



# **Business Paper**

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## **Consultative Traffic Forum**

**Friday, 7 December 2018**

**8.30am**

**Committee Rooms 203 and 204,  
Level 2, Administration Building,  
4-20 Eton Street, Sutherland**

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**SUTHERLANDSHIRE**

## **ORDER OF BUSINESS**

**1. APOLOGIES**

**2. DISCLOSURES OF INTEREST**

**3. CONFIRMATION OF MINUTES OF THE PREVIOUS MEETING**

**4. REPORTS FROM OFFICERS – CONSULTATIVE TRAFFIC FORUM**

CTF024-18 Statutory parking controls

CTF025-18 Kangaroo Point Road, Kangaroo Point - Request for Traffic Calming

CTF026-18 2019 Sutherland Traffic and Traffic Safety Committee meeting dates

**5. ADDITIONAL MATTERS RAISED AT MEETING (if any)**

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**CTF024-18      STATUTORY PARKING CONTROLS**

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**CTF024-18**

**Attachments:** Nil

**EXECUTIVE SUMMARY**

- This Report advises the Consultative Traffic Forum and Council that statutory parking controls will be implemented without formal consultation with Sutherland Traffic Committee.

**REPORT RECOMMENDATION**

THAT:

The information be received.

**LOCATION**

Sutherland Shire  
(Cronulla, Miranda, Heathcote and Holsworthy Electorates)

**REFERRAL TO COMMITTEE**

Council's Traffic & Transport Services Team.

**PREVIOUS CONSIDERATION BY COMMITTEE**

In October 2018, the Committee endorsed installing up to 15 metres of 'NO STOPPING' in a minor road, on a trial basis (refer STR126-18).

**COMMENTS BY INVESTIGATING OFFICER**

Council regularly receives requests to signpost and/or linemark parking controls to reinforce the Road Rules, known as 'statutory parking controls'. These changes assist enforcement operations, encourage self-enforcement and reduce appeals.

The NSW State Government has predetermined all statutory parking controls by adopting *Road Rules 2014*, as listed in *Table 1*. Therefore, Councils are not required to refer proposals to signpost and/or linemark statutory parking controls to the Local Traffic Committee for formal review. Minor adjustments are sometimes required to the distances specified in *Road Rules 2014* to accommodate utility services and driveways. The works are carried out under Section 87 of *Roads Act 1993* and existing Delegated Authority.

Whilst it is not intended to install statutory parking controls at all locations, higher risk sites will be targeted proactively on a priority basis, with implementation as funding allows. RMS encourages installing statutory NO STOPPING at all pedestrian crossing facilities (pedestrian crossings, marked foot crossings, children's crossings and pedestrian refuges) (refer RMS's *TDT 2002/12c*).

Council will advise Sutherland Traffic Committee and Council of all works through a report to the Consultative Traffic Forum.

Table 1 Statutory parking controls

Prescribed traffic control device	Notes
20 metres of NO STOPPING at an intersection with traffic lights	Refer: <ul style="list-style-type: none"> <li>• Rule 170(2) of <i>Road Rules 2014</i></li> <li>• RMS's <i>TDT 2002/12c</i>.</li> </ul>
10 metres of NO STOPPING in the priority road at an intersection without traffic lights	Extending the NO STOPPING beyond 10 metres to increase sightlines would be subject to a Traffic Committee report, normally under the Minor Signage and Linemarking item. Refer: <ul style="list-style-type: none"> <li>• Rule 170(3) of <i>Road Rules 2014</i></li> <li>• RMS's <i>TDT 2002/12c</i>.</li> </ul>
Up to 15 metres of NO STOPPING in the minor road at an intersection without traffic lights	Traffic Committee has endorsed up to 15 metres of NO STOPPING in a minor road, on a trial basis. Refer: <ul style="list-style-type: none"> <li>• Rule 170(3) of <i>Road Rules 2014</i></li> <li>• RMS's <i>TDT 2002/12c</i></li> <li>• STR126-18.</li> </ul>
Up to 20 metres of NO STOPPING before a children's crossing	Refer: <ul style="list-style-type: none"> <li>• Rule 171 of <i>Road Rules 2014</i></li> <li>• RMS's <i>TDT 2002/12c</i>.</li> </ul>
10 metres of NO STOPPING after a children's crossing	
Up to 20 metres of NO STOPPING before a pedestrian crossing	Refer: <ul style="list-style-type: none"> <li>• Rule 172 of <i>Road Rules 2014</i></li> <li>• RMS's <i>TDT 2002/12c</i>.</li> </ul>
10 metres of NO STOPPING after a pedestrian crossing	
Up to 10 metres of NO STOPPING before a marked foot crossing that is not at an intersection	Refer: <ul style="list-style-type: none"> <li>• Rule 173 of <i>Road Rules 2014</i></li> <li>• RMS's <i>TDT 2002/12c</i>.</li> </ul>
3 metres of NO STOPPING after a marked foot crossing that is not at an intersection	
Up to 10 metres of NO STOPPING before bicycle crossing lights that is not at an intersection	Refer: <ul style="list-style-type: none"> <li>• Rule 174 of <i>Road Rules 2014</i></li> <li>• RMS's <i>NSW Bicycle Guidelines</i>.</li> </ul>
3 metres of NO STOPPING after bicycle crossing lights that is not at an intersection	
20 metres of NO STOPPING before the nearest rail or track to the driver approaching a level rail crossing	Refer Rule 175 of <i>Road Rules 2014</i> .
20 metres of NO STOPPING after the nearest rail or track to the driver leaving a level rail crossing	
6 metres of MAIL ZONE or NO PARKING AUST. POST VEHICLES EXCEPTED at a public postbox	Refer Rules 168, 186 & 199 of <i>Road Rules 2014</i> .
RESTRICTED PARKING AREA, PARK IN BAYS ONLY and associated linemarking in a Shared Zone	Refer: <ul style="list-style-type: none"> <li>• Rules 168-1 &amp; 188 of <i>Road Rules 2014</i></li> <li>• RMS's TTD 2016/01.</li> </ul>
NO STOPPING on a bridge, causeway, ramp or similar structure	Refer Rule 192(1) of <i>Road Rules 2014</i> .
NO STOPPING in a tunnel or underpass	Refer Rule 192(2) of <i>Road Rules 2014</i> .
NO STOPPING on or near a crest or curve on a length of road that is not a built-up area where a vehicle is not likely to be visible for 100 metres to drivers approaching the vehicle and travelling in the direction of travel of traffic on the same side of the road as the vehicle	Refer Rule 193 of <i>Road Rules 2014</i> .

Prescribed traffic control device	Notes
NO STOPPING within 1 metre of a fire hydrant, fire hydrant indicator, or fire plug indicator	Refer Rule 194 of <i>Road Rules 2014</i> .
Up to 32 metres of BUS ZONE before a Bus Stop and up to 8 metres of BUS ZONE after a Bus Stop	<p>Rule 195 of <i>Road Rules 2014</i> provides a 30 metre long zone (20 metres before and 10 metres after) at a Bus Stop, where only a driver of a public bus can stop. For a 12.5 metre standard bus, State Transit's <i>Bus Infrastructure Guide</i> specifies this 30 metres to be divided into:</p> <ul style="list-style-type: none"> <li>• 11.5 metres of BUS ZONE, NO PAKING or NO STOPPING for a draw-in area;</li> <li>• 12.5 metres of BUS ZONE for stopping; and</li> <li>• 6 metres of BUS ZONE, NO PAKING or NO STOPPING for a draw-out area.</li> </ul> <p>Larger buses necessitate longer draw-in, stopping and draw-out areas.</p> <p>14.5 metre long rigid buses require:</p> <ul style="list-style-type: none"> <li>• 14 metres of BUS ZONE, NO PAKING or NO STOPPING for a draw-in area;</li> <li>• 14.5 metres of BUS ZONE for stopping; and</li> <li>• 6.5 metres of BUS ZONE, NO PAKING or NO STOPPING for a draw-out area.</li> </ul> <p>18 metre articulated buses require:</p> <ul style="list-style-type: none"> <li>• 14 metres of BUS ZONE, NO PAKING or NO STOPPING for a draw-in area;</li> <li>• 18 metres of BUS ZONE for stopping; and</li> <li>• 8 metres of BUS ZONE, NO PAKING or NO STOPPING for a draw-out area.</li> </ul> <p>Therefore, BUS ZONE lengths will be determined by the bus length and surrounding conditions. Extending BUS ZONES to cater for more than one bus at a time would be subject to a Traffic Committee report.</p>
20 metres of NO STOPPING before a Tram Stop	Refer Rule 196 of <i>Road Rules 2014</i> .
NO STOPPING on a path, dividing strip, nature strip, painted island or traffic island	Refer Rule 197 of <i>Road Rules 2014</i> .
P BICYCLE ONLY zone at bicycle racks	Refer: <ul style="list-style-type: none"> <li>• Rule 201 of <i>Road Rules 2014</i></li> <li>• RMS's <i>NSW Bicycle Guidelines</i>.</li> </ul>
NO PARKING and/or NO STOPPING in locations where vehicles are unable to park within 3 metres of an obstruction, dividing line or another parked vehicle	Refer Rule 208 of <i>Road Rules 2014</i> .

**References**

- Transport Administration Act 1988 and RMS's Delegation to Councils; Regulation of Traffic Roads Act 1993*
- Road Transport Act 2013 and Road Rules 2014*
- RMS's Delineation*
- RMS's NSW Bicycle Guidelines*
- RMS's TDT 2002/12c*
- State Transit's Bus Infrastructure Guide.*

**FINANCIAL / RESOURCE IMPLICATIONS**

Statutory parking controls will be investigated proactively and implemented on a priority basis, as existing budget allocations allow.

**LIST OF APPENDICES**

(Not applicable).

**RESPONSIBLE OFFICER**

The officer responsible for the preparation of this Report is the Team Leader Traffic & Transport Services, Greg Holding, who can be reached on 9710 0514.

File Number: 2018/12456 (GH)

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**CTF025-18      KANGAROO POINT ROAD, KANGAROO POINT - REQUEST FOR  
TRAFFIC CALMING**

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CTF025-18

**Attachments:** Nil

**EXECUTIVE SUMMARY**

- Council has received concerns regarding driver speeds in Kangaroo Point Road.
- An analysis of the road environment, including driver speeds, crash history and road design, has been undertaken.
- The assessment has concluded that the risk of crash is low, in comparison to other roads in Sutherland Shire, and therefore, it is not proposed to install speed-reduction devices in Kangaroo Point Road.

**REPORT RECOMMENDATION**

THAT:

The information be received.



**LOCATION:**

Kangaroo Point Road, Kangaroo Point.  
(Miranda Electorate)

**REFERRAL TO COMMITTEE**

Cr Tom Croucher (CR18-288217).

**ISSUES**

- Concerns regarding driver speeds in a residential area.

**PREVIOUS CONSIDERATION BY COMMITTEE**

(Not applicable).

**COMMENTS BY INVESTIGATING OFFICER**

Cr Tom Croucher, on behalf of a resident of Kangaroo Point Road, has requested consideration be given to installing speed-reduction measures in Kangaroo Point Road.

An analysis of the road environment has been undertaken to estimate the risk (likelihood and severity) of a crash occurring that could be mitigated through the use of speed-reduction devices (traffic calming), ranked against other roads in Sutherland Shire. Traffic speed and volume surveys were undertaken at two locations, with results summarised in *Table 1*.

*Table 1 Summary of traffic speed and volume surveys in Kangaroo Point Road*

Location	Road width (m)	85th percentile speed (km/h)	7 day AADT (veh/day)	Peak hour traffic volume range (veh/h)
Outside No. 20/22	9.1	50	498	46 - 50
Outside No. 100/102	10	60	982	74 - 114

**Driver speeds**

Driver speeds are higher in the wider section of Kangaroo Point Road and on-street parking occupancy is higher, which further narrows the carriageway.

**Traffic volumes**

The average daily traffic flows in Kangaroo Point Road are in the low range and typical of many local roads providing access to residential dwellings. Traffic volumes steadily decrease as motorists drive north along the along this peninsular.

**Pedestrian and cyclist use**

Pedestrian and cyclist use is considered to be low.

**Surrounding land use**

There are no shops or parks nearby.

**Existing speed mitigation devices**

There are no existing speed-reduction devices nearby.

**Crash analysis**

RMS's crash database indicates there have been the following crashes in the five-year period between July 2012 and June 2017:

- At 8:15pm on Friday 24 October 2014, a 75-year-old driver left the road and crashed into an object outside 24 Kangaroo Point Road. The vehicle was towed away.
- At midday on Saturday 7 June 2014, a crash occurred at a driveway north of 100 Kangaroo Point Road, resulting in an injury.
- At midday on Thursday 24 December 2015, a crash occurred at a driveway north of 100 Kangaroo Point Road, resulting in an injury.

**Road design**

The road is considered wide and straight, compared to others in Sutherland Shire.

**Risk ranking**

Using the above data, a risk ranking of 36 was obtained, using Council's *Risk Ranking of Traffic Engineering Works Involving Safety* score sheet. This level of risk is moderately low, compared to the rest of the roads in Sutherland Shire. Installing traffic calming would only be supported if a risk ranking score of 55 or above was obtained or if a crash history supported a funding application under the Australian Government's Black Spot Programme or similar.

**RESPONSIBLE OFFICER**

The officer responsible for the preparation of this Report is the Team Leader Traffic & Transport Services, Greg Holding, who can be reached on 9710 0514.

File Number: 2018/269462 (WM)

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**CTF026-18      2019 SUTHERLAND TRAFFIC AND TRAFFIC SAFETY COMMITTEE  
MEETING DATES**

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**Attachments:** Nil

**EXECUTIVE SUMMARY**

This report advises of Sutherland Traffic and Traffic Safety Committee meeting dates for 2019:

- Friday, 1 February 2019,
- Friday, 1 March 2019,
- Friday, 5 April 2019,
- Friday, 3 May 2019,
- Friday, 7 June 2019,
- Friday, 5 July 2019,
- Friday, 2 August 2019,
- Friday, 6 September 2019,
- Friday, 4 October 2019,
- Friday, 1 November 2019, and
- Friday, 29 November 2019.

**REPORT RECOMMENDATION**

THAT:

The information be received.

Sutherland Traffic and Traffic Safety Committee reviews Council proposals to:

- install / modify / remove certain prescribed traffic control devices (Refer Division 2, Part 5.3, Chapter 5 of *Road Transport Act 2013*), and
- regulate traffic for purposes other than those referred to in Division 1, Part 8 of *Roads Act 1993* (refer Division 2, Part 8 of *Roads Act 1993*),

under the Instrument of Delegation (refer *S50 Transport Administration Act 1988* and RMS's *Regulation of Traffic; Delegation to Councils*).

Face-to-face, ordinary meetings of Sutherland Traffic and Traffic Safety Committee are generally held at 8.30am on the first Friday of each month (except January), with Consultative Traffic Forum meetings held immediately thereafter.

Any proposals that the Traffic Committee has endorsed and the Council's position is not known are referred to the next ordinary Council meeting, which are generally held on the third Monday of each month (except January), for consideration. The December meeting of Council is usually brought forward to the second Monday.

A review of the 2019 meeting dates has revealed that this system will operate efficiently, with the exception of December, due to the Council meeting being brought forward. Therefore, the 2019 face-to-face, ordinary meetings of Sutherland Traffic and Traffic Safety Committee are scheduled to be held at 8.30am on:

- Friday, 1 February 2019,
- Friday, 1 March 2019,
- Friday, 5 April 2019,
- Friday, 3 May 2019,
- Friday, 7 June 2019,
- Friday, 5 July 2019,
- Friday, 2 August 2019,
- Friday, 6 September 2019,
- Friday, 4 October 2019,
- Friday, 1 November 2019, and
- Friday, 29 November 2019.

#### **RESPONSIBLE OFFICER**

The officer responsible for the preparation of this Report is the Team Leader Traffic & Transport Services, Greg Holding, who can be contacted on 9710 5514.

File Number: 12346/2018 (GH)