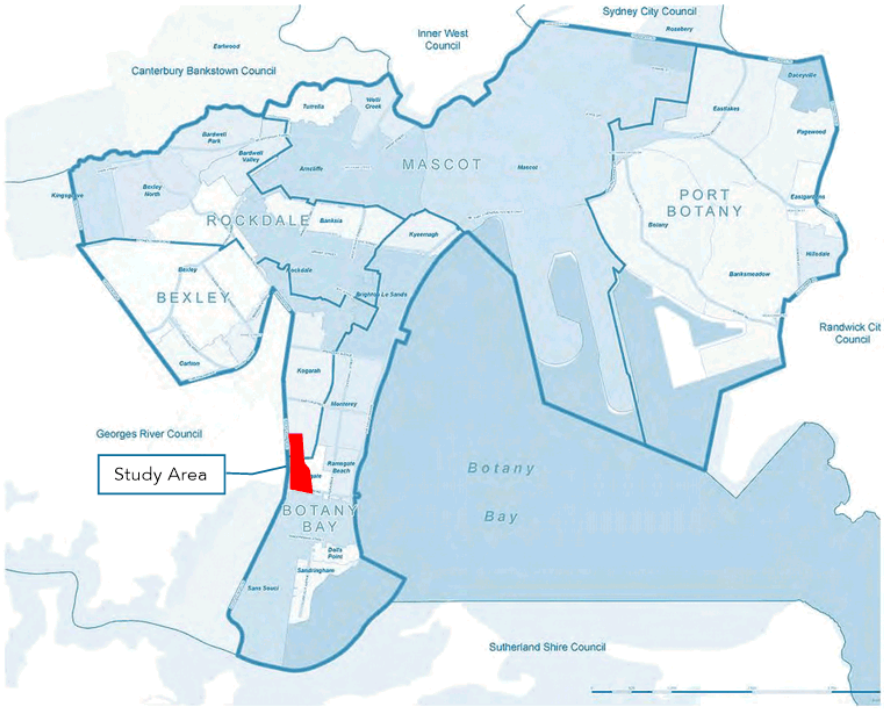

Figure 2.1: Location of Margate Street Study Area

Margate Street Precinct sits in the south-western area of Bayside LGA. The study precinct is bounded by Ramsgate Road to the South, Rocky Point Road to the West, Phillips Road to the North and Production Lane and Margate Street to the East.

The precinct is situated in close proximity to Scarborough Park which accommodates soccer and cricket fields.

ptc.

2.2 Study Background

This report sets out an assessment of the traffic conditions within the Margate Street study area and includes the following:

- Road Hierarchy
- Traffic survey data (including volumes, speeds and heavy vehicle percentages)
- Crash statistics
- Intersection operation analysis
- Identification of pedestrian and cyclist improvements
- Initial community questionnaire
- A review of Council records including complaints and issues which have been raised
- Existing and proposed cycle routes
- Future land use
- Identification of further opportunities to reduce volumes and speed of traffic on local streets to address public amenity
- Development of concept LATM proposals

2.3 Referenced Documents

In preparing this report, reference has been made to a number of background documents, including:

- Austroads Guide to Traffic Engineering Practice Part 8 – Local Area Traffic Management, 2008
- Manual of Uniform Traffic Control Devices, Part 13: Local Area Traffic Management 2003 Edition. Queensland Government Department of Main Roads
- RTA (Roads and Traffic Authority) Road Design Guide – Note: now RMS
- RTA-Technical Directions (Various) – Note: now RMS
- RTA Guide to Traffic Generating Developments, 2002
- Austroads Guide to Traffic Engineering – Part 8 for Local Area Traffic Management
- Council Assessment Report (Ref: 2017SCL001) for DA-2017/224
- Journey To Work (JTW) data 2016

ptc.

3. Study Background

The Austroads Guide to Traffic Management Part 8: Local Area Traffic Management provides a clear definition and process of the Local Area Traffic Management Plan and is summarised below:

3.1 What is Local Area Traffic Management (LATM)

Local Area Traffic Management is concerned with the planning and management of the usage of road space within a local traffic area, often to modify streets and street networks which were originally designed in ways that are now no longer considered appropriate to the needs of residents and users of the local area. LATM can be seen as a tool of traffic calming at the local level (Brindle 1991; O'Brien and Brindle 1999 p. 259). It involves the use of physical devices, street scaping treatments and other measures (including regulations and other non-physical measures) to influence vehicle operation, in order to create safer and more pleasant streets in local areas.

For the purpose of distinguishing between LATM and other aspects of traffic management, a 'local (traffic) area' is an area containing only local streets and collector roads, and is usually bounded by arterial roads or other roads serving a significant road transportation function, or other physical barriers such as creeks, railways, reserves or impassable terrain.

LATM is essentially system-based and area-wide. It considers neighbourhood traffic-related problems and their proposed solutions in the context of the local area or a group of streets within it, rather than only at isolated locations. In addition, it requires that physical traffic measures be seen as a sequence of interrelated devices rather than individual treatments. Much of the material in the Austroads Guide to Traffic Engineering – Part 8, will assist practitioners in selecting and implementing single countermeasures at isolated sites, where there are localised problems needing spot treatment. Many street closures, channelization and small roundabouts, for example, are valid stand-alone treatments at problem intersections. However, the installation of such isolated measures is not truly 'local area traffic management', and practitioners will need to be alert to the potential problems of isolated speed management devices.

3.2 Identifying the Cause of Traffic Related Problems

Identifying the root causes of traffic problems in neighbourhoods can often provide pointers to appropriate solutions. In broad terms, problems usually arise because of the quantity of traffic, its speed, or other characteristics of the network that lead directly to higher crash rates and reduced amenity. These in turn are created, at least in part, by the planning and design features of the local network. In summary, inspection of the causes of traffic problems over the past 30 years or so in Australia and New Zealand has led to the following principles for local planning and minor street network management:

To reduce vehicle speeds:

- Shorten forward sightlines and enclose the driver's field of vision, by tree planting and other means
- Keep street section lengths (i.e. between slow or near-stop conditions) below 200-250m
- Reduce the available street width and/or introduce deflections in the vehicle path, while maintaining the margin of safety
- Ensure that there is a traffic route within 400-500m of each local street

To minimise traffic levels and intruding traffic in a local street:

- Maintain the level of traffic service on adjacent arterials to reduce 'rat-running'
- Increase the lengths (time and distance) of paths through the local street network to reduce their connectivity between points on the arterial road network
- Direct local traffic onto those streets most able to accommodate it. Neighbourhoods with high internal connectivity (that is, grid-based systems showing network redundancy with many alternative and direct paths for trips within the local area) may actually increase the average exposure to traffic for each household
- Provide closer spacing of traffic routes at network planning and subdivision approval stages, including the provision of supplementary traffic routes within large subdivisions. This will avoid the creation of large districts with high levels of internal traffic, and the misuse of local streets as substitutes for missing links in the traffic route network
- Consider traffic impacts at the land use approval stage. Traffic generators should be carefully located so that they do not create additional pressure on the local network

Changes to the local street system, LATM provisions, and the provision of other modes such as cycling and walking and other travel demand measures might be considered as conditions for planning approval.

To minimise crash risk (in addition to the above):

- Limit the number of local street intersections and junctions. Within reason, fewer intersections mean fewer crashes
- Limit the number of cross-intersections, and include roundabouts or other passive controls where cross-intersections are unavoidable. Note that Stop or Give Way signs may improve cross-intersection safety but still have higher risk
- Limit the number of major-minor road connections
- Minimise the percentage of dwellings with their frontage to connective roads
- Protect or manage parking on distributor roads and other connective streets

3.3 Stages of a LATM Study

The general stages of preparing to undertake a LATM study are described below:

Stage 1: Initiating a LATM program

- Decide that action is needed
- Define study area, precincts and functional hierarchy of roads
- Develop study plan, including type of treatments and study costs
- Develop engagement strategy
- Council decision

Stage 2: Data collection and problem identification

- Define and collect required data
- Identify problems

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- Identify potential solutions
- Define and confirm objectives

Stage 3: Development of 'Draft' plans

- Clarify suitable strategies (including confirmation of LATM as an appropriate response)
- Develop outline concept schemes
- Council decision to place on Public Exhibition

Stage 4: Public exhibition

- Consult on draft concept plans
- Assess and refine alternatives
- Select, present to council for adoption

Stage 5: Scheme design

- Location and design of treatments
- Consult with nearby owners/occupiers
- Select, present to council for adoption

Stage 6: Implementation

- Confirm timing and staging
- Conduct additional 'before' studies as required
- Community information
- Place on public exhibition, providing a minimum 28 days for submissions
- Construct/install

Stage 7: Monitoring and review

- 'After' data collection, observation and reports
- Identify unanticipated impacts or outcomes
- Review technical and community assessment of scheme
- Revise if needed
- Record and report process and outcomes

ptc.

4. Existing Condition Assessment

4.1 Study Area

Margate Street Precinct is located in the west area of the Bayside Local Government Area (LGA) and bounded by Phillips Road to the north, Margate Street to the east, Ramsgate Road to the south and Rocky Point Road to the west.

The study Precinct is divided into two parts:

The northern part includes Phillips Road and Production Avenue in an industrial/commercial zone. It is noted that the land use of the old site of Darrel Lea Chocolate factory had been rezoned to a commercial/residential zone.

The southern part of the precinct includes Margate Street, Clarkes Road, Meurants Lane, Dillon Street, Campbell Street, and MacDonald Street which are mostly residential areas with retail and commercial land uses along Rocky Point Road.

Phillips Road is a one way westbound, and Production Avenue is one way eastbound. Production Lane is mostly a one-way street providing circulation to the above two streets.

The following figure illustrates the Margate Street Precinct LATM study area.

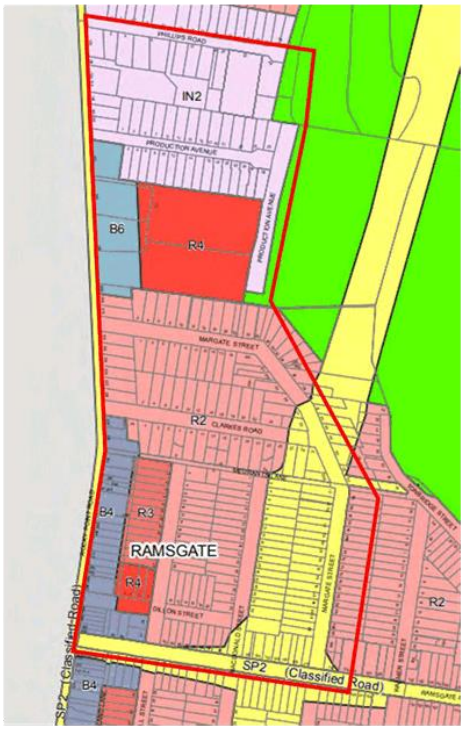

Figure 4.1 – Study area

ptc.

4.2 Area Demographics

The 2016 Journey to Work and 2016 Census of Population and Housing data were examined to identify travel trends within the Margate Street study area. The summary of the data is summarised in Figure 4.2 below. It is noted that these data cover the entire suburb of Ramsgate and is deemed to be a good respresentive of the Margate Street study area.

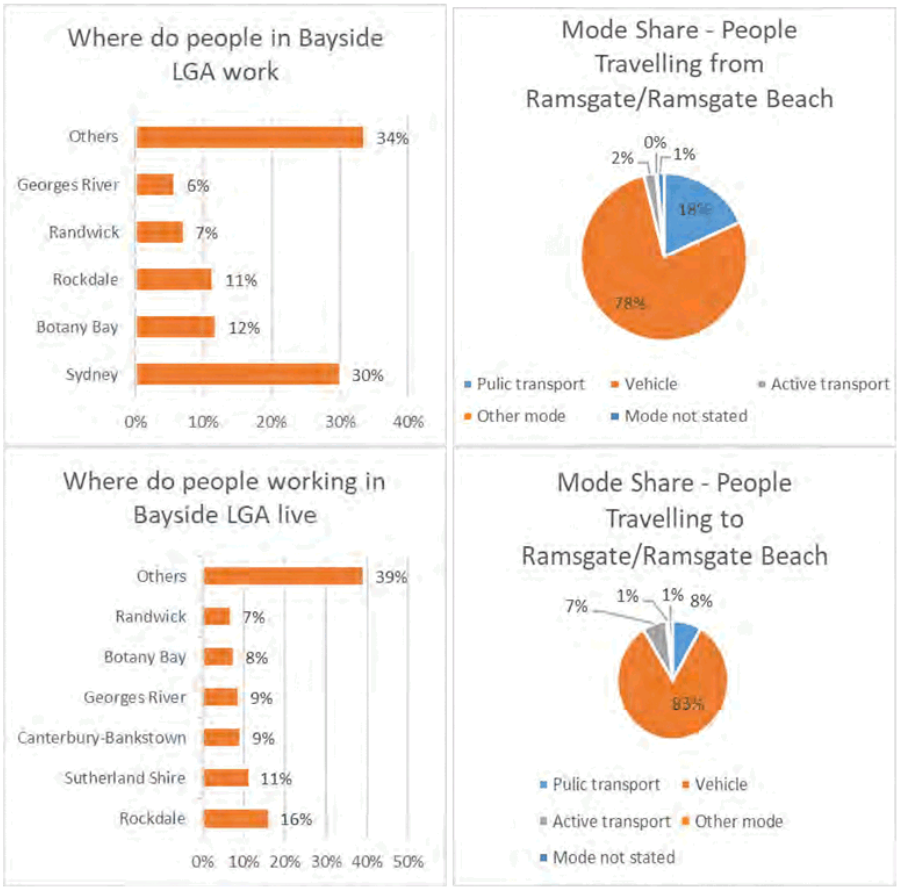

Figure 4.2: Journey To Work and Census of Population and Housing data

The outcomes of the above results include:

- The majority of the residents in Bayside Council area travel to Sydney for work (30%), followed by Botany Bay (12%) and Rockdale (11%)
- Most of the residents in Ramsgate/Ramsgate Beach travel to work by car (78%), either as the driver or passenger; while 18% of them uses public transport

- The majority of residents working in Bayside Council area live in Rockdale (16%), followed by Sutherland Shire (11%), Canterbury-Bankstown (9%) and Georges River (9%)
- Most residents travel to Ramsgate/Ramsgate Beach for work by car (83%), either as the driver or passenger; while 8% use public transport and 7% adopt active transport such as walking and cycling

The combination of the trend to work outside the study area and the high use of the passenger vehicle means that traffic in the AM and PM is primarily in response to the journey to work activity.

People's willingness to travel by car, especially to work, was the potential result of friction as the local road network struggles to accommodate road user's needs without significantly impacting upon the security, road user safety and local area amenity.

4.3 Road Hierarchy

The RMS Road Design Guide states that "*the purpose of a functional road hierarchy is to establish a logical integrated network in which roads of similar functional classifications:*

- *Provided with the same general level of traffic service with regards to trip purpose, traffic composition, capacity and operational speed*
- *Designed, constructed and maintained to the same general level of structure with regards to alignment, cross section, pavement strength and access control*
- *Assigned to the appropriate administrative control*

This functionality classification includes arterial, sub-arterial, collector and local roads. Together the roads make up a road network. The function road classifications in NSW are:

- *State/Arterial – Predominantly carry through traffic from one region to another, forming principle avenues of communication for urban traffic movements. These roads are controlled by state government authorities*
- *Regional/Sub-Arterial – Connects the arterial road to areas of development and carry traffic directly from one part of the region to another. They may also relieve traffic on arterial roads in some circumstances. These roads are often controlled by state government authorities*
- *Collector – Connects the sub-arterial roads to the local road system in developed area and is generally controlled by local government authorities*
- *Local – The sub-divisional roads within a particular developed area. These are used solely as local access roads. These roads are generally controlled by local government authorities."*

There are 11 streets in the Margate Street study area made up of two road types.

The Regional/Sub-Arterial road in the study area is:

- Ramsgate Road

All other roads within the study area are classified as local roads.

The responsibility of the road network is illustrated in Figure 4.3 with state and regional roads controlled by the state government with the care of the road maintained by Council. The remaining collector and local roads are the responsibility of Bayside Council.

Figure 4.3: Road Hierarchy

4.4 Public Transport Services

4.4.1 Trains

There are no train services within the Margate Street study area or in the vicinity. However, there are buses that act as a connection between the Margate Street study area and nearby train stations such as Kogarah Station and Allawah Station.

Kogarah Station and Allawah Station are serviced by T4 – Eastern Suburbs & Illawarra Line which provides regular access to the City and Waterfall and Cronulla.

4.4.2 Buses

There are bus services within the study area along Rocky Point Road and Ramsgate Road, which are operated by Sydney Buses. The bus stops on Rocky Point Road are serviced by bus routes 476 and 477. The bus stops on Ramsgate Road are serviced by bus route 947. These provide access to nearby suburbs including Kogarah, Rockdale, Miranda, Carlton, and Allawah. Detailed information of these routes is presented in Figure 4.4 and Figure 4.5.

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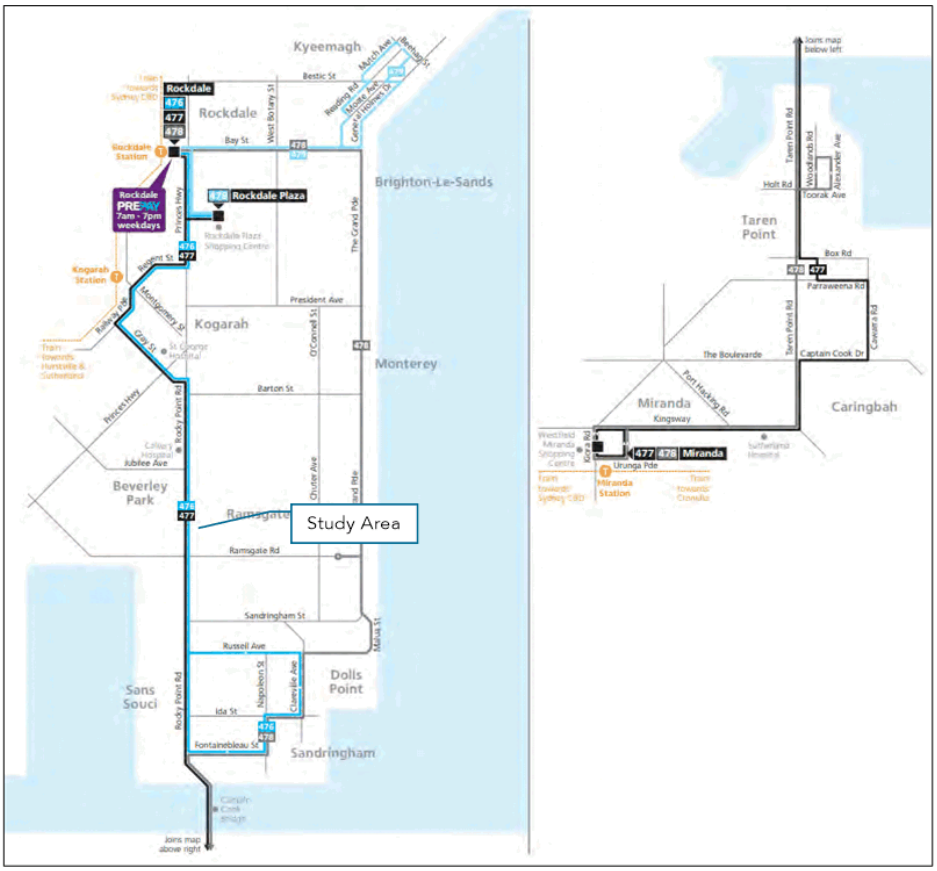

Figure 4.4: Bus Route 476 and 477

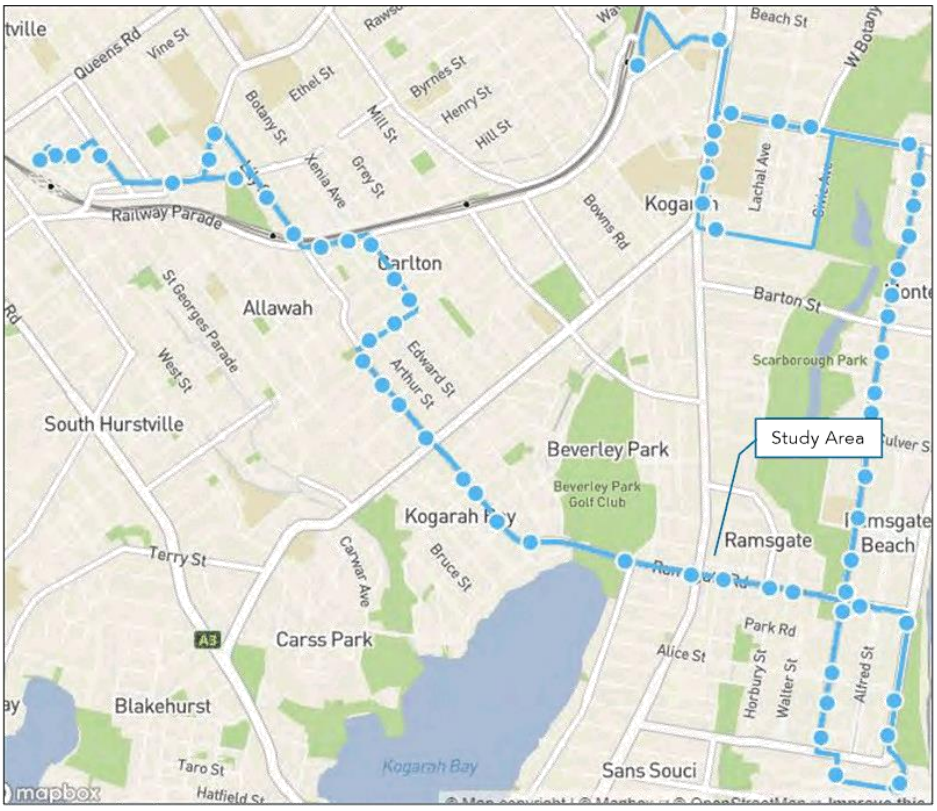

Figure 4.5: Bus Route 947

4.5 Bicycles

The existing bicycle facilities in the Margate Street precinct is presented in Figure 4.6. Currently there are no bicycle paths within the precinct. However, the precinct is in the vicinity (700m away) of the Rockdale Council Recreational Cycleway (a major regional cycleway spanning 14.8 kilometres).

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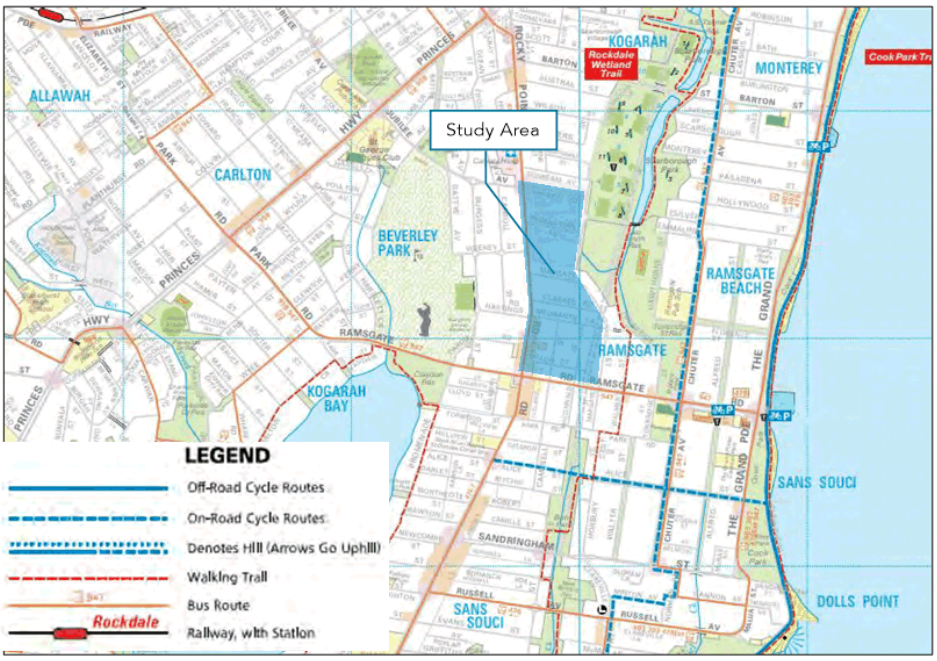

Figure 4.6: Existing Bicycle Network

4.6 Pedestrians

4.6.1 Pedestrian Accessibility

Pedestrian pathways generally exist on both sides of all roads within the study area:

Pedestrian pathways on both sides of the road:

- Ramsgate Road
- Production Avenue
- Clarkes Road
- MacDonald Street
- Campbell Street
- Section of Margate Street between Rocky Point Road and Clarkes Road
- Section of Dillon Street between Rocky Point Road and Campbell Street

Pedestrian pathway on one side of the road:

- Grass verge on the other
    - Phillips Road

- Section of Margate Street between Ramsgate Road and Clarkes Road
- Section of Dillon Street between Campbell Street and MacDonald Street

- Wall on the other
  - Meurants Lane

No pedestrian pathway:

- Grass verges
  - Section of Dillon Street that is a cul-de-sac
- Shared vehicle and pedestrian
  - Clelland Lane
  - Production Lane

4.7 Existing LATM Devices

Of the 11 streets analysed in the Margate Street LATM, five (5) streets have some form of existing LATM treatment. The devices used in these streets include:

- Traffic signals - 2
- Pedestrian refuges - 3
- Blisters/Median Strip Islands – 2
- Rumble bars - 1
- Speed humps – 3
- Slow point – 1
- Cul-de-sac – 1

The existing LATM measures are detailed in Figure 4.7.

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Figure 4.7: Existing LATM Devices

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4.8 Traffic Component Review

Traffic surveys were undertaken to appreciate the existing traffic conditions and intersection operations. The traffic surveys included:

- The mid-block volume and speed data within the study area by undertaking a 7-day tube count at 11 locations (2 tube counters along Margate Street)
- The turning movement data at the intersection of Rocky Point Road with Margate Street on a typical weekday between 7am-9am and 4pm-6pm

4.8.1 Mid-block Tube Count

4.8.1.1. Environmental Capacity and Speed Performance Standards

The RMS Guide to Traffic Generating Developments and the RMS NSW Road Classification Review Paper identify environmental limits for each road class. Based on these documents, an acceptable guideline for application on Bayside Council roads is detailed in Table 4.1. It is important to note that the guideline is based on RMS research relating to safety and amenity and considers ease of crossing the road, noise and delay. This set of criteria has been used as the basis for identifying traffic speed and volume issues within the streets of the Margate Street study area.

Table 4.1: Environmental Capcaity and Speed Performance Guidelines

Road Class	Road Type	Maximum Speed (km/h)	Max Peak Volume (ADT)
Local	Access way	50	1,000[1]
	Street	50	2,000 Residential area / 4,000 Other
Collector	Street	50-60	5,000 Residential area / 10,000 Other
Regional (Sub-arterial)	Main Road	60-80	15,000-25,000

In addition to the above, as a general guide, all local roads have a 50km/hr speed limit unless sign posted otherwise.

A further criterion specified by RMS is that heavy vehicles should not account for more than 3% of total traffic in local residential streets. It is noted that heavy vehicle volumes will be higher in the industrial areas, however heavy vehicle activity should be monitored to achieve minimal encroachment into local residential streets.

[1] This figure can be used to calculate annual average traffic volumes by assuming a peak to daily ratio of 10%

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4.8.1.2. Traffic Survey Results

The traffic survey data has been analysed to determine the existing traffic volume, heavy vehicle percentages, and speed conditions in Margate Street LATM area. A total of 11 tube counts were undertaken on 10 roads (2 tube counters on Margate Street) within the study area to obtain the mid-block volume and speed data.

The locations of the intersection count and tube count are presented in Figure 4.8.

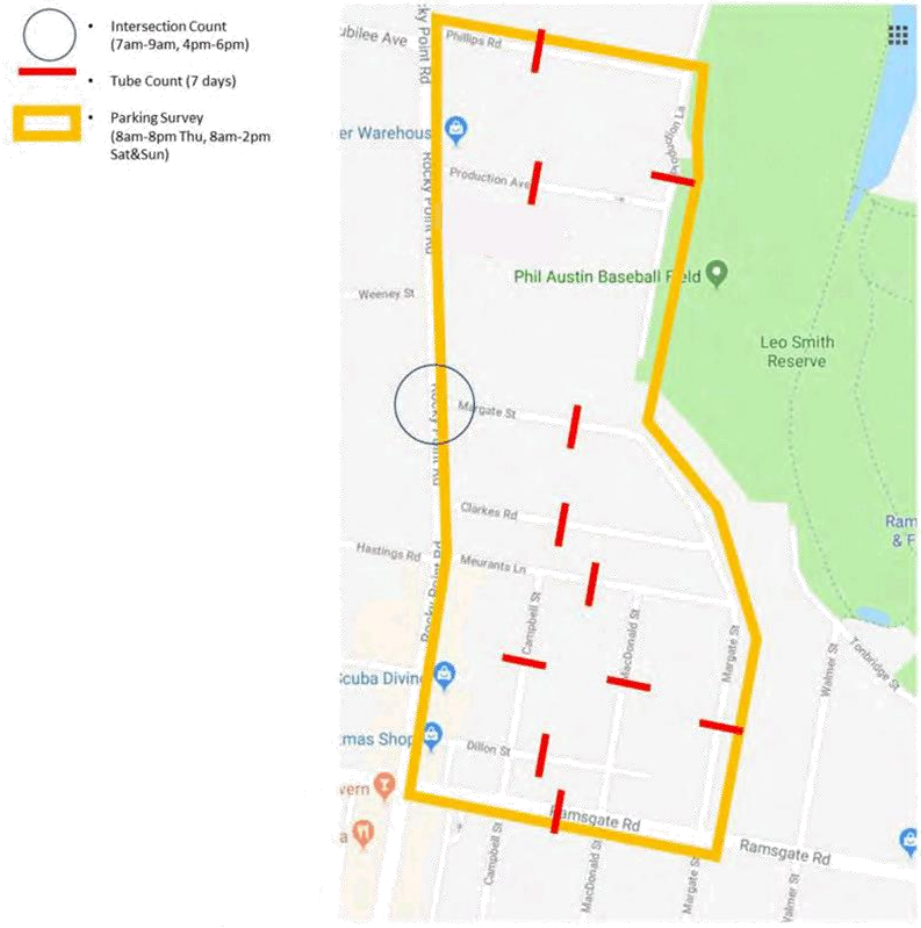

Figure 4.8: Study Area and Traffic Survey Area

The result of the data analysis indicated that overall existing traffic volumes on the local roads within the Margate Street study area were within an acceptable range whilst speeding exists in some of the local streets. It is noted that the heavy vehicle percentage is generally high in Phillips Road and Production Avenue due to the industrial area in the northern section. Generally, a large percentage of the local roads

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were functioning satisfactorily. A summary of the street exceeding the environmental capacity of speed, volume and heavy vehicle is given in Table 4.2.

The figures highlighted in red in Table 4.2 indicate where the environmental performance standards for traffic volumes, heavy vehicle percentage or vehicle speeds are being exceeded in relation to Table 4.1.

Table 4.2: Evalution of Environmental Capacity & Speed Performance

Street Name	Between	Survey			Functional Classification	Compliance		
		Volume (ADT)	Speed (85th % km/hr)	Heavy Vehicle (%)		Volume (ADT)	Speed (85th % km/hr)	Heavy Vehicle (%)
Phillips Road	Rocky Point Rd & Production Ln	1175	46	14	Local - industrial	4,000	50	-
Production Avenue	Rocky Point Rd & Production Ln	1137	47	17	Local - industrial	4,000	50	-
Production Lane	Phillips Rd & Production Ave	1157	28	10	Local - industrial	4,000	50	-
Margate Street	Rocky Point Rd & Clarkes Rd	905	57	5	Local	2,000	50	3
Margate Street	Ramsgate Rd & Meurants Ln	1395	57	3	Local	2,000	50	3
Clarkes Road	Rocky Point Rd & Clarkes Rd	313	56	5	Local	2,000	50	3
Meurants Lane	Campbell St & MacDonald St	178	43	3	Local	2,000	50	3
Ramsgate Road	Campbell St & MacDonald St	8393	58	8	Regional	15,000-25,000	60-80	-
Dillon Street	Campbell St & MacDonald St	134	39	2	Local	2,000	50	3
Campbell Street	Meurants Ln & Dillon St	310	51	5	Local	2,000	50	3
MacDonald Street	Meurants Ln & Dillon St	166	48	2	Local	2,000	50	3

From the assessment, three (3) streets exceeded the Environmental Capacity and Speed Performance in some manner. Most to which the capacity was exceeded was minor and within acceptable limits for a street environment.

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4.8.1.3. Traffic Volumes

The assessment of the streets in the road network identified that none of the streets exceeded the Environmental Performance guidelines with respect to desirable peak volume for the road classification and road type.

It is noted that the traffic volumes on Margate Street, Clarkes Road, and Campbell Street (especially Margate Street) are significantly higher than other local residential streets of comparable length, when taken into account of its length (905/1395 vehicles on Margate Street compared to less than 200 vehicles on other residential streets). It is recognised that some order of rat-running occurs to some extent along Margate Street and Clarkes Road, which could be the result of:

- Southbound traffic along Rocky Point Road turning into these 2 streets and continuing to Ramsgate Road to avoid queuing at the intersection of Rocky Point Road and Ramsgate Road; and
- The right turn movement on the westbound direction of Ramsgate Road being prohibited at Rocky Point Road, which force them turning into Margate Street.

4.8.1.4. Traffic Speed

The assessment of the streets in the road network identified that three (3) streets exceeded the Environmental Speed Performance guidelines with respect to maximum desirable speed.

The three (3) streets and the extents that their 85th percentile vehicle speeds were exceeded (indication in brackets), is listed below

- Margate Street (+7km/hr on both counters), local road
- Clarkes Road (+6km/hr), local road
- Campbell Street (+1km/hr), local road

In the Sydney road network, it is often common for the 85th percentile vehicle speed to exceed the posted speed limit by as much as 5km/h due to geographic conditions. Depending on the situation; this may be acceptable however the warrant for traffic calming measures may be considered. Given the recorded speeds, most streets listed above where the 85th percentile recorded speeds exceed the posted speed limit are within a small margin (less than 10km/h). Therefore, traffic calming may be considered where speeding issue combining with other factors leads to an unsafe road environment.

4.8.1.5. Heavy Vehicles

The assessment of the streets in the road network identified a higher percentage of heavy vehicles in the vehicular movements on local industrial roads, this is considered acceptable due to the nature of the establishments on these roads.

- Phillips Road (14%), local industrial road
- Production Avenue (17%), local industrial road
- Production Lane (10%), local industrial road

It is generally considered that heavy vehicle percentage should not exceed 3% of total recorded vehicles for local residential streets. A higher percentage may be acceptable for regional roads such as Ramsgate Road.

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The analysis also concluded that 3 streets exceeded the Environmental Speed Performance guidelines with respect to heavy vehicle percentage.

The 3 streets and the extent the heavy vehicle percentage exceeds the Environmental Speed Performance guideline includes:

- Margate Street (5%), local residential road
- Clarkes Road (5%), local residential road
- Campbell Street (5%), local residential road

It is noted that these numbers exceeded the guidelines marginally and considering the volume these do not result in a large volume of heavy vehicles.

- Margate Street (45 heavy vehicles daily)
- Clarkes Road (17 heavy vehicles daily)
- Campbell Street (14 heavy vehicles daily)

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4.8.2 Intersection Performance Review

4.8.2.1. Intersection Movement Count

An intersection turning movement count was conducted at the intersection of Rocky Point Road and Margate Street on a typical weekday between 7am-9am and 4pm-6pm. The traffic volumes for both AM (7:15am-8:15am) and PM (4:45pm-5:45pm) peak are shown in Figure 4.9.

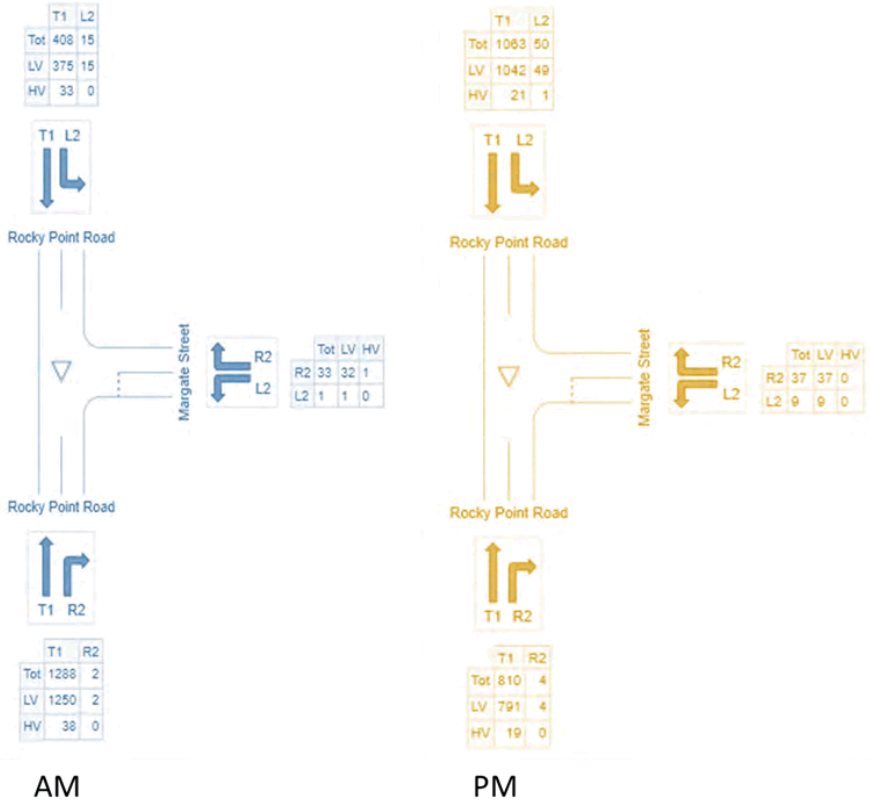

Figure 4.9 – Traffic volume – Rocky Point Road / Margate Street

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A Clearway is in operation along Rocky Point Road with an AM clearway on the northbound direction and a PM clearway on the southbound direction. Figure 4.10 presents the intersection layouts at AM and PM peak hour.

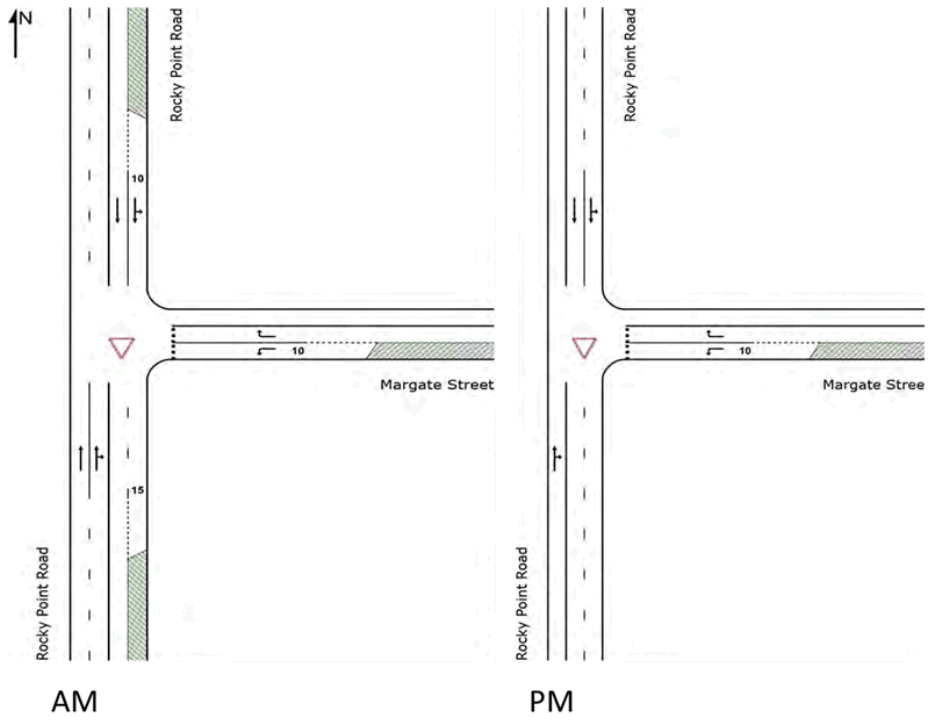

Figure 4.10 – Intersection Layout at Rocky Point Road/Margate Street

4.8.2.2. Intersection Operations

The operation of the intersection of Rocky Point Road with Margate Street has been studied and modelled with SIDRA Intersection software, a micro-analytical tool for individual intersections and whole-network modelling. Typically, there are three performance indicators used to summarise the performance of an intersection, being:

- Degree of Saturation (DoS) – The total usage of the intersection expressed as a factor of 1, with 1 representing 100% vehicles/capacity (v/c). (e.g. 0.8 = 80% saturation)
- Average Delay – The average delay encountered by all vehicles passing through the intersection. It is often important to review the average delay of each approach as a side road could have a long delay time, while the large free flowing major traffic will provide an overall low average delay.
- 95% Queue Lengths (Q95) – is defined to be the queue length in metres that has only a 5-percent probability of being exceeded during the analysis time period. It transforms the average delay into measurable distance units.

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- Level of Service (LoS) – This is a categorization of average delay, intended for simple reference. The RMS adopts the following bands:

Table 4.3 – Level of Service (LoS) Definitions by RMS

LoS	Average Delay (secs/vehicle)	Traffic Signals & Roundabouts	Give Way & Stop Signs
A	<14	Good operation	Good operation
B	15 to 28	Good with acceptable delays and spare capacity	Acceptable delays & spare capacity
C	29 to 42	Satisfactory	Satisfactory, but accident study required
D	43 to 56	Operating near capacity	Near capacity and accident study required
E	57 to 70	At capacity. At signals, incidents will cause excessive delays. Roundabouts require other control mode	At capacity, requires other control mode
F	>70	Unsatisfactory with excessive queuing. Requires additional capacity	Unsatisfactory with excessive queuing; requires other control mode

A summary of the SIDRA results on the traffic situation is displayed in Table 4.4. The full movement summary outputs from SIDRA are provided in Attachment 3.

Table 4.4 – Summary of Existing Traffic Conditions of the Surveyed Intersection

Approach	Time	LoS	Average Delay (s)	DoS (v/s)	Q95 (m)
Rocky Point Road North	AM Peak	A	0.2	0.19	0.0
	PM Peak	A	0.3	0.29	0.0
Rocky Point Road South	AM Peak	A	-	0.338	0.2
	PM Peak	B	0.4	0.433	2.0
Margate Street	AM Peak	D	44.2	0.325	7.2
	PM Peak	C	42.0	0.391	8.3

SIDRA indicates the following:

- Vehicles on Margate Street trying to perform a right turn have to wait for a relatively long period of time with some acceptable queuing, which is the result of constant heavy traffic travelling along Rocky Point Road and exiting vehicle couldn't find sufficient gap. However, considering Margate Street is a minor road and the low volume, this is considered acceptable.

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4.9 Parking Surveys

Parking surveys were also undertaken within the study area on a weekday and during an entire weekend. The surveys were conducted over the following periods:

- 8am-8pm on a typical weekday; and
- 8am-2pm on both Saturday and Sunday over one weekend

The form of parking survey included partial plate number collection, which assisted in the analysis of space occupancy as well as the average length of stay.

The survey data were analysed to calculate the average occupancy, peak occupancy and the streets with over 85% occupancy for 3 or more hours.

4.9.1 Parking Inventory

The parking inventory restriction study of Margate Street precinct has been carried out and the results are tabulated in Table 4.5.

Table 4.5 – Parking Inventory and Restrictions

Parking Inventory	Unrestricted	2P	Disabled	Loading Zone 7am-6pm Mon-Sat	1P 8:30am-3pm Mon-Fri, 8:30am-12:30pm Sat; Clearway 3pm-7pm Mon-Fri	1P 8:30am-6pm Mon-Fri, 8:30am-12:30pm Sat	Clearway 3pm-7pm Mon-Fri	P5 min 7am-5pm Mon-Fri	All
CP1-Ramsgate Road Car Park	0	15	2	0	0	0	0	0	17
Campbell Street	54	0	0	0	0	0	0	0	54
Clarkes Road	61	0	0	0	0	4	0	0	65
Dillon Street	32	0	0	0	0	12	0	0	44
MacDonald Street	55	0	0	0	0	0	0	0	55
Margate Street	132	0	0	0	0	0	0	0	132
Phillips Road	42	0	0	0	0	0	0	0	42
Production Avenue	37	0	0	1	0	0	0	2	40
Production Lane	100	0	4	0	0	0	0	0	104
Ramsgate Road	52	0	0	0	0	0	0	0	52
Rocky Point Road	0	0	0	0	19	0	22	0	41
All	565	15	6	1	19	16	22	2	646

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Figure 4.11 – Parking Inventory

The vast majority of the on-street parking in the study area are unrestricted parking (90%), while the car park on Ramsgate Road are subject to 2P parking restrictions.

4.9.2 Average Occupancy

The average occupancy of each section of a street, over the survey periods of a weekday, a Saturday and a Sunday are shown in Figure 4.12, Figure 4.13 and Figure 4.14 respectively. This data provides a high level analysis of the parking capacity of existing streets. However, these figures do not provide a refined indication of peak period occupancies, for example, a street might have over 75% occupancy from 10am to 1pm with an average occupancy of less than 75% over the entire survey period.

The following street sections were found to have an average occupancy of over 75% throughout the survey periods:

- Thursday
    - Campbell Street between Ramsgate Road and Dillon Street
    - Dillon Street between Rocky Point Road and Campbell Street
    - Production Lane between the Oval and Production Avenue
    - Entire survey section of Phillips Road
    - Entire survey section of Production Avenue
    - Rocky Point Road between Phillips Road and Production Avenue
- Saturday
    - Ramsgate Street Car Park
    - Campbell Street between Ramsgate Road and Dillon Street
    - Rocky Point Road between Dillon Street and Clarkes Road
    - Campbell Street between Meurants Lane and Dillon Street
    - Dillon Street between Rocky Point Road and Campbell Street
    - Entire survey section of Production Lane
    - Entire survey section of Phillips Road
    - Entire survey section of Production Avenue
- Sunday
    - Dillon Street between Rocky Point Road and Campbell Street
    - Rocky Point Road between Meurants Lane and Dillon Street
    - Production Lane between the Oval and Production Avenue

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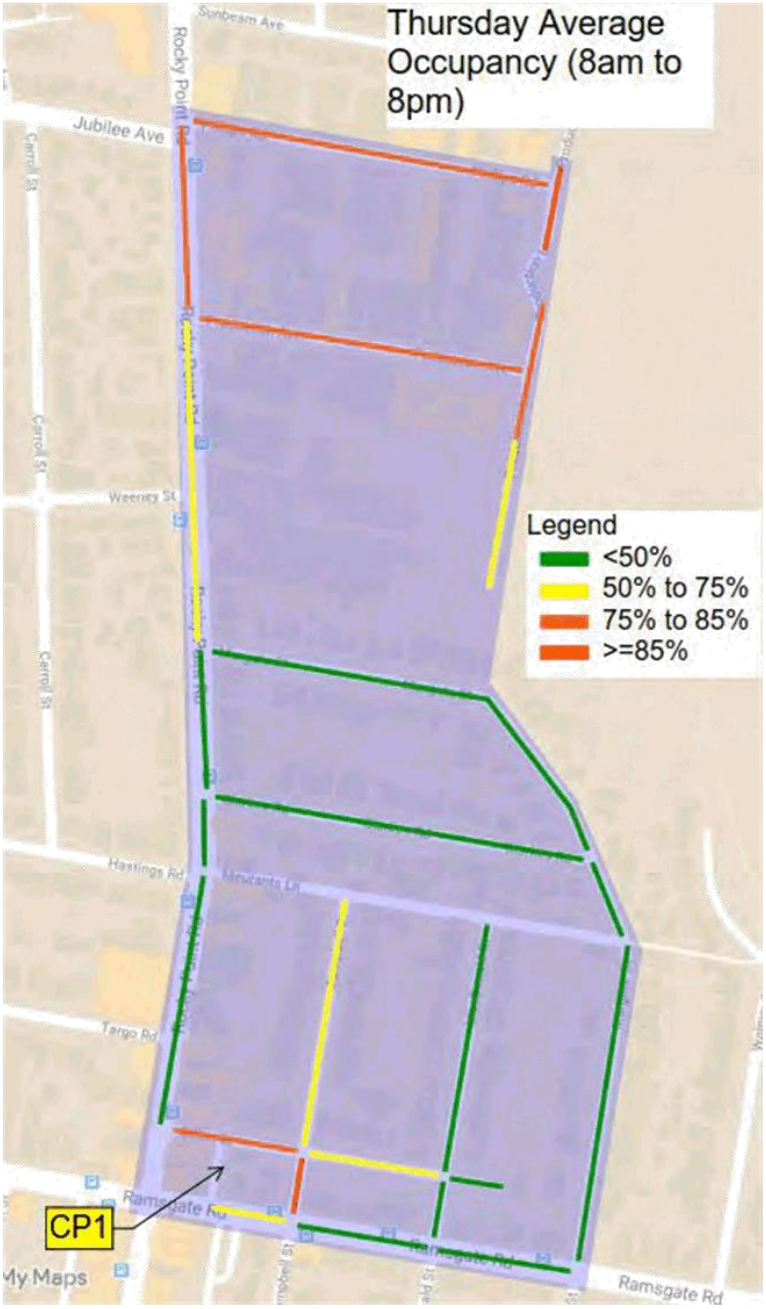

Figure 4.12 – Average Occupancy on Thursday

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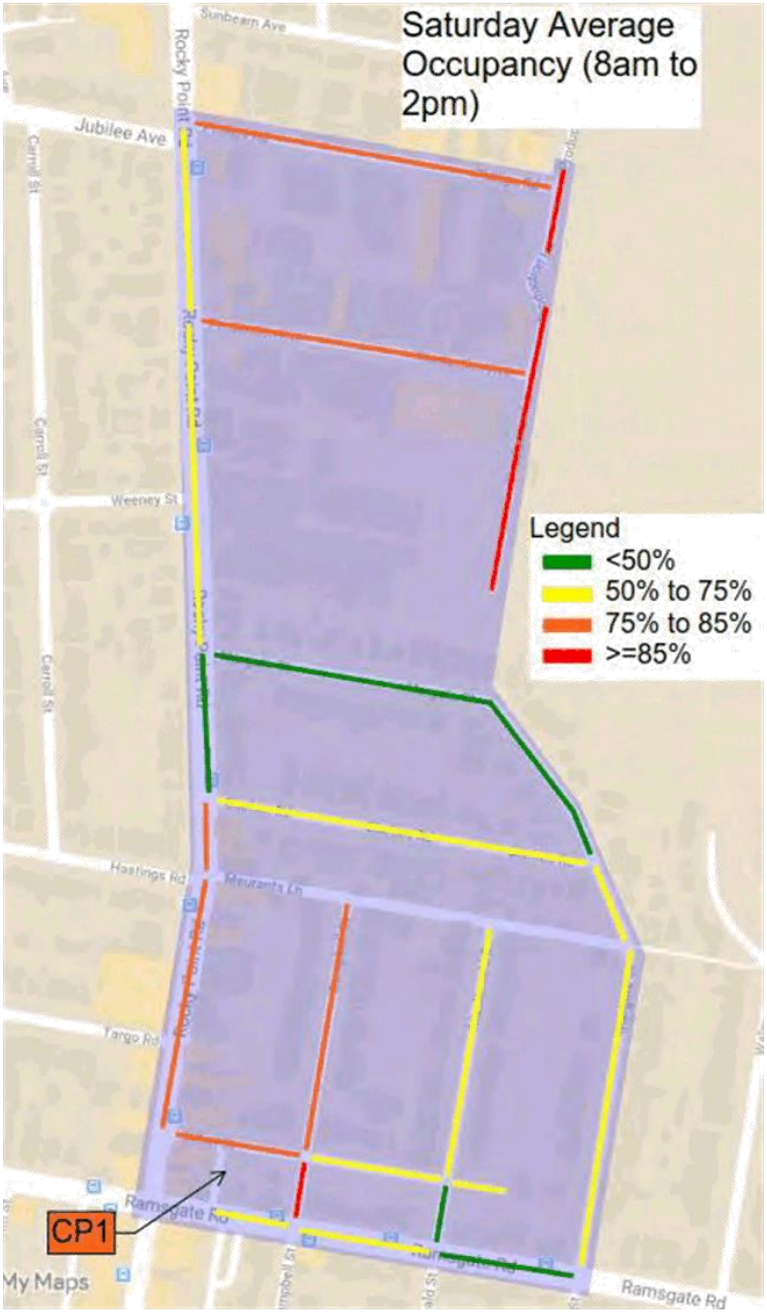

Figure 4.13 – Average Occupancy on Saturday

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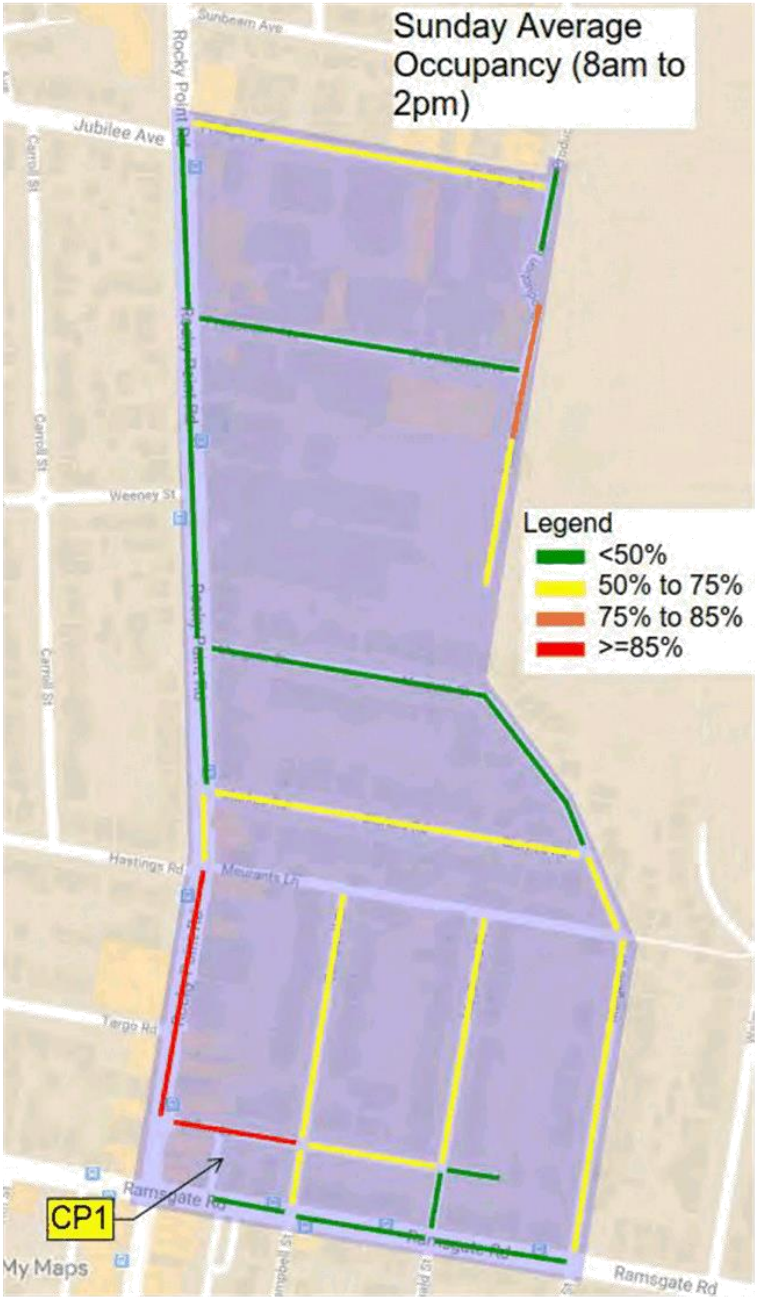

Figure 4.14 – Average Occupancy on Sunday

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4.9.3 Peak Occupancy

The peak occupancy of each section of a street are presented in Figure 4.15, Figure 4.16 and Figure 4.17 for the Thursday, Saturday and Sunday surveys respectively. These provide an indication of the busiest period of the day, for each street section during the survey period.

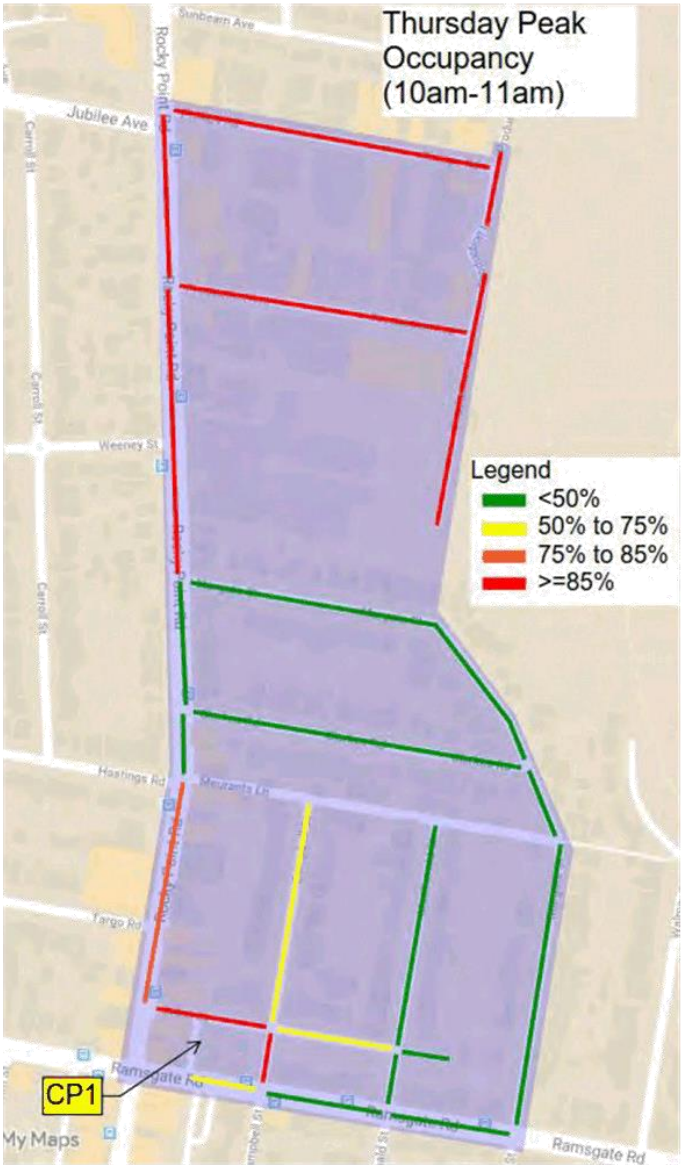

Figure 4.15 – Peak Occupancy on Thursday

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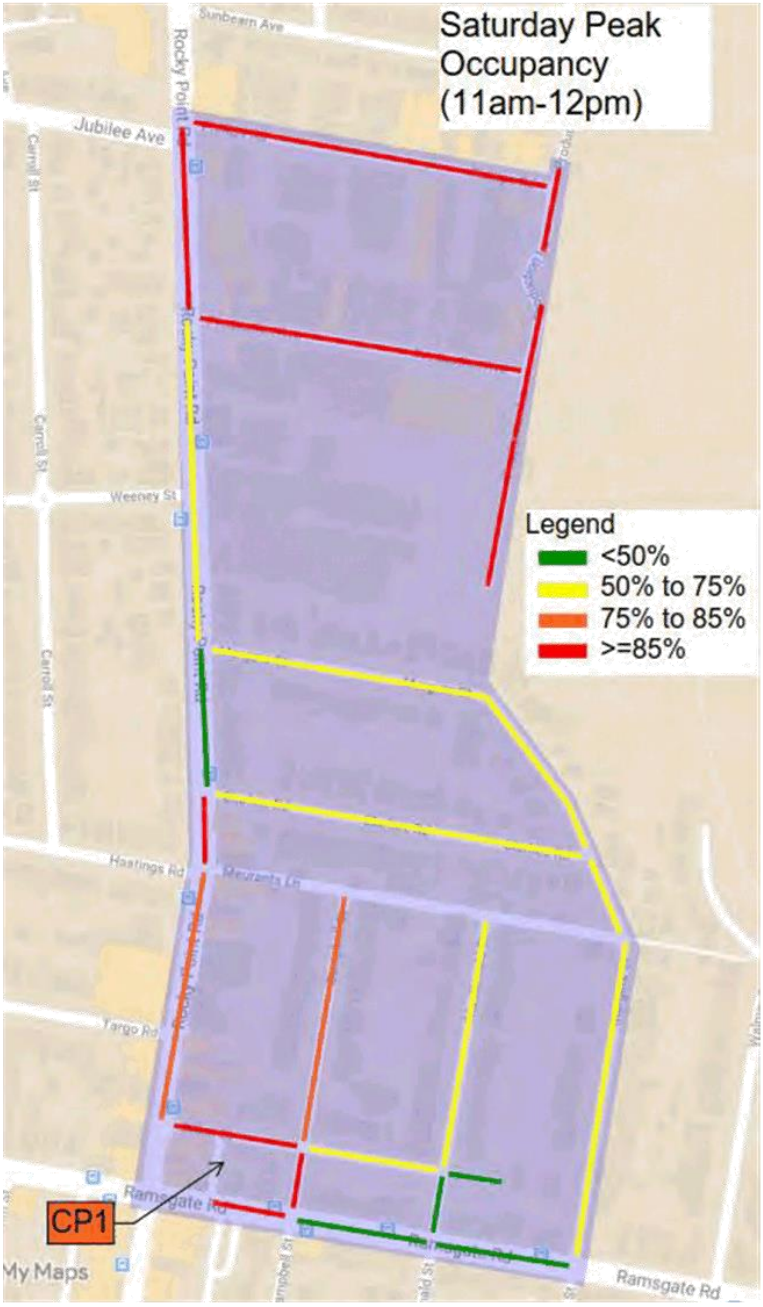

Figure 4.16 – Peak Occupancy on Saturday

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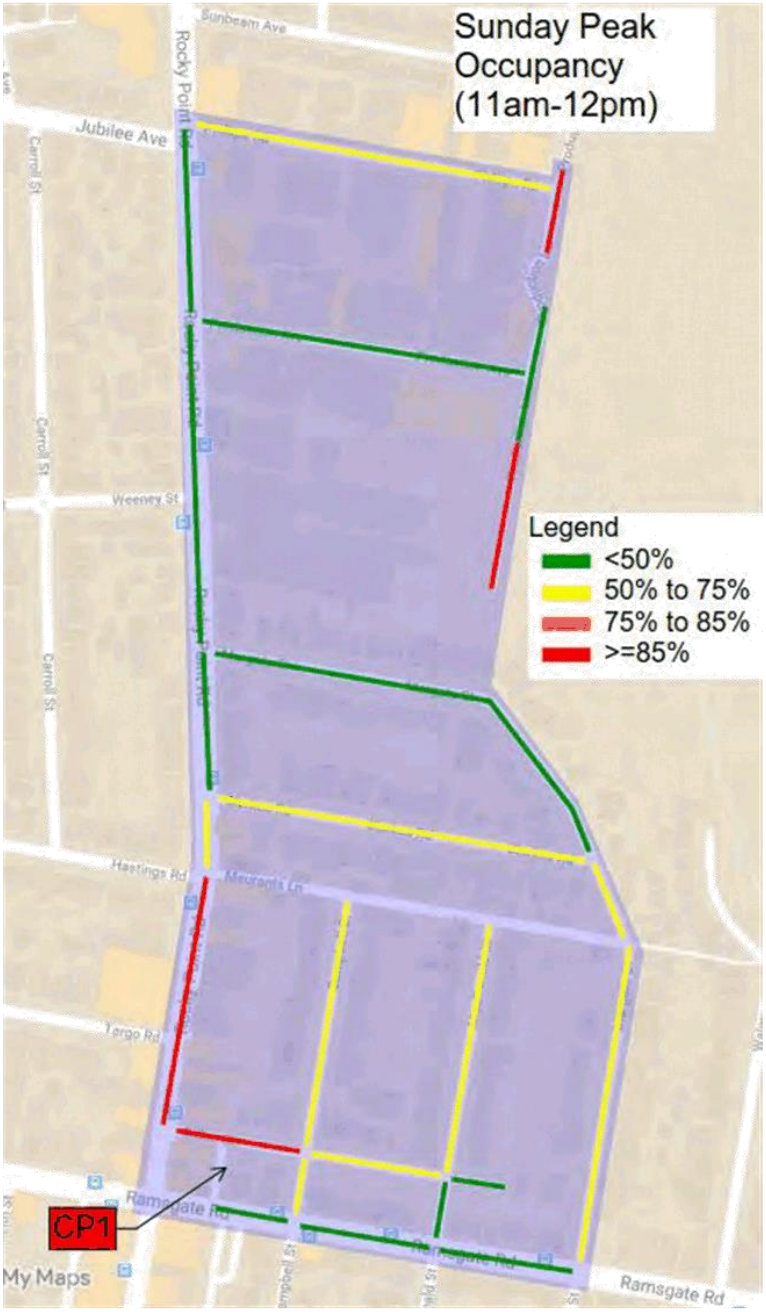

Figure 4.17 – Peak Occupancy on Sunday

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4.9.4 85% or Higher Occupancy for 3 or More Hours

Streets with 85% or higher occupancy, for three or more hours (both consecutive and non-consecutive), over the survey period are presented in Figure 4.18, Figure 4.19 and Figure 4.20. These provide a clear indication of streets that need further investigations and possible policy implementations.

The following street sections were found to fit this criterion:

- Thursday
    - Campbell Street between Ramsgate Road and Dillon Street
    - Rocky Point Road between Production Avenue and Phillips Road
    - Entire survey section of Phillips Road
    - Entire survey section of Production Avenue
    - Entire survey section of Production Lane
- Saturday
    - Campbell Street between Ramsgate Road and Dillon Street
    - Rocky Point Road between Clarkes Road and Meurants Lane
    - Dillon Street between Rocky Point Road and Campbell Street
    - Entire survey section of Phillips Road
    - Entire survey section of Production Lane
- Sunday
    - Dillon Street between Rocky Point Road and Campbell Street
    - Rocky Point Road between Dillon Street and Meurants Lane
    - Production Lane between Production Avenue and the Oval

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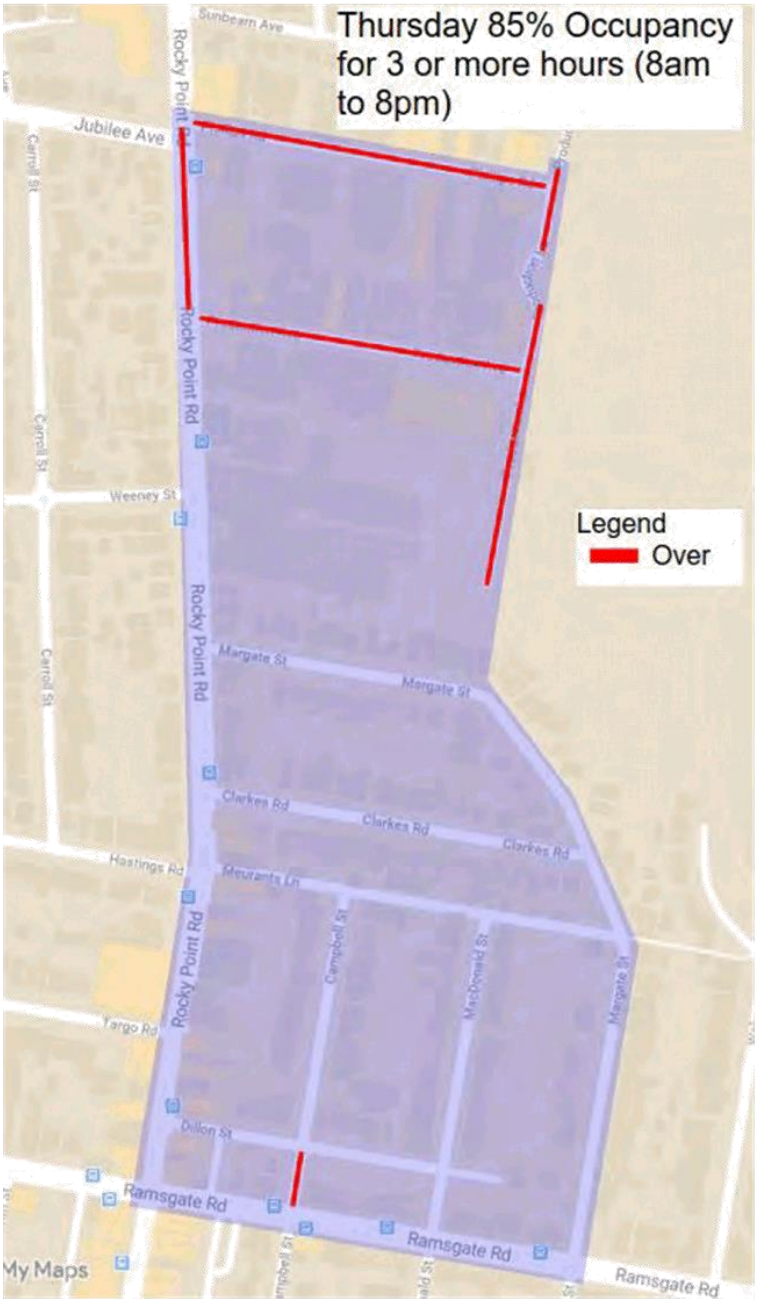

Figure 4.18 – Over 85% Occupancy for 3 or more hours on Thursday

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Figure 4.19 - Over 85% Occupancy for 3 or more hours on Saturday

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Figure 4.20 - Over 85% Occupancy for 3 or more hours on Sunday

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4.9.5 Parking Summary

On Thursday, the on-street parking on the northern section of the Margate Street study area (where the industrial establishments are located) are mostly occupied and for a duration of more than 3 hours, this is likely due to the vehicles from the car workshops parking on street. It is also noted that the sections of Dillon Street and Campbell Street near the intersection of Rocky Point Road with Ramsgate Road are parked throughout the day over a shorter duration which could be due to the employees and visitors of the retail premises on Rocky Point Road. It is important to note that most of the residential streets have a low occupancy rate throughout the day.

On Saturday, the on-street parking demands on the local industrial roads exhibited a similar trend to Thursday; however, the duration of parking are shorter on Production Avenue, which might be as a result of trading hours in the morning for the industrial developments. On another note, an increased parking demand was observed in the residential streets, this is likely due to the parking demand by the local residents. High parking demand were recorded on the angle parking spaces along Production Lane, which was the result of sporting activities in the Scarborough Park and Phil Austin Baseball Field.

On Sunday, the on-street parking demands on the industrial roads dropped significantly except for the parking along the southern side of Production Lane, which was the result of sporting activity in the Phil Austin Baseball Field. The parking demand on the residential roads largely remained the same level as on Saturday.

4.10 Crash Statistic Analysis

The five year crash records from July 2013 to June 2018 within the Margate Street precinct was provided by the Council. The roads within the study area experienced a total of 35 crashes during the five year period. In general, there was a peak in incidents in 2014/2015.

4.10.1 Crash rate by year, time of day and day of the week

A summary of total crashes by year is presented in Figure 4.21. It is noted that there was a significant decrease in crashes in 2015 compared to the previous year.

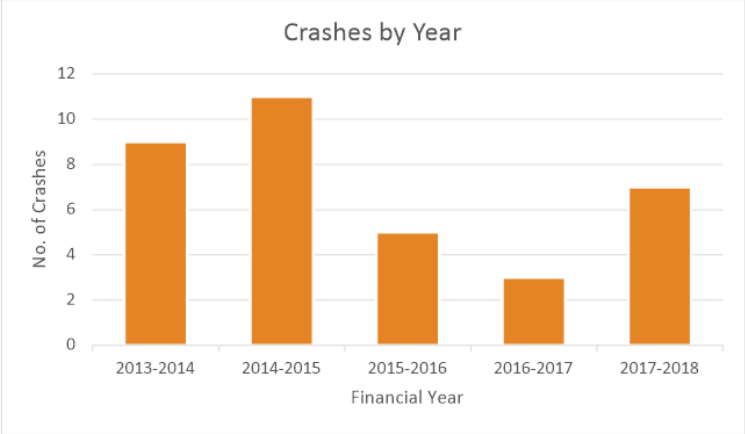

Figure 4.21 – Total Crahes by Year

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In terms of the time of day these crashes happened, the trend shows they are generally spread out throughout the day with a peak in the AM peak period (8am-11am) and dinner time (5pm-7pm).

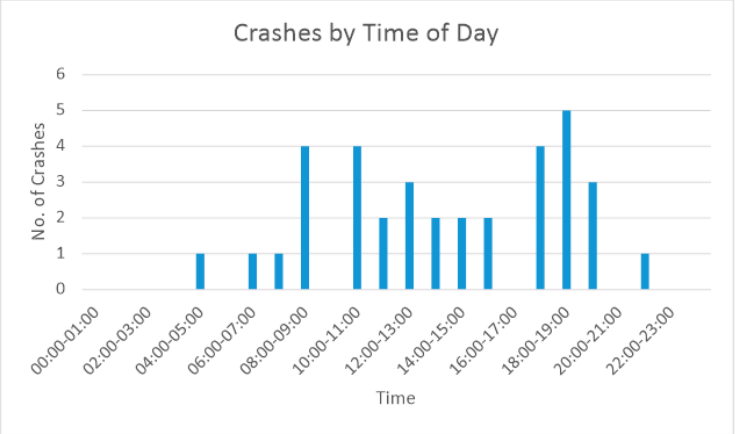

Figure 4.22 – Crashes by Time of Day

Figure 4.23 shows the day of the week these crashes took place. It is noted that more crashes occurred on Friday than any other day of the week.

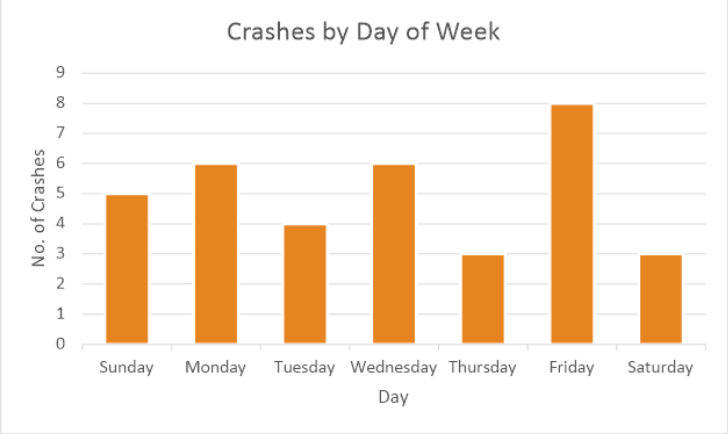

Figure 4.23 – Crashes by Day of Week

4.10.2 Location

The locations of the incidents are presented in Figure 4.24. It is noted that majority of crashes occurred on the main arterial road, i.e. Rocky Point Road. It is noted that these crashes are fairly dispersed across different intersections. The road with the next highest crash records is a regional road – Ramsgate Road. It should also be noted that out of 21 crashes on Rocky Point Road, 19 of them (90%) took place at intersections. In addition, a total of 35 crashes occurred during the five-year period in the Margate Street Precinct while only 3 crashes happened in local streets.

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Overall, the streets with crash records during that period are:

- Rocky Point Road – 21 crashes (60%)
- Ramsgate Road – 11 crashes (31%)
- Margate Street – 2 crashes (6%)
- Dillon Street – 1 crash (3%)

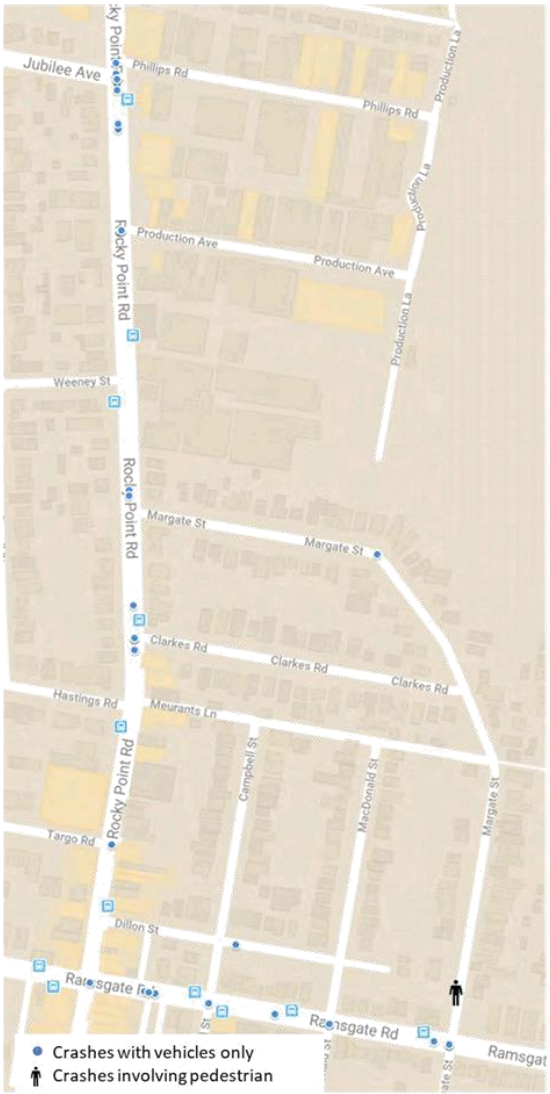

Figure 4.24 – Crash Incidents in Margate Street Precinct from 1 July 2013 to 30 June 2018 (Source: Bayside Council)

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Table 4.6 – Accident Summary for Margate Street Precinct July 2013 to June 2018

Location	Vehicle - Cyclist	Vehicle - Motorcyclist	Vehicle - Pedestrian	Vehicle – Vehicle Speeding Crashes	Vehicle – Vehicle Other Crashes	Total
Rocky Point Road	0	1	0	3	17	21
Ramsgate Road	0	0	0	1	10	11
Margate Street	0	0	1	0	1	2
Dillon Street	0	0	0	0	1	1

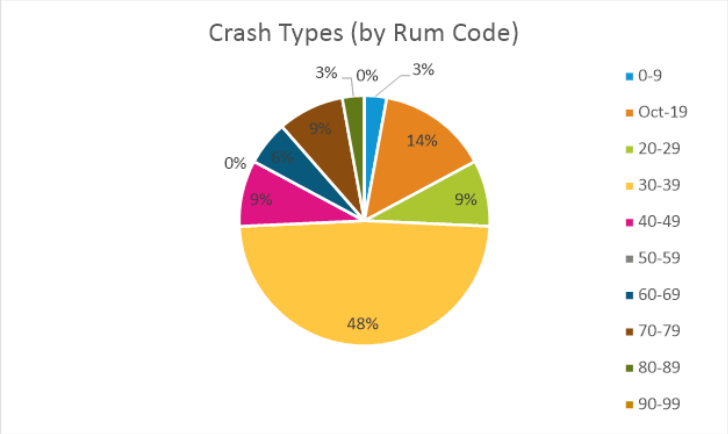

Figure 4.25 – Crashes by RUM Code Type

Where:

RUM 0-9: pedestrian related on foot or in toy/pram,

RUM 10-19: vehicles from adjacent directions (intersections only),

RUM 20-29: vehicles from opposing directions,

RUM 30-39: vehicles from same direction,

RUM 40-49: U-turns and other,

RUM 50-59: overtaking,

RUM 60-69: on path,

RUM 70-79: off path on straight,

RUM 80-89: off path on curve or turning.

The results of RUM code analysis indicate:

- 48% were vehicles travelling in the same direction (RUM 30-39)
- 14% were vehicles from adjacent directions (RUM 10-19)
- vehicles from opposing directions (RUM 20-29), U-turns and other (RUM 40-49), and vehicles travelling off path on straight and colliding with an object or out of control (RUM 70-79) were all 9%

Further details of RUM code are included in Appendix D.

Four (4) crashes or 11% of crashes were the result of speeding as a contributing factor to the crash. This is higher than the 2010 Sydney Metropolitan average of 10%.

It is noted that the majority of crashes that occurred were vehicles from the same direction Codes 30-39, followed by vehicles from adjacent direction Codes 10-19. The Table 4.6 and Figure 4.25 show evidence that the majority of crashes were related to driver error and poor judgement of safe distance for lane changing and turning at intersections.

4.10.3 Crash Analysis Summary

The majority of crashes occurred at intersections (90%) and on Arterial/State Roads (60%) where traffic volumes are higher and the roads are generally under the jurisdiction of RMS. Council is limited in the authority it has over changes to the State/regional road network and at signalised intersections. Hence the focus of LATM traffic calming treatments by the Council will be for the 3 crashes that occurred on local roads in the Margate Street study area.

Table 4.6 shows that the majority of crashes are not associated with speeding (11% of total crashes) but are more likely to be related to driver's error in judgement of safe distances for lane changing and turning at intersections. Furthermore, the majority of crashes that occurred were vehicles from the same direction Codes 30-39 (48%), followed by vehicles from adjacent direction Codes 10-19 (14%). Typically, crashes are occurring on the heavier trafficked roads like Rocky Point Road and Ramsgate Road where pedestrians and motorists would find it more difficult to negotiate a gap in the traffic flow and complete their desired movements, particularly at intersections.

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5. Future Conditions

Future traffic conditions were examined for an estimate of increase in traffic volumes. Future traffic volumes are generally a contribution of two main inputs:

- Volumes generated from growth within the defined LATM area due to development
- Volumes generated from growth from outside the defined LATM area including vehicles passing through the area and a product on the growth in the Sydney basin population

5.1 Rockdale LEP

Rockdale's Local Environmental Plan (LEP) provides details on the future planning direction for land use in the Council area. The Margate Street LATM is divided into a number of land use zones including:

- Zone R2 – Low Density Residential
- Zone R3 – Medium Density Residential
- Zone R4 – High Density Residential
- Zone IN2 – Light Industrial
- Zone B4 – Mixed Use
- Zone B6 – Enterprise Corridor
- Zone SP2 – Infrastructure: Classified Road

Figure 5.1 presents the details of the zoning for the Margate Street study area.

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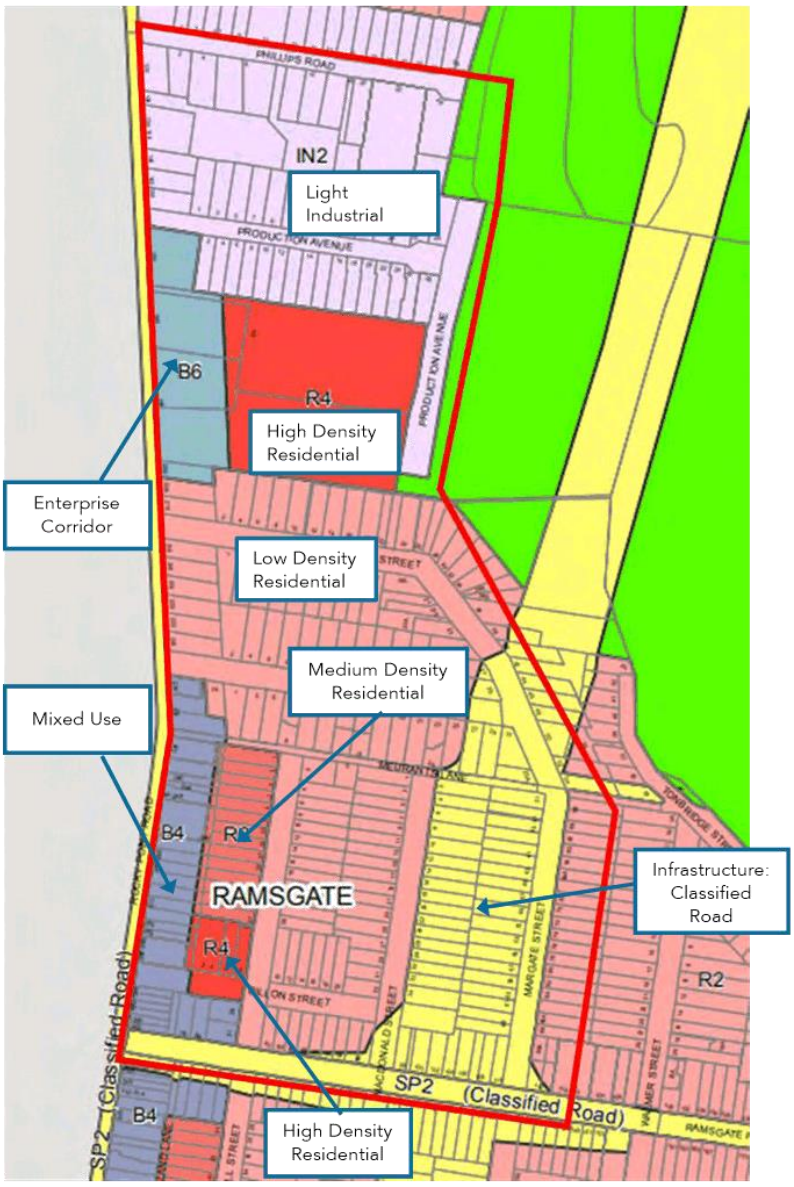

Figure 5.1: Rockdale Local Environmental Plan Zoning Map

A description of the land zones contained within the Margate Street study area are as follows:

- Zone R2 Low Density Residential – This zone is intended to be applied to land where primarily low density housing is to be established or maintained. Typically, the zone features detached dwelling

houses but it may be appropriate to include 'dual occupancy' (attached or detached) or some 'multi-dwelling housing'. This is the lowest density urban residential zone and the most restrictive in terms of other permitted uses considered suitable. These are generally restricted to facilities or services that meet the day-to-day needs of residents. This zone is generally not suitable adjacent to major transport nodes or larger activity centres where residential densities should be higher. This makes up the largest area of the Margate Street LATM study area

- Zone R3 Medium Density Residential – This zone is for land where a variety of medium density accommodation is to be established or maintained. Other residential uses (including typically higher or lower density uses) can also be permitted in the zone where appropriate. A variety of residential uses have been mandated to encourage housing choice and diversity in this zone. There is a fairly small land on Campbell Street that is dedicated to this zone
- Zone R4 High Density Residential – This zone is planned to provide for the housing needs of the community within a high density residential environment. This zoning next to the Light Industrial zone was originally allocated as Light Industrial and has only been recently re-zoned for High Density Residential, refer to Section 5.2 for further details
- Zone IN2 Light Industrial – This zone is planned to be used for supporting and protecting industrial land for industrial use. However, the type of uses needs to be 'light' in nature to avoid nuisance or adversely affect to the surrounding area through noise or emission emitted from the activities. This may include industries such as light industry, vehicle trade, service industries, warehouse or distribution centres and depots. This zone is located north of Production Avenue
- Zone B4 Mixed Use – This zone is generally implemented where a wide range of land uses are to be encouraged, including commercial, residential, tourist and visitor and community uses. The residential development component in this zone can form an important element in revitalising and sustaining the area, and increasing housing diversity close to Commercial Cores and major transport routes. This zone is located on Rocky Point Road between Clarkes Road and Ramsgate Road as well as on Ramsgate Road between Rocky Point Road and Campbell Street
- Zone B6 Enterprise Corridor – This zone is generally intended to be applied to land where commercial or industrial development is to be encouraged along main roads such as those identified by the metropolitan, regional and subregional strategies. The zone provides for uses such as 'business premises', 'hotel or motel accommodation', 'light industries', 'hardware and building supplies', 'garden centres' and 'warehouse or distribution centres'. Retail activity needs to be limited to ensure that Enterprise Corridors do not detract from the activity centre hierarchy that has been identified or planned. This zone was originally used for Light Industrial purpose and has recently been re-appointed as Enterprise Corridor
- Zone SP2 Infrastructure: Classified Road – This zone is for area that is highly unlikely to be used for a different purpose in the future, for example 'cemeteries' and major 'sewage treatment plants'. It may also be appropriate for major state infrastructure or strategic sites such as major 'hospitals', large campus universities/TAFEs, major dams, power stations, landfill or waste disposal sites, 'correctional centres', and 'airports'. Areas of Commonwealth land used for Defence purposes should be zoned SP2 (Defence). A small minority of 'schools' across NSW may also be considered a strategic site. This zone is located across the Precinct connecting Ramsgate Road with Leo Smith Reserve

Currently, a major development is being undertaken at the newly appointed R4 zone.

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5.2 Major Development within the Margate Street Precinct

The Darrell Lea Chocolates factory located on Rocky Point Road south of Production Avenue is undergoing redevelopment. The site was zoned as Light Industrial prior to a Planning Proposal in 2014 which rezoned the site to both B6 Enterprise Corridor and R4 High Density Residential.

The Darrell Lea Chocolates site at 156-206 Rocky Point Road was proposed for a staged development which includes:

- Stage 1 – 533 residential dwellings comprising of:
    - 123 one-bedroom apartments
    - 352 two-bedroom apartments
    - 58 three-bedroom apartments
    - 20 three-bedroom townhouses
    - 704 off street car spaces on Production Lane
    - 22 on street car spaces
- Stage 1 – A new road (Garrigarrang Avenue) through the site from Rocky Point Road to Production Avenue
    - New signalised intersection at Rocky Point Road/Weeney Street intersection
    - Road widening works on Rocky Point Road to facilitate the new intersection
    - Road upgrades to Production Avenue including reconfiguration of the existing public parking spaces along Production Avenue
- Stage 2 – A childcare centre owned by Council

Generally, the traffic activity associated with a particular type of land use can be determined through a number of approaches. For the purposes of this assessment, the traffic activity related to the land use for the post-development traffic generation is determined with reference to the following documents:

It is unknown at this moment the level of vehicular movement the childcare centre (stage 2 of the development) will generate and how it will impact on the local road network.

It is acknowledged that there is an off-road bicycle path along Garrigarrang Avenue, which will be taken into consideration when designing the intersection of Midjuburi Lane with Garrigarrang Avenue in the future.

The proposed development layout and road configuration are illustrated in Figure 5.2.

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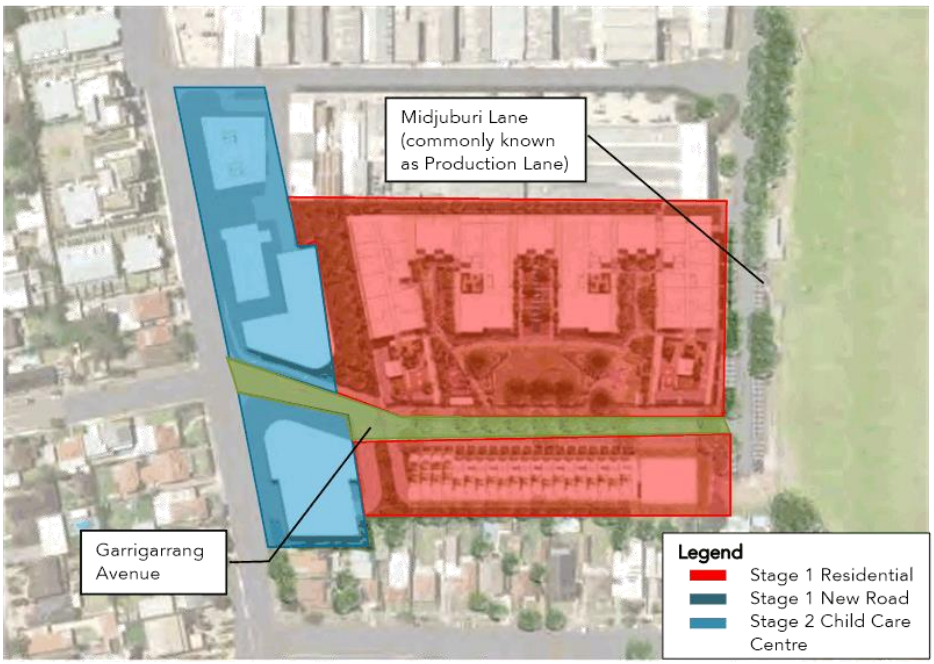

Figure 5.2: Development at 156-206 Rocky Point Road in Kogarah

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6. Community Questionnaire

The Margate Street LATM strategy involved a questionnaire to local residents and communities in order to understand specific local issues which are currently in place within the study areas.

A notification letter was prepared and posted in May 2019 to all of the residents within the Margate Street precinct with a link to an online survey on Social Pinpoint. Upon request, an offline paper version questionnaire form was also mailed to residents as an alternative with a reply-paid envelope enclosed. Margate Street study area has approximately 480 residents.

The online survey included two extensive questions asking to identify the major traffic problems and pedestrian and cycling facility issues in the study area, such as traffic volume, speed, heavy vehicles, as well as road safety issues. Twenty-five (25) responses online, four (4) responses by mail and two (2) responses by email were received, which equates to a 6.5% response rate.

Altogether, 183 separate issues were raised. Figure 6.1 shows the main traffic issues identified.

A number of sporting clubs, who are currently using Scarborough Park and Phil Austin Baseball Field for training or competition have been consulted. However, only the Brighton Seagulls J.R.L.F.C. (Caretaker of Scarborough Park in the Winter Season) provided comments.

The main concerns raised by this group was the on-street parking adjacent the sporting field on Production Lane was very limited during the days of training (Tuesdays and Thursdays) & playing (Sundays).

6.1 Community Questionnaire

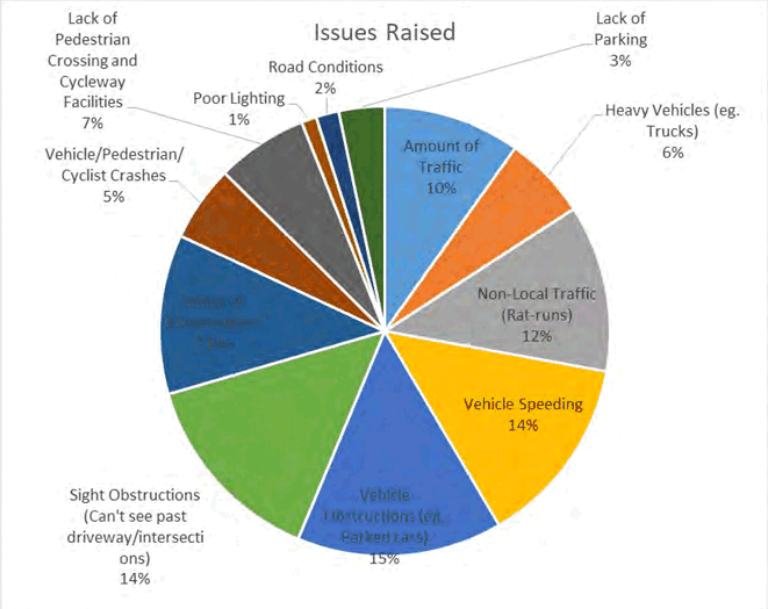

Figure 6.1: Margate Street LATM Issues Raised by Residents

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The responses indicate that:

- For traffic issues - traffic volume, vehicle speed, vehicle obstruction, non-local traffic, safety at intersection and sight obstruction are the main issues raised by residents, with heavy vehicle not far behind,
- For pedestrian and cycling facility issues – lack of cycling facilities and lack of pedestrian crossings were the main issues.

Of the 183 issues received the breakdown of the areas mentioned is shown in Figure 6.2 below.

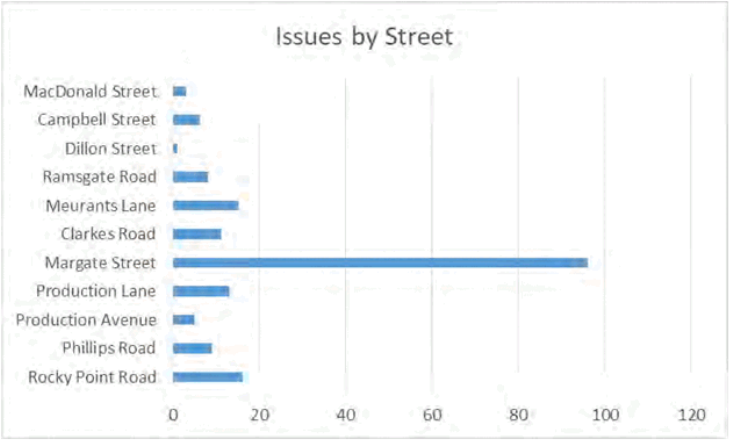

Figure 6.2: Margate Street LATM Number of Issues by Street

The responses indicate Margate Street is the street of most concern to residents, followed by Rocky Point Road, Meurants Lane and Production Lane.

Of the 183 raised issues, through traffic and vehicle speeding on Margate Street were of most concern.

Table 6.1 summarises the locations and issues raised in the submissions.

Table 6.1: Traffic Issue Responses

Street Name	Traffic Volumes	Heavy Vehicles	Non-local traffic	Vehicles Speeding	Vehicle Obstruction	Sight Obstructions	Dangerous Intersections	Crashes	Lack of Pedestrian and Cycleway Facilities	Poor Lighting	Road Conditions	Lack of Parking	Sum
Rocky Point Road	6	1	0	1	3	1	0	0	0	0	0	2	16
Phillips Road	1	0	0	1	2	1	1	1	1	0	0	1	9
Production Avenue	0	0	0	0	3	0	0	0	0	1	0	1	5

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Production Lane	1	1	0	0	2	1	1	1	1	1	3	1	13
Margate Street	7	7	16	16	11	14	13	6	6	0	0	0	96
Clarkes Road	1	1	3	2	1	3	0	0	0	0	0	0	11
Meurants Lane	1	0	3	3	3	2	2	0	1	0	0	0	15
Ramsgate Road	1	1	0	1	1	1	1	1	1	0	0	0	9
Dillon Street	0	0	0	1	0	0	0	0	0	0	0	0	1
Campbell Street	0	0	0	0	0	2	2	1	0	0	0	1	6
MacDonald Street	0	0	0	0	1	1	1	0	0	0	0	0	3

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7. Margate Street Draft LATM Scheme

7.1 Rationale for the Scope

A series of LATM treatment recommendations have been developed. This LATM study provides the rationale and recommended actions for addressing local traffic and transport issues.

7.2 Issues Identification

An analysis of all the information collected was undertaken for each identified street with a summary provided in Table 7.1. Note: ADT = Average Daily Traffic, V= 85th percentile speed in km/h and HV = heavy vehicle composition.

7.2.1 Ramsgate Road

Ramsgate Road is a regional road that carries a daily traffic volume of around 8,400 vehicles, 8 percent of which are heavy vehicles.

There were 11 crashes in the financial year period of 2013 to 2017 where speeding was a factor in one of them.

A concern was raised by the residents about the number of trucks and their speeds on Ramsgate Road. However, according to the collected data, they are within the environmental limits specified under Environmental Capacity and Speed Performance Guidelines.

7.2.2 Phillips Road

Phillips Road is a local industrial road providing access to industrial establishments in the study area. The survey shows heavy vehicles made up 14 percent of all vehicle classes.

The community submissions and site observation indicate that double parking was an issue due to a lack of parking and a loading zone, as well as having cars and trucks parked on the footpath, blocking pedestrian access.

7.2.3 Production Avenue

Production Avenue is a local industrial road providing access to industrial establishments in the study area. The survey shows heavy vehicles made up 17 percent of all vehicle classes.

A lack of parking, vehicle obstructions and poor lighting for pedestrians were raised as issues within the resident survey.

7.2.4 Production Lane (Midjuburi Lane)

Production Lane is a local road connecting the one-way pair of Phillips Road and Production Avenue. The survey indicates that heavy vehicles made up 10 percent of all vehicle activity.

Concerns were raised regarding the physical road conditions (a dip in the road), a lack of parking for the sporting activity in Scarborough Park and Phil Austin Baseball Field, illegal parking on the other side of the road obstructing parking manoeuvres, and poor pedestrian facilities (vehicles parking on footpath and poor lighting).

The sporting activity in Scarborough Park and Phil Austin Baseball Field currently takes place on Tuesdays, Thursdays and Sundays.

7.2.5 Margate Street

Margate Street is a local residential road connecting a state road and a regional road – Rocky Point Road and Ramsgate Road. The survey indicates that more than 900 vehicles use this street daily, which is considerably higher than other residential streets in the study area. Speeding and a relatively high percentage of heavy vehicles were also recorded.

A review of the crash history indicates that two crashes were recorded from 2013 to 2017, one of which involved a pedestrian.

The vast majority of the issues raised by the submissions involved Margate Street, they included the following:

- The amount of traffic and heavy vehicles
- Vehicle speeds, especially around the bends (aided by the removal of median strip)
- Rat running (during the day and night time)
- Vehicle obstructions (cars parked in front of driveway and too many buses parking near Clarkes Road)
- Sight obstructions due to parked cars and thus performing dangerous turns from Margate Street to Rocky Point Road
- Dangerous intersection (difficult to negotiate a gap when turning into Rocky Point Road)
- Crashes or near misses around the bends
- Lack of pedestrian and cycleway facilities
    - Pedestrian walking on road due to missing footpath on one side of the road (south of Clarkes Road)
    - Existing median strip is not safe for pedestrians from Meurants Lane wishing to access Tonbridge Street
    - Cycling is not safe around the bends

7.2.6 Clarkes Road

Clarkes Road is a local residential road that also acts as a connection between Rocky Point Road and Margate Street, which eventually leads to Ramsgate Street. The survey indicates over 300 vehicles uses this street daily, which is still higher than other local road of comparable length and purpose. Speeding and high percentage of heavy vehicles were also noticed.

It is not as ideal of a street to perform rat running as vehicles on Clarkes Road must give way to traffic on Margate Street. Nevertheless, the data suggests rat running still occurred to some extent.

The submissions identified that non-local traffic, speeds, and sight obstructions (parked buses) when turning into Margate Street were of most concern.

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7.2.7 Meurants Lane

Meurants Lane is a laneway that provides vehicle access to garages on the back of the residential properties. Meurants Lane connects Rocky Point Road and Campbell Street.

The community raised concerns regarding the narrow width exacerbated by the parked cars, combined with rat running and speeding, makes manoeuvring into and out of their driveways increasingly difficult and unsafe; in addition, visibility when turning into Margate Street was impeded due to the geometry of the intersection and parked buses on Margate Street.

7.2.8 Campbell Street

Campbell Street is a local residential road that runs parallel to Rocky Point Road with unrestricted on-street parking. The survey indicates over 300 vehicles uses this street daily, which is considered acceptable considering the proximity to the retail shops on Rocky Point Road. The survey also recorded marginal speeding and a high percentage of heavy vehicles.

The issues raised from the questionnaire involved sight obstruction when turning into Ramsgate Road and resulted in near misses.

7.2.9 MacDonald Street

MacDonald Street is a local residential road that runs parallel to Campbell Street.

There were concerns in the questionnaire submissions about the visibility when turning into Ramsgate Road.

7.2.10 Dillon Street

Dillon Street is a local residential road connecting Rocky Point Road, Campbell Street and MacDonald Street.

A review of crash history showed that there was 1 crash during the 5-year period that occurred near the intersection with Campbell Street.

No complaints were recorded regarding Dillon Street in the community questionnaire.

7.2.11 Issue Summary

A summary of the issues and proposed treatments is presented in Table 7.1.

Table 7.1 – Issues by Street

Street	Issues and Concerns
Phillips Road	1. Lacking of parking/loading zones 2. Illegal parking/obstruction
Production Avenue	1. Lack of parking 2. Vehicle obstruction 3. Poor lighting
Production Lane	1. Lack of parking 2. Illegal parking/obstruction 3. Road conditions 4. Poor lighting
Margate Street	1. Rat-run (ADT=905) 2. Speeding (V=57)

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	3. Heavy vehicle (HV=5%) 4. Vehicle obstruction 5. Sight obstruction 6. Dangerous intersection 7. Crashes 8. Lack of pedestrian and cycling facility
Clarkes Road	1. Rat-run (ADT=313) 2. Speeding (V=56) 3. Heavy vehicle (HV=5%) 4. Sight obstruction
Meurants Lane	1. Rat-run (ADT=178) 2. Speeding (V=43) 3. Narrow laneway with parking 4. Sight obstruction
Campbell Street	1. Speeding (V=51) 2. Heavy vehicle (HV=5%) 3. Sight obstruction resulted in near misses
MacDonald Street	1. Sight obstruction
Dillon Street	No issues identified
Clelland Lane	No issues identified

7.3 Draft LATM Treatment Proposal

A series of recommendations were developed for the draft Margate Street LATM scheme. The recommendations are summarised in Table 7.2 below. Details of treatment concepts are shown in Attachment 2.

Table 7.2 – Proposed Draft LATM Treatments

Proposal	Street	Treatment	Rationale
1	Phillips Road	a. Increase enforcement to prevent parking on footpath	• To improve pedestrian amenity
2	Production Avenue	a. Increase enforcement to prevent parking on footpath	• To improve pedestrian amenity
		b. Install signage to prohibit vehicles longer than 16m from entering Production Avenue from Rocky Point Road	• To protect roadside kerbs and streetscape
		c. Reconfigure the intersection of Production Avenue with Phillips Road into a proper T-intersection.	• To better accommodate the turning movements
3	Production Lane	a. Introduce 8-hour time-restricted parking along the entire lane	• To prevent businesses (especially smash repairs) on Phillips Road and Production Avenue parking along the lane
		b. Re-design parking arrangement as per Australian Standards to allow for disabled parking	• To prevent parking on the shared zone of the disabled spaces
4	Ramsgate	a. Install signage to enforce 10m no	• To improve visibility for the minor roads

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Proposal	Street	Treatment	Rationale
	Road	stopping at Campbell Street, MacDonald Street and Margate Street	at the intersections

5	Margate Street	a. Install mid-block treatments (speed hump or slow point) at 2 locations, one near 10 Margate Street and the other near 49 Margate Street, refer to Attachment 2 for exact location	• To discourage through traffic and to reduce vehicular speed
			• Loss of parking
			  • No loss for speed hump
			  • 4 spaces for speed hump with slow point
			  • 4 spaces for one lane slow point
			  • 8 spaces for two lane slow point

		b. Install threshold treatment at Rocky Point Road and Ramsgate Road	• To alert the drivers that they are entering a local area
		c. Install signage to enforce 10m no stopping at Meurants Lane	• To improve visibility for the minor road at intersection
6	Clarkes Road	a. Convert the priority intersection of Margate Street with Clarkes Road into a roundabout intersection	• To change priority of the intersection for improved safety

		b. Install mid-block treatment (speed hump or slow point) near 11 Clarkes Road, refer to Attachment 2 for exact location	• To discourage through traffic and to reduce vehicular speed
			• Loss of parking
			  • No loss for speed hump
			  • 2 spaces for speed hump with slow point
			  • 2 spaces for one lane slow point
			  • 4 spaces for two lane slow point

		c. Install threshold treatment at Rocky Point Road	• To alert the drivers that they are entering a local area
7	Meurants Lane	a. Install additional No Parking signage throughout the laneway	• To enforce no parking as the laneway is too narrow (4.7m wide currently versus 5.4m wide required)
		b. Install threshold treatment at Rocky Point Road	• To alert the drivers that they are entering a local area, to be reviewed and integrated with Council's plan for a new back laneway between Meurants Lane and Dillon Street

8	Campbell Street	a. Install mid-block treatment (speed hump or slow point) near 17 Campbell Street, refer to Attachment 2 for exact location	• To discourage through traffic and to reduce vehicular speed
			• Loss of parking
			  • No loss for speed hump
			  • No loss for speed hump with slow point
			  • 1 space for one lane slow point

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Proposal	Street	Treatment	Rationale
			• 4 spaces for two lane slow point
		b. Install threshold treatment at Ramsgate Road	• To alert the drivers that they are entering a local area
9	MacDonald Street	a. Install threshold treatment at Ramsgate Road	• To alert the drivers that they are entering a local area
10	Dillon Street	a. Install threshold treatment at Rocky Point Road	• To alert the drivers that they are entering a local area, to be reviewed and integrated with Council's plan for a new back laneway between Meurants Lane and Dillon Street

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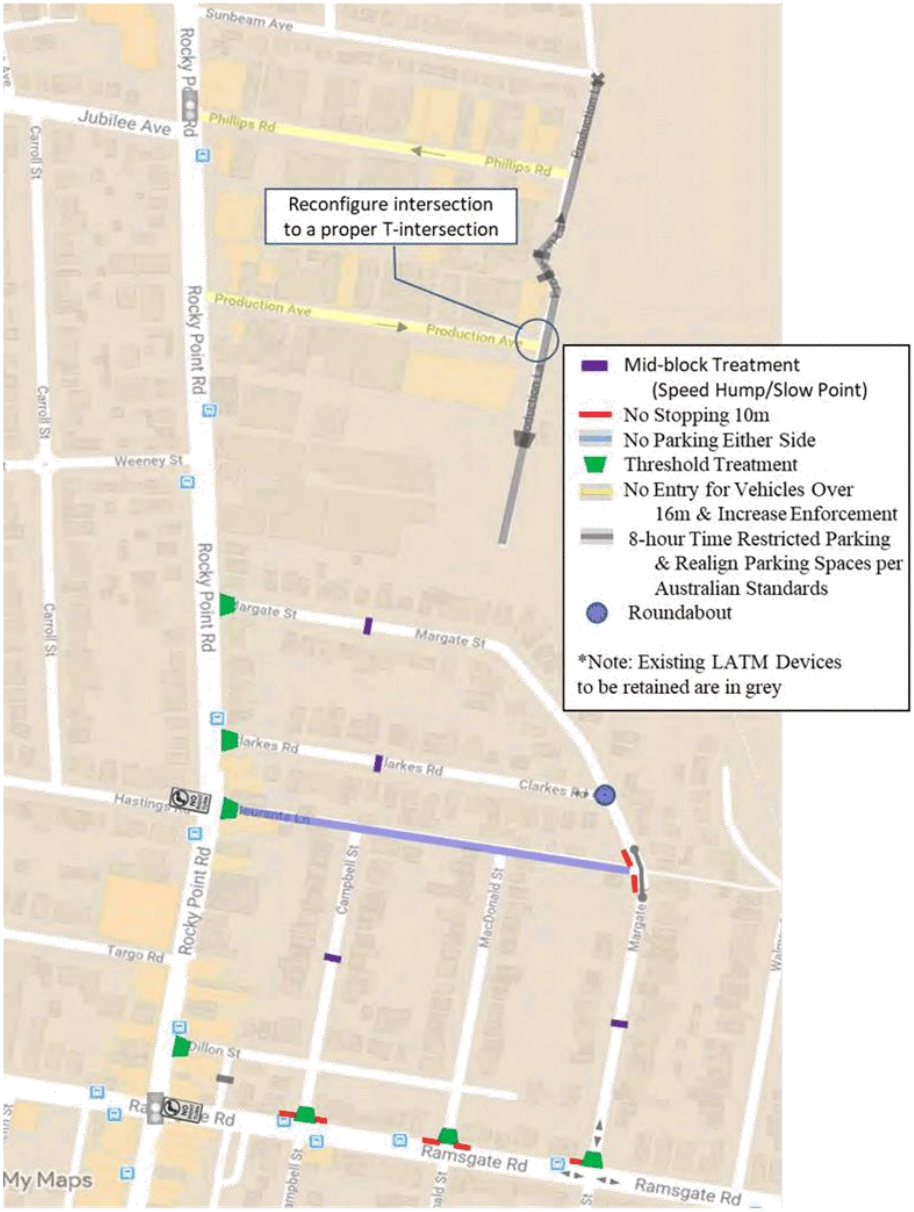

Figure 7.1 – Summary of Proposed Treatments

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7.4 Prioritisation and Cost Estimates of Treatments

7.4.1 Prioritisation of Treatments

Having regard for the suggested LATM measures, the following tables have been prepared. The priority ranking was determined based on a number of factors, including crash history, existing traffic issues, community demand, planning requirements and the outcomes of discussion and workshop with Council.

7.4.2 Strategic Cost Estimates

Indicative cost estimates have been determined from typical rates.

All cost estimates prepared in this report are for broad level or initial feasibility planning only. Detailed cost estimation will be undertaken during detailed design stage.

Table 7.3 and Table 7.4 provide treatment prioritisation and a summary of strategic cost of the recommended immediate and future LATM treatments for the study area respectively, noting that these costs do not include allowances for site specific factors such as drainage modification and/or service relocations.

ptc.

Table 7.3 – Treatment Prioritisation and Cost Estimation (Immediate Actions)

Ranking	Street	Issues and Concerns	Long-term Treatment	Temporary Treatment	Rationale	Cost
1	Margate Street	• Rat-run (ADT=905) • Speeding (V=57) • Heavy vehicle (HV=5%)	Install mid-block treatments (speed hump or slow point) at 2 locations, one near 10 Margate Street and the other near 49 Margate Street, refer to Attachment 2 for exact location	The proposed slow point islands with linemarking and bollards installed in the painted islands	• To discourage through traffic and to reduce vehicular speed • Loss of parking ▪ No loss for speed hump ▪ 4 spaces for speed hump with slow point ▪ 4 spaces for one lane slow point ▪ 8 spaces for two lane slow point	45,000 ($2000 for temp treatment)
2	Clarkes Road	• Rat-run (ADT=313) • Speeding (V=56) • Heavy vehicle (HV=5%)	Install mid-block treatment (speed hump or slow point) near 11 Clarkes Road, refer to Attachment 2 for exact location	The proposed slow point islands with linemarking and bollards installed in the painted islands	• To discourage through traffic and to reduce vehicular speed • Loss of parking ▪ No loss for speed hump ▪ 2 spaces for speed hump with slow point ▪ 2 spaces for one lane slow point ▪ 4 spaces for two lane slow point	22,500 ($1000 for temp treatment)
3	Margate Street	• Vehicle obstruction • Sight obstruction • Dangerous intersection	Install signage to enforce 10m no stopping at Meurants Lane	N/A	• To improve visibility for the minor road at intersection	1,000
4	Ramsgate Road	• Sight obstruction	Install signage to enforce 10m no stopping at Campbell Street, MacDonald Street and Margate Street	N/A	• To improve visibility for the minor roads at the intersections	3,000

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Table 7.4 – Treatment Prioritisation and Cost Estimation (Future Actions Subject to Future Needs)

Ranking	Street	Issues and Concerns	Treatment Item	Rationale	Cost
1	Margate Street	• Rat-run (ADT=905) • Speeding (V=57) • Heavy vehicle (HV=5%)	Install threshold treatment at Rocky Point Road and Ramsgate Road	• To alert the drivers that they are entering a local area	40,860
2	Clarkes Road	• Rat-run (ADT=313) • Speeding (V=56) • Heavy vehicle (HV=5%)	Install threshold treatment at Rocky Point Road	• To alert the drivers that they are entering a local area	18,300

3	Campbell Street	• Speeding (V=51)
		• Heavy vehicle (HV=5%)
			Install mid-block treatment (speed hump or slow point) near 17 Campbell Street, refer to Attachment 2 for exact location	• To discourage through traffic and to reduce vehicular speed
				• Loss of parking
				  • No loss for speed hump
				  • No loss for speed hump with slow point
				  • 1 space for one lane slow point
				  • 4 spaces for two lane slow point
					22,500

			Install threshold treatment at Ramsgate Road	• To alert the drivers that they are entering a local area	21,060
4	MacDonald Street		Install threshold treatment at Ramsgate Road	• To alert the drivers that they are entering a local area	22,170
5	Meurants Lane	• Narrow laneway with parking	Install additional No Parking signage throughout the laneway	• To enforce no parking as the laneway is too narrow (4.7m wide currently versus 5.4m wide required)	1,200
6	Production Lane	• Lack of parking • Illegal parking/obstruction	Introduce 8-hour time-restricted parking along the entire lane	• To prevent businesses (especially smash repairs) on Phillips Road and Production Avenue parking along the lane	900
			Re-design parking arrangement as per Australian Standards to allow for disabled parking	• To prevent parking on the shared zone of the disabled spaces	5,000
7	Phillips Road	• Lacking of parking/loading zones • Illegal parking/obstruction	Increase enforcement to prevent parking on footpath	• To improve pedestrian amenity	-
8	Production Avenue	• Lack of parking	Increase enforcement to prevent parking on footpath	• To improve pedestrian amenity	-

ptc.

		• Vehicle obstruction	Install signage to prohibit vehicles longer than 16m from entering Production Avenue from Rocky Point Road	• To protect roadside kerbs and streetscape	500
9	Clarkes Road	• Sight obstruction	Convert the priority intersection of Margate Street with Clarkes Road into a roundabout intersection	• To change priority of the intersection for improved safety	30,000
10	Production Avenue	• Vehicle obstruction	Reconfigure the intersection of Production Avenue with Phillips Road into a proper T-intersection.	• To better accommodate the turning movements	4,000
11	Meurants Lane		Install threshold treatment at Rocky Point Road	• To alert the drivers that they are entering a local area. The design of the threshold treatment will be subject to and be integrated with Council's plan for a new back laneway between Meurants Lane and Dillon Street	9,330
12	Dillon Street		Install threshold treatment at Rocky Point Road	• To alert the drivers that they are entering a local area. The design of the threshold treatment will be subject to and be integrated with Council's plan for a new back laneway between Meurants Lane and Dillon Street	18,300

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7.5 Typical Treatment Type

Detailed within this section is information regarding typical treatment types incorporated into the various options progressed for the development of strategic cost estimates. The intention of the details presented is to give an indication of what they could look like and provide enough information to determine a cost. These are not intended to be designs for implementation.

7.5.1 Mid-block Device

Road Hump

Road humps are a vertical device that are intended to create physical obstacle to vehicles, which requires them to slow to minimise the amount of vertical displacement and driver discomfort. This in turn reduces the traffic speeds if applied frequently along a route. The intention being that this reduced speed will have beneficial safety implications in regard to reduced consequences related to vulnerable road user conflicts. It is also intended to make the road less attractive to drivers as they are required to travel slower than desired and hence reduce the likelihood of the route being used as a thoroughfare.

Details associated with the width, length and height of this treatment vary depending on the road width and the amount of speed reduction sought. Figure 7.2 presents the typical plan and detail of a flat top road hump.

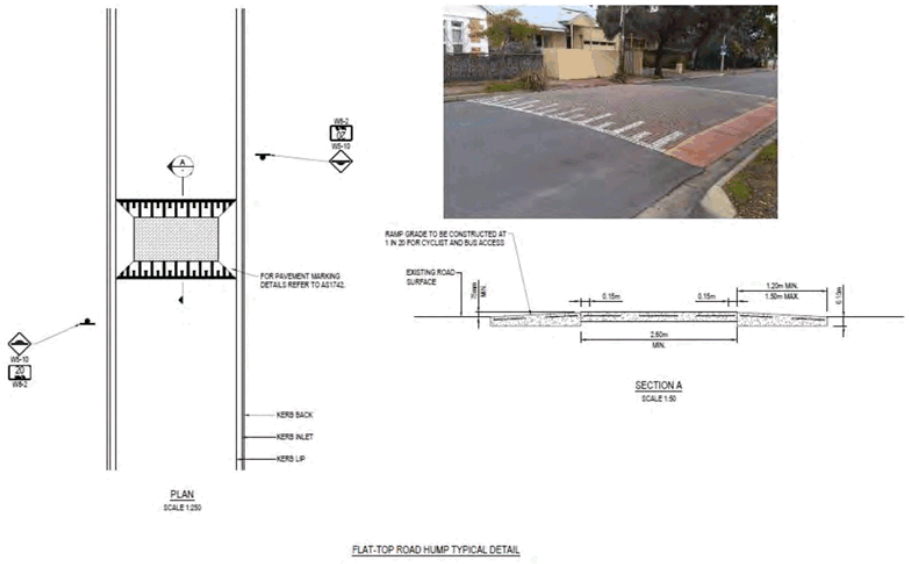


Figure 7.2 – Flat Top Road Hump Typical Detail

Advantages of this treatment include:

- Significant reduction in vehicle speeds in the vicinity of the device
- Discouragement of through traffic

- Relatively low cost to install and maintain
- No loss on street parking supply

Disadvantages of this treatment include:

- Increase of traffic noise level for nearby residents, especially at night time when they are more perceivable
- Create discomfort for passengers

This treatment can be combined with other treatments to increase effectiveness. Figure 7.3 presents an example of a speed hump with slow point treatment, on street parking can be retained within the kerb extension.

Figure 7.3 – Speed Hump with Slow Point

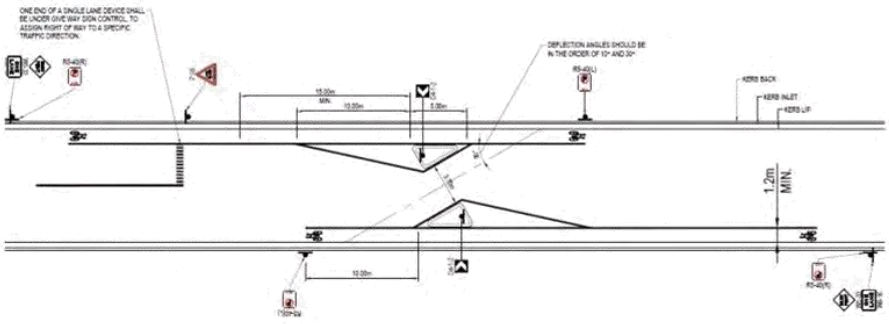
Slow Point

Slow points are a horizontal deflection device that narrows the roadway width and/or provide a change of direction of travel to force vehicles to slow down. Slow points can either be one- or two-lane wide.

In a two-lane slow point, a median island is usually provided to separate opposing traffic. Given the low volume of the road, if a more effective/adequate speed reduction and visual obstruction is required then a one-lane slow point could be considered. In the case of two vehicles approaching the treatment concurrently, one vehicle is required to give-way to the other, appropriate signage should be installed to alert drivers to be prepared to give way.

If applied frequently along a route, it encourages reduced travel speeds and hence longer travel times. This has the benefit of reducing the attractiveness of the route and hence reduces the frequency of rat-running occurring. Reduced travel speeds are also beneficial in improving overall reduced road safety.

In addition, this type of treatment integrated with landscaping and urban design can enhance the overall amenity of a street. Figure 7.4 presents the typical plan of a one-lane slow point.



PLAN
ONE LANE ANGLED SLOW POINT
TYPICAL DETAIL

Figure 7.4 – One-lane Slow Point Typical Detail

Advantages of this treatment:

- Reduction in vehicle speeds in the vicinity of this device
- Discouragement of through traffic
- Minimal inconvenience on local residents
- Landscaping Opportunity

Some potential negative outcomes of this treatment could include:

- Possible restriction for emergency vehicles
- Loss of on-street parking, the provision of the kerb extension and the narrowing of the road width will result in the loss of on-street parking in the vicinity of residential dwellings.

- Potential conflicts between vehicles. As the treatment requires vehicle to give way to each other, this may result in conflicts between vehicles if non-compliance occurs.
- Landscaping needs to be maintained for visibility

Loss of on-street parking supply can be reduced for one-lane slow points by allowing parking within the kerb extension. On average, implementation of one lane slow points will result in a loss of two (2) parking spaces, while two lane slow points will reduce car parking supply by four (4) parking spaces. Figure 7.5 and Figure 7.6 present an example of one- and two-lane slow point configuration respectively.

Figure 7.5 – One Lane Slow Point with Parking within Kerb Extension

Figure 7.6 – Two Lane Slow Point

ptc.

7.5.2 Threshold Treatment

Threshold treatments or entry treatments are coloured and/or textured road surface treatments that is visually different with the adjacent roadway. This is to alert drivers that they are entering a new driving environment.

Threshold treatments are commonly used at the interface with the arterial road network and at the boundaries of differing land uses.

The advantages of threshold treatment include:

- Alerting the driver that they are entering a local area

The disadvantages of threshold treatment include:

- Higher maintenance costs
- Stability issues for cyclists and motorcyclists due to texturing
- Vehicle priority confusion for pedestrians

Figure 7.7 shows an example of threshold treatment.

Figure 7.7 – Threshold Treatment

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7.5.3 Roundabout

The intention of a roundabout solution is to reduce vehicle speeds and to improve safety. The geometry of roundabout, combined with the stop lines, causes vehicles to change their direction of travel and to reduce speed, thus providing more safety for the minor road, especially when visibility is an issue. Figure 7.8 presents the typical plan for a four-leg roundabout intersection.

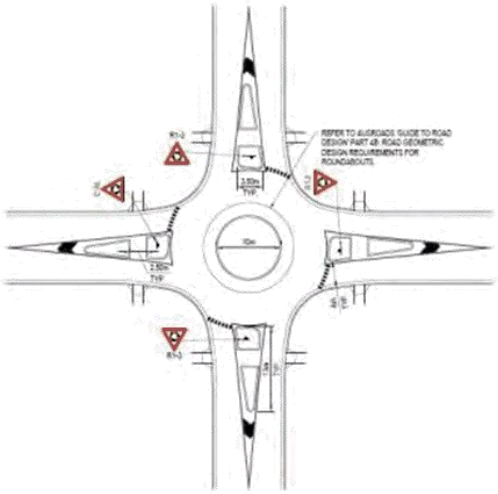
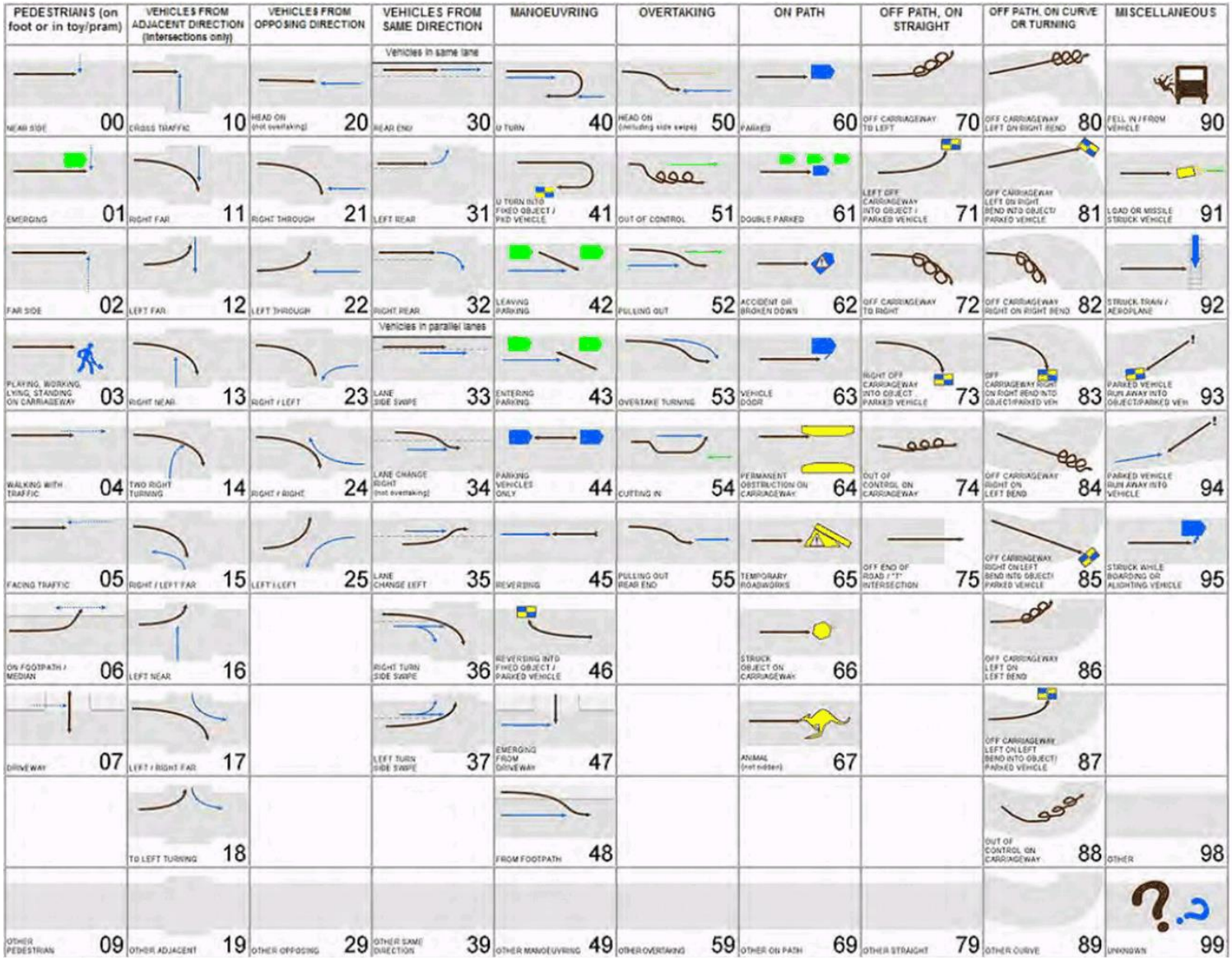


Figure 7.8 – Roundabout Typical Detail

ptc.

Attachment 1 Road User Movement (R.U.M) Code Description


PEDESTRIANS (on foot or in toy/pram)
VEHICLES FROM ADJACENT DIRECTION (Intersections only)
VEHICLES FROM OPPOSING DIRECTION
VEHICLES FROM SAME DIRECTION
MANOEUVRING
OVERTAKING
ON PATH
OFF PATH, ON STRAIGHT
OFF PATH, ON CURVE OR TURNING
MISCELLANEOUS
Vehicles in same lane
Vehicles in parallel lanes
NEAR SIDE 00
CROSS TRAFFIC 10
HEAD ON (not overtaking) 20
REAR END 30
U TURN 40
HEAD ON (including side swipe) 50
PARKED 60
OFF CARRIAGEWAY TO LEFT 70
OFF CARRIAGEWAY LEFT ON RIGHT BEND 80
FELL IN / FROM VEHICLE 90
EMERGING 01
RIGHT FAR 11
RIGHT THROUGH 21
LEFT REAR 31
U TURN INTO FIXED OBJECT / PKD VEHICLE 41
OUT OF CONTROL 51
DOUBLE PARKED 61
LEFT OFF CARRIAGEWAY INTO OBJECT / PARKED VEHICLE 71
OFF CARRIAGEWAY LEFT ON RIGHT BEND INTO OBJECT/ PARKED VEHICLE 81
LOAD OR MISSILE STRUCK VEHICLE 91
FAR SIDE 02
LEFT FAR 12
LEFT THROUGH 22
RIGHT REAR 32
LEAVING PARKING 42
PULLING OUT 52
ACCIDENT OR BROKEN DOWN 62
OFF CARRIAGEWAY TO RIGHT 72
OFF CARRIAGEWAY RIGHT ON RIGHT BEND 82
STRUCK TRAIN / AEROPLANE 92
PLAYING, WORKING, LYING, STANDING ON CARRIAGEWAY 03
RIGHT NEAR 13
RIGHT / LEFT 23
LANE SIDE SWIPE 33
ENTERING PARKING 43
OVERTAKE TURNING 53
VEHICLE DOOR 63
RIGHT OFF CARRIAGEWAY INTO OBJECT PARKED VEHICLE 73
OFF CARRIAGEWAY RIGHT ON RIGHT BEND INTO OBJECT/PARKED VEH 83
PARKED VEHICLE RUN AWAY INTO OBJECT/PARKED VEH 93
WALKING WITH TRAFFIC 04
TWO RIGHT TURNING 14
RIGHT / RIGHT 24
LANE CHANGE RIGHT (not overtaking) 34
PARKING VEHICLES ONLY 44
CUTTING IN 54
PERMANENT OBSTRUCTION ON CARRIAGEWAY 64
OUT OF CONTROL ON CARRIAGEWAY 74
OFF CARRIAGEWAY RIGHT ON LEFT BEND 84
PARKED VEHICLE RUN AWAY INTO VEHICLE 94
FACING TRAFFIC 05
RIGHT / LEFT FAR 15
LEFT / LEFT 25
LANE CHANGE LEFT 35
REVERSING 45
PULLING OUT REAR END 55
TEMPORARY ROADWORKS 65
OFF END OF ROAD / "T" INTERSECTION 75
OFF CARRIAGEWAY RIGHT ON LEFT BEND INTO OBJECT/ PARKED VEHICLE 85
STRUCK WHILE BOARDING OR ALIGHTING VEHICLE 95
ON FOOTPATH / MEDIAN 06
LEFT NEAR 16
RIGHT TURN SIDE SWIPE 36
REVERSING INTO FIXED OBJECT / PARKED VEHICLE 46
STRUCK OBJECT ON CARRIAGEWAY 66
OFF CARRIAGEWAY LEFT ON LEFT BEND 86
DRIVEWAY 07
LEFT / RIGHT FAR 17
LEFT TURN SIDE SWIPE 37
EMERGING FROM DRIVEWAY 47
ANIMAL (not ridden) 67
OFF CARRIAGEWAY LEFT ON LEFT BEND INTO OBJECT/ PARKED VEHICLE 87
TO LEFT TURNING 18
FROM FOOTPATH 48
OUT OF CONTROL ON CARRIAGEWAY 88
OTHER 98
OTHER PEDESTRIAN 09
OTHER ADJACENT 19
OTHER OPPOSING 29
OTHER SAME DIRECTION 39
OTHER MANOEUVRING 49
OTHER OVERTAKING 59
OTHER ON PATH 69
OTHER STRAIGHT 79
OTHER CURVE 89
UNKNOWN 99

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Attachment 2 Proposed LATM Treatment Concept Design

COMMENTS

A3

1. Administrative enforcement to prevent parking on the footpaths and to prevent vehicles from smash car repairs businesses parking on Production Lane
2. Intersection of Production Lane with Production Avenue to be upgraded to a proper T-intersection
3. Reconfigure car parking in Production Lane to comply with Australian Standards

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REV	DATE	COMMENT	DRAWN	REVIEWED	REV	DATE	COMMENT	DRAWN	REVIEWED
1	23/07/19	FOR INFORMATION	EL	FL					

PROJECT: Margate Street Precinct LATM

DRAWING TITLE: Treatment Options

CLIENT: Bayside Council
DRG. #: TP-001
PROJECT #: 2615
SCALE: 1 : 1500

REV: 1

COMMENTS

A3

1. Mid-block treatment (speed hump) on:
   - 1.1. Margate Street between Rocky Point Road and Clarkes Road (No loss of parking)
   - 1.2. Margate Street between Ramsgate Road and Meurants Lane (No loss of parking)
   - 1.3. Clarkes Road between Rocky Point Road and Margate Street (No loss of parking)
   - 1.4. Campbell Street between Ramsgate Road and Meurants Lane (No loss of parking)
2. Threshold treatment on:
   - 2.1. Margate Street at Rocky Point Road and at Ramsgate Road
   - 2.2. Clarkes Road at Rocky Point Road
   - 2.3. Meurants Lane at Rocky Point Road
3. No Parking Signage to enforce no parking on both sides of Meurants Lane
4. No Stopping Signage on Margate Street to enforce 10m no stopping either side of Meurants Lane
5. Convert Priority intersection of Margate Street with Clarkes Road into a roundabout intersection

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1	23/07/19	FOR INFORMATION	EL	FL					

PROJECT:
Margate Street Precinct LATM

DRAWING TITLE:
Treatment Options (Speed Hump Option at Mid-block)

CLIENT: Bayside Council
DRG. #: TP-002a
PROJECT #: 2615
SCALE: 1 : 1500

REV: 1

COMMENTS

A3

1. Mid-block treatment (speed hump with slow point) on:
   - 1.1. Margate Street between Rocky Point Road and Clarkes Road (Loss of 2 spaces)
   - 1.2. Margate Street between Ramsgate Road and Meurants Lane (Loss of 2 spaces)
   - 1.3. Clarkes Road between Rocky Point Road and Margate Street (Loss of 2 spaces)
   - 1.4. Campbell Street between Ramsgate Road and Meurants Lane (No loss of parking)
2. Threshold treatment on:
   - 2.1. Margate Street at Rocky Point Road and at Ramsgate Road
   - 2.2. Clarkes Road at Rocky Point Road
   - 2.3. Meurants Lane at Rocky Point Road
3. No Parking Signage to enforce no parking on both sides of Meurants Lane
4. No Stopping Signage on Margate Street to enforce 10m no stopping either side of Meurants Lane
5. Convert Priority intersection of Margate Street with Clarkes Road into a roundabout intersection

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1	23/07/19	FOR INFORMATION	EL	FL					

PROJECT:
Margate Street Precinct LATM

DRAWING TITLE:
Treatment Options (Speed Hump with Slow Point Option at Mid-block)

CLIENT: Bayside Council
DRG. #: TP-002b
PROJECT #: 2615
SCALE: 1 : 1500

REV: 1

COMMENTS

A3

1. Mid-block treatment (one-way slow point) on:
   - 1.1. Margate Street between Rocky Point Road and Clarkes Road (Loss of 2 spaces)
   - 1.2. Margate Street between Ramsgate Road and Meurants Lane (Loss of 2 spaces)
   - 1.3. Clarkes Road between Rocky Point Road and Margate Street (Loss of 2 spaces)
   - 1.4. Campbell Street between Ramsgate Road and Meurants Lane (Loss of 1 space)
2. Threshold treatment on:
   - 2.1. Margate Street at Rocky Point Road and at Ramsgate Road
   - 2.2. Clarkes Road at Rocky Point Road
   - 2.3. Meurants Lane at Rocky Point Road
3. No Parking Signage to enforce no parking on both sides of Meurants Lane
4. No Stopping Signage on Margate Street to enforce 10m no stopping either side of Meurants Lane
5. Convert Priority intersection of Margate Street with Clarkes Road into a roundabout intersection

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1	23/07/19	FOR INFORMATION	EL	FL					

PROJECT:
Margate Street Precinct LATM

DRAWING TITLE:
Treatment Options (One Lane Slow Point Option at Mid-block)

CLIENT: Bayside Council
DRG. #: TP-002c
PROJECT #: 2615
SCALE: 1 : 1500

REV: 1

COMMENTS

A3

1. Mid-block treatment (two-way slow point) on:
   - 1.1. Margate Street between Rocky Point Road and Clarkes Road (Loss of 4 spaces)
   - 1.2. Margate Street between Ramsgate Road and Meurants Lane (Loss of 4 spaces)
   - 1.3. Clarkes Road between Rocky Point Road and Margate Street (Loss of 4 spaces)
   - 1.4. Campbell Street between Ramsgate Road and Meurants Lane (Loss of 4 spaces)
2. Threshold treatment on:
   - 2.1. Margate Street at Rocky Point Road and at Ramsgate Road
   - 2.2. Clarkes Road at Rocky Point Road
   - 2.3. Meurants Lane at Rocky Point Road
3. No Parking Signage to enforce no parking on both sides of Meurants Lane
4. No Stopping Signage on Margate Street to enforce 10m no stopping either side of Meurants Lane
5. Convert Priority intersection of Margate Street with Clarkes Road into a roundabout intersection

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REV	DATE	COMMENT	DRAWN	REVIEWED	REV	DATE	COMMENT	DRAWN	REVIEWED
1	23/07/19	FOR INFORMATION	EL	FL					

PROJECT:
Margate Street Precinct LATM

DRAWING TITLE:
Treatment Options (Two Lane Slow Point Option at Mid-block)

CLIENT: Bayside Council
DRG. #: TP-002d
PROJECT #: 2615
SCALE: 1 : 1500

REV: 1

COMMENTS

A3

1. No Stopping Signage to enforce 10m no parking from an intersection on Ramsgate Road
2. Threshold treatment on:
   - 2.1. Margate Street, Campbell Street, and MacDOnald Street at Ramsgate Road
   - 2.2. Dillon Street at Rocky Point Road

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1	23/07/19	FOR INFORMATION	EL	FL					

PROJECT: Margate Street Precinct LATM

DRAWING TITLE: Treatment Options

CLIENT: Bayside Council
DRG. #: TP-003
PROJECT #: 2615
SCALE: 1 : 1000

REV: 1

ptc.

Attachment 3 SIDRA Results – Intersection of Rocky Point Road with Margate Street

Table 7.5 – Intersection Performance of Rocky Point Road with Margate Street weekday AM peak existing traffic

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Rocky Point Road												
5	T1	1288	3.0	0.338	0.0	LOS A	0.0	0.2	0.00	0.00	0.00	59.9
6	R2	2	0.0	0.338	8.7	LOS A	0.0	0.2	0.00	0.00	0.01	52.3
Approach		1290	2.9	0.338	0.0	NA	0.0	0.2	0.00	0.00	0.00	59.9
East: Margate Street												
7	L2	1	0.0	0.001	4.7	LOS A	0.0	0.0	0.13	0.49	0.13	46.8
9	R2	33	3.0	0.325	45.4	LOS D	1.0	7.2	0.93	1.01	1.07	30.1
Approach		34	2.9	0.325	44.2	LOS D	1.0	7.2	0.91	0.99	1.04	30.4
North: Rocky Point Road												
10	L2	15	0.0	0.038	5.5	LOS A	0.0	0.0	0.00	0.13	0.00	56.9
11	T1	408	8.1	0.190	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	59.7
Approach		423	7.8	0.190	0.2	NA	0.0	0.0	0.00	0.02	0.00	59.6
All Vehicles		1747	4.1	0.338	0.9	NA	1.0	7.2	0.02	0.03	0.02	58.3

Table 7.6 – Intersection Performance of Rocky Point Road with Margate Street weekday PM peak existing traffic

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Rocky Point Road												
5	T1	810	2.3	0.433	0.3	LOS A	0.3	2.0	0.03	0.00	0.04	59.4
6	R2	4	0.0	0.433	22.6	LOS B	0.3	2.0	0.03	0.00	0.04	51.9
Approach		814	2.3	0.433	0.4	NA	0.3	2.0	0.03	0.00	0.04	59.3
East: Margate Street												
7	L2	9	0.0	0.009	6.4	LOS A	0.0	0.2	0.47	0.59	0.47	45.7
9	R2	37	0.0	0.391	50.6	LOS D	1.2	8.3	0.95	1.02	1.12	28.8
Approach		46	0.0	0.391	42.0	LOS C	1.2	8.3	0.86	0.94	0.99	30.7
North: Rocky Point Road												
10	L2	50	2.0	0.290	5.6	LOS A	0.0	0.0	0.00	0.05	0.00	57.5
11	T1	1063	2.0	0.290	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	59.6
Approach		1113	2.0	0.290	0.3	NA	0.0	0.0	0.00	0.03	0.00	59.4
All Vehicles		1973	2.1	0.433	1.3	NA	1.2	8.3	0.03	0.04	0.04	57.7

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Table 7.7 – Intersection Performance of Rocky Point Road with Margate Street weekday AM peak existing traffic with development traffic

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Rocky Point Road												
5	T1	1289	2.9	0.338	0.0	LOS A	0.0	0.2	0.00	0.00	0.00	59.9
6	R2	2	0.0	0.338	8.5	LOS A	0.0	0.2	0.00	0.00	0.00	52.3
Approach		1291	2.9	0.338	0.0	NA	0.0	0.2	0.00	0.00	0.00	59.9
East: Margate Street												
7	L2	1	0.0	0.001	4.7	LOS A	0.0	0.0	0.13	0.49	0.13	46.8
9	R2	33	3.0	0.284	39.0	LOS C	0.9	6.3	0.92	0.99	1.03	32.0
Approach		34	2.9	0.284	38.0	LOS C	0.9	6.3	0.90	0.98	1.00	32.3
North: Rocky Point Road												
10	L2	15	0.0	0.038	5.5	LOS A	0.0	0.0	0.00	0.13	0.00	56.9
11	T1	412	8.0	0.192	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	59.7
Approach		427	7.7	0.192	0.2	NA	0.0	0.0	0.00	0.02	0.00	59.6
All Vehicles		1752	4.1	0.338	0.8	NA	0.9	6.3	0.02	0.02	0.02	58.5

Table 7.8 – Intersection Performance of Rocky Point Road with Margate Street weekday PM peak existing traffic with development traffic

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Rocky Point Road												
5	T1	813	2.3	0.432	0.2	LOS A	0.2	1.5	0.02	0.00	0.03	59.6
6	R2	4	0.0	0.432	18.4	LOS B	0.2	1.5	0.02	0.00	0.03	52.0
Approach		817	2.3	0.432	0.3	NA	0.2	1.5	0.02	0.00	0.03	59.5
East: Margate Street												
7	L2	9	0.0	0.009	6.4	LOS A	0.0	0.3	0.47	0.56	0.47	45.7
9	R2	37	0.0	0.280	34.8	LOS C	0.9	6.1	0.92	0.99	1.03	33.5
Approach		46	0.0	0.280	29.2	LOS C	0.9	6.1	0.83	0.91	0.92	35.1
North: Rocky Point Road												
10	L2	50	2.0	0.290	5.6	LOS A	0.0	0.0	0.00	0.05	0.00	57.5
11	T1	1064	2.0	0.290	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	59.6
Approach		1114	2.0	0.290	0.3	NA	0.0	0.0	0.00	0.03	0.00	59.4
All Vehicles		1977	2.1	0.432	1.0	NA	0.9	6.1	0.03	0.04	0.03	58.2

Bayside Traffic Committee 2/10/2019

Item No	BTC19.184
Subject	**New Year's Eve 2019 - Fireworks Display - Traffic Management Plan and Traffic Control Plan**
Report by	Coordinator Events
File	SF19/78
Electorate	Rockdale

Summary

This report directly relates to public safety, the proposed road closures and crowd management in the immediate vicinity of The Grand Parade and Bay Street, Brighton Le Sands area and Foreshore Road, Botany on New Year's Eve. As this report involves public security arrangements, aspects of the plan are confidential and these items are not a part of this report.

Officer Recommendation

1 That the committee note and endorse the report.

2 That all relevant agencies not present at the meeting be notified.

Background

The New Years' Eve Annual Fireworks is a Bayside Council Premier Showcase Event that has been held continuously, at Brighton Le Sands, since 1993. This year the Port Authority have approved a viewing area at the boat ramp carpark off Foreshore Road, Botany.

The Traffic Control plan includes a description and detailed outline of the proposed measures, it also identifies and assesses the impact of the proposed measures, and discusses the impact of re-assigned traffic, the proposal's effect on public transport services and what provisions are to be made for Emergency Services vehicles, heavy vehicles, cyclists and pedestrians.

Furthermore, the report also assesses the effect of the proposal on existing and future developments within the vicinity, the possible flow on effects for traffic in adjoining Council Areas and finally it includes a discussion about the requirement for a public consultation process regarding the proposal.

Financial Implications

Not applicable ☒

Community Engagement

Not Applicable

Attachments

NYE TMP ⇩

Overview of Traffic, Transport & Pedestrian Management Plan for 2019 New Year's Eve Fireworks at Brighton–Le-Sands

Bump-in, Event Evening & Bump Out
31 December 2019 – 1 January 2020

Bayside Council
Serving Our Community

THIS DOCUMENT CONTAINS CONFIDENTIAL INFORMATION AND ALL ELEMENTS ARE SUBJECT TO CONTROLLED AMENDMENTS MADE FROM THIS DATE GOING FORWARD.

Event & Sports Projects Australia

Prepared by: Rob Macpherson & Julian Sanderson
Event & Sports Projects Australia Pty Ltd
For: Bayside Council
Version Date: 2 August 2019

TABLE OF CONTENTS

1 GENERAL INFORMATION

1.1 PURPOSE

The purpose of this document is to provide an overview of the operational elements of the Traffic, Transport & Pedestrian Management Plan (TMP) required to implement the various event phases of **2019 New Year's Eve Fireworks at Brighton-le-Sands.** The TMP Overview reflects all stages of the event including bump-in, event delivery and bump-out.

It is intended that this document provides an adequate and consistent overview that describes the considerations for the plans and requirements to control and facilitate the management and operations of Traffic, Transport, Pedestrian, Accessible, VIP and Managed Access movements external and internal to the event footprint during the various phases of event operations.

The TMP Overview particularly focuses on the requirements of the site bump-in, event day vehicle movements and bump-out at Cook Park from Kyeemagh to Ramsgate. Additionally, pedestrian, transport, external traffic to the event site and the non-event community will also be a consideration. The TMP for 2019 New Year's Eve will consider the challenges faced in previous years and any feedback provided specifically related to traffic and transport delays and pedestrian management to provide an adequate level of control to deliver the event.

The 2019 plans are primarily driven by the requirements of the site for the 2019 event which were provided by key stakeholders to ESPA for the development of the TMP. The TMP considers the whole of Cook Park and the road ways from Kyeemagh to Ramsgate and around Brighton-le-Sands as well as a proposal for another viewing area at Foreshore Road Boat Ramp, to assist with the safe bump-in/out of event vehicles, event equipment and suppliers and attendees of the New Year's Eve event.

1.2 BACKGROUND

Bayside Councils annual New Year's Eve fireworks celebration attracts close to 85,000 patrons to the historic shores of Botany Bay.

The safety of all personnel and visitors is paramount. Bayside Council have taken significant efforts to mitigate the risk of injury to those attending the event, including closing parts of The Grand Parade, General Holmes Drive and local streets before and after the pyrotechnics display to aid with pedestrian egress.

1.3 ORGANISATIONAL CONTEXT

Event & Sports Projects Australia Pty Ltd (ESPA) were engaged under a standing contract with Bayside Council on 27 May 2019 for the provision of Traffic Management Services for Bayside Council's Events Team, with the scope of work supplied 2 July 2019. The TMP Overview and associated plans for the development of the Traffic Management Plan (TMP) for New Year's Eve 2019 in Cook Park have been developed by ESPA on behalf of Bayside Council.

This Draft version of the TMP has been provided to Bayside Council on 2 August 2019 to be distributed to the wider group of stakeholders. The final operational TMP will also be distributed to Roads and Maritime Services (RMS) and any other relevant stakeholders.

1.4 QUALIFIER – SCOPE OF WORK

ESPA have been engaged to provide Traffic Management Services for Bayside Council's Events Team, we will develop & provide ongoing coordination and implementation of the TMP and associated TCPs that will meet stakeholder requirements to ensure the delivery of a strategic, safe and practical guest experience which does not compromise artistic and entertainment endeavours.

The TMP Overview addresses the following aspects of the event;

1. Assessment of visitation estimates and considerations for bump-in/out and event day,
2. The areas and specific locations that involve traffic management, pedestrian management,
3. Other stakeholders, suppliers and their operational interaction with the TMP,
4. Road Closures, No Stopping Areas, Detours, Layover areas, Vehicle Access Management Plans, Special Event Clearways,
5. Transport Services (Buses, Trains) & their interaction with the TCPs & Event Operations,
6. Managed Access arrangements,
7. Accessible Drop/Collect Locations & Operations,
8. Overview of Transportation, Parking and Access operations,
9. Overview of pedestrian routes and general operations within the activated event site,
10. Overview of the TCP resource requirements including Traffic Controllers,
11. Overview maps detailing infrastructure requirements including VMS, barricades, fencing & traffic control devices and any other temporary equipment required.
12. TMP Risk assessment and management.

ESPA has not been engaged to, or responsible for; site risk assessment, risk management, crowd assessment, crowd management, Hostile Vehicle Management (HVM) or security services. ESPA will assist with overseeing the implementation/operational aspects of the TMP & TCPs for the event in cooperation with the event organiser, other operational agencies and contractors.

1.5 TIMELINE

Proposed Timeline for the TMP

Key Proposed Timings	Proposed Tasks	Complete
18 July 2019	Stakeholder Meeting No. 1	✓
2 August 2019	**Draft Operational version of TMP to be submitted to Bayside Council for distribution to stakeholders and submission to traffic committee.**	
30 August 2019	Department of Premier & Cabinet - Draft Submission of the Traffic Management Plan	
16 September 2019	Traffic Management Plan submitted to Council	
10 October 2019	Apply for Road Occupancy Licence Submission	
10 November 2019	Stakeholder Meeting No. 2	
13 November 2019	Deadline for Feedback to Traffic Management Plan	
29 November 2019	**Operational TMP Set (4 weeks out from event)** TMP amendments issued by exception by plan and not reissued as a whole document from this date.	
4 December 2019	Notification Letters Delivered	
9 December 2019	Pre-Event Site Inspection	
12 December 2019	Stakeholder Meeting No. 3	
17 December 2019	CCTV Room Induction (Security, Police, Council)	
23 December 2019	Bump in commences	
31 December 2019	New Year's Eve 2019	
From 12am 1 January 2020	Bump out commences	
3 January 2020	Final Bump out (Info Booths & Site Shed)	
4 February 2020	Debrief Meeting	

1.6 EVENT OVERVIEW

Event Name	New Year's Eve 2019
Event Owner	Bayside Council
Operating Period	**Event Day:** Tuesday 31 December – 4:00PM – 10:30PM **Bump-In:** Monday 23 December, Sunday 29 December & Tuesday 31 December **Bump-Out:** Completed by Friday 3 January
Venue/ Location	Cook Park stretching from Kyeemagh in the North to Ramsgate in the South
Activity	Fireworks as presented by Bayside Council.
Proposed Numbers	85,000
Classification	1
Demographic	Family
Timing	New Year's Eve 2019 at Cook Park 9:00PM – 9:15PM Event Day Traffic Management: 4:00PM – 2:00AM
Event Transportation	See Section 9.3
Key Stakeholders	See Section 2.1
Community Notification	Completed by Bayside Council
Promotion & Marketing	Completed by Bayside Council
Event Operations	Site Operations - Bayside Council Traffic Operations - ESPA
Event Website	www.bayside.nsw.gov.au

2 STAKEHOLDER & CONSULTATION

2.1 KEY STAKEHOLDERS & CONTACTS

Event Commander	Kylie Gale, Coordinator of Events Bayside Council 444-446 Princes Highway ROCKDALE, NSW 2216 **E:** kylie.gale@bayside.nsw.gov.au **Ph:** 02 9562 1601	**Operations Manager**	Scott McNairn Bayside Council 444-446 Princes Highway ROCKDALE, NSW 2216 **E:** scott.mcnairn@bayside.nsw.gov.au **Ph:** 02 9562 1872
Interested Parties	NSW Fire NSW Ambulance NSW SES Local Hotels and Businesses Event Suppliers Sheridan Consulting Group – (Risk Management)	**Operational Agencies**	LAC Police Transport for NSW – Transport Management Centre (TMC) Transport for NSW – Roads & Maritime Service (RMS) Transport for NSW – Sydney Buses Transport for NSW – Sydney Trains NSW Taxi Council
Landowners	Bayside Council Roads and Maritime Service (RMS) Local Residents and Businesses Commercial Landowners		

See Attachment 15 - Contact List

3 AUTHORITY & APPROVAL

3.1 AUTHORITY

The final agreed operations of the TMP (to be dated 29 November 2019) will be used along with associated plans and attachments, as the primary document for the management and control of the Traffic, Transport and Pedestrian systems for the New Year's Eve 2019. The operational version of the TMP and its associated Traffic Control Plans (to be dated 29 November 2019) may not be amended or used for any other event at any other time, other than the event and timeframe specified within this document.

3.2 APPROVALS & DISTRIBUTION

The final document is to recognise the appropriate process and consultations that have been undertaken, involving the relevant key stakeholders, and that the final operational version of the TMP (to be dated 29 November 2019) is an accurate representation of the planning and operational deliverables agreed by all stakeholders.

Stakeholder meetings, site visits and operational refinements will continue to be made from 29 November 2019 up until the commencement of bump-in for the event, ESPA will distribute any addendums to the TMP to any relevant parties as required.

It is understood that a number of persons will be responsible for the review of the TMP that has been put forward, these persons or agencies are;

Agency/Company	Contact
Bayside Council	Kylie Gale, Scott McNairn
NSW Police - St George LAC	Craig James
Roads and Maritime Services	James Suprain
Event & Sports Projects Australia TMP Compiler & Operations Facilitator	Robert Macpherson Prepare Work Zone Traffic Management Plan 0051418328
Transport Management Centre	Sinisa (Sin) Mrdalj
Sheridan Consulting Group	Craig Sheridan

This final operational version of the TMP will be issued to Bayside Council, St George LAC, Roads and Maritime Services and Transport for NSW. Bayside Council to distribute to other agencies in full or part of this document, depending on the relevancy, for the reason to progress each sub-operational plan to a more detailed degree.

3.3 EVENT INSURANCE

The Event Organiser is required to provide a current certificate of Public Liability to the amount required under the licence agreements undertaken between the organiser and the landowners.

See Attachment 16 - Certificate of Currency

3.4 EVENT RISK MANAGEMENT

Sheridan Consulting Group have been engaged by Bayside Council to undertake the event risk assessment and develop the risk management plan. This includes an assessment of the physical site, both within the site and around the immediate areas surrounding the site where direct or indirect activities and operations may take place as a result of the event.

Some key aspects of the risk management plan will cover;

- Site design and capacity review, crowd management and pedestrian flow analysis
- Venue and landowner compliances
- Marketing and ticketing (if required)
- Operations risk analysis
- Production and activity risk analysis
- Human behaviour and demographic profile
- Temporary infrastructure used on site
- Contractor management and commercial relationships
- Technology and technical issues
- Command, Control and Communications (C3) – management controls
- Public amenities
- Environmental impact analysis & monitoring (noise, waste...)
- Environmental weather conditions (natural events)
- Stakeholder (non-event community) impact analysis

3.5 TMP RISK ASSESSMENT

ESPA are providing a TCP Specific Risk Assessment which considers associated event locations and includes roads and pathways immediately surrounding all areas associated within the Event Footprint. The TMP Risk Assessment document will be continually monitored and revised on an ongoing basis using the standard as a guide (AS/NZS ISO 31000:2018).

Some key aspects the TCP Specific Risk Assessment will cover are;

- Public Domain crowd management and pedestrian flow
- Managed Access Requirements
- Human Behaviour & Demographic Profile
- Workplace Health & Safety
- Contractor management
- Command, Control and Communications (C3)
- Environmental impact analysis & monitoring (noise, waste)
- Environmental weather conditions (natural events)
- Stakeholder (non-event community) impact analysis
- Traffic management
- Compliance
- Schedules/Timings

See Attachment 04 - TCP Reasoning, Instructions and Risks

4 GENERAL OBJECTIVES OF THE TMP

- Serve as the key document that is agreed to by all parties so that it serves as 'core' information that key stakeholders may refer to and operate from for Bayside Council's New Year's Eve 2019,
- Provide an overall strategy that aims to improve the safety of staff working on events at the venue, the patrons who attend the event, and the general public around the venue who are not directly associated with the event,
- Provide an overview of information that has been gathered and outline the process taken, that has led to the compilation of the strategies and recommendations herein (when final),
- Provide a description of the various traffic and pedestrian management elements that need to be considered for patrons attending this event,
- Provide an overview of traffic and pedestrian management strategies in and immediately surrounding the event site that allow this event to operate successfully, as a result of historical feedback from previous events and key items raised by stakeholders, LAC Police, TMC, Bayside Council and other agencies and landowners,
- Provide a useable framework for the event organiser and each key stakeholder to refer to and in turn review and create their own operational plans,
- Provide a plan whereby a monitoring process may be implemented to ensure continual improvement of operations and workplace health & safety standards may be documented within the TMP and communicated appropriately to staff working at this event

4.1 ADDITIONAL OBJECTIVES OF THE TMP

- Provides good business management practice,
- Assists with strategic planning,
- Reduces unexpected and costly surprises,
- More effective allocation of resources,
- Better delivery of projects and programs,
- Assists in clearly defining insurance requirements,
- Better information for decision making,
- Compliance with regulatory requirements,
- Assists in preparation for auditing,
- Aims to reduce the likelihood and consequence of something going wrong,
- Instils confidence,
- Assists with analysing opportunity vs. risk.

4.2 KEY OPERATIONAL ELEMENTS TO BE CONSIDERED

The TMP considers both the objectives of the event organiser (as above) and a number of operational elements that are encountered over the various phases of this event including bump-in/bump out phases, preparation and operational phases focussing on vehicle flows during bump-in/out and vehicle and patron flows on event day.

The following operational elements need to be considered for this event;

- Patrons arriving at the event on foot,
- Patrons travelling to the event by public transport,
- Patrons travelling to the event by private vehicle,
- VIP & corporate guests, special guests and parking arrangements,
- Staff, media vehicles, equipment & access arrangements,
- Persons with disabilities and accessibility arrangements,
- General public & pedestrians, not associated with the event,
- Cyclists that regularly use the cycle way,
- Residents and nearby businesses (and identified impacts),
- General public car parking & access,
- Medical help point (First Aid) & ambulance & emergency vehicle access,
- General public motor vehicle traffic flows, not associated with the event,
- Identification of increased traffic or pedestrian generators, such as other events,
- Notifications & signage,
- Transport messaging & transport operations,
- Communications Policy along with control & command,
- Required resources such as temporary infrastructure, equipment and staff.

4.3 PRINCIPLES OF PLANNING

To provide all people who wish to visit Cook Park with the best possible event experience from their starting point to the event and back to their destination point over the various phases of the event by;

1. Removing, where possible, the interaction of vehicles and pedestrians,
2. Improving the safety and general pedestrian circulation and flows to and from the transport hubs to the event,
3. Improving transport services to and from the event,
4. Improving traffic flows and minimising congestion in the surrounding areas of Brighton-le-Sands,
5. Improving accessibility options (drop off, collection & parking)
6. Improving the above operational considerations by a well-supported and coordinated public communications program,
7. Providing a detailed traffic management plan for the access requirements for the bump in and bump out phases that aims to minimise delays to the non-event community throughout these periods.

5 OVERVIEW OF TRAFFIC MANAGEMENT

The TMP addresses the various traffic management areas for New Year's Eve 2019 in Bayside Council's municipality including bump-in, event day operations, and bump-out from 23 December 2019 - 3 January 2020.

The TMP focuses on the various bump in and bump out movements that are due to occur during the event day. The key consideration for these movements will be ensuring that the event organiser's objectives can be met, whilst minimising the impact to the general public still accessing Cook Park and The Grand Parade during these times.

5.1 KEY TRAFFIC MANAGEMENT CONSIDERATIONS & STRATEGY

The TMP considerations & strategies for New Year's Eve 2019 are:

- Provision of Traffic Control Plans (TCP) to maximise areas for pedestrians and ensure the safety of event goers during event phases that require vehicle movements, while at the same time minimising impacts to traffic flows and the non-event community,
- Aim to remove traffic circulation around the main areas of New Year's Eve 2019,
- Develop location specific Vehicle Movement Plans and provide Vehicle Access Passes to VIPs and suppliers,
- Providing Accessibility opportunities such as Accessibility Drop Off/Collection/Parking,
- Increased services and capacities on public transport modes such as trains & buses,
- Clear & informative messaging about New Year's Eve being a Public Transport event and not to drive,
- Advanced Notification via VMS messaging and by Letter Box Drop.

5.2 TRAFFIC CONTROL PLAN OBJECTIVES

Traffic Control Plans (TCPs) have been prepared to manage the increased pedestrian, vehicle and transport traffic generated by 2019 New Year's Eve while trying to minimise the disruption to the non-event community and provide them with alternative routes around the New Year's Eve footprint.

The specific objectives of the TCP's are to provide adequate information to NSW Police and Traffic Controllers working on these points in the form of a diagrammatic representation of the site along with an overlay of traffic control devices and personnel with instructions about what needs to be implemented at prescribed times.

The TCP's will in each instance address the following considerations:

- Safety of staff working at these points,
- Safety of patrons arriving and leaving the event site at each of these points,
- Provision of clear pedestrian only precincts at the relevant locations,
- Safety and management of non-event general public and traffic at these points,
- Maximising the efficiency of general traffic flows around the New Year's Eve 2019 footprint,
- Minimise impacts to the non-event community,
- Provide Managed Access requirements for each point,
- Timings of implementation and any phase changes to the set-up.

Factors that may influence the nature of operations at various TCP's are:

- Overall patron numbers,
- Physical surroundings, pathways, roadways, permanent & temporary infrastructure,
- Event related vehicle movements,
- Non-event community vehicle movements and road network conditions,
- Duration of operation required (including peak times),
- Other traffic generators and other pedestrian generators,
- Other events,
- Environmental factors such as the weather,
- Any other construction/works taking place in or close to the New Year's Eve 2019 footprint.

TCPS will follow the following principles when designing a suitable TCP;

- Can the area be designated vehicle free?
- How many vehicles will be travelling through the pedestrian area?
- What is the speed limit of the area?
- Are there attractions that will drive vehicles to the area where there are pedestrians?
- Are there any distractions to drivers in the area?
- Will pedestrians be drawn to vehicle areas?
- What is the impact to the non-event community?
- What is the impact of the TCP to the vehicle flows?

See Attachment 02 – Traffic Control Plans (TCP) & VMS Overview Map

6 OVERVIEW OF TRANSPORT MANAGEMENT

Transportation to and from the venue is one of the major challenges faced by the event organiser. Transport Management for the event will be primarily focused on the use of public transport to the event. There are limited parking areas in the surrounding areas, to avoid congestion and vehicles in the area, public transport will be messaged as the only option for patrons travelling to **2019 New Year's Eve Fireworks at Brighton-le-Sands.** The key demographic for the event is families and as such it can be anticipated that a large portion of the attendance will look to travelling by private vehicle to the event and will look for parking close to the event.

6.1 KEY TRANSPORT MANAGEMENT CONSIDERATIONS

- Limited event parking for private vehicles,
- Mass egress at the conclusion of the event,
- Transport capacities for increased patronage on event day.

7 OVERVIEW OF PEDESTRIAN MANAGEMENT

2019 Bayside Council's New Year's Eve fireworks is a pedestrian focused event. The aim of the pedestrian management within the event site will be to restrict any 'random' interactions between pedestrian and vehicle flows and to provide appropriate treatments to create a safer environment for pedestrians.

7.1 KEY PEDESTRIAN MANAGEMENT CONSIDERATIONS

During the various event phases, pedestrian management treatment considerations will include;

- What fencing systems can be installed that can improve the flows of the event,
- What signage can be installed that can improve the flows of the event,
- What communication messages can be released to aid with the flows of the event,
- What personnel we need to support the Pedestrian Infrastructure,
- What does the ingress and egress of pedestrians look like (possible mass egress at conclusion),
- Develop a Traffic Management Plan that supports all of the above, allowing Controlled Pedestrian arrangements across roads at designated crossing points, and allowing the appropriate circulation of Transport resources to transport people safely away from the event or within a managed access area.

Some of the key internal/external crowd management and safety operations will include;

- Entry / Exit Points
- Resource splits and allocations
- Number of expected Pedestrians from car parks and transport modes
- Crowd Control methods using temporary infrastructure, fence lines, fence types,
- Holding areas and Queuing Systems
- PA Systems
- Staffing, Event Security, Marshals,
- Static directional and information signage
- VMS Boards, location & message
- Pre-Event Messaging,
- Static Signage

8 NEW YEAR'S EVE 2019 BUMP IN / BUMP OUT

8.1 KEY CONSIDERATIONS

Operational Element	Description of the consideration
Bump in/out dates	23 – 31 December 2019 (Bump In), & 1-3 January 2020 (Bump Out)
Bump in/out Timings	5:00AM / 7:00AM – 12:00AM / 5:00AM
Road Closures	Nil Required – Stop/Slow may be required at times to prevent vehicle movements around the locations for a period of time to allow trucks to safely manoeuvre. Certain entry gates may have restrictions to entry and exit.
VMS/Signage for Pedestrian Control	3 Portable VMS to be used; - 1 x to be placed in Cook Park at the end of Bay Street, - 1 x on the Grass Island south of President Ave on The Grand Pde - 1 x on the grass island at the start of General Holmes Drive
VMS/Signage for Vehicle Control	Advanced Notification VMS - 6 Portable and 2 Fixed (if possible) as well as static signage.
Schedule of Arrival	ESPA to organise Coates Hire for the installation of 49 Waterfills on the 28 December (TBC). Bayside Council to confirm times for the Toilet Blocks, Info Booths and Site Shed. Toilet trucks bumping-in at 7:00am on 31st December and bumping-out at Midnight.

8.2 TRAFFIC MANAGEMENT

The main consideration for traffic management will be the delay caused to the general public vehicle flows that may occur throughout the event site during the bump in/bump out. There will be a number of traffic management devices/personnel that will be implemented to ensure that the impact to the NEC is minimised whilst meeting the event objectives and timelines for bump in and out.

As the Bump in and out is happening early in the morning and is on the opposite side to normal traffic, it is only necessary for a crew of two traffic controllers and a vehicle with an arrow board to be in operation whilst the delivery vehicles unload into the park.

8.2.1 DELIVERY SCHEDULE

Toilet Trucks on Site: 7.00am, Tuesday 31 Dec 2019
Off site: Midnight, Tuesday 31 Dec 2019

Toilet Blocks on Site: Sunday 29 Dec 2019 (Time TBC)
Off site: Thursday 2 Jan 2020 (Time TBC)

Info Booths & Site Shed on Site: Monday 23 Dec 2019 (Time TBC)
Off Site: Friday 03 Jan 2020 (Time TBC)

8.2.2 IMPLEMENTATION

RMS Certified traffic controllers, signage and equipment will be used to implement the final, approved TCP's. **Refer to Section 9.2.7 to 9.2.9.**

9 NEW YEAR'S EVE 2019 – EVENT DAY OPERATIONS

9.1 KEY CONSIDERATIONS

Operational Element	Description of the consideration
Event Duration	**Tuesday 31 December 2019**
Event Timings	**9:00PM – 9:15PM**
Road Closures	A closure to general public vehicles will be in place from 4pm. Managed access will be maintained for approved event vehicles, local residents and pre-booked accessible parking. • **Refer to Section 9.2.1 Road Closures**
Special Event Clearways	SEC's will be in place from 4am 31 December 2019 to 2am 1 January 2020. • **Refer to Section 9.2.2 Special Event Clearways**
Detours	Detours around The Grand Parade/ General Holmes Drive via West Botany Street & Princes Highway from 7:30pm to 10:30pm 31 December 2019 will be in place. • **Refer to Section 9.2.3 Detours**
Mass Egress	The site shuts down after the fireworks conclusion. As such, a number of areas have been identified in the TMP Overview that will experience high pedestrian movements close to traffic intersections. These areas will be treated with a combination of traffic controllers, CCB and static signage.

See Attachment 03 - Traffic Control Plans

9.2 TRAFFIC MANAGEMENT – EVENT DAY

The key traffic management consideration for **2019 New Year's Eve Fireworks at Brighton-le-Sands** is the need to close Bay St and The Grande Parade/General Holmes Drive to allow for the large number of event goers to ingress and egress into Cook Park as well as allowing people to stand on the roadways during the fireworks display. Detours around The Grand Parade/General Holmes Drive via West Botany St and Princes Highway as well as VMS and Live Traffic website advising vehicles to avoid the area if possible should help with delays.

Additionally, the TMP considers mass egress and the additional strain this may cause to footpaths and crossings external to the venue that may cause traffic delays during egress periods. These areas will use a combination of traffic control staff, acting as pedestrian marshals, to assist with the general public egress. TMC/RMS may also be required to assist with light phasing at some of the key intersections to ensure egress occurs safely and smoothly.

See Attachment 01 - Proposed Traffic Management Arrangements

9.2.1 ROAD CLOSURES

BRIGHTON-LE-SANDS

FROM 4.00PM TO 10.30PM

The Grand Parade	Between Bestic Street and General Holmes Drive	Both directions
Bestic Street	Between General Holmes Drive and The Grand Parade	Eastbound

FROM 6.00PM 31 DECEMBER 2019 TO 2.00AM 1 JANUARY 2020

Bay Street	Between Moate Avenue and The Grand Parade	Both directions

FROM 7.30PM TO 10.30PM

The Grand Parade	Between President Avenue and Bruce Street	Both directions
General Holmes Drive	Between Bestic Street and Bruce Street	Both directions
Francis Avenue	Between Bestic Street and Bay Street	Southbound

9.2.2 SPECIAL EVENT CLEARWAYS

BRIGHTON-LE-SANDS

FROM 4.00AM 31 DECEMBER 2019 TO 2.00AM 1 JANUARY 2020

The Grand Parade	Between President Avenue and Bruce Street	Both directions
General Holmes Drive	Between Bestic Street and Henson Street	Both directions

FROM 1.00PM 31 DECEMBER 2019 TO 1.00AM 1 JANUARY 2020

Bay Street	Between Moate Avenue and The Grand Parade	Both directions

FROM 4.00PM 31 DECEMBER 2019 TO 2.00AM 1 JANUARY 2020

Francis Avenue	Between Bilmark Place and Bestic Street	Northerly direction
Crawford Road	Between Bay Street and Kurnell Street	Northerly direction
Crawford Road	Between Bay Street and Crawford Road (Unit 2 Driveway)	Southerly direction

See Attachment 06 - 2019 Road Closures and Special Event Clearways -TMC

9.2.3 DETOURS

With The Grand Parade/General Holmes Drive being closed we will be detouring vehicles around this area in a southerly direction will turn right on to Bestic Street, left on to West Botany Road, left on to President Avenue then right on to The Grand Parade.

North bound vehicles will turn left off The Grand Parade on to President Avenue, right on to West Botany Road, right on to Bestic Street and then left on to General Holmes Drive.

See Attachment 1 - Proposed Traffic Management Arrangements

9.2.4 SPECIAL CONSIDERATIONS (VIPs, MEDIA, ACCESSIBLE)

Special considerations include patrons with accessibility requirements and VIPS. There will be no special access requirements for Media or VIP's. Carparks will have a number of accessible parking spots, details as to the location and number of these will be included in the final, operational TMP.

9.2.5 EMERGENCY ACCESS

Emergency Access will be maintained at all times throughout the event. Maps will be provided to Ambulance NSW and NSW Fire Brigade so they are aware of the road closures, timings and alternate routes to take.

In addition, ESPA request that agencies such as NSW Police, NSW Fire Brigade and NSW Ambulance provide details on when an authorised non-emergency vehicle is to be granted access through a road closure under non-emergency management conditions. This will again be shared with operational staff and Traffic Controllers on point so they are clear on the actions to take when the situation arises.

See Attachment 07 - Emergency Access Points

9.2.6 HOSTILE VEHICLE MITIGATION

Hostile Vehicle Mitigation (HVM) is not a direct function of the Traffic, Transport & Pedestrian Management Planning (TMP), it is a separate higher level assessment process and treatment plan that involves other inputs of information and data from additional agencies such as the Counter Terrorism Unit. The strategy & proposed plans then need to be agreed upon/ endorsed and put into place (installed) to cover the geographic operational spaces and landownership spaces that the event owner has been licenced to occupy.

The HVM assessments link closely with the Overarching Event Risk Assessment and other functional area risk assessments such as Crowd Risk Assessment & Traffic & Pedestrian Risk Assessments. The subsequent HVM operational plan is to integrate closely with these other operational plans including the Overarching Crowd & Safety Management Plans, Precinct Management Plans and the Overarching Traffic, Transport & Pedestrian Management Plans.

HVM Infrastructure Overlay, and Deployment Logistics Plans are to be drafted, as a result of;

1. 2019 Event Specific CT Vulnerability Report.
2. Council's reassessment of all HVM locations in consultation with NSW Police & Event Risk assessor.
3. Council's reassessment of adequacy of HVM infrastructure & type, in consultation with NSW Police.
4. Council's reassessment of HVM infrastructure placement & design.

5. ESPA to overlay Council's final recommendations in relation to HVM infrastructures and designs onto TCPs.

ESPA to work with Council on HVM deployment & logistics plans to deliver HVM infrastructures to the site.

Attachment 17 - HVM Proposed Locations & Process

9.2.7 IMPLEMENTATION OF TMP AND ASSOCIATED TCPS

The staff deployment schedule focuses on personnel resources for the delivery of the TMP & associated Plans for New Year's Eve 2019. The resource schedule has been developed in consultation with the event organiser and NSW Police.

Other resources required to deliver the TMP and associated plans include TMC and NSW Police.

See Attachment 03 - Traffic Control Plans
See attachment 05B - TCP Personnel Schedule

9.2.8 VARIABLE MESSAGE SIGNS (VMS) & STATIC SIGNS

VMS boards will used to provide advanced warning to the public that The Grand Parade is closed from 7:30pm to 10:30pm and the best way to detour. Static Signs will be used in areas to further advise pedestrians/traffic of the event operations.

See Attachment 02 - TCP & VMS Overview Map
See Attachment 11 - VMS Message Schedule - Portable
See Attachment 12 - VMS Message Schedule - Permanent
See Attachment 13 - Static Signage Plan

9.2.9 EQUIPMENT AND TEMPORARY INFRASTRUCTURE

Temporary infrastructure & equipment will be utilised for the duration of this event for both the event community and the non-event community. For the event community, the purpose of the temporary infrastructure is to influence pedestrian flow, control pedestrian movements, and provide a clear separation of pedestrian areas and traffic areas and to cordon off areas that are deemed to be risky and therefore prevent the public from accessing that space. For the non-event community, a clear path to get around the event area.

A schedule of equipment & temporary infrastructure required to manage the various bump in and out areas has been compiled by ESPA with the operational version of the TCPs.

See Attachment 5a - TCP Equipment Schedule

9.3 TRANSPORT MANAGEMENT

2019 New Year's Eve Fireworks at Brighton-le-Sands attracts an attendance of approximately 85,000. The event is targeted towards families with a new element to the fireworks, the addition of Jet Ski pyrotechnics display adding to the main pyrotechnics display. Crowd Dynamics & Behaviour is typically Families with crowd numbers and time of arrival varying significantly depending on the weather; residents will flock to the foreshore from early mornings with a small number of campers. In adverse or cooler weather families' tend to arrive later in the day.

Major ingress from 8.00pm – 8.45pm with a mix of families and youth. Main egress is from 9.15pm – 9.30pm with crowds returning to normal summer numbers following the event.

9.3.1 BUSES

There are three STA bus services that service the Brighton-le-Sands area and will need to be re-routed. STA will provide notification of affected services.

Bus routes that service the Brighton-le-Sands area are routes 303, 478 &479. The route to Foreshore Rd Boat Ramp will be re-routed to drop off at Botany Rd at Fremlin St (approximately 1km walk).

9.3.2 TRAINS

Rockdale Station is a key transport hub for the event. It is expected to be utilised as an access route to the event. From Rockdale station, patrons may decide to walk (2km) or to take a connecting bus service (either route 478 or 479).

9.3.3 DROP OFF ZONES

There will be two drop off zones in place for the event. The drop-off zones will be managed by security/traffic controllers and initiated by Council. Both of these drop-off zones have a 2 minute time limit and will be in operation from 10:00am onwards:

- **Drop Zone A and Disabled Parking, Kyeemagh (opposite Beehag St)** - Entry turn left via south bound lanes only.
- **Drop Zone B, Bay St westbound from Moate Ave (from 295 Bay St to the corner of Queens Rd)**

See Attachment 09 - Drop Off Zones

9.3.4 TAXI AND RIDE SHARING (UBER)

Given the demographic of the event, it is not expected that patrons will travel via Taxi or ride share to the event. However, The Taxi rank on Bay Street will be re-located to outside the Novotel on Princess Street. Ride share services such as Uber, will be treated as private vehicles and it is expected that the small number of vehicles will drop off / pick up in the surrounding areas, with little to no impact on the TMP.

See Attachment 10 - Taxi Zone

9.3.5 PRIVATE VEHICLE AND PARKING

It is anticipated that patrons will travel via private vehicle and will look to park in the local streets as they usually would or in one of the closest carparks or in the streets around Brighton-le-Sands.

- **Car Park 1:** Opposite 105 General Holmes Drive, Kyeemagh (96 Spots)
- **Car Park 2:** 110 General Holmes Drive (Nth & Sth), Kyeemagh (42 Spots in the South Car Park) **NOTE:** Parking Passes will be required to access the North Car Park
- **Car Park 3:** Opposite 157 The Grand Parade, Monterey (59 Spots)
- **Car Park 4:** Opposite Robinson St, Monterey (66 Spots)
- **Car Park 5:** Opposite Burlington St, Monterey (61 Spots)
- **Car Park 6:** Opposite Barton St, Monterey (29 Spots)
- **Car Park 7:** Opposite Scarborough St, Monterey (21 Spots)

- **Car Park 8:** Opposite Culver St, Ramsgate (157 Spots)
- **Car Park 9:** Opposite Florence St, Ramsgate (32 Spots)
- **Car Park 10:** The Boulevard Car Park, Cnr the Boulevard & Crighton Lane, Brighton Le Sands (229 Spots, Top floor utilised by Bayside Council Event Staff (75 spots))
- **Car Park 11: New to 2019** is the addition of Foreshore Rd Boat Ramp (255 Spots plus 3 Accessible parking spots)

9.3.6 ACCESSIBLE PARKING

Accessible parking will be situated in the following places

- Little Grand Parade (Parallel Parking Only – No Stopping 9pm-5am)

9.4 PEDESTRIAN MANAGEMENT

The event will attract up to 85,000 patrons. As described above, public transport will be messaged as the best way to get to Brighton-le-Sands and Cook Park.

The walking routes from the Rockdale transport hub are:

- **Route 1** – Straight down Bay St across The Grand Parade and into the park (2km)
- **Route 2** – Catch Bus 478 down Bay St to stop just before Francis Ave. Then continue walking down Bay St and across The Grand Parade and into the park (460m)
- **Route 3** – Catch Bus 479 down Bay St to stop just before Moate Ave. Then continue walking down Bay St and across The Grand Parade and into the park (275m)

If going to the Foreshore Road Boat Ramp it is a 1km walk from the Bus stop on Botany Rd at Fremlin St (Route 309).

The firework show finishes at 9:15PM, a mass egress of the park will occur.

Further assessments are required as to the anticipated arrival methods and ingress profile of patrons to the event. It is suggested that a workshop is required that includes all operational agencies, to ensure that a comprehensive approach is taken to the pedestrian management of the event. The final agreed operational plans for the pedestrian management will be distributed with the final, operational TMP.

10 OTHER EVENTS, TRAFFIC & PEDESTRIAN GENERATORS

As of 30 July 2019 there are no other events, or traffic and pedestrian generators due to occur around the Bayside Local Government Area. This will be monitored right up until the event day.

11 PUBLIC COMMUNICATIONS & EVENT NOTIFICATION

The Non-Event Community are considered as those persons who do not take part or participate in the event. The non-event community may be impacted either directly or indirectly as a result of holding events in certain areas. The non-event community may be considered as both local and citywide. The non-event community (NEC) are regarded as key stakeholders when developing operational plans with strong considerations about how we minimise the impact on the NEC.

The non-event community as a whole are regarded by the event organiser as a very important stakeholder group that needs to be attended to in detail, so as to ensure the ongoing support toward the event.

11.1 NOTIFICATIONS TO THE NON EVENT COMMUNITY

Bayside Council are responsible for the notifications to non-event community. This may take the form of letterbox drops, website announcements or social media posts. As part of the TMP, advanced notifications will take place through the use of portable VMS signs.

11.2 SPECIAL EVENT NOTIFICATION

NSW Fire Brigade, NSW Ambulance and NSW Taxis will be notified of the event and its associated road closures via email and phone. They will be provided with the emergency access maps at least 7 days prior to the event and will be given the opportunity to discuss the arrangements with ESPA prior to the event.

12 LIST OF ATTACHMENTS

Attachment #	Attachment Name	Who
01	Proposed Traffic Management Arrangements	ESPA
02	Traffic Control Plans (TCP) & VMS Overview Map	ESPA
03	Traffic Control Plans – Event Day (TCP 1 – TCP P-20)	ESPA
04	TCP Reasoning, Instructions, Risks	ESPA
05A	TCP Equipment Schedule - to be included in final	ESPA
05B	TCP Personnel Schedule - to be included in final	ESPA
06	2019 Road Closures and Special Event Clearways	TMC
07	Emergency Access Points	ESPA
08	Drop Off Zones	ESPA
09	Taxi Zone	ESPA
11	VMS Messaging Schedule – Portable	ESPA
12	VMS Message Schedule – Permanent	TMC
13	Static Signage Plan	ESPA
14	Vehicle Access Pass	Bayside
15	Contact List	ESPA
16	Certificate of Currency – request from Council	Bayside
17	HVM Proposed Locations & Process	ESPA

Bayside Traffic Committee 2/10/2019

Item No	BTC19.185
Subject	**13-15 Rye Avenue, Bexley - Proposed Works Zone**
Report by	Traffic Engineer
File	SF19/78
Electorate	Kogarah

Summary

Council has received a request from the builders at No. 13-15 Rye Avenue, Bexley, for the provision of a 21m 'Works Zone' along the eastern side of Rye Avenue, North of Stoney Creek Road to facilitate construction activities associated with building a 2 storey childcare centre.

Officer Recommendation

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

Background

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

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

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

Works zone

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

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

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

Financial Implications

Not applicable	☒	**Applicant will pay for the installation of signage**
Included in existing approved budget	☐	
Additional funds required	☐	

Community Engagement

NA

Attachments

13-15 Rye Ave Map ⇩

Bayside Council Serving Our Community	**Disclaimer Note** This map remains the property of Bayside Council. Reproduction of any part without approval is prohibited. This map has been compiled from various sources and the publisher and/or contributors accept no responsibility for any injury, loss or damage arising from its use or errors or omissions therein.		23/09/2019
		Prepared By: Malik Almuhanna	1:246

Bayside Traffic Committee 2/10/2019

Item No	BTC19.186
Subject	**10-12 Sarah Street, Mascot - Proposed works zone**
Report by	Traffic Engineer
File	SF19/78
Electorate	Heffron

Summary

Council has received a request from the builders at No. 10-12 Sarah Street, Mascot for the provision of 19m 'Works Zone' along the southern side of Sarah Street, west of O'Riordan Street to facilitate construction activities associated with building of a 9 storey hotel with basement carpark for a period of 19 weeks.

Officer Recommendation

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

Background

It is recommended that kerb side parking surrounding a construction site be kept clear of parked vehicles to allow access for heavy plant and vehicles and the removal/delivery of associated materials. It should be noted that a 50m 'Works Zone' is currently operational outside 2 Sarah Street adjacent to this site for a period of 52 week which commenced in November 2018. It is associated with the same development.

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

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

Works zone

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

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

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

Financial Implications

Not applicable	☒	The applicant will be required to pay for the installation and removal of Works Zone signage in accordance with the current fees and charges
Included in existing approved budget	☐	
Additional funds required	☐	

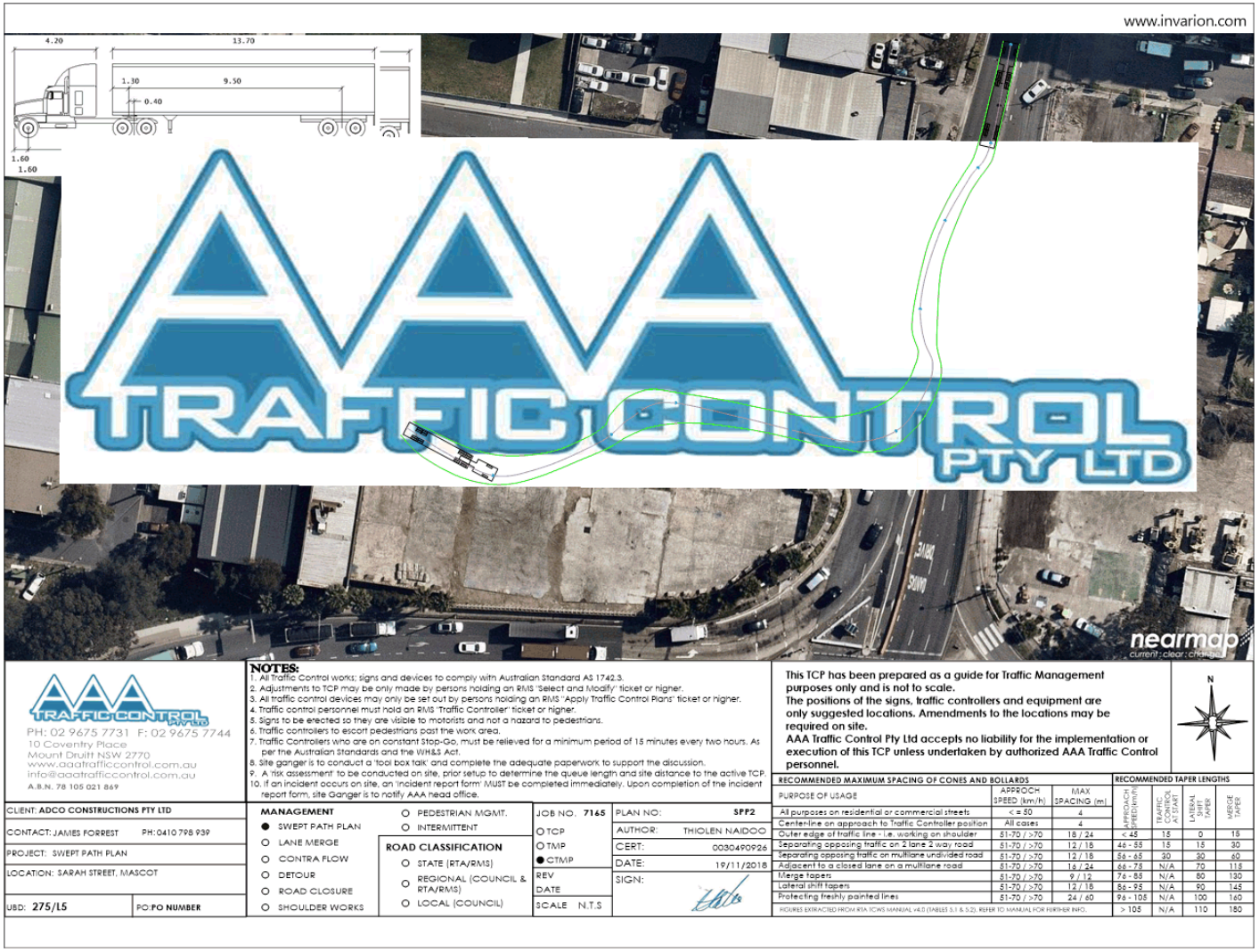
Community Engagement

NA

Attachments

1 10-12 Sarah Street Works Zone ⇩
2 10-12 Sarah Street Swept Path ⇩


WORK ZONE
MATERIALS STORAGE
SITE B ACCESS GATE
SARAH ST
O'RIORDAN ST
LIVE HOTEL (STAGE A)
CONSTRUCTION SITE (STAGE B)
A CLASS HOARDING
ROBEY ST
LEGEND
CONSTRUCTION SITE
A CLASS HOARDING
VEHICLE ACCESS
MATERIALS STORAGE
WORK ZONE
LIVE HOTEL



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A.B.N. 78 105 021 869

NOTES:
1. All Traffic Control works, signs and devices to comply with Australian Standard AS 1742.3.
2. Adjustments to TCP may be only made by persons holding an RMS 'Select and Modify' ticket or higher.
3. All traffic control devices may only be set out by persons holding an RMS 'Apply Traffic Control Plans' ticket or higher.
4. Traffic control personnel must hold an RMS 'Traffic Controller' ticket or higher.
5. Signs to be erected so they are visible to motorists and not a hazard to pedestrians.
6. Traffic controllers to escort pedestrians past the work area.
7. Traffic Controllers who are on constant Stop-Go, must be relieved for a minimum period of 15 minutes every two hours. As per the Australian Standards and the WH&S Act.
8. Site ganger is to conduct a 'tool box talk' and complete the adequate paperwork to support the discussion.
9. A 'risk assessment' to be conducted on site, prior setup to determine the queue length and site distance to the active TCP.
10. If an incident occurs on site, an 'incident report form' MUST be completed immediately. Upon completion of the incident report form, site Ganger is to notify AAA head office.

This TCP has been prepared as a guide for Traffic Management purposes only and is not to scale.
The positions of the signs, traffic controllers and equipment are only suggested locations. Amendments to the locations may be required on site.
AAA Traffic Control Pty Ltd accepts no liability for the implementation or execution of this TCP unless undertaken by authorized AAA Traffic Control personnel.

N

CLIENT:	ADCO CONSTRUCTIONS PTY LTD
CONTACT:	JAMES FORREST PH:0410 798 939
PROJECT:	SWEPT PATH PLAN
LOCATION:	SARAH STREET, MASCOT
USD:	275/L5
PO:	PO NUMBER

MANAGEMENT
- ● SWEPT PATH PLAN
- ○ LANE MERGE
- ○ CONTRA FLOW
- ○ DETOUR
- ○ ROAD CLOSURE
- ○ SHOULDER WORKS
- ○ PEDESTRIAN MGMT.
- ○ INTERMITTENT

ROAD CLASSIFICATION
- ○ STATE (RTA/RMS)
- ○ REGIONAL (COUNCIL & RTA/RMS)
- ○ LOCAL (COUNCIL)

JOB NO.	7165
○ TCP	
○ TMP	
● CTMP	
REV	
DATE	
SCALE	N.T.S

PLAN NO:	SPP2
AUTHOR:	THIOLEN NAIDOO
CERT:	0030490926
DATE:	19/11/2018
SIGN:	

RECOMMENDED MAXIMUM SPACING OF CONES AND BOLLARDS

PURPOSE OF USAGE	APPROACH SPEED (km/h)	MAX SPACING (m)
All purposes on residential or commercial streets	< = 50	4
Centerline on approach to Traffic Controller position	All cases	4
Outer edge of traffic line - i.e. working on shoulder	51-70 / >70	18 / 24
Separating opposing traffic on 2 lane 2 way road	51-70 / >70	12 / 18
Separating opposing traffic on multilane undivided road	51-70 / >70	12 / 18
Adjacent to a closed lane on a multilane road	51-70 / >70	16 / 24
Merge tapers	51-70 / >70	9 / 12
Lateral shift tapers	51-70 / >70	12 / 18
Protecting freshly painted lines	51-70 / >70	24 / 60

FIGURES EXTRACTED FROM RTA TCWS MANUAL V4.0 (TABLES 5.1 & 5.2). REFER TO MANUAL FOR FURTHER INFO.

RECOMMENDED TAPER LENGTHS

APPROACH SPEED (km/h)	TRAFFIC CONTROL AT START	LATERAL SHIFT TAPER	MERGE TAPER
< 45	15	0	15
46 - 55	15	15	30
56 - 65	30	30	60
66 - 75	N/A	70	115
76 - 85	N/A	80	130
86 - 95	N/A	90	145
96 - 105	N/A	100	160
> 105	N/A	110	180

Bayside Traffic Committee 2/10/2019

Item No	BTC19.187
Subject	**Referrals from Anti-Hooning Taskforce**
Report by	Manager City Infrastructure
File	SF19/78
Electorate	N/A

Summary

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

Officer Recommendation

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

Background

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

Mayoral Minutes 6.1
Mayoral Minute - Anti-Hooning Taskforce
RESOLUTION Minute 2018/034
Resolved on the motion of Councillors Poulos and McDougall

1 That Bayside Council establishes an Anti-Hooning Taskforce Committee with terms of reference allowing it to make recommendations to Council on traffic and other improvements to combat car and bike hooning, and request that representations be made by Council to external bodies relating to these matters.

2 That the committee shall be comprised of the Mayor or their delegate, and Council will request the following as Members of the Committee – Local State Members of Parliament, a representative of the NSW Highway Patrol, a representative of St George Local Area Command, a representative of Botany Bay Local Area Command, a representative of Roads of and Maritime Services, and appropriate Council officers.

3 In addition, the Committee may request other parties to join with the consent of the Mayor, and the committee may hold public meetings with approval from the General Manager and Mayor.

Financial Implications

Not applicable ☒

Included in existing approved budget	☐
Additional funds required	☐

Community Engagement

Not applicable

Attachments

Nil

Bayside Traffic Committee 2/10/2019

Item No	BTC19.188
Subject	**Matters referred to the Bayside Traffic Committee by the Chair**
Report by	Manager City Infrastructure
File	SF19/78
Electorate	N/A

Summary

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

Officer Recommendation

That the matters raised by the Chair be considered.

Background

Financial Implications

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

Community Engagement

Attachments

Nil

Bayside Traffic Committee 2/10/2019

Item No	BTC19.189
Subject	**General Business**
Report by	Administrative Support Officer - City Infrastructure
File	SF19/78
Electorate	Heffron, Kogarah, Maroubra, Rockdale

Summary

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

Officer Recommendation

Background

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

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

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

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

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

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

Financial Implications

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

Community Engagement

Attachments

Nil