AGENDA

Georges River Council Traffic Advisory Committee

Wednesday, 05 March 2025

10:00 AM

Dragon Room
Civic Centre
Hurstville

GEORGES RIVER COUNCIL

GEORGES RIVER LOCAL TRAFFIC ADVISORY COMMITTEE MEETING

ORDER OF BUSINESS

OPENING

ACKNOWLEDGEMENT OF COUNTRY

Council acknowledges the Bidjigal people of the Eora Nation, who are the Traditional Custodians of all lands, waters and sky in the Georges River area. I pay my respect to Elders past and present and extend that respect to all Aboriginal and Torres Strait Islander peoples who live, work and meet on these lands.

APOLOGIES / LEAVE OF ABSENCE

REQUEST TO JOIN VIA AUDIO VISUAL LINK

NOTICE OF WEBCASTING

DISCLOSURES OF INTEREST

CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS

COMMITTEE REPORTS

CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS

Item: **TAC010-25 Confirmation of the Minutes of the Georges River Council Traffic Advisory Committee Meeting held on 5 February 2025**

Author: Coordinator Traffic and Transport

Directorate: Assets and Infrastructure

Matter Type: Previous Minutes

RECOMMENDATION:

That the Minutes of the Georges River Council Traffic Advisory Committee Meeting held on 5 February 2025, be confirmed.

ATTACHMENTS

Attachment ⇩1 Minutes of the Georges River Council Traffic Advisory Committee Meeting held on 5 February 2025

MINUTES

Georges River Council Traffic Advisory Committee

Wednesday, 05 February 2025

10:00 AM

Dragon Room
Civic Centre
Hurstville

GEORGES RIVER COUNCIL

PRESENT

VOTING MEMBERS

Deputy Mayor Councillor Nancy Liu (Chairperson)

Mr M Coure (MP State Member for Oatley)

Mr L Crompton (Representing Member for Kogarah)

Mr S Kshitij (Representing Transport for NSW)

NON-VOTING MEMBERS

Mr G Wong - St George Cabs – Attended Online

Jessica Ung (Representing M Coure, MP for Oatley)

GEORGES RIVER COUNCIL STAFF

Mr A Latta (Director, Assets & Infrastructure)

Ms H Barnes (Manager Strategic Placemaking)

Ms Q Liu (Coordinator Traffic and Transport)

Ms N Paraskevopoulos (Executive Services Officer)

Mrs K Popovska (Personal Assistant, Manager Strategic Placemaking – minutes)

Mr M Tadros (IMT Services – Technical)

Mr C Stojanovski (IMT Services – Technical)

Ms Vesta (Traffic Engineer, Temporary)

Mr Rios (Traffic Engineer)

Mr Mahmud (Senior Traffic and Transport Engineer)

Ms E Ballesty (Coordinator Environmental Sustainability & Waste)

ABSENT

St George Local Area Command

Mr H Bongers (Coordinator Parking and Rangers)

Ms S Ortado (Representing Member for Rockdale)

COMMITTEE MEMBERS

Deputy Mayor, Councillor Nancy Liu (Chairperson)

Mr M Coure (MP State Member for Oatley)

Ms S Ortado (Representing Member for Rockdale)

Mr L Crompton (Representing Member for Kogarah)

Mr S Kshitij (Transport for NSW)

Senior Constable Z Xu (St George Local Area Command)

NON-VOTING MEMBERS

Mr A Pritchard (Transit Systems)

Mr H Fraser (Punchbowl Bus Company)

Mr R Primerano (U-GO Mobility Bus Company)

Mr G Wong (St George Cabs)

OPENING

The Deputy Mayor, Councillor Liu, opened the meeting at 10:08 AM

ACKNOWLEDGEMENT OF COUNTRY

The Deputy Mayor, Councillor Liu acknowledged the Bidjigal people of the Eora Nation, who are the Traditional Custodians of all lands, waters and sky in the Georges River area. I pay my respect to Elders past and present and extend that respect to all Aboriginal and Torres Strait Islander peoples who live, work and meet on these lands.

APOLOGIES/LEAVE OF ABSENCE

St George Local Area Command

NOTICE OF WEBCASTING

The Deputy Mayor, Councillor Liu advised staff and the public that the meeting is being recorded for minute-taking purposes.

DISCLOSURES OF INTEREST

There were no disclosures of interest made.

CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS

TAC001-25 Confirmation of the Minutes of the Georges River Council Traffic Advisory Committee Meeting held on 3 December 2024
(Report by Senior Traffic and Transport Engineer)

RECOMMENDATION:

That the Minutes of the Georges River Council Traffic Advisory Committee Meeting held on 3 December 2024, be confirmed.

Record of Voting

Voting Member	Support	Object
Georges River Council (Chair)	X	
Transport for NSW	X	
NSW Police – St George PAC	ABSENT	
Member for Kogarah	X	
Member for Oatley	X	
Member for Rockdale	ABSENT	

COMMITTEE REPORTS

TAC002-25 Amendments to "No Parking" Restrictions - Various Locations

(Report by Manager Environment Health & Regulatory Services)

RECOMMENDATION

That the existing 'No Parking' restriction signage be amended at the following locations:

a) Romani Avenue, Hurstville
b) Edna Avenue, Penshurst
c) Myerla Crescent, Connells Point
d) Marie Dodd Crescent, Blakehurst
e) Othello Street, Blakehurst
f) Terry Street, Connells Point
g) Levett Avenue, Beverly Hills
h) Larkhill Avenue, Riverwood

to reflect the waste collection days and times associated with the new waste collection contract as outlined within this Report.

Record of Voting

Voting Member	Support	Object
Georges River Council (Chair)	X	
Transport for NSW	X	
NSW Police – St George PAC	ABSENT	
Member for Kogarah	X	
Member for Oatley	x	
Member for Rockdale		

TAC003-25 Patrick Street, Hurstville - Remove "Mobility Parking" Space
(Report by Traffic Engineer)

RECOMMENDATION

That the existing "Mobility Parking" space located outside No.190 Patrick Street, Hurstville be removed.

Record of Voting

Voting Member	Support	Object
Georges River Council (Chair)	X	
Transport for NSW	X	
NSW Police – St George PAC	ABSENT	
Member for Kogarah	x	
Member for Oatley		
Member for Rockdale		

TAC004-25 Proposed 'No Parking - Electric Vehicles Excepted Only While Charging (limit 1 hour)' restrictions - Various locations
(Report by Traffic Engineer)

RECOMMENDATION

That the installation of 'No Parking – Electric Vehicles Excepted only while charging (limit 1 hour)' restrictions by JOLT be supported, at Morotai Avenue Riverwood, adjacent to property No. 293.

Record of Voting

Voting Member	Support	Object
Georges River Council (Chair)	X	
Transport for NSW	X	
NSW Police – St George PAC	ABSENT	
Member for Kogarah	x	
Member for Oatley		
Member for Rockdale		

TAC005-25 Oatley Avenue, Oatley - Proposed upgrade to a Raised Pedestrian Crossing
(Report by Senior Traffic and Transport Engineer)

RECOMMENDATION

That an existing at-grade pedestrian crossing be converted into a raised pedestrian crossing on Oatley Avenue, Oatley, adjacent to Neville Street, as per the attached plan.

Record of Voting

Voting Member	Support	Object
Georges River Council (Chair)	X	
Transport for NSW	X	
NSW Police – St George PAC	ABSENT	
Member for Kogarah		
Member for Oatley	X	
Member for Rockdale		

TAC006-25 Stuart Street and Joseph Street Roundabout, Blakehurst - Proposed upgrade to Refuge Islands and Speed Cushions
(Report by Senior Traffic and Transport Engineer)

RECOMMENDATION

That an existing roundabout be upgraded with refuge islands and speed cushions at the Stuart Street and Joseph Street, Blakehurst as per the attached plan.

Record of Voting

Voting Member	Support	Object
Georges River Council (Chair)	x	
Transport for NSW	X	
NSW Police – St George PAC	ABSENT	
Member for Kogarah	X	
Member for Oatley		
Member for Rockdale		

TAC007-25 Palmerston Street and Victor Street, Kogarah - Upgrade existing at-grade crossings to raised pedestrian crossings
(Report by Traffic Engineer)

RECOMMENDATION

That the existing two at-grade pedestrian crossings be converted into raised pedestrian crossings at the intersection of Palmerston Street and Victor Street, Kogarah, adjacent to St George Girls High School, Kogarah, as per the attached plan.

Record of Voting

Voting Member	Support	Object
Georges River Council (Chair)	X	
Transport for NSW	X	
NSW Police – St George PAC	ABSENT	
Member for Kogarah	x	
Member for Oatley	[redacted]	
Member for Rockdale		

TAC008-25 Chemical Clean Out & E-Waste Event - Mortdale Depot
(Report by Traffic Engineer)

RECOMMENDATION

a) That the Traffic Guidance Scheme TCP 2536 prepared for the Chemical Clean Out and E-Waste weekends at the Mortdale Depot be approved to be implemented on various weekends.

b) That “No Right Turn” signs be installed on Depot Road, Mortdale during the Chemical Clean Out and E-Waste weekends in Mortdale Depot.

c) That the “No Stopping” restriction along the northern side of Roberts Avenue be extended to allow unhindered flow of traffic between Isaac Street and Depot Road, Mortdale during Chemical Clean Out and E-Waste weekends at Mortdale Depot.

d) That Council’s Waste Services section notify all affected residents of the road closures prior to the scheduled Chemical Clean Out and E-Waste weekends at either of Council’s Depots.

Record of Voting

Voting Member	Support	Object
Georges River Council (Chair)	X	
Transport for NSW	X	
NSW Police – St George PAC	ABSENT	
Member for Kogarah	[redacted]	
Member for Oatley	x	
Member for Rockdale		

TAC009-25 Modification to 'Mail Zones' - Various Locations
(Report by Traffic Engineer)

RECOMMENDATION

That the existing ‘Mail Zone’ signs at the following locations be removed and be converted to

the original restrictions:

a) 496 Forest Road, Penshurst (State Road)
b) 70 Bonds Road, Peakhurst
c) 36 Old Forest Road, Lugarno
d) 81 Hillcrest Avenue, Hurstville Grove
e) 79 Edgbaston Road, Beverly Hills
f) 39 Ponyara Road, Beverly Hills.

Record of Voting

Voting Member	Support	Object
Georges River Council (Chair)	X	
Transport for NSW	X	
NSW Police – St George PAC	ABSENT	
Member for Kogarah	X	
Member for Oatley	X	
Member for Rockdale		

CONCLUSION

The Meeting was closed at 10:27 AM

Chairperson

COMMITTEE REPORTS

Item: **TAC012-25 Isaac Street, Peakhurst Height - Proposed upgrade to a Raised Pedestrian Crossing**

Author: Senior Traffic and Transport Engineer

Directorate: Assets and Infrastructure

Matter Type: Committee Reports

RECOMMENDATION

That an existing at-grade pedestrian crossing be converted into a raised pedestrian crossing on Isaac Street, Peakhurst Height, adjacent to Pindari Road, as per the attached plan.

EXECUTIVE SUMMARY

1. This report seeks the Committee's consideration of the proposed raised pedestrian crossing on Isaac Street, Peakhurst Height.

BACKGROUND

2. Council has received requests by local residents to upgrade the existing pedestrian crossing into a raised pedestrian crossing on Isaac Street, Peakhurst Height due to the high number of safety concerns.

3. The concerns relate to vehicles approaching the pedestrian crossing at speed, not slowing down on approach and not giving way to pedestrians attempting to cross the street. Council officers conducted an investigation which revealed there are a high number of pedestrians utilising the pedestrian crossing throughout the day especially during school peak periods. The site inspection also highlights that motorists are often not reducing their speed upon approach to the existing pedestrian at grade crossing.

4. To improve pedestrian safety, Council has proposed to upgrade the at-grade pedestrian crossing to a raised pedestrian crossing.

5. The design (Drawing No. C110, Sheets 04 and 05) as attached has been prepared by Council's Project Delivery Team in line with *AS1742*.

6. The proposed upgrade works will not impact existing on-street parking. All line marking will be refreshed.

PROPOSAL

7. It is therefore proposed to upgrade the current at-grade pedestrian crossing into a raised pedestrian crossing on Isaac Street, Peakhurst Height, adjacent to Pindari Road.

FINANCIAL IMPLICATIONS

8. Project was identified as part of the 24/25 Traffic Facilities Capital Works Program.

COMMUNITY ENGAGEMENT

9. Council has undertaken community consultation of the proposed pedestrian crossing on Isaac Street, Peakhurst Height.

10. Council has received two responses, one against and one in favour of the proposal.
11. Resident who was against the proposal raised concern regarding drainage issue and implication to the adjacent property. Council will address any design issue prior to construction of this project.

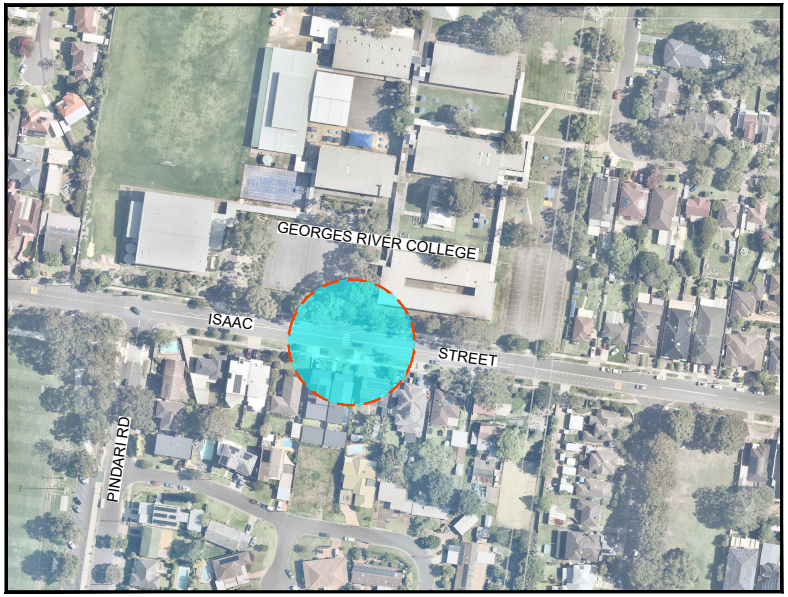
FILE REFERENCE

D25/14478

ATTACHMENTS

Attachment ⇩1 Isaac Street, Peakhurst Heights - Raised Pedestrian Crossing Design

C110 - CONSTRUCTION OF RAISED PEDESTRIAN CROSSING AND ASSOCIATED WORKS ISAAC STREET, PEAKHURST HEIGHT



LOCALITY PLAN
N.T.S

DRAWING SCHEDULE		
DRG No.	SHEET	DRAWING TITLE
C110	01	COVER SHEET
C110	02	GENERAL NOTES
C110	03	DETAIL DRAWINGS
C110	04	GENERAL PLAN - CIVIL
C110	05	GENERAL PLAN - TRAFFIC
C110	06	KERB & GUTTER LONG SECTION-CROSSING SETOUT

Rev.	Date	Description	Design	Checked
A	26/02/2024	Issued for review	MM	AF

Certified: Date: 01/03/2023

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GEORGES RIVER COUNCIL

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Project Title:
CONSTRUCTION OF RAISED PEDESTRIAN CROSSING
ISAAC ST, PEAKHURST HEIGHT

Project No. C110 Sequence No. 33718185

Drawing Title:
COVER SHEET

Sheet No.	Scale A3	Survey Ref.	Coord.	Datum
01	N.T.S	N/A	MGA2020	AHD

PRINCIPAL CONTRACTOR NOTIFICATION

THE CONSTRUCTION WORK DEPICTED ON THESE PLANS HAVE BEEN ASSESSED AS HIGH RISK IN ACCORDANCE WITH WORK HEALTH AND SAFETY REGULATION 2011(WHS REG 2011) CHAPTER 6 CONSTRUCTION WORK (clause 291).

AS SUCH IT IS THE PRINCIPAL CONTRACTORS RESPONSIBILITY AS PER WHS REG 2011 CHAPTER 6 CONSTRUCTION WORK TO;

1. ERECT SIGNAGE IDENTIFYING THEMSLEVES AS PRINCIPAL CONTRACTOR.
2. ENSURE WH&S INDUCTION TRAINING IS TO BE UNDERTAKEN BY EMPLOYEES, AGENTS AND SUBCONTRACTORS ENTERING THE WORK SITE.
3. PREPARE, IMPLEMENT, UPDATE AND MAKE AVAILABLE SAFE WORK METHOD STATEMENTS AND WHS MANAGEMENT PLANS.
4. ENSURE THAT EACH SUBCONTRACTOR PROVIDES WRITTEN SAFE WORK METHOD STATEMENTS BEFORE COMMENCING WORK
5. DIRECT AND MONITOR COMPLIANCE WITH APPLICABLE LEGISLATION AND ANY SAFE WORK METHOD STATEMENTS OR PROCEDURES
6. KEEP A REGISTER OF, AND OTHER RECORDS IN RELATION TO, ALL HAZARDOUS AND OTHER SUBSTANCES ON SITE.
7. COMMUNICATE TO THE COUNCIL OFFICER SUPERVISING THE CONTRACT ANY MAJOR ISSUES AS THEY ARISE, INCLUDING WORKCOVER NOTIFIABLE EVENTS

NO WORK IS TO COMMENCE UNTIL A SITE SPECIFIC INDUCTION IS CARRIED OUT WITH THE COUNCIL OFFICER SUPERVISING THE CONTRACT.

PRINCIPAL CONTRACTOR AND ALL SUBCONTRACTORS ARE TO ADHERE TO THE RESPONSIBILITIES AND REQUIREMENTS SET OUT IN GEORGES RIVER COUNCILS CONTRACTOR SAFETY INDUCTION HANDBOOK

SITE PREPARATION

1. REMOVE ALL GRASS, TOPSOIL, EXISTING CONCRETE SLABS, DISCONNECT SERVICE LINES, RUBBISH OR ANY OTHER DELETERIOUS MATERIAL FROM THE PROPOSED WORK SITE. WORK ONLY IN THE DESIGNATED CONSTRUCTION ZONE AS INDICATED ON THE DRAWINGS.
2. EXISTING SERVICES ARE TO BE MAINTAINED OR RELOCATED. REFER ANY CONFLICTS TO THE PROJECT MANAGER. IF UNIDENTIFIED EXISTING SERVICES ARE ENCOUNTED NOTIFY THE PROJECT MANAGER IMMEDIATELY.
3. REFER TO THE DRAWINGS FOR SURVEY SETOUT DETAILS. ALL PROPOSED PITS AND DRAINAGE STRUCTURES ARE TO BE LOCATED BY CHAINAGE AND OFFSET FROM THE PEGLINE PROVIDED. IT IS THE CONTRACTORS RESPONSIBILITY TO ENSURE THAT ALL SURVEY CONTROL MARKS BE MAINTAINED.
4. EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE INSTALLED IN ACCORDANCE WITH THE SOIL AND CONSERVATION DEPARTMENT OF N.S.W GUIDELINES AND MAINTAINED FOR THE DURATION OF THE WORKS.

GENERAL NOTES

1. THESE DRAWINGS SHALL BE READ IN CONJUNCTION WITH ALL OTHER SPECIFICATIONS AND WITH SUCH OTHER WRITTEN INSTRUCTIONS THAT MAY BE ISSUED DURING THE COURSE OF THE CONTRACT. ANY DISCREPANCIES IN THESE DOCUMENTS SHALL BE REFERED TO THE SUPERINTENDENT FOR A DECISION BEFORE PROCEEDING WITH THE WORK.
2. PROVIDE ADEQUATE APPROACH WARNING SIGNS DURING AFTER CONSTRUCTION ACCORDING TO A.S.1742.3.
3. ALL SERVICES TO BE CHECKED FOR LEVEL AND LOCATION PRIOR TO COMMENCEMENT OF WORK.
4. ALL SERVICES AFFECTED BY NEW WORK ARE TO BE ADJUSTED TO SUIT IN FIELD OR AS DIRECTED BY THE SUPERVISING AUTHORITY.
5. THE CONTRACTOR SHALL CHECK AND BE RESPONSIBLE FOR THE CORRECTNESS OF ALL DIMENSIONS AND ANY DISCREPANCY SHALL BE REPORTED IMMEDIATELY TO THE SUPERINTENDENT. DIMENSIONS SHALL NOT BE OBTAINED BY SCALING FROM THE DRAWINGS.
6. ALL PAVEMENT MARKING AND SIGNPOSTING TO BE IN ACCORDANCE WITH A.S.1742 AND RMS SPECIFICATION R141 & R143.
7. A FORMWORK INSPECTION IS REQUIRED TO BE CARRIED OUT BY COUNCIL PRIOR TO EACH CONCRETE POUR. 24 HOURS NOTICE FOR INSPECTIONS IS REQUIRED PLEASE CALL 9330 6400 TO ARRANGE INSPECTION.
8. ALL TREE WORKS TO COMPLY WITH THE REQUIREMENTS OF COUNCILS TREE MANAGEMENT OFFICER.
9. ALL WORKMANSHIP AND MATERIALS SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE CURRENT AUSTRALIAN STANDARDS (AS/NZS) AND THE NATIONAL CONSTRUCTION CODE (NCC).
10. ALL OPEN EXCAVATIONS ARE TO BE SEALED OFF TO PUBLIC ACCESS BY THE PROVISION OF APPROPRIATE SAFETY FENCING TO THE SATISFACTION OF THE PROJECT MANAGER.
11. ALL FILLING SO PROVIDED AND IMPORTED ONTO SITE SHALL BE TO THE SATISFACTION OF THE SUPERVISING ENGINEER.
12. MATERIAL USED FOR FILLING SHALL BE UNIFORM IN CLASSIFICATION TO AVOID UNEVEN COMPACTION AND SETTLEMENT.
13. FILL MATERIAL SHALL BE SPREAD AND ROLLED TO PROVIDE COMPACTION LAYERS NOT GREATER THAN 150mm IN THICKNESS AND 98% STANDARD.
14. ALL VEGETABLE MATTER SHALL BE REMOVED BEFORE PLACING FILLING
15. ALL DISTURBED AREAS TO BE GRADED TO AVOID PONDING AND TURFED.
16. NO CHANGES SHALL BE MADE WITHOUT WRITTEN CONSENT OF THE NOMINATED PROJECT MANAGER.

CONSTRUCTION NOTES

1. ALL LINEMARKING MARKING AND SIGNPOSTING TO BE IN ACCORDANCE WITH A.S.1742 AND RMS SPECIFICATION R141 & R143
2. ALL LINEMARKING TO BE REFLECTIVE WHITE THERMOPLASTIC
3. PAVEMENT WORKS TO BE DETERMINED BY SUPERVISING ENGINEER PRIOR TO COMMENCEMENT OF WORKS.
4. SEDIMENT CONTROL TO BE PROVIDED TO ALL PITS THROUGHOUT CONSTRUCTION
5. PROVIDE ADEQUATE APPROACH WARNING SIGNS DURING AND AFTER CONSTRUCTION IN ACCORDANCE WITH A.S.1742.3
6. ALL SERVICES TO BE CHECKED FOR LEVEL AND LOCATION PRIOR TO COMMENCEMENT OF WORK.
7. PROVIDE RAISED REFLECTORISED PAVEMENT MARKERS (R.R.P.M.s) IN ACCORDANCE WITH RMS SPECIFICATION R142.
8. ALL SERVICES AFFECTED BY NEW WORK ARE TO BE ADJUSTED TO SUIT IN FIELD
9. ALL SIGNS ON ISLANDS TO HAVE VLOCK SUPPORTS.
10. PROVIDE MASTIC EXPANSION JOINT, JOINTEX OR SIMILAR WHERE SHOWN

1. THE DETAIL SURVEY IS NOT A "SURVEY" AS DEFINED BY THE SURVEYING AND SPATIAL INFORMATION ACT, 2002
2. ALL AREAS AND DIMENSIONS HAVE BEEN COMPLIED FROM PLANS MADE AVAILABLE BY THE OFFICE OF LAND AND PROPERTY INFORMATION NSW AND ARE SUBJECT TO FINAL SURVEY.
3. VISIBLE AND ACCESSIBLE SERVICES LOCATED ONLY, DIAL 1100 FOR SERVICE INFORMATION
4. THE POSITION AND IMPROVEMENTS IN RELATION TO BOUNDARIES IS DIAGRAMMATIC ONLY
5. NEIGHBORING HOUSES LEVELS AND POSITIONS ARE APPROXIMATE ONLY.
6. CONTOURS ARE INDICATIVE ONLY. SPOT LEVELS SHOULD BE USED.
7. FLOOR LEVELS SHOWN ARE THRESHOLD LEVELS. NO INTERNAL FLOOR LEVELS HAVE BEEN UNDERTAKEN

Rev.	Date	Description	Design	Checked
A	26/02/2024	Issued for review	MM	AF

Certified: Date: 01/03/2023

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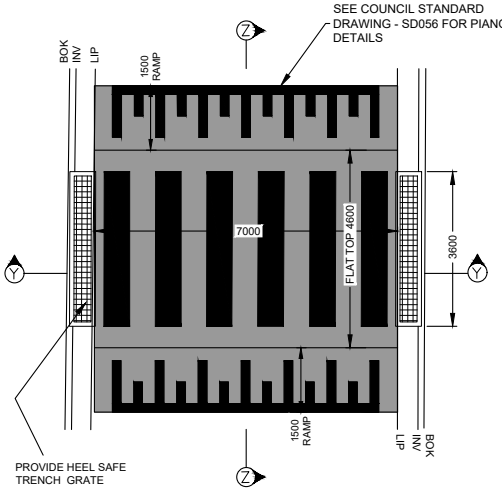
Project Title: CONSTRUCTION OF RAISED PEDESTRIAN CROSSING
ISAAC ST, PEAKHURST HEIGHT

Drawing Title: GENERAL NOTES

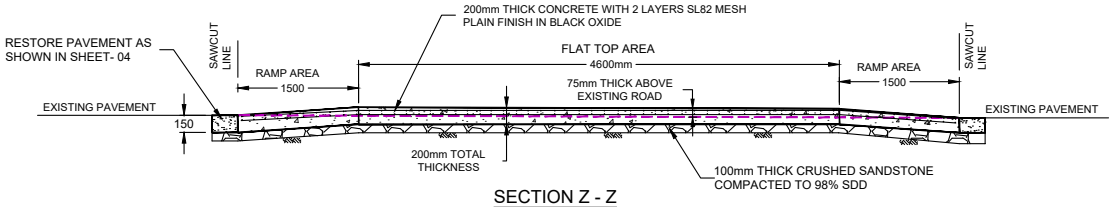
Project No.	C110	Sequence No.	33718185

Sheet No.	Scale A3	Survey Ref.	Coord.	Datum
02	N/A	N/A	MGA2020	AHD

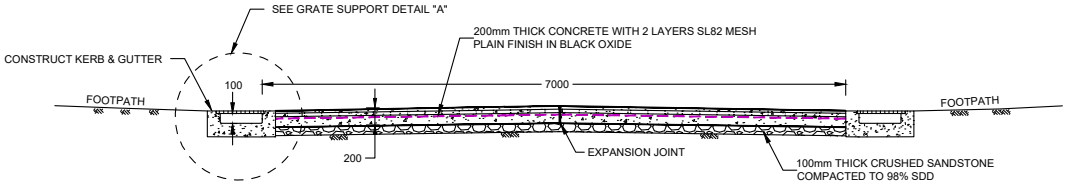


RAISED CROSSING DETAILS
N.T.S

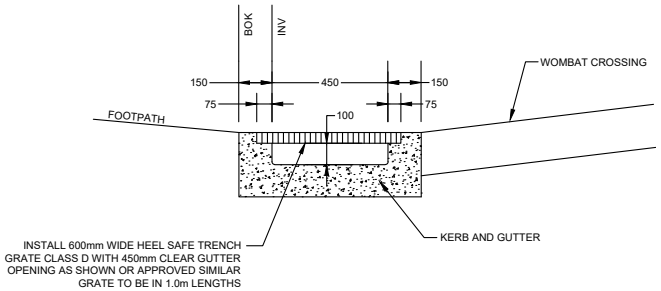
*RAMP TO BE 75mm HIGH
RAMP TO HAVE STANDARD PIANOKEY MARKINGS [SEE S.D.056]
*CONCRETE TO BE OF 50mpa COMPRESSIVE STRENGTH (FC) AT 7 DAYS.



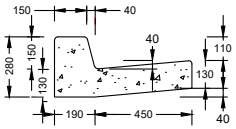
SECTION Z - Z
N.T.S



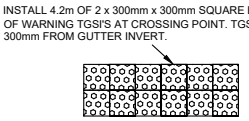
SECTION Y - Y
N.T.S



GRATE SUPPORT DETAIL "A"
N.T.S



150 HIGH KERB
N.T.S



TACTILE DETAIL
N.T.S

ALL DIMENSIONS ARE IN MILLIMETERS

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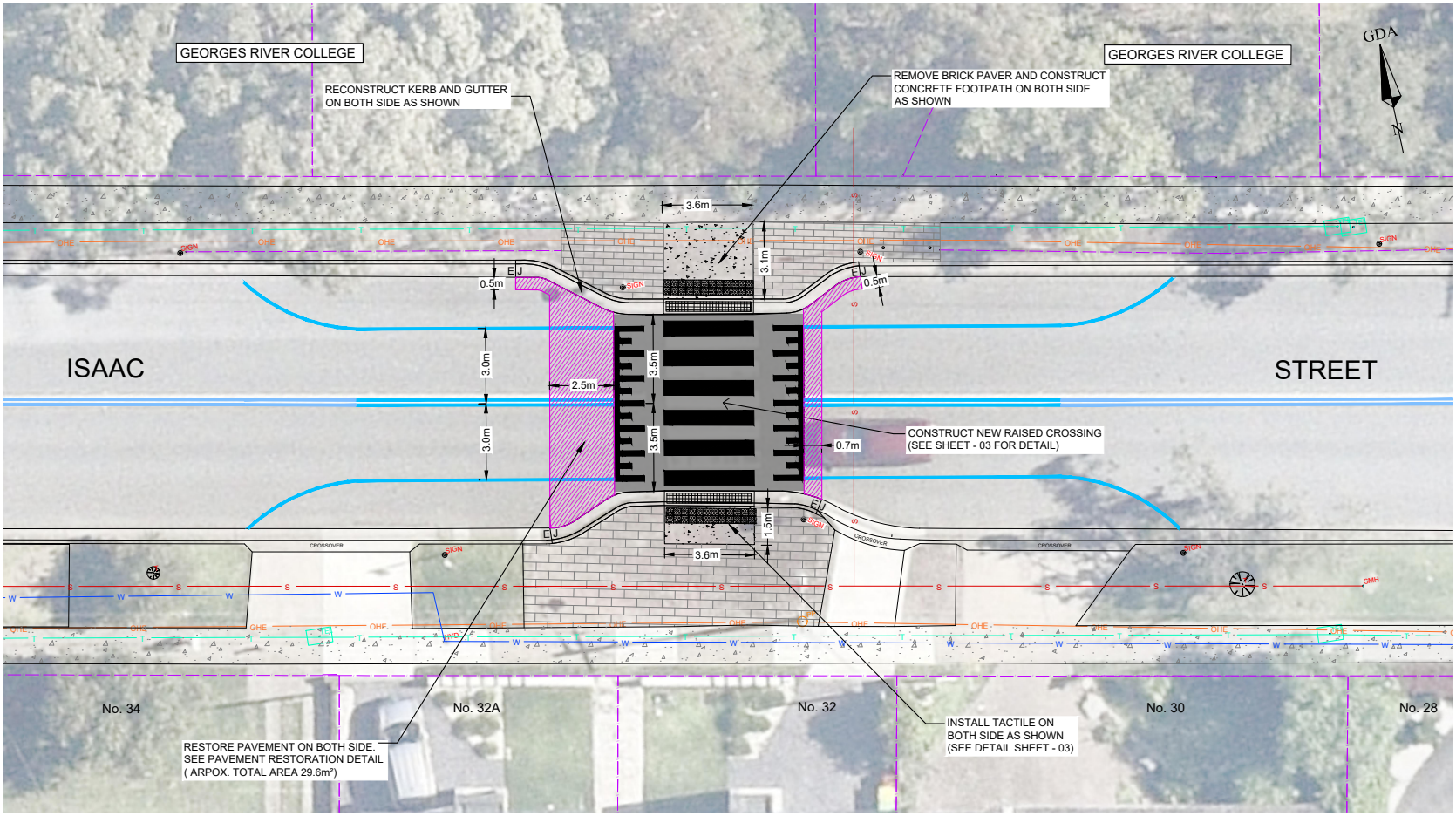
CONSTRUCTION OF RAISED PEDESTRIAN CROSSING
ISAAC ST, PEAKHURST HEIGHT

Project No. C110 Sequence No. 33718185

Drawing Title:
DETAIL DRAWINGS

Sheet No.	Scale A3	Survey Ref.	Coord.	Datum
03	AS SHOWN	N/A	MGA2020	AHD



PLAN

SCALE 1:150

PAVEMENT RESTORATION DETAIL (APROX. TOTAL AREA 29.6m²):

50mm AC14 HD (A15E BINDER) ON 100mm AC20 (C450 BINDER) ON EXISTING SUBGRADE

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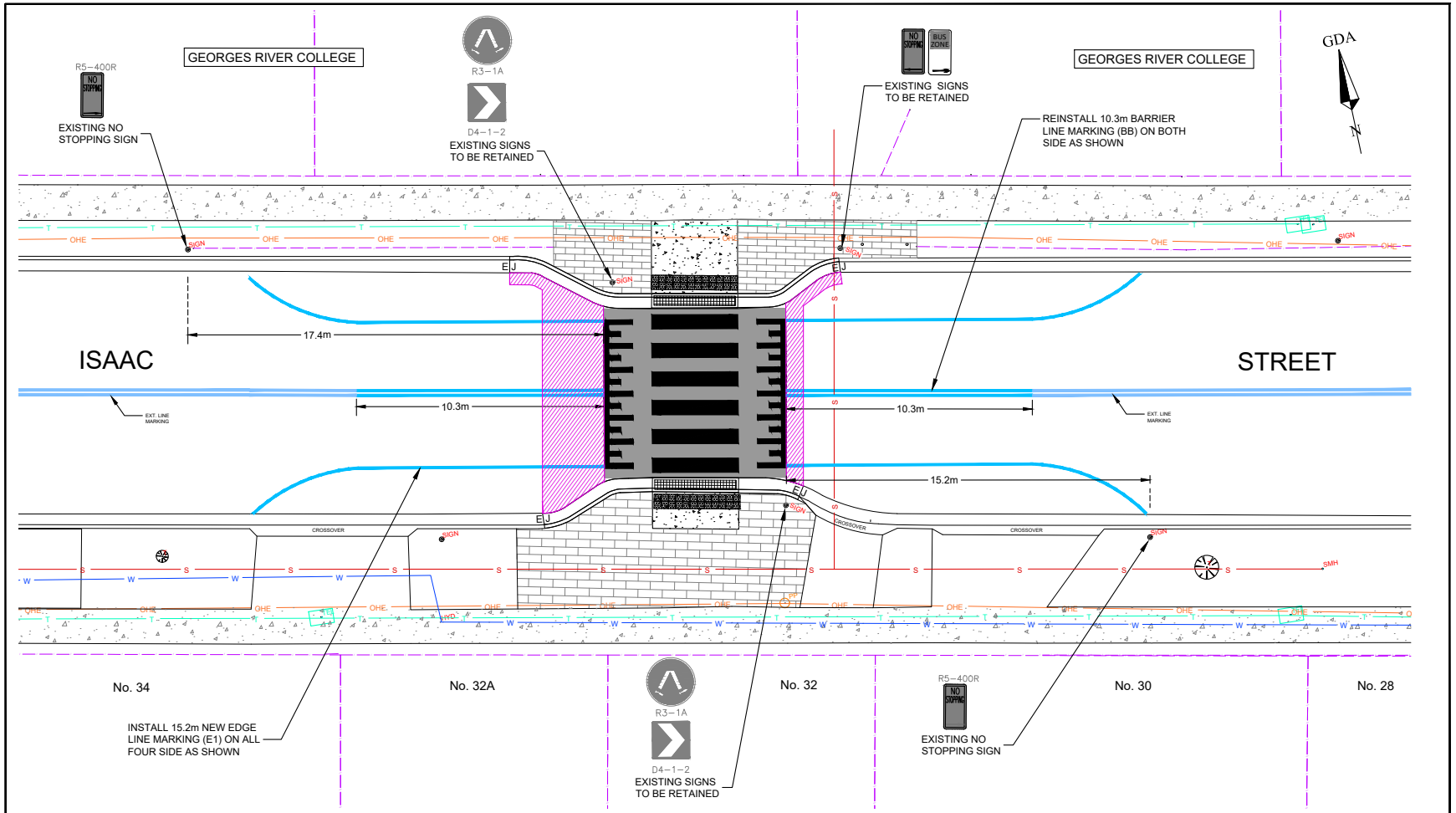
Project Title: CONSTRUCTION OF RAISED PEDESTRIAN CROSSING
ISAAC ST, PEAKHURST HEIGHT

Project No. C110 Sequence No. 33718185

Drawing Title: GENERAL PLAN - CIVIL

Sheet No.	Scale A3	Survey Ref.	Coord.	Datum
04	1:150@A3	N/A	MGA2020	AHD



PLAN

SCALE 1:150

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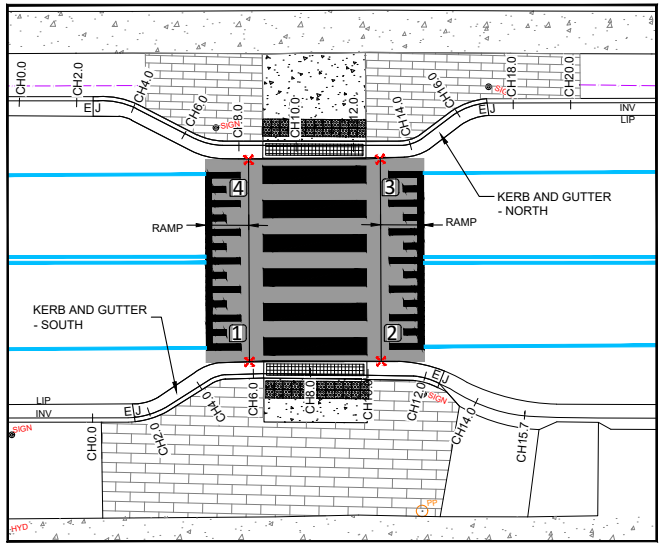
Project Title:
CONSTRUCTION OF RAISED PEDESTRIAN CROSSING
ISAAC ST, PEAKHURST HEIGHT

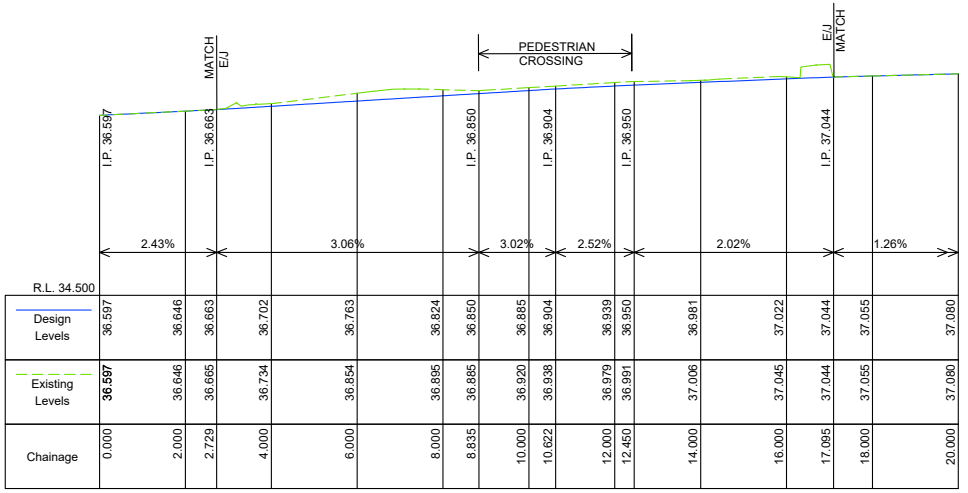
Project No. C110 Sequence No. 33718185

Drawing Title:
GENERAL PLAN - TRAFFIC

Sheet No.	Scale A3	Survey Ref.	Coord.	Datum
05	1:150@A3	N/A	MGA2020	AHD



KERB AND GUTTER RECONSTRUCTION
SCALE 1:150

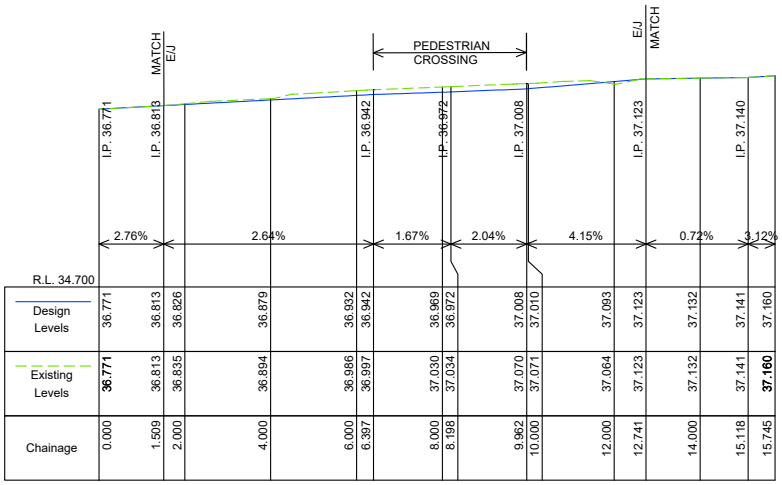


LONG SECTION - INVERT - KERB & GUTTER - NORTH
SCALE 1:100H 1:50V

PEDESTRIAN CROSSING FLAT TOP- SETOUT POINTS		
Point Number	Easting	Northing
1	320389.564	6239700.548
2	320394.115	6239699.874
3	320395.149	6239706.857
4	320390.599	6239707.531

Kerb & Gutter Setout - Invert - North				
Point Number	Easting	Northing	Elevation	Chainage
100	320382.994	6239710.728	36.597	0.000
101	320384.971	6239710.425	36.646	2.000
102	320386.887	6239709.911	36.702	4.000
103	320388.501	6239708.731	36.763	6.000
104	320390.335	6239708.034	36.824	8.000
105	320392.310	6239707.721	36.885	10.000
106	320394.286	6239707.409	36.939	12.000
107	320396.268	6239707.168	36.981	14.000
108	320398.064	6239708.027	37.022	16.000
109	320400.031	6239708.050	37.055	18.000
110	320402.009	6239707.753	37.080	20.000

Kerb & Gutter Setout - Invert - South				
Point Number	Easting	Northing	Elevation	Chainage
200	320383.849	6239699.499	36.771	0.000
201	320385.825	6239699.355	36.826	2.000
202	320387.699	6239700.021	36.879	4.000
203	320389.642	6239700.152	36.932	6.000
204	320391.616	6239699.834	36.969	8.000
205	320393.590	6239699.509	37.010	10.000
206	320395.534	6239699.099	37.093	12.000
207	320397.239	6239698.056	37.132	14.000
208	320398.787	6239697.305	37.160	15.745



LONG SECTION - INVERT - KERB & GUTTER - SOUTH
SCALE 1:100H 1:50V

Rev.	Date	Description	Design	Checked
A	26/02/2024	Issued for review	MM	AF

Certified: Date: 01/03/2023

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Project Title:
CONSTRUCTION OF RAISED PEDESTRIAN CROSSING
ISAAC ST, PEAKHURST HEIGHT

Project No. C110 Sequence No. 33718185

Drawing Title:
KERB & GUTTER
LONG
SECTION-CROSSINGSETOUT

Sheet No.	Scale A3	Survey Ref.	Coord.	Datum
06	AS SHOWN	N/A	MGA2020	AHD

Item: **TAC013-25 Phillip Street and Grenfell Street, Blakehurst - Intersection Treatment**

Author: Traffic Engineer

Directorate: Assets and Infrastructure

Matter Type: Committee Reports

RECOMMENDATION

That the existing "Give Way" control on Phillip Street and Grenfell Street, Blakehurst be converted to a "STOP" control along with 10m dividing barrier line with yellow raised reflective pavement markers be installed on Grenfell Street as shown on plan in the report.

EXECUTIVE SUMMARY

1. This report seeks the Committee's consideration of a proposed "STOP" restriction and line marking in Phillip Street and Grenfell Street.

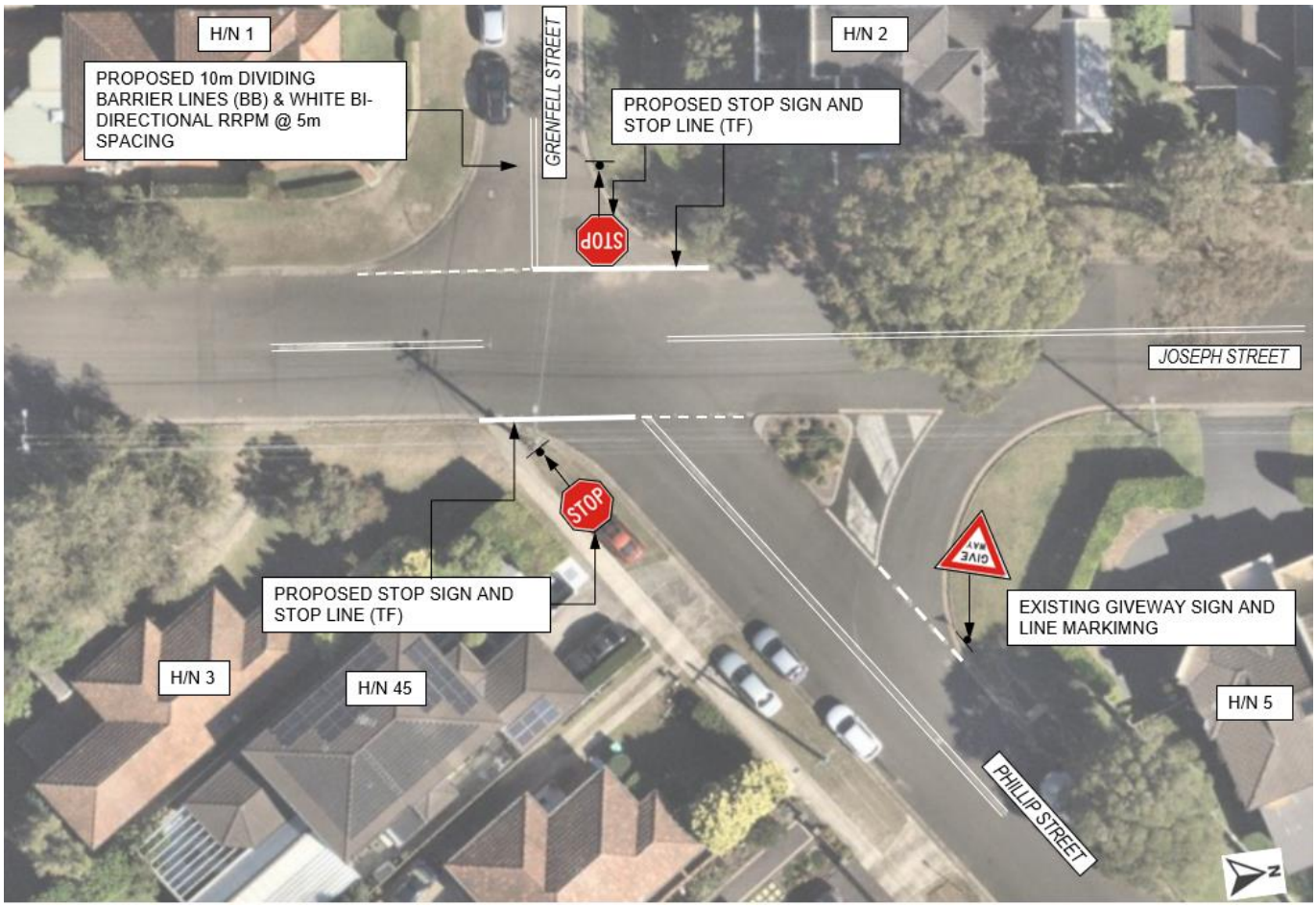
BACKGROUND

2. Joseph Street forms a cross-intersection with the side streets, Phillip Street and Grenfell Street. The carriageway width of Jospeh Street is approximately 10.2m, Phillip Street 9.5m and Grenfell Street 7m. This cross-intersection is currently controlled by Give Way restrictions.
3. Council has received a request from a local resident to convert the existing "Give Way" control at the intersection of Grenfell Street and Phillip Street to a "STOP" restriction following the multiple vehicle collisions leading to the damage on the property.
4. Council officers have investigated the request and observed that due to the existing intersection configuration, vehicles failed to appropriately stop at the intersection causing a traffic safety hazard.
5. Due to limited sight line from Grenfell Street, it is proposed to install a 'STOP' sign and associated line marking at these intersections. The proposed signs and line marking meet the requirement for 'STOP' sign as per *AS1742.2*.
6. There is no existing double barrier line at Grenfell Street to provide guidance for turning vehicles to the appropriate lane.
7. Council officers have also received speeding concerns along Joseph Street following the community consultation.
8. Council has scheduled the existing Joseph Street / Stuart Street roundabout and refuge island upgrade and speed hump installation, which are anticipated to mitigate speeding along Joseph Street. Council will monitor traffic conditions along Joseph Street following these upgrades.

PROPOSAL

9. It is proposed to convert the existing "Give Way" control to "Stop Control" at Phillip Street and Grenfell Street to improve traffic safety at the intersection.
10. No kerbside parking will be impacted by this proposal.
11. 10-metre dividing barrier line in Grenfell Street will improve lane discipline and reduce the risk of oncoming traffic incidents.
12. During the consultation, four objections were received, raising concerns about the effectiveness of the treatment, particularly in reducing speed along Joseph Street. As

previously mentioned, speeding along Joseph Street is expected to be mitigated by the proposed upgrades to the Joseph Street / Stuart Street roundabout and refuge island and the installation of speed humps. Given no crash history at the intersection of Grenfell Street and Joseph Street, it is considered that no further capital work treatment can be prioritised.



FINANCIAL IMPLICATIONS

13. Within budget allocation – TfNSW Traffic Facility Grant – approximately $800.

COMMUNITY ENGAGEMENT

14. Council has distributed consultation letters to the affected residents along Joseph Street, Phillip Street and Grenfell Street.

15. Council has received 7 responses, 3 ‘Strongly in Favour’ and 4 ‘Strongly Against’ the proposal.

FILE REFERENCE

D25/20256

ATTACHMENTS

Nil

Item: **TAC014-25 Special Event - Penshurst RSL Club Anzac Day Service 2025**

Author: Coordinator Traffic and Transport

Directorate: Assets and Infrastructure

Matter Type: Committee Reports

RECOMMENDATION

a) That the event is categorised as a 'Class 3' Event.

b) That the road closures of Bridge Street (between Penshurst Street and Apsley Street) and Connelly Street (between Forest Road and Bridge Street), Penshurst between 1.15pm and 2.45pm on Sunday 13 April 2025 be approved.

c) That Council barricade 14 car parking spaces directly outside the Memorial on Bridge Street, Penshurst, at least 24 hours prior to the march to ensure that the spaces are vacant for the service on Sunday 13 April 2025.

d) That Council advise the Penshurst RSL Club that they are to liaise with NSW Police regarding the need for a Risk Assessment for Hostile Vehicle Mitigation to be carried out by an appropriately qualified person holding a Masters 2A Security License prior to the closures occurring.

e) That Council advise the Penshurst RSL Club that they are to notify all affected residents and businesses a minimum of one week prior to the closure, following approval from Council.

EXECUTIVE SUMMARY

1. This report seeks the Committee's consideration for the special event proposed by the Penshurst RSL Club (Event Organiser) on Sunday 13 April 2025 for the Anzac Day Service.

BACKGROUND

2. Penshurst RSL Club has requested the proposed special event, which necessitates the closures of Bridge Street (between Penshurst Street and Apsley Street) and Connelly Street (between Forest Road and Bridge Street) in Penshurst for the Sub Branch march.

3. The event is an annual occurrence, expected to attract crowds of 150 to 200 people. No changes have been proposed for this year's event.

4. The road closures are scheduled for Sunday, 13 April 2025, from 1.15PM to 2.45PM. These closures will be managed by qualified traffic controllers. The Traffic Guidance Scheme (TGS) is provided in Attachment 1.

5. Council has been requested to barricade 14 car parking spaces directly outside the Memorial on Bridge Street, Penshurst, at least 24 hours prior to the march to ensure that the spaces are vacant for the service.

PROPOSAL

6. In line with *TfNSW Guide to Traffic and Transport Management for Special Events*, the event is classified as Class 3, meaning it will have a minor impact on the traffic and transport network with minimal impact to the non-event community. As a result, the need for a Traffic Management Plan (TMP) is subject to Council policy and approval.

7. Considering the minimal impact and no proposed changes, it is recommended to support the closures based on the submitted TGS. A TMP is not deemed necessary.

FINANCIAL IMPLICATIONS

8. All cost to be borne by the Penshurst RSL Club.

COMMUNITY ENGAGEMENT

9. The Penshurst RSL Club will be responsible for the notification to all affected residents and businesses a minimum of one week prior to the closure, following approval from Council.

FILE REFERENCE

D25/31615

ATTACHMENTS

Attachment ⇩1 TGS - Penshurst RSL Club ANZAC DAY

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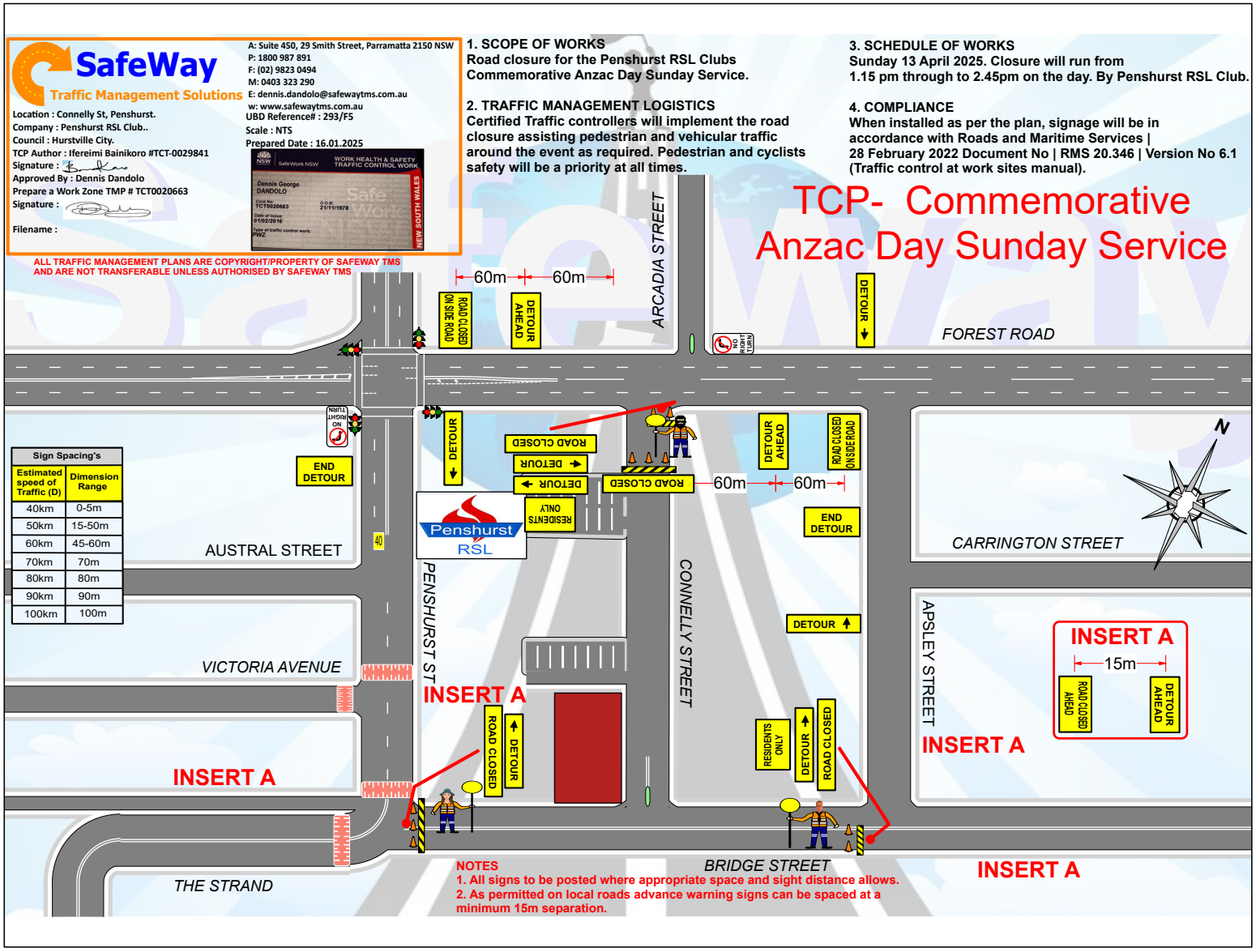


Item: **TAC015-25 Belmore Road and Forest Road Corridors, Lugarno - High Profile Site Investigation Outcomes**

Author: Coordinator Traffic and Transport

Directorate: Assets and Infrastructure

Matter Type: Committee Reports

RECOMMENDATION

a) That Council receive and note the Belmore Road and Forest Road Corridor Technical Note in Attachment 1 and the actions taken.

b) That Council, in principle, approve the speed cushions at the following locations and the matter be referred back to a future traffic advisory meeting after community consultation.

   I. near 74 Belmore Road

   II. near 28 Belmore Road

   III. near Redgum Drive

   IV. near 1140 Forest Road.

c) That as required, future reports be provided to the Local Traffic Advisory Committee to progress recommendations contained in the Technical Note.

EXECUTIVE SUMMARY

1. This report seeks the Committee's consideration of the investigation outcomes from the high-profile Belmore Road and Forest Road Corridor site. It aims to update the Committee on the actions taken and outline plans for proceeding with the remaining actions.

BACKGROUND

2. Council engaged Bitzios Consulting to investigate high-profile sites within the Georges River LGA to identify and address existing operational and road safety issues.

3. The Belmore Road and Forest Road corridor study area extends between Henry Lawson Drive to the north and the end of Forest Road to the south, including six defined focus areas as shown in Figure 1. The outcomes of the high-profile site investigation are detailed in the Technical Note provided in Attachment 1.

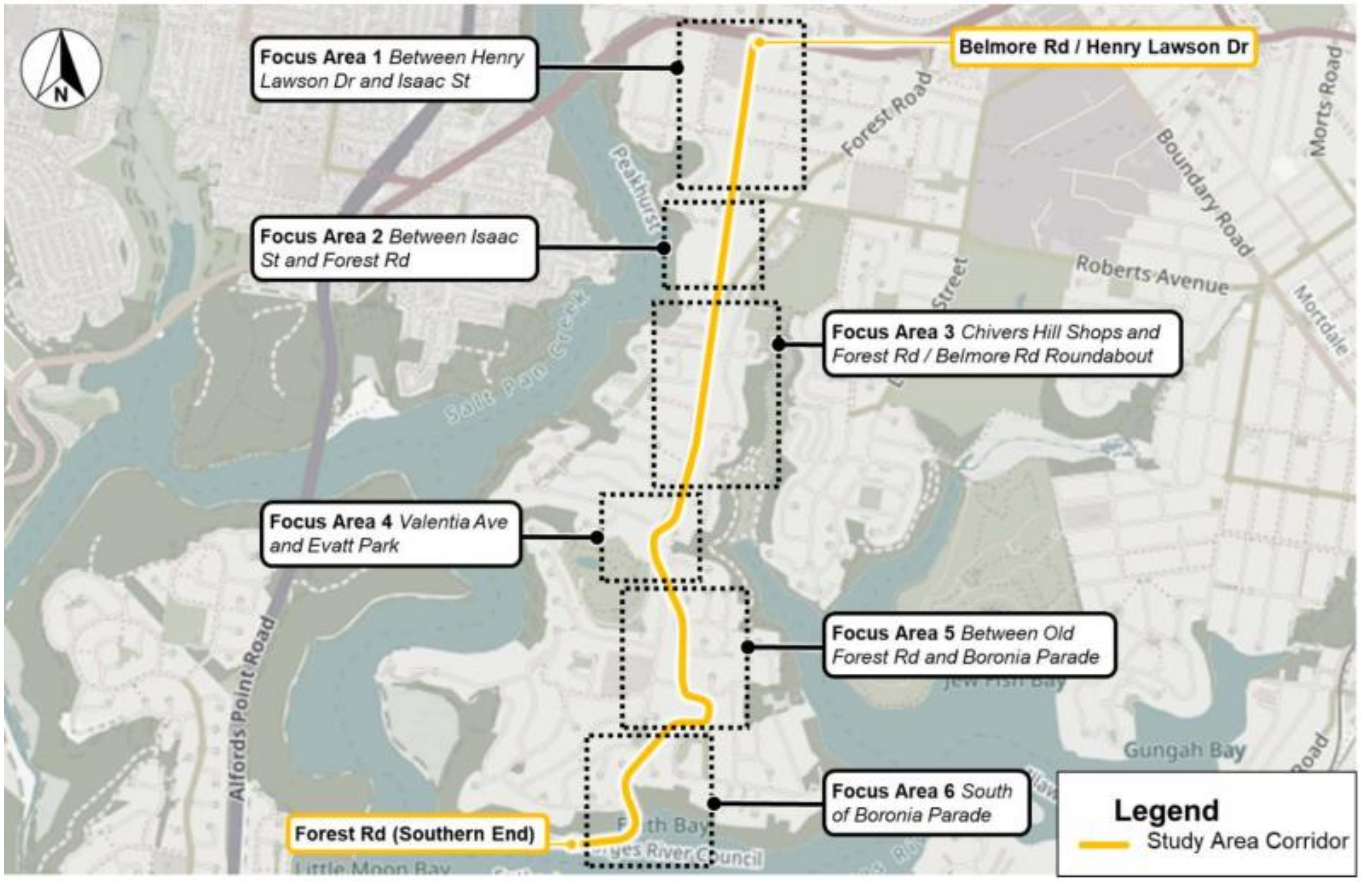


Figure 1 Study area - Belmore Road and Forest Road corridors (source: Bitzios, 2024)

4. The study revealed the existing traffic and transport issues via site visits, traffic surveys, crash analysis and review of existing transport facilities and connections.

5. The study provided a comprehensive list of actions as per Table 1 based on the identified traffic and transport issues.

Table 1 Summary of action plan

Item ID	Location	Description
1.01	Henry Lawson Drive / Forest Road Intersection	Modify lane linemarking on southern departure of intersection
1.02	Between Henry Lawson Drive and Evan Street	Refresh delineation markings
1.03	Near 74 Belmore Road	Provide 'speed cushions' treatment
2.01	Near 28 Belmore Road	Provide 'speed cushions' treatment
2.02	Near 2 Belmore Road	Provide 'pedestrian refuge – type 1' treatment
2.03	Near 14 Belmore Road	Provide 'pedestrian refuge – type 1' treatment
2.04	Near 2 Belmore Road Near 14 Belmore Road	Provide new footpath links to/from parallel service road
2.05	Parallel service road between Ulster Street and Cypress Drive	Undertake speed review of service road to convert to type 1 shared zone
2.06	Near 843 Forest Road	Provide 'pedestrian refuge – type 1' treatment
3.01	Near 974 Forest Road	Provide 'pedestrian refuge – type 1' treatment
3.02	Between Chivers Avenue and Grandview Crescent	Provide median island
3.03	South of Taffs Avenue	Provide 'pedestrian refuge – type 2' treatment
3.04	Stop ID: 2210142	Relocate existing bus stop at the local centre
3.05	Grandview Crescent / car park entrance	Provide new kerb build-out
3.06	Near Redgum Drive	Provide 'speed cushions' treatment
4.01	Forest Road / Blackbutt Avenue	Provide new kerb build-out
4.02	Forest Road / Valentia Avenue	Upgrade intersection to roundabout
4.03	Between Valentia Avenue and Evatt Park	Refresh delineation linemarking and provide (painted or concrete) median island
4.04	South of Valentia Avenue	Install D4-1-1 hazard marker
4.05	Across Ponderosa Place	Provide 'pedestrian refuge – type 2' treatment
5.01	Near 1A Koorabel Street	Provide 'pedestrian refuge – type 1' treatment
5.02	Near 1009 Forest Road	Provide 'pedestrian refuge – type 1' treatment
5.03	Near 1140 Forest Road	Provide 'speed cushions' treatment
5.04	North of Forest Road / Hillcross Street	Install W2-9(L) warning sign
5.05	South of Boronia Parade	Provide 'pedestrian refuge – type 2' treatment
5.06	Between Hillcross Street and Lime Kiln Road	Install W2-9(L) warning sign
6.01	Between Lime Kiln Road and Oak Street	Refresh delineation linemarking
6.02	Near 1196 Forest Road	Replace warning W6-1 and W8-25 signage
6.03	Forest Road / Oak Street	Upgrade intersection to roundabout
6.04	South of Tate Place	Provide threshold treatment
6.05	South of Tate Place	Undertake speed review to extend 20 km/h section
6.06	North and South of Tate Place	Relocate existing or install new W5-232n signs

6. For non-prescribed traffic control devices, such as warning signs, these may be installed by Council on the network they manage without needing traffic committee approval or written consent from Transport for NSW. To ensure timely implementation of these actions, Council officers have scheduled the following linemarking and signage work under maintenance or delegation.
   a. 1.01 refresh delineation markings between Henry Lawson Drive and Evan Street
   b. 4.03 refresh delineation linemarking between Valentia Avenue and Evatt Park
   c. 4.04 install D4-1-1 hazard marker south of Valentia Avenue
   d. 5.04 install W2-9(L) warning sign north of Forest Road / Hillcross Street
   e. 5.06 install W2-9(L) warning sign between Hillcross Street and Lime Kiln Road
   f. 6.01 refresh delineation linemarking between Lime Kiln Road and Oak Street
   g. 6.02 replace warning W6-1 and W8-25 signs near 1196 Forest Road
   h. 6.06 relocate existing or install new W5-232n signs North and South of Tate Place.

7. Four locations have been identified as warranting the installation of speed cushions, including:
    a. 1.03 near 74 Belmore Road
    b. 2.01 near 28 Belmore Road
    c. 3.06 near Redgum Drive
    d. 5.03 near 1140 Forest Road.
8. A typical layout is provided in Figure 2. The design features rubber cushions, which are expected to cause less disruption to buses due to their width. Additionally, the material and gentler slope help reduce noise, addressing common concerns from the local community. Given the minimal design work involved, implementation can proceed subject to community support.

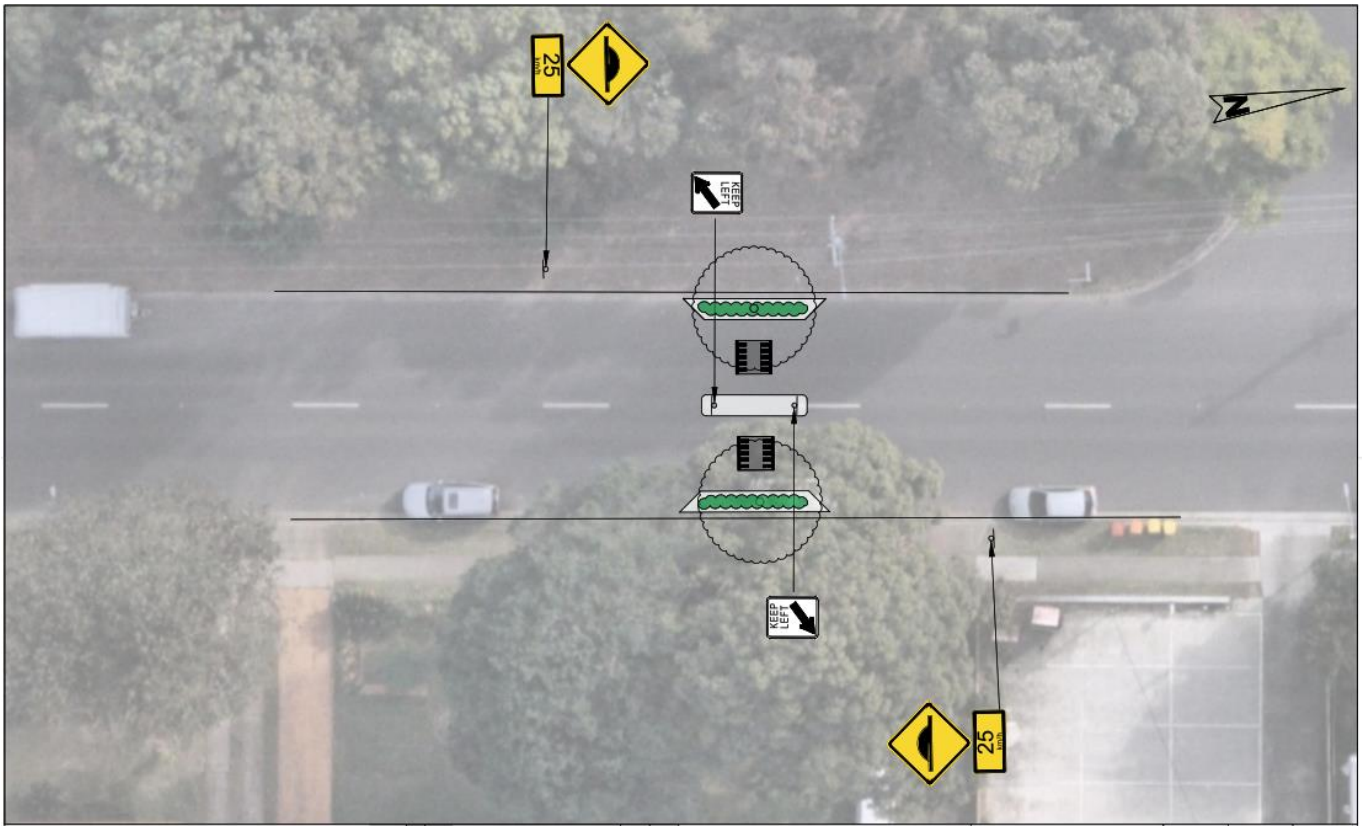


Figure 2 Typical layout – speed cushion

9. Further investigations are required for the remaining actions, including pedestrian refuges, shared zones, and roundabouts. If deemed feasible, these works are expected to be considered for future capital work programs.

PROPOSAL

10. Council receive and note the Belmore Road and Forest Road Corridor Technical Note and the actions taken.
11. Council, in principle, approve the speed cushions at the four identified locations subject to community consultation results.

FINANCIAL IMPLICATIONS

12. Financial implications of the recommendations outlined in the Technical Note will be provided at a future Local Traffic Advisory Committee meeting as they are progressed.
13. The estimated cost to refresh the linemarking and install signs is $15,000.

COMMUNITY ENGAGEMENT

14. Community engagement will be undertaken for specific recommendations as they are progressed through a future Local Traffic Advisory Committee meeting.

FILE REFERENCE

D25/37578

ATTACHMENTS

Attachment ⇩1 High Profile Investigation – Belmore Road and Forest Road Technical Note

Issue History Table (Internal Use

File Name	Version	Prepared	Reviewed	Date Issued	Issued to
P6466.001T High Profile Investigation – Belmore Rd & Forest Rd Technical Note	001	R. Jain, J. Yang	A.Eke	15/08/2024	Henry Huynh, E: hhuynh@georgesriver.nsw.gov.au Muhammad Mahmud, E: mmahmud@georgesriver.nsw.gov.au
P6466.002T High Profile Investigation – Belmore Rd & Forest Rd Technical Note	002	J. Yang	A.Eke	23/10/2024	Henry Huynh, E: hhuynh@georgesriver.nsw.gov.au

HIGH PROFILE SITE INVESTIGATIONS

Belmore Road and Forest Road Corridor Technical Note

1. Introduction

1.1 Background

Bitzios Consulting was engaged by Georges River Council to investigate a pair of high-profile sites within the Georges River LGA to identify and address existing operational and road safety issues. These sites are:

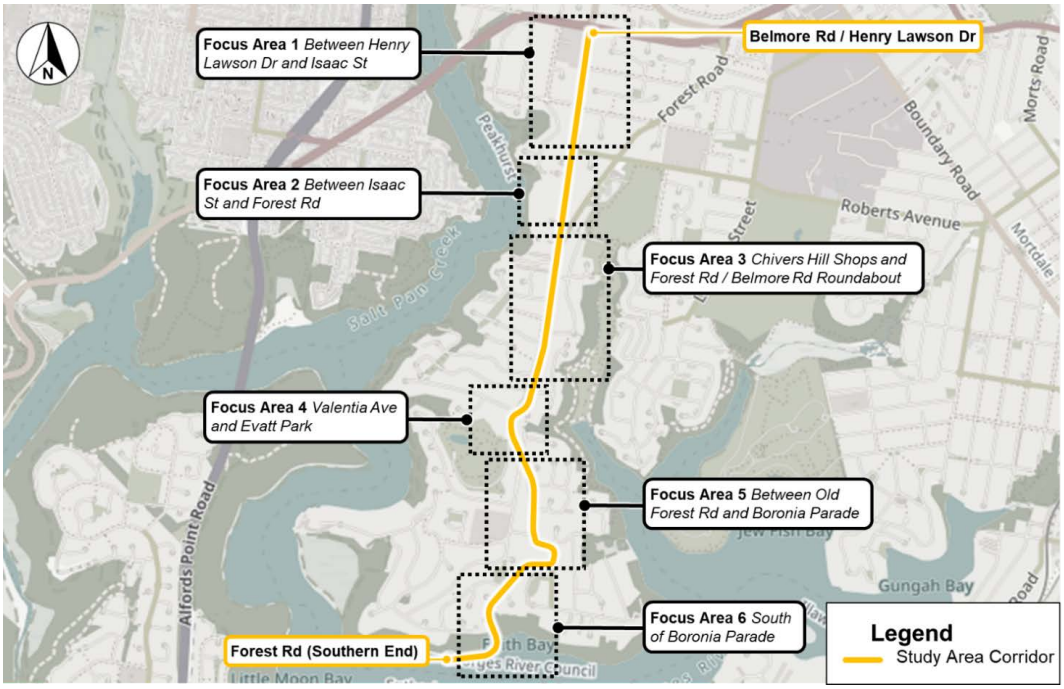
- Oatley Train Station
- Belmore Road and Forest Road corridor (between Henry Lawson Drive and the end of Forest Road).

This document outlines the investigation findings for the Belmore Road and Forest Road corridor.

1.2 Study Area

The study area corridor extends between Henry Lawson Drive to the north and the end of Forest Road to the south. Six (6) focus areas were defined to assist with the investigation of the issues and recommendations of this corridor.

The study area corridor and focus areas are shown below in Figure 1.1.



Adapted from OpenStreetMap

Figure 1.1: Study Area

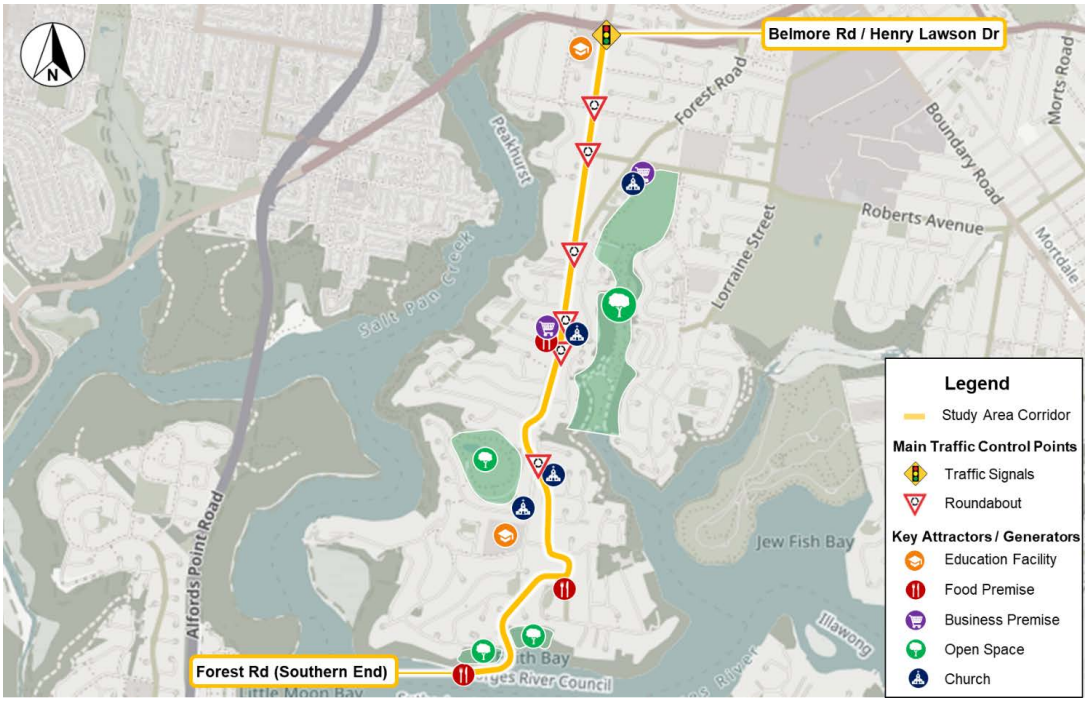
Key traffic and transport characteristics associated with the study area:

- The corridor is approximately 4 km in length
- The posted speed limit of the road corridor is generally 50 km/h, with a 40 km/h school zone near the northern extents for Peakhurst West Public School
- There is a short section of 20 km/h speed limit at the southern end of the corridor near Edith Bay
- The corridor is generally an undivided two lane, two-way road.
- The corridor services a number of key catchments and facilities, being the main and only access route for Lugarno.

1.3 Network Map

The primary traffic controls affecting movement along Belmore Road and Forest Road corridor are roundabouts and one set of traffic signals on the northern end of the corridor. Additionally, there a number of key attractors / generators along the corridor including parks, schools, shops and churches.

The network of these key attractors / generators and primary traffic controls affecting north-south movement along the study area corridor are mapped in Figure 1.2.



Adapted from OpenStreetMap

Figure 1.2: Network Map of Study Area Corridor

1.4 Public Transport

Descriptions and frequencies of the bus routes servicing the Belmore Road and Forest Road corridor are summarised below in Table 1.1. Coverage of these bus routes and bus stops along the corridor are mapped below in Figure 1.3.

Table 1.1: Bus Route Description and Frequencies

Route No.	Description	Weekday Frequency	Weekend Frequency
Public Bus Routes (Bi-directional)			
942	Lugarno to Campsie	30 minutes (on-peak) 60 minutes (off-peak)	60 minutes
943	Lugarno to Hurstville	20 minutes (on-peak) 30 minutes (off-peak)	30-60 minutes
School Bus Routes (Uni-directional)			
S101	Boundary Rd & Kemp St to Inaburra School	1 AM Service	-
S108	Inaburra School to Oatley	1 PM Service	-
S117	Peakhurst HS to Roselands Shopping Centre	1 PM Service	-
S121	Cullens Rd & Canterbury Rd to Penshurst Girls HS	1 AM Service	-
S122	Lugarno (Boronia Pde) to Penshurst	1 AM Service	-
S124	Bonds Rd & Hannans Rd to Menai HS	1 AM Service	-
S125	Menai High School to Bonds Rd before Hannans Rd	1 PM Service	-
S133	Riverwood to Peakhurst South PS	1 AM Service	-
S134	St Declans School to Lugarno	1 PM Service	-
S136	GRC Penshurst Girls to Riverwood	1 PM Service	-
S138	Penshurst Station to Lugarno	1 PM Service	-
S140	Lugarno Tate Pl to Marist College South Hurstville	1 AM Service	-
S141	Marist College South Hurstville to Lugarno Tate Pl	1 PM Service	-
S142	Lugarno to Marist Catholic College South Hurstville	1 AM Service	
S143	Marist Catholic College South Hurstville to Lugarno	1 PM Service	-

Adapted from OpenStreetMap

Figure 1.3: Bus Stops and Route Coverage along Study Area Corridor

2. Traffic and Transport Issues

2.1 Site Visit

Site visits were undertaken to the study area to record corridor drive-through videos and to investigate on-site traffic and transport conditions (sight lines, traffic volumes, pedestrian activity, vehicle speeds, etc). These visits were undertaken on the following days:

- Thursday 16th May 2024 between 3:00 PM and 4:30 PM
- Thursday 6th June 2024 between 8:30 AM and 9:30 AM.

On both visits, the weather conditions were fine and dry. Key observations during the site visit include the following:

- A number of road sections were noted to have a higher propensity for vehicle speeding due to road geometry (road widths and gradients), including sections around Redgum Drive and Koorabel Street.
- Road linemarking and warning/regulatory signage were observed to be in poor condition at a number of locations, affecting visibility and subsequent effectiveness of such devices
- Pedestrian facilities along the corridor were infrequent, with a number of pedestrians observed to cross at mid-block locations
- Road gradient presents a challenging environment at a number of areas, with steep hills contributing to vehicle speeds and visibility of upcoming road geometry
- The final section of Forest Road to the south next to Edith Bay is a posted slow-speed environment, with pedestrians limited to walking on the road shoulder.

Photos from the site visit are shown below in Figure 2.1.

Figure 2.1: Site Visit Photos

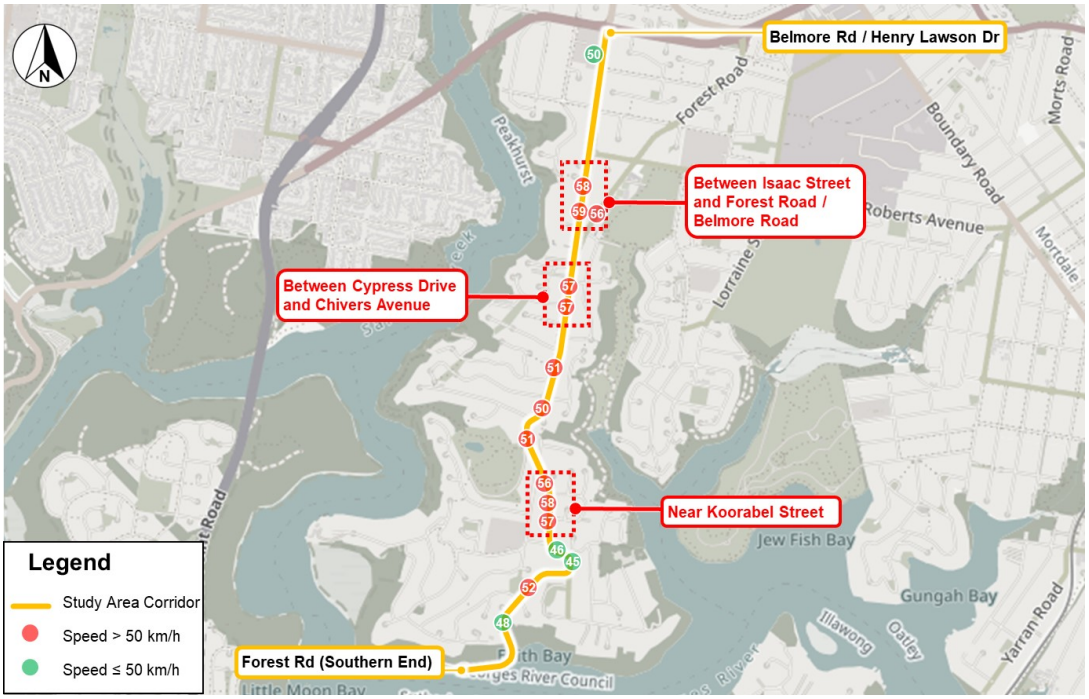
2.2 Traffic Speeds

Traffic surveys provided by Council recorded speeds along the Belmore Road and Forest Road corridor. A number of key sections were identified as 'high-speed sections' based on the recorded 85th percentile speeds in both directions. The high-speed sections included:

- Along Belmore Road between Isaac Street and Forest Road, as well as the southbound approach on Forest Road to Belmore Road
- Along Forest Road between Cypress Drive and Chivers Avenue
- Along Forest Road near Koorabel Street.

It was observed that these areas generally featured a number of similarities in road geometry, with wide and straight carriageways resulting in a heightened propensity of speeding drivers.

A summary map of locations of the survey locations and identified high speed road sections along the study area corridor is shown below in Figure 2.2.



Adapted from OpenStreetMap
Note: Some 85th percentile speeds recorded above 50 km/h have been rounded down to the nearest integer

Figure 2.2: Speed Survey Locations

2.3 Crash Analysis

2.3.1 Crash Data

TfNSW *NSW Speed Zoning Standards (2023)* recommends the latest five (5) years of historical crash data to be investigated for crash data analysis. Crash data from 2018 to 2022 in vicinity of the study area was sourced from OpenData for this assessment.

The crash distribution across the five-year period is shown in Figure 2.3.

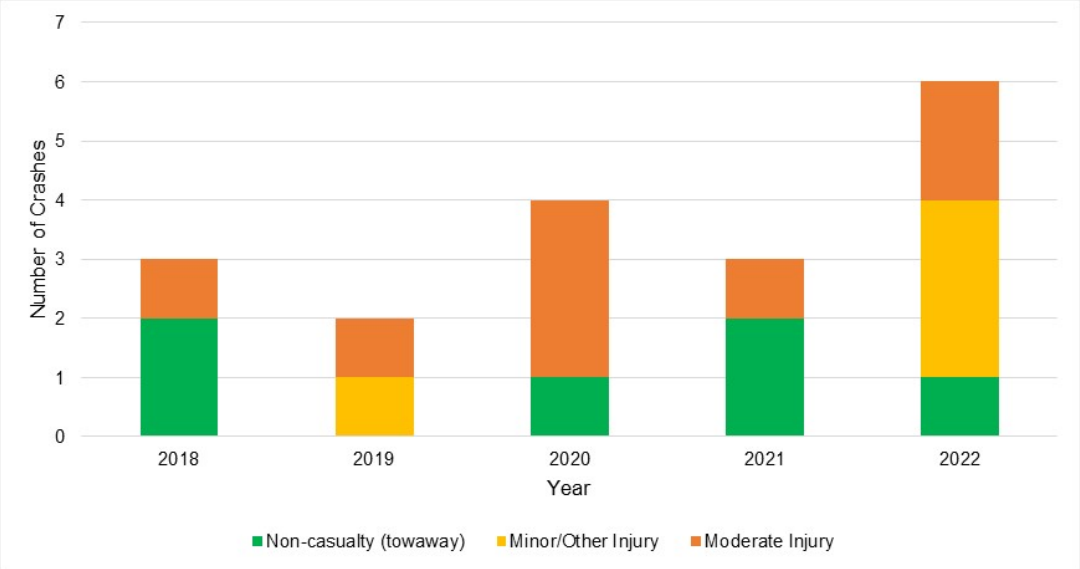


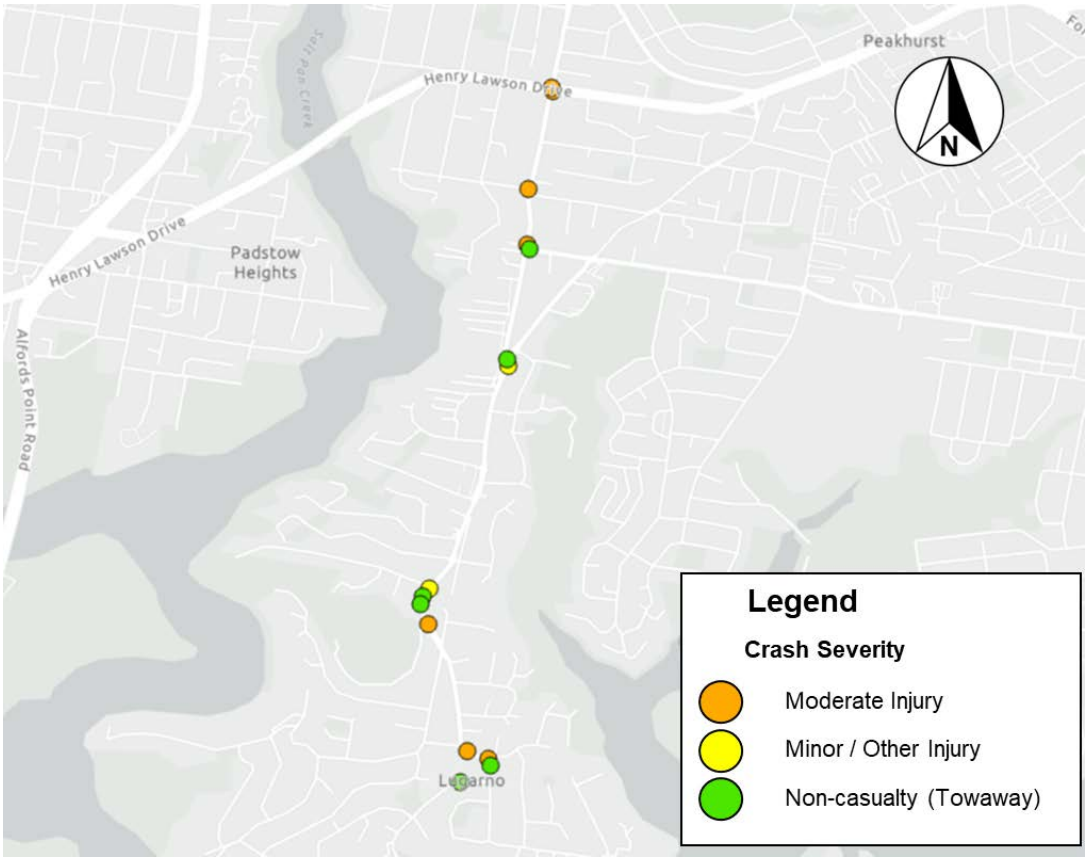
Figure 2.3: Number of Crashes per Year (Severity)

2.3.2 Crash Severity

A total of 18 crashes were recorded in a five-year period along the study area corridor with an average crash rate of 0.9 crashes per km per year. Of these 18 crashes:

- 8 (45%) crashes resulted in moderate injuries
- 4 (22%) crashes resulted in minor / other injuries
- 6 (33) crashes resulted in non-casualties (towaways).

The crash locations are shown in Figure 2.4.



Basemap: Light Gray Canvas – ArcGIS Pro

Figure 2.4: Crash Severity Map

2.3.3 Crash Casualty Analysis

The recorded crashes were concentrated at key intersections (i.e. sites) or near bends along the Belmore Road and Forest Road corridor. A summary of the casualty crashes at these locations is summarised below in Table 2.1.

Table 2.1: Casualty Crash Analysis

Location	Type	Length (km)	Casualty Crash Rate							
			2018	2019	2020	2021	2022	Total	Rate (per year)	Rate (per km per year)
Henry Lawson Drive / Belmore Road	Site	-	0	0	2	0	2	**4**	0.8	-
Belmore Road / Evans Street	Site	-	0	0	0	1	0	**1**	0.2	-
Belmore Road / Isaac Street	Site	-	0	0	1	0	0	**1**	0.2	-
Belmore Road / Forest Road	Site	-	0	0	0	0	2	**2**	0.4	-
Bend near Valentia Avenue	Road Section	0.18	0	1	0	0	1	**2**	0.4	2.22
Bend near Boronia Parade and Lime Kiln Road	Road Section	0.3	1	1	0	0	0	**2**	0.4	1.33
Total			**1**	**2**	**3**	**1**	**5**	**12**	**-**	**-**

The key observation from the above table is that the casualty crash rate (per year) at the identified locations mostly ranges between 0.2 and 0.4 casualty crashes per year except at the Henry Lawson Drive and Belmore Road intersection which has the highest casualty crash rate of 0.8 per year.

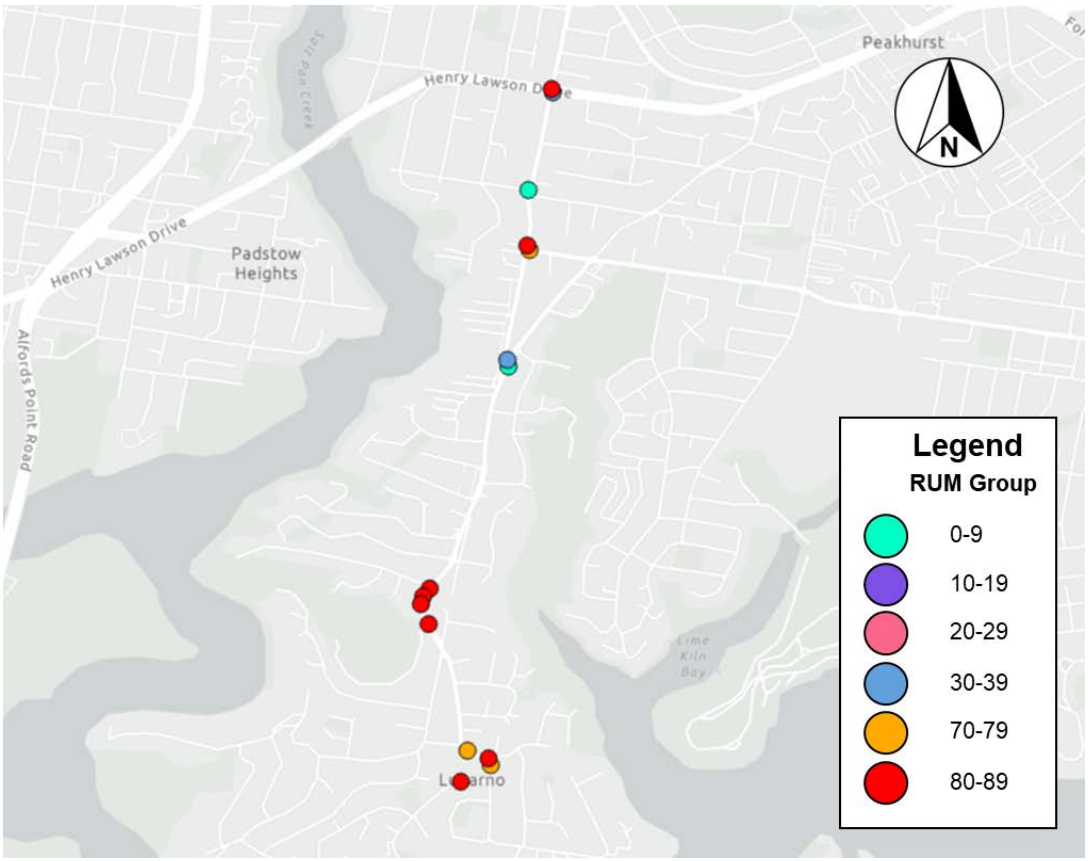
2.3.4 Crash Type

Crash types were analysed based on their Road User Movement (RUM) code groups. A summary of the crashes is provided below in Table 2.2. Further details (including the RUM Code) are provided in crash collision diagrams which are provided in **Attachment A**.

Table 2.2: RUM Group Analysis

RUM Group Code	RUM Group Description	Number of Crashes	Crashes %
0-9	Pedestrian	2	11%
10-19	Vehicles from Adjacent Direction	2	11%
20-29	Vehicles from Opposing Direction	1	6%
30-39	Vehicles from Same Direction	2	11%
40-49	Manoeuvring	0	0%
50-59	Overtaking	0	0%
60-69	On Path	0	0%
70-79	Off Path, On Straight	3	17%
80-89	Off Path, On Curve or Turning	8	44%
90-99	Passengers & Miscellaneous	0	0%
	Total	**18**	**100%**

The crash types are highlighted in Figure 2.5



Basemap: Light Gray Canvas – ArcGIS Pro
Note: Not all crashes are visible due to co-incidence of reported crash location(s)

Figure 2.5: Crashes by RUM Group Map

Key observations from the above analysis include the following:

- 44% of crashes are related to 'off path, on curve to turning' where vehicles went off-carriageway while driving in the southbound direction.
- This is an extremely significant proportion of the crashes along the corridor, and highlights a recurring pattern of crashes that is likely associated with the road environment.
- It was noted that many of these crashes occurred near downhill bends like Valentia Avenue and Boronia Parade.
- It is therefore considered likely that vehicle speeds contribute to these types of crashes.

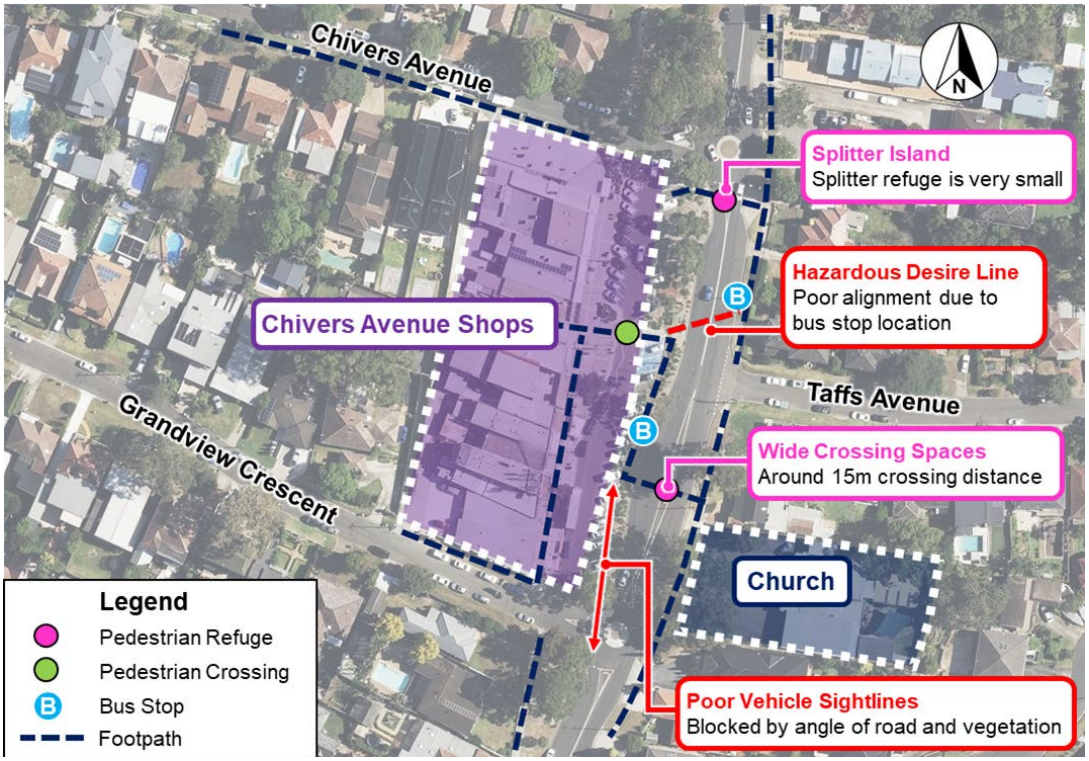
2.4 Pedestrian and Active Transport Facilities

2.4.1 Chivers Avenue Shops – Pedestrian Refuge

The existing pedestrian refuge on Forest Road (between Taffs Avenue and Grandview Crescent) is an important crossing point along the study corridor, given proximity to nearby pedestrian generators / attractors like the Chivers Avenue shops, local church and bus stops. During an on-site inspection, the following issues were identified:

- **Misalignment of Pedestrian Desire Lines:** There is a poor alignment of pedestrian desire lines to the shops with the existing pedestrian infrastructure. The current refuge island is located around 40m south of the pedestrian crossing within the car park, resulting in a staggered walking route to cross Forest Road. It was observed that people would cross at mid-block locations closer to bus stops in preference to the refuge island.
- **Wide Crossing Spaces:** The refuge island is positioned at the widest location on Forest Road near a bus stop. The width of the crossing distance reduces pedestrian safety and amenity at the facility, with almost 15m in total between the eastern and western sides of the island.
- **Poor Vehicle Sightlines:** Due to deflection caused by nearby roundabouts, drivers in the northbound direction will not be approaching at a straight angle to the refuge. As a result, sightlines to pedestrians crossing the road from the western side of Forest Road are potentially obscured by vegetation.

These issues are depicted in Figure 2.6.



Adapted from SixMaps

Figure 2.6: Chivers Avenue Pedestrian Refuge – Safety Issues

2.4.2 Connections to Gannons Park

Gannons Park is a major pedestrian activity generator within the vicinity of the Belmore Road and Forest Road corridor. The main connections between the corridor and the park are via:

- Boatwright Avenue and
- Bottlebrush Avenue
- Koorabel Street (fire trail)

Footpaths are generally available along these roads except for Bottlebrush Avenue.

The study corridor presents an obstacle to pedestrian connectivity of the network to the park. While there are a number of existing crossing points (usually in the form of pedestrian refuges), it is disproportionate to the length of the corridor resulting in long sections without any dedicated crossing safety facilities. Furthermore, the existing crossing facilities are generally not located near the primary access roads to Gannons Park.

A number of key locations are highlighted:

- No crossing facilities are present near Boatwright Avenue and Bottlebrush Avenue near the Forest Road / Belmore Road roundabout. The road carriageway is relatively wide at this location, and being the intersection of two major corridors, has a high volume of vehicular traffic
- The pair of bus stops on Forest Road near Cypress Drive are not serviced by a connection across the road
- There is a gap of around 700m along the corridor between the HV Evatt Memorial Park refuge and local refuge near Lime Kiln Road. With consideration of road geometry and speeding issues within this section of the corridor, the lack of pedestrian facilities disincentivises active transport movements.

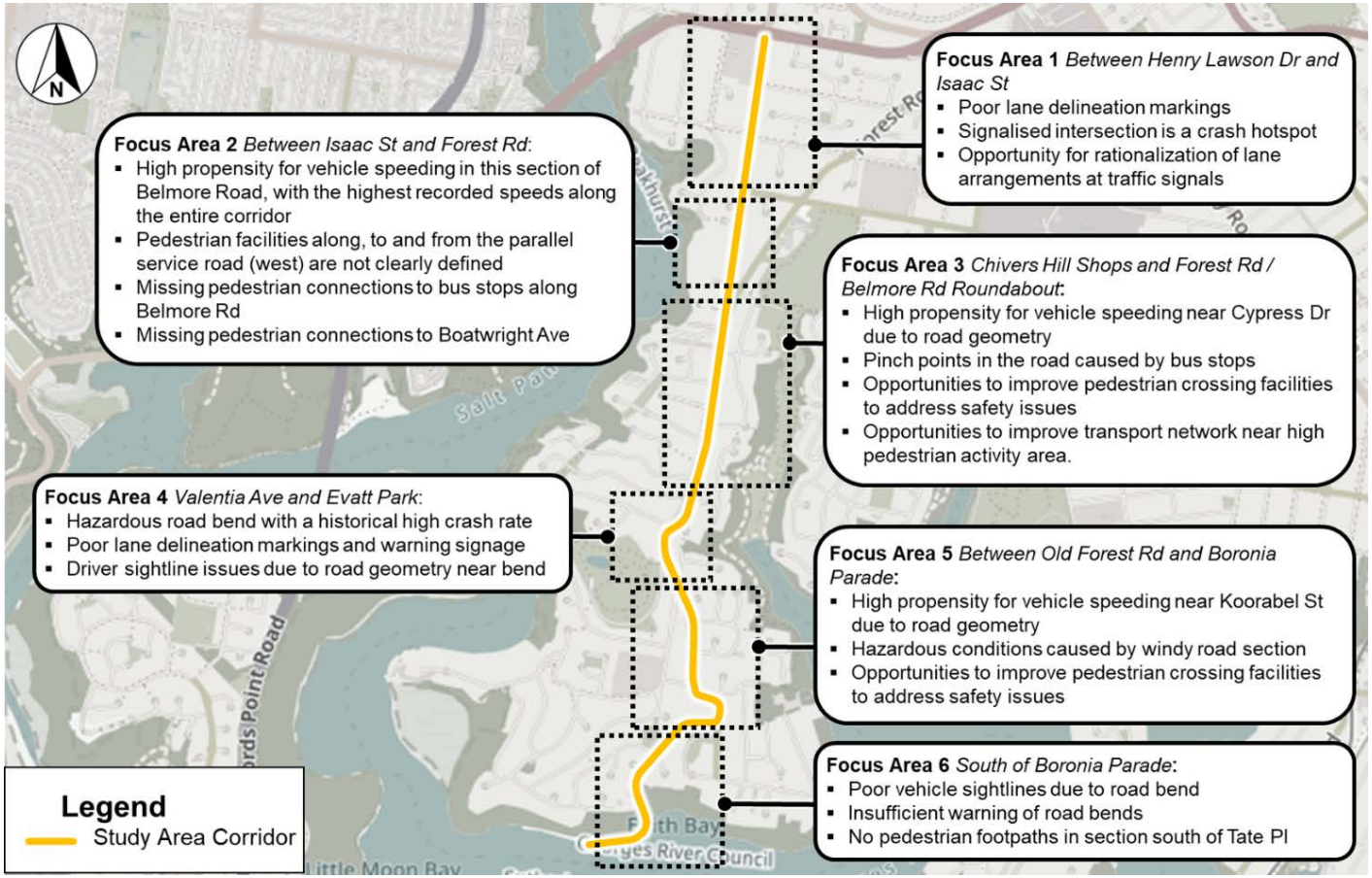
A network map is shown below in Figure 2.7.

Adapted from OpenStreetMap

Figure 2.7: Connections to Gannons Park

2.4.3 Summary

A summary map of the traffic and transport issues is shown in Figure 2.8.



Adapted from OpenStreetMap

Figure 2.8: Traffic and Transport Issues along Study Area Corridor

3. Corridor Recommendations

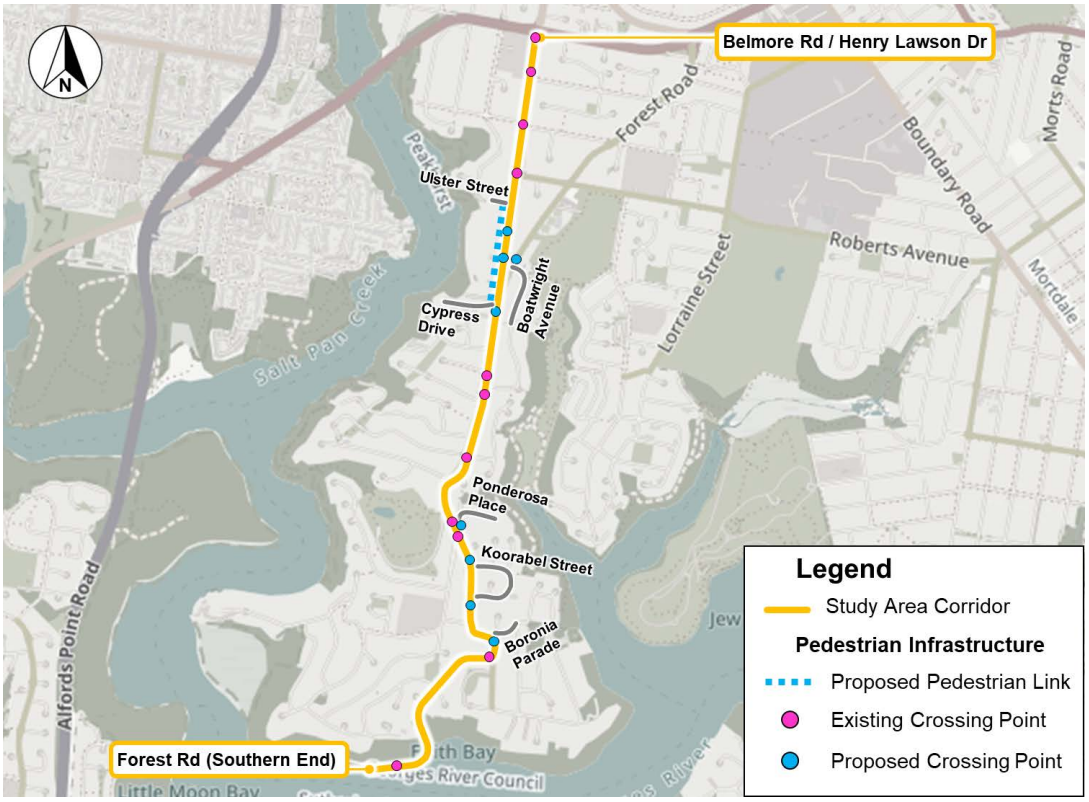
3.1 Local Network Connections

The distribution of active transport connections and facilities across the network was reviewed to identify opportunities to supplement the existing transport network with additional infrastructure and crossing points. Improvements to pedestrian connectivity and safety aim to encourage uptake of active transport means along the corridor.

The proposed improvement opportunities take one of two forms:

- New crossing facilities to assist with movements across the study corridor
- New pathway upgrades to improve connectivity or amenity for vulnerable road users.

A map of the existing and opportunities for new active transport infrastructure along the Belmore Road and Forest Road corridor is shown below in Figure 3.1. These opportunities have been identified to 'fill in the gaps' along the corridor to provide a consistent and cohesive corridor treatment.



Adapted from OpenStreetMap

Figure 3.1: Opportunities for New Pedestrian Infrastructure

3.2 Traffic Calming Measures

3.2.1 Local Area Traffic Management (LATM)

With traffic speeds being identified as a primary contributor to a number of the identified issues, an implementation of traffic calming measures is recommended. LATM treatments in accordance with Austroads *Guide to Traffic Management Part 8: Local Street Management (GTTM Part 8)* were compared to identify the most suitable type for the study area corridor.

Table 3.1 summarises the various types of treatments considered.

Table 3.1: LATM Treatment Types

Treatment Type	Description	Example Image
Vertical Deflection Device	Physical features on the roadway which '*force vertical changes in the ride alignment or travel path of a vehicle*' Examples: speed humps, cushions, raised crossings	
Horizontal Deflection Device	Physical features on the roadway which '*force horizontal changes in the ride alignment or travel path of a vehicle*' Examples: kerb extensions, median islands, slow points, roundabouts).	
Signage and Linemarking	Low-cost treatments which can inform, guide and regulate driver movements. Signage can help communicate, enforce and warn drivers of particular traffic conditions. Linemarking can assist in guiding traffic movements around key areas.	
Threshold Treatments	Low-cost treatments which can alert drivers upon entry into a different driving environment such as arterial roads into shared zones or reduced speed zones. These are typically implemented through the colouring or texturing of road surfaces to provide drivers with visual or tactile clues.	
Pedestrian Crossing Facilities	Dedicated pedestrian infrastructure to facilitate safer crossing movements at mid-block locations or intersections Examples: pedestrian refuges, pedestrian 'zebra' crossings, signalised marked foot crossings.	

Source: Austroads' Guide to Traffic Management Part 8 (Edition 3, 2020), Chapter 8
Images on Right: Adapted from Google Street View and site photography

Based on the types of LATM treatments and with consideration of the study area context, a series of 'template' treatments were identified for application across the study corridor. These are summarised in Table 3.2 and further discussed in Sections 3.2.2 to 3.2.5.

Example layout plans are shown in **Attachment B.**

Table 3.2: Selected Treatment Types

Primary Treatment Type	Features	Implementation Suitability
Pedestrian Refuge – Type 1	▪ Raised refuge island ▪ Speed cushions on approach ▪ Kerb build-out or blisters.	▪ Road widths along the corridor too wide (i.e. typically 12m) for pedestrians to safely cross in one movement ▪ Pedestrian volumes expected to be too low to warrant formalised crossing ▪ Vehicles speeds in excess of the posted speed limit are recorded.
Pedestrian Refuge – Type 2	▪ Raised refuge island	▪ Road widths along the corridor too wide (i.e. typically 12m) for pedestrians to safely cross in one movement ▪ Pedestrian volumes expected to be too low to warrant formalised crossing
Speed Cushion	▪ Speed cushions on approach ▪ Kerb build-out or blisters (landscaped) ▪ Small central median island	▪ Vertical deflection device to reduce vehicle speeds in key locations ▪ Design is more sympathetic (compared to standard speed humps) to cyclists, buses and commercial vehicles ▪ Horizontal deflection devices were considered less appropriate due to historical crash patterns and to minimise impact on emergency vehicles.
Kerb Build-out	▪ Concrete build-out of existing kerbs ▪ New path connections and kerb ramps	▪ Road widths were considered too wide for pedestrians to safely cross in one movement, but the location was not suited for dedicated crossing facilities (refuge islands, pedestrian crossings) ▪ Pedestrian volumes expected to be too low to warrant formalised crossing (e.g. zebra crossing).

3.2.2 Treatment Spacing

An LATM scheme should be designed as a cohesive system across a study area – not just isolated treatments at 'hotspot' locations. For this project, having a continuous management scheme along the corridor avoids the risk of just shifting the speeding behaviour to a different section of the road.

AS1742.13 Section 2.4.4 recommends that the spacing of successive devices be generally in the range of 80-120m and as uniform as possible (accounting for driveways and intersections as necessary).

For the purpose of this project, a treatment spacing of around 100-120m has been adopted. In most cases, this also takes into account existing facilities (roundabouts, refuge islands, etc) to provide a balanced approach to the movement corridor and traffic speeds.

3.2.3 Pedestrian Refuge – Type 1

This treatment generally comprises:

- Raised refuge island
- Kerb extensions (if available space)
- Speed cushions on approach.

This treatment aims to serve simultaneously as a pedestrian crossing point and a traffic calming device. The addition of kerb extensions and speed cushions to a 'standard' pedestrian refuge device aims to reduce vehicle speeds on approach to the conflict point via road narrowing and vertical deflection.

Pedestrian refuge device should ideally be designed according to TfNSW Technical Direction TDT 2011/01a where possible. Design of pedestrian refuge islands also subject to swept path analysis during detailed design phases.

An example of this type of treatment is shown in Figure 3.2.

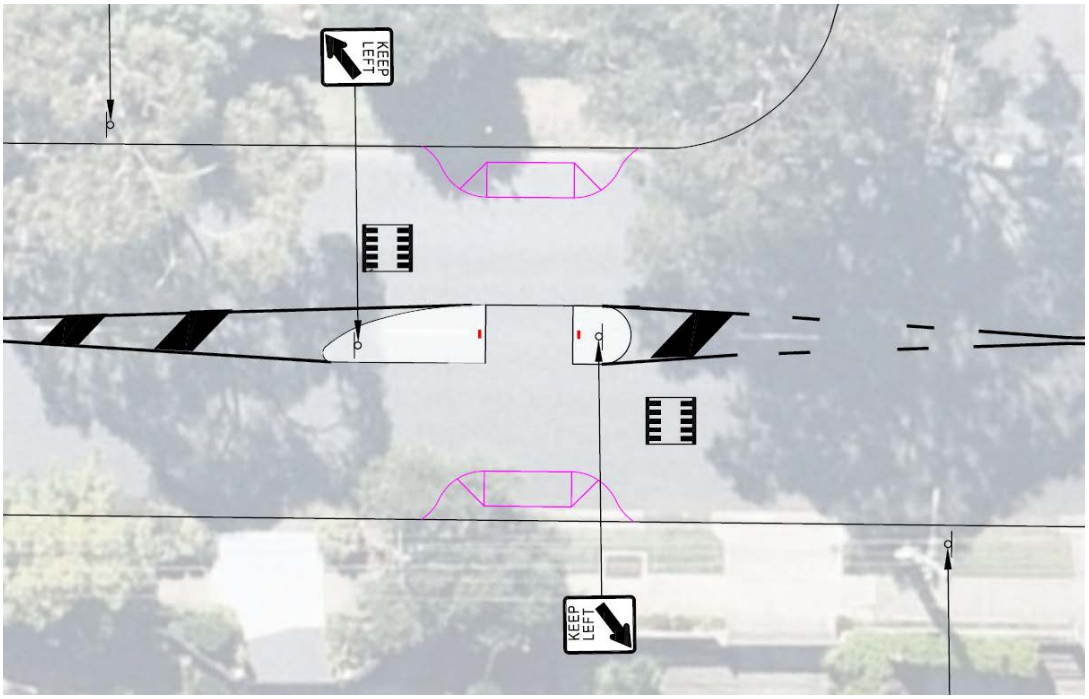


Figure 3.2: Treatment Types – Pedestrian Refuge Type 1

3.2.4 Pedestrian Refuge – Type 2

This treatment generally comprises:

- Raised refuge island.

This treatment aims to provide a pedestrian crossing facility which reduces the crossing distance for pedestrians and other vulnerable road users. This is a 'standard' pedestrian refuge (*TDT 2011 / 01a*) and can be located at mid-block locations or at intersections. This treatment is expected to have a minor traffic calming effect due to the horizontal deflection of the island and associated narrowing of the roadway.

This treatment can also be provided via a median gap where a raised median island is present on the road. In these scenarios, the median island should be of sufficient width to store a pedestrian (at least 2m wide). Care should be undertaken to ensure that any associated landscaping is low and regularly maintained to make sure that sight lines are not obstructed.

Design of pedestrian refuge islands subject to swept path analysis during detailed design phases.

Some examples of this type of treatment are shown in Figure 3.3 and Figure 3.4

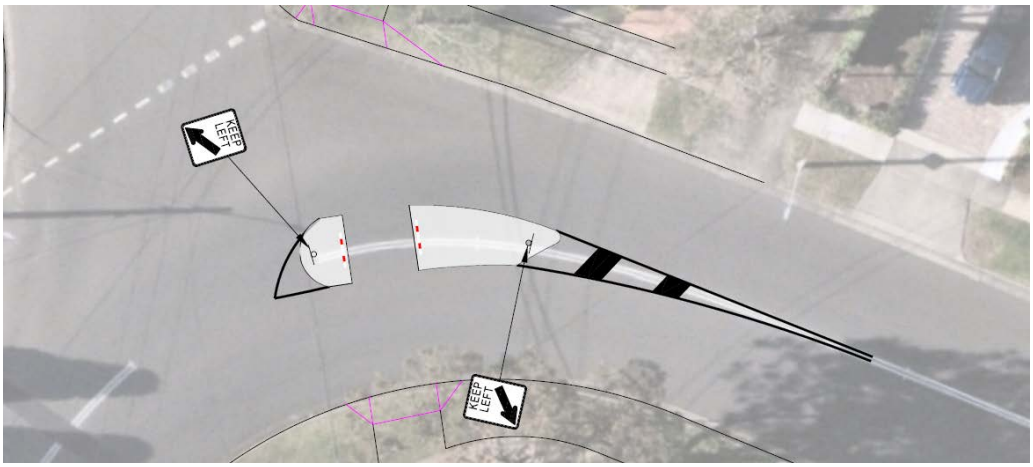


Figure 3.3: Treatment Types – Pedestrian Refuge Type 2 (Standard)

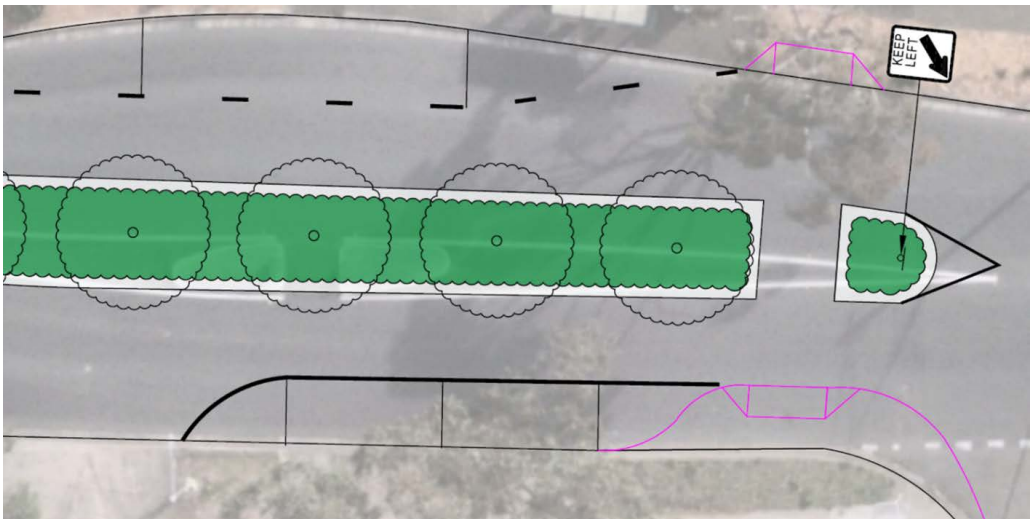


Figure 3.4: Treatment Types – Pedestrian Refuge Type 2 (Median Gap)

3.2.5 Speed Cushions

This treatment generally comprises:

- Speed cushions on approach (one for each lane)
- A raised median island
- Kerb extensions or blisters on both sides (landscaped)

The combination of devices for this treatment aims to create a designated 'slow point' for cars without strongly impacting other road users like buses and cyclists. The kerb blisters and median island restrict the available roadway to minimise likelihood of drivers bypassing the speed cushion via the parking lane or by crossing the centre line. To improve design and to highlight that these locations are not pedestrian crossing facilities, it is recommended that low landscaping is provided on the kerb extensions.

Selected locations for this treatment should take into account nearby driveways and intersections.

Alternative designs could include raised flat-top road humps instead of speed cushions to produce a 'threshold' treatment.

An example of this type of treatment is shown in Figure 3.5.

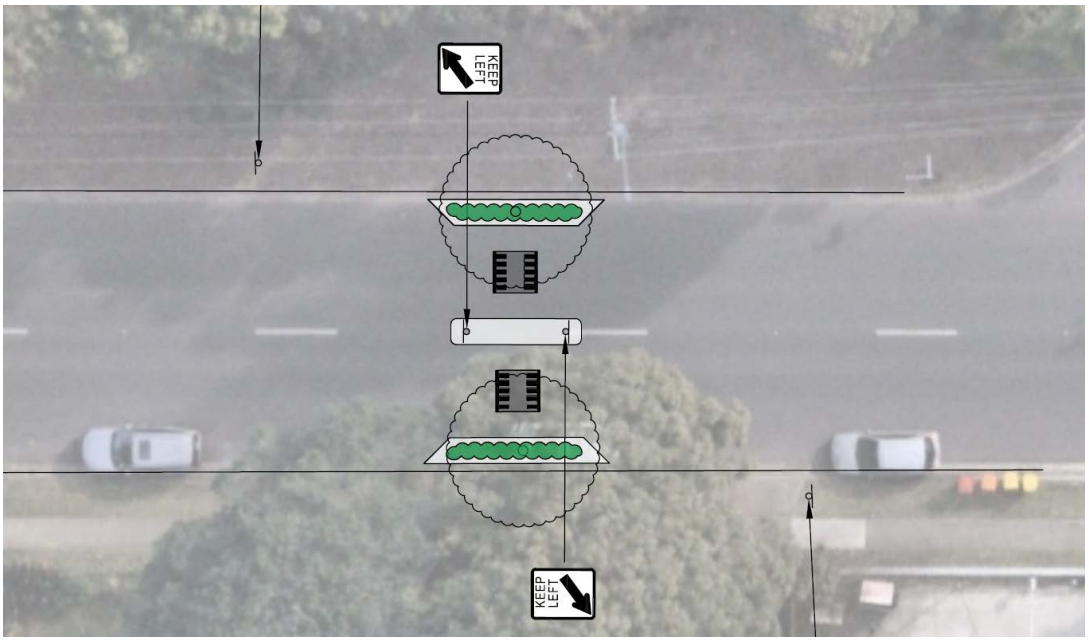


Figure 3.5: Treatment Types – Speed Cushions

3.2.6 Kerb Extensions

This treatment generally comprises:

- Kerb build-outs on one or either side of the road
- (alternatively) Kerb blisters on one or either side of the road.

Kerb extensions can take different forms and are highly subject to site-specific road geometry. They can include kerb blister islands (with a gutter gap) or extensions to the kerbside itself. Kerb extensions can aim to:

- Narrow the roadway for vehicles as a minor traffic calming treatment
- Reduce the crossing width for pedestrians at wide locations
- Provide a 'threshold' at side roads to signify the change in road environment.

Kerb extensions can be provided as part of other treatments (see Section 3.2.3 for example) or by themselves, depending on the intended function. Where not used as a crossing point, kerb extensions can be augmented with landscaping.

It is noted that kerb extensions may have impacts to on-street parking availability.

An example of this type of treatment is shown in Figure 3.6.

Figure 3.6: Treatment Types – Kerb Extensions

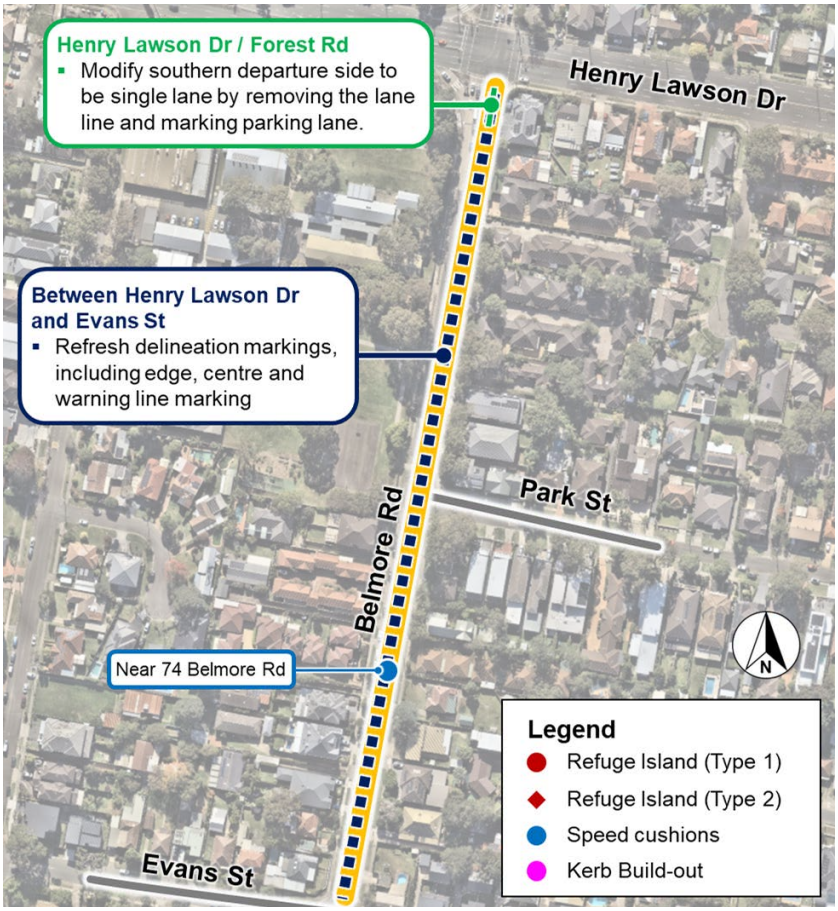
3.3 Focus Area Recommendations

3.3.1 Focus Area 1

Focus Area 1 is defined as Belmore Road between Henry Lawson Drive and Isaac Street. A summary of the descriptions and rationale for each recommendation within Focus Area 1 is provided in Table 3.3 and mapped in Figure 3.7.

Table 3.3: Summary of Recommendations – Focus Area 1

Item ID	Description	Rationale
1.01	Modify lane linemarking on southern departure of Henry Lawson Drive / Forest Road (refer Figure 3.8)	▪ Minimise potential vehicle conflicts while merging for southbound through traffic ▪ Simpler lane arrangement supporting the one lane for southbound through movement
1.02	Refresh delineation markings between Henry Lawson Drive and Evan Street	▪ Existing road markings are in poor condition ▪ Heightens driver awareness of road environment ▪ Minimise potential vehicle encroachment into opposite lane.
1.03	Speed cushions *Near 74 Belmore Road*	▪ Traffic calming at boundary of school zone to reinforce slower vehicle speeds in key area



Adapted from Nearmap

Figure 3.7: Recommendations Map – Focus Area 1

Adapted from Nearmap

Figure 3.8: Henry Lawson Drive / Belmore Road – Focus Area 1

3.3.2 Focus Area 2

Focus Area 2 is defined as Belmore Road between Isaac Street and Forest Road. A summary of the descriptions and rationale for each recommendation within Focus Area 2 is provided in Table 3.4 and mapped in Figure 3.9.

Table 3.4: Summary of Recommendations – Focus Area 2

Item ID	Description	Rationale
2.01	Speed cushions *Near 28 Belmore Road*	▪ Traffic calming along high-speed section ▪ Approximately 120m south of Isaac Street roundabout
2.02	Pedestrian refuge – type 1 *Near 2 Belmore Road*	▪ Connects with proposed and existing footpath links ▪ Links with new pedestrian refuge near 843 Forest Road to facilitate connections to Boatwright Avenue across both Belmore Road and Forest Road corridors ▪ Traffic calming along high-speed section
2.03	Pedestrian refuge – type 1 *Near 14 Belmore Road*	▪ Connects with proposed and existing footpath links ▪ Traffic calming along high-speed section
2.04	Footpath links to/from parallel service road	▪ No pedestrian connections to existing NB bus stops along western side of road ▪ Limited opportunity to cross the road along this section of Belmore Road
2.05	Speed review of service road between Ulster Street and Cypress Drive to convert to type 1 shared zone	▪ No existing footpaths along service road ▪ Observed that pedestrians currently use the service road carriageway in a pseudo-shared environment ▪ Low traffic speed / volume expected along service road as it functions to provide residential access
2.06	Pedestrian refuge – type 1 *Near 843 Forest Road*	▪ Connects with existing footpath providing access to Gannons Park via Boatwright Avenue ▪ Provides access to bus stops along Belmore Road ▪ Detachment of pedestrian facility from the busy Belmore Road / Forest Road roundabout

Adapted from Nearmap

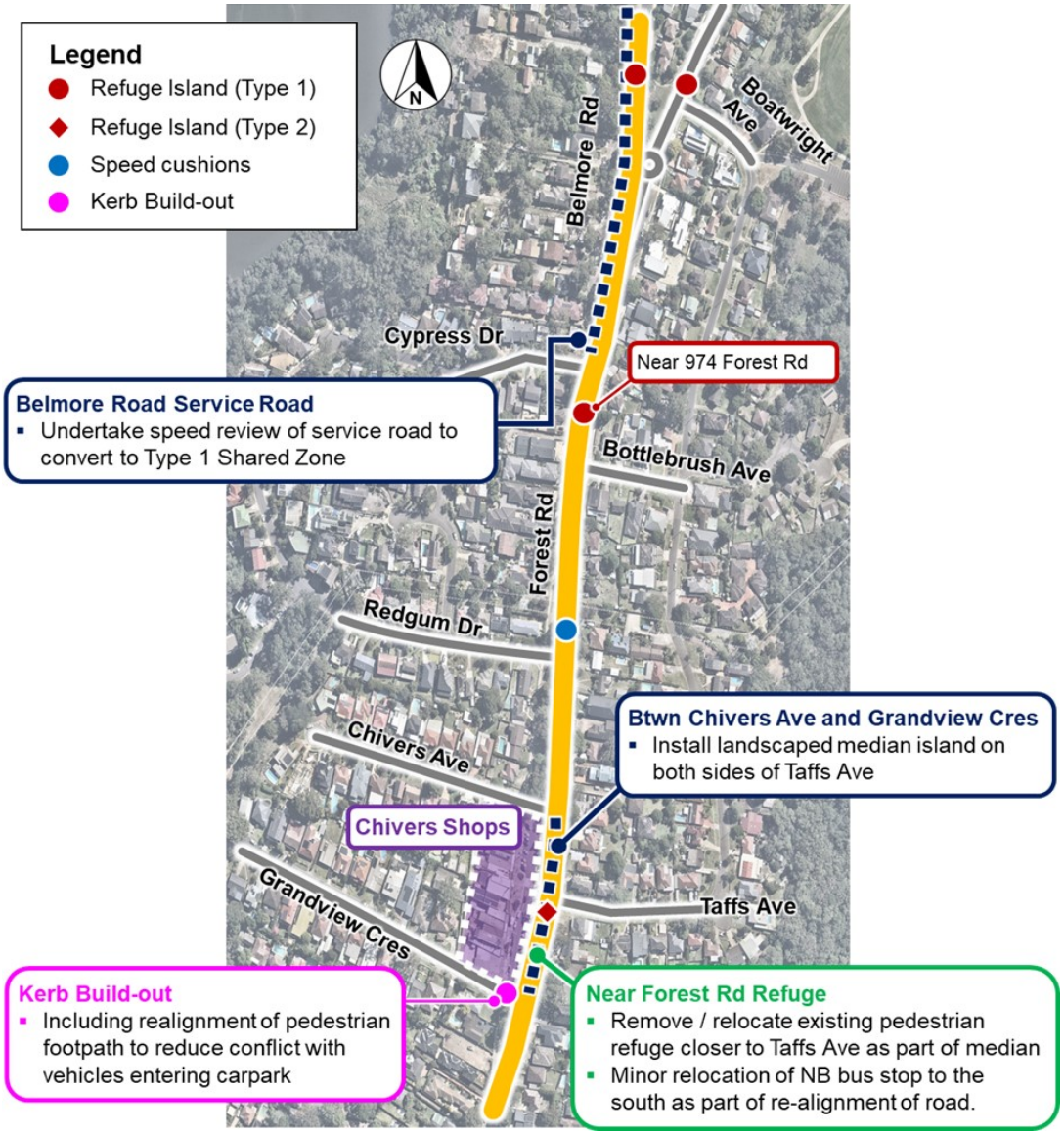
Figure 3.9: Recommendations Map – Focus Area 2

3.3.3 Focus Area 3

Focus Area 3 is defined as Forest Road, between Belmore Road and Grandview Crescent. This area includes the Chivers Avenue shops, an important local centre in Lugarno. A summary of the descriptions and rationale for each recommendation within Focus Area 3 is provided in Table 3.5, and mapped in Figure 3.10.

Table 3.5: Summary of Recommendations – Focus Area 3

Item ID	Description	Rationale
3.01	Pedestrian refuge – type 1 *Near 974 Forest Road*	▪ Provides better connectivity to bus stops near Cypress Drive ▪ Provides connectivity to Gannons Park via Bottlebrush Avenue ▪ Traffic calming along high-speed section
3.02	Median island between Chivers Avenue and Grandview Crescent	▪ Realigns pedestrian facilities to desire lines ▪ Landscaping can improve 'local centre' feel of the area (subject to urban design planning) ▪ Narrows existing wide road through the local centre to encourage lower speed environment.
3.03	Pedestrian refuge – type 2 *South of Taffs Avenue*	▪ Opportunity to provide as a median gap as part of Item 3.02. ▪ Relocates existing pedestrian refuge facility to a narrower section of the road ▪ Mitigates sight line issues caused by road curvature near Grandview Crescent roundabout ▪ Refuge island width subject to swept path analysis during detailed design for travel lane and bus stop spacing.
3.04	Relocate existing NB bus stop at the local centre to south	▪ Relocates bus stop to dedicated bus bay at widest part of road
3.05	Kerb build-out on Grandview Crescent	▪ Realigns diagonal crossing point for pedestrians traveling in the north-south orientation on the western side of Forest Road ▪ Reduces pedestrian crossing distance near off-street carpark for Chivers Avenue shops ▪ Better definition of road area at large intersection area (entry to off-street carpark) ▪ Minimises impact to existing pedestrian desire lines.
3.06	Speed cushions *Near Redgum Drive*	▪ Traffic calming along high-speed section ▪ Approximately 110m north of Chivers Avenue roundabout ▪ Note: design will need to account for road gradient at this location



Adapted from Nearmap

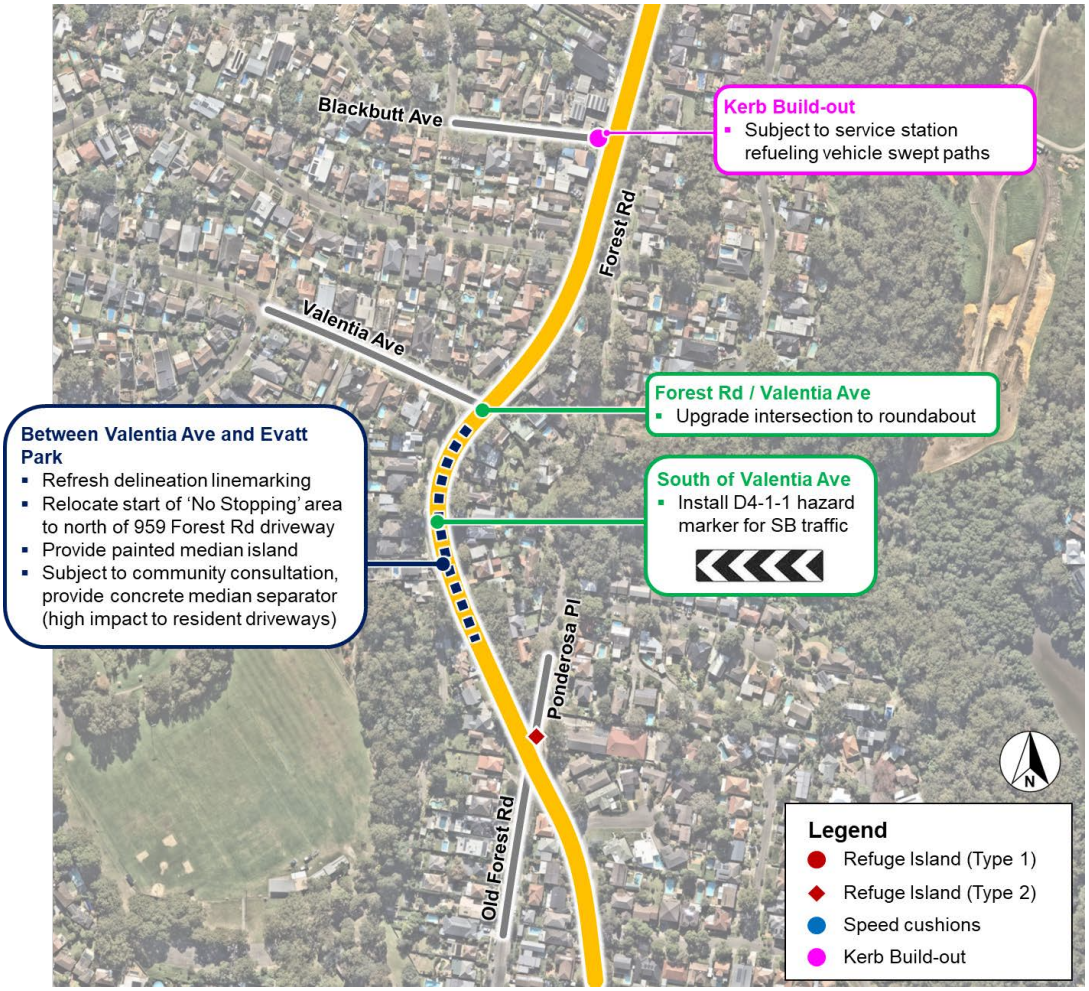
Figure 3.10: Recommendations Map – Focus Area 3

3.3.4 Focus Area 4

Focus Area 4 is defined as Forest Road near Valentia Avenue and Evatt Park. A summary of the descriptions and rationale for each recommendation within Focus Area 4 is provided in Table 3.6 and mapped in Figure 3.11.

Table 3.6: Summary of Recommendations – Focus Area 4

Item ID	Description	Rationale
4.01	Kerb build-out(s) on Blackbutt Avenue at Forest Road	▪ Minimises pedestrian crossing distance across Blackbutt Avenue near service station ▪ Reduces likelihood of pedestrian and heavy vehicle conflicts
4.02	Upgrade Forest Road / Valentia Avenue intersection to roundabout	▪ Raises driver awareness of upcoming intersection ▪ Reduces likelihood of vehicle conflicts at the intersection ▪ Functions as a speed reduction device, particularly for southbound traffic on approach to road bend ▪ Breaks up continuous flow of Forest Road corridor ▪ Flexibility of design to minimise impact on manoeuvrability of heavy vehicles (e.g. buses) and emergency vehicles
4.03	Refresh delineation linemarking and provide (painted or concrete) median island between Valentia Avenue and Evatt Park	▪ Existing delineation markings in poor condition ▪ Raises driver awareness around road bend ▪ Minimises vehicle encroachment into opposite lane and likelihood of veering off-carriageway ▪ Note: concrete median island subject to community consultation due to impacts to right turn movements to/from driveways
4.04	Install D4-1-1 hazard marker south of Valentia Avenue	▪ Raises southbound driver awareness on approach to road bend
4.05	Pedestrian refuge – type 2 *Across Ponderosa Place*	▪ Existing road width on the northern side of the intersection is very large due to road alignments ▪ Reduces width of the roadway for pedestrians in close proximity to local church.



Adapted from Nearmap

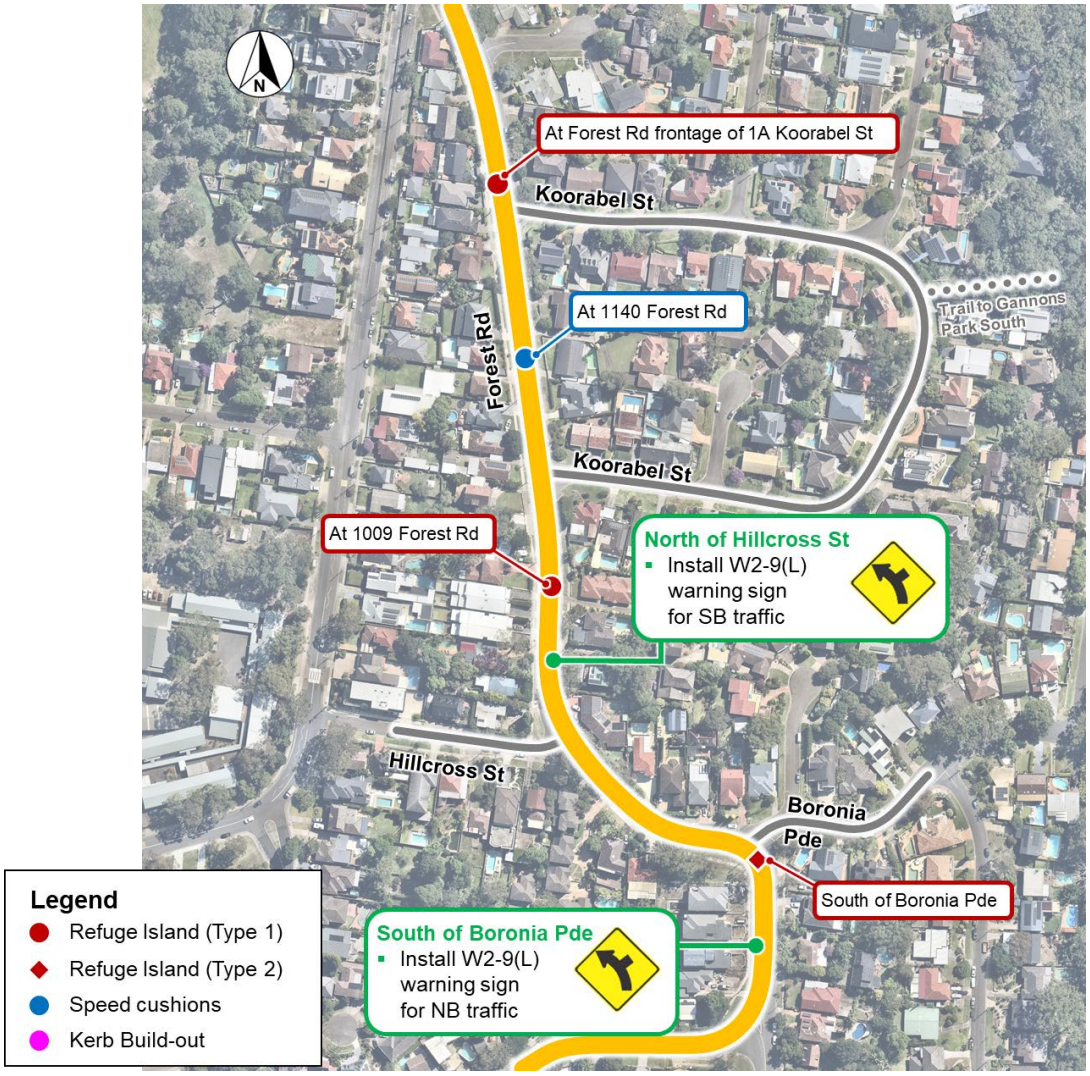
Figure 3.11: Recommendations Map – Focus Area 4

3.3.5 Focus Area 5

Focus Area 5 is defined as Forest Road between Old Forest Road and Boronia Parade. A summary of the descriptions and rationale for each recommendation within Focus Area 5 is provided in Table 3.7 and mapped in Figure 3.12.

Table 3.7: Summary of Recommendations – Focus Area 5

Item ID	Description	Rationale
5.01	Pedestrian refuge – type 1 *Near 1A Koorabel Street*	▪ Provides improved pedestrian crossing opportunities in this section of Forest Road ▪ Traffic calming along high-speed section
5.02	Pedestrian refuge – type 1 *Near 1009 Forest Road*	▪ Provides access to bus stops near Koorabel Street ▪ Provides access to local school and church near Hillcross Street ▪ Traffic calming along high-speed section
5.03	Speed cushions *Near 1140 Forest Road*	▪ Traffic calming along high-speed section ▪ Approximately 100m spacing from other proposed traffic calming devices within this focus area
5.04	Install W2-9(L) warning sign north of Forest Road / Hillcross Street	▪ Raises southbound driver awareness of upcoming road bend and intersection
5.05	Pedestrian refuge – type 2 *South of Boronia Parade*	▪ Provides pedestrian crossing facility in this section of Forest Road which is characterised by frequent bends in the road ▪ Positioning of facility was selected to minimise obstructions to sightlines issues due to nearby road bends ▪ Improves pedestrian safety by allowing vulnerable road users to cross the road in two movements in a complex road environment
5.06	Install W2-9(L) warning sign between Hillcross Street and Lime Kiln Road	▪ Raises northbound driver awareness of upcoming road bend and intersection.



Adapted from Nearmap

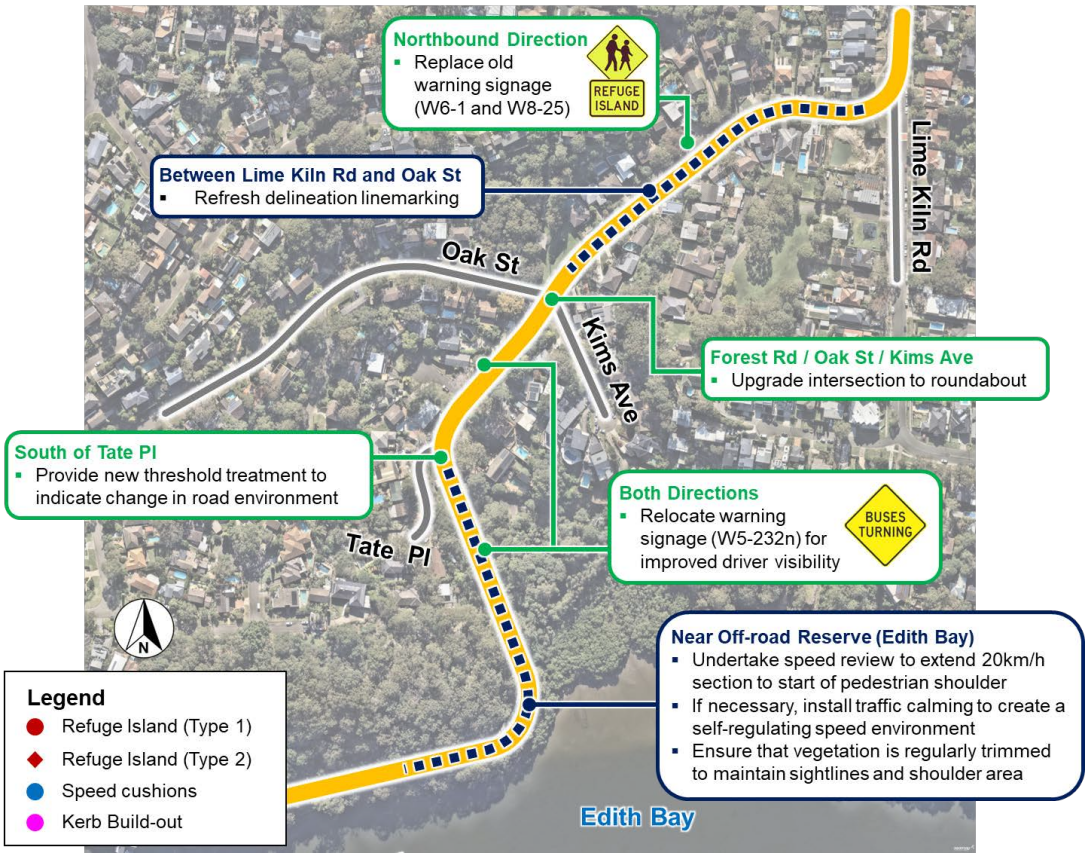
Figure 3.12: Recommendations Map – Focus Area 5

3.3.6 Focus Area 6

Focus Area 6 is defined as Forest Road south of Boronia Parade to the end of the corridor. A summary of the descriptions and rationale for each recommendation within Focus Area 6 is provided in Table 3.8 and mapped in Figure 3.13.

Table 3.8: Summary of Recommendations – Focus Area 6

Item ID	Description	Rationale
6.01	Refresh delineation linemarking between Lime Kiln Road and Oak Street	▪ Existing delineation markings are in poor condition ▪ Raises driver awareness of the road environment
6.02	Replace warning W6-1 and W8-25 signage near 1196 Forest Road	▪ Existing warning signage in poor condition ▪ Raises driver awareness of upcoming pedestrian refuge island(s)
6.03	Upgrade Forest Road / Oak Street intersection to roundabout	▪ Steep gradient on Forest Road in the southbound direction can contribute to vehicle speeds unsuitable for the local road environment ▪ Limited opportunity to recommend other traffic calming devices along road section due to steep gradient ▪ Flexibility of design to minimise impact on manoeuvrability of heavy vehicles (e.g. buses) and emergency vehicles ▪ Can help facilitate bus turnaround movements (if necessary)
6.04	Painted threshold treatment *South of Tate Place*	▪ Road environment changes at this location between residential local streets to narrow cliffside road ▪ Raises driver awareness of change in road environment and speed zoning
6.05	Speed review to extend 20 km/h section to Tate Place	▪ Design constraints prohibit the provision of separated pedestrian infrastructure ▪ Extension to the reduced speed environment will mitigate risk and severity of vehicle-pedestrian conflicts
6.06	Relocate existing or add supplementary W5-232n signage on NB and SB approaches to Tate Place	▪ Improve visibility of signage – existing signs are hidden behind adjacent vegetation from certain angles, and are on the right side of the road on approach ▪ Relocating or adding unobstructed signage on the left side of the road will assist with driver awareness of potential bus movements ahead.



Adapted from Nearmap

Figure 3.13: Recommendations Map – Focus Area 6

3.4 Recommended Action Plan Summary

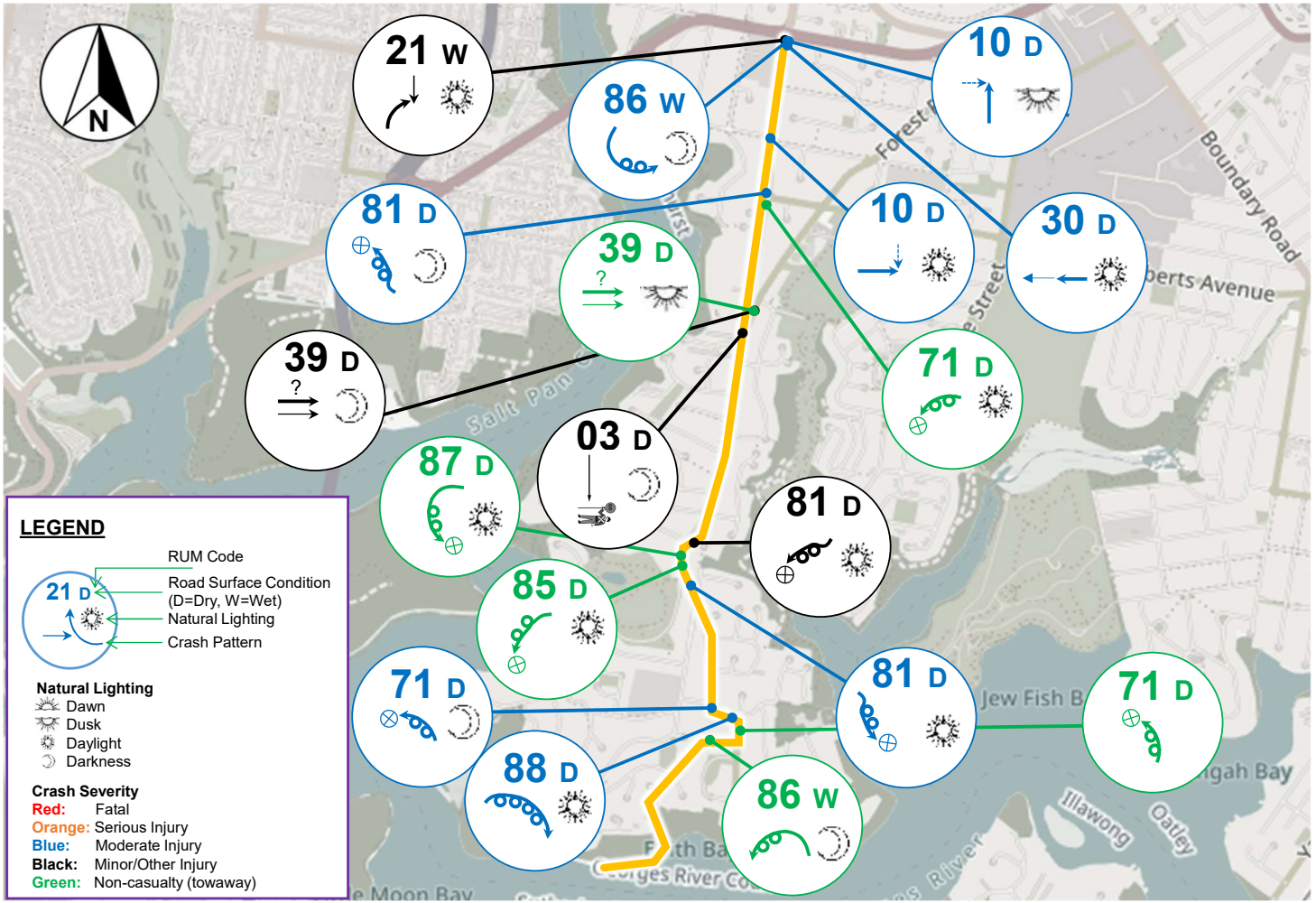
Table 3.9 summarises the recommended actions along the Belmore Road and Forest Road corridor.

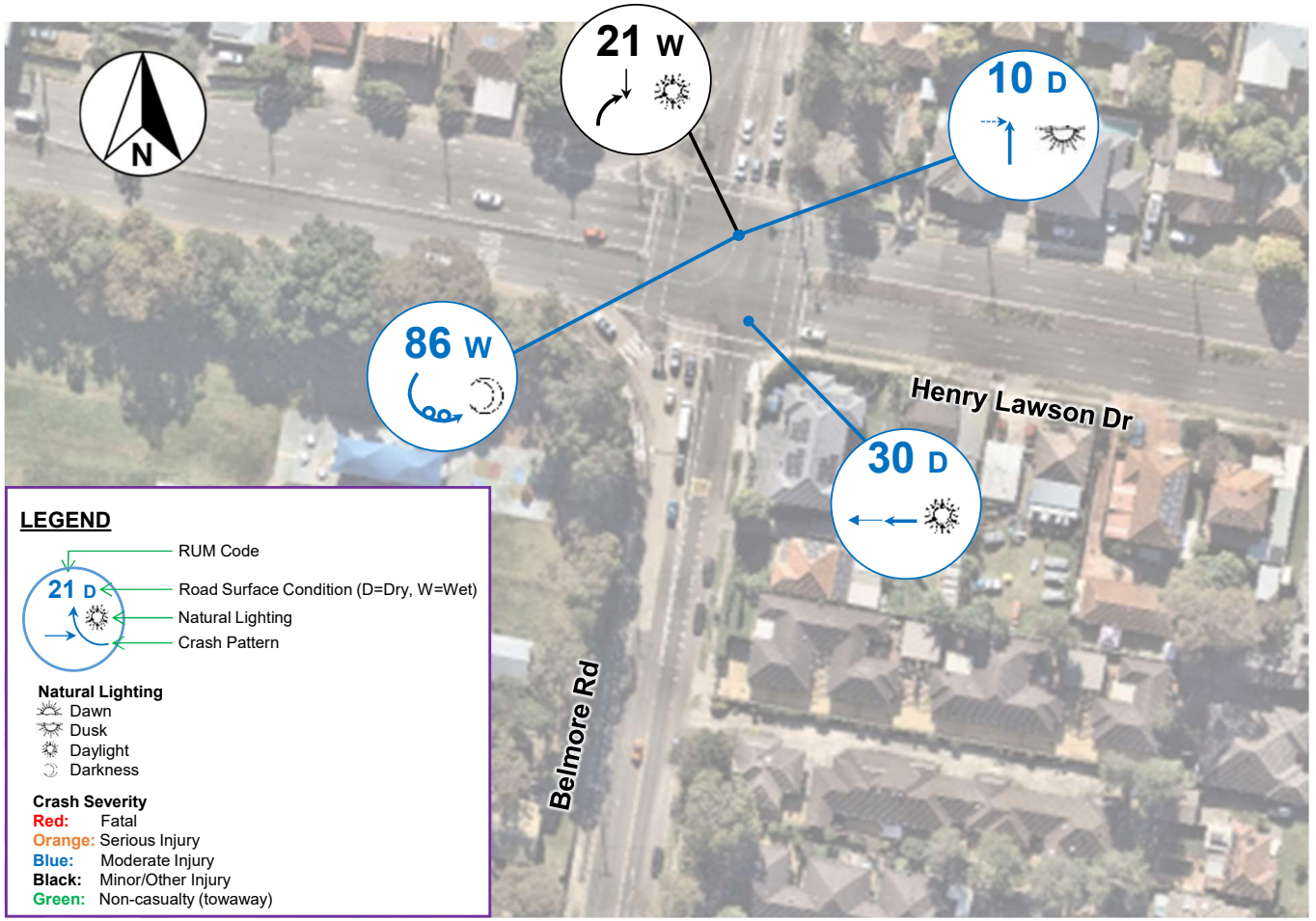
Table 3.9: Summary of Action Plan

Item ID	Location	Description
1.01	Henry Lawson Drive / Forest Road Intersection	Modify lane linemarking on southern departure of intersection
1.02	Between Henry Lawson Drive and Evan Street	Refresh delineation markings
1.03	Near 74 Belmore Road	Provide 'speed cushions' treatment
2.01	Near 28 Belmore Road	Provide 'speed cushions' treatment
2.02	Near 2 Belmore Road	Provide 'pedestrian refuge – type 1' treatment
2.03	Near 14 Belmore Road	Provide 'pedestrian refuge – type 1' treatment
2.04	Near 2 Belmore Road Near 14 Belmore Road	Provide new footpath links to/from parallel service road
2.05	Parallel service road between Ulster Street and Cypress Drive	Undertake speed review of service road to convert to type 1 shared zone
2.06	Near 843 Forest Road	Provide 'pedestrian refuge – type 1' treatment
3.01	Near 974 Forest Road	Provide 'pedestrian refuge – type 1' treatment
3.02	Between Chivers Avenue and Grandview Crescent	Provide median island
3.03	South of Taffs Avenue	Provide 'pedestrian refuge – type 2' treatment
3.04	Stop ID: 2210142	Relocate existing bus stop at the local centre
3.05	Grandview Crescent / car park entrance	Provide new kerb build-out
3.06	Near Redgum Drive	Provide 'speed cushions' treatment
4.01	Forest Road / Blackbutt Avenue	Provide new kerb build-out
4.02	Forest Road / Valentia Avenue	Upgrade intersection to roundabout
4.03	Between Valentia Avenue and Evatt Park	Refresh delineation linemarking and provide (painted or concrete) median island
4.04	South of Valentia Avenue	Install D4-1-1 hazard marker
4.05	Across Ponderosa Place	Provide 'pedestrian refuge – type 2' treatment
5.01	Near 1A Koorabel Street	Provide 'pedestrian refuge – type 1' treatment
5.02	Near 1009 Forest Road	Provide 'pedestrian refuge – type 1' treatment
5.03	Near 1140 Forest Road	Provide 'speed cushions' treatment
5.04	North of Forest Road / Hillcross Street	Install W2-9(L) warning sign
5.05	South of Boronia Parade	Provide 'pedestrian refuge – type 2' treatment
5.06	Between Hillcross Street and Lime Kiln Road	Install W2-9(L) warning sign
6.01	Between Lime Kiln Road and Oak Street	Refresh delineation linemarking
6.02	Near 1196 Forest Road	Replace warning W6-1 and W8-25 signage
6.03	Forest Road / Oak Street	Upgrade intersection to roundabout
6.04	South of Tate Place	Provide threshold treatment
6.05	South of Tate Place	Undertake speed review to extend 20 km/h section
6.06	North and South of Tate Place	Relocate existing or install new W5-232n signs

Attachment A:

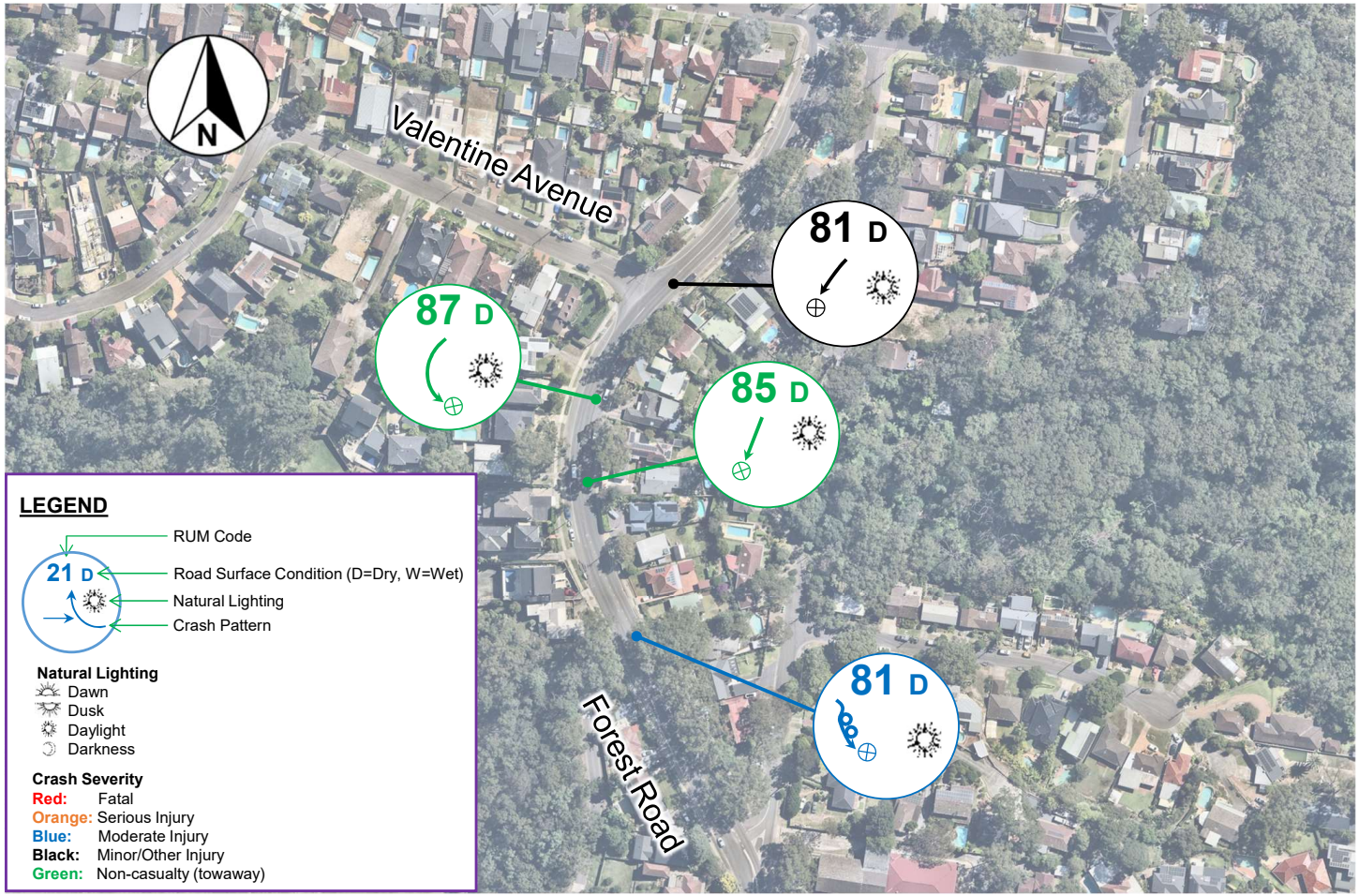
Crash Collision Diagram Maps


N
21 W
86 W
10 D
81 D
39 D
10 D
30 D
39 D
71 D
03 D
87 D
81 D
85 D
71 D
81 D
71 D
88 D
86 W
Boundary Road
Forest Road
Salt Pan
Jew Fish B
Illawong
Oatley
LEGEND
RUM Code
Road Surface Condition (D=Dry, W=Wet)
Natural Lighting
Crash Pattern
21 D
Natural Lighting
Dawn
Dusk
Daylight
Darkness
Crash Severity
Red: Fatal
Orange: Serious Injury
Blue: Moderate Injury
Black: Minor/Other Injury
Green: Non-casualty (towaway)

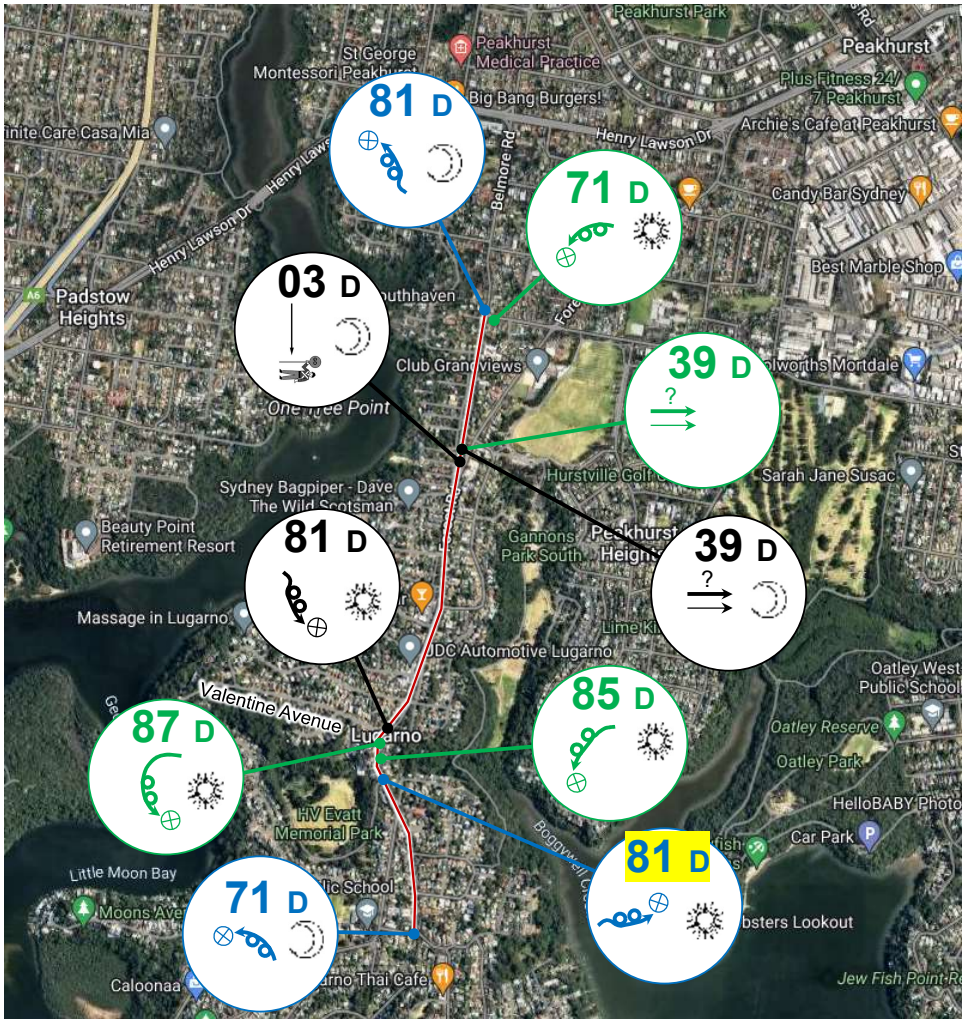

21 W
10 D
86 W
30 D
N
Henry Lawson Dr
Belmore Rd
LEGEND
RUM Code
21 D
Road Surface Condition (D=Dry, W=Wet)
Natural Lighting
Crash Pattern
Natural Lighting
Dawn
Dusk
Daylight
Darkness
Crash Severity
Red: Fatal
Orange: Serious Injury
Blue: Moderate Injury
Black: Minor/Other Injury
Green: Non-casualty (towaway)


N
10 D
81 D
71 D
LEGEND
RUM Code
21 D
Road Surface Condition (D=Dry, W=Wet)
Natural Lighting
Crash Pattern
Natural Lighting
Dawn
Dusk
Daylight
Darkness
Crash Severity
Red: Fatal
Orange: Serious Injury
Blue: Moderate Injury
Black: Minor/Other Injury
Green: Non-casualty (towaway)


N
Belmore Road
39 D
?
03 D
39 D
?
Forest Road
Boatwright Avenue
Bottlebrush Avenue
LEGEND
RUM Code
21 D
Road Surface Condition (D=Dry, W=Wet)
Natural Lighting
Crash Pattern
Natural Lighting
Dawn
Dusk
Daylight
Darkness
Crash Severity
Red: Fatal
Orange: Serious Injury
Blue: Moderate Injury
Black: Minor/Other Injury
Green: Non-casualty (towaway)

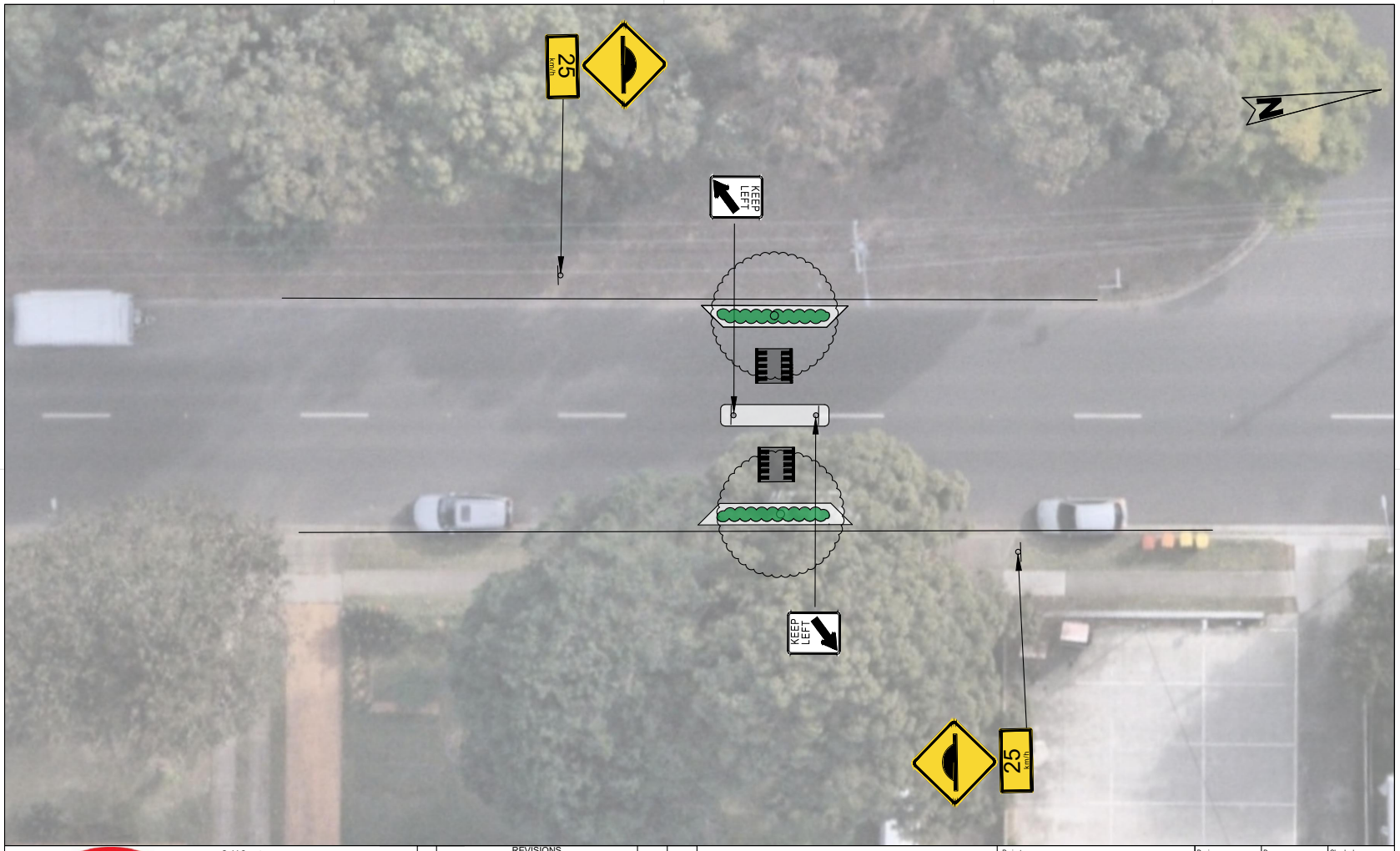

N
Valentine Avenue
81 D
87 D
85 D
81 D
Forest Road
LEGEND
RUM Code
21 D
Road Surface Condition (D=Dry, W=Wet)
Natural Lighting
Crash Pattern
Natural Lighting
Dawn
Dusk
Daylight
Darkness
Crash Severity
Red: Fatal
Orange: Serious Injury
Blue: Moderate Injury
Black: Minor/Other Injury
Green: Non-casualty (towaway)


N
Forest Road
Hillcross Street
Boronia Parade
71 D
88 D
86 W
71 D
LEGEND
RUM Code
21 D
Road Surface Condition (D=Dry, W=Wet)
Natural Lighting
Crash Pattern
Natural Lighting
Dawn
Dusk
Daylight
Darkness
Crash Severity
Red: Fatal
Orange: Serious Injury
Blue: Moderate Injury
Black: Minor/Other Injury
Green: Non-casualty (towaway)


81 D
71 D
03 D
39 D
81 D
39 D
87 D
85 D
71 D
81 D
Peakhurst Park
Peakhurst
St George Montessori Peakhurst
Peakhurst Medical Practice
Big Bang Burgers!
Plus Fitness 24/7 Peakhurst
Archie's Cafe at Peakhurst
Henry Lawson Dr
Belmore Rd
Candy Bar Sydney
Best Marble Shop
Padstow Heights
Club Granville
Woolworths Mortdale
Hurstville Golf
Sarah Jane Susac
Sydney Bagpiper - Dave The Wild Scotsman
Beauty Point Retirement Resort
Gannons Park South
Massage in Lugarno
JDC Automotive Lugarno
Oatley West Public School
Valentine Avenue
Lugarno
Oatley Reserve
Oatley Park
HelloBABY Photo
HV Evatt Memorial Park
Car Park
Little Moon Bay
Caloonaa
Jew Fish Point

Attachment B:

Example Treatment Layout Plans



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Issue	REVISIONS Revisions/Descriptions	Drawn	Date
001	Proposed Pedestrian Treatment	J.W	13.08.2024

Project: P6466 Georges River Blackspot Funding Program 2024

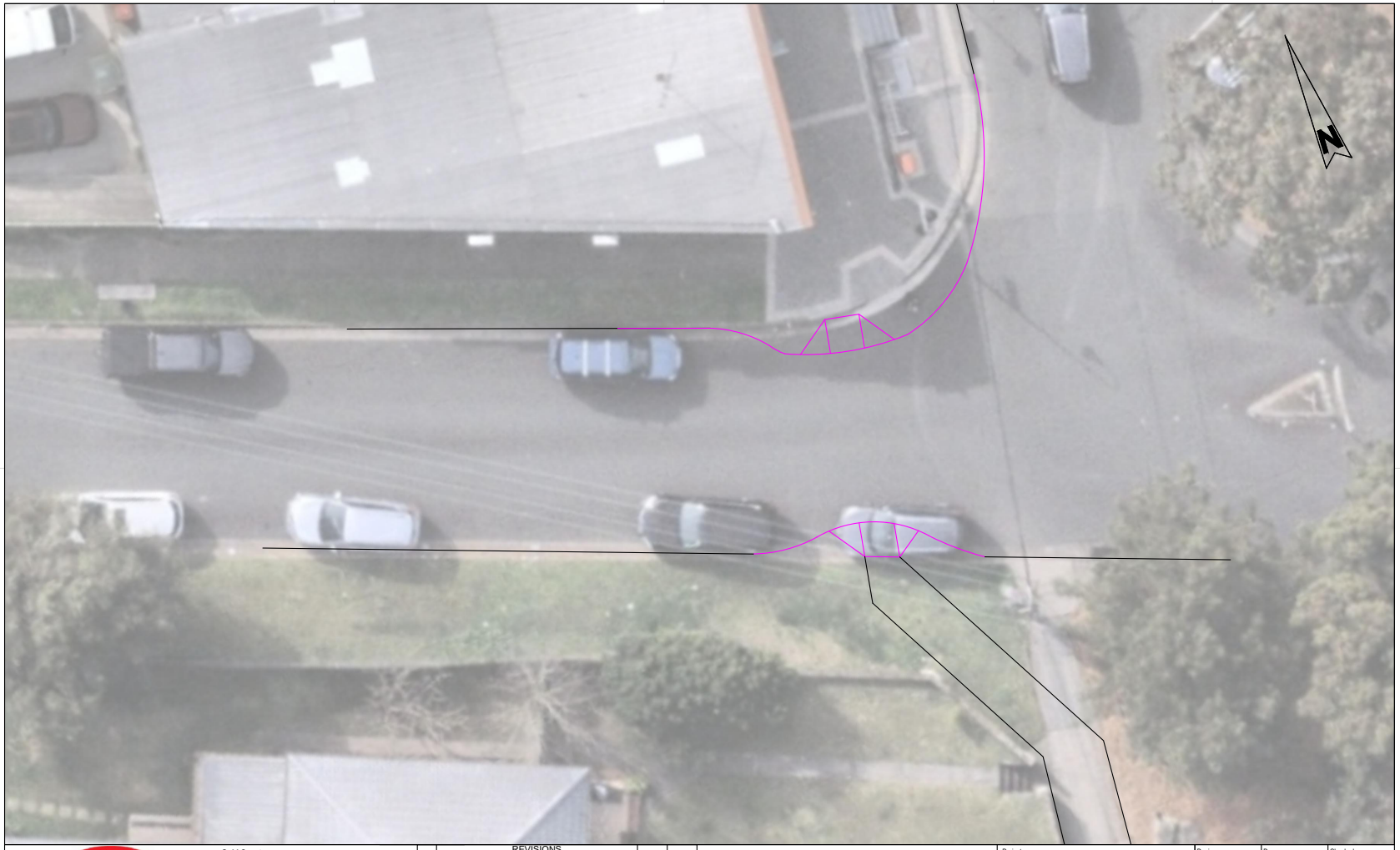
Title: Proposed Treatment Kerb Blisters and Speed Cushions

Design	Drawn	Checked
J.W	J.W	J.Y

FOR INFORMATION ONLY

Date: 13.08.2024

Project Number	Sheet Number	Issue
P6466	1	001



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Issue	REVISIONS Revisions/Descriptions	Drawn	Date
001	Proposed Pedestrian Treatment	J.W	13.08.2024

Project: P6466 Georges River Blackspot Funding Program 2024

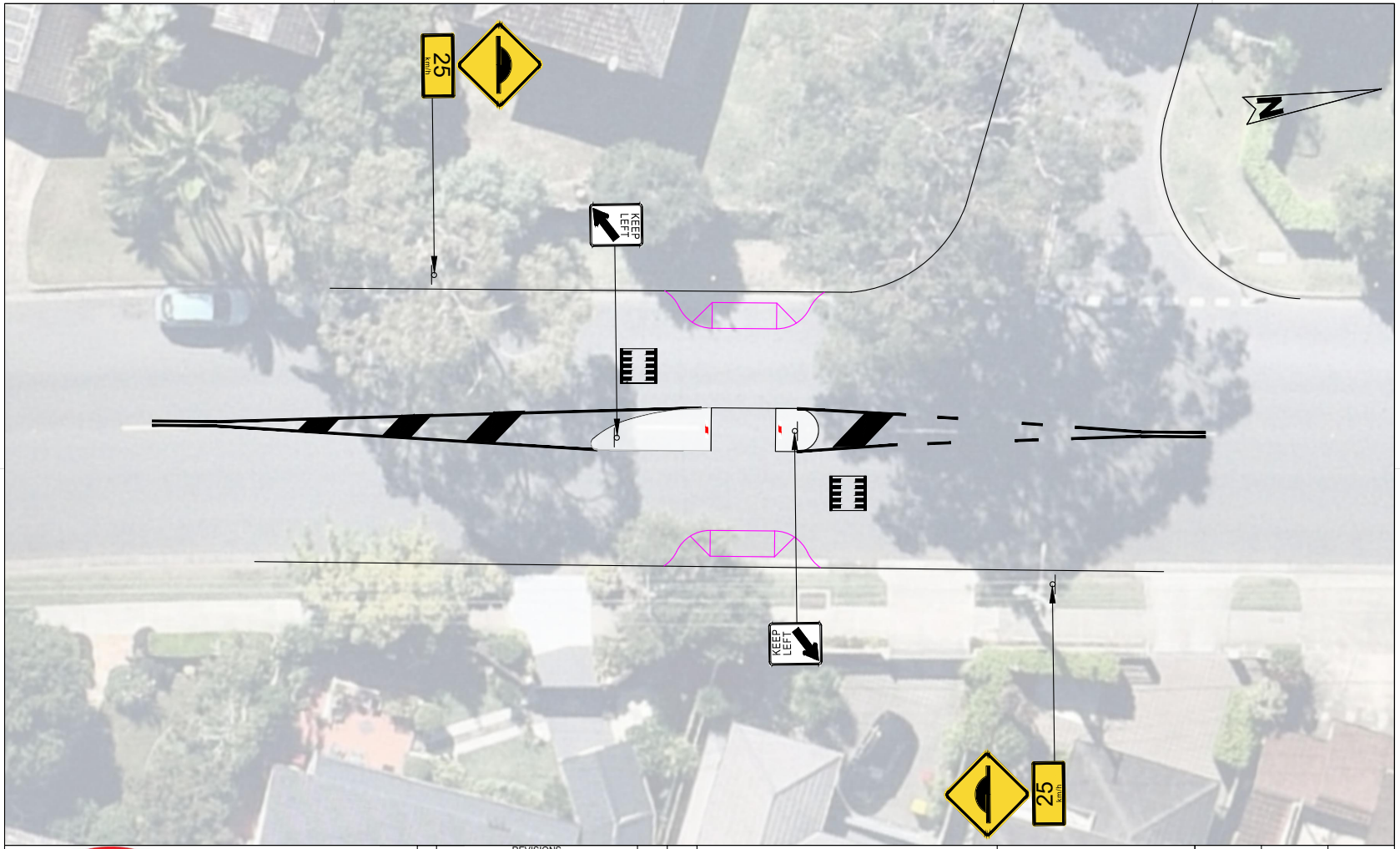
Title: Proposed Treatment Kerb Build-out

Design	Drawn	Checked
J.W	J.W	J.Y

FOR INFORMATION ONLY

Date: 13.08.2024

Project Number	Sheet Number	Issue
P6466	2	001



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Issue	REVISIONS Revisions/Descriptions	Drawn	Date
001	Proposed Pedestrian Treatment	J.W	13.08.2024

Project: P6466 Georges River Blackspot Funding Program 2024

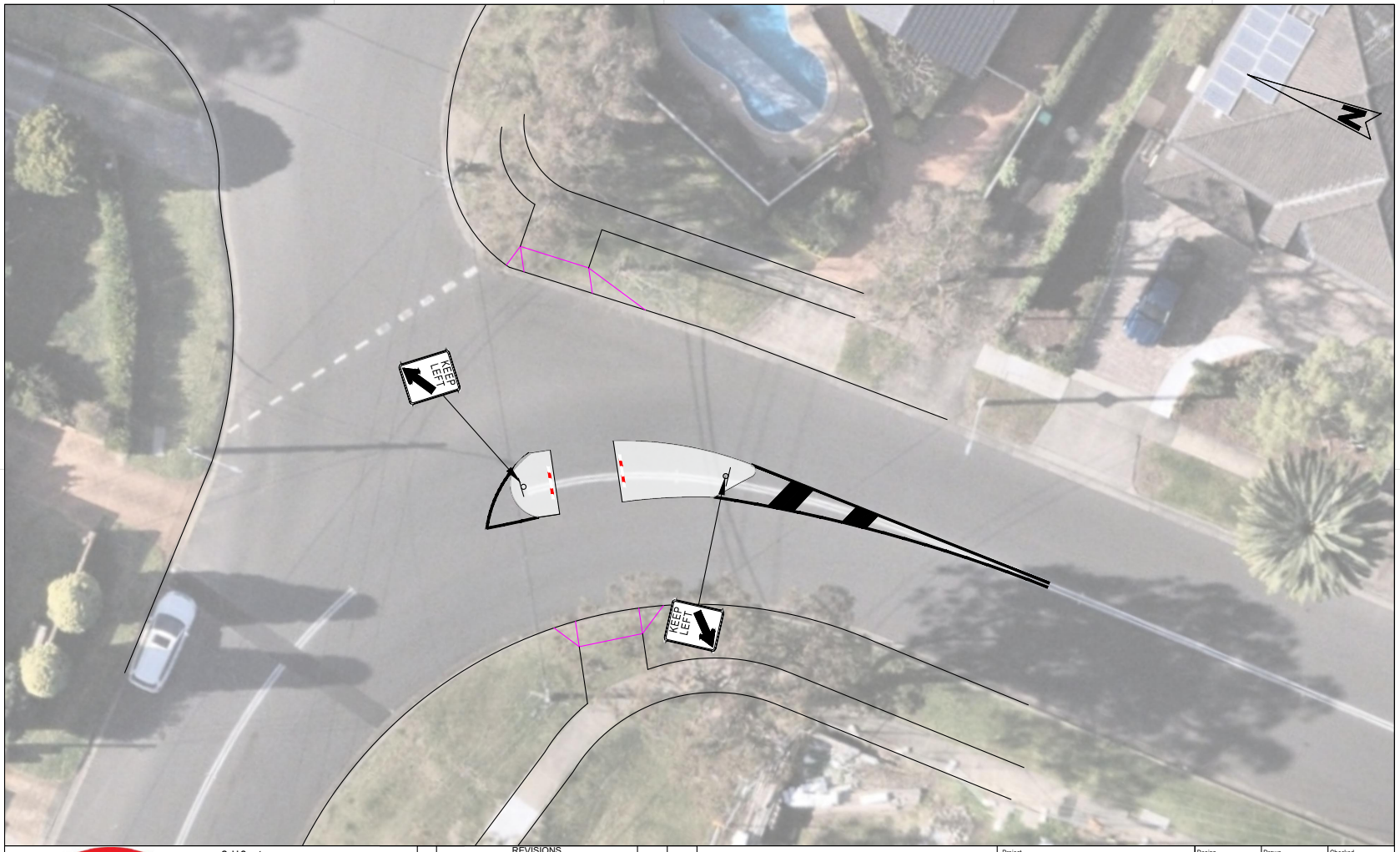
Title: Proposed Treatment Pedestrain Refuge - Type 1

Design	Drawn	Checked
J.W	J.W	J.Y

FOR INFORMATION ONLY

Date: 13.08.2024

Project Number	Sheet Number	Issue
P6466	3	001



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Issue	REVISIONS Revisions/Descriptions	Drawn	Date
001	Proposed Pedestrian Treatment	J.W	13.08.2024

Project: P6466 Georges River Blackspot Funding Program 2024

Title: Proposed Treatment
Pedestrian Refuge - Type 2 (Normal)

Design	Drawn	Checked
J.W	J.W	J.Y

FOR INFORMATION ONLY

Date: 13.08.2024

Project Number	Sheet Number	Issue
P6466	4	001

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Issue	REVISIONS Revisions/Descriptions	Drawn	Date
001	Proposed Pedestrian Treatment	J.W	13.08.2024

Project: P6466 Georges River Blackspot Funding Program 2024

Title: Proposed Treatment Pedestrian Refuge - Type 2 (Median)

Design	Drawn	Checked
J.W	J.W	J.Y

FOR INFORMATION ONLY

Date: 13.08.2024

Project Number	Sheet Number	Issue
P6466	5	001

Item: **TAC016-25 Special Event - Easter Precession**

Author: Coordinator Traffic and Transport

Directorate: Assets and Infrastructure

Matter Type: Committee Reports

RECOMMENDATION

a) That the event is categorised as a 'Class 3' Event.

b) That the rolling road closures at various locations in Kogarah on Friday night, 18 April 2025, between 6pm and 11pm, under full escort by St George Police and Kogarah SES be approved.

c) That the temporary road closure of Belgrave Street (between Kensington Street and Post Office Lane) and Wicks Lane, Kogarah, on Saturday night and Sunday dawn, 19 and 20 April 2025, between 9pm and 1am be approved.

d) That Council advise the Kogarah Greek Orthodox Parish & Community that they are to contact St George Police and SES to conduct the rolling road closures, following approval by Council.

e) That Council advise the Kogarah Greek Orthodox Parish & Community that they are to notify all affected residents and businesses a minimum of one week prior to the closure, following approval from Council.

EXECUTIVE SUMMARY

1. This report seeks the Committee's consideration for the special event proposed by the Kogarah Greek Orthodox Parish & Community (Event Organiser) on Friday 18 April 2025 to Sunday 20 April 2025 along various streets in Kogarah.

BACKGROUND

2. Council has received a traffic management plan (TMP) from the Greek Orthodox Parish & Community to support the Kogarah Creek Orthodox Parish and Community Easter Precessions.

3. The event is an annual occurrence, expected to attract crowds of between 3,000 and 5,000 parishioners.

4. The event will include temporary rolling road closures at the following locations on Friday night, 18 April 2025, between 1800hrs and 2300hrs, under full escort by St George Police and Kogarah SES:

   (a) Belgrave Street at Kensington Street intersection

   (b) Kensington Street at Belgrave Street intersection and Montgomery Street intersection

   (c) Montgomery Street at Kensington Street intersection and Railway Parade Intersection

   (d) Railway Parade at Montgomery Street intersection and Grey Street intersection

   (e) Post Office Lane

   St George Police and Kogarah SES have successfully managed the rolling road closures in previous years.

5. The event will also include a temporary road closure of Belgrave Street between Kensington Street and Post Office Lane, Kogarah, on Saturday night and Sunday dawn,

19 and 20 April 2025, between 2100hrs and 0100hrs, to hold their annual event. Additional road closures on Wicks Lane have been proposed to prevent parishioners from parking illegally within the laneway. Residential and car park users will still have access to the lane during this time. The road closures will be managed by suitably qualified traffic controllers. The traffic guidance schemes (TGSs) are included in the TMP.

PROPOSAL

6. In line with *TfNSW Guide to Traffic and Transport Management for Special Events*, the event is classified as Class 3, meaning it will have a minor impact on the traffic and transport network with minimal impact to the non-event community. As a result, the need for a TMP is subject to Council policy and approval.

7. As proposed by the TMP, the required rolling road closures at various locations and temporary road closures of Belgrave Street (between Kensington Street and Post Office Lane) and Wicks Lane are supported.

FINANCIAL IMPLICATIONS

8. All cost to be borne by the Kogarah Greek Orthodox Parish & Community.

COMMUNITY ENGAGEMENT

9. The Kogarah Greek Orthodox Parish & Community will be responsible for contacting St George Police and SES to conduct the rolling road closures, following approval by Council.

10. The Kogarah Greek Orthodox Parish & Community will be responsible for the notification to all affected residents and businesses a minimum of one week prior to the closure, following approval from Council.

FILE REFERENCE

D25/39030

ATTACHMENTS

Attachment ⇩1 Easter Precessions Traffic Management Plan 2025

GUARDIAN
VENUE MANAGEMENT
INTERNATIONAL

TRAFFIC MANAGEMENT PLAN FOR BELGRAVE ST KOGARAH

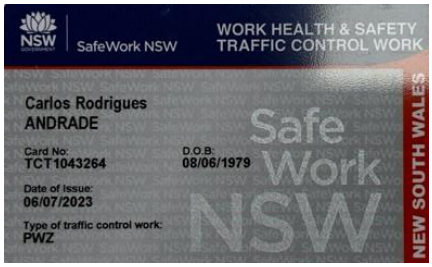
Easter Precessions 2025

Traffic Management Plan
Greek Orthodox Parish & Community

Contents

Traffic Management Plan
Greek Orthodox Parish & Community

1. DOCUMENT AUTHOR

Prepared By	Carlos Andrade, Lead Traffic Planner
Signature	
	
Date	10/02/2025

2. DOCUMENT HISTORY

Reviewed By	Version	Date	Comments
Michael Lakkis	1.0	10/02/2025	Approved for release

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6. TERMS AND DEFINITIONS

Terms	Definitions
RMS	Roads & Maritime Services
PAX	Persons Amount X
ADT	Average Daily Traffic
AS/NZS	Australian Standards/New Zealand Standards
LAC	Local Area Command
LGA	Local Government Area
PWZ/TMP	Prepare a Work Zone/Traffic Management Plan
TGS	Traffic Control Plan
TMP	Traffic Management Plan

7. EXECUTIVE SUMMARY

Event Name: Kogarah Greek Orthodox Parish and Community Easter Precessions

Description: Guardian has also been engaged as the traffic management company to plan and implement the planned road closure of Belgrave Street Kogarah, between Kensington Street and Post Office Lane for the event days mentioned. This will be the 7th year Guardian has been engaged to provided traffic management services and conduct a Hostile Vehicle Mitigation Risk Assessment.

It is anticipated that the Epitaphios precession on Good Friday 18 April 2025 and the Liturgy on Holy Saturday 19 April 2025 will attract crowds of between 3,000 and 5,000 parishioners. Crowd demography will include, elderly, children, toddlers, youth and adults who are in attendance for the religious celebration.

Date: Good Friday 18 April 2025 & Saturday 19 April 2025

Venue: Belgrave Street, Kogarah

Times: Friday, 18 April 2025 (1800hrs – 2300hrs) & Saturday, 19 Aprill 2025 (2100hrs – 0100hrs)

Contact Name: Maria Pavlides

Contact Number: 0420 772 557

Email: philoptohoskogarah@gmail.com

8. SCOPE

This plan addresses traffic management for the proposed works only and the document has been prepared following consultation and assessments from the respective stakeholders listed in this document.

The document includes the provision for the safe movement of vehicular and pedestrian traffic, the protection of workers from passing traffic, the design, installation and removal of any necessary temporary detours, the provision of traffic controllers, the installation of temporary advance warning signs and safety barriers.

Where possible road closures have been minimised to maintain regular traffic flow.

Various traffic control devices/measures have been used whilst creating the relevant Traffic Control Plan. This document should be read in conjunction with the following:

#	Document	Version
1	RMS Guide to Transport & Management for Special Events	3.5
2	RMS Traffic Control at Worksites Manual	5.0
3	AS/NZS	2890.6-2009.
4	Local Government Act 1993	No 30
5	Roads Act 1993	No 33
6	Australian Standard	1742
7	The Use of Variable Message Sign (VMS) RMS Policy	10.408

9. OBJECTIVES

The core objectives with respect to the Traffic Management Plan are to:

1. Ensure the safety of its employees, contractors, the public, RMS personnel, pedestrians, cyclists and traffic,
2. Keep traffic delays to a minimum,
3. Maintain satisfactory property access,
4. Minimise disruption to businesses,
5. For works near speed cameras, traffic lights & traffic counters etc:
    a) Inform the RMS Representative and
    b) Not damage the equipment,
    c) Make suitable arrangements where required.
    d) When required, obtain approvals and licenses such as Road Occupancy, Direction to Restrict

(DTR for Speed Limit Sign Authorisation) and Traffic Signals,

6. Minimise disturbance to the environment,
7. Design temporary roadways and detours in accordance with RMS Road Design Guide and
8. Meet the requirements RMS Traffic Control at Worksites Manual.

10. MANAGEMENT OF THE TMP

Guardian Venue Management International has undertaken that it will provide the Traffic Control Plans for this event. It is required by Council/RMS and/or consenting authorities that all traffic control works to be carried out by RMS certified and accredited personnel.

11. IMPLEMENTATION

Traffic Management for work and/or events sites will be in accordance with the RMS Traffic Control at Work Sites Manual as modified to site conditions.

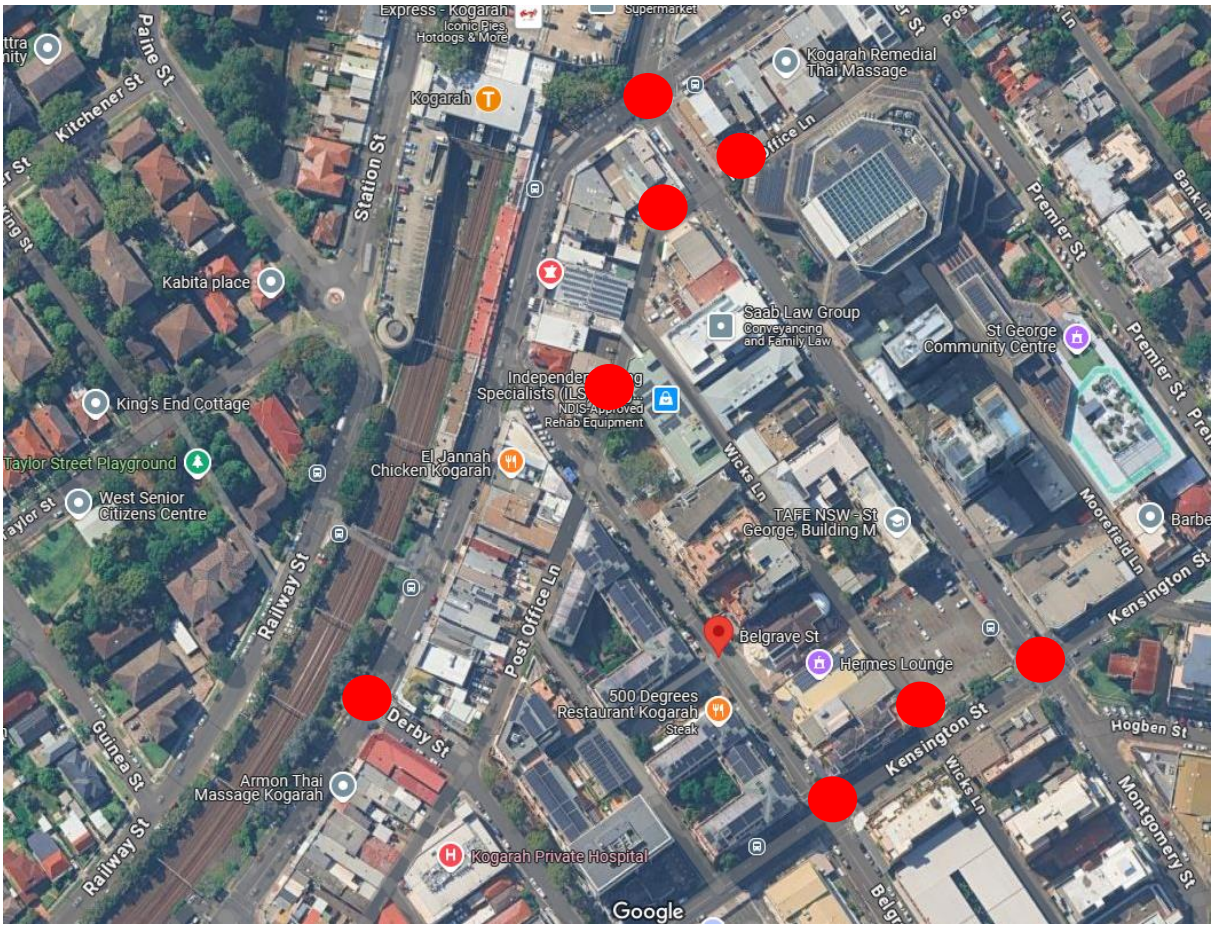
The implementation of these plans is the responsibility of the event organiser and shall be carried out by RMS certified and accredited personnel.

12. PLANNING STRATEGIES

Following preparation of the final draft plans, assessment and approvals is required by the following:

Agency	**Area**
NSW Police	St George LAC
Council	Georges River Council
The Greek Orthodox Parish & Community Of Kogarah & District “Resurrection Of Christ” Limited.	Event Organiser

13. ROAD CLOSURE LOCATION MAP



14. TRAFFIC MANAGEMENT

During the event traffic safety will be managed by the implementation of specifically tailored TGSs that have been designed to meet with event specific operations. This plan has been prepared to safely manage traffic with minimal impact on non-event stakeholders as recommended in the RMS Guide to Traffic and Transport Management for Special Events.

In the risk management context, the RMS Guide to Traffic and Transport Management for Special Events reads that a TGS be a Risk Management Plan for traffic, however a TGS shall not be an acceptable form of risk management and the event organiser should seek a separate risk review.

At its core the prepared TGSs implement various short-term road closures to safety manage vehicular and pedestrian flow within the precinct.

14.1 Traffic Guidance Scheme

The attached traffic guidance schemes indicate the intended setup for traffic management to ensure continual flow around the immediate area.

14.2 Road Closures

Rolling road closures and control points shall be implemented at the following locations.

- Belgrave St at Kensington St Intersection
- Kensington St at Belgrave St Intersection & Montgomery St Intersection
- Montgomery St at Kensington St Intersection & Railway Parade Intersection
- Railway Parade at Montgomery St Intersection & Grey St Intersection
- Post Office Lane

The Event Road closures shall commence at:
Friday, 18 April 2025 (1800hrs – 2300hrs) – All closures listed
Saturday, 19 Aprill 2025 (2100hrs – 0100hrs) – Belgrave St only

14.3 Vehicle Emergency Access

Emergency vehicles under lights will be granted access through all road closures.

14.4 Public Notifications

Public notifications shall be undertaken by the event organiser and/or a third a party provider to the impacted residents/business affected by the closures via a letter box drop 7 days prior to the event.

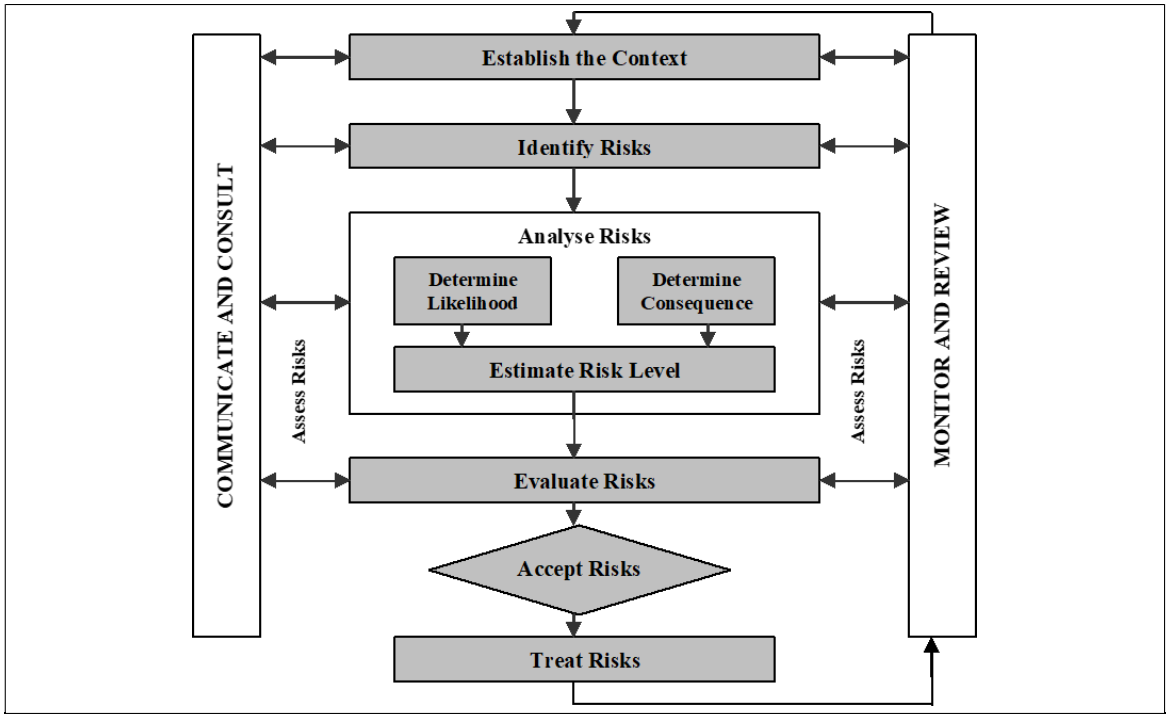
14.5 Public Transport Location - Train

14.6 Public Transport Locations - Bus

15 RISK MANAGEMENT

15.1 Risk Management Process

Throughout the Risk Management process, we will link activities to the Australian Standards AS ISO 31000:2018. These standards provide a systematic approach to the Risk Management.



15.2 Risk Tolerance

A risk rating determined to be higher than a “low” or a “moderate” level (see: “Risk Assessment Tool” below for descriptions of these terms) should result in senior management assessing the viability of implementing the suggested additional control measures.

Even where a residual risk of a “low” or moderate” level exists, senior management should evaluate, where it is viable, to further reduce the likelihood or consequences of that stated risk.

15.3 Risk Assessment Tool

The risk assessment tool acts as a guide to determine an appropriate rating for each risk. It is important to note that risk is subjective and therefore any ratings applied should be considered in this context.

Likelihood	Consequences				
	Insignificant (1) *(Minor problem easily handled by normal day to day processes)*	**Minor (2)** *(Some disruption possible, e.g. damage equal to $500k)*	**Moderate (3)** *(Significant time/resources required, e.g. damage equal to $1 million)*	**Major (4)** *(Operations severely damaged, e.g. damage equal to $10 million)*	**Catastrophic (5)** *(Business survival is at risk damage equal to $25 million)*
Rare (1) *(e.g. <3% chance)*	**2**	**3**	**4**	**5**	**6**
Unlikely (2) *(e.g. between 3% and 10% chance)*	**3**	**4**	**5**	**6**	**7**
Moderate (3) *(e.g. between 10% and 50% chance)*	**4**	**5**	**6**	**7**	**8**
Likely (4) *(e.g. between 50% and 90% chance)*	**5**	**6**	**7**	**8**	**9**
Almost certain (5) *(e.g. >90% chance)*	**6**	**7**	**8**	**9**	**10**

15.4 Risk Score Evaluation

Risk Score	Risk Level	Response
2-4	Low	Manage through routine procedures
5-6	Moderate	Specific procedures and monitoring required, specify management responsibility
7-8	High	Action plan required, specific senior management attention and specify responsibility
9-10	Extreme	Immediate action required, senior management required with detailed plan and Senior Management responsibility noted

15.5 Risk Treatments

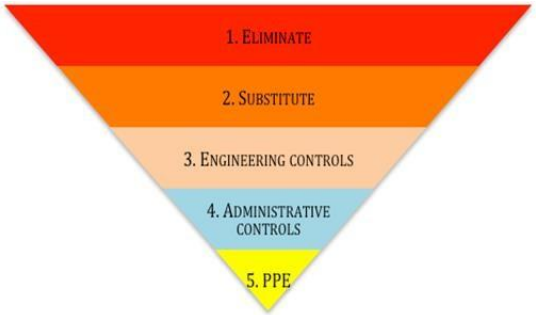
Treatment of the risks associated with hazards identified will involve appropriately selecting a treatment option as indicated below.

The Hierarchy of Hazard Controls is recommended as the best-practice approach to addressing the source of real/safety risks and thus eliminating of minimising such risks. When a hazard is identified it shall be:

- Eliminated (designed out, eliminated),
- Substituted (i.e. if a hazardous work practice exists it should be replaced with non-hazardous or less hazardous work practice),
- Isolated (if nothing could be done in short term the hazard should be isolated, so it does not impose a risk to a person),
- Controlled through engineering methods (guarded away using covers etc.),
- Controlled through Administrative means (procedures/practices, inductions, instructions, workplace training etc.),
- Persons protected by PPE (Personal Protective Equipment).

The controls should be used in order as indicated - starting from Eliminate as the best approach and then working down the options. A combination of hazard controls from the list above could be used to address any one hazard at one time - a hazard control on its own is not exhaustive and can be used in a combination with one or more other controls.
The primary aim of risk control is to eliminate the risk; the best way of achieving this is to eliminate the hazard. If this is not possible the risk must be minimised by utilising the ALARP principle;

Nomination	Multiplier	Outcome
A	=	As
L	=	Low
A	=	As
R	=	Reasonably
P	=	Practicable



SA/SNZ HB 205:2017 states that the most effective form of risk control is to eliminate the hazard, however if this is not reasonably practicable to eliminate the hazard, the risk must be minimised to the lowest reasonably practicable level by taking the following measures in the order and as determined by the risk assessment (Hierarchy of Controls).

If no single control is appropriate, a combination of the above controls will be taken to minimised the risk to the lowest reasonably practicable level.

15.6 Risk Assessment Plan (Risk Register)

A list of potential causes, consequences and control measures are provided. This should not be considered an exhaustive list.

#	HAZARD	RISK	CURRENT			CONTROL MEASURES	RESIDUAL			RESPONSIBILITY
			LIKELIHOOD	CONSEQUENCE	RISK RATING		LIKELIHOOD	CONSEQUENCE	RISK RATING	
TRAFFIC RISKS										
1	Cyclist and/or Pedestrian interaction	Short Term Injury Long Term Injury	2	3	M	Road Closure during event to allow safe area for all. First aid trained person onsite. Traffic controllers to be mindful of same when working on network.	2	2	L	Contractors Vendors Event Organiser Traffic Control
2	Illegal Parking	Short Term Injury Financial Delay	3	1	L	Stall holders/Vendors advised as to their responsibility to parking in compliant/allocated location. Rangers responsible for non-compliant parking & regulatory enforcement.	2	1	L	All staff Contractors Event Organiser Traffic Control
3	Overcrowding on roads	Death Short Term Injury Long Term Injury Delay	2	3	M	Large public space within area to ensure patrons within closure. Traffic controller at each end to ensure no persons queuing onto road network	1	2	L	First Aid Event Organiser Police Traffic Controller
4	Road Subsidence	Death Short Term Injury Long Term Injury Delay	5	3	M	Council to check venue prior to event. All staff along the internal roads to be vigilant and monitor surface and report any damage to event organiser.	3	3	M	Council Event Organiser All staff
5	Traffic Jam in surrounding area	Short Term Injury Long Term Injury Delay	2	2	L	Custom TGS's for event. Consultation will relevant stakeholders as part of planning. Detour setup to assist with vehicle flows. Road closed is not a main arterial road.	2	2	L	Police Site Manager LGA

6	Vehicle/Pedestrian interaction	Death Short Term Injury Long Term Injury Delay	3	4	H	Road closures to reduce potential of interaction & to minimize possibility. No Vehicle movement during live phase of Festival. Existing street with lighting. First aid onsite during festival. All staff should be in hi-vis vest when working around traffic.	2	3	M	First aid Event Organiser Traffic Controller All staff
7	Vehicle Breakdown	Financial Delay	2	2	L	Alternate routes to be utilised. RMS/Police to be advised of same for assistance.	2	1	L	Event Organiser Traffic Controller Police/RMS
WEATHER RISKS										
8	Exposure to Cold	Short Term Injury Financial Reputation	2	3	M	Thermal first aid sheets in all first aid kits, first aid onsite. Staff to be provided with relevant PPE. Call Emergency Services 000 Ambulance.	1	2	L	Event Organiser First aid Traffic Control
9	Exposure to Sun	Short Term Injury Financial Reputation	4	2	M	All staff to wear Sun rated caps/hats where possible. Sunscreen available to staff from supervisor. Water available from supervisor & staff reminded to bring spare supply. All TC's reminded to use sunscreen and protective clothing.	2	2	L	First aid Event Organiser Traffic Control
10	Heavy Rain	Death Short Term Injury Long Term Injury Delay	2	4	M	Supply wet weather gear for crew if required. First aiders onsite during event, security at other times during bump in & out. Unsafe areas to be barricaded off.	2	2	L	First aid Event Organiser LGA Traffic Control
11	Lightning	Death Short Term Injury Long Term Injury	1	6	M	Refer AS1768 Monitor BOM for any change in weather. Do not hold stop/slow bat during lightning. Where possible seek shelter if safe to do so.	1	4	L	Event Organiser Traffic Control
12	Strong Wind	Death	4	4	H	BOM to be monitored throughout event-by-Event Organiser.	6	5	M	First Aid

		Short Term Injury Financial				All signs to be weighted in high wind areas. Traffic Controllers not to stand under trees in storms.				Event Organiser Traffic Control
HEALTH RISKS										
13	COVID	Death Short Term Injury Long Term Injury Financial	3	5	H	Event organiser to develop COVID plan. TC's to conduct social distancing of 1.5m from other persons. PPE to be utilised when required. Wash hand regularly and follow current health guidelines. If you have any symptoms do not attend work.	2	4	M	All staff Traffic Control Event Organiser NSW Health
14	Staff Fatigue	Short Term Injury Delay	4	2	M	GVM Fatigue Management Plan implemented. Team Leader to monitor staff and ensure fatigued staff replaced. Rostering manager to ensure rosters compliant with FMP.	2	2	L	Roster Manager Team leader Traffic Control
SITE RISKS										
15	Slip/Trip/Falls	Short Term Injury Long Term Injury	3	2	M	Site inspection to identify hazards & remove/treat same. Good housekeeping. Cleaners to monitor/patrol & clean up where necessary. Production to be advised of any spills/potential slip hazards that may exist.	2	2	L	Cleaners Event Organiser First Aid Traffic Control
16	Terrorism	Death Short Term Injury Long Term Injury Financial Delay Reputation	3	5	H	Event organiser to assess re Target Hardening control measures. TC's at key entry points controlling access. Shipping containers on road network re reduce risk of injury,	3	2	M	Event Organiser Police Traffic Control
MISCELLANEOUS										
17	Communication Failure	Death Short Term Injury Financial	3	2	M	Consultation with all stakeholders to ensure that everyone is aware of correct procedures in case of loss of communications. Monitor/report any issues with radios.	3	1	L	Telecommunications Provider Two Way Radio Provider

		Reputation				Radio check on commencement of shift. Contract only reliable radio supplier with proven record. Backup radios to replace any faulty radios. Use of Instant messenger apps as backup (i.e. WhatsApp), use encryption where possible.				Event Organiser Emergency Services

16. CONSULTATION & CONTACT LIST

The below list are the practitioners consulted as documents owners, stakeholders and/or approval authorities for this document.

NAME	ORGANISATION
Michael Lakkis	Guardian Venue Management International
Carlos Andrade	Guardian Venue Management International
Maria Pavlides	The Greek Orthodox Parish & Community Of Kogarah & District "Resurrection Of Christ" Limited.
TBC	St George LAC

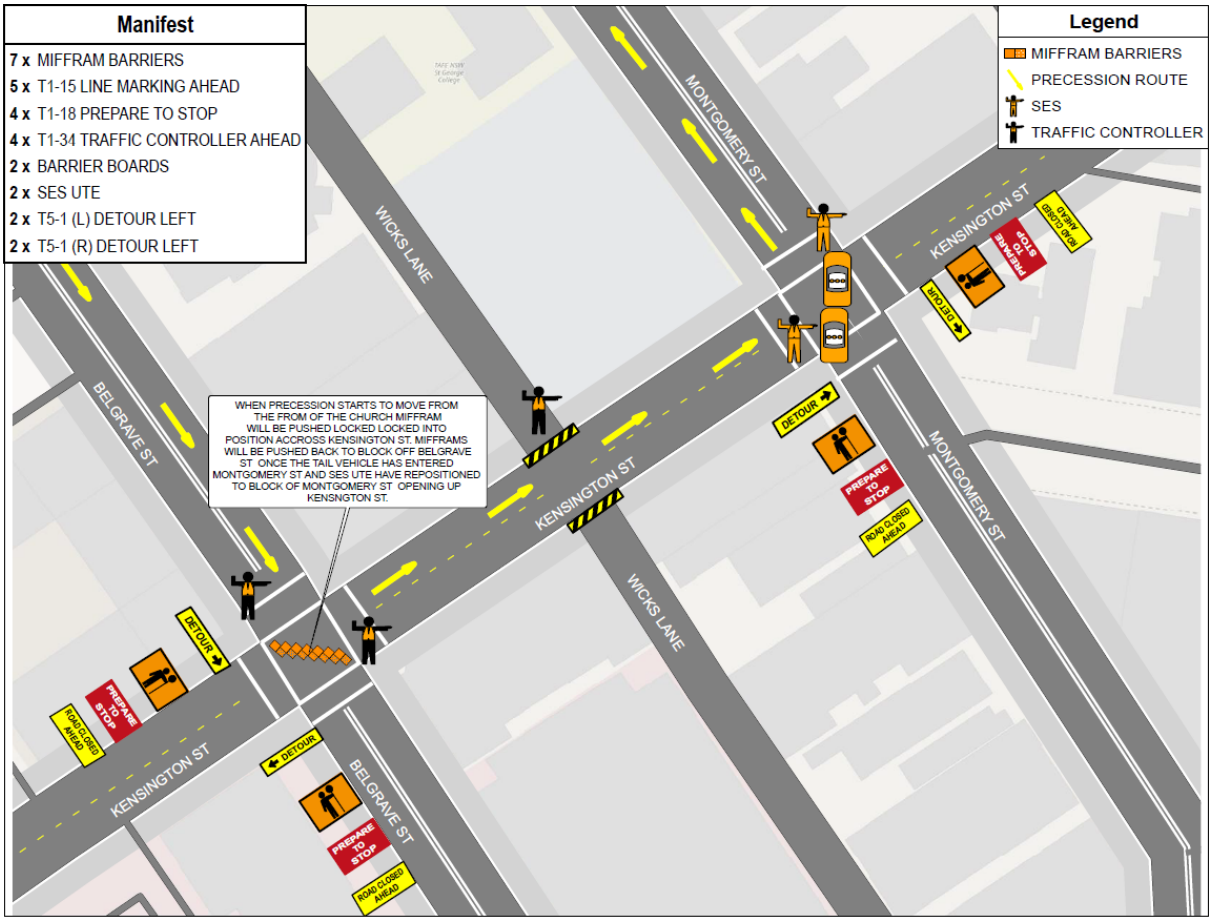
17. APPENDIX

The below appendices form part of the TMP and should be read in part or/and in whole when reviewing the above information.

#	Document Name
1	TGS 01_GOPC – Kensington St Closures
2	TGS 02_GOPC – Railway Parade Closure 1
3	TGS 03_GOPC – Railway Parade Closure 2
4	TGS 04_GOPC – Belgrave St Closures

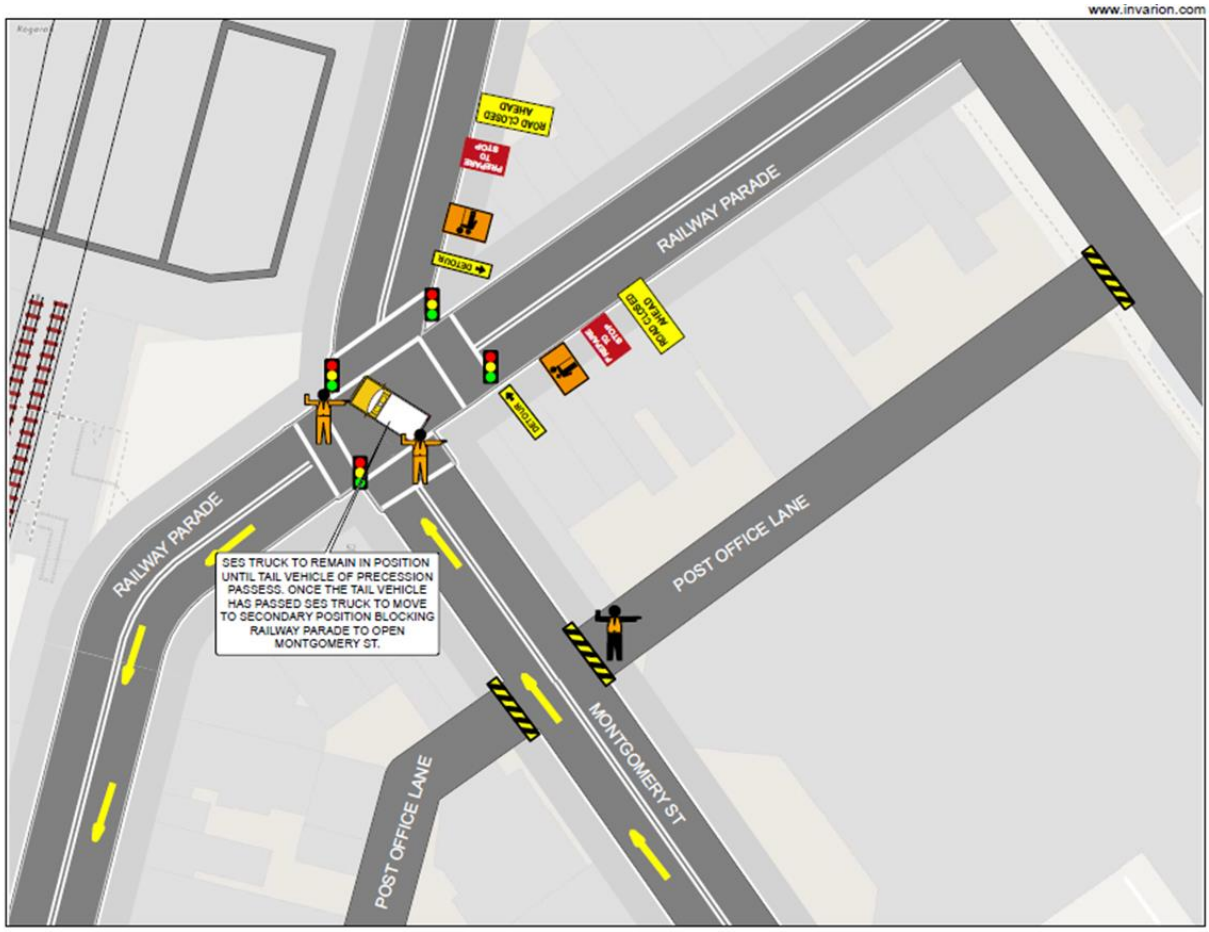
Traffic Management Plan
Greek Orthodox Parish & Community

TGS 01_GOPC



Traffic Management Plan
Greek Orthodox Parish & Community

TGS 02_GOPC



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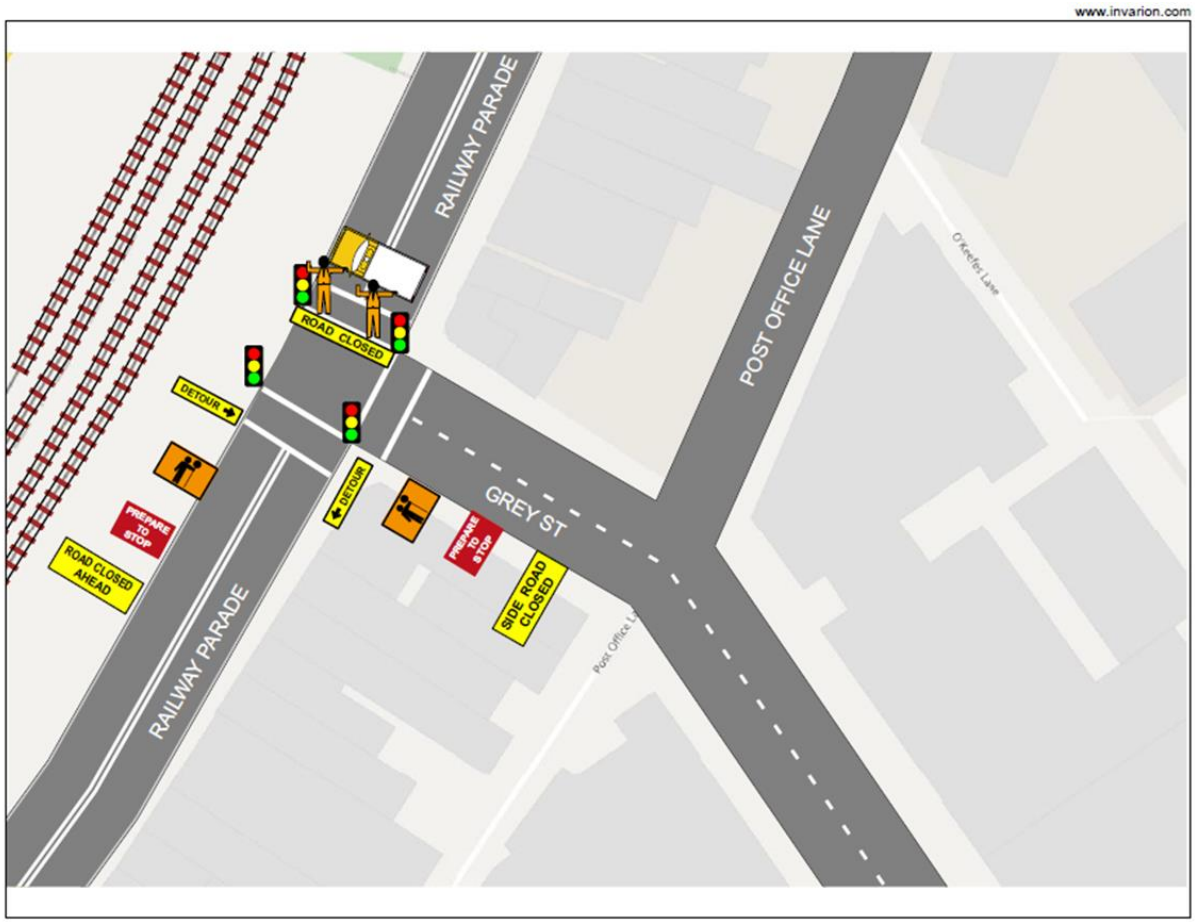
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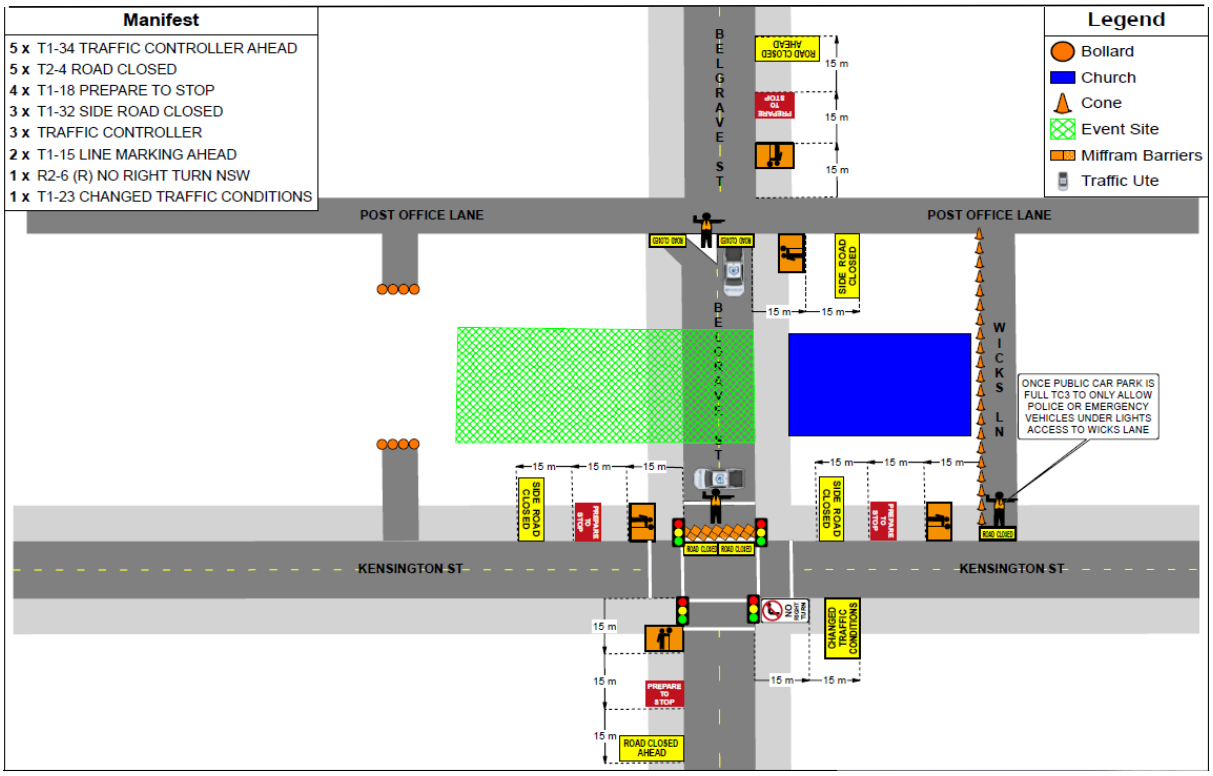
Traffic Management Plan
Greek Orthodox Parish & Community

TGS 04_GOPC



Item: **TAC017-25 Forest Road, Peakhurst - Proposed 'Parking Restriction'**

Author: Senior Traffic and Transport Engineer

Directorate: Assets and Infrastructure

Matter Type: Committee Reports

RECOMMENDATION

a) That a 46m 'No Stopping' restriction be installed on the northern side of Forest Road between Belmore Road and Boatwright Avenue, Peakhurst, as per the plan in the report.
b) That a 25m 'No Parking' restriction be installed on the northern side of Forest Road north of Boatwright Avenue, Peakhurst, as per the plan in the report.

EXECUTIVE SUMMARY

1. This report seeks the Committee's consideration of the installation of 'No Stopping' and 'No Parking' restrictions signage at Forest Road, Peakhurst.

BACKGROUND

2. Council has received multiple requests from residents, local MP and Councillor to install no parking restrictions to address unsafe traffic conditions due to parked vehicles adjacent to the chevron line marking along the northern side of Forest Road, north of Belmore Road and Boatwright Avenue, Peakhurst.

3. Following an investigation by Council officers, it was observed that the northbound road width of Forest Road is less than 5m adjacent to the chevron line marking area, north of Boatwright Avenue. Parked vehicles in this section reduce the northbound lane width to less than 3m. This may force motorists to cross the road centreline which creates a potential hazard for head-on collisions. Vehicles or trailers are not allowed to park within 3m of the chevron white line marking area according to the Road Rules 2014.

4. Although it is not currently signposted, vehicles should not be allowed to stop in the section of Forest Road between Belmore Road and Boatwright Avenue in order to maintain the northbound through lane and right turn lane.

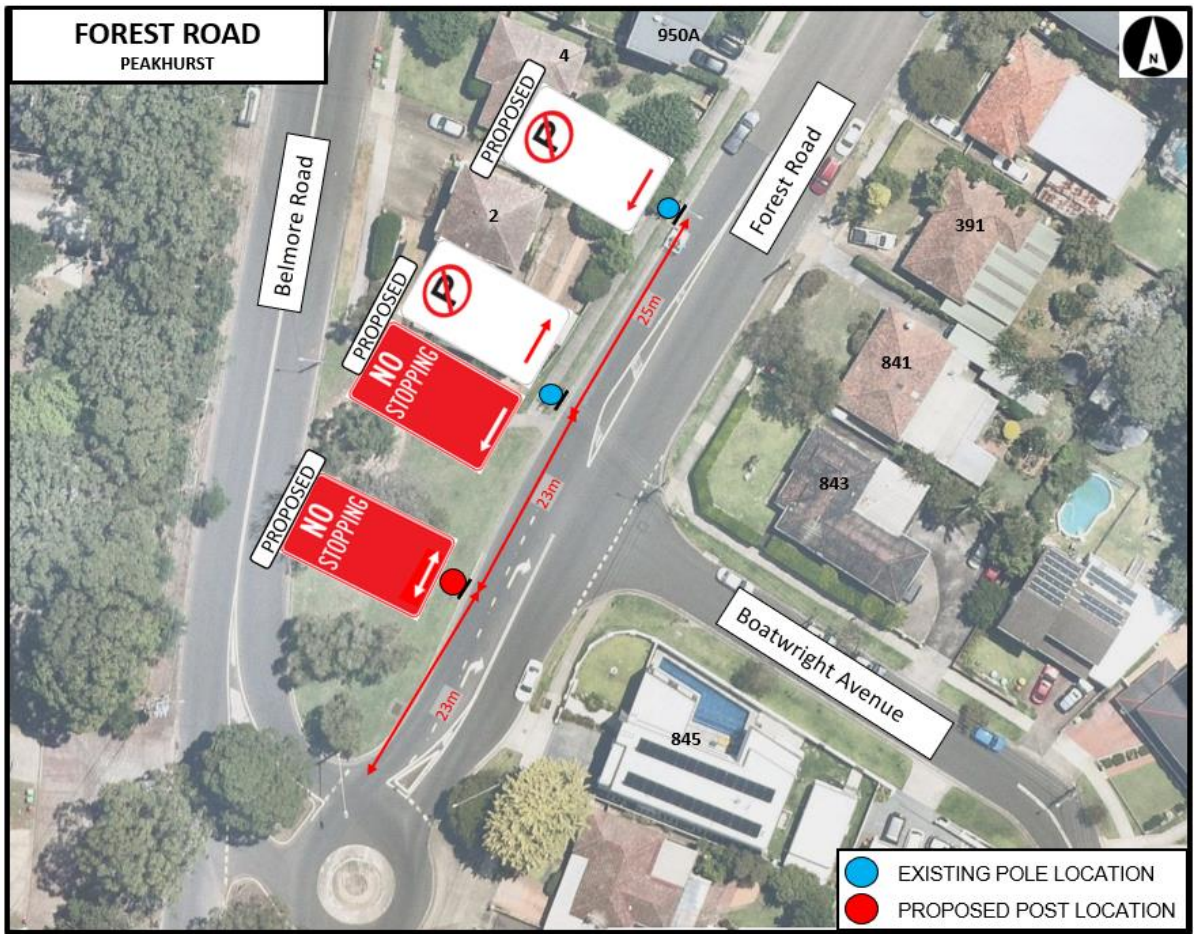
5. The proposed 'No Stopping' and 'No Parking' restrictions will improve traffic flow and safety along Forest Road, Peakhurst.

6. The proposal will not remove any legal on-street parking spaces at Forest Road, Peakhurst.

PROPOSAL

7. That a 46m 'No Stopping' restriction be installed on the northern side of Forest Road between Belmore Road and Boatwright Avenue, Peakhurst.

8. That a 25m 'No Parking' restriction be installed on the northern side of Forest Road north of Boatwright Avenue, Peakhurst.



FINANCIAL IMPLICATIONS

9. Within budget allocation – TfNSW Traffic Facility Grant – approximately $400 for signage.

COMMUNITY ENGAGEMENT

10. Council has undertaken community consultation of the proposed changes to the parking restrictions on Forest Road, Peakhurst.

11. Council has received one response, strongly in favour of the proposal.

FILE REFERENCE

D25/45986

ATTACHMENTS

Nil

Item: **TAC018-25 Samuel Street, Peakhurst - Proposed extension to 'No Stopping' restriction**

Author: Traffic Engineer

Directorate: Assets and Infrastructure

Matter Type: Committee Reports

RECOMMENDATION

That the 'No Stopping' restriction on the northern side of Samuel Street be extended by 6.5m, as per the plan in the report.

EXECUTIVE SUMMARY

1. This report seeks the Committee's consideration of the proposed 'No Stopping' extension on Samuel Street, Peakhurst.

BACKGROUND

2. Samuel Street is an unclassified local road that has a road carriageway width of 7.6m kerb to kerb, with unrestricted parking on both northern and southern sides.
3. Council has received a request from residents and Councillor to investigate the existing parking arrangement on Samuel Street, on the lack of sight lines for vehicles turning left onto Samuel Street. The goal is to improve sight lines and provide sufficient space for vehicles manoeuvring at the intersection.
4. Following further investigation by Council Officers, it was found that motorists are unable to safely turn and see oncoming traffic when turning onto Samuel Street from Forest Road due to vehicles parked too close to the intersection.
5. Council Officers have also observed that vehicles attempting to turn left onto Samuel Street from Forest Road often manoeuvre towards the centre of the road, creating a potential risk for head-on collisions.
6. In relation to 'No Stopping' restrictions, per the NSW Road Rules vehicles are not permitted to stop at any time.

PROPOSAL

7. It is proposed to extend the existing 'No Stopping' restriction by 6.5m on the southern side of Samuel Street.
8. The proposal will ensure that motorists are provided sufficient clearance to manoeuvre the intersection and travel along the streets safely.
9. The proposal will result in the loss of 1 on-street parking space.
10. One objection was received regarding this proposal, raising concerns about the reduced on-street parking supply in the area. However, given the safety priority and the majority of support received, it is recommended to proceed with the proposed changes.

FINANCIAL IMPLICATIONS

11. Within budget allocation – TfNSW Traffic Facility Grant – approximately $200

COMMUNITY ENGAGEMENT

12. Residents have been notified by letter of the proposed parking changes. The closing date for submissions was Tuesday 25 February 2025.

13. Council has received 9 responses, 8 “Strongly in Favour” of the proposal and 1 “Strongly Against” the proposal.

FILE REFERENCE

D25/48261

ATTACHMENTS

Nil

Item: **TAC019-25 Special Event - Club Rivers Anzac Day Service 2025**

Author: Coordinator Traffic and Transport

Directorate: Assets and Infrastructure

Matter Type: Committee Reports

RECOMMENDATION

a) That the event is categorised as a 'Class 3' Event.

b) That the road closure of Littleton Street (between Belmore Road and Erskine Street) in Riverwood between 4.00am and 12.00pm on Friday 25 April 2025 be approved.

c) That Council advise Club Rivers that they are to notify all affected residents and businesses a minimum of one week prior to the closure, following approval from Council.

EXECUTIVE SUMMARY

1. This report seeks the Committee's consideration for the special event proposed by Club Rivers (Event Organiser) on Friday 25 April 2025 for the Anzac Day Service.

BACKGROUND

2. Club Rivers has requested the proposed special event, which necessitates the closure of Littleton Street (between Belmore Road and Erskine Street) in Riverwood for the Anzac Day Dawn Service.

3. The event is an annual occurrence. No changes have been proposed for this year's event.

4. The road closure is scheduled for Friday, 25 April 2025, from 4.00am until 12.00pm. The closure will be managed by qualified traffic controllers. The Traffic Management Plan (TMP) which contains Traffic Guidance Schemes (TGSs) is provided in Attachment 1. The TMP, initially developed for the 2024 event, is currently being updated by the event organiser. The updates pertain to dates and event details, while the road closures and traffic arrangements remain unchanged. Once available, the updated TMP will be presented at the Traffic Advisory Meeting.

5. Due to the closure of Littleton Street, the proposed detour routes are Cairns Street, Belmore Road, and Erskine Street.

PROPOSAL

6. In line with *TfNSW Guide to Traffic and Transport Management for Special Events*, the event is classified as Class 3, meaning it will have a minor impact on the traffic and transport network with minimal impact to the non-event community. As a result, the need for a Traffic Management Plan (TMP) is subject to Council policy and approval.

7. As proposed by the TMP, the required road closure of Littleton Street (between Belmore Road and Erskine Street) in Riverwood is supported.

FINANCIAL IMPLICATIONS

8. All cost to be borne by Club Rivers.

COMMUNITY ENGAGEMENT

9. Club Rivers will be responsible for the notification to all affected residents and businesses a minimum of one week prior to the closure, following approval from Council.

FILE REFERENCE

D25/48289

ATTACHMENTS

Attachment ⇩1 Traffic Management Plan Littleton Street Riverwood

TAC019-25

KPI GROUP

CLUB RIVERS

KPI TRAFFIC CONTROL

TRAFFIC MANAGEMENT PLAN
LITTLETON STREET, RIVERWOOD
ANZAC DAY

Contact for Further Information

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Email: finance@kpiconstruction.com.au

Contents

1.0 Document Control

Version	Approved	Qualification Number	Signature	Date
1.0	Craig Reeves	TCT0015996	Craig Reeves	10/02/2024
Issued to Client				
Version No	Date	Position	Client	Person
1.0	10/02/2024	Site Contact	Club Rivers	Meagan Ringwood
1.0	10/02/2024	General Manager (NSW)	KPI Work	Steven Daniels
1.0	10/02/2024	Traffic Operation Manager (NSW)	KPI work	Craig Reeves

2.0 References and Publications

AS/NZS ISO 31000 2009	Risk Management – Principles and Guidelines
AS/NZS 1158	Lighting for roads and public spaces
AS1742.3	Manual of Uniform Traffic Control Devices Part 3: Traffic Control works on Roads
Aust roads AP-R403-12	Aust roads Report – Implementation of National best practice for traffic control at road sites
TC@WS v6	Traffic Control At Work Sites Version 6.1 2022 – Roads and Maritime Services
	Traffic engineering and management – Monash University 2018
	Austroads report - Austroads Design Vehicles and Turning Paths 2013
	TMP – Standard requirements – Georges River Council

3.0 List of Acronyms used in this plan and their definition

Anti-gawking screen	An opaque screen attached to TRSB to shield the work worker from the view of passing motorists
Dynamic deflection	The largest transverse deflection of a TRSB system recorded during an actual crash or during a full-scale impact test
End Treatment	The collective term for devices and features at the leading and trailing ends of TRSB systems, which are selected on the basis of traffic speed and composition, the type of TRSB system and the particular site constraints
Nominated Traffic Officer	A person responsible in accordance with clause 5.1 for preparation and implementation of the TMP and TGS
On-Site Traffic Coordinator	A person responsible in accordance with clause 5.1 for the implementation of the prepared TMP and TGS
Traffic Controller	A person authorized in accordance with Clause 6.2.2 to control traffic at roadwork's
Traffic Guidance Scheme (TGS) / Traffic Control Plan (TCP)	A Traffic Guidance Scheme or Traffic Control Plan prepared by the Contractor in accordance with the requirements of the Contract as a means of planning and communicating individual traffic changes. The Traffic Guidance Scheme shows all proposed traffic control devices and their layouts on a plan
Traffic Management Plan (TMP)	The Traffic Management Plan prepared by the Contractor in accordance with the requirements of the Contract. It outlines how the works are integrated into the operation of the road network.
TRSB	Temporary Road Safety Barrier
TfNSW	Transport for New South Wales
TMP	Traffic Management Plan
TGS	Traffic Guidance Scheme
TMC	Transport Management Centre
TC@WS	Traffic Control at Work Sites V6.1 2022
The Code	Traffic Management for Work or Maintenance Work Code of Practice 2008
SWMS	Safe Work Method Statements
TCAS	Traffic Control Accreditation Scheme
VMS	Variable Message Signs

4.0 Description

A Traffic Management Plan (TMP) must be prepared for any activity or event that results in a temporary road closure. Council submits all applications for road closures to the Roads and Maritime Services (RMS) for approval.
The RMS require all TMP's to be prepared and submitted as detailed in the RMS's guidelines titled "Procedures for use in the Preparation of a Traffic Management Plan (TMP)"Ver 6.0 dated December 2020.
The relevant details required for the TMP is reproduced below.

ACTIVITY/EVENT	Full Temporary Road closure – ANZAC DAY
LOCATION	Littleton Street, Riverwood
TYPE	Class 3
CLIENT	Club Rivers
CONTACT	Meagan Ringwood Admin/Payroll Club Rivers 9533 3144 32 Littleton Street, Riverwood NSW 2210
APPLICANT CONTACT	KPI Construction Services Craig Reeves Traffic Operations Manager 0491 278 904 craig@kpiconstruction.com.au
ADDRESS	Level 1, 9-13 Bronte Road, Bondi Junction, NSW 2022
EVENT DATE(S)	Thursday 25th April 2024
EVENT HOURS	4:00AM to 12:00PM

This Traffic Management Plan reviewed by:

Georges River Council:	/ /	
St George PAC:	/ /	
Transport Management Centre:	/ /	
Transport for NSW:	/ /	

5.0 Purpose and Scope

This Traffic Management Plan (TMP) specifies the traffic control measures and devices to be used warn, instruct and guide road users in the safe negotiation of work sites on roads, and the methodology of managing the following around the work sites including footpaths, shared paths and bicycle paths adjacent to the roadway.

This TMP formulates the basis of the Traffic Guidance Schemes (TGS) required for this project

which cause interference or obstruction to the normal use of a road by any road user. The TMP also provides guidance for the planning design, installation and operation of the applicable traffic guidance schemes together with requirements for maintaining a safe workplace for both the general public and workers on site.

This TMP also provides organizations carrying out works on roads with a set of uniform practices for the signage locations and delineation devices of work which will promote the safety of both workers and road users at the work site.

The TMP has been prepared in accordance with the TC@WS Manual V6.1 2022 and the Australian Standard 1742.3 specifies the traffic control measures and devices to be used to warn, instruct and guide road users around the work site or in the vicinity of the work site. This includes safely guiding pedestrians and cyclists and motorists around the road works.

Operating under this TMP it is deemed necessary to implement the use of site specific Traffic Control Plans (TCP's) for all the road works/stages applicable to this work site. Any recommendations outside the TC@WS will have a Local Government approval (Permit) to undertake works. Any works being performed in the vicinity of this work site that are not related to the work site are not covered under this site- specific TMP.

Preparation of this detailed TMP and proper implementation of measures identified in the approved plan is essential to ensuring the safety of all road users as well as the workers on site. The primary objective of this TMP is to ensure all works performed from, near or on the road are executed in accordance with the TC@WS / AS1742.3 safely, and not without a risk assessment deeming the proposed work safe.

While the secondary objective is to balance:

a) The Safe and convenient movement of traffic with minimal disruption; and

b) Work and traffic management costs

c) In selection of the appropriate traffic control modes, consideration has been given to:
   - Minimising the hazards and risks to the community and personnel on site.
   - Minimising interaction between the community and personnel on site.
   - Minimising the opportunity of vehicular and plant collision.
   - Optimizing traffic flow entering and exiting the site without impeding the general public.

6.0 Risk Management

Risk management on this work site entails the identification and analysis of all safety risks likely to arise during works on around the road including the setting up, operating, changing and ultimate dismantling of a traffic guidance scheme, followed by the determination of appropriate measures to mitigate those risks.

The process is appropriate at all levels of planning and operation including the following:

a) When preparing the required site-specific traffic guidance schemes or Traffic Control Plans and safe work method statements for the road works.

b) When preparing traffic guidance schemes for more extensive or complex works where

site specific risks will assume importance.

c) The use of Qualified Traffic Controllers, AS1742.3 approved signage / traffic control devices

In each case the process should be carried out by first identifying all the hazards likely to arise, evaluating them in terms of likelihood of occurrence and adverse consequences using historical data, experience or other means. The proposed procedural statement or traffic guidance scheme should then be checked in detail to ensure that adequate means of controlling or reducing those risks found to be significant, are in place.
PROBUILD and any sub-contractors on site must comply with the relevant legislation, government Approval or authority to work (permits) and provisions in accordance with the following legislation:

- Manual of Uniforms Traffic Control Devices – Part 3 Works on Roads, AS 1742.3
- New South Wales Workplace Health and Safety Act and Regulation 2011.
- Traffic Control at Work Sites V.6.1 2022. (TC@WS)
- Code of Practice 2008 Manual Tasks – Code of Practice 2000 – Traffic Management for Work or Maintenance Work.
- Transport for New South Wales (TMC *if applicable)*
- Georges River Council.
- New South Wales Police Force.
- Austroads Design Vehicles and Turning Path 2013
- Georges River Council – TMP Standard Requirements

7.0 Traffic Control Principles

6.1 The purpose of traffic control at roadworks is to clearly communicate to all road users, including pedestrians and cyclists, the path and speed at which they should travel through, past, or around the roadwork site. The TC@WS provides detailed guidance on the most appropriate forms of traffic control for roadwork sites and should be applied as the optimal treatment at most sites.

6.2 The credibility and effectiveness of these TGSs will be reduced when the scheme and its relevance/relation to the roadwork site is not clear. This can lead to situations where drivers disregard traffic control devices, most notably speed limit signs. It is in both the Contractor's and Principal's interest that speed limit choices in the TGS are realistic, and enforceable.

6.3 Roadwork signage must be in accordance with the TGS and installed and maintained to required standards.

6.4 Reduced speed zones (if applicable) must be kept to minimum lengths. This requires 'END ROADWORK' and speed signs to be in place as close to the end of the works as practicable.

6.5 Reduced speed zones (if applicable) must be adept to minimum durations. This requires speed signs to be changed as soon as they are no longer appropriate.

6.6 If a speed zone is in place for the road users safety, then there must be road workers present.

6.7 A reduced speed zone (if applicable) in place for road safety (as a result of changes to the road environment) must be justified and the danger must be evident or made evident to the road user.

6.8 A reduced speed zone (if applicable) in place to protect works must be justified and the reason must be evident or made evident to the road user.

6.9 Speed zones (if applicable) should be implemented just prior to the commencement

of works requiring the speed zone and should be removed immediately following the completion of the works requiring the speed zone.

6.10 All Long Term Signage erected must be covered up on termination of each shift, or removed from the roadway when no longer in use.

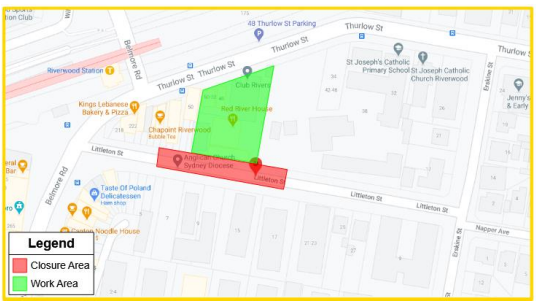
8.0 Description of Works

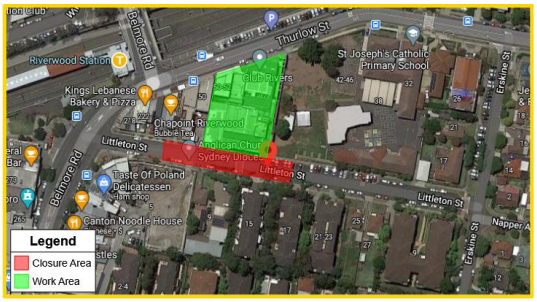
Club Rivers are proposing to close Littleton Street, Riverwood for the Anzac Day Dawn Service and festivities through the day.

This closure will be taking place on Tuesday the 25th of April 2023 between the times of 4:00AM and 12:00PM. The closure of Littleton Street will be between Erskine Street and Belmore Road with detours in place during this time. Certified Traffic Control will be on site to help manage traffic and direct the public around the closure. Resident access will be limited, and access will be from Erskine Street end of Littleton Street. Prior to the closure a letter box drop will be conducted to residents along Littleton Street and surrounding streets to inform them of the closure.

9.0 Location of works

Littleton Street Riverwood





10.0 Traffic Management Plan Arrangements

10.1 Road Closure

This involves closing the road between Belmore Road and Erskine Street for the preparation of the ANZAC Day Dawn Service on Thursday the 25th of April 2024. When the road is closed and all signs have been put in place for this closure ,Traffic Control vehicles shall be used as a hard barricade at the corner of Littleton Street and Belmore Road and also at the corner of Littleton Street and Erskine Street. Vehicles will be detoured around the closure as per the attached detour routes located in appendix C. Limited resident access shall be maintained form the Erskine Street end of Littleton Street under traffic control direction. Pedestrian access shall be maintained at all times during the closure.

It is foreseen that during this closure there will be minimal disruption to traffic within the vicinity of the work.

Vehicular traffic management options considered:

Option		Features	Comment
Traffic around the worksite	Sidetrack	Would allow closure of the entire carriageway. Not practical as engineering assessments would be required to determine if ground was suitable to bear traffic. Issues include confliction to adjacent project	Not Applicable
	Detour	Would allow closure of the entire carriageway/ road with limited access for residents vehicles during the closure.	Preferred
Traffic through the worksite		The works are largely removed from the travel path in an area which is inaccessible to vehicles.	Not Applicable
Traffic past the worksite	Intermittent Stoppages	This is impractical for this type of work	Not Applicable

Pedestrian traffic management options considered:

Pedestrians access shall not be disrupted during anytime during this work. Pedestrians will be encouraged to enter Littleton Street and join in on the ceremony.

10.2 Worksite Hours

Works to be undertaken between the hours of 4:00AM Tuesday 25/04/2024 to 12:00PM Monday 25/04/2023.

10.3 Rubbish Collection

Rubbish will be collected in a centralised area during the day and taken away at the end of the shift by Club Rivers staff.

10.4 Road Ownership Restrictions

The Georges River Council is the local government authority that has jurisdiction over Littleton Street Riverwood.

10.5 Bus Services

There is No bus stops located along Littleton Street and there will be no disruption to public transport during work.

10.6 Train Services

There will be no disruption to train services during this work. Riverwood Train Station is located a short walking distance from Littleton Street and Club Rivers and Club Rivers will encouraged people to catch public transport to the service to minimise the disruption to traffic within the area. There will be no disruption to train services during this work.

10.7 Taxi Services

There are no taxi ranks within the vicinity of these works.

10.8 Specific Community Groups/Places of Worship

No Specific Community groups / places of worship will be affected by these works.

10.9 Hospitals/Emergency Services

There is no Hospital, Fire and Rescue Station or Police Station within close proximity of this work that would be disrupted.

10.10 Schools, Universities in the area

There are no Schools or Universities in the vicinity if these works.

11.0 Affected Authorities

The project will be conducted on Littleton Street Traffic impacts are not expected to affect any other authority's area of responsibility. In addition, if the site requires a Council Permit or road authority notification for any works outside the initial Scope an allowance of 14 days (2 weeks) prior will be required to allow the authorizing government department to allow resulting short-term or long-term changes in traffic conditions.

11.1 Traffic Management Consultant

KPI Services (NSW) Pty Ltd is responsible for the following documentation:
Traffic Management Plan: Design of an effective and compliant traffic management plan that outlines how the works are integrated into operation of the road network, identifies and considers all foreseeable risks, and assesses the impact on all road users. Preparation of this traffic management plan requires a procedure to follow whereby all essential aspects of the plan are considered in an ordered way.

Additional Traffic Guidance Scheme: Details the traffic control signs, devices and measures to be applied at work sites to warn traffic and guide it through, or past, a work area or temporary hazard. Specific traffic guidance schemes are required for each separate element of the works. B Risk Assessment for TMP and TGS: Entails the identification and analysis of all safety risks likely to arise during works on road including the setting up, operating, changing and ultimate dismantling of a traffic guidance scheme, followed by the determination of appropriate measures to mitigate those risks.

11.2 Road Users

Due to the fact that the event is occurring on a Sunday and a public holiday it is predicted that peak periods will not be in affect although allowances have been made for the following list of road users.

- Heavy Vehicles
- Cyclists
- Pedestrians
- Elderly & Disabled
- Emergency Vehicles.
- Adjacent worksites

11.3 Traffic Management Company

Club Rivers have elected KPI Services (NSW) Pty Ltd to implement and manage the traffic management component of this project.

To ensure the safety of the worksite, on site workers and the general public. Traffic management is also required to ensure there are no traffic delays resulting from the work site on the road. Conflicting signage is removed or covered up and work in conjunction with existing or already programmed road works.

On site management, shall ensure everyone on site is well aware of any accidents and complaints. Providing only duly accredited traffic controllers that hold a current certificate of competency: RIIWHS205D, RIIWHS302D Ensure that the appropriate traffic control devices are in place on a daily basis prior to the commencement of work; and

Ensure that any Traffic Guidance Schemes have been submitted to the administrator for approval 5 – 10 days prior to the implementation and ensuring that the traffic arrangements conform to the approved Traffic Guidance Scheme, as per Council or TfNSW requirements.

Responsible for completing an on-site documentation and record keeping – risk assessment, SWMS, traffic related incidents and Signage Checklist.

11.4 Site Personnel

All personnel engaged in the field activities will adhere to the correct work practices as required by the TC@WS manual and The Code. The approving authority shall be notified should a situation arise that is not covered by this TMP or the TC@WS. Further consideration for work staff parking see clause 17. Worker access in and out of site is managed through Gate 3

- All Personnel to be tool boxed on traffic conditions and TGS / TCP prior to commencing work.
- Work Personnel of between 4 - 12 staff for approximately 1 day.
- Workers on-street parking is strictly prohibited.
- Club Rivers will encourages workers to utilize public transport and disembark at Riverwood Train station.

11.5 Site/Traffic Supervisors and Controllers

KPI Services (NSW) will appoint a Site Supervisor/Traffic Supervisor who shall undertake a review of the erected signage to ensure compliance with the approved TGS and shall maintain detailed daily records. This person shall be qualified in RIIWHS302D or equivalent Implement Traffic Management Plans, or Traffic Guidance Scheme record keeping will be undertaken.

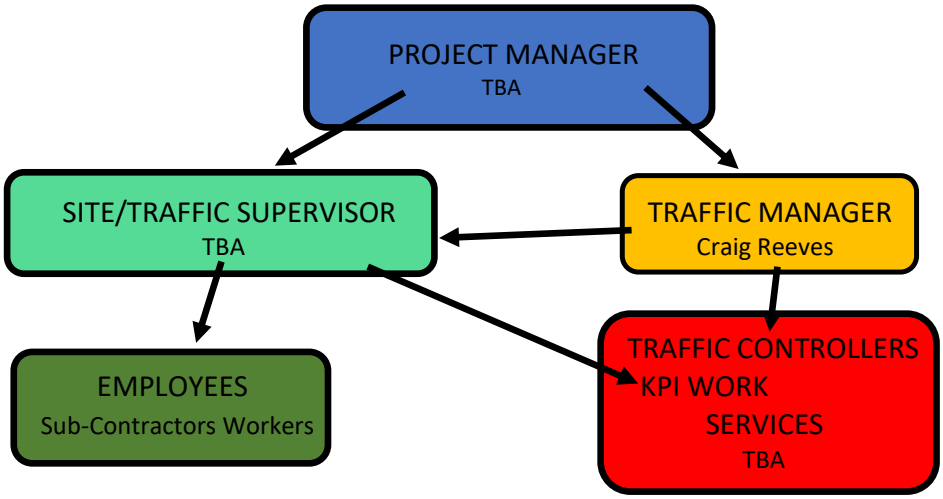
11.6 The Traffic Manager

For the duration of the project the registered traffic management company will be KPI Services (NSW) Pty Ltd. They will be providing Craig Reeves as the Traffic Manager for the duration of the project. The traffic Managers details are contained in Appendix B.

11.7 Traffic Control

Club Rivers will engage a KPI Services (NSW) undertake any traffic control duties.

12.0 Project Hierarchy



13.0 Incident and Accident Procedures

Emergency Services are ultimately responsible for the control and management of responses to all incidents that occur on the road network. Notwithstanding. The Project recognizes the importance of cooperation between all agencies involved in the road occupation to clear incidents quickly. Near miss reports, toolbox talks, Site meetings will be completed and actioned for any instance where safety may be compromised.

13.1 Accidents or Incidents

In the event of an incident or accident, including immediately adjacent to or passing through the road occupation, the Site Supervisor will inform NSW Police, TMC and the local authorities and the Traffic Manager of the event. Where possible, the TGS will be removed from the road. The Project commits the available traffic guidance resources to assist the respective agencies in the speedy clearance of the incident. In the event of an incident or accident, whether or not involving traffic or

road users, all work shall cease and traffic shall be stopped, as necessary, to avoid further deterioration of the situation. Any traffic crash resulting in non-life- threatening injury shall immediately be reported to the NSW Police Service.

13.2 New South Wales Police Service

NSW Police Service enforces any speed restrictions approved by TMC or Council and have the authority to control the traffic flow on site. Therefore, a ROL or Council permit may be required and must be available on site to present to any officers requesting to sight the permit. ROL OPLINC Submissions be made by a KPI Services (NSW) and will be kept current with project requirements.

13.3 Remedies

All non-conformances will be remedied on the day of the event with a written notice of the non-conformance.

14.0 Workplace Health and Safety

Club Rivers, employers and personas in control of workplaces have a statutory duty of care to provide a safe workplace for all personnel working at the site, accessing the site or impacted by the work activity including employees, contractors, sub-contractors, visitors to the site and the general public.

This TMP forms part of the overall project Work Traffic Management Plan (TMP) and provides details on how all road users (considered likely to travel through, past or around the worksite and those impacted by the works) will be safely and efficiently managed for the full duration of the site occupancy and works.

14.1 Safe Work Method Statement

Prior to the commencement of this activity, KPI Services (NSW) will compile a Safe Work Method Statement (SWMS) for this project. KPI Services (NSW) traffic management practices require that the Traffic Controller's evaluate all traffic arrangements before they are open to traffic, immediately following the opening to traffic and periodically throughout the activity. Adjustments are recorded in the SWMS and are documented on the TGS including reasons for the changes and are lodged with the Principal Contractor. New hazards that arise throughout the work will be subject to risk assessment and incorporated into the SWMS.

15.0 Works on Roads

The Traffic Guidance Schemes (TGS) has been designed by KPI Services (NSW) Pty Ltd. The devices shall be inspected periodically throughout the day in accordance with Appendix A of the TC@WS and aftercare considerations will be implemented including the covering or the removal of Workers Symbolic Signs, where they are not necessary. Traffic shall be controlled at all times, during work, in accordance with the TC@WS v6 2020, AS 1742.3 and RMS regulations. Regular toolboxes and site meeting will be undertaken during the duration of this project to maximize traffic flow and efficiency while these works are undertaken. TCP/ TGS plans will be continuously reviewed and revised to ensure worker, motorist and pedestrian flows are maximized without impeding on safety.

16.0 Site Personnel Vehicle Management Plant

16.1 Traffic Documentation

Traffic Management and Control documentation will be issued, collected and saved in accordance with Club Rivers quality system. Documents will conform to The Code, TC@WS and Workcover and will consist of at least the following:

18.1.1 Daily Toolbox Minutes/induction notes or diary entries.
18.1.2 Daily sign on of SWMS.
18.1.3 Daily signage checks or KPI IMS Form M994m and
18.1.4 Incident Report forms as required.

16.2 Traffic Control Devices

Traffic control devices and their use shall conform to the requirements of the TC@WS and AS1742.3 and shall also be in compliance with Australian Standards. All traffic control devices shall be securely fixed in the correct position and maintained in an effective and clean condition suitable for day and night operations, whilst employed on the work under the Contract. Devices which are damaged or worn, or which do not conform to the above requirements shall not be used.

16.3 Traffic Controllers

Traffic control shall be undertaken in accordance with the Traffic Controller Accreditation Scheme. Approved Traffic Controllers issued by New South Wales Authorized Training Providers (ATO). The Traffic controller shall have a copy of their Qualification certificate available on the Site at all times during which traffic control operations are being undertaken.

Where Traffic Controllers are used to control or to stop and direct traffic, Traffic Controller shall:

18.1.5 Operate in accordance with the TC@WS and The Code
18.1.6 Hold a current Work Industry White and Traffic Control Blue card
18.1.7 Hold a current Traffic Controller's accreditation in New South Wales
18.1.8 Take appropriate breaks as required by the legislation and The Code
18.1.9 Traffic Controllers will be relieved from duty whilst actively guiding traffic every two hours for at least 15 minutes or undertake a change of Position on the worksite
18.1.10 Traffic controllers, when utilized, shall be in constant communications with the Site Supervisor and Project Directors / Site Foreman via two-way radios.

16.4 Implementing Traffic Guidance Schemes

As detailed by the TC@WS and The Code, all personnel who install or dismantle TGS (Refer to TC@WS Section 3.4 or AS1742.3 CL2.5.3), shall hold a current implement Traffic Control Plan qualification (yellow ticket).

16.5 Traffic Lane Availability and Configuration

Traffic Patterns are Monday to Friday inbound peak periods predicted are 06:30-10:00hrs along George Street and outbound from 14:30-1830hrs.

Road Lane	Configuration	Speed
Littleton Street	2 lane- Two Way - divided Roadway	50km/h regulatory speed

16.7 Pedestrian and Bicycle and Access

Pedestrian and bicycle traffic will be managed in accordance with the TC@WS v6.1 2022. During this event there will be no disruption to pedestrians and cyclist.

18.11 Entry into Private Properties

Entry in and out of private residents / businesses will try to be maintained but may be affected during working hours for this event with Certified Traffic Controllers guiding residents out of or into Littleton Street.

KPI Services (NSW) Pty Ltd
After Hours Contact / 24 HR emergencies 0491 278 904
9-13 Bronte Rd, Bondi Junction
NSW Operations Manager: Craig Reeves - 0491 278 904
Traffic Management Design: Craig Reeves TCT0016996

CLUB RIVERS
CLUB RIVERS – (02) 9533 3144
32 Littleton Street,
Riverwood, NSW, 2210

After Hours Contact: TBA

Appendix A:

Transport for NSW

SF2023/103573

2 June 2023

KPI Services (NSW) Pty Ltd
Level 1, 11-13 Bronte Road
Bondi Junction NSW 2022

Attn: Wayne Wright
General Manager

Mob: 0477 898 709
Email: finance@kpiconstruction.com.au

REGISTRATION OF CONTRACTORS

Dear Sir,

I refer to your renewal application for category G under TfNSW Registration Scheme.

After the assessment, I would like to advise that your registration has been renewed for further 3 years and your company is registered with TfNSW for:

Category G Provision of Traffic Control

The registration will expire on 16 June 2026. It will be your responsibility to ensure that a new application is submitted to TfNSW 6 weeks prior to the expiry date to allow sufficient time for the assessment process.

Yours faithfully,

Chris Martin
Senior Manager, Policy and Governance
Commercial, Performance & Strategy Branch
Infrastructure & Place Division

Appendix B: POLICE ACKNOWLEDGEMENT

NOTICE OF TEMPORARY LANE/ROAD CLOSURE - PERMIT NO._____

Conditions imposed by the NSW Police Force relative to Roads & Maritime Services or Council Permit to Stand and Operate Equipment.

To _____ of _____
Company / business contact name — Company / business contact address

PARTICULARS OF CLOSURE AND CONDITIONS

(1) A temporary lane / road closure is imposed in the location described below during the nominated times due to the obstruction / danger posed to traffic by the excavation of footpath / roadway / standing and operation of a mobile crane / travel tower / mobile concrete pump with _____ metres of jib / mast on the

_____ side of _____, _____, between
North South East West — name of street / road / lane / etc — suburb

_____ and _____, occupying _____ metres of roadway,
cross street — next cross street

between the hours of _____ and _____ on _____ / _____ / 20_____.
start time — end time — day or days of week — date or dates

(2) This notice or an exact copy is to be carried by the operator of the unit and produced if required. It is subject to cancellation at any time, and upon expiry the notice must be destroyed.

(3) Suitable warning signs and barricades are to be erected in the area that the unit is being operated.

(4) The roadway is to be properly marked with an adequate number of traffic lane markers to safely control the flow of traffic.

(5) Flagmen to be in attendance to control traffic.

(6) The unit suitably illuminated with adequate warning lamps when standing during the hours of darkness.

(7) Approval to be obtained from the local Council Engineer for local or regional roads.

(8) If this road is a state road you must provide police with a copy of the Road Occupancy Licence (ROL) otherwise you are not permitted to occupy the roadway.

(9) Ambulance and Fire Brigade to be informed.(Where whole of road closure)

(10) Relevant bus authorities to be informed. (Where closure interferes with a bus service)

(11) RMS Traffic Control Centre to be informed. (Where closure interferes with any traffic lights)

(12) Police conditions imposed for this operation has been obtained from _____ - Northern Beaches Police Station.

(13) Other. (Traffic Management Plan and Traffic Control Plan required)

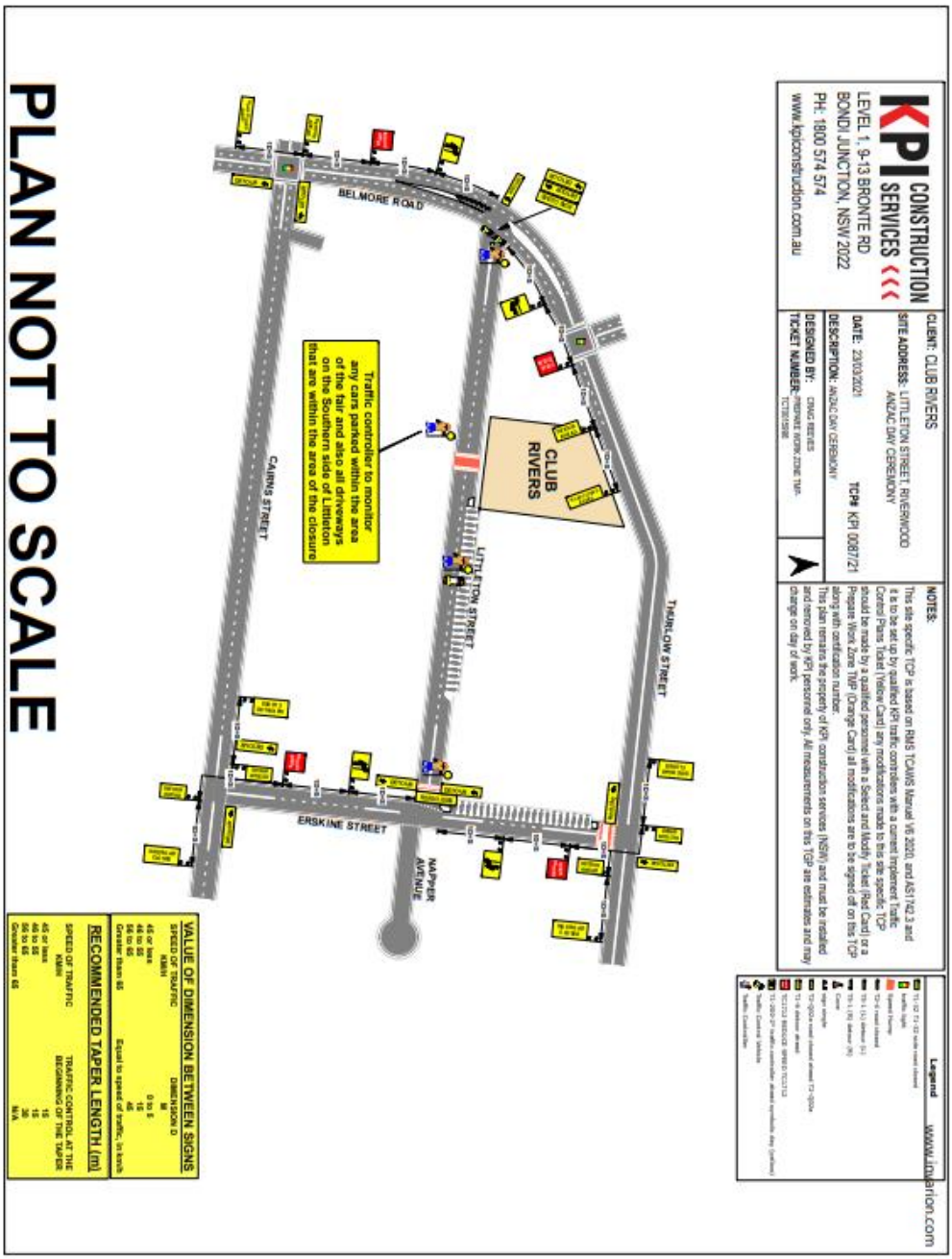
(14) In addition to the foregoing conditions the operator will comply with any direction of a member of the NSW Police Force.

N.B. THESE WORKS MUST COMPLY WITH AUSTRALIAN STANDARD AS 1742.3 – 1996. (TRAFFIC CONTROL DEVICES FOR WORKS ON ROADS) – ENQUIRES MAY BE DIRECTED TO WORKCOVER NSW.

Issued / / 20_____ at am / pm

_____ Signature & print name of applicant/

Appendix C: Detour Routes and TGS

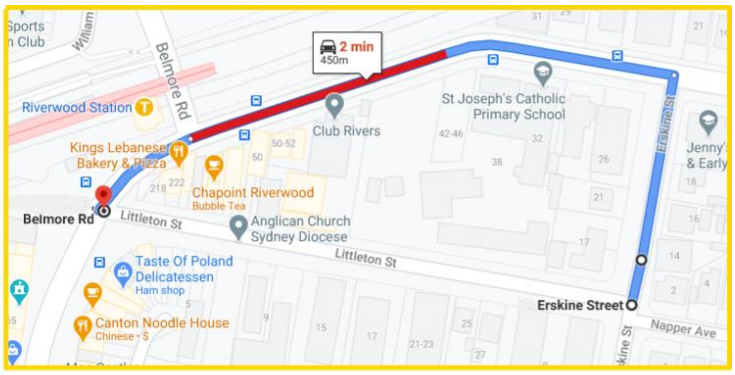


DETOUR ROUTES

Erskine Street
Riverwood NSW 2210

- Head north on Erskine St towards Thurlow St — 120 m
- Turn left onto Thurlow St — 250 m
- Continue onto Belmore Rd — 60 m
- Turn left onto Littleton St — 3 m

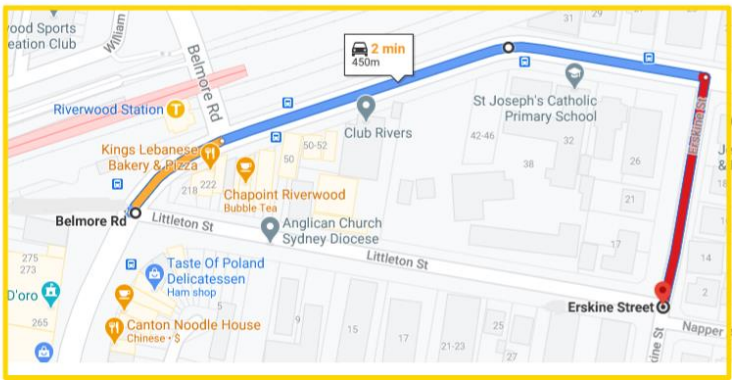
Belmore Road
Riverwood NSW 2210



Belmore Road
Riverwood NSW 2210

- Head west on Littleton St towards Belmore Rd — 3 m
- Turn right onto Belmore Rd — 60 m
- Continue onto Thurlow St — 250 m
- Turn right onto Erskine St — 120 m

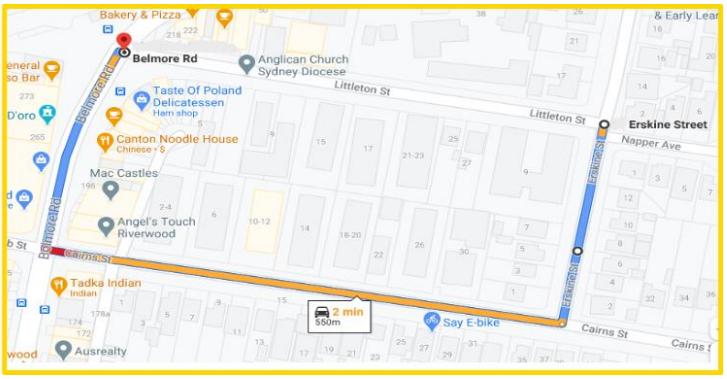
Erskine Street
Riverwood NSW 2210



Erskine Street
Riverwood NSW 2210

- Head south on Erskine St towards Napper Ave — 130 m
- Turn right onto Cairns St — 290 m
- Turn right onto Belmore Rd — 140 m
- Turn right onto Littleton St — 3 m

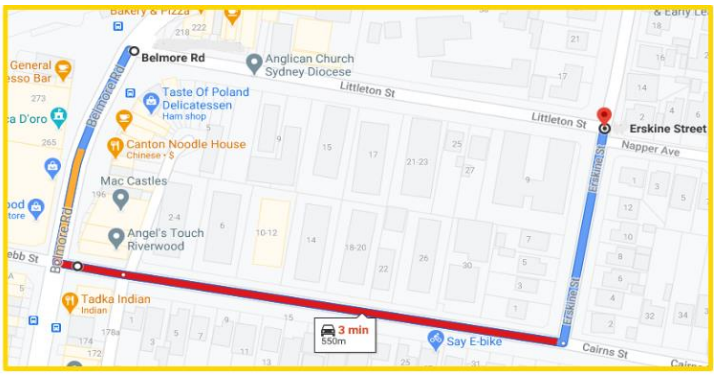
Belmore Road
Riverwood NSW 2210



Belmore Road
Riverwood NSW 2210

- Head west on Littleton St towards Belmore Rd — 3 m
- Turn left onto Belmore Rd — 140 m
- Turn left onto Cairns St — 39 m
- Continue straight to stay on Cairns St — 250 m
- Turn left onto Erskine St — 130 m

Erskine Street
Riverwood NSW 2210



ADDRESS: **LVL 1, 9-13 BRONTE ROAD, BONDI JUNCTION NSW 2022**

PHONE: **1800 574 574**

CONTACT: **CRAIG REEVES**

POSITION: **TRAFFIC OPERATIONS MANAGER N.S.W.**

MOBILE: **0491 278 904**

TEMPORARY ROAD CLOSURE

LITTLETON STREET, RIVERWOOD

THURSDAY 25TH OF APRIL FROM 4:00AM TO 12:00PM

A temporary road closure will be in effect on Littleton Street, Riverwood between Belmore Road and Erskine Street on Thursday 25th of April 2024. The works are to enable the ANZAC DAY Ceremony to take place. Brief delays will occur during this work as detours are negotiated. Resident access shall be maintained and closely monitored by traffic control. Traffic controllers shall be in attendance at all times to alleviate any disruption to traffic during work. The work will take no more than 1 day. If you would like further details or if you have any concerns on the day of the work please contact Craig Reeves, Traffic Operations Manager, KPI Construction Services

REGARDS
Craig Reeves

Traffic Operations Manager NSW

KPI CONSTRUCTION SERVICES

END OF DOCUMENT

NEW SOUTH WALES
Level 1, 11-13 Bronte Road,
Bondi Junction, NSW 2022

T: 1800 574 574
F: 03 9326 5778

craig@kpiconstruction.com.au

VICTORIA
Unit 22, 74 Thomsons Road
Keilor Park, Victoria 3042

T: 03 9326 7795
F: 03 9326 5778

jade@kpiconstruction.com.au

QUEENSLAND
Unit 17, 15 Industrial Avenue,
Molendinar, QLD 4214

T: 1800 574 574
M: 0499 224 771
terry@kpiconstruction.com.au

WESTERN AUSTRALIA
39 Dellamarta Road
Wangara, Western
Australia 6065

T: 1800 574 574
finance@kpiconstruction.com.au

2019 -2020 Association Member of:

Item: **TAC020-25 6 Mi Mi Street, Oatley - Proposed Works Zone**

Author: Traffic Engineer

Directorate: Assets and Infrastructure

Matter Type: Committee Reports

RECOMMENDATION

a) That a 9m 'Works Zone, 7am – 5pm, Monday – Saturday' be installed fronting No. 6 Vaughan Street, Blakehurst, for a duration of 22 weeks commencing late March 2025, as per the plan in the report.
b) That the original parking restrictions be reinstated upon the completion of the Works Zone period.

EXECUTIVE SUMMARY

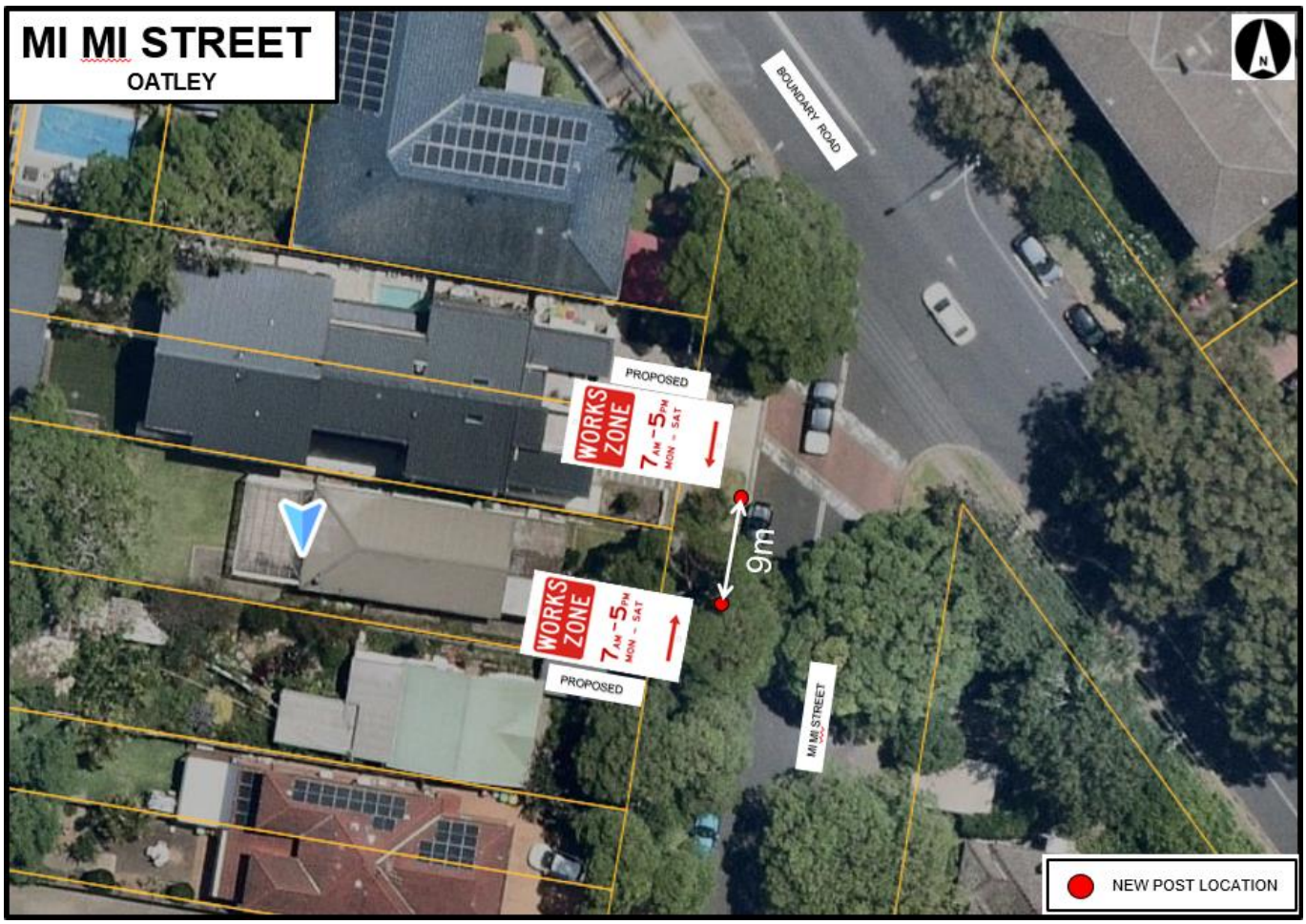
1. This report seeks the Committee's consideration of the proposed Works Zone fronting No. 6 Mi Mi Street, Oatley.

BACKGROUND

2. The builder of a Council approved development at No. 6 Mi Mi Street, Oatley, (DA2024/0186) has requested for a Works Zone to be placed fronting their development.
3. The requested period of the Works Zone is 32 weeks commencing late March 2025.
4. The proposed Works Zone will provide an area where vehicles associated with the works can park, allowing safe and direct access to the site.
5. Any proposals associated with this development to unload materials and conduct road closures will require the additional submission of a Temporary Road, Lane and Footpath Closure application form.

PROPOSAL

6. It is proposed to install a 9m 'Works Zone, 7am – 5pm, Monday – Saturday' fronting No. 6 Mi Mi Street, Oatley.



FINANCIAL IMPLICATIONS

7. No budget impact for this report, all associated costs to be borne by the developer.

COMMUNITY ENGAGEMENT

8. The developer must notify the residents in the area a minimum of two weeks prior to the installation of the works zone.

FILE REFERENCE

D25/48481

ATTACHMENTS

Nil

Item: **TAC021-25 20 Currawang Street, Carss Park - Proposed Works Zone**

Author: Traffic Engineer

Directorate: Assets and Infrastructure

Matter Type: Committee Reports

RECOMMENDATION

a) That a 13m 'Works Zone, 7am – 5pm, Monday – Saturday' be installed fronting No. 20 Currawang Street, Carss Park, for a duration of 60 weeks commencing mid-May 2025, as per the plan in the report.
b) That the original parking restrictions be reinstated upon the completion of the Works Zone period.

EXECUTIVE SUMMARY

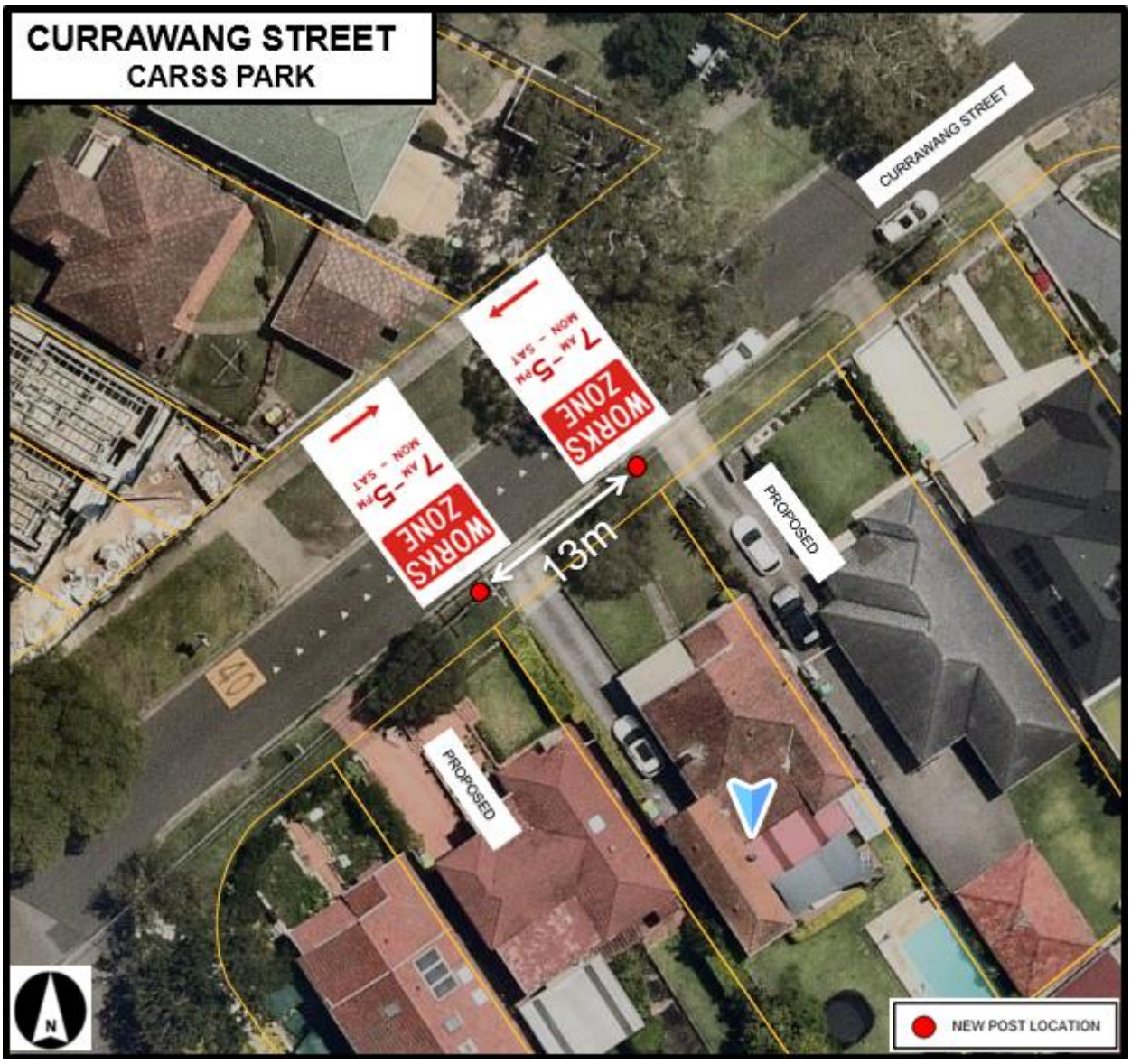
1. This report seeks the Committee's consideration of the proposed Works Zone fronting, No. 20 Currawang Street, Carss Park.

BACKGROUND

2. The builder of a Council approved development at No. 20 Currawang Street, Carss Park, (DA2024/0542) has requested for a Works Zone to be placed fronting their development.
3. Unrestricted on-street parking is currently permitted along this side of Currawang Street. Council's works zone permit restricts parking within the works zone to utility vehicles only. Consequently, this is not expected to impact the remaining travel width compared to the current situation.
4. The requested period of the Works Zone is 60 weeks commencing mid-May 2025.
5. The proposed Works Zone will provide an area where vehicles associated with the works can park, allowing safe and direct access to the site.
6. Any proposals associated with this development to unload materials and conduct road closures will require the additional submission of a Temporary Road, Lane and Footpath Closure application form.

PROPOSAL

7. It is proposed to install a 13m 'Works Zone, 7am – 5pm, Monday – Saturday' fronting No. 20 Currawang Street, Carss Park.



FINANCIAL IMPLICATIONS

8. No budget impact for this report, all associated costs to be borne by the developer.

COMMUNITY ENGAGEMENT

9. The developer must notify the residents in the area a minimum of two weeks prior to the installation of the works zone.

FILE REFERENCE

D25/48939

ATTACHMENTS

Nil