Business Paper

Sutherland Traffic and Traffic Safety Committee Meeting

Friday, 5 July 2019
8.30am

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

1. APOLOGIES

2. DISCLOSURES OF INTEREST

3 CONFIRMATION OF MINUTES OF THE PREVIOUS MEETING

4. REPORTS FROM OFFICERS – SUTHERLAND TRAFFIC AND TRAFFIC SAFETY COMMITTEE
   STR030-19   East Parade Sutherland - Proposed Pedestrian Crossings
   STR031-19   Engadine Street Festival - Temporary Road Closure
   STR032-19   Endeavour Road, Sylvania - Curve Treatment
   STR033-19   Minor Signposting and Linemarking - July 2019

5. ADDITIONAL MATTERS RAISED AT MEETING (if any)
EXECUTIVE SUMMARY

- There are strong pedestrian desire lines between Sutherland railway station and the residential areas and commuter parking (on and off street) to the north and northwest of Sutherland railway station.
- Pedestrian volumes at the intersection of East Parade and the north western ramp to the station overbridge have increased significantly following the opening of the Robertson Street Commuter Carpark. Site observations indicate that due to the current volume of traffic and lack of pedestrian crossing facilities that many pedestrians are required to take unnecessary risks in order to cross these roads.
- It is proposed to provide formal pedestrian crossing facilities with associated fencing and footpath treatments in East Parade and the north western ramp, as shown in Appendix A (Plan A), Appendix B (Plan B) and Appendix C (Plan C) attached to the report.

REPORT RECOMMENDATION

THAT:

1. The provision of a pedestrian crossings in East Parade and the north western ramp to the Sutherland railway station overbridge as shown in Appendix A (Plan A), Appendix B (Plan B) and Appendix C (Plan C) attached to the report be endorsed by the Traffic and Traffic Safety Committee.

2. The above works be considered for inclusion in a future Traffic and Transport Works Program.
LOCATION
Intersection of East Parade and the north western ramp to Sutherland station overbridge.

REFERRAL TO COMMITTEE
Representations from Councillor Diedree Steinwall

 ISSUES
- Increase in pedestrian volumes crossing East Parade.
- No formal pedestrian crossing facilities.
- Pedestrian safety.

BACKGROUND
There are no formal pedestrian crossings facilities provided at the intersection East Parade and the north western ramp to Sutherland railway station. Pedestrian volumes at this location have increased substantially following the completion of the new commuter car park in Robertson Street. Council has undertaken a pedestrian safety assessment including collection of peak hour traffic and pedestrian survey data to identify possible improvement options.

Existing Traffic Conditions
There are strong pedestrian desire lines between the railway station, residential areas and commuter parking (on and off street) to the north and northwest of Sutherland railway station. Traffic and pedestrian counts indicate that a high number of pedestrian currently cross the intersection of East Parade and the north western ramp during peak hours. Site observations indicate that due to lack of crossing facilities and current volume of traffic that many pedestrians are required to take unnecessary risks in order to cross East Parade and the north western up ramp. This creates unsafe traffic conditions for all road users.

The traffic and pedestrian counts show that Roads and Maritime Services warrants for the provision of a pedestrian crossing would be met in both East Parade and the north western ramp:

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North-Western Ramp

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Improvement Options

To mitigate pedestrian safety issues at this location, the following improvement options have been investigated.

**Option 1: Traffic Signals**

Option 1 considers the installation of traffic signals at the intersection of East Parade and the north western on ramp with signalised pedestrian crossings on all 3 approaches. Initial analysis of this option indicates that it is not a viable option for the following reasons:

- Unacceptable delays and queuing of vehicles in East Parade
- Significant loss of parking adjacent retail frontages on the western side of East Parade

**Option 2: Pedestrian Crossings**

Option 2 proposes the provision of 2 pedestrian crossings and associated pedestrian fencing and footpath connections at the following locations:

- A raised pedestrian crossing and road narrowing in East Parade immediately north of the on ramp intersection (refer to Plan A and Plan B).
- An at grade (paint only) pedestrian crossing and road narrowing within the north western ramp approximately 40m south of the East Parade/ on ramp intersection (refer to Plan A and Plan C).
- A new footpath on the eastern side of the on ramp connecting the proposed pedestrian crossing facilities
- Pedestrian fencing (refer to plan A) to guide pedestrians to the crossing points and prevent undesirable pedestrian movements at the intersection.

The location of the crossings on the northern leg (rather than the southern leg) of East Parade and half way up the north western ramp (rather than at the intersection) have been chosen to reduce pedestrian and vehicle conflicts, thereby improving safety and efficiency.

**Option 3: Closing the North Western Ramp to Pedestrian Traffic.**

Option 3 involves closing of all footpaths on the north western ramp and redirecting all pedestrians to the south western ramp using fencing and advisory signposting. Pedestrians would be able to use the existing raised pedestrian crossing in East Parade (near Adelong Street) or the existing pedestrian underpass beneath the north western on ramp to travel to and from the south western ramp. (Refer to Plan D)
Advantages And Disadvantages

Option 2: Pedestrian Crossings

Advantages
- better aligns with pedestrian desire lines and Council’s draft integrated transport strategy
- less likely to attract undesirable pedestrian movements
- One less road crossing required for approximately half of pedestrian traffic in the AM peak

Disadvantages
- Greater impacts on vehicle traffic flow
- One additional road crossing required for approximately one third of pedestrian traffic in the PM peak
- Higher cost

Option 3: Closing the North Western Ramp to Pedestrian Traffic.

Advantages
- Less impact on vehicle traffic flow
- One less road crossing required for approximately one third of pedestrian traffic in the PM peak
- Lower cost

Disadvantages
- Less convenient: requires pedestrians to walk, on average, an additional 120m when travelling to and from the railway station
- more likely to attract undesirable pedestrian movements
- One additional road crossing required for approximately half of pedestrian traffic in the AM peak

FINANCIAL / RESOURCE IMPLICATIONS

It is estimated that the cost of Option 2 - Proposed pedestrian crossings and associated works would be approximately $220,000.

It is estimated that the cost of Option 3 - Closing the North Western ramp to pedestrian traffic and associated works would be approximately $70,000.

The proposed pedestrian crossings and associated works have been identified for inclusion in Council’s 2019/20 Operating Plan.

CONCLUSION

It is recommended that Council proceed with Option 2 for the provision of pedestrian crossing facilities in East Parade and the north western ramp for the following reasons:
- It will significantly improve the safety and accessibility of pedestrians travelling to and from Sutherland railway station.
- It supports existing pedestrian desire lines and is less likely to attract undesirable pedestrian movements than Option 3: closing of the north western ramp to pedestrian traffic.
LIST OF APPENDICES
Appendix A......Plan A
Appendix B......Plan B
Appendix C......Plan C
Appendix D......Plan D

RESPONSIBLE OFFICER
The officer responsible for the preparation of this Report is Council's Senior Traffic Engineer, Bruce Powe who can be contacted on 9710 0498.

File Number: 2019/336731
EAST PARADE & EAST PARADE UP RAMP, SUTHERLAND
PROPOSED PEDESTRIAN CROSSING & FENCING

PLANT PLAN

PROPOSED RAISED THRESHOLD & PEDESTRIAN CROSSING

PROPOSED PEDESTRIAN FENCING

PROPOSED PEDESTRIAN ZEBRA CROSSING

East Pole

East Pole Up Ramp

PLAN A
EAST PARADE UP RAMP, SUTHERLAND
PROPOSED ZEBRA CROSSING

PROPOSED PEDESTRIAN FENCING
PROPOSED PAINTED PEDESTRIAN ZEBRA CROSSING
EAST RAMP
PROPOSED PEDESTRIAN FOOTPATH

PLAN C
PLAN D – OPTION 3 – Close north western ramp to pedestrians

- New Commuter Car Park
- Old Commuter Car Park
- Use existing underpass
- Remove existing pedestrian crossing
- Station entry/exit

All pedestrians to use alternate routes via south western ramp

Legend:
- Pedestrian Desire Line
- Alternate Route
- Pedestrian Fencing
STR031-19 ENGADINE STREET FESTIVAL - TEMPORARY ROAD CLOSURE

Attachments: Appendix A, Appendix B and Appendix C.

EXECUTIVE SUMMARY

- This report seeks approval for BD Productions to regulate traffic between in Engadine to undertake the annual Engadine Street Festival on Sunday 11 August 2019.
- This event is an annual event, held since 2015.

REPORT RECOMMENDATION

THAT:

1. The following traffic management measures for the 2019 Engadine Street Festival on Sunday 11 August 2019 be approved:
   - temporarily close Old Princes Highway, between Waratah Road and Station Street, Engadine; and
   - temporarily close Station Street, between Old Princes Highway and the Engadine Tavern Driveway, Engadine;
   subject to the List of Conditions in the report.

2. The Public Safety & Lifeguards Unit be advised of Council’s decision for enforcement purposes.
LOCATION
- Old Princes Highway, between Waratah Road and Station Street, Engadine; and
- Station Street, between Old Princes Highway and the Engadine Tavern Driveway, Engadine.
(Heathcote Electorate)

REFERRAL TO COMMITTEE
Application by BD Productions.

PREVIOUS CONSIDERATION BY COMMITTEE
In June 2018, Council approved the closure of portions Old Princes Highway and Station Street for the Engadine Street Festival on Sunday, 12 August 2018 (refer STR086-18).

COMMENTS FROM INVESTIGATING OFFICER
Council has received representation from BD Productions, seeking approval to temporarily regulate traffic, in order to conduct the annual Engadine Street Festival on Sunday 11 August 2019. The event is a street festival, similar to the well-known Gymea Village Fair. This event is endorsed by Council staff, as it aligns with Council’s Vision of the Sutherland Shire as a ‘connected and safe community that respects people and nature, enjoying active lives in a strong local economy’.

The traffic control is authorised by Council, under Division 2 of Part 8 of Roads Act 1993 and RMS’s Delegation to Council’s; Regulation of Traffic. This requires advertising the proposed regulation of traffic in a local paper, endorsement by Traffic Committee and approval by the Council (not Council staff). RMS also requires concurrence of the Transport Management Plan for Council-managed roads.

The event was conducted in 2015, involving the closure of Old Princes Highway between Waratah Road and Station Street. The event was expanded in 2016, to also include the closure of a portion of Station Street between Old Princes Highway and the Engadine Tavern driveway. The road closures used for the 2016 Engadine Street Festival were successfully adopted for the 2017 and 2018 event, and have subsequently been proposed to be implemented for the 2019 event.

Due to NSW Police concerns with traffic queue build-up along Old Princes Highway due to the volume of pedestrians crossing Waratah Road at the pedestrian crossing outside the Woolworths shopping centre, traffic control will be employed to manage traffic flows. Traffic control of the pedestrian movement at this point was successfully implemented during 2016, 2017 and 2018. This will again be a requirement for the conduct of the event in 2019.

A draft Transport Management Plan (TMP), including a detailed Traffic Control Plan (TCP), has been prepared in accordance with the Roads & Maritime Services’ Guide to Traffic & Transport Management for Special Events (see Appendix B). The 2018 TMP is provided in Appendix C.
The temporary closures will affect scheduled bus services 992 and 993, with the buses to be re-routed along Caldarra Avenue. BD Productions approached the bus operating company, Transdev, to apply for approval for the re-routing of the affected bus services from Transport for New South Wales (TfNSW). Transdev have provided a response of no objection to the temporary changes in writing.

The proposed regulation of traffic was advertised in the local newspaper. At the time of writing of this report no submissions had been received.

The regulation of traffic will be carried out using RMS-accredited traffic controllers. Marshalls will only be used to direct participants and not to control traffic.

**Approvals**

Pursuant to the Instrument of Delegation, Council is seeking the Local Traffic Committee’s endorsement to regulate traffic, as proposed in the **RECOMMENDATION**. The endorsed regulation of traffic will be referred to the next available Council meeting to seek approval to regulate traffic.

**Proposed Conditions of Approval**

The Event Organiser (BD Productions) shall:

1. Notify the Commissioner of Police at least seven days before the Event, in accordance with Part 4 of *Summary Offences Act 1988*, using the prescribed form, and comply with all conditions placed on the Event Organiser by the Police or the Court;
2. Arrange sufficient RMS-accredited traffic controllers, security and/or marshals to supervise and ensure the safe conduct of the Event at all times, at no cost to Council or RMS;
3. Provide all barriers and signs to implement the traffic control measures by Police and/or RMS accredited traffic controllers, at no cost to Council or RMS;
4. Provide evidence of:
   - their own Public Liability Insurance with a minimum of $20,000,000 coverage; and
   - the traffic control company’s Public Liability Insurance with a minimum of $20,000,000 coverage;

   noting the lead agencies’ (Sutherland Shire Council, Roads and Maritime Services, and NSW Police Force) interest thereon, to the Council’s Executive Officer Governance at Council’s Administration Centre, 4 to 20 Eton Street, Sutherland; at least seven days before the Event;
5. Update the draft Transport Management Plan for the Event and email a final copy to the Area Traffic Engineer at least ten days before the Event, so that it can be forwarded to RMS for their concurrence;
6. Notify the following emergency services at least seven days before the Event with copies of the traffic control plans:
   - NSW Police Force.................Phone: 9542 0899    Fax: 9542 0708
   - NSW Fire + Rescue
     - Cronulla.........................Phone: 9527 2223    Fax 9527 5618
     - Miranda.................................Phone: 9531 1062    Fax: 9531 4096
     - Sutherland.......................Phone: 9542 1214    Fax: 9542 4053
7. Notify the local residents and businesses affected by the road closures at least seven days before the Event;

8. The advice of all members of the Sutherland Traffic & Traffic Safety Committee is offered without prejudice and shall not be construed as embodying any concurrence and/or approval;

9. Indemnify lead agencies (Sutherland Shire Council, Roads & Maritime Services, and NSW Police Force) from and against all claims, demands, remedies, suits, injuries, damage, losses, costs, liabilities, actions, proceedings, rights of action and claims for compensation for which the ‘Lead Agencies’ may become liable in connection with injury, damage or accidental death through the Event Organiser’s neglect or default or the neglect / default of any other person in connection with the approved use of the roads and other assets for the Event;

10. Ensure that all laws, rules and regulations are strictly observed by participants and it is the Event Organiser’s responsibility to ascertain which laws, rules and regulations may be applicable to the use of the road and other public areas.

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
Australian Standard AS 1742 Manual of Uniform Traffic Control Devices and RMS’s Supplement
RMS’s Guide to Traffic and Transport Management for Special Events
RMS’s Traffic control at work sites (V5.0).

FINANCIAL / RESOURCE IMPLICATIONS
All costs will be borne by the Event Organiser.

LIST OF APPENDICES
Appendix A......Plan ‘A’ – Area Affected by Road Closures
Appendix B......Traffic Management Plan - Engadine Street Festival 2019
Appendix C......Traffic Management Plan - Engadine Street Festival 2018

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 0514.

File Number: 2019/344505 (CW)
OLD PRINCES HIGHWAY and STATION STREET, ENGADINE
Proposed Event Temporary Road Closure 4am to 6pm Sunday 11 August 2019

Closure at Old Princes Hwy / Waratah Rd

Closure at Old Princes Hwy / Boronia Ave

Pedestrianised area for street festival.

Closure at Station St / Caldarra Ave.
Traffic Management Plan

Project:
Engadine Street Festival 2019

Document No: TMP110819

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Issuer:
Shannon Thomas
Excell Traffic Solutions

Excell Traffic Solutions
Ph: 0419 615 668

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## 1.0 Purpose

The purpose of this Traffic Management Plan (TMP) is to ensure that by documenting a considered approach to local road closures for the 2019 Engadine Street Festival will cause minimal impact in the public domain for all the non-festival going public.

This year’s Engadine Street Festival organised by BD Productions will be centred in Engadine Town Square, along Old Princes Hwy between Gostwyck Lane and Warrant Road and Station St between Old Princes Highway and Caldarra Ave. Road closures will be in place from 4am to 6pm on Sunday 11 August.

BD Productions anticipate an excess of 12,000 people to attend this year.

Engadine Street Festival is classified as Class 2 Event under the RTA’s (RMS) Guide to Traffic & Transport Management for Special Events V3.2 – 2006

## 2.0 Scope

This document will discuss the impact of road closures and detours necessary for public safety at the event. Consideration is given to:
- Minimising the traffic impact on the non-event community including emergency services.
- Isolation of the event space from traffic.
- Necessity to reroute buses.
- Managing the reduced capacity of the roadway.
- Compliance with OH&S Act 2000 (Traffic Control Plan).
- Minimising cost to the Sutherland Shire Council.

## 3.0 References

RTA’s (RMS) Traffic Control at Worksites Manual V4
Australian Standard AS1742.3–2009
 Austroads Guide to Traffic Management
RTA’s (RMS) Guide to Traffic & Transport Management for Special Events V3.2 – 2006
Acknowledgement; Local Government Guide to: Road Closures, Street Parties and Special Events 1997.
Australian National Security – Australia’s Strategy for Protecting Crowded Places from Terrorism - 2017

## 4.0 Responsibilities

It is the responsibility of BD Productions to ensure that these traffic measures are disseminated, implemented and maintained in accordance with the principles in the project, Occupational Health, Safety and Rehabilitation Management Plan.

It is the responsibility of every person involved in this event to comply with the guidelines set down in this plan.

## 5.0 Traffic Committee

Dependant on the conditions arising from the Sutherland Traffic & Traffic Safety Committee meeting in July amendments to this plan can be made. Based on the 2018 meeting, the following conditions and requirements were met for the temporary road closures.

*Relevant TMP conditions and requirements are:

1. The applicant shall organise sufficient police, accredited traffic controllers, security and/or private marshals to
2. The applicant shall use barriers, detour signing and directional signing to adequately highlight the area of the proposed temporary closure and ensure motorists are warned of changes to local traffic patterns in view of the proposed closure(s).

3. That Australian Standard 1742.3 be complied with and that the applicant grant ‘Lead Agencies’ (ie, the NSW Police, the Roads and Maritime Services and the Sutherland Shire Council) an indemnity from and against all claims, demands, remedies, suits, injuries, damage, losses, costs, liabilities, actions, proceedings, rights of action and claims for compensation for which the ‘Lead Agencies’ may become liable in connection with injury, damage or accidental death through the applicants neglect or default or the neglect/default of any other person in connection with the approved use of the streets for the event.

4. The event referred to in 1 above be conducted in accordance with the requirements of the Roads and Maritime Services (RMS) “Guidelines for Traffic Management for Special Events”. For this purpose the event is classified as a class 2 event.

5. Pursuant to the Delegations to Councils on the Regulation of Traffic, a Traffic Management Plan be submitted to the Sydney Transport Management Centre - Special Events Unit of the RMS for consideration of approval. Under these circumstances the advice of the RMS representative is offered without prejudice and will not be construed as embodying the concurrence of the RMS

6.0 Proposed Strategy for Traffic Management

To ensure the safety of all event participants it is deemed necessary to close the designated festival area to all but emergency vehicle access. This will involve the implementation of lawful temporary road closures as detailed in this document. The closures will be implemented in two stages.

Stage one where the road closures are implemented with access only for emergency vehicles, council vehicles and amusement rides and stall holders. This stage is called ‘Bump In’ and will commence from 4am.
Stage two where all non-essential vehicles are removed from the festival site, ready for the public commencing at 10am.

Detailed below are the measures to be undertaken for public notification including emergency services and buses. It should be noted for terrorism reasons the Police have mandated the use of water filled jersey kerbs to reinforce the road closed barriers. These jersey kerbs are to be installed on the roadway only and be set in such a way to allow for the movement of emergency vehicles with the assistance of traffic controllers.

6.1 Road Closures and Detours

It is necessary to close to general traffic:

The Old Prince’s Hwy between Gooibung Lane and Waratah Road and Station St between Old Prince’s Highway and Caddies Ave. Road closures will be in place from 4am to 6pm on Sunday 11 August. Closure to all traffic except emergency vehicles.

1) Old Prince’s Hwy North Bound

Old Prince’s Hwy Engadine is to be closed to north bound traffic at Gooibung Ln to all traffic at the commencement of stage 2 implantation. A road closed and detour will be implemented at the corner of Old Prince’s Hwy and Boronia Ave.
Traffic Management Plan
Engadine Street Festival

This detour will be manned and give access to local resident’s vehicles, emergency vehicles. The Boronia Rd closure will also give access to hotel and bottle store guests and patrons.

Traffic will be detoured along Boronia Ave to Waratah Rd and back to the Old Princes Hwy. This detour path will be clearly signed posted.

2) Old Princes Hwy South Bound

Old Princes Hwy Engadine is to be closed to south bound traffic at Waratah Rd. All but emergency vehicles will be detoured commencing at 10am. This road closure will be manned by two traffic controllers that will attend the barriers and assist pedestrians crossing at the nearby marked crossing. Traffic will be detoured along Waratah Rd to Boronia Ave and back to the Old Princes Hwy. This detour path will be clearly signed posted and commence at 4am for stage 1 bump in. Two traffic controllers will control the traffic flow of pedestrians and vehicles at the Woolworths pedestrian crossing by assigning priority alternatively.

3) Station St West Bound

Station St will be closed to traffic west bound traffic at the intersection of Caldarra Ave. This intersection will be manned with a detour in place directing traffic north on Caldarra Ave to the Old Princes Hwy. This detour path will be clearly signed posted.

4) Engadine Tavern Driveway

The Engadine Tavern driveway connecting to Station St will remain open and be managed by traffic controllers. Bottle Shop access will be permissible under traffic controller instruction in the interest of public safety.

6.2 Access to Local Properties

During the Engadine Street Festival vehicle access to many Old Princes Hwy and Station St properties will not be permitted in the interest of public safety. However, overwhelmingly these properties are commercial with rear access which will be maintained. There are a number of properties along the Old Princes Hwy south of Goebang Ln that maybe given vehicle access on identifying themselves to traffic controllers at the Boronia Ave detour.

6.3 Pedestrians / Disabled

Full pedestrian access to Old Princes Hwy and Station St Festival areas will be maintained. Existing street access ramps are well placed for prams and the disabled.

6.4 Sensitive Places

There are no places of worship, preschools or other sensitive places operating within the precinct of the Festival.

6.5 Public Transport

The closure of Old Princes Hwy affects regular scheduled bus services 992 and 993. The transport company Transdev has agreed to attempt to reroute the affected services along Caldarra Avenue or close affected bus stops as required. The event organiser will endeavour to get Transdev to place ‘Stop Closure’ notices on affected bus stops. Temporary bus stops will be setup to accommodate this detour.

6.6 Community / Motorist Notification

To ensure awareness of the event and the changed traffic conditions The Sutherland Shire Council along with BD Productions will advertise for the community through the local press, letter box drops, event signs and other media.
Additional advice of road closures and the changing of local traffic conditions shall be included with the event publicity.

Commencing Monday August 5, trailer mounted Variable Message Signs (VMS) will be used to advise motorists of road closures and changed conditions on August 11.

The location of these VMSs will be:

1) Old Princes Hwy nr Caldarra Ave Street facing east.
2) Waratah Rd nr Cambral Ave, facing west.
3) Old Princes Hwy nr Bankissia Ave, facing south.

All roads to be closed for this community event are controlled by the Sutherland Shire Council.

Seven days prior to the festival direct mail will be sent to all properties within the event zone and the neighbouring areas.

6.7 Emergency Vehicles

All areas of the Engadine Street Festival will be accessible to emergency vehicles. Each road closed and barricade will be crewed by trained personnel able to assist in the event of emergency vehicle requiring access.

7.0 Timing of the event including set up & pack up

The event will start with the first road closures at 4am Sunday 11th August 2019. Stage one will be the Bump In. This is the period for all contract staff and stall holders to setup their stalls and exhibitions.

Public access will commence from 10am and continue until 4pm August 12. At 4pm the event will close. Bump out stage will commence at 4.30pm with all stalls and exhibitions removed and roads opened at 6pm.

8.0 Traffic Controllers

RMS accredited traffic controllers will be responsible for, implementing the traffic management procedures and devices as described in this plan, and monitoring traffic flow on public roads affected by the works undertaken within the scope.

Traffic Control Crew

Excell Traffic Solutions
Contact: Shannon Thomas
Phone: ---
Mobile: 0419 613 668

RTA Road Occupancy License Not Required:
Expiry Date:

BD Productions
Event Manager
Contact: Leigh Aches
Phone: ---
Mobile: 0407 258 288

9.0 OHS & R

BD Productions will assess the risk and will develop a Job Safety and Environmental Analysis (JSEA) prior to conducting any works associated with the identified hazard. All persons involved in the work will be inducted into the safe work method and JSEA.
10.0 Traffic Control Plans

Traffic Control Plans for this project are included in Attachments.
Date 22/4/18

Traffic Management Plan

Project:
Engadine Street Festival 2018

Document No: TMP120818

<table>
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<tr>
<th>REV</th>
<th>DESCRIPTION</th>
<th>DATE</th>
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<tr>
<td>A</td>
<td>DRAFT</td>
<td>22/4/18</td>
<td>Shannon Thomas</td>
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<td>Review</td>
<td>1/5/18</td>
<td>Shannon Thomas</td>
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<td>2/5/18</td>
<td>Shannon Thomas</td>
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</table>

Issuer:
Shannon Thomas
Excell Traffic Solutions

Excell Traffic Solutions
Ph: 0419 615 668
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   2) Old Princeps Hwy South Bound 5
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1.0 Purpose

The purpose of this Traffic Management Plan (TMP) is to ensure that by documenting a considered approach to local road closures for the 2018 Engadine Street Festival will cause minimal impact in the public domain for all the non-festival going public.

This year’s Engadine Street Festival organised by BD Productions will be centred in Engadine Town Square, along Old Princes Hwy between Gerringong Lane and Warrattah Road and Station St between Old Princes Highway and Cadarra Ave. Road closures will be in place from 4am to 6pm on Sunday 12 August.

BD Productions anticipate an excess of 12,000 people to attend this year.

Engadine Street Festival is classified as a Class 2 Event under the RTA’s (RMS) Guide to Traffic & Transport Management for Special Events V3.2 – 2006

2.0 Scope

This document will discuss the impact of road closures and detours necessary for public safety at the event. Consideration is given to:
- Minimising the traffic impact on the non-event community including emergency services.
- Isolation of the event space from traffic.
- Necessity to reroute buses.
- Managing the reduced capacity of the roadway.
- Compliance with OH&S Act 2000 (Traffic Control Plan).
- Minimising cost to the Sutherland Shire Council.

3.0 References

RTA’s (RMS) Traffic Control at Workites Manual V4
Australian Standard AS1742.3-2009
Austroads Guide to Traffic Management
RTA’s (RMS) Guide to Traffic & Transport Management for Special Events V3.2 – 2006
Australian National Security – Australia’s Strategy for Protecting Crowded Places from Terrorism - 2017

4.0 Responsibilities

It is the responsibility of BD Productions to ensure that these traffic measures are disseminated, implemented and maintained in accordance with the principles in the project, Occupational Health, Safety and Rehabilitation Management Plan.

It is the responsibility of every person involved in this event to comply with the guidelines set down in this plan.

5.0 Traffic Committee

Arising from the Sutherland Traffic & Traffic Safety Committee meeting of 2nd June 2017 the following conditions and requirements will be met for the temporary road closures.

Relevant TMP conditions and requirements are:

1. The applicant shall organise sufficient police, accredited traffic controllers, security and/or private marshals to ensure and supervise the safe conduct of the event at all times.
2. The applicant shall use barriers, detour signing and directional signing to adequately highlight the area of the proposed temporary closure and ensure motorists are aware of changes to local traffic patterns in view of the proposed closure(s).

3. That Australian Standard 1742.3 be complied with and that the applicant grant ‘Lead Agencies’ (ie, the NSW Police, the Roads and Maritime Services and the Sutherland Shire Council) an indemnity from and against all claims, demands, remedies, suits, injuries, damage, losses, costs, liabilities, actions, proceedings, rights of action and claims for compensation for which the ‘Lead Agencies’ may become liable in connection with injury, damage or accidental death through the applicants’ negligence or default or the neglect/default of any other person in connection with the approved use of the streets for the event.

4. The event referred to in 1 above be conducted in accordance with the requirements of the Roads and Maritime Services (RMS) “Guidelines for Traffic Management for Special Events”. For this purpose the event is classified as a class 2 event.

5. Pursuant to the Delegations to Councils on the Regulation of Traffic, a Traffic Management Plan be submitted to the Sydney Transport Management Centre - Special Events Unit of the RMS for consideration of approval. Under these circumstances the advice of the RMS representative is offered without prejudice and will not be construed as embodying the concurrence of the RMS.

6.0 Proposed Strategy for Traffic Management

To ensure the safety of all event participants it is deemed necessary to close the designated festival area to all but emergency vehicle access. This will involve the implementation of lawful temporary road closures as detailed in this document. The closures will be implemented in two stages.

Stage one where the road closures are implemented with access only for emergency vehicles, council vehicles and amusement rides and stall holders. This stage is called ‘Bump In’ and will commence from 4am.

Stage two when implemented all non-essential vehicles are removed from the festival site, ready for the public commencing at 10am.

Detailed below are the measures to be undertaken for public notification including emergency services and buses. It should be noted for terrorism reasons the Police have mandated the use of water filled jersey kerbs to reinforce the road closed barriers. These jersey kerbs are to be installed on the roadway only and be set in such a way to allow for the movement of emergency vehicles with the assistance of traffic controllers.

6.1 Road Closures and Detours

It is necessary to close to general traffic:

The Old Princes Hwy between Geebung Lane and Waratah Road and Station St between Old Princes Highway and Cambray Ave. Road closures will be in place from 4am to 6pm on Sunday 12 August, closure to all traffic except emergency vehicles.

1) Old Princes Hwy North Bound

Old Princes Hwy Engadine is to be closed to north bound traffic at Geebung Ln to all traffic at the commencement of stage 2 implantation. A road closed and detour will be implemented at the corner of Old Princes Hwy and Boronia Ave.
Traffic Management Plan
Engadine Street Festival

This detour will be manned and give access to local resident’s vehicles, emergency vehicles. The Boronia Rd closure will also give access to hotel and bottle store guests and patrons.

Traffic will be detoured along Boronia Ave to Waratah Rd and back to the Old Princes Hwy. This detour path will be clearly signed posted.

2) Old Princes Hwy South Bound

Old Princes Hwy Engadine is to be closed to southbound traffic at Waratah Rd. All but emergency vehicles will be detoured commencing at 10am. This road closure will be manned by two traffic controllers that will attend the barriers and assist pedestrians crossing at the nearby marked crossing. Traffic will be detoured along Waratah Rd to Boronia Ave and back to the Old Princes Hwy. This detour path will be clearly signed posted and commence at 4am for stage 1 bump in. Two traffic controllers will control the traffic flow of pedestrians and vehicles at the Woolworths pedestrian crossing by assigning priority alternatively.

3) Station St West Bound

Station St will be closed to traffic west bound traffic at the intersection of Caldarra Ave. This intersection will be manned with a detour in place directing traffic north on Caldarra Ave to the Old Princes Hwy. This detour path will be clearly signed posted.

4) Engadine Tavern Driveway.

The Engadine Tavern driveway connecting to Station St will remain open and be managed by traffic controllers. Bottle Shop access will be permissible under traffic controller instruction in the interest of public safety.

6.2 Access to Local Properties

During the Engadine Street Festival vehicle access to many Old Princes Hwy and Station St properties will not be permitted in the interest of public safety. However, overwhelmingly these properties are commercial with rear access which will be maintained. There are a number of properties along the Old Princes Hwy south of Goebung Ln that maybe given vehicle access on identifying themselves to traffic controllers at the Boronia Ave detour.

6.3 Pedestrians / Disabled

Full pedestrian access to Old Princes Hwy and Station St Festival areas will be maintained. Existing street access ramps are well placed for prams and the disabled.

6.4 Sensitive Places

There are no places of worship, preschools or other sensitive places operating within the precinct of the Festival.

6.5 Public Transport

The closure of Old Princes Hwy affects regular scheduled bus services 982 and 983. The transport company Transdev has agreed to attempt to re-route the affected services along Caldarra Avenue or close affected bus stops as required. The event organiser will endeavor to get Transdev to place 'Stop Closure' notices on affected bus stops. Temporary bus stops will be setup to accommodate this detour.

6.6 Community / Motorist Notification

To ensure awareness of the event and the changed traffic conditions The Sutherland Shire Council along with BD Productions will advertise for the community through the local press, letter box drops, event signs and other media.
Additional advice of road closures and the changing of local traffic conditions shall be included with the event publicity.

Commencing Monday August 6, trailer mounted Variable Message Signs (VMS) will be used to advise motorists of road closures and changed conditions on August 12.

The location of these VMSs will be:

1) Old Princes Hwy nr Caldarra Ave Street facing east.
2) Waratah Rd nr Cambral Ave, facing west.
3) Old Princes Hwy nr Bankissia Ave, facing south.

All roads to be closed for this community event are controlled by the Sutherland Shire Council.

Seven days prior to the festival direct mail will be sent to all properties within the event zone and the neighbouring areas.

6.7 Emergency Vehicles

All areas of the Engadine Street Festival will be accessible to emergency vehicles. Each road closed and barricade will be crewed by trained personnel able to assist in the event of emergency vehicle requiring access.

7.0 Timing of the event including set up & pack up

The event will start with the first road closures at 4am Sunday 11th August 2018. Stage one will be the Bump in. This is the period for all contract staff and stall holders to setup their stalls and exhibitions.

Public access will commence from 10am and continue until 4pm August 12. At 4pm the event will close. Bump out stage will commence at 4.30pm with all stalls and exhibitions removed and roads opened at 6pm.

8.0 Traffic Controllers

RMS accredited traffic controllers will be responsible for, implementing the traffic management procedures and devices as described in this plan, and monitoring traffic flow on public roads affected by the works undertaken within the scope.

Traffic Control Crew

- Excell Traffic Solutions
- Contact: Shannon Thomas
- Phone: --
- Mobile: 0419 613 668
- RTA Road Occupancy License Not Required:
- Expiry Date:

Event Manager

- BD Productions
- Contact: Leigh Achis
- Phone: --
- Mobile: 0407 258 288

9.0 OHS & R

BD Productions will assess the risk and will develop a Job Safety and Environmental Analysis (JSEA) prior to conducting any works associated with the identified hazard. All persons involved in the work will be inducted into the safe work method and JSEA.
10.0 Traffic Control Plans

Traffic Control Plans for this project are included in Attachments.
EXECUTIVE SUMMARY

- Council has received concerns regarding road safety, following a recent crash on a horizontal curve in Endeavour Street.
- Investigations have confirmed that a significant number of drivers regularly cross the dividing (BB) linemarking when negotiate the curve.
- To address these issues, in addition to installing signage and linemarking, it is proposed to install flexible plastic bollards along the dividing (BB) line.
- In the long term, Council officers will investigate the efficacy of a guardrail treatment.

REPORT RECOMMENDATION

THAT:

Flexible plastic bollards be installed along the dividing (BB) line of the horizontal curve in Endeavour Street, outside 8 & 12 Endeavour Street, Sylvania, in accordance with PLAN A attached to the report.
LOCATION
Horizontal curve outside 8 & 12 Endeavour Street, Sylvania.
(Miranda Electorate)

REFERRAL TO COMMITTEE
• Councillor Daniel Nicholls (CR19-347937); and
• Councillor Tom Croucher (CR19-348689).

ISSUES
• Inappropriate speed;
• Illegal driving; and
• Road safety concerns.

PREVIOUS CONSIDERATION BY COMMITTEE
In April 1993, Council approved dividing (BB) lines, rumble bars and curve warning signs in Endeavour Street, Sylvania (refer STR89-1993).

COMMENTS FROM INVESTIGATING OFFICER
Councillor Daniel Nicholls and Councillor Tom Croucher, on behalf of a resident of Endeavour Street, have requested consideration be given to safety treatments at a horizontal curve in Endeavour Street, following a recent serious crash.

In April 1993, Council approved dividing (BB) lines, rumble bars and curve warning signs at this location. There are currently dividing (BB) lines through the curve and a ‘CURVE’ warning signs to the north of the curve. There have been no record of crashes in the five year period ending June 2018.

In May 2019, a southbound vehicle left the carriageway and collided with the brick fence at 12 Endeavour Street. There have been further anecdotal reporting that errant vehicles leave the carriageway on a regular basis. ‘CURVE’ or ‘BEND’ and supplementary speed warning signs, curve alignment markers are currently the preferred treatment to address errant vehicles on the outside of a curve, before guardrail is considered. Guardrail would require the closure of two driveways to provide a continuous length. A less invasive treatment option is speed-actuated warning signs. The location will be monitored as part of an annual review of crashes.

Furthermore, there was a tendency by a significant number of southbound drivers to cross the dividing (BB) line to increase the radius of the curve thereby not having to reduce speed as much as otherwise necessary. Flexible bollards are currently the preferred treatment to address drivers cutting corners and requires Traffic Committee endorsement.
Approvals
Pursuant to the Instrument of Delegation, Council is seeking the Local Traffic Committee's endorsement to change prescribed traffic control devices, as proposed in the RECOMMENDATION. The endorsed changes will be referred to the next available Council meeting to seek approval for implementation.

References
Transport Administration Act 1988 and RMS’s Delegation to Councils; Regulation of Traffic Road Transport Act 2013 and Road Rules 2014

FINANCIAL / RESOURCE IMPLICATIONS
The proposed measures can be fully funded within existing budget allocations.

LIST OF APPENDICES
Appendix A......PLAN A – Proposed curve safety treatment in Endeavour Street, Sylvania.

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 0514.

File Number: 2019/330295 (GvW)
ENDEAVOUR STREET, SYLVANIA
PROPOSED CURVE TREATMENT

- Install plastic flexible bollards, warning signs and linemarking, as shown
- Replace existing sign with new as shown
- Trim tree obscuring existing sign
- Mark face of barrier kerb with reflective white paint, approx. 30 metres length
- Install 7 yellow flexible plastic bollards (450mm high) on the existing BB-type dividing barrier line, spaced to leave 1 metre clear from existing driveways
- Install new curve warning with supplementary speed sign

PLAN A
EXECUTIVE SUMMARY

- Council has received concerns regarding traffic and parking issues at various locations throughout Sutherland Shire.
- To address these issues, it is proposed to undertake the measures outlined in the report.
- In order to expedite parking changes associated with development sites, such as Works Zones, Council staff have provided interim approval, subject to Technical Approval by Sutherland Traffic Committee.

REPORT RECOMMENDATION

THAT:

1. The signage and line marking measures listed in Table 1 in the report be approved, in accordance with Plans E1-5, C1-9 & W1-3 attached to the report; and

2. The Public Safety & Lifeguards Unit be advised of Council's decision for enforcement purposes.
COMMENTS BY INVESTIGATING OFFICER

Council proposes to undertake the minor signage and line marking measures listed in Table 1, as identified through requests from the public and pro-active investigations.

Council has provided interim approval for the Work Zones, subject to Technical Approval by Sutherland Traffic Committee.

Table 1 Proposed signage and line marking measures

<table>
<thead>
<tr>
<th>Reference</th>
<th>Location</th>
<th>Issue</th>
<th>Recommendation</th>
<th>Appendix</th>
</tr>
</thead>
<tbody>
<tr>
<td>CR19-350616</td>
<td>Sturt Rd, Cronulla (Cronulla)</td>
<td>Application for ‘Works Zone’ for five months.</td>
<td>Install a 12 metre ‘WORKS ZONE 7AM-6PM MON-FRI 8AM-3PM SAT’ in Sturt Road, at 10 Sturt Road, Cronulla for a period of five months.</td>
<td>A– Plan E1</td>
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<tr>
<td>RDA19/0341</td>
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<td>CR19-353042</td>
<td>Willarong Rd, Caringbah (Cronulla)</td>
<td>Application for ‘Works Zone’ for three months.</td>
<td>Install a 22 metre ‘WORKS ZONE 7AM-6PM MON-FRI 8AM-3PM SAT’ in Willarong Road, at 89-91 Willarong Road, Caringbah for a period of three months.</td>
<td>B - Plan E2</td>
</tr>
<tr>
<td>RDA19/0577</td>
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<td></td>
<td></td>
<td></td>
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<tr>
<td>CR18-286846</td>
<td>Port Hacking Rd, Caringbah South, at Wentworth St (Cronulla)</td>
<td>Intersection sight distance.</td>
<td>Install continuous yellow edge lines at the intersection of Port Hacking Road and Wentworth Street, Caringbah South.</td>
<td>C – Plan E3</td>
</tr>
<tr>
<td>CR19-354191</td>
<td>Pacific St, Caringbah South (Cronulla)</td>
<td>Application for ‘Works Zone’ for three months.</td>
<td>Install a 10 metre ‘WORKS ZONE 7AM-6PM MON-FRI 8AM-3PM SAT’ in Pacific Street at 70 Pacific Street, Caringbah South for a period of three months.</td>
<td>D - Plan E4</td>
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<td>RDA19/0537</td>
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<tr>
<td>CR19-354432</td>
<td>Denman Av, Caringbah (Cronulla)</td>
<td>Application for ‘Works Zone’ for one week</td>
<td>Install a 50 metre ‘WORKS ZONE 7AM-6PM MON-FRI 8AM-3PM SAT’ in Denman Ave, for 161 Denman Ave, Caringbah for a period of one week.</td>
<td>E – Plan E5</td>
</tr>
<tr>
<td>RDA19/0491</td>
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<td></td>
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<tr>
<td>Request from shopkeeper.</td>
<td>Ingara Av, south of Parraweena Rd, Miranda (Miranda)</td>
<td>Request for timed parking outside local shops</td>
<td>Install 16 metres of ‘2P 8.30AM-6PM MON-FRI 8.30AM-12.30PM SAT’ in Ingara Avenue, Miranda.</td>
<td>F – Plan C1</td>
</tr>
<tr>
<td>CR19-332230</td>
<td>Urunga Parade, Miranda (Miranda)</td>
<td>Insufficient bus layover area</td>
<td>Convert the existing 46 metres of ‘BUS ZONE 9AM-3PM MON-FRI’ on the northern side if Urunga Parade, Miranda to ‘BUS ZONE 7AM-6PM’.</td>
<td>G – Plan C2</td>
</tr>
<tr>
<td>CR19-350763</td>
<td>Acacia Road, Sutherland (Heathcote)</td>
<td>Application for ‘Works Zone’ for nine months.</td>
<td>Install a 22 metre ‘WORKS ZONE 7AM-6PM MON-FRI 8AM-3PM SAT’ in Acacia Road, at 101 Acacia Road, Sutherland for a period of nine months.</td>
<td>H - Plan C3</td>
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<tr>
<td>RDA19/0474</td>
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<tr>
<td>CR19-351185</td>
<td>Leonay Street at Kurrajong Street, Sutherland (Miranda)</td>
<td>Traffic congestion and queuing through an intersection.</td>
<td>Install ‘DO NOT QUEUE ACROSS’ intersection signs on the southern side of Leonay Street, to the east of Kurrajong Street.</td>
<td>I – Plan C4</td>
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<tr>
<td>CR19-347716</td>
<td>Tea Tree Place at Tea Tree Place Reserve, Kirrawee (Miranda)</td>
<td>Vehicles parking around both sides of a sharp bend restrict sight distance for drivers.</td>
<td>Install dividing (BB) linemarking and a yellow edge linemarking in Tea Tree Place at Tea Tree Place Reserve, Kirrawee.</td>
<td>J – Plan C5</td>
</tr>
</tbody>
</table>
| Observations by Traffic Engineer. | Stapleton Av at Merton St, Sutherland (Heathcote) | Near misses by vehicles travelling in the middle of the carriageway. | • Install dividing (BB) linemarking on both sides of the pedestrian crossing at the intersection of Stapleton Avenue at Merton Street, Sutherland.  
• Extend the existing ‘NO STOPPING’ on the eastern side of Merton Street, north of pedestrian crossing at Stapleton Avenue, Sutherland. | K – Plan C6 |
<table>
<thead>
<tr>
<th>Reference</th>
<th>Location</th>
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<th>Appendix</th>
</tr>
</thead>
<tbody>
<tr>
<td>CR18-312019</td>
<td>Hotham Rd, on the southern approach to Kingsway, Gymea (Miranda)</td>
<td>Traffic build up at the signalised intersection at Hotham Rd &amp; the Kingsway, Gymea due to parked vehicles at Gymea TAFE.</td>
<td>Install 16 metres of 'NO STOPPING 7.30AM-9.30AM 3.30PM-6.30PM MON-FRI', on the eastern side of Hotham Road, north of the existing NO STOPPING at Kingsway, Gymea.</td>
<td>L – Plan C7</td>
</tr>
<tr>
<td>CR19-344609</td>
<td>8 Windermere Av, Miranda (Miranda)</td>
<td>Driveway obstruction due to narrow road and parked vehicles opposite.</td>
<td>Install 6 metres of 'NO STOPPING' across the driveway for 8 Windermere Avenue, Miranda.</td>
<td>M – Plan C8</td>
</tr>
<tr>
<td>Observations by Traffic Engineer.</td>
<td>30 Monro Av, Kirrawee (Miranda)</td>
<td>Vehicle crashes at driveway from 30 Monro Avenue, involving vehicles exiting the driveway and westbound vehicles.</td>
<td>Extend the existing 'NO STOPPING' on the southern side of Monro Avenue, outside 28 Monro Avenue, Kirrawee by 5 metres to the east.</td>
<td>N – Plan C9</td>
</tr>
<tr>
<td>CR19-352978</td>
<td>Bullecourt Av, Engadine (Heathcote)</td>
<td>Application for 'Works Zone' for three months</td>
<td>Install an 8 metre ‘WORKS ZONE 7AM-6PM MON-FRI 8AM-3PM SAT’ in Bullecourt Ave, at 2 Bullecourt Avenue, Engadine for a period of three months.</td>
<td>O – Plan W1</td>
</tr>
<tr>
<td>CR19-351843</td>
<td>Bindea St, between Wolger St and Lincoln Cr, Como (Miranda)</td>
<td>Vehicles parking around both sides of a sharp bend, restricting sight distance for drivers.</td>
<td>Install dividing (BB) linemarking, Give-way linemarking and yellow edgelines in Bindea Street, between Wolger Street and Lincoln Crescent, Como.</td>
<td>P – Plan W2</td>
</tr>
</tbody>
</table>
| CR19-345523 | Honeysuckle St and Wattle Rd, Jannali (Miranda) | Vehicles parking around both sides of a sharp bend | • Install dividing (BB) linemarking and yellow edgelines on the curve in Honeysuckle Street, outside 7 Honeysuckle Street, Jannali.  
• Install dividing (BB) linemarking and yellow edgelines on the curve at the intersection of Honeysuckle Street and Wattle Road, Jannali. | Q – Plan W3 |

**Approvals**

Pursuant to the Instrument of Delegation, Council is seeking the Local Traffic Committee’s endorsement to change prescribed traffic control devices, as proposed in the Recommendation. The endorsed changes will be referred to the Team Leader Traffic Services, to consider approval, under Delegated Authority.

**References**

*Transport Administration Act 1988* and RMS’s *Delegation to Councils; Regulation of Traffic Road Transport Act 2013* and *Road Rules 2014*.

**FINANCIAL / RESOURCE IMPLICATIONS**

The costs associated with all development-related parking controls will be borne by the Applicants, in accordance with Council’s *2018/19 Fees & Charges*. All other proposed measures can be fully funded by Council within existing budget allocations.

**LIST OF APPENDICES**

(See Table 1).
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 0514.

File Number: 2019/330295 (GH)
STURT ROAD, CRONULLA
WORKS ZONE for No. 10 Sturt Rd

Install new signs on new stems, inside the boundary of No.10 Sturt Rd's property.

Effective from 5 June for 6 months – 12m

PLAN E1
PLAN E2

WILLARONG ROAD, CARINGBAH
WORKS ZONE for No.89-91 Willarong Rd

Effective from 11 June 2019 for 3 months - 22m

Install new sign on new stem.
Install new sign on new stem in line with boundary of property.
PORT HACKING ROAD, CARINBAH SOUTH at WENTWORTH ST
PROPOSED YELLOW EDGE LINES

Issues:
- Illegal parking within 10 metres of unsignalised intersection, affecting sight distance for motorists exiting Wentworth Street onto Port Hacking Road.
- Port Hacking Road AADT 8,924 veh/day and 85th percentile speed of 57km/h measured in August 2018.
- High priority location due to presence of neighbourhood shopping centre.
PACIFIC STREET, CARINGBAH SOUTH
WORKS ZONE for No.70 Pacific Street

Install new sign on new stem. 1.2 metres clear of driveway.

Effective from 21 June 2019 for 3 months - 10m
DENMAN AVENUE, CARINGBAH
WORKS ZONE for No. 161 Denman Ave

PLAN E5

Effective from 6 July 2019 for 1 week - 50m
**ISSUE:**

- Parking spaces outside local shops often unavailable when vehicles are parked for extended periods of time on eastern side of Ingara Ave.
- Local shops operators support the timed parking proposal.
PLAN A

URUNGA PDE, MIRANDA
PROPOSED EXTENDED BUS ZONE HOURS & DAYS (BUS LAYOVER AREA)

Change operational hours and days from 9am-3pm, Mon-Fri to 7am-6pm (7 days), at the existing Bus Zone due to insufficient bus parking areas during the peak times and weekends, all other signs on map are as per plan and no changes are needed.

Amended Plan dated 31 May 2019
ACACIA ROAD, SUTHERLAND
WORKS ZONE for No. 101 Acacia Rd

PLAN C3

No. 101

Effective from 1 June 2019 for 9 months - 22m

Install new signs on new obms. 1.5 metre clear of driveway.
Overview
Council received reports of vehicles parking around the bend in Tea Tree Place, Kirrawee, creating limited sight distance for vehicles travelling in either direction. It is proposed to install yellow edge lines on the inside of the bend and centre dividing lines to create defined 3 metre travel lanes in both directions to assist drivers travel around the bend and maintain parking for Tea Tree Place Reserve on the outside of the bend.

INSTALL CENTRE DIVIDING LINES TO CREATE A 3m TRAVEL LANE IN EACH DIRECTION, WITH A 2m PARKING LANE AROUND THE OUTSIDE OF THE BEND.

INSTALL YELLOW EDGE LINE MARKING FROM DRIVEWAY TO No. 52 TEA TREE PLACE AROUND INSIDE OF BEND AS SHOWN.
Overview
Council traffic engineers have observed near misses between vehicles in Morton Street and Stapleton Avenue in the vicinity of a pedestrian crossing. It is proposed to install centre dividing lines to guide vehicles around the bend in the road and improve road safety.

There is currently an unrestricted parking space on the eastern side of Morton Street to the north of the pedestrian crossing. This parking space is located well within 20m of the pedestrian crossing and restricts side distance of southbound motorists on Morton Street approaching the pedestrian crossing. It is proposed to relocate the existing No Stopping sign 6m to the north, resulting in the loss of one parking space.
Parked vehicles along Hotham Road outside Gymea TAFE during peak periods are hindering traffic flow at the signalised intersection of Hotham Rd & the Kingsway, to un-congest this intersection it is proposed to extend the No Stopping restrictions an extra 16m north with timed (peak period 7:30am-9:30am & 3:30pm-6:30pm) No Stopping restrictions.
8 WINDERMERE AVENUE, MIRANDA
PROPOSED NO STOPPING RESTRICTIONS

Install No Stopping (R) 2m to left of driveway

Install No Stopping (L) 1m to right of driveway

Install No Stopping restrictions either side of resident’s driveway to allow egress from their driveway due to parked vehicles across the road and outside resident’s property
Overview

An assessment of vehicle crashes in Monro Avenue revealed three reported vehicle crashes involving vehicles exiting the driveway of No. 30 Monro Avenue. Of these crashes, two resulted in injuries and all crashes involved westbound vehicles. It is proposed to relocate the existing No Stopping sign, to the east of the driveway, a further 5m east. The proposal will remove one kerb side parking space, but extend sight distance for drivers by approximately 20m and reduce the likelihood of similar crashes.
PLAN W1

BULLETCOURT AVENUE, ENGADINE
WORKS ZONE for No.2 Bullecourt Ave

- Install new sign on new stem. 1.5 metre clear of driveway.
- Install new sign on new stem.

Effective from 4 July 2019 for 3 months - 8m
Overview
Council received reports of vehicles parking around the bend between Bindea Street and Lincoln Crescent, Como, creating limited sight distance for vehicles travelling in either direction. It is proposed to install yellow edge lines and centre dividing lines on the bend to improve road safety and sight distance. It is also proposed to mark yellow edge lines, centre dividing lines, and Give-Way signage and linemarking at the intersection of Bindea Street and Woronora Crescent to improve road safety with a minimal impact to kerbide parking availability.
Overview
Council received reports of vehicles parking around the bend during school peak period on Honeysuckle Street, Jannali, limiting vision for drivers travelling in either direction. It is proposed to treat the bend at No. 7 Honeysuckle Street and at Wattle Road and Honeysuckle Street with yellow edge lines and centre dividing lines to improve sight distance and create defined travel lanes for vehicles travelling in each direction.

INSTALL CENTRE DIVIDING LINES BETWEEN DRIVEWAYS TO No. 14 WATTLE ROAD AND No. 24 HONEYSUCKLE STREET

INSTALL YELLOW EDGE LINE FROM DRIVEWAY OF No. 14 WATTLE ROAD TO EASTERN EDGE OF STORMWATER DRAIN

INSTALL YELLOW EDGE LINE ALONG LENGTH OF EXISTING GUARDRAIL

INSTALL YELLOW EDGE LINES AND CENTRE DIVIDING LINES BETWEEN DRIVEWAYS TO No. 5 AND No. 7 HONEYSUCKLE STREET