

## MEETING NOTICE

A meeting of the  
**Bayside Traffic Committee**  
will be held in the Rockdale Town Hall, Pindari Room  
Level 1, 448 Princes Highway, Rockdale  
on **Wednesday 14 February 2024 at 9:15 AM**

## AGENDA

*Bayside Council acknowledges the traditional custodians: the Gadigal and Bidjigal people of the Eora nation, and pays respects to Elders past, present and emerging. The people of the Eora nation, their spirits and ancestors will always remain with our waterways and the land, our Mother Earth.*

### 1 ATTENDANCE AND APOLOGIES

### 2 DISCLOSURES OF INTEREST

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## **Bayside Traffic Committee**

**14/02/2024**

Item No	3.1
Subject	<b>Minutes of the Bayside Traffic Committee Meeting - 13 December 2023</b>
Report by	Coordinator Traffic & Road Safety
File	SF23/8606

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### **Officer Recommendation**

That the Minutes of the Bayside Traffic Committee meeting held on 13 December 2023 be confirmed as a true record of proceedings.

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### **Summary of Substantial Recommendations**

There were no Substantial Recommendations identified.

### **Present**

George Perivolarellis, representing State Members for Rockdale and Heffron  
Les Crompton, representing State Member for Kogarah  
Vinoth Srinivasan, representing Transport for NSW  
Sergeant Adam Neale, St George Police Area Command  
Constable Fang Xu, South Sydney Police Area Command

### **Also present**

Roderick Primerano, Regional Manager UGL  
Bryce Spelta, Manager City Infrastructure, Bayside Council (Convenor)  
Scipio Tam, Senior Traffic & Road Safety Engineer, Bayside Council  
Raj Shah, Traffic Engineer, Bayside Council  
Romel Ayoub, Traffic Engineer, Bayside Council  
Phoebe Mikhiel, Manager Compliance & Community Safety, Bayside Council  
Paul Adams, Coordinator Parking & Safety, Bayside Council  
Shobna Maharaj, Traffic Committee Administrative Officer, Bayside Council

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The Convenor opened the meeting in the Rockdale Town Hall, Pindari Room, Level 1, 448 Princess Highway, Rockdale at 9.15am and affirmed that Bayside Council acknowledges the traditional custodians: the Gadigal and Bidjigal people of the Eora nation, and pays respects to Elders past, present and emerging. The people of the Eora nation, their spirits and ancestors will always remain with our waterways and the land, our Mother Earth.

## **1 Apologies**

The following apologies were received:

Councillor Christina Curry

Councillor Liz Barlow  
Robert Ristevski, Coordinator Traffic & Road Safety, Bayside Council

## 2 Disclosures of Interest

There were no disclosures of interest.

## 3 Minutes of Previous Meetings

### [3.1 Minutes of the Bayside Traffic Committee Meeting - 8 November 2023](#)

#### **Committee Recommendation**

- 1 That the Minutes of the Bayside Traffic Committee meeting held on 8 November 2023 be confirmed as a true record of proceedings.
- 2 That it be noted that the Committee recommendations included in the Minutes of the Bayside Traffic Committee meeting held on 08 November 2023 were adopted by the Council at its meeting held on 22 November 2023.

## 4 Reports

### [BTC23.154 Recommendation for the Installation of a designated Accessible Parking Space on Arncliffe Street, Wolli Creek](#)

#### **Committee Recommendation**

That approval be given to the installation of a designated accessible parking space on Arncliffe Street, Wolli Creek, as indicated in the attached plan.

### [BTC23.155 Bestic Street, Kyeemagh - Raised dual pedestrian and cycleway crossing](#)

#### **Committee Recommendation**

- 1 That a dual pedestrian and cycleway raised crossing is constructed in Bestic Street, Kyeemagh (in front of No.93 Bestic Street).
- 2 That a pram ramp is installed in Francis Avenue to allow Cyclists to safely manoeuvre the intersection with Bestic Street.
- 3 That lighting is designed and installed over the new dual pedestrian and cycleway raised crossing as per the required lighting standard.



**BTC23.156 Cadia Street, Kogarah - Proposed conversion of 'No Stopping 8 am - 9:30 am and 2:30 pm - 4 pm School Days' to 'No Stopping' restrictions in cul-de-sac**

**Committee Recommendation**

That approval be given to the proposed conversion of 'No Stopping 8 am - 9:30 am and 2:30 pm - 4 pm School Days' to full time 'No Stopping' restrictions in the cul-de-sac, as per attached drawings.

**BTC23.157 Dillon Street, Ramsgate - Proposed 10m Works Zone for 31 Weeks**

**Committee Recommendation**

- 1 That approval be given to the installation of a 10m 'Works Zone, 7 am – 5 pm, Mon – Fri and 8 am – 1 pm Sat' restriction along the southern kerb line of Dillon Street, for the duration of 31 weeks, subject to relevant conditions.
- 2 That the applicant must ensure that construction vehicles do not queue within Dillon Street or any other local roads in the vicinity especially concrete trucks during the construction period waiting to deliver goods to the site.
- 3 That approval not be given to the movement of 'Heavy Rigid Vehicles' due to constraint in the existing road infrastructure and be limited to 'Medium Rigid Vehicle'.
- 4 That the applicant notifies Council 6 Weeks in advance of required extension to the 31 week 'Works Zone'.
- 5 That the applicant notifies the adjacent properties of the approved Works Zone and provides a copy to Council for record.

**BTC23.158 Gordon Street, Rosebery - Proposed 'Motor Bikes Only' Parking and Line Marked Bays Along Short Kerb Section**

**Committee Recommendation**

- 1 That approval be given for the kerb to be utilised for the provision of two (2) line marked motorbike parking bays, 2.5m x 1.2m each.
- 2 That approval be given for the signposting of a 2.4m wide 'Motor Bikes Only' parking zone.

**BTC23.159 338-342 King Street, Mascot - Proposed 33m Works Zone for 15 Weeks**

**Committee Recommendation**

- 1 That approval be given to the installation of a 33m 'Works Zone, 7 am – 5 pm, Mon – Fri and 8 am – 1 pm Sat' restriction along the southern kerb line of King Street, for the duration of 15 weeks, subject to relevant conditions.
- 2 That applicant must ensure that construction vehicles do not queue within King Street or any other local roads in the vicinity especially concrete trucks during the construction period waiting to deliver goods to the site.
- 3 That the existing parking restrictions in King Street not be changed on account of this proposal and two-way traffic flow be maintained in King Street at all times unless separate road occupancy approvals have been obtained through Council's Public Domain and Referrals team.
- 4 That the developer and associated sub-contractors notify Council's Traffic and Road Safety Team of any proposed applications through the 'National Heavy Vehicle Regulator' authority.
- 5 That the developer and associated sub-contractors comply with conditions imposed by the 'National Heavy Vehicle Regulator' approved Permits.
- 6 That the applicant notifies Council 6 Weeks in advance of required extension to the 36 week 'Works Zone'.
- 7 That the applicant notifies the adjacent properties of the approved Works Zone and provides a copy to Council for record.

**BTC23.160 Leicester Street intersections with Albert Street and Regent Street, Bexley - 10m Statutory 'No Stopping' restrictions**

**Committee Recommendation**

That the proposed 'No Stopping' signage, as indicated on the attached plan, be approved.

**BTC23.161 Monahan Avenue, Banksia - Proposed 'No Parking 6am-10am Thursday' restriction**

**Committee Recommendation**

That approval be given to the proposed installation of 'No Parking 6 am – 10 am Thursday' restriction at the cul-de-sac end of Monahan Avenue, Banksia, as per the attached drawing.

**BTC23.162 Riverside Drive, Sans Souci - Proposed Raised Pedestrian Crossing**

**Committee Recommendation**

That approval be given to the proposed installation of a raised pedestrian crossing with associated signs and linemarking, as per attached drawings, to improve pedestrian safety at this location.

**BTC23.163 1A Willison Road, Carlton - Proposed 11m Works Zone for 12 Weeks**

**Committee Recommendation**

- 1 That approval be given to the installation of a 11m 'Works Zone, 7 am – 5 pm, Mon – Fri and 8 am – 1 pm Sat' restriction along the southern kerb line of Willison Road, for the duration of 12 weeks, subject to relevant conditions.
- 2 That the applicant must ensure that construction vehicles do not queue within Willison Road or any other local roads in the vicinity especially concrete trucks during the construction period waiting to deliver goods to the site.
- 3 That the two-way traffic flow be maintained in Willison Road at all times unless separate road occupancy approvals have been obtained through Council's Public Domain and Referrals team.
- 4 That approval be given to limit the movement of heavy vehicle till Heavy Rigid Vehicle due to constraint in existing road infrastructure.
- 5 That the applicant notifies Council 6 Weeks in advance of required extension to the 42 week 'Works Zone'.
- 6 That the applicant notifies the adjacent properties of the approved Works Zone and provides a copy to Council for record.

**BTC23.164 Update on Outstanding Matters Referred to the Bayside Traffic Committee by the Chair**

**Committee Recommendation**

That the update on outstanding matters referred to the Bayside Traffic Committee by the Chair be noted.

**BTC23.165 Matters referred to the Bayside Traffic Committee by the Chair**

The following matter was raised by the chair:

Sight lines are restricted when exiting Aboukir Street onto Bay Street, Rockdale and TfNSW should consider parking restrictions at this location to improve safety.

**Committee Recommendation**

That the matters raised by the Chair be received, noted and action taken as necessary.

**[BTC23.166 General Business](#)**

**Committee Recommendation**

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

The Convenor closed the meeting at 9.27am.

**Attachments**

Nil

## Bayside Traffic Committee

14/02/2024

Item No	BTC24.001
Subject	<b>Banks Avenue, Daceyville - Proposed Timed 'No Parking' Restrictions</b>
Report by	Senior Traffic & Road Safety Engineer
File	SF23/8606
Electorate	Maroubra

### Summary

Council has received a request from community representatives to review parking restrictions on Banks Avenue, Daceyville, along the frontage of Hartford College. The implementation of a pick-up/drop-off zone at this location will allow for increased safety of school children whilst assisting with the efficient movement of vehicles during peak school periods.

### Officer Recommendation

That approval be given to the proposed conversion of 20-metre unrestricted parking to 'No Parking 8 am – 9:30 am and 2:30 pm – 4 pm School Days' restrictions along Banks Avenue, Daceyville, between the southern driveway of Hartford College and Gwea Avenue.

### Background

Council has received requests from community representatives to review the drop-off & pick-up provisions along the south-eastern boundary of Hartford College.

It is essential to note that in accordance with NSW Road Rules, motorists are permitted to park in designated 'No parking' areas for a maximum of two-minutes for loading and unloading/pick-up and drop-off purposes and the driver should remain in or within two-metres of the vehicle.

### Financial Implications

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

### Community Strategic Plan

Theme One – In 2032 Bayside will be a vibrant place	<input checked="" type="checkbox"/>
Theme Two – In 2032 Our people will be connected in a creative City	<input type="checkbox"/>
Theme Three – In 2032 Bayside will be green, resilient and sustainable	<input type="checkbox"/>
Theme Four – In 2032 Bayside will be a prosperous community	<input type="checkbox"/>

### **Risk Management – Risk Level Rating**

- No risk
  - Low risk
  - Medium risk
  - High risk
  - Very High risk
  - Extreme risk
- 

### **Community Engagement**

A notification letter was distributed to the nearby residents and occupiers detailing the proposed changes. No objections were received.




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### **Attachments**

Banks Avenue, Daceyville - Proposed Timed No Parking Restrictions [↓](#)

Banks Avenue, Daceyville  
Proposed 'No Parking 8am-9.30am 2.30pm-4pm School Days' restrictions



-  Existing No Stopping
-  Existing unrestricted parking
-  Proposed 'No Parking 8am-9.30am 2.30pm-4pm School Days'

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## Bayside Traffic Committee

14/02/2024

Item No	BTC24.002
Subject	<b>Banksia Bridge Parapet Traffic Protection</b>
Report by	Project Engineer Special Projects Engineer
File	SF23/8606
Electorate	Ward 3 - Banksia

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### Summary

A Road Safety Audit (RSA) conducted by Bayside Council has revealed that Banksia Bridge's Parapet wall is not structurally adequate to stop a vehicle impact at 50km/hr (current speed limit along Railway Street). The Banksia Bridge is considered to be of historical significance, minimising the structural reinforcement works that can be undertaken on the parapet.

A vehicular impact at 50km/hr is expected to cause damage to the brick parapet. There is also a potential low risk for a vehicle to pass through the parapet.

Remediation work has been completed by Bayside Council to repair the structural integrity of the brick parapet in accordance with heritage advice, with minimal visual changes to the brick surface.

To further improve the safety of pedestrians and motorists crossing along Railway Street, it is proposed to upgrade the existing kerb and gutter infrastructure as well as the required line marking and signage.

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### Officer Recommendation

That approval be provided for the upgrade of Railway Street, Banksia, near the Banksia Bridge, as per the attached drawings.

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## Background



*Figure 1 - Sideview of Banksia Bridge from Railway St*

As part of the awarded Bridge Renewal package, Bayside Council has engaged a contractor to restore the brick parapet wall with helical stitching. While these steel stitches improve the overall structural integrity of the wall, they do not provide any impact resistance from vehicles.

The proposed upgrades to Railway Street include:

- Raising the kerb heights on the eastern side of the street using an Elsholz Kerb to redirect traffic.
- Widening the existing eastern footpath from 900mm up to 1600mm to allow safer movement and accessibility of pedestrians.
- Installing a new pedestrian fence on the eastern footpath to provide further delineation between pedestrians and vehicles travelling south.
- Re-linemarking the existing road to allow for the new footpath widths.
- Installing drainage weep holes to eliminate flooding on the bridge.
- Replacing an existing non-compliant driveway on the western footpath with a 150mm standard kerb and gutter to assist with traffic deflection.
- Introducing blister kerbs on both sides to help traffic to align with the new Elsholz Kerb and linemarking.

The implementation of these upgrades will ensure Bayside Council complies with the RSA recommendations.

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## Financial Implications

- Not applicable
- Included in existing approved budget  FPN: 101878
- Additional funds required
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## Community Strategic Plan

- Theme One – In 2032 Bayside will be a vibrant place
- Theme Two – In 2032 Our people will be connected in a creative City
- Theme Three – In 2032 Bayside will be green, resilient and sustainable
- Theme Four – In 2032 Bayside will be a prosperous community
- 

## Risk Management – Risk Level Rating

- No risk
- Low risk
- Medium risk
- High risk
- Very High risk
- Extreme risk
- 

## Community Engagement

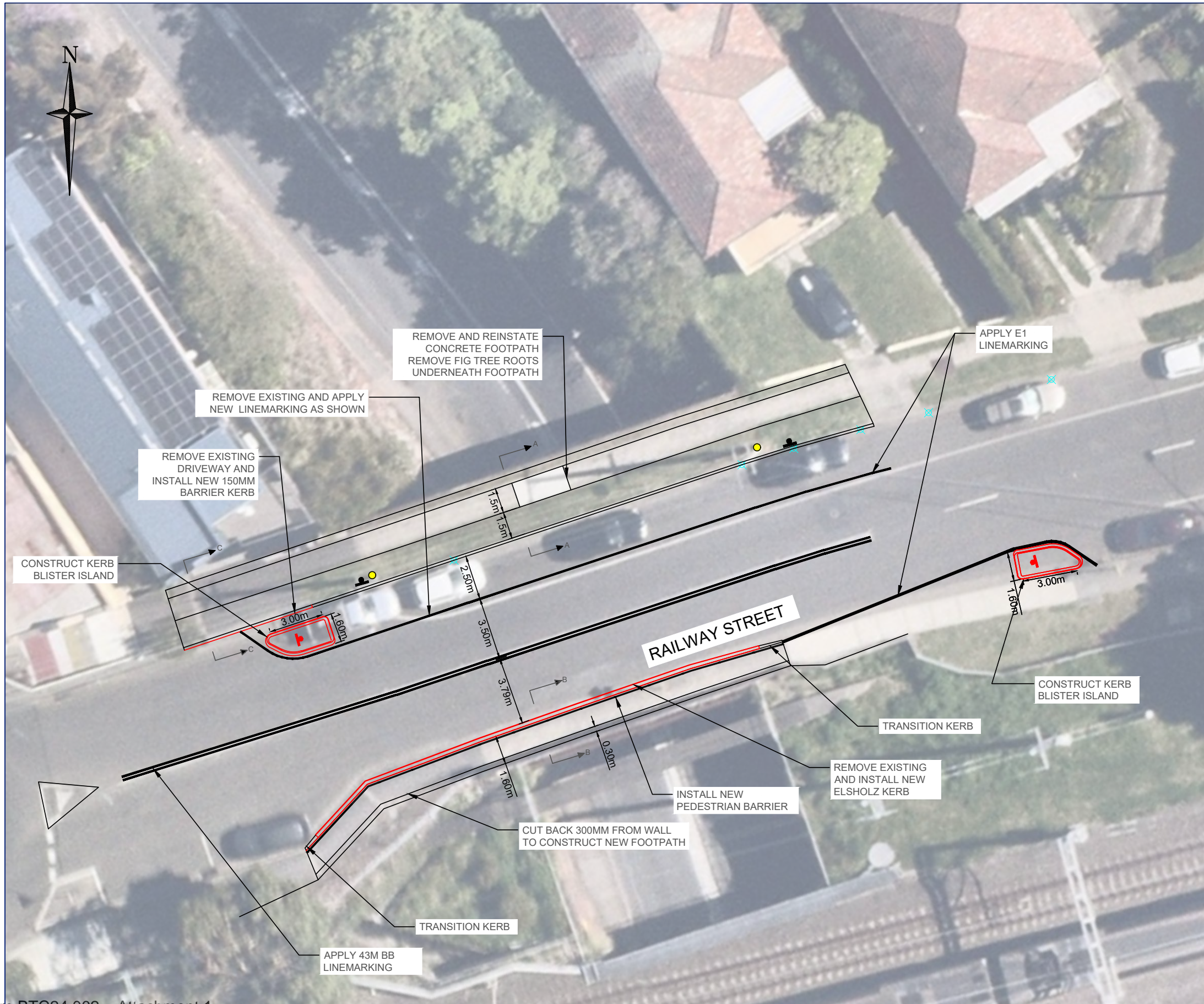
Community notification will be undertaken two weeks prior to the commencement of works.

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## Attachments

Drawing - Railway Street, Banksia upgrade [↓](#)





**LEGEND:**

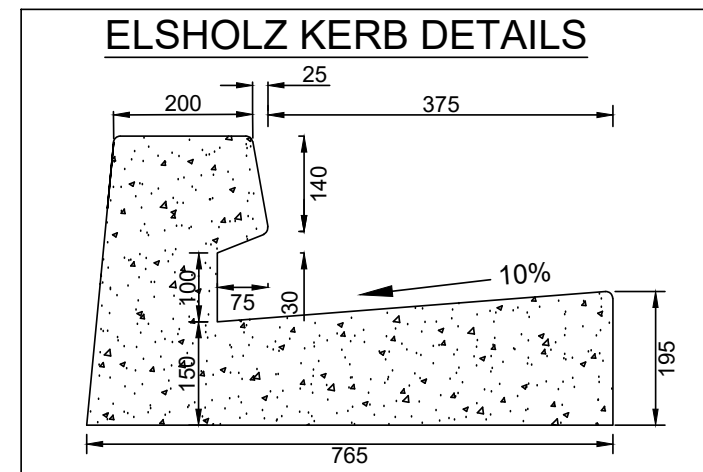
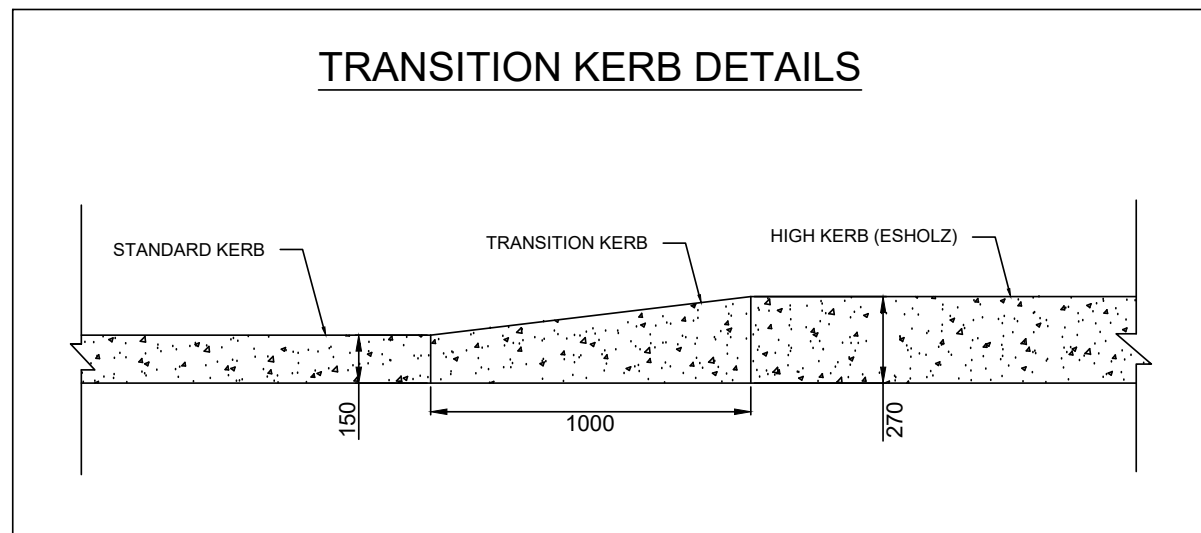
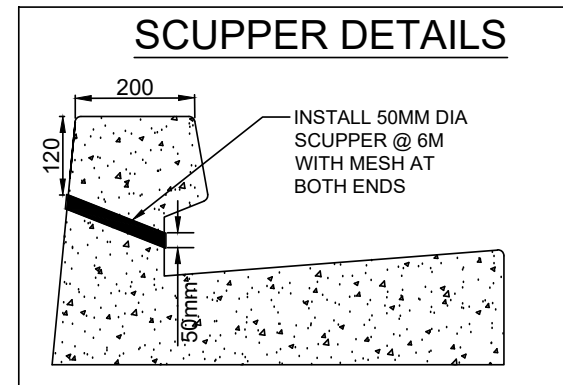
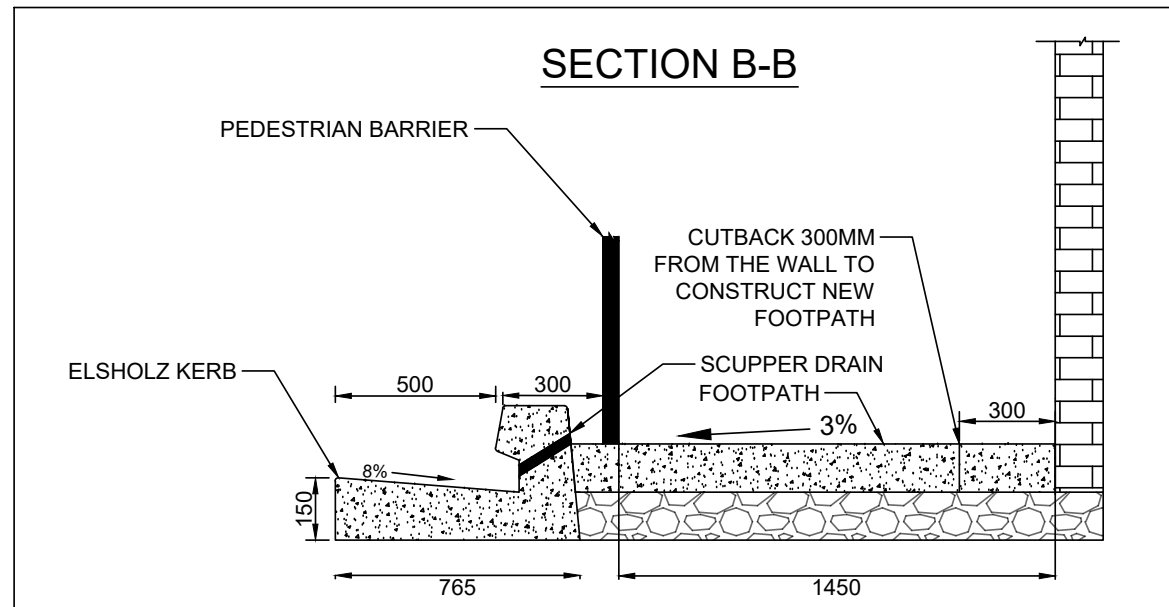
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- UNIDIRECTIONAL HAZARD MARKER  
D4-1-2

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C	14/12/2023	FOR INFORMATION	KP	LF
B	11/12/2023	FOR INFORMATION	KP	LF
A	26/10/2023	FOR INFORMATION	KP	LF

<b>PROJECT</b>	
BANKSIA WALL	
<b>DRAWING TITLE</b>	
DETAILED LAYOUT	
<b>DRAWING STATUS</b>	
CONCEPT	
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**NOTE**  
FOR ALL EXCAVATION WORK, USE 'DIAL BEFORE YOU DIG' ON 1100.

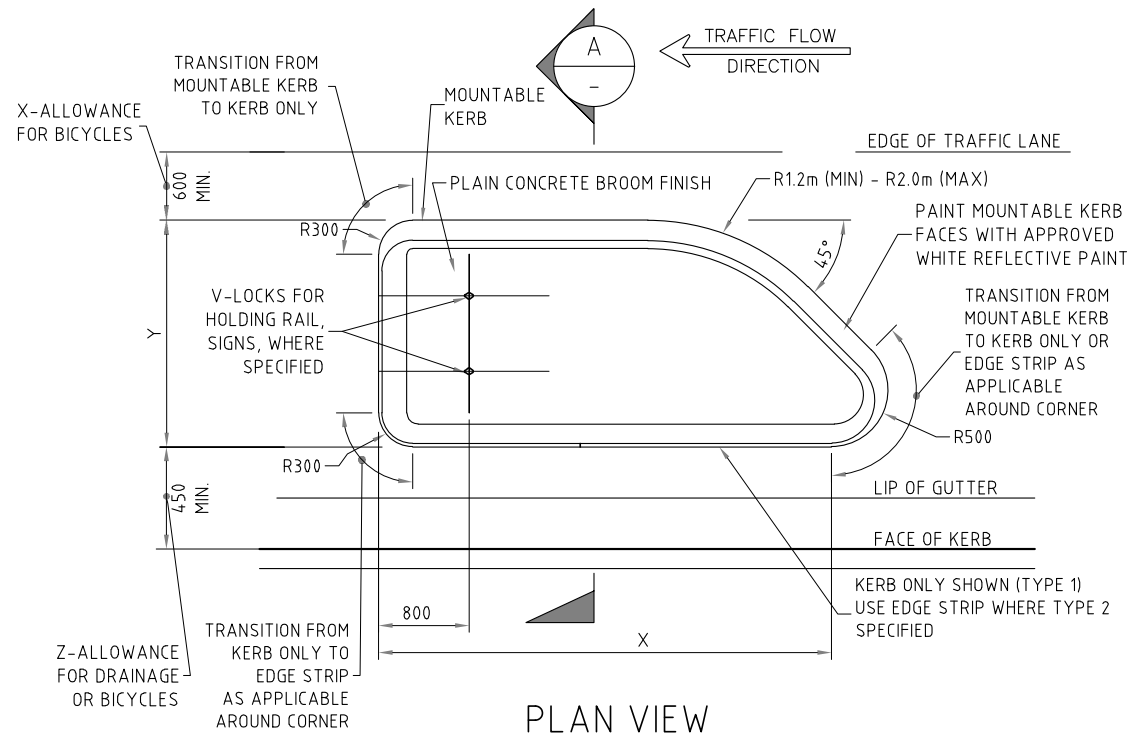
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A	26/10/2023	FOR INFORMATION	KP	LF

**PROJECT**  
BANKSIA WALL

**DRAWING TITLE**  
ELSHOLZ KERB DETAILS

**DRAWING STATUS**  
CONCEPT

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PLAN VIEW

TABLE 1: DIMENSIONS

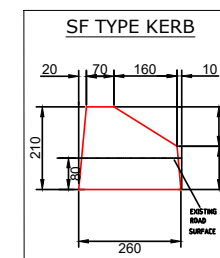
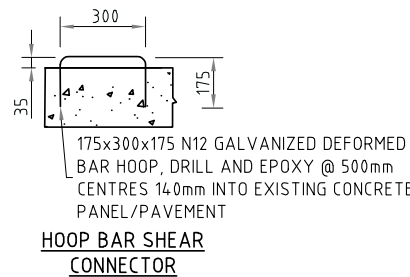
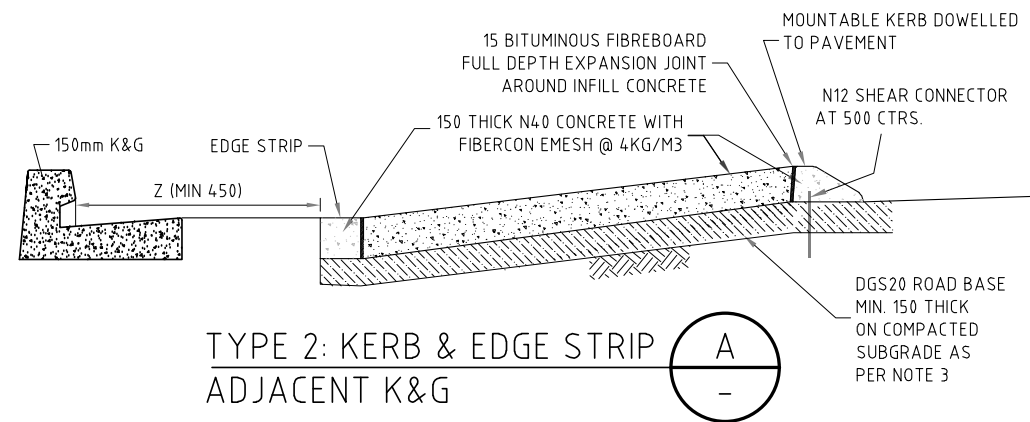
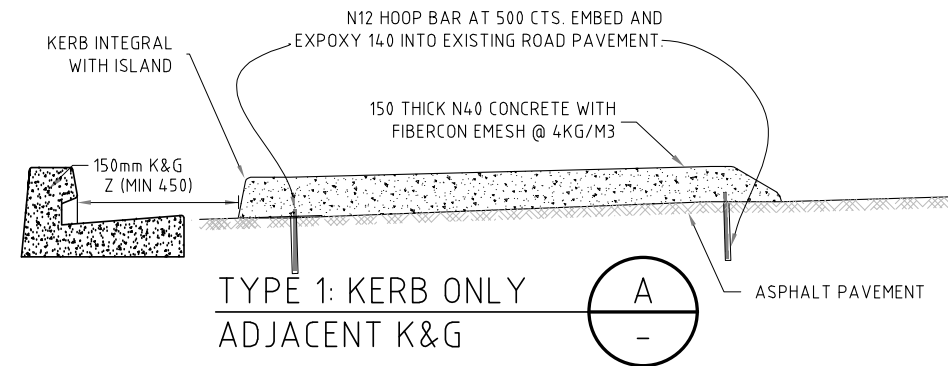
'X'	'Y'	'Z'
3000 mm	1600 mm	450 mm

NB: DIMENSIONS SHALL BE CONFIRMED BY THE SUPERINTENDENT

NOTES:

- FOR 150mm K&G, MOUNTABLE KERB, KERB ONLY AND EDGE STRIP DIMENSIONS
- FIBRE REINFORCED N40 CONCRETE 20mm MAX AGGREGATE SIZE, IN ACCORDANCE WITH AS3600. FIBRES TO BE POLYPROPYLENE FIBERCON EMESH @ 4.0KG/M3, OR APPROVED EQUIVALENT
- 150mm THICK DGS20 ROAD BASE COMPACTED TO 100% STANDARD TO BE PLACED UNDER CONCRETE WHERE EXISTING PAVEMENT DEPTH IS LESS THAN 150 OR EXISTING BASE IS UNSATISFACTORY.
- PLAIN CONCRETE SURFACE TO BE BROOM FINISHED SQUARE TO THE DIRECTION OF TRAVEL
- REFER TO TRAFFIC PROJECT DESIGN PLAN FOR ISLAND TYPE HOLDING RAIL AND SIGN DETAILS, AND X,Y,Z DIMENSIONS.

ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE



REV	DATE	DESCRIPTION	DRAWN	APPROV
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PROJECT  
BANKSIA WALL

DRAWING TITLE  
BLISTER KERB DETAILS

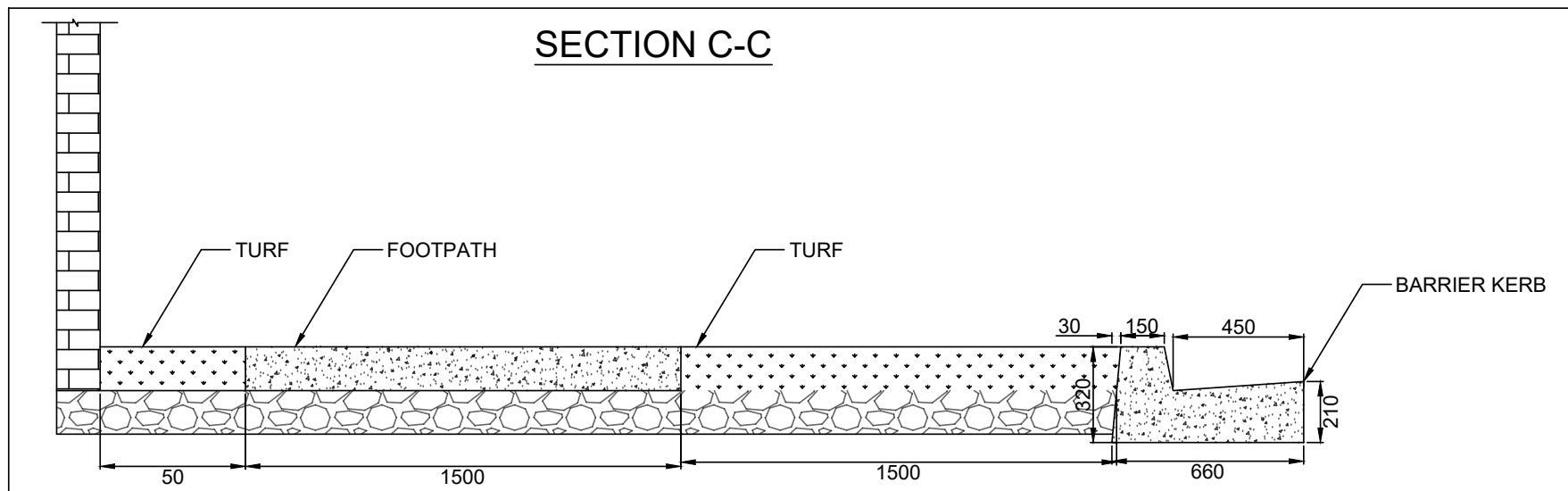
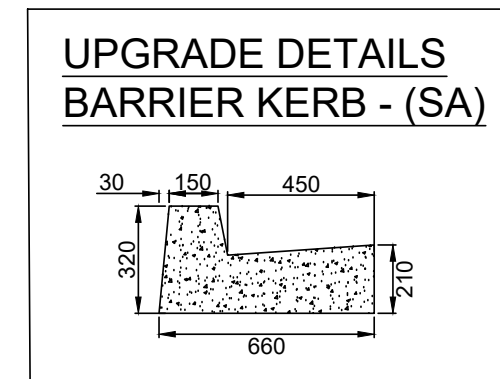
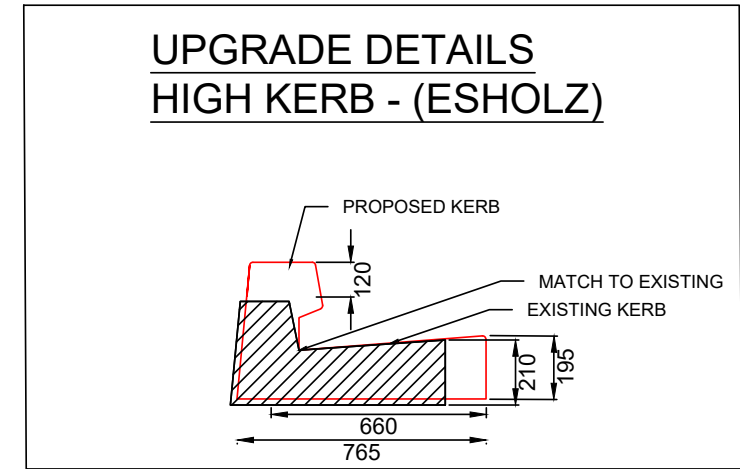
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Bayside Council

**SCHEDULE OF CIVIL WORKS**

1. REMOVE EXISTING KERB (28M LONG) AND INSTALL ELSHOLZ KERB (AS PER MAIN DRAWING).
2. REMOVE EXISTING DRIVEWAY AND CONSTRUCT NEW BARRIER KERB AS SHOWN IN DETAILS.
3. INSTALL SCUPPER IN KERB @ EVERY 6M THROUGHOUT THE LENGTH OF NEW KERB AS SHOWN IN DETAILS.
4. INSTALL PEDESTRIAN BARRIER AS SHOWN IN SD-FE-01001.
5. REPAINT 43M (APPROX.) BB LINEMARKING AS PER MAIN DRAWING.
6. PAINT PARKING LANE LINEMARKING AND EDGE LINES AS PER MAIN DRAWING.
7. INSTALL BLISTER KERB WITH 2 x D4-1-2 (UNIDIRECTIONAL HAZARD MARKER) SIGN AS SHOWN IN DETAILS.

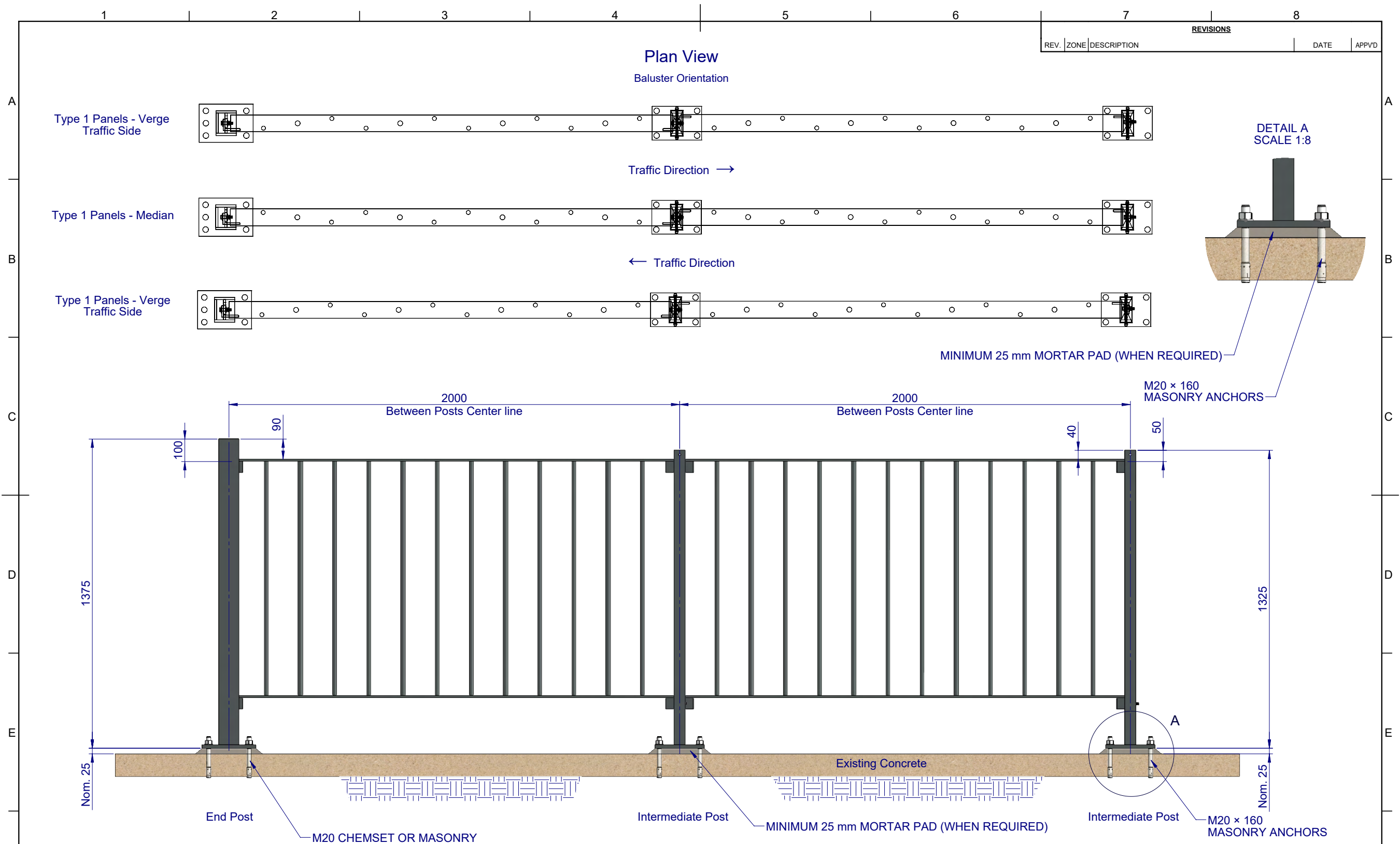


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A	26/10/2023	FOR INFORMATION	KP	LF

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<b>DRAWING TITLE</b>	
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<b>DRAWING STATUS</b>	
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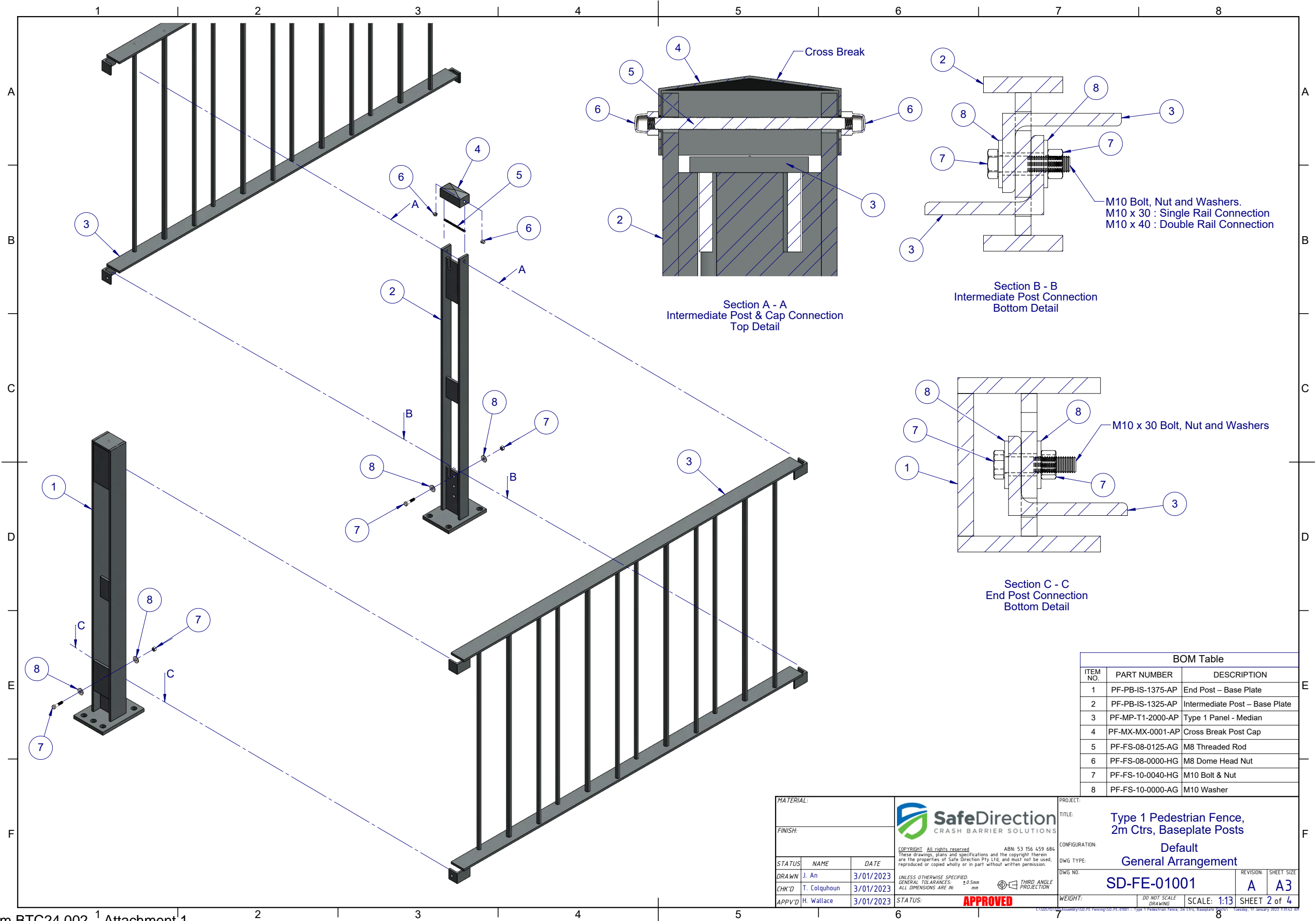
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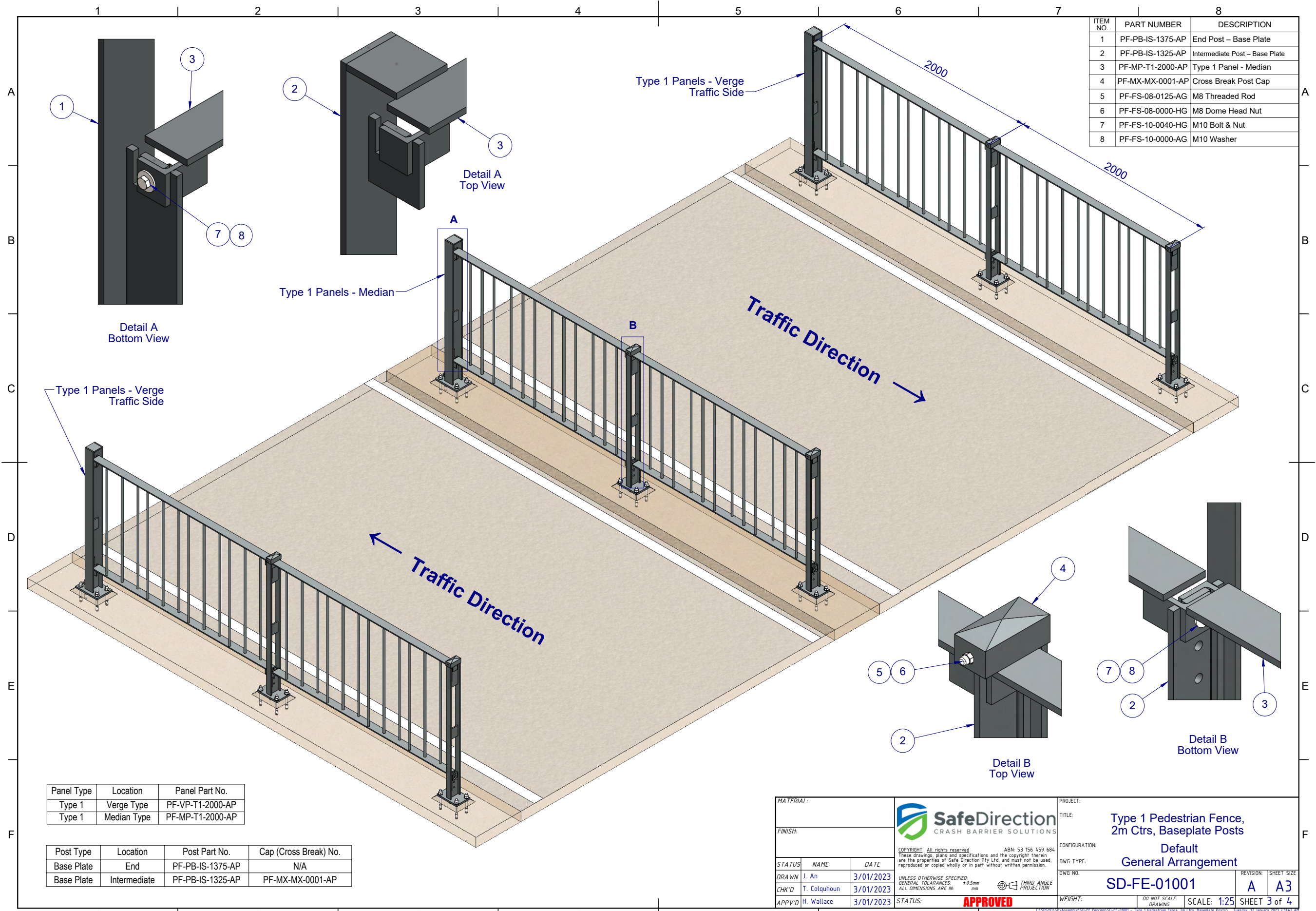
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Type 1	Median Type	PF-MP-T1-2000-AP

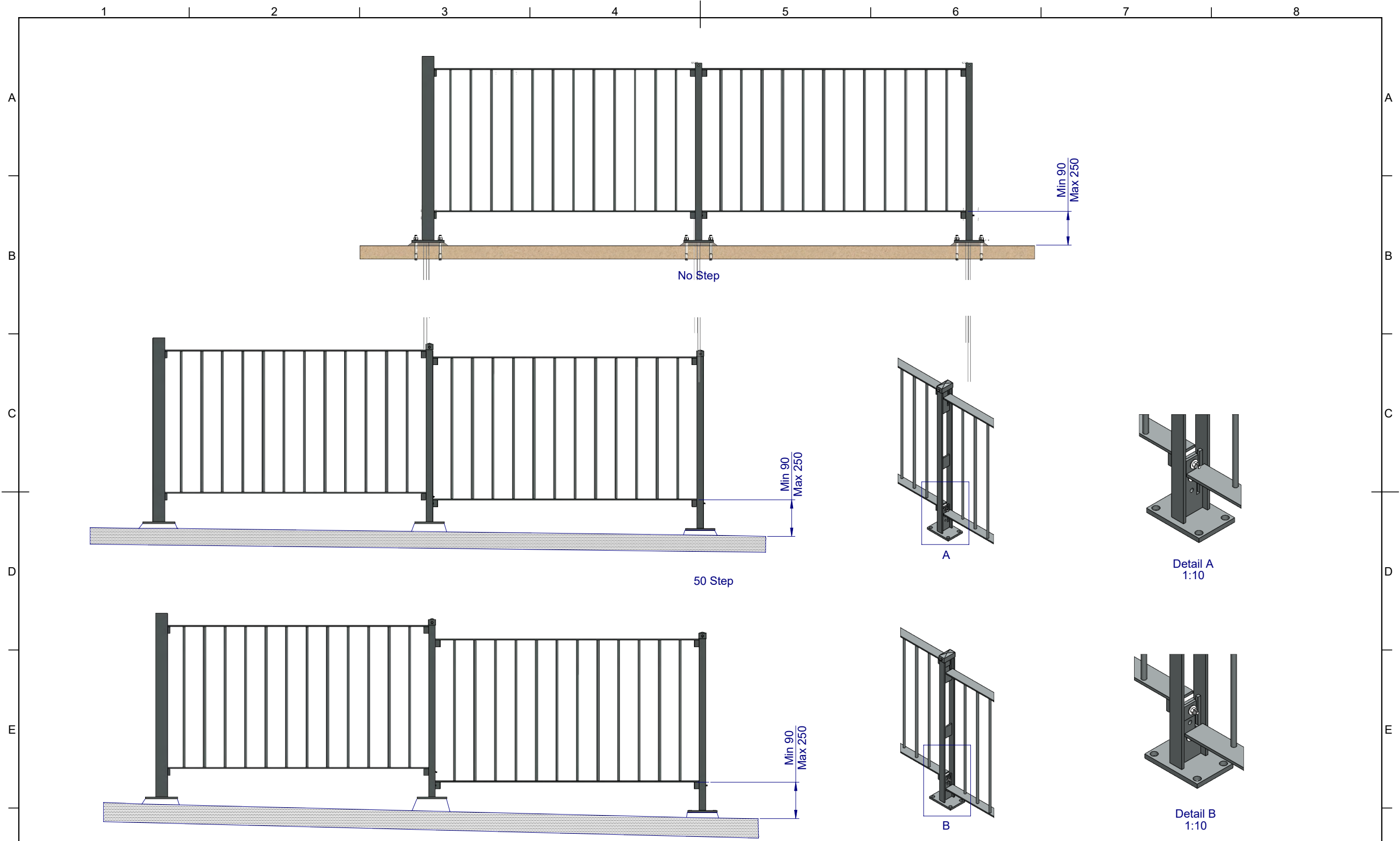
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Base Plate	Intermediate	PF-PB-IS-1325-AP	PF-MX-MX-0001-AP

<b>MATERIAL:</b> FINISH:			<p>SafeDirection CRASH BARRIER SOLUTIONS</p> <p>ABN 53 156 459 684</p> <p>UNLESS OTHERWISE SPECIFIED: GENERAL TOLERANCES: ±0.5mm ALL DIMENSIONS ARE IN mm</p> <p>THIRD ANGLE PROJECTION</p>	<b>PROJECT:</b> TITLE: Type 1 Pedestrian Fence, 2m Ctrs, Baseplate Posts CONFIGURATION: Default DWG TYPE: General Arrangement												
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CHK'D	T. Colquhoun	3/01/2023														
APP'VD	H. Wallace	3/01/2023														
STATUS: <b>APPROVED</b>			WEIGHT: DO NOT SCALE DRAWING SCALE: 1:15 SHEET 1 of 4													









MATERIAL:			<p><b>SafeDirection</b> CRASH BARRIER SOLUTIONS</p> <p><small>COPYRIGHT: All rights reserved. ABN 53 156 459 684. These drawings, plans and specifications and the copyright therein are the properties of Safe Direction Pty Ltd, and must not be used, reproduced or copied wholly or in part without written permission.</small></p> <p><small>UNLESS OTHERWISE SPECIFIED: GENERAL TOLERANCES: ±0.5mm ALL DIMENSIONS ARE IN: mm</small></p> <p>THIRD ANGLE PROJECTION</p>	PROJECT:	Type 1 Pedestrian Fence, 2m Ctrs, Baseplate Posts	
FINISH:				TITLE:	Default General Arrangement	
STATUS	NAME	DATE	CONFIGURATION:	DWG TYPE:	SD-FE-01001	
DRAWN	J. An	3/01/2023	DWG NO.:	REVISION:	A	
CHK'D	T. Colquhoun	3/01/2023	SCALE:	1:30	SHEET 4 of 4	
APPV'D	H. Wallace	3/01/2023	STATUS:	<b>APPROVED</b>		

---

## Bayside Traffic Committee

14/02/2024

Item No	BTC24.003
Subject	<b>Bexley North Toilet Amenities Demolition - Installation of Loading Zone Signage</b>
Report by	Building Projects Officer
File	SF24/543
Electorate	Kogarah

---

### Summary

Demolition of the Bexley North Toilet Amenities is included in the City Projects Program for the 2023/2024 financial year.

Included in the post demolition make good works are optional additional works. These additional works include realignment of the kerb to provide a 'Loading Zone' which will assist deliveries to the library and local businesses.

This report seeks approval for the kerb realignment and loading zone restriction

---

### Officer Recommendation

That approval be given for the installation of a 'Loading Zone' on Shaw Lane, outside the Bexley North Library, as per the attached drawing.

---

### Background

Demolition of the Bexley North Toilet Amenities is included in the 2023/ 2024 City Projects Program. The toilet block is attached to the east side of Bexley North Library (adjacent Shaw Lane) which has been decommissioned for many years and unavailable for public use. The block restricts safe pedestrian passage between Shaw Street and the library car park and limits passive surveillance.

A new amenities block was constructed on the west side of the Library a number of years ago to replace the Bexley North Library public toilet. Following the demolition of the decommissioned toilet block, City Projects are considering the most appropriate and safest design outcomes as part of the make good works.

The proposed optional additional works include a pedestrian pathway from the car park to Shaw Street and realignment of the kerb to allow for a 'Loading Zone' suitable for vans and wagons. The 'Loading Zone' will assist Council deliveries to the library as well as surrounding Bexley North businesses.

---

## Financial Implications

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

**Contractor requested to price this separately in their RFQ submission for Councils consideration should funding be allocated.**

## Community Strategic Plan

- Theme One – In 2032 Bayside will be a vibrant place
- Theme Two – In 2032 Our people will be connected in a creative City
- Theme Three – In 2032 Bayside will be green, resilient and sustainable
- Theme Four – In 2032 Bayside will be a prosperous community

## Risk Management – Risk Level Rating

- No risk
- Low risk
- Medium risk
- High risk
- Very High risk
- Extreme risk

## Community Engagement



N/A

## Attachments

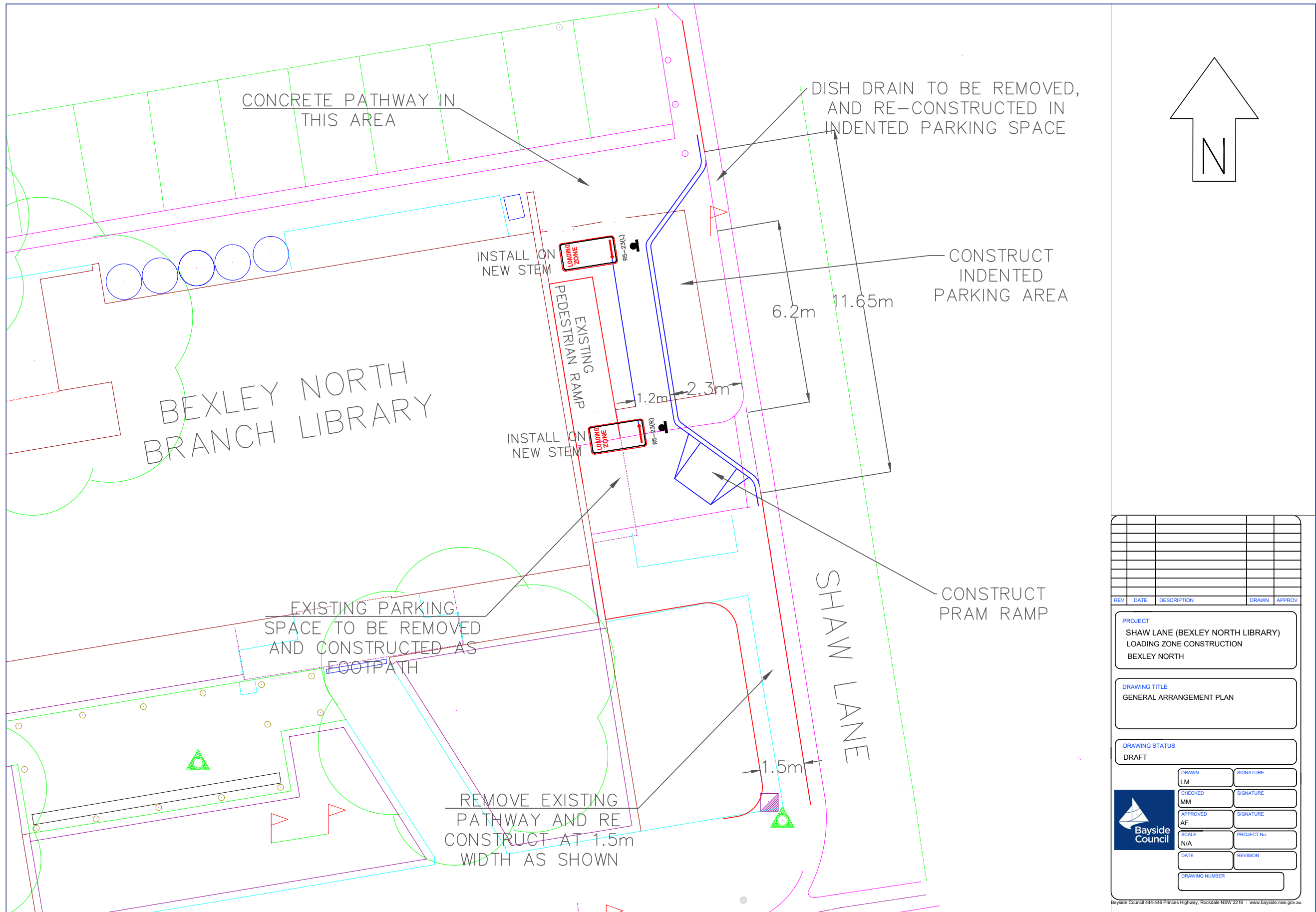
- 1 Location Plan [↓](#)
- 2 Plan of Works [↓](#)
- 3 Scope of works [↓](#)





 <p><b>Bayside Council</b> Serving Our Community</p>	<p><b>Disclaimer Note</b> This map remains the property of Bayside Council. Reproduction of any part without approval is prohibited. This map has been compiled from various sources and the publisher and/or contributors accept no responsibility for any injury, loss or damage arising from its use or errors or omissions therein.</p>	Demolition of Bexley North Toilet Amenities		27/07/2023	
		Prepared By: Yasmin McHutchison		1:500	





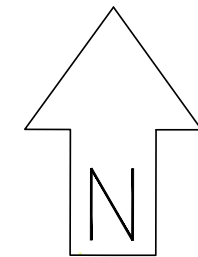
REV	DATE	DESCRIPTION	DRAWN	APPROV

**PROJECT**  
 SHAW LANE (BEXLEY NORTH LIBRARY)  
 LOADING ZONE CONSTRUCTION  
 BEXLEY NORTH

**DRAWING TITLE**  
 GENERAL ARRANGEMENT PLAN

**DRAWING STATUS**  
 DRAFT

DRAWN LM	SIGNATURE
CHECKED MM	SIGNATURE
APPROVED AF	SIGNATURE
SCALE N/A	PROJECT No.
DATE	REVISION
DRAWING NUMBER	



SCHEDULE OF WORKS FOR INDENTED PARKING AREA

- \* CONSTRUCT INDENTED PARKING BAY AS PER MAIN DRAWING. TO BE CONSTRUCTED IN 'SM' TYPE KERB. 20m LENGTH AT 2.3m WIDTH.
- \* CONSTRUCT ONE NEW PRAM RAMP IN INDENTED PARKING SPACE AS PER MAIN DRAWING
- \* CONSTRUCT NEW DISH DRAIN IN ORIGINAL POSITION IN INDENTED PARKING AREA. 11.65m LENGTH
- \* INDENTED PARKING SPACE AREA TO BE CONSTRUCTED IN ASPHALT. 20m2 APPROX.
- \* CONSTRUCT APPROX. 70m2 OF NEW CONCRETE FOOTPATH AS PER MAIN DRAWING
- \* INSTALL 1 x R5-23(L) & 1 x R5-23(R) AS PER MAIN DRAWING. INSTALL 2 NEW STEMS

REV	DATE	DESCRIPTION	DRAWN	APPROV

**PROJECT**  
SHAW LANE (BEXLEY NORTH LIBRARY)  
LOADING ZONE CONSTRUCTION  
BEXLEY NORTH

**DRAWING TITLE**  
GENERAL ARRANGEMENT PLAN

**DRAWING STATUS**  
DRAFT

<small>DRAWN</small> LM	<small>SIGNATURE</small> 
<small>CHECKED</small> MM	<small>SIGNATURE</small> 
<small>APPROVED</small> AF	<small>SIGNATURE</small> 
<small>SCALE</small> N/A	<small>PROJECT No.</small> 
<small>DATE</small> 	<small>REVISION</small> 
<small>DRAWING NUMBER</small> 	

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## Bayside Traffic Committee

14/02/2024

Item No	BTC24.004
Subject	<b>8 Hardie Street, Mascot - Proposed '1P' Parking Restriction</b>
Report by	Senior Traffic & Road Safety Engineer
File	SF23/8606
Electorate	Heffron

---

### Summary

Council has received a request from a local resident to review the existing parking conditions outside Property No. 8 Hardie Street, Mascot, and consider changing the existing on-street parking arrangement.

This report intends to seek approval to install '1P' parking restrictions outside 8 Hardie Street, Mascot.

---

### Officer Recommendation

- 1 That approval be given for the installation of '1P' parking restrictions in Hardie Street, Bexley, as per the attached drawing.
  - 2 That the applicant be informed that enforcement will be carried out subject to availability of resources.
- 

### Background

Council has received a request from a local resident to review the existing parking conditions outside 8 Hardie Street, Mascot. The concerns highlighted difficulties for the resident with mobility issues in accessing their property.

Hardie Street is a classified local road under Council's road hierarchy running in a north-south direction connecting Wentworth Avenue and King Street.

The subject property has a family member with restricted mobility and maintaining access to the property is vital for various purposes throughout the day. Upon on-site inspection, the property does not have a standard-sized off-street parking space suitable which creates difficulties for the resident who is being forced to park a considerable distance away from their home.

An investigation was undertaken to consider the provision of an on-street accessible parking space outside the premises. The provision of an accessible parking space must be compliant with the Australian Standards and requires the following:

- Provision of an indented kerb
- Widened on-street parking space
- Kerb ramp
- Street lighting



The current kerb and footpath infrastructure and parking restrictions outside 8 Hardie Street, Mascot does not allow for the provision of an accessible parking space.

Council routinely considers opportunities to assist community members with mobility issues to access parking where required.

As an alternative to the requested disabled parking space, it is proposed that ‘1P’ parking be provided at the subject location. The proposed ‘1P’ parking increases parking turnover and enables current NSW Mobility Parking Scheme Holders to park for an unrestricted time in the ‘1P’ timed parking zone.

The holders of Mobility parking permits are given special parking exemptions in time-limited parking areas on-street as shown in the table below:

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

Based on the information above, it is recommended to install ‘1P’ parking restrictions outside 8 Hardie Street, Mascot, to assist with pick-up and drop-off activities for residents with mobility issues.

The locality of the proposed ‘1P’ parking restriction is shown in the attached drawing.

---

### Financial Implications

- Not applicable
- Included in existing approved budget  Block grant for traffic facilities on local road
- Additional funds required

---

### Community Strategic Plan

- Theme One – In 2032 Bayside will be a vibrant place
- Theme Two – In 2032 Our people will be connected in a creative City
- Theme Three – In 2032 Bayside will be green, resilient and sustainable
- Theme Four – In 2032 Bayside will be a prosperous community

---

### Risk Management – Risk Level Rating

- No risk
- Low risk
- Medium risk
- High risk
- Very High risk
- Extreme risk

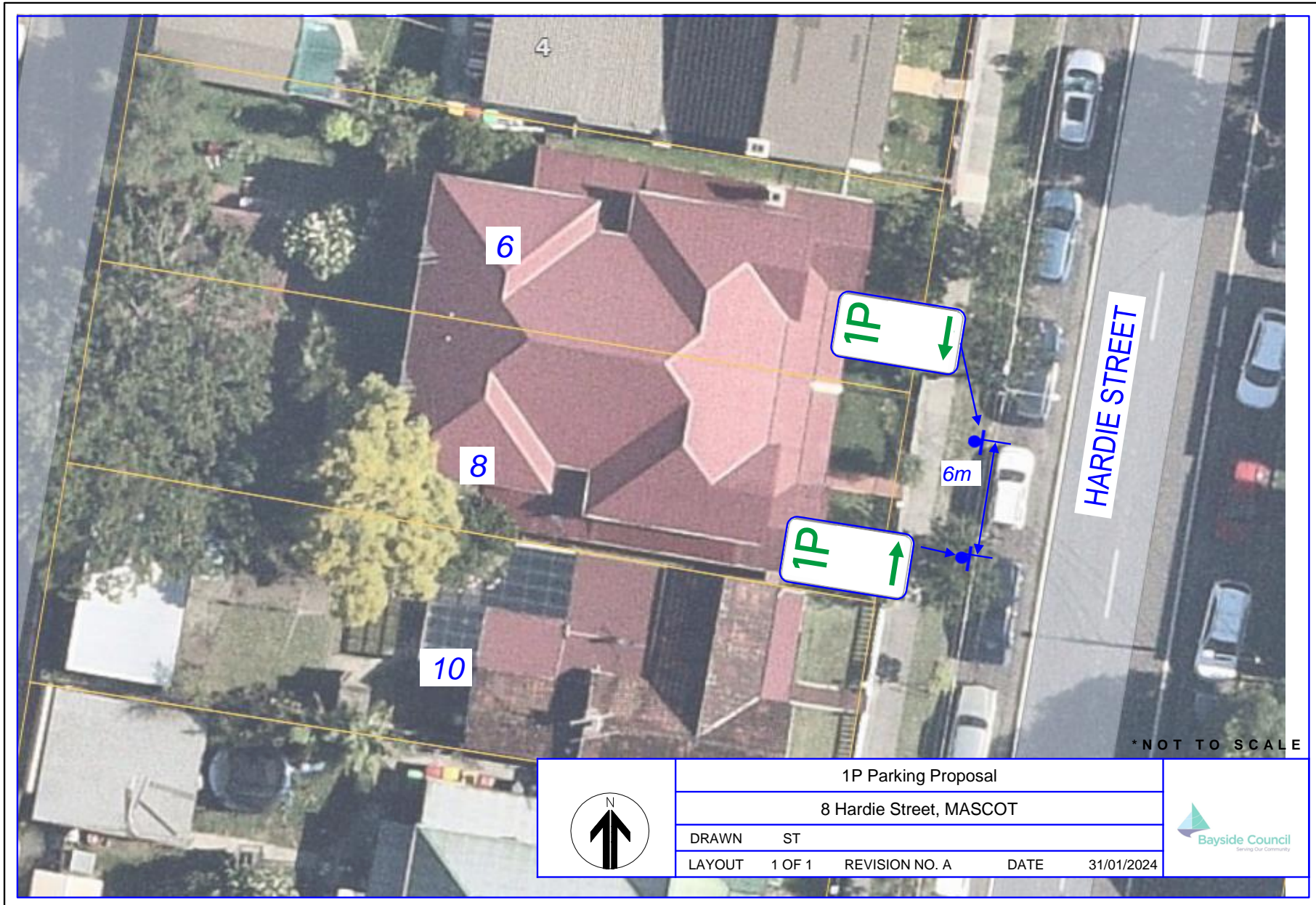
## **Community Engagement**

Not Applicable.

---

## **Attachments**

1P Proposal - 8 Hardie Street, Mascot [↓](#)



## Bayside Traffic Committee

14/02/2024

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Item No	BTC24.005
Subject	<b>84 High Street, Mascot - Renewal of 10m Works Zone for 18 Weeks from 31 March 2024</b>
Report by	Senior Traffic & Road Safety Engineer
File	SF23/8606
Electorate	Heffron

---

### Summary

Council has received a request from the developers at 84 High Street, Mascot, for the renewal of a 10m 'Works Zone' to facilitate construction activities associated with the construction of a dual storey dwelling for a period of 18 weeks from 31 March 2024.

---

### Officer Recommendation

- 1 That approval be given to the installation of a 10m 'Works Zone, 7 am – 5 pm, Mon – Fri and 8 am – 1 pm Sat' restrictions along the southern kerb line of 84 High Street, Mascot, for the duration of 26 weeks, subject to relevant conditions.
  - 2 That the applicant must ensure that construction vehicles do not queue within High Street or any other local roads in the vicinity especially concrete trucks during the construction period waiting to deliver goods to the site.
  - 3 That the existing parking restrictions in High Street not be changed on account of this proposal and two-way traffic flow be maintained in High Street at all times unless separate road occupancy approvals have been obtained through Council's Public Domain and Referrals team.
  - 4 That the developer and associated sub-contractors notify Council's Traffic and Road Safety Team of any proposed applications through the 'National Heavy Vehicle Regulator' authority.
  - 5 That the developer and associated sub-contractors comply with conditions imposed by the 'National Heavy Vehicle Regulator' approved Permits.
  - 6 That the developer limits the movement of vehicles to 8m 'Medium Rigid Vehicles' (MRV) due to constraint in the existing road infrastructure.
  - 7 That all inbound construction vehicles approaching the site must use Botany Road, turn left into High Street. All outbound construction vehicles must manoeuvre within the site and turn left onto High Street and proceed into O'Riordan Street.
  - 8 That the applicant notifies Council 6 Weeks in advance if further extension is required.
  - 9 That the applicant notifies the adjacent properties of the approved Work Zone and provides a copy to Council for record.
-

## Background

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

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

## Works Zone

This sign means that a driver must not stop in a works zone unless the driver’s vehicle is actually engaged in construction work in or near the zone. Any vehicle may stop to pick up or set down passengers. Restrictions may apply at certain times only, as shown on the sign.



EXAMPLE OF A 'WORKS ZONE' SIGN (R5-25)

Hours of operation; '7 am – 5 pm, Monday – Friday and 8 am – 1 pm, Saturday' will apply to this Works Zone. The locality of the existing and proposed parking restrictions is shown in the attached document.

## Financial Implications

- |                                      |                                     |   |
|--------------------------------------|-------------------------------------|---|
| Not applicable                       | <input checked="" type="checkbox"/> | The installation of Works Zone signs and stems are born by the applicant. |
| Included in existing approved budget | <input type="checkbox"/>            |   |
| Additional funds required            | <input type="checkbox"/>            |   |

## Community Strategic Plan

- |  |                                     |
|--|-------------------------------------|
| Theme One – In 2032 Bayside will be a vibrant place                    | <input checked="" type="checkbox"/> |
| Theme Two – In 2032 Our people will be connected in a creative City    | <input type="checkbox"/>            |
| Theme Three – In 2032 Bayside will be green, resilient and sustainable | <input type="checkbox"/>            |
| Theme Four – In 2032 Bayside will be a prosperous community            | <input checked="" type="checkbox"/> |

## Risk Management – Risk Level Rating

- |                |                                     |
|----------------|-------------------------------------|
| No risk        | <input type="checkbox"/>            |
| Low risk       | <input type="checkbox"/>            |
| Medium risk    | <input type="checkbox"/>            |
| High risk      | <input checked="" type="checkbox"/> |
| Very High risk | <input type="checkbox"/>            |
| Extreme risk   | <input type="checkbox"/>            |

## Community Engagement

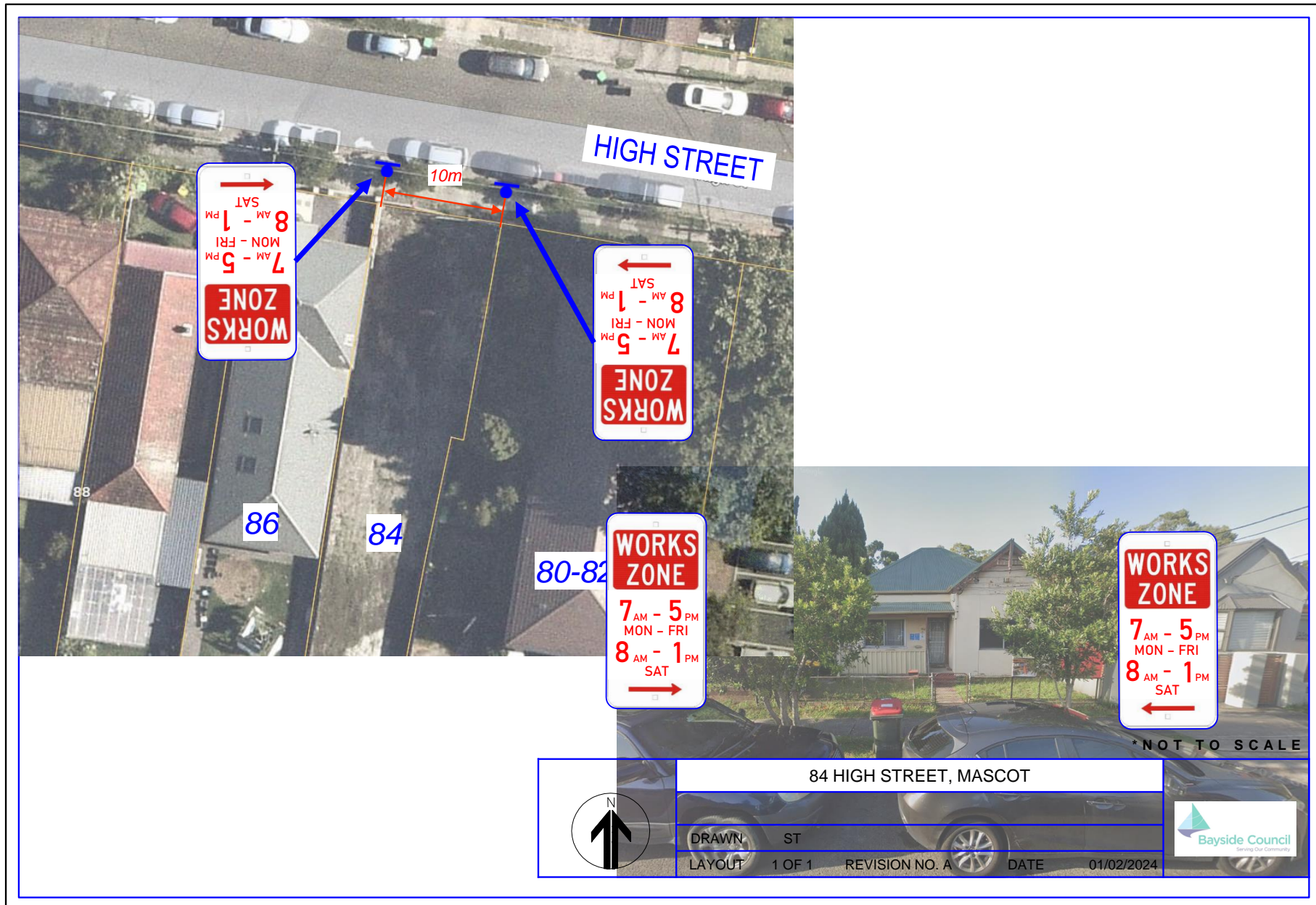
N/A

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## Attachments

84 High Street, Mascot - Works Zone [↓](#)





## Bayside Traffic Committee

14/02/2024

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Item No	BTC24.006
Subject	<b>Intersection of Sutherland Street and Lyon Street, Mascot - Proposed 10m Statutory 'No Stopping' Restrictions</b>
Report by	Traffic Engineer
File	SF23/8606
Electorate	Heffron CRM 402889

---

### Summary

Council has received a request to review the existing parking restrictions at the intersection of Sutherland Street and Lyon Street, Mascot, due to vehicles being parked within 10 metres of the intersection, impacting sight distance and road user safety.

The report seeks approval for the installation of statutory 10m 'No Stopping' restrictions at the intersection of Sutherland Street and Lyon Street, Mascot.

---

### Officer Recommendation

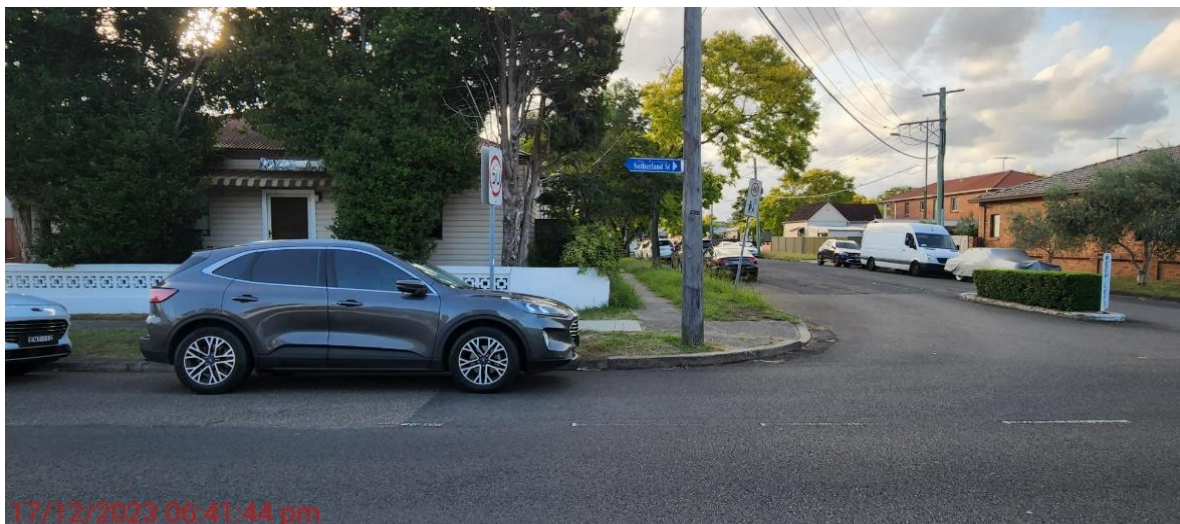
That approval be given for the installation of statutory 10m 'No Stopping' restrictions at the intersection of Sutherland Street and Lyon Street, Mascot, as per the attached plan.

---

### Background

Sutherland Street is a collector road in Council's Road hierarchy and intersects with Lyon Street, a classified local road. The carriageway width of Sutherland Street and Lyon Street is approximately 13.3m and 12.7m respectively.

Site inspections and assessment of aerial imaging confirmed that motorists are parking close to the corner impacting visibility at the intersection of Lyon Street and Sutherland Street. See image below.





Current NSW Road Rules 2014 – 170 (3) stipulates that:

*“a driver must not stop on a road within 10 metres from the nearest point of an intersecting road at an intersection without traffic light”.*

In order to improve compliance of the existing NSW Road Rules and to enhance the overall road safety, it is recommended to install statutory 10m ‘No Stopping’ restrictions at the intersection of Sutherland Street and Lyon Street, Mascot.

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

### Financial Implications

- Not applicable
- Included in existing approved budget  Block grant for traffic facilities on local roads
- Additional funds required

### Community Strategic Plan

- Theme One – In 2032 Bayside will be a vibrant place
- Theme Two – In 2032 Our people will be connected in a creative City
- Theme Three – In 2032 Bayside will be green, resilient and sustainable
- Theme Four – In 2032 Bayside will be a prosperous community

### Risk Management – Risk Level Rating

- No risk
- Low risk
- Medium risk
- High risk
- Very High risk
- Extreme risk

### Community Engagement

Notification letter has been sent to affected residents.

### Attachments

Intersection of Sutherland Street and Lyon Street, Mascot - Proposed 10m Statutory No Stopping Restrictions [↓](#)

**BTC 14/02/2024**  
**Intersection of Sutherland Street and Lyon Street, Mascot**  
Proposed 10m statutory 'No Stopping' restrictions



— Proposed 10m statutory 'No Stopping' restrictions

## Bayside Traffic Committee

14/02/2024

---

Item No	BTC24.007
Subject	<b>Jacobson Avenue, Kyeemagh - Modification to full time Bus Zone</b>
Report by	Traffic Engineer
File	SF23/8606
Electorate	ROCKDALE

---

### Summary

Council has received a request to modify the current full-time Bus Zone on Jacobson Avenue, Kyeemagh, outside Kyeemagh Public School. The proposed change is to restrict the Bus Zone hours to 7 am – 9 am and 2 pm - 4:30 pm on school days.

---

### Officer Recommendation

That approval be given to modify existing full-time Bus Zone to “7 am – 9 am and 2 pm - 4:30 pm on school days”, as outlined in the attached plan.

---

### Background

Jacobson Avenue is a local road that connects Bestic Street to the south and terminates at O’Dea Avenue to the north. Concerns have been raised about conflicting signage at the current bus zone outside Kyeemagh Public School. The issue revolves around the presence of an existing bus stop sign that reads "SCHOOL SERVICES ONLY 7:00 – 9:00 am & 2:00 – 4:30 pm" within the 30m full-time bus zone.

Council contacted Transit Systems, the bus service provider for clarification. Transit Systems confirmed that the bus zone is exclusively utilized during school services and suggested modifying the signage accordingly.

---

### Financial Implications

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

### Community Strategic Plan

- |  |                                     |
|--|-------------------------------------|
| Theme One – In 2032 Bayside will be a vibrant place                    | <input checked="" type="checkbox"/> |
| Theme Two – In 2032 Our people will be connected in a creative City    | <input type="checkbox"/>            |
| Theme Three – In 2032 Bayside will be green, resilient and sustainable | <input type="checkbox"/>            |
| Theme Four – In 2032 Bayside will be a prosperous community            | <input type="checkbox"/>            |
-

### **Risk Management – Risk Level Rating**

- |                |                                     |
|----------------|-------------------------------------|
| No risk        | <input checked="" type="checkbox"/> |
| Low risk       | <input type="checkbox"/>            |
| Medium risk    | <input type="checkbox"/>            |
| High risk      | <input type="checkbox"/>            |
| Very High risk | <input type="checkbox"/>            |
| Extreme risk   | <input type="checkbox"/>            |
- 

### **Community Engagement**

Not Applicable.

---

### **Attachments**

Jacobson Avenue, Kyeemagh- modification to Bus Zone Plan [↓](#)



**BTC 14/02/2024**  
**Jacobson Avenue, Kyeemagh – Modification to Bus Zone restriction**



## Bayside Traffic Committee

14/02/2024

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Item No	BTC24.008
Subject	<b>338-342 King Street, Mascot - Renewal of 33m Works Zone for 11 Weeks from 12 March 2024</b>
Report by	Traffic Engineer
File	SF23/8606
Electorate	Heffron

---

### Summary

Council has received a request from the developers at 338-342 King Street, Mascot, for the renewal of a 33m 'Works Zone' to facilitate construction activities associated with the construction of a commercial carpark for a period of 11 weeks from 12 March 2024.

---

### Officer Recommendation

- 1 That approval be given to the renewal of a 33m 'Works Zone, 7 am – 5 pm, Mon – Fri and 8 am – 1 pm Sat' restriction along the southern kerb line of King Street, for the duration of 11 weeks, subject to relevant conditions.
  - 2 That the applicant must ensure that construction vehicles do not queue within King Street or any other local roads in the vicinity especially concrete trucks during the construction period waiting to deliver goods to the site.
  - 3 That the existing parking restrictions in the King Street not be changed on account of this proposal and two-way traffic flow be maintained in King Street at all times unless separate road occupancy approvals have been obtained through Council's Public Domain and Referrals team.
  - 4 That the developer and associated sub-contractors notify Council's Traffic and Road Safety Team of any proposed applications through the 'National Heavy Vehicle Regulator' authority.
  - 5 That the developer and associated sub-contractors comply with conditions imposed by the 'National Heavy Vehicle Regulator' approved Permits.
  - 6 That the applicant notifies Council 6 Weeks in advance of required extension to the 11 week 'Works Zone'.
- 

### Background

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

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



**Works Zone**



This sign means that a driver must not stop in a works zone unless the driver’s vehicle is actually engaged in construction work in or near the zone. Any vehicle may stop to pick up or set down passengers. Restrictions may apply at certain times only, as shown on the sign.

Hours of operation; ‘7 am – 5 pm, Monday – Friday and 8 am – 1 pm, Saturday’ will apply to this Works Zone. The locality of the existing and proposed parking restrictions is shown in the attached document.

---

**Financial Implications**

- Not applicable  The installation of Works Zone signs and stems are born by the applicant
- Included in existing approved budget
- Additional funds required

---

**Community Strategic Plan**

- Theme One – In 2032 Bayside will be a vibrant place
- Theme Two – In 2032 Our people will be connected in a creative City
- Theme Three – In 2032 Bayside will be green, resilient and sustainable
- Theme Four – In 2032 Bayside will be a prosperous community

---

**Risk Management – Risk Level Rating**

- No risk
- Low risk
- Medium risk
- High risk
- Very High risk
- Extreme risk

---

**Community Engagement**

N/A

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**Attachments**

King Street, Mascot - Proposed Works Zone [↓](#)

**BTC 14/02/2024**  
338-342 King Street, Mascot  
Proposed Works Zone



Proposed Works Zone

## Bayside Traffic Committee

14/02/2024

---

Item No	BTC24.009
Subject	<b>King Street &amp; King Lane, Rockdale - Proposed Trial Road Closure &amp; Modification to One-Way Traffic Arrangement</b>
Report by	Coordinator Traffic & Road Safety
File	SF23/8606
Electorate	

---

### Summary

This report seeks to provide details for the proposed trial road closure of King Street, Rockdale, between the Princes Highway and King Lane, for a period of 12 months. The proposal follows collaboration between Bayside Council and Transport for NSW (TfNSW) in relation to the Safer Cities – Her Way Program. This program aims to create public spaces that feel safe and welcoming and provide equal opportunity for everyone to travel, socialise and access local amenities.

---

### Officer Recommendation

- 1 That the Bayside Traffic Committee endorse the proposed 12-month trial road closure of King Street, Rockdale, between the Princes Highway and King Lane.
  - 2 That the Bayside Traffic Committee endorse the proposed change in traffic flow along King Lane, Rockdale, between King Street and Pitt Lane, for the duration of the trial period.
  - 3 That a report be presented to the Traffic Committee following the completion of the 12-month trial period with a decision on whether to make the closure permanent.
- 

### Background

#### Her Way Program

As part of the Safer Cities Program, Bayside Council was one of ten Councils selected by TfNSW to participate in the “Her Way Project Stream”. Council has received a grant for up to \$1 million dollars to increase safety for women and girls near transport hubs.

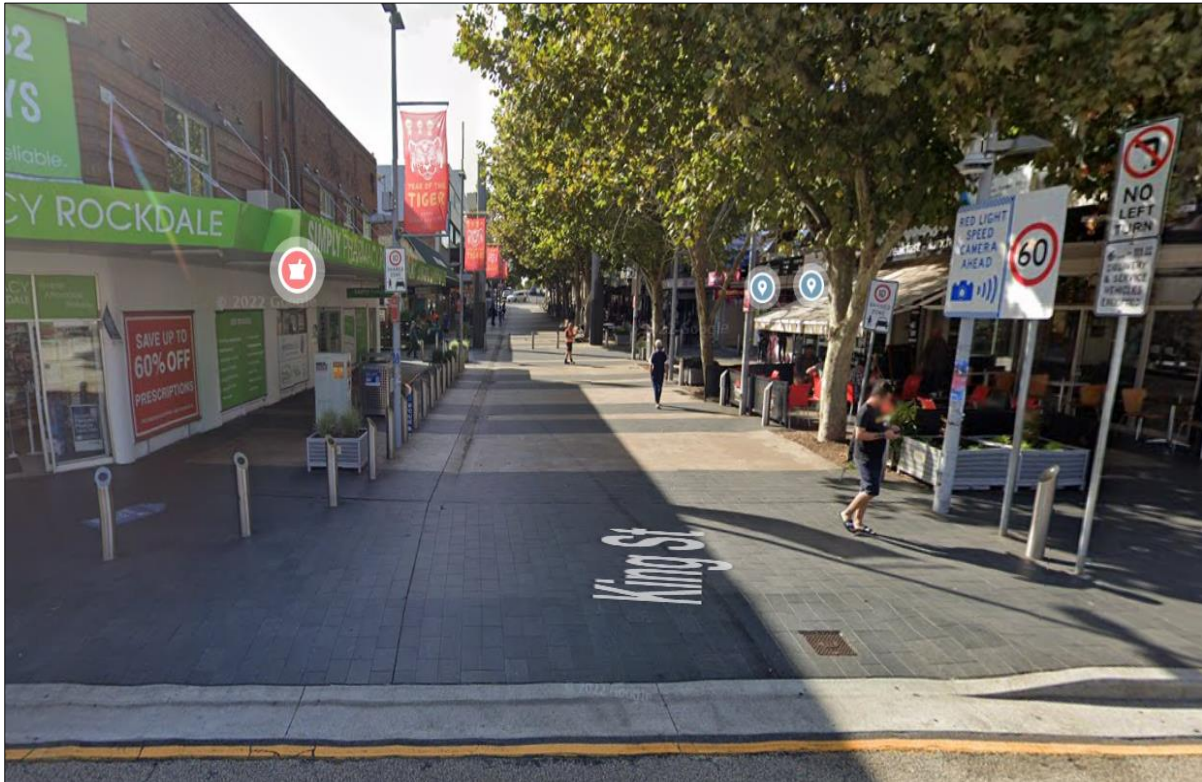
The program followed a co-design process that involved local women, girls, and gender diverse people, to assist in developing trial intervention projects that help improve public spaces like train stations, so they feel safer and more welcoming. As part of this process, King Street Mall was selected as a high-priority space for improvement.

The desire is to make King Street Mall a more pedestrianised plaza which will include closing King Street Mall to traffic.

## King Street Mall

King Street Mall is located along King Street and falls between the Princes Highway and Market Street, Rockdale. Many years ago, this section of King Street was transformed into a formalised shared zone and now includes a textured pavement, subtle visual cues and well-defined landscaping and street furniture that assist in delineating the shared space.

It encompasses a relatively high pedestrian use and is serviced by vehicles predominately between the hours of 6.00am and 11.30am, seven days a week.



VIEW OF 'KING STREET MALL' FROM THE PRINCES HIGHWAY

## Local Road Network

### King Street, Rockdale

King Street is an unclassified local road under Council's road hierarchy and is located between the Princes Highway to the west and Cameron Street to the east. The following traffic arrangements are in place:

- Princes Highway to King Lane – One-way eastbound to King Lane with vehicular exit available via King Lane to the north or south.
- King Lane to Market Street – Closed to vehicular traffic via removable bollards. Removable bollards allow access for maintenance and emergency vehicles.
- Market Street to Cameron Street – Two-way traffic arrangement with parking available on both sides.



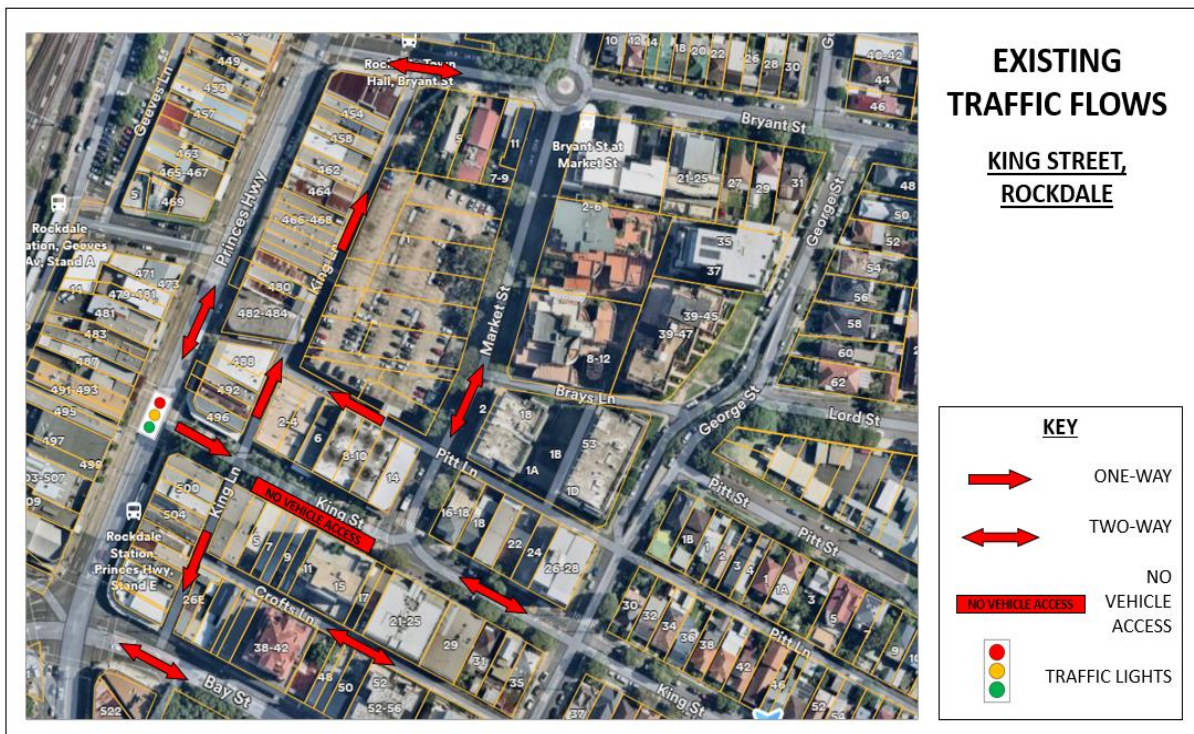
King Lane, Rockdale

King Lane is a local unclassified service lane under Council’s road hierarchy and is located between the Bryant Street to the north and Bay Street to the south. The following traffic arrangements are in place:

- Bryant Street to King Street– One-way northbound with timed parking and loading zones available at strategic locations.
- King Street to Bay Street – One-way southbound with timed loading zones available at strategic locations.

Princes Highway, Rockdale

Princes Highway is a classified state road under TfNSW’s classified roads schedule and provides key north-south road links within the Rockdale area. It carries three lanes of traffic in each direction with timed parking available on both kerbside lanes. Clearway restrictions applying during commuter peak times. Timed ‘No Left Turn’ restrictions are in place for the left turn movement from the Princes Highway into King Street.



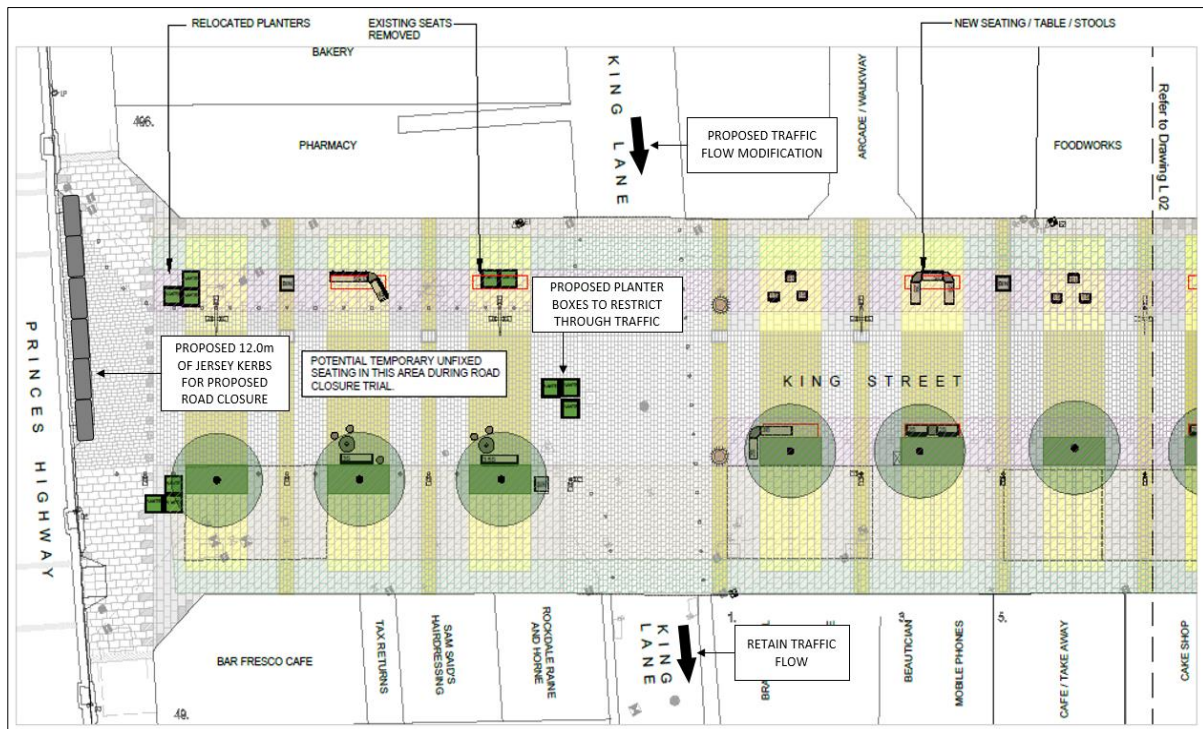
EXISTING TRAFFIC MOVEMENT FLOWS

**Proposal**

The Her Way program proposes opportunities for King Street that will enhance the area and add spaces that feel safer and more welcoming for everyone to travel, socialise and enjoy Councils local amenities. These include:

- Upgrading playground and street furniture to improve social arrangement.
- Creative lighting to celebrate rich culture in Rockdale (fairy lights, fiesta lights).

- Add vibrancy and colour to the space through artwork & selections.
- Community events and activity in the space.
- Encourage businesses to open at night.
- Improve maintenance; and
- Trial closure of traffic access to King Street via Prices Highway for a 12-month period.



CONCEPT PLAN OF PROPOSED UPGRADES RELATING TO TRIAL ROAD CLOSURE

The trial road closure will be achieved by implementing concrete jersey kerbs along the layback at the entry to King Street from the Princes Highway. Jersey kerbs were the preferred option as they provide a robust physical barrier and contribute to enhance safety and traffic control. The appropriate signage changes will be implemented as part of this road closure with advanced warning signage also proposed.

Traffic arrangements in King Lane, between King Street and Pitt Lane, require modification as part of the proposed road closure to ensure continued access for businesses. This section will be converted from the existing one-way northbound traffic movement to one-way southbound. Again, the appropriate signage changes will be implemented as part of this modification.

It should be noted that vehicular through traffic will also be restricted from King Lane into King Street. This will be achieved by utilising planter boxes which are effective in delineating road space as they provide a physical and visual boundary between vehicular and pedestrian areas.





**PROPOSED TRAFFIC MOVEMENT FLOWS**

A Traffic Management Plan (TMP) has been developed and is attached to this report with further detailed plans of the proposed road closure that will identify and assess the impacts of re-assigned traffic, the effect on public transport services and the provisions to be made for emergency services vehicles, heavy vehicles, cyclists and pedestrians. The plan will also assess the effect of the proposal on existing and future developments within the vicinity, and the possible flow-on effects of traffic.

It should be noted that there is no loss of parking associated with this proposed trial road closure.

**Conclusion**

In order to meet the objectives of the Safer Cities – Her Way Program, the trial road closure of King Street is required for a 12-month period. The proposed changes to the current traffic arrangements are expected to have a minimal effect on the local road network and local businesses. It is therefore recommended that the trial road closure of King Street be endorsed.

**Financial Implications**

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

### Community Strategic Plan

- Theme One – In 2032 Bayside will be a vibrant place
- Theme Two – In 2032 Our people will be connected in a creative City
- Theme Three – In 2032 Bayside will be green, resilient and sustainable
- Theme Four – In 2032 Bayside will be a prosperous community

### Risk Management – Risk Level Rating

- No risk
- Low risk
- Medium risk
- High risk
- Very High risk
- Extreme risk

### Community Engagement

Community engagement was undertaken in the form of a 'Have Your Say' page on Council's website, as well as a consultation package distributed to local businesses directly impacted by the proposal. The 'Have Your Say' page offered two responses, both expressing excitement about the prospect of creating a safer and more pedestrian friendly space. There were no responses to the consultation package.

Contingent to approval of the proposed 12-month road closure, community consultation will be conducted again to ensure ongoing input and engagement in the implementation process.

### Attachments

TMP - King Street & King Lane, Rockdale - Proposed Trial Road Closure & Modification to One-Way Arrangement [↓](#)



Proposed Trial Road Closure & Modification to  
One-Way Traffic Arrangement

**King Street & King Lane,**

**Rockdale**

---

**TRAFFIC MANAGEMENT PLAN**

February 2024



444-446 Princes Highway, Rockdale NSW 2216 - PO Box 21, Rockdale NSW 2216 - Ph: 9562 1666

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### APPENDIX A PROPOSED ROAD CLOSURE AND MODIFICATION TO ONE-WAY ARRANGEMENT PLAN KING STREET & KING LANE, ROCKDALE

### LIST OF ILLUSTRATIONS

<b>Figure 1</b>	Location
<b>Figure 2</b>	Site
<b>Figure 3</b>	Road Hierarchy
<b>Figure 4</b>	Existing Traffic Controls
<b>Figure 5</b>	Existing Parking Restrictions

**1. INTRODUCTION**

This Traffic Management Plan (TMP) has been prepared to review the traffic implications of the proposed trial road closure of King Street, Rockdale, at its intersection with Princes Highway, as well as the proposed modification of the existing one-way traffic arrangement in King Lane, Rockdale (Figures 1 and 2).

The purpose of the proposed trial road closure and one-way modification is to meet the objectives of the Safer Cities – Her Way Program, an initiative between Bayside Council and Transport for New South Wales (TfNSW) that aims to create public spaces that feel safe and welcoming and provide equal opportunity for everyone to travel, socialise and access local amenities.

The intersection of King Street / Princes Highway is signalised and currently encompasses a timed ‘No Left Turn’ restriction. King Street allows vehicles to enter via the Princes Highway in a one-way direction (eastbound) and is predominantly used by service vehicles undertaking deliveries for the nearby businesses.



VIEW OF KING STREET ENTRY FROM THE PRINCES HIGHWAY

---

King Street & King Lane, Rockdale – Traffic Management Plan

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The proposed trial road closure of King Street and one-way modification in King Lane, including installation of associated traffic devices and parking signage, will be implemented once approval is received through the delegated Traffic Committee process, currently anticipated for February 2024. This timeframe is approximate and is subject to change.

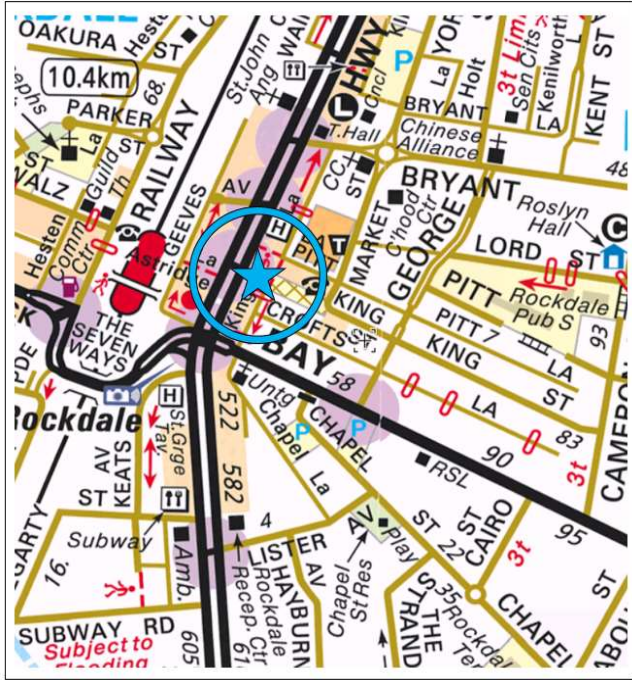
It should be noted that there is no loss of parking associated with the proposed trial road closure.

The associated traffic implications on the surrounding road network as a consequence of the proposed changes are expected to be negligible.

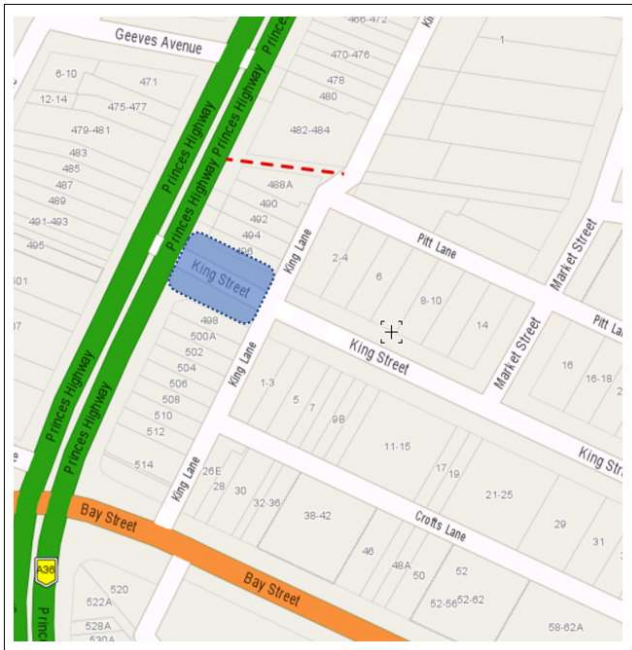
A plan illustrating the proposed road closure of King Street and modification of the existing one-way traffic configuration in King Lane is reproduced in Appendix A.



King Street & King Lane, Rockdale – Traffic Management Plan



LOCATION  
FIGURE 1



SITE  
FIGURE 2

## 2. EXISTING CONDITIONS

### Road Hierarchy

The road hierarchy allocated to the road network in the vicinity of the proposed road closure area by TfNSW is illustrated on Figure 3.

Princes Highway is classified by TfNSW as a *State Road* under the current classified roads schedule and provides the key north-south road link in the Rockdale area. It typically carries three traffic lanes in each direction with timed parking available on both kerbside lanes. Clearway restrictions apply during commuter peak periods. Timed ‘No Left Turn’ restrictions are currently in place for the left turn movement from the Princes Highway into King Street.

King Street is a local, unclassified road under Council’s road hierarchy and is located between the Princes Highway to the west and Cameron Street to the east. The following traffic arrangements are in place:

- Princes Highway to King Lane – One-way eastbound to King Lane with vehicular exit available via King Lane to the north or south.
- King Lane to Market Street – Closed to vehicular traffic via removable bollards. Predominantly use by pedestrians to access local shops.
- Market Street to Cameron Street – Two-way traffic arrangement with parking available on both sides. Provides vehicular and pedestrian access to frontage properties.

King Lane is a local, unclassified service lane which is primarily used to provide rear vehicular and pedestrian access to business fronting the Princes Highway. The following traffic arrangements are in place:

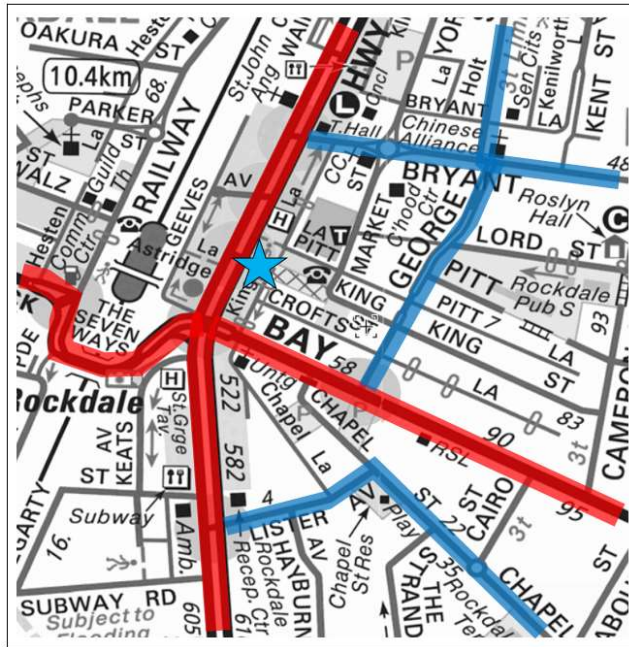
- Bryant Street to King Street – One-way northbound with timed parking and loading zones available at strategic locations.
- King Street to Bay Street – One-way southbound with timed loading zones available at strategic locations.

**Existing Traffic Controls**

The existing traffic controls which apply to the road network in the vicinity of the proposed road closure area are illustrated on Figure 4. Key features of those traffic controls are:

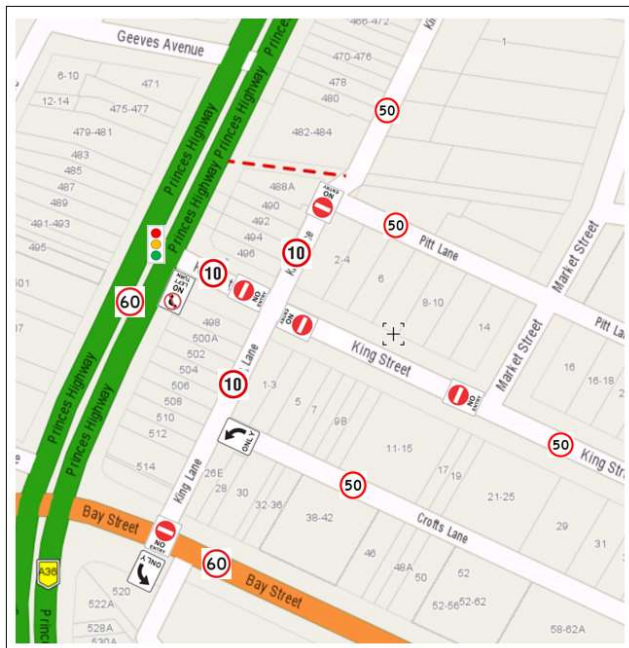
- A 60 km/h SPEED LIMIT which applies to the Princes Highway.
- A 10 km/h SHARED ZONE SPEED LIMIT which applies to King Street, from the Princes Highway to King Lane, and in King Lane, from Pitt Lane to Bay Street.
- A 50 km/h SPEED LIMIT which applies to King Street, from Market Street to Cameron Street and all other local roads / service lanes in the area.
- TRAFFIC SIGNALS on The Princes Highway where it intersects with King Street.
- A timed NO LEFT TURN restriction for eastbound traffic on the Princes Highway, prohibiting the turn into King Street at certain times.
- NO ENTRY into 'King Street Mall' from King Lane and Market Street.
- NO ENTRY into King Lane from Bay Street, Pitt Lane and Bryant Street.
- ONLY LEFT from Crofts Lane into King Lane

King Street & King Lane, Rockdale – Traffic Management Plan



**ROAD HIERARCHY**  
FIGURE 3

-  STATE ROAD
-  COLLECTOR ROAD



**EXISTING TRAFFIC CONTROLS**  
FIGURE 4



**Existing Kerbside Parking Restrictions**

The existing kerbside parking restrictions which apply to the road network in the vicinity of the proposed road closure are illustrated on Figure 5. Key features of those parking restrictions are:

- CLEARWAY restrictions along the western side of the Princes Highway during the weekday *morning* commuter peak period and along the eastern side of the Princes Highway during the weekday *afternoon* commuter peak period.
- NO STOPPING restrictions in the vicinity of the Princess Highway and King Street intersection.
- Timed LOADING ZONES on King Lane, Pitt Lane and Crofts Lane.
- BUS ZONES located at regular intervals along both sides of the Princes Highway and Bay Street.
- Timed 30 MINUTE PARKING restrictions on the Princes Highway and Market Street
- A TAXI ZONE located on the southern side of King Street, between Market Street and Geroge Street.
- DISABLED PARKING located on the northern side of King Street, between Market Street and Geroge Street.
- NO STOPPING restrictions along both sides of King Street.

King Street & King Lane, Rockdale – Traffic Management Plan



### **3. PROPOSED TRIAL ROAD CLOSURE & MODIFICATION TO ONE-WAY TRAFFIC ARRANGEMENTS**

The purpose of the proposed trial road closure and one-way modification is to meet the objectives of the Safer Cities – Her Way Program, an initiative between Bayside Council and Transport for New South Wales (TfNSW) that aims to create public spaces that feel safe and welcoming and provide equal opportunity for everyone to travel, socialise and access local amenities.

The trial road closure will be achieved by implementing concrete jersey kerbs along the layback at the entry to King Street from the Princes Highway. Jersey kerbs were the preferred option as they provide a robust physical barrier and contribute to enhance safety and traffic control. The appropriate signage changes will be implemented as part of this road closure with advanced warning signage also proposed.

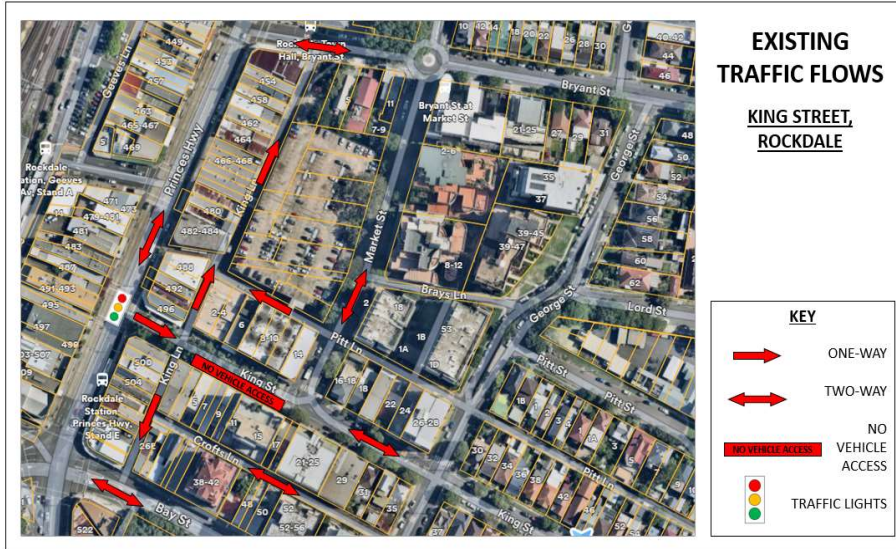
Traffic arrangements in King Lane, between King Street and Pitt Lane, require modification as part of the proposed road closure to ensure continued access for businesses. This section will be converted from the existing one-way northbound traffic movement to one-way southbound. Again, the appropriate signage changes will be implemented as part of this modification.

It should be noted that vehicular through traffic will also be restricted from King Lane into King Street. This will be achieved by utilising planter boxes which are effective in delineating road space as they provide a physical and visual boundary between vehicular and pedestrian areas.

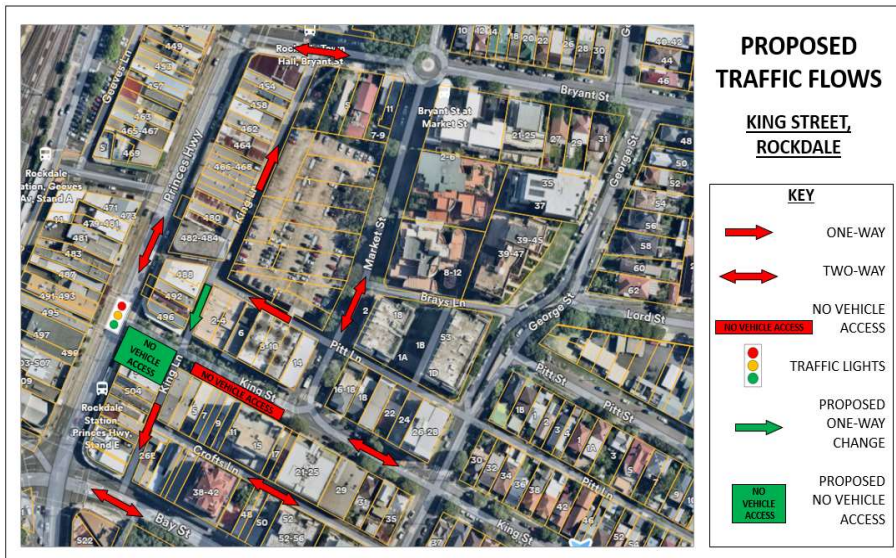
It is expected that motorists who regularly use King Street for delivery purposes will become accustomed to the proposed arrangements after a relatively short period of time. Nevertheless, a comprehensive route map will be provided to businesses in the vicinity of the proposed road closure to ensure this information is passed on to their drivers.

Below are two maps that show the existing traffic flow movements as well as the proposed traffic flow movements after the implementation of the trial road closure.

King Street & King Lane, Rockdale – Traffic Management Plan



EXISTING TRAFFIC FLOW MOVEMENTS



PROPOSED TRAFFIC FLOW MOVEMENT

It should be noted that the associated traffic implications on the surrounding road network as a consequence of the proposed change is expected to be negligible given the low use vehicle environment.



**Traffic Assessment**

On-site observations indicate that the existing traffic flow along King Street is relatively low, including during peak periods and specified times of use. The potential effects of the proposed road closure on the local road network were considered and focused primarily on the possible impacts to alternative routes as well as the impact on different modes of transportation including pedestrians, cyclists and public transport users. It is critical that the closure aligns with the broader accessibility of the Rockdale precinct.

Accordingly, the affected traffic by the proposed trial road closure of King Street and modification to the one-way arrangement in King Lane is expected to be *minimal*. The proposed redirection of these existing vehicles is anticipated to be relatively minor and will not result in any unacceptable traffic implications in terms of road network capacity.

The impact on pedestrians, cyclists and public transport users is expected to be *negligible* given the relatively minor changes to the overall road network.

**Compliance**

The installation of all required devices (jersey kerbs) and signage will be installed in accordance with relevant and up to date Australian Standards. Periodic site inspections will be undertaken to ensure that all the required signage is available onsite. Any issues will be managed accordingly.

**4. TRAFFIC MANAGEMENT PLAN****A. Description of Proposed Measures****Is a detailed plan of the proposed measures necessary?**

Yes.

An indicative plan illustrating the proposed road closure of King Street and modification of the existing one-way traffic arrangement in King Lane is reproduced and has been provided in Appendix A.

**B. Identification and Assessment of Impact of Proposed Measures****Is a detailed assessment required?**

No.

The proposed trial road closure of King Street and modification to the one-way arrangement in King Lane is expected to be *minimal*. The volume of redirected traffic is relatively minor and will not result in any unacceptable implications in terms of road network capacity.

**C. Measures to Ameliorate the Impact of Reassigned Traffic****Is an assessment required?**

No.

The proposed volume of redirected traffic is relatively minor and will not result in any unacceptable implications in terms of road network capacity.

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King Street & King Lane, Rockdale – Traffic Management Plan

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**D. Assessment of Public Transport Services Affected**

**Is an assessment required?**

No.

King Street is not located a on public transport route, nor will any public transport services be affected.

**E. Details of Provision Made for Emergency Vehicles, Heavy Vehicles, Cyclists and Pedestrians**

**Are these details required?**

No.

Emergency Service Vehicles can still obtain access to the ‘King Street Mall’ as usual via King Lane. Notwithstanding, all emergency services will be advised of the proposed changes prior to implementation.

Heavy vehicles are currently not permitted with the proposed road closure area.

Cyclists and pedestrians will not be affected and will still have access to all the local amenities.

**F. Assessment of Effect on Existing and Future Developments with Transport Implications**

**Is an assessment required?**

No.

King Street is not on a transport route for existing or proposed developments.

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King Street & King Lane, Rockdale – Traffic Management Plan

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**G. Assessment of Effect of Proposed Measures on Traffic Movements in Adjoining Council Areas**

**Is an assessment required?**

No.

There will be no effect on adjoining Council areas.

**H. Public Consultation Process?**

**Is a public consultation process required?**

Yes.

Public consultation with the community has been completed. The proposed trial road closure of King Street and modification to the one-way arrangement in King Lane will need to be referred to Council's Local Traffic Committee for approval.

**CONCLUSION**

The foregoing assessment has found that the proposed trial road closure of King Street and modification to the one-way arrangement in King Lane will have *minimal* effect on the surrounding road network and adjoining business owners.

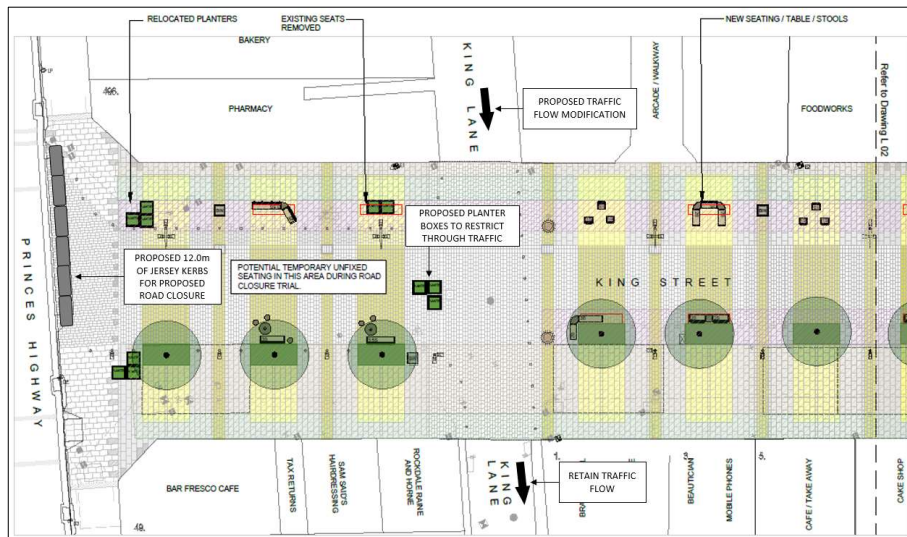
It is therefore recommended that the proposed trial road closure of King Street and modification to the one-way arrangement in King Lane, together with the associated signage amendments, be approved.



APPENDIX A

PROPOSED ROAD CLOSURE AND MODIFICATION  
TO ONE-WAY ARRANGEMENT PLAN

KING STREET & KING LANE, ROCKDALE



## Bayside Traffic Committee

14/02/2024

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Item No	BTC24.010
Subject	<b>McPherson Street, Banksmeadow - Proposed sections of 'No Parking' restrictions</b>
Report by	Senior Traffic & Road Safety Engineer
File	SF23/8606
Electorate	Maroubra CRM 402308

---

### Summary

Council has received concerns of heavy vehicle turning movements entering and exiting private property in McPherson Street, Banksmeadow. It has been requested to review the existing parking arrangement along the southern side of McPherson Street to assist in reducing damage to parked vehicles and obstructed access.

---

### Officer Recommendation

- 1 That a 6-metre 'No Parking' be implemented along the southern side of McPherson Street, Banksmeadow, between the vehicle and heavy vehicle egress driveways for property 15 McPherson Street, Banksmeadow.
  - 2 That a 5-metre 'No Parking' be implemented along the southern side of McPherson Street, Banksmeadow, immediately west of the heavy vehicle ingress driveway for property 15 McPherson Street, Banksmeadow.
- 

### Background

Council has received a request to investigate the existing parking conditions immediately adjacent to property 15 McPherson Street, Banksmeadow, specially at the entry and exit driveways of the property. It has been stated that legally parked vehicles are obstructing heavy vehicle access and potentially leading to property damage.

Council Officers have attended on-site and have determined the optimal course of action with minimal on-street parking disruption is to install 'No Parking' restrictions as per the recommendations. Refer to attached drawing.

---

### Financial Implications

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

---

## Community Strategic Plan

- |  |                                     |
|--|-------------------------------------|
| Theme One – In 2032 Bayside will be a vibrant place                    | <input checked="" type="checkbox"/> |
| Theme Two – In 2032 Our people will be connected in a creative City    | <input type="checkbox"/>            |
| Theme Three – In 2032 Bayside will be green, resilient and sustainable | <input type="checkbox"/>            |
| Theme Four – In 2032 Bayside will be a prosperous community            | <input type="checkbox"/>            |
- 

## Risk Management – Risk Level Rating

- |                |                                     |
|----------------|-------------------------------------|
| No risk        | <input checked="" type="checkbox"/> |
| Low risk       | <input type="checkbox"/>            |
| Medium risk    | <input type="checkbox"/>            |
| High risk      | <input type="checkbox"/>            |
| Very High risk | <input type="checkbox"/>            |
| Extreme risk   | <input type="checkbox"/>            |
- 

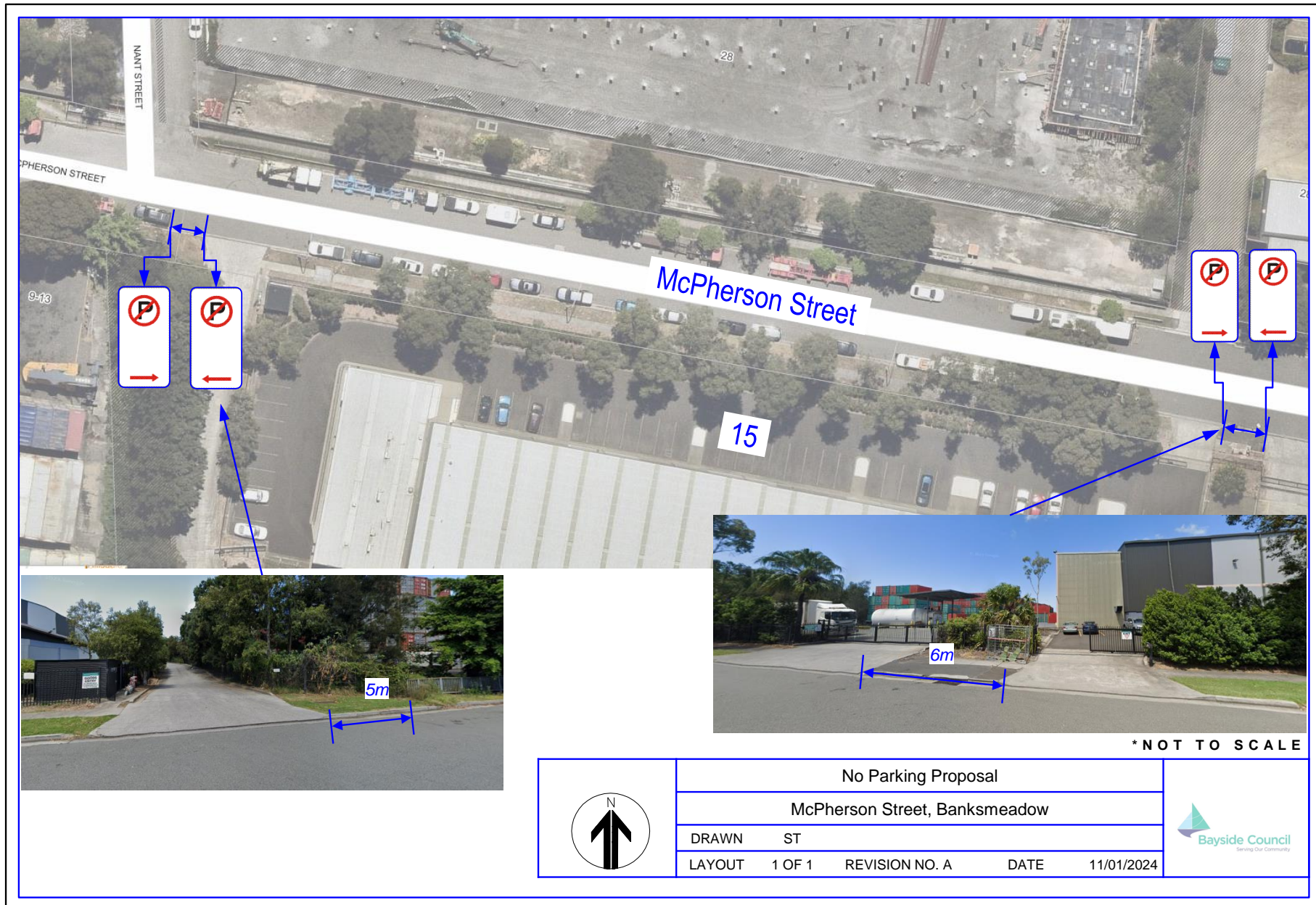
## Community Engagement

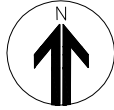
A notification letter has been distributed to the nearby industrial property occupiers informing them of the proposed changes.

---

## Attachments

McPherson Street, Banksmeadow - No Parking Proposal [↓](#)



	No Parking Proposal			
	McPherson Street, Banksmeadow			
DRAWN	ST	REVISION NO. A	DATE	11/01/2024
LAYOUT	1 OF 1			



\* NOT TO SCALE



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**Bayside Traffic Committee**

**14/02/2024**

Item No	BTC24.011
Subject	<b>Pemberton Street, Botany - Proposed Double BB Line Marking</b>
Report by	Traffic Engineer
File	SF23/8606
Electorate	Maroubra CRM 401327

---

**Summary**

Council has received a request to review the existing parking conditions in Pemberton Street, Botany. It is claimed that vehicles are currently parking on the street in a manner that is prohibited, effectively reducing the carriageway width.

Investigations have been undertaken and it is recommended to install Double Barrier (BB) line marking to clearly define the carriageway and discourage unsafe parking in Pemberton Street, as per the attachment.

---

**Officer Recommendation**

That approval be given for the installation of Double Barrier (BB) line marking in Pemberton Street, Botany, to improve road user safety, as per the attached drawing.

---

**Background**

Pemberton Street, Botany, is a local road in Council's road hierarchy that forms a T-intersection with Botany Road, a classified State Road.

Council has received a request from a resident to review the existing parking conditions in Pemberton Street due to the frequency of vehicles parking in a manner that is prohibited, effectively reducing the carriageway width and creating safety concerns.

Pemberton Street measures approximately 9m in width however when vehicles park outside the designated bays, the road width decreases to 4.5m, posing a safety hazard for two-way traffic. See image below.



Pemberton Street includes indented parking bays but due to lack of linemarking and sign postings, motorists have been found to park outside of the indented parking areas. There have also been numerous instances where motorists have encroached into the oncoming traffic lane when trying to negotiate the parked cars.

Rather than signposting this area with 'No Parking' restrictions, an onsite assessment indicated that Double Barrier (BB) linemarking can be installed at the location to deter motorists from parking in that section.

To improve road user safety, it is recommended to install Double Barrier (BB) linemarking in Pemberton Street, Botany, as per the attached drawings.

---

## Financial Implications

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

---

## Community Strategic Plan

Theme One – In 2032 Bayside will be a vibrant place	<input type="checkbox"/>
Theme Two – In 2032 Our people will be connected in a creative City	<input checked="" type="checkbox"/>
Theme Three – In 2032 Bayside will be green, resilient and sustainable	<input type="checkbox"/>
Theme Four – In 2032 Bayside will be a prosperous community	<input checked="" type="checkbox"/>

---

## Risk Management – Risk Level Rating

No risk	<input type="checkbox"/>
Low risk	<input type="checkbox"/>
Medium risk	<input type="checkbox"/>
High risk	<input checked="" type="checkbox"/>
Very High risk	<input type="checkbox"/>
Extreme risk	<input type="checkbox"/>

---

## Community Engagement

Affected stakeholders will be advised of Council's resolution.

---

## Attachments

Pemberton Street, Botany - Proposed Double BB Line Marking [↓](#)

**BTC 14/02/2024**  
Pemberton Street, Botany  
Proposed Double BB Line Marking in thermo



## Bayside Traffic Committee

14/02/2024

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Item No	BTC24.012
Subject	<b>Railway Street, Rockdale - Proposed Changes to Parking Restrictions</b>
Report by	Traffic Engineer
File	SF23/8606
Electorate	Rockdale CRM 400244

---

### Summary

A request has been made by Australia Post to review the existing parking restrictions in Railway Street, Rockdale, to better facilitate Australia Post's peak operational demands across the morning and afternoon shifts for parcel loading and unloading activities.

---

### Officer Recommendation

- 1 That approval be given to the proposed conversion of 'Mail Zone 12 pm to 8 pm Mon-Fri, Loading Zone At Other Times' to 'Mail Zone 9 am - 11 am, 3:30 pm - 6 pm Mon-Fri, Loading Zone At Other Times' on Railway Street, Rockdale, as per the attached drawing.
  - 2 That approval be sought from Transport for New South Wales (TfNSW) directly prior to the installation of these parking restrictions as the subject site lies within a 1km radius of Rockdale Train Station, as per the attached drawing.
- 

### Background

Council has received request to review existing parking restrictions in Railway Street, Rockdale, to better service Australia Post's peak operational demand across the morning and afternoon shifts for parcel loading and unloading activities.

Australia Post has mandated a modification in their operational procedures, prompted by the installation of a mail depot box designed for mail pickups by postal workers. To streamline this process, they now stipulate that mail drop-offs to the green box must be made within the time frame of 9:00 am to 11:00 am. Subsequently, Australia Post requires mail pick-ups from the red posting box, also situated at this location, to occur between 3:30 pm and 6:00 pm.

This adjustment in scheduling aims to enhance the efficiency of mail handling and distribution, ensuring a more organised and systematic approach to both drop-offs and pick-ups. By designating specific time windows for these activities, Australia Post aims to optimise their postal services and maintain a smooth workflow at the designated mail depot location.

In view of the above, it is proposed to convert the existing 'Mail Zone 12 pm to 8 pm Mon-Fri, Loading Zone At Other Times' to 'Mail Zone 9 am - 11 am, 3:30 pm - 6 pm Mon-Fri, Loading Zone At Other Times' on Railway Street, Rockdale, as per the attached drawing.

---

## Financial Implications

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

## Community Strategic Plan

Theme One – In 2032 Bayside will be a vibrant place	<input type="checkbox"/>
Theme Two – In 2032 Our people will be connected in a creative City	<input checked="" type="checkbox"/>
Theme Three – In 2032 Bayside will be green, resilient and sustainable	<input type="checkbox"/>
Theme Four – In 2032 Bayside will be a prosperous community	<input checked="" type="checkbox"/>

## Risk Management – Risk Level Rating

No risk	<input type="checkbox"/>
Low risk	<input type="checkbox"/>
Medium risk	<input type="checkbox"/>
High risk	<input checked="" type="checkbox"/>
Very High risk	<input type="checkbox"/>
Extreme risk	<input type="checkbox"/>

## Community Engagement

Community consultation was undertaken via letter box drop for the proposed changes to parking restrictions on Railway Street, Rockdale. A total of 11 letters were delivered as part of the survey, to which no objections were received.

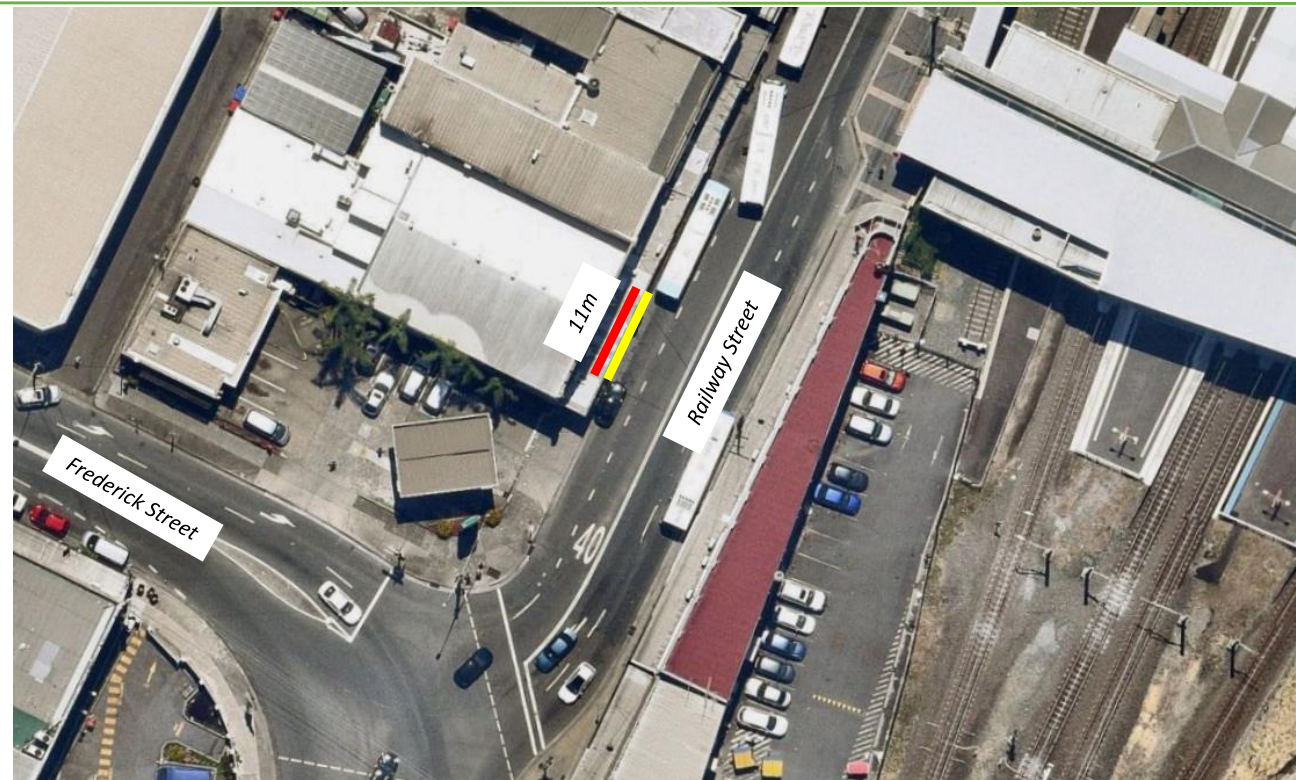
In light of the above, it is recommended to convert the existing 'Mail Zone 12 pm to 8 pm Mon-Fri, Loading Zone At Other Times' to 'Mail Zone 9 am - 11 am, 3:30 pm - 6 pm Mon-Fri, Loading Zone At Other Times' on Railway Street, Rockdale, as per the attached drawings.



## Attachments

Railway Street, Rockdale - Proposed changes to parking restriction [↓](#)



**BTC 14/02/2023**  
**Railway Street, Rockdale**  
Proposed changes to parking restrictions



-  Existing 'Mail Zone 12pm to 8pm Mon-Fri, Loading Zone At other times
-  Proposed 'Mail Zone 9am-11am, 3:30pm-6pm Mon-Fri, Loading Zone At other times

## **Bayside Traffic Committee**

**14/02/2024**

Item No	BTC24.013
Subject	<b>111 Ramsgate Road, Ramsgate - Proposed '1P' Parking Restriction</b>
Report by	Traffic Engineer
File	SF23/8606
Electorate	Rockdale

---

### **Summary**

Council has received a request from a local resident to review the existing parking conditions outside 111 Ramsgate Road, Ramsgate, with a view to consider changing the existing on-street parking arrangement. This report intends to seek approval to install '1P' parking restrictions outside 111 Ramsgate Road, Ramsgate.

---

### **Officer Recommendation**

- 1 That approval be given for the installation of '1P' parking restrictions in Ramsgate Road, Ramsgate, as per the attached drawing.
  - 2 That the applicant be informed that enforcement will be carried out subject to availability of resources.
- 

### **Background**

Council has received a request from a community member to review the existing parking conditions outside 111 Ramsgate Road, Ramsgate. The concerns highlighted difficulties for the resident with mobility issues in accessing their property.

Ramsgate Road is a classified regional road under Council's Road hierarchy running in an east-west direction connecting The Grand Parade with Rocky Point Road.

The subject property has a family member with restricted mobility and maintaining access to the property is vital for various purposes throughout the day. The property does not have an off-street parking space which creates difficulties for the resident who is being forced to park a considerable distance away from their home.

An investigation was undertaken to consider the provision of an on-street accessible parking space outside the premises. The provision of an accessible parking space must be compliant with the Australian Standards and requires the following:

- Provision of an indented kerb
- Widened on-street parking space
- Kerb ramp
- Street lighting

The current kerb and footpath infrastructure and parking restrictions outside 111 Ramsgate Road does not allow for the provision of an accessible parking space.

Council routinely considers opportunities to assist community members with mobility issues to access parking where required.

As an alternative to the requested disabled parking space, it is proposed that '1P' parking be provided at the subject location. The proposed '1P' parking increases parking turnover and enables current NSW Mobility Parking Scheme Holders to park for an unrestricted time in the '1P' timed parking zone. The holders of Mobility parking permits are given special parking exemptions in time-limited parking areas on-street as shown in the table below:

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

Based on the information above, it is recommended to install '1P' parking restrictions outside 111 Ramsgate Road, in order to assist with pick-up and drop-off activities for residents with mobility issues.

The locality of the proposed '1P' parking restriction is shown in the attached drawing.

### Financial Implications

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

### Community Strategic Plan

- Theme One – In 2032 Bayside will be a vibrant place
- Theme Two – In 2032 Our people will be connected in a creative City
- Theme Three – In 2032 Bayside will be green, resilient and sustainable
- Theme Four – In 2032 Bayside will be a prosperous community

### Risk Management – Risk Level Rating

- No risk
- Low risk
- Medium risk
- High risk
- Very High risk
- Extreme risk

## Community Engagement

N/A

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## Attachments

111 Ramsgate Road, Ramsgate- proposed 1P restriction locality Plan [↓](#)



**BTC 14/02/2024**  
**111 Ramsgate Road, Ramsgate**  
**Proposed installation of '1P' parking restriction**



Proposed installation of '1P' parking restriction



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## Bayside Traffic Committee

14/02/2024

Item No	BTC24.014
Subject	<b>Ramsgate Road and Dillon Street, Ramsgate - Proposed Changes to Existing Parking and Extension of One-Way Arrangement</b>
Report by	Traffic Engineer
File	SF23/8606
Electorate	ROCKDALE

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### Summary

Council received requests from surrounding businesses to consider modifying the current unrestricted parking on Dillon Street, located between Campbell Street and Rocky Point Road in Ramsgate.

The proposed changes involve implementing a mixed parking arrangement, combining '1P' time-restricted parking, unrestricted parking, and designated accessible parking, as outlined in the attached plan.

---

### Officer Recommendation

- 1 That approval be given to the proposed changes to the existing unrestricted parking arrangement while the development is progressing, and that these changes be reviewed to be made permanent once the development is completed.
  - 2 That approval be given to extend the existing one-way westbound direction on Dillon Street, between Campbell Street and Rocky Point Road, Ramsgate, until 31 March 2025.
  - 3 That a possible future extension of the one-way arrangement be reviewed and presented to the Traffic Committee for consideration.
- 

### Background

DA-2016/205 was approved for the construction at 70-80 Ramsgate Road of a five (5) storey mixed use development comprising 20 residential apartments, four (4) commercial tenancies with basement parking, and provision of 12 public car parking spaces off Cleland Lane.

The existing westbound direction one-way traffic movement in Dillon Street between Campbell Street and Rocky Point Road, Ramsgate, and 60 degrees angled unrestricted parking along the northern side of Dillon Street, were provided temporarily in March 2021 to facilitate the development at 70-80 Ramsgate Road to ensure sufficient parking for the nearby residents and businesses.

Council has received requests from surrounding businesses to consider replacing the existing unrestricted parking to mixed '1P' time restricted and unrestricted parking, in addition to designated accessible parking.

As such, Council proposes to change the existing unrestricted parking arrangement to a mixture of '1P 8:30 am – 6:00 pm Monday to Friday' and '8:30 am – 12:30 pm Saturday', unrestricted parking, and one accessible parking space as per the attached sketch plan.

It should be noted that the current one-way arrangement is subject to a yearly renewal / extension while the development is progressing. Given there has been no concerns raised in relation to the one-way arrangement, it is recommended to extend approval until 31 March 2025. Any possible future extension of this one-way arrangement should be reviewed and presented to a future Traffic Committee for assessment.

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## Financial Implications

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

---

## Community Strategic Plan

- |  |                          |
|--|--------------------------|
| Theme One – In 2032 Bayside will be a vibrant place                    | <input type="checkbox"/> |
| Theme Two – In 2032 Our people will be connected in a creative City    | <input type="checkbox"/> |
| Theme Three – In 2032 Bayside will be green, resilient and sustainable | <input type="checkbox"/> |
| Theme Four – In 2032 Bayside will be a prosperous community            | <input type="checkbox"/> |

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## Risk Management – Risk Level Rating

- |                |                          |
|----------------|--------------------------|
| No risk        | <input type="checkbox"/> |
| Low risk       | <input type="checkbox"/> |
| Medium risk    | <input type="checkbox"/> |
| High risk      | <input type="checkbox"/> |
| Very High risk | <input type="checkbox"/> |
| Extreme risk   | <input type="checkbox"/> |

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## Community Engagement

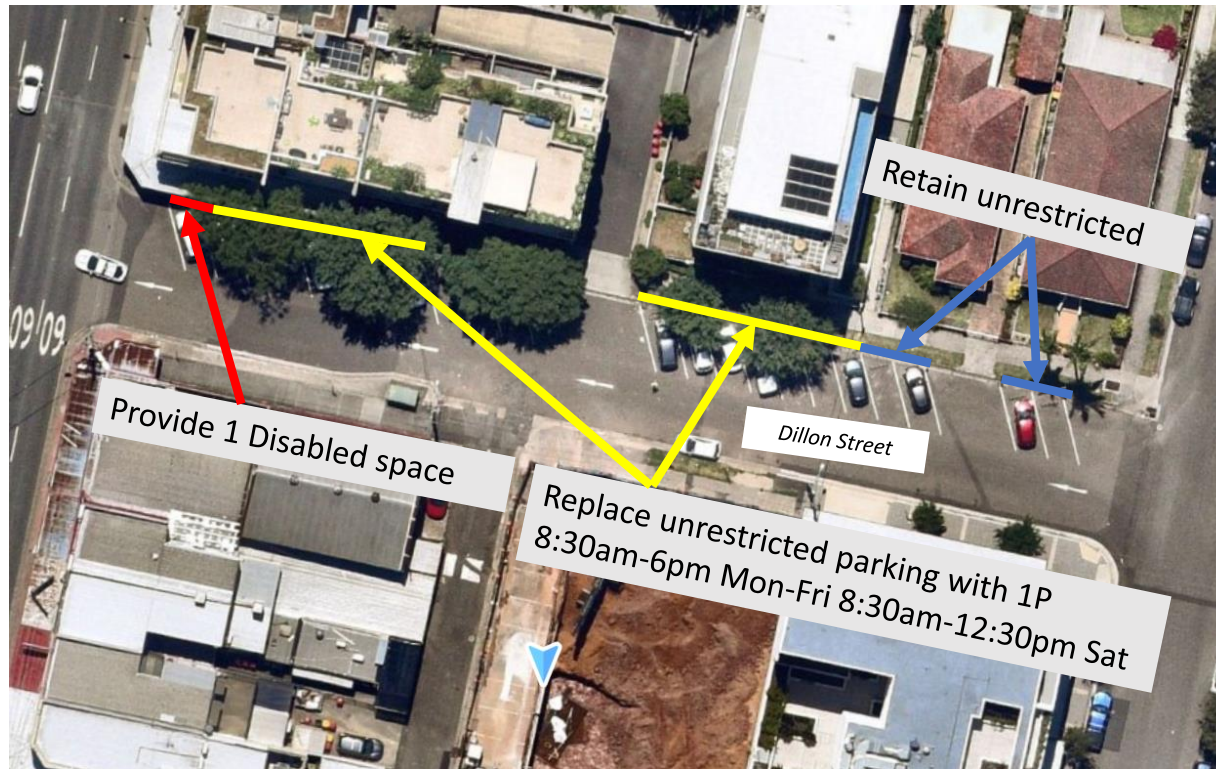
Community consultation was undertaken with a total of 39 businesses and residents. At the conclusion of the consultation period, Council had received no objections to the proposal.

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## Attachments

Dillon Street, Ramsgate- Proposed changes to existing parking arrangement [↓](#)

**BTC 14/02/2024**  
**Dillon Street, Ramsgate - Proposed parking restrictions and accessible parking space**



- Proposed 1P 8:30am-6pm Mon-Fri 8:30am-12:30pm Sat (17 spaces)
- Proposed disabled parking (1 space)
- Retain unrestricted parking ( 4 spaces)

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## Bayside Traffic Committee

14/02/2024

Item No	BTC24.015
Subject	<b>Tenterden Road, Botany - Proposed Parking Restrictions</b>
Report by	Traffic Engineer
File	SF23/8606
Electorate	Maroubra CRM 403229

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### Summary

Council has received a request to review the existing parking conditions outside 44 Tenterden Road, Botany, and consider changing the existing on-street parking arrangement.

Investigations have been completed and this report seeks approval to install '1P' parking restriction outside 44 Tenterden Road, Botany, as per the attached drawings.

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### Officer Recommendation

- 1 That approval be given for the installation of '1P' parking restrictions outside 44 Tenterden Road, Botany, as per the attached drawing.
  - 2 That the applicant be informed that enforcement will be carried out subject to availability of resources.
- 

### Background

Council has received a request from Aruma Disability Services to review the existing parking conditions outside 44 Tenterden Road, Botany. The concerns highlighted includes difficulties for the residents with mobility issues in accessing their property.

The subject property has five household members with restricted mobility and maintaining access to the property is vital for various purposes throughout the day. The property has access to an off-street parking space and the opportunity to park on the driveway.

An investigation was undertaken to consider the provision of an on-street accessible parking space outside the premises. The provision of an accessible parking space must comply with the Australian Standards that requires the following:

- Provision of an indented kerb
- Widened on-street parking space
- Kerb ramp
- Street lighting

The current kerb and footpath infrastructure outside 44 Tenterden Road does not allow for the provision of an accessible parking space. Council routinely considers opportunities to assist community members with mobility issues to access parking where required.

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As an alternative to the requested disabled parking bay, it is proposed that ‘1P’ parking be provided at the subject location. The proposed ‘1P’ parking increases parking turnover and enables current NSW Mobility Parking Scheme Holders to park for an unrestricted time in the ‘1P’ timed parking zone.

The holders of Mobility Parking Permits are provided special parking exemptions in time limited on-street parking areas as shown in the table below:

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

Based on the information above, it is recommended to install ‘1P’ parking restrictions outside 44 Tenterden Road, Botany, in order to assist with pick-up and drop-off activities concerning residents with mobility issues.

The locality of the proposed ‘1P’ parking restriction is shown in the attached drawing.

### Financial Implications

- Not applicable
- Included in existing approved budget  Block grant for traffic facilities on local street
- Additional funds required

### Community Strategic Plan

- Theme One – In 2032 Bayside will be a vibrant place
- Theme Two – In 2032 Our people will be connected in a creative City
- Theme Three – In 2032 Bayside will be green, resilient and sustainable
- Theme Four – In 2032 Bayside will be a prosperous community

### Risk Management – Risk Level Rating

- No risk
- Low risk
- Medium risk
- High risk
- Very High risk
- Extreme risk

### Community Engagement

N/A

### Attachments

Tenterden Street, Botany - Proposed parking restrictions [↓](#)



**BTC 14/02/2024**  
**44 Tenterden Street, Botany**  
Proposed '1P' parking restrictions



— Proposed '1P' parking restrictions

**Bayside Traffic Committee****14/02/2024**

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Item No	BTC24.016
Subject	<b>10 Tingwell Boulevard, Eastgardens - Request for 70m Works Zone on Banks Avenue</b>
Report by	Senior Traffic & Road Safety Engineer
File	SF23/8606
Electorate	Maroubra

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**Summary**

Council has received a request from the developers at 10 Tingwell Boulevard, Eastgardens, for the provision of a 70m 'Works Zone' to facilitate construction activities associated with the construction of a mixed-use development. Due to the constraints of implementing another 'Works Zone' along Tingwell Boulevard, the proposed 'Works Zone' will be on Banks Avenue.

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**Officer Recommendation**

- 1 That approval be given to the installation of a 70m 'Works Zone, 7 am – 6 pm, Mon – Fri and 7 am – 3 pm Sat' restrictions along the eastern kerb line of Banks Avenue, for the duration of 23 weeks, subject to relevant conditions.
- 2 That the applicant must ensure that construction vehicles do not queue within Banks Avenue or any other local roads in the vicinity especially concrete trucks during the construction period waiting to deliver goods to the site.
- 3 That the existing parking restrictions in Banks Avenue not be changed on account of this proposal and two-way traffic flow be maintained in Banks Avenue at all times unless separate road occupancy approvals have been obtained through Council's Public Domain and Referrals team.
- 4 That the developer and associated sub-contractors notify Council's Traffic and Road Safety Team of any proposed applications through the 'National Heavy Vehicle Regulator' authority.
- 5 That the developer and associated sub-contractors comply with conditions imposed by the 'National Heavy Vehicle Regulator' approved Permits.
- 6 That all inbound construction vehicles approaching the site from south must use Wentworth Avenue, turn left into Bunnerong Road, turn left into Heffron Road and into Banks Avenue. All outbound construction vehicles must manoeuvre within the site and turn left onto Banks Avenue and then turn into Wentworth Avenue.
- 7 That the applicant notifies Council 6 Weeks in advance of required extension to the 23 week 'Works Zone'.
- 8 That the applicant notifies the adjacent properties of the approved 'Work Zone' and provides a copy to Council for record.

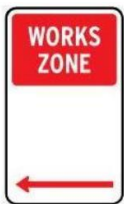
- 9 That Council be notified if a ‘Work Zone Permit System’ is required, similar to the current arrangement in place for the approved Work Zone on Tingwell Boulevard, for approval by Council’s Traffic and Compliance teams.

### Background

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

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

### Works Zone



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

Hours of operation; ‘7 am – 6 pm, Monday – Friday and 7 am – 3 pm, Saturday’ will apply to this works zone.

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

### Financial Implications

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

### Community Strategic Plan

- Theme One – In 2032 Bayside will be a vibrant place
- Theme Two – In 2032 Our people will be connected in a creative City
- Theme Three – In 2032 Bayside will be green, resilient and sustainable
- Theme Four – In 2032 Bayside will be a prosperous community

### Risk Management – Risk Level Rating

- No risk
- Low risk

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Medium risk	<input type="checkbox"/>
High risk	<input checked="" type="checkbox"/>
Very High risk	<input type="checkbox"/>
Extreme risk	<input type="checkbox"/>

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## Community Engagement

N/A

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## Attachments

- 1 Traffic Management Plan and TCP - 10 Tingwell Boulevard, EASTGARDENS NSW 2036 [↓](#)
- 2 Scope of Works/Site plan - General Arrangement Plan - 10 Tingwell Boulevard, EASTGARDENS NSW 2036 [↓](#)
- 3 Proposed Works Zone on Banks Avenue Plan [↓](#)



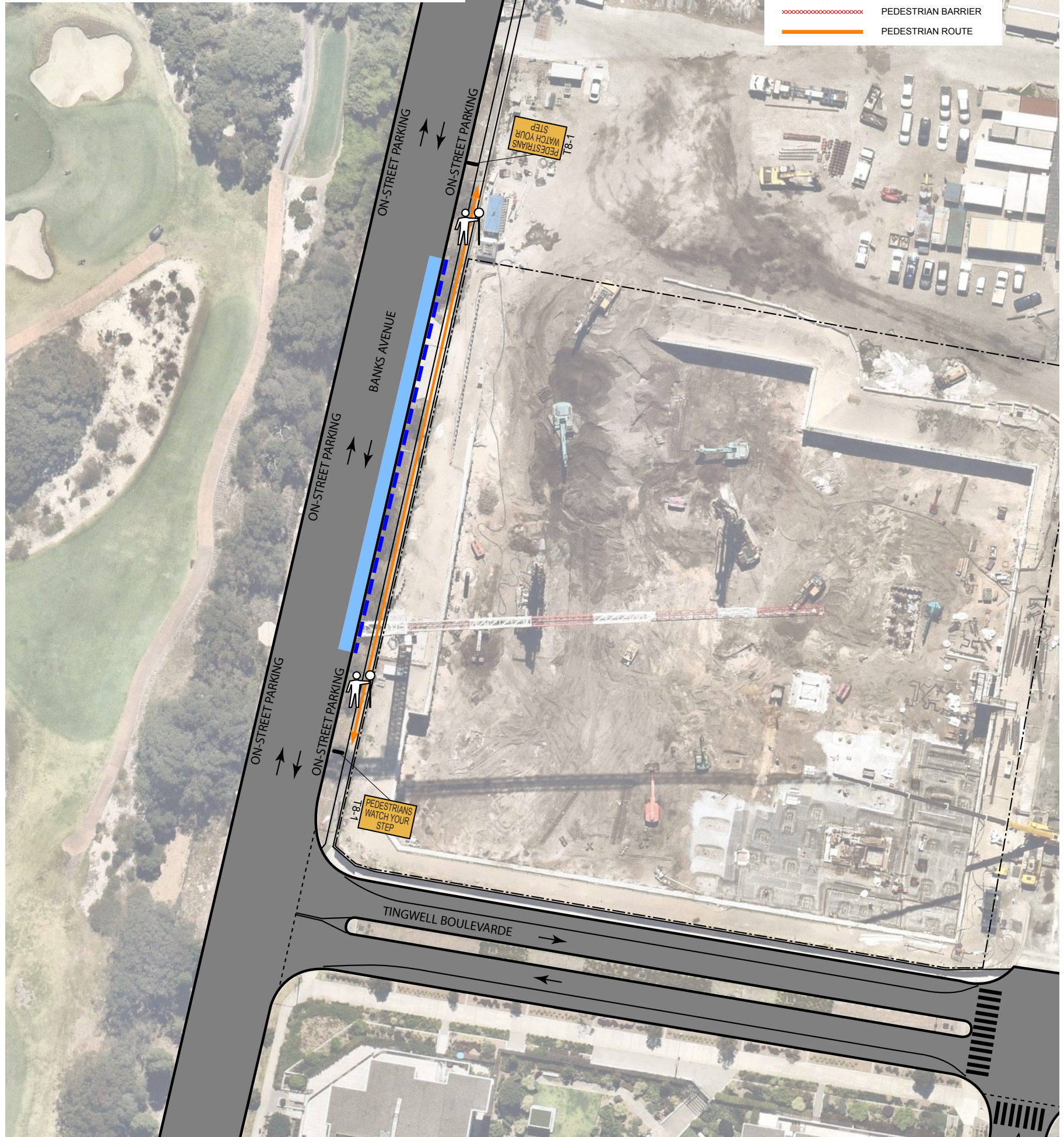
**NOTES:**

1. ALL SIGNAGE TO BE INSTALLED IN ACCORDANCE WITH RMS "TRAFFIC CONTROL AT WORKSITES" MANUAL AND AS1742.3.
2. ALL SIGNAGE AND DELINEATION MUST BE INSTALLED BY RMS CERTIFIED TRAFFIC CONTROLLER(S) ONLY.
3. SURROUNDING PROPERTY ACCESS TO BE MAINTAINED AT ALL TIMES.
4. WORKS ZONE LOCATED WITHIN EXISTING ON-STREET PARKING LANE. NO IMPACT TO EXISTING 2-WAY ACCESS ALONG BANKS AVENUE.
5. PEDESTRIAN ACCESS MAINTAINED ALONG THE FOOTPATH WITH TRAFFIC CONTROLLERS TO HOLD PEDESTRIANS FOR SHORT PERIODS WHEN ITEMS ARE BEING LIFTED OVER THE FOOTPATH.

# TRAFFIC CONTROL PLAN WORKS ZONE - BANKS AVENUE

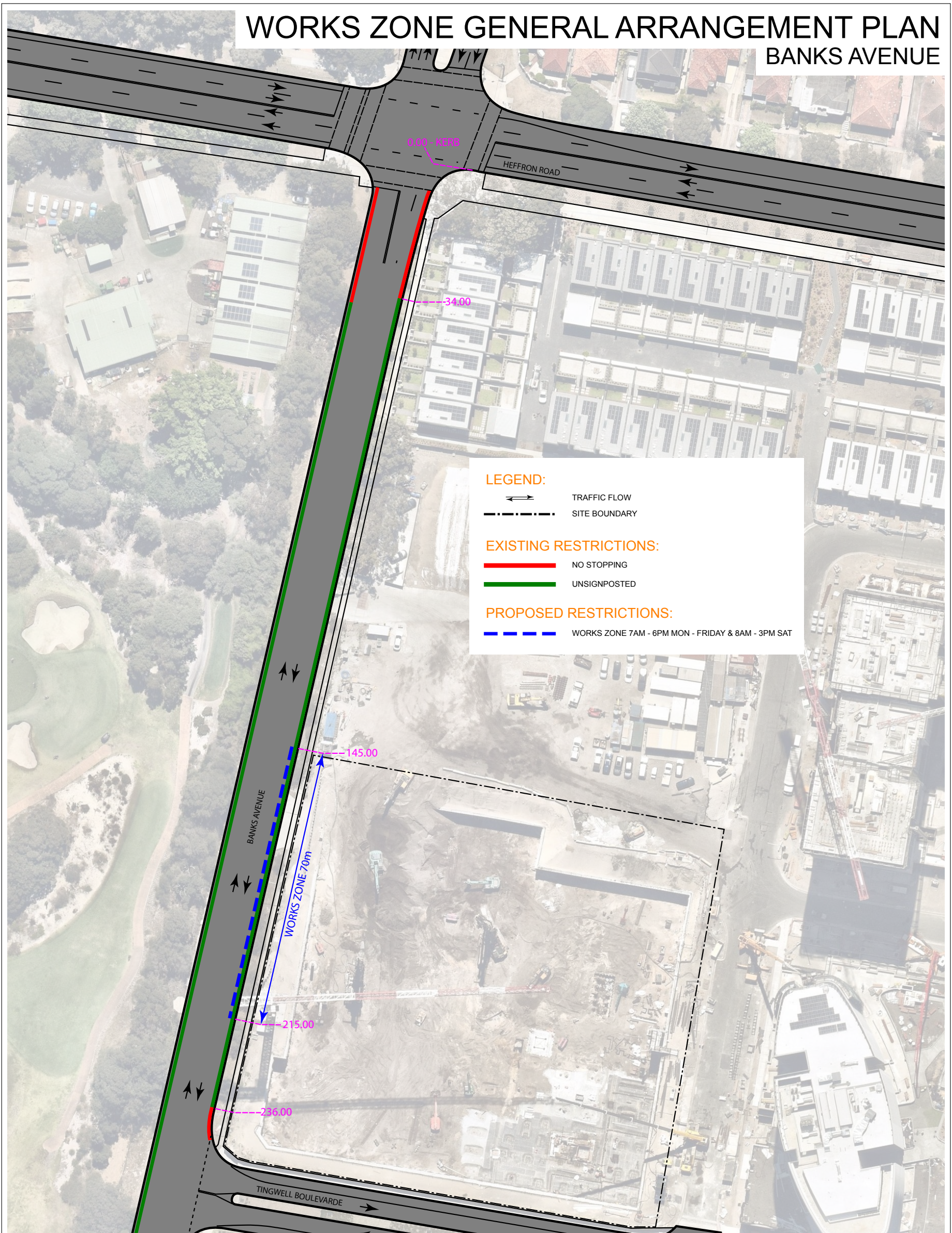
**LEGEND:**

- TRAFFIC FLOW
- SITE BOUNDARY
- WORKS ZONE
- SITE VEHICLE STANDING
- PEDESTRIAN BARRIER
- PEDESTRIAN ROUTE



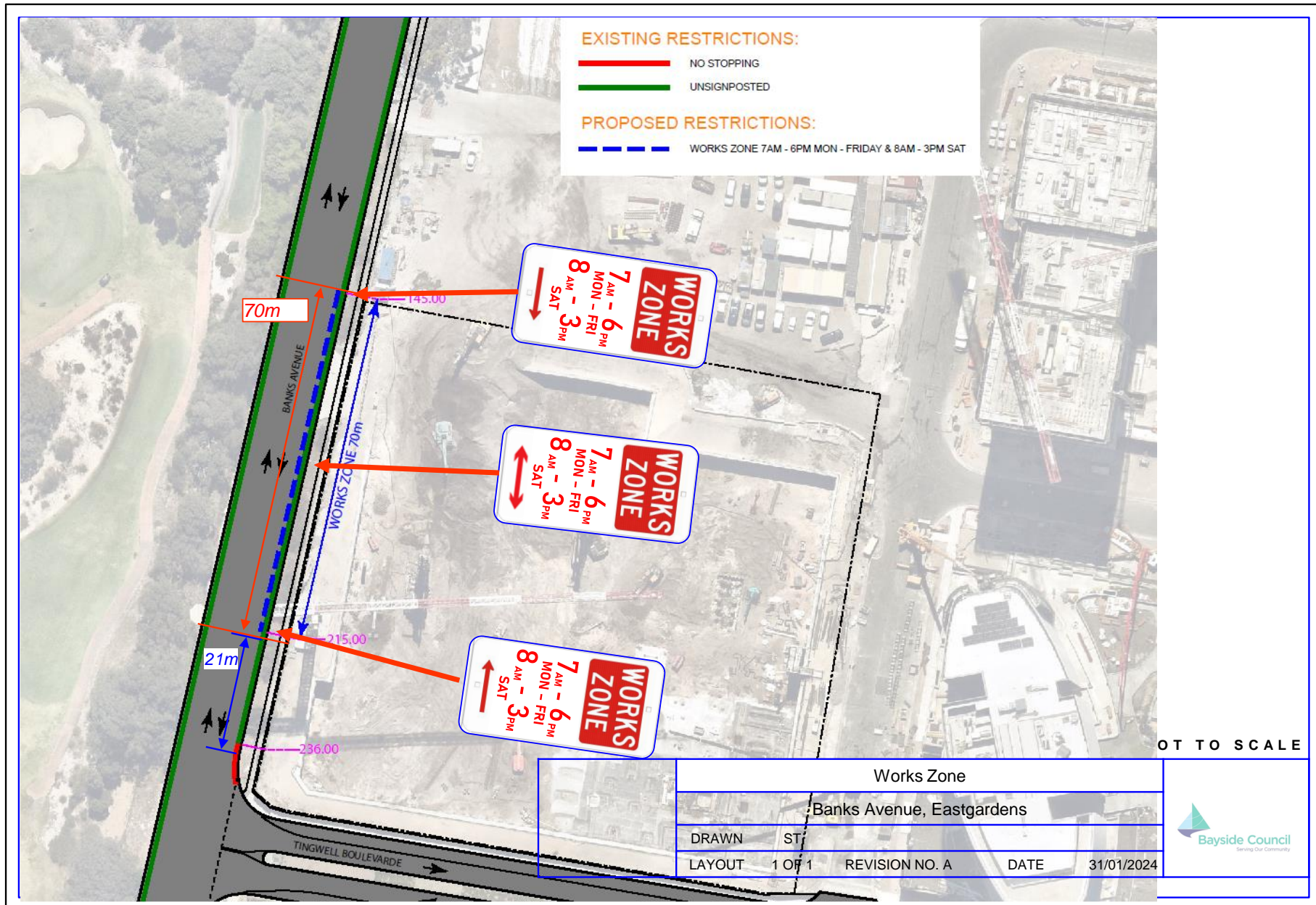
<p><b>Sbmg Pty Ltd</b>                  ABN: 34 167 185 560                  www.sbmgplanning.com.au                  matt@sbmgplanning.com.au                  m: 0467 370 380</p>	Project/Event:	MIXED-USE DEVELOPMENT	DATE	DESCRIPTION
	Location:	TINGWELL BOULEVARDE, PAGEWOOD NSW		E
	Client:	MERITON		D
	Plan No.	SBMG02653-26 A Date: 11TH DECEMEBR 2023		C
	SCALE: NOT TO SCALE			B
			11/12/2023	A INITIAL SUBMISSION





<p><b>Sbmg Pty Ltd</b>                  ABN: 34 167 185 560                  www.sbmgplanning.com.au                  matt@sbmgplanning.com.au                  m: 0467 370 380</p>	Project/Event:	MIXED-USE DEVELOPMENT	DATE		DESCRIPTION
	Location:	TINGWELL BOULEVARDE, PAGEWOOD NSW		E	
	Client:	MERITON		D	
	Plan No.	SBMG02653-25 A Date: 11TH DECEMEBR 2023		C	
				B	
	SCALE: NOT TO SCALE	PREPARED BY: MATTHEW YOUNG PREPARE A WORKZONE TRAFFIC MANAGEMENT PLAN CARD No. TCT0048974  SIGNED:	11/12/2023	A	INITIAL SUBMISSION





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## Bayside Traffic Committee

14/02/2024

Item No	BTC24.017
Subject	<b>Traffic congestion at intersection of Princes Highway and Brodie Spark Drive Intersection</b>
Report by	Transport Planner Coordinator City Design
File	SF23/7610
Electorate	Rockdale

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### Summary

Vehicular, pedestrian and bicycle access into, and through the Wolli Creek and Arncliffe precinct is constrained to a single local road access point at Brodie Spark Drive at the intersection with Princes Highway.

This intersection is a busy signalised intersection and pedestrian crossing point, which in the absence of other opportunities (unrestricted right-turn intersections elsewhere) serves as the only vehicular access opportunity for the Wolli Creek and Arncliffe precinct.

The lack of access points into this high-density residential area has resulted in considerable congestion at the Brodie Spark Drive intersection, and subsequent road safety concerns in this heavily pedestrianised area. This is particularly evident at the Arncliffe Street and Brodie Spark Drive intersection which is serviced by a marked pedestrian crossing.

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### Officer Recommendation

- 1 That Transport for New South Wales investigate opportunities to address current congestion and safety issues associated with peak hour movements into Wolli Creek and Arncliffe along the Princes Highway, particularly at the intersection of Brodie Spark Drive and Princes Highway.
  - 2 That short, medium and long-term solutions are considered as part of any potential scenarios, including the opportunity to provide for additional turning movements to and from Princes Highway after the opening of the M6 Stage 1.
- 

### Background

Wolli Creek and its surrounding precinct has seen considerable population growth since the early 2000s, evolving from an industrial area to a high-density, mixed-use residential and employment precinct. Recent development was intended to be sustained by the provision of new and upgraded infrastructure including roads, public transport, open space and recreation facilities, and community facilities.

Vehicular, pedestrian and bicycle access into, and through the precinct is provided via a single local road access point at Brodie Spark Drive at the intersection with Princes Highway. This intersection provides a signalised turn, and pedestrian crossing point which in the absence of another turning point for over 1.2km serves as the only transport access to this precinct.

The combination of considerable pedestrian demands at the Arncliffe Street pedestrian crossing, two turning lanes for south bound turning vehicles into Brodie Spark Drive, and increasing vehicular traffic volumes creates significant Princes Highway congestion in the afternoon peak for traffic turning west into Brodie Spark Drive.

Council has received representations from residents and Councillors concerned about pedestrian safety and congestion in the precinct and impacts to the state road network seemingly caused by the continuous flow of pedestrians holding back traffic at the crossing. Through-traffic to the western side of the railway corridor relies on access via Arncliffe Street and therefore it is desirable to create more opportunities for ingress into the residential precincts.

## Planning Framework

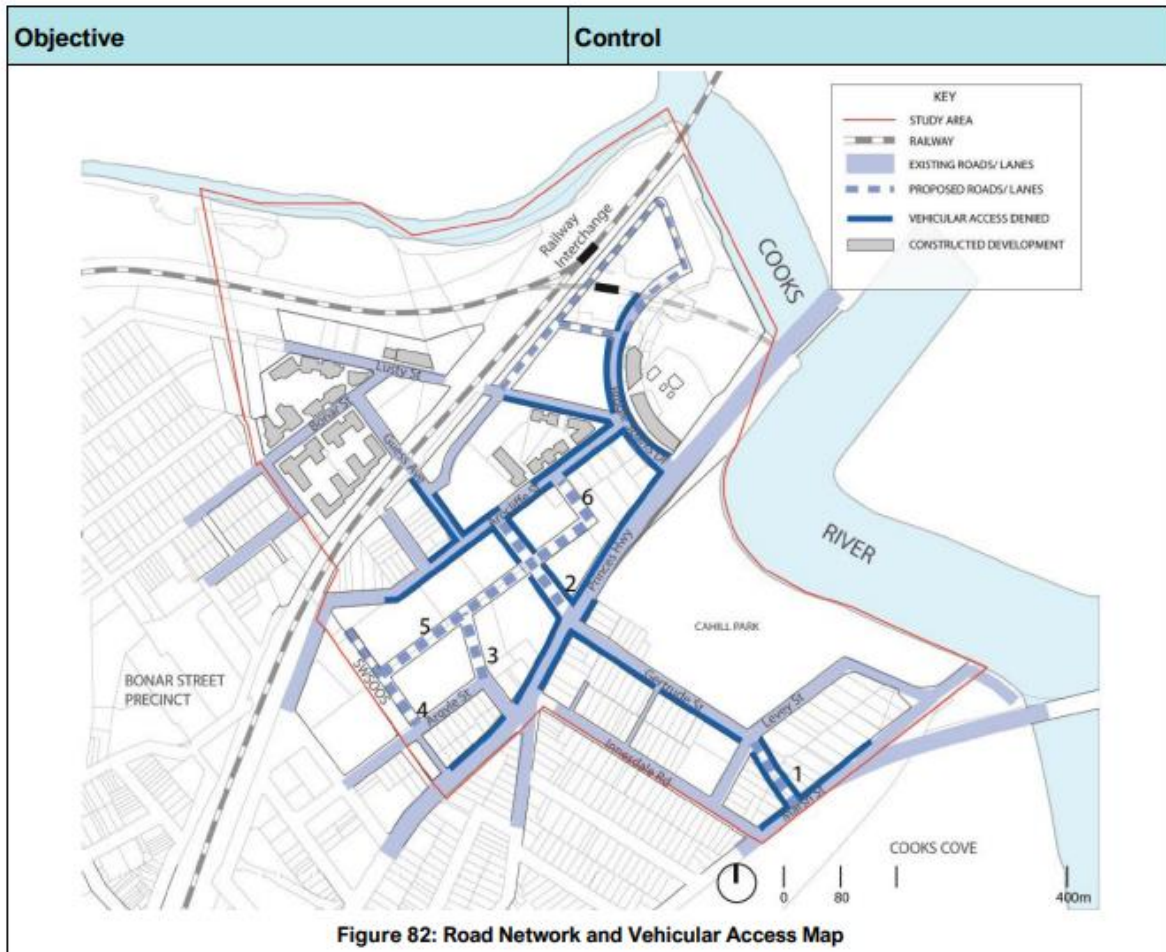


Image: Marked Pedestrian Crossing Arncliffe Street x Brodie Spark Drive.

### Planned New Roads between Arncliffe Street and Princes Highway

The Bayside Development Control Plan 2022 identifies the potential for new roads (i.e., Gertrude Street extension to create a district link) between Arncliffe Street and Princes Highway. Much of this land is within a single landholding and has not been developed as of 2023 and may not occur within the foreseeable future. The road network and vehicular access map identifies the future location and expects "Road 2" to be created as a 23-metre-wide road.





**Future Movement: Place Changes to Princes Highway Corridor**

The NSW Government has strategic objectives associated with the completion of the M6 Motorway in 2025. A key objective is for a change in the *movement:place* function of the Princes Highway and General Holmes Drive corridors, shifting those corridors away from a major arterial surface road function to that of a surface road that supports local access and town centre (and place-based) amenity.

These changing conditions are a catalyst for TfNSW to consider alternatives to improve movement in the short term into the precinct such as adding turning signals at Allen Street to provide direct access to the rail underpass and the growing community on the western side of Arncliffe as well the new developments in the Eden Street and Burrows Street precinct.

Representation to TfNSW is recommended seeking collaboration to investigate potential improvements to the existing road network.

**Financial Implications**

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

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## Community Strategic Plan

- |  |                                     |
|--|-------------------------------------|
| Theme One – In 2032 Bayside will be a vibrant place                    | <input type="checkbox"/>            |
| Theme Two – In 2032 Our people will be connected in a creative City    | <input checked="" type="checkbox"/> |
| Theme Three – In 2032 Bayside will be green, resilient and sustainable | <input type="checkbox"/>            |
| Theme Four – In 2032 Bayside will be a prosperous community            | <input type="checkbox"/>            |
- 

## Risk Management – Risk Level Rating

- |                |                                     |
|----------------|-------------------------------------|
| No risk        | <input checked="" type="checkbox"/> |
| Low risk       | <input type="checkbox"/>            |
| Medium risk    | <input type="checkbox"/>            |
| High risk      | <input type="checkbox"/>            |
| Very High risk | <input type="checkbox"/>            |
| Extreme risk   | <input type="checkbox"/>            |
- 

## Community Engagement

NA

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## Attachments

Nil

## Bayside Traffic Committee

14/02/2024

Item No	BTC24.018
Subject	<b>Update on Outstanding Matters Referred to the Bayside Traffic Committee by the Chair</b>
Report by	Coordinator Traffic & Road Safety
File	SF23/8606
Electorate	Heffron, Kogarah, Maroubra, Rockdale

## Summary

This report provides update on outstanding matters referred to the Bayside Traffic Committee by the Chair, outlining the current actions taken and the progress status of each matter.

## Officer Recommendation

That the update on outstanding matters referred to the Bayside Traffic Committee by the Chair be noted.

## Background

Below is an update on the outstanding matters raised at the Traffic Committee Meetings by the Chair.

Item	Matter raised	Action	Status
12 July 2023 BTC23.088	<b>Hale Street &amp; Botany Road, Botany</b> Sign knocked down again and provide update on pedestrian markings.	Given the markings in the vicinity to the Traffic Signal, a signal design needs to be undertaken. Consultant has been engaged. Once the design has been finalised, it will be presented to TfNSW for approval.	<b>In Progress</b> – TCS updated design has been finalised and sent to Transport for approval. Awaiting feedback from TfNSW.
09 Aug 2023 BTC23.107	<b>Wilson Road &amp; Botany Road, Botany – Intersection Lighting</b>	TfNSW to investigate insufficient lighting at this intersection.	<b>In Progress</b> – Trees have been trimmed by Council. TfNSW lighting team is investigating lighting levels along the crossing to ensure it complies with AS/NZS 1158.4 and undertake any upgrades needed as required. Council will be advised of the outcome of the investigation when available.
8 Nov 2023 BTC23/152	<b>Right Turn Signal from Banks Ave into Heffron Road, Pagewood</b>	TfNSW to investigate a new right turn signal from Banks Ave into Heffron Road, Pagewood to improve traffic flow.	<b>In Progress</b> – Awaiting feedback from TfNSW.
8 Nov 2023 BTC23/152	<b>Daceyville Public School – Kerb &amp; Gutter upgrade</b>	Council to incorporate kerb and gutter widening works and road safety concerns in their submission for grant funding to TfNSW.	<b>Completed</b> – Council has submitted application under the Active Transport Program to reconstruct the kerb, gutter, and footpath outside the Daceyville Public School.

Item	Matter raised	Action	Status
8 Nov 2023 BTC23/152	<b>Intersection of Wentworth Avenue &amp; Banks Avenue, Eastgardens</b>	Recently installed speed camera by TfNSW is obscured by surrounding trees. Council staff to undertake inspection and action as appropriate.	<b>Completed</b>
13 Dec 2023 BTC23/165	<b>Sight Lines restricted when exiting Aboukir Street onto Bay Street, Rockdale</b>	TfNSW should consider parking restrictions at this location to improve safety.	<b>Completed</b>

### Financial Implications

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

### Community Strategic Plan

- Theme One – In 2032 Bayside will be a vibrant place
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- Theme Three – In 2032 Bayside will be green, resilient and sustainable
- Theme Four – In 2032 Bayside will be a prosperous community

### Risk Management – Risk Level Rating

- No risk
- Low risk
- Medium risk
- High risk
- Very High risk
- Extreme risk

### Community Engagement

N/A

### Attachments

Nil



## Bayside Traffic Committee

14/02/2024

Item No	BTC24.019
Subject	<b>Matters referred to the Bayside Traffic Committee by the Chair</b>
Report by	Coordinator Traffic & Road Safety
File	SF23/8606
Electorate	Heffron, Kogarah, Maroubra, Rockdale

### Summary

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

### Officer Recommendation

That the matters raised by the Chair be received, noted and action taken as necessary.

### Background

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

### Financial Implications

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

### Community Strategic Plan

Theme One – In 2032 Bayside will be a vibrant place	<input type="checkbox"/>
Theme Two – In 2032 Our people will be connected in a vibrant place	<input checked="" type="checkbox"/>
Theme Three – In 2032 Bayside will be green, resilient and sustainable	<input checked="" type="checkbox"/>
Theme Four – In 2032 Bayside will be a prosperous community	<input type="checkbox"/>

### Risk Management – Risk Level Rating

No risk	<input checked="" type="checkbox"/>
Low risk	<input type="checkbox"/>
Medium risk	<input type="checkbox"/>
High risk	<input type="checkbox"/>
Very High risk	<input type="checkbox"/>
Extreme risk	<input type="checkbox"/>

## **Community Engagement**

Not applicable.

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## **Attachments**

Nil

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## Bayside Traffic Committee

14/02/2024

Item No	BTC24.020
Subject	<b>General Business</b>
Report by	Coordinator Traffic & Road Safety
File	SF23/8606
Electorate	Heffron, Kogarah, Maroubra, Rockdale

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### Summary

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

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### Officer Recommendation

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

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### Background

The following information is provided accordance with S5.3.2 and S8 of Transport for NSW's *A guide to the delegation to councils for the regulation of traffic Including the operation of Traffic Committees*.

#### Items without notice

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

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

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

#### Informal Items - Traffic Engineering Advice

In accordance with the Roads and Maritime Service Guidelines, the Bayside Traffic Committee (BTC) members may wish to consider traffic issues or seek advice, on matters that are outside the Delegation to Council for the Regulation of Traffic from the Roads and Maritime Service (such as installation of speed limits or traffic control signals).

As these issues do not require the exercise of delegated functions at that point in time (though they may or may not require it in the future) they should not be dealt with as formal items by the BTC. The BTC members may take advantage of the knowledge and experience of the other members to help them to resolve or clarify an issue. When wishing to utilise the expertise of the BTC members in this manner, Council will include items on the agenda under a separate Informal Items section. Informal items should be dealt with after the formal BTC items where Council intends to exercise a delegated function have been considered. Any outcomes from discussions on informal items cannot be included in the BTC report to the Council. However, Council can use any outcomes from these discussions in their deliberations on such issues.

**Financial Implications**

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

**Community Strategic Plan**

- Theme One – In 2032 Bayside will be a vibrant place
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- Theme Three – In 2032 Bayside will be green, resilient and sustainable
- Theme Four – In 2032 Bayside will be a prosperous community

**Risk Management – Risk Level Rating**

- No risk
- Low risk
- Medium risk
- High risk
- Very High risk
- Extreme risk

**Community Engagement**

Not applicable.

**Attachments**

Nil