

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 12 June 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

12/06/2024

Item No	3.1
Subject	Minutes of the Bayside Traffic Committee Meeting - 8 May 2024
Report by	Coordinator Traffic & Road Safety
File	SF23/8610

Officer Recommendation

That the Minutes of the Bayside Traffic Committee meeting held on 8 May 2024 be confirmed as a true record of proceedings.

Summary of Substantial Recommendations

There were no Substantial Recommendations identified.

Present

Councillor Liz Barlow (Chair)
Les Crompton, representing State Member for Kogarah
George Perivolarellis, representing State Members for Rockdale and Heffron
Senior Constable Matthew Chaplin, St George Police Area Command
Vinoth Srinivasan, representing Transport for NSW

Also present

Bryce Spelta, Manager City Infrastructure, Bayside Council
Sam Lindsay, Coordinator, Traffic & Road Safety, Bayside Council
Raj Shah, Traffic Engineer, Bayside Council
Shivam Patel, Student/Graduate Engineer, Bayside Council
Aryan Shrestha, Business Analyst, Business Transformation, 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

The Convenor opened the meeting in the Rockdale Town Hall Pindari Room, Level 1, 448 Princes Highway, Rockdale at 9.25am 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

2 Disclosures of Interest

There were no disclosures of interest.

3 Minutes of Previous Meetings

[3.1 Minutes of the Bayside Traffic Committee Meeting - 10 April 2024](#)

Committee Recommendation

That the Minutes of the Bayside Traffic Committee meeting held on 10 April 2024 be confirmed as a true record of proceedings.

Business Arising

The Committee notes that the Minutes of the Bayside Traffic Committee meeting held on 10 April 2024 were received and the recommendations therein were adopted by the Council at its meeting held on 24 April 2024.

[3.2 Minutes of the Extraordinary Extraordinary Bayside Traffic Committee Meeting - 12 April 2024](#)

Committee Recommendation

That the Minutes of the Extraordinary Bayside Traffic Committee meeting held on 12 April 2024 be confirmed as a true record of proceedings.

Business Arising

The Committee notes that the Minutes of the Extraordinary Bayside Traffic Committee meeting held on 12 April 2024 were received and the recommendations therein were adopted by the Council at its meeting held on 24 April 2024.

4 Reports

[BTC24.055 Albyn Street, Bexley and Frederick Street, Rockdale - Proposed parking restrictions](#)

Committee Recommendation

- 1 That approval be given to remove the existing bus stops along the northern and southern kerblines of Frederick Street, Rockdale as per attached drawings.

- 2 That approval be given to install P5 minute 8:00 am - 9:30 am 2:30 pm – 4 pm School Days along the northern and southern kerblines of Frederick Street, Rockdale as per attached drawings.
- 3 That approval be given to install P5 minute 8:00 am - 9:30 am 2:30 pm – 4 pm School Days along the southern kerblines of Albyn Street, Bexley as per attached drawings.

BTC24.056 Arncliffe Street, Wolli Creek; Bestic Street, Banksia; and, Hale Street, Botany - Proposed non-regulatory flood warning signage

Committee Recommendation

That approval be given for the installation of variable messaging, LED signage at Arncliffe Street, Wolli Creek; Bestic Street, Banksia and Hale Street, Botany subject to the LED signage on the South side of Bestic street being relocated west so that it is not outside the residential property.

BTC24.057 Bayside Council - Proposed changes to EV parking signage

Committee Recommendation

That approval be given to the proposed conversion of electric-powered vehicle charging parking only" (R5-40-1N) to "2P 6am–6pm Mon-Sun Electric Vehicles Only" (R5-2-10N).

BTC24.058 Bonar Street, Arncliffe - Proposed Pram Ramp

Committee Recommendation

- 1 That in-principle approval be given for the installation of pram ramps and associated signage and line markings on Bonar Street, Arncliffe as per the attachment, subject to design investigation.
- 2 That detailed design drawings be presented to the Bayside Traffic Committee for endorsement if the construction of pram ramps is feasible prior to implementation.

BTC24.059 Brennans Road, Arncliffe - Proposed Resident Parking Scheme

Committee Recommendation

That a '2P 8:30 am – 6:00 pm' Mon - Fri, 8:30 am -12:30 pm Sat, 'Permit Holders Excepted' restriction be installed along the northern kerblines of Brennans Road, Arncliffe along the frontages of Property No. 14 – 22 Brennans Road, Arncliffe, as per attached drawing.

BTC24.060 35-39 Duncan Street, Arncliffe - Proposed 25m Works Zone for 16 Weeks

Committee Recommendation

- 1 That approval be given to the installation of a 25m 'Works Zone, 7:00 am – 5:00 pm, Monday – Friday and 8:00 am – 1:00 pm Saturday' restriction along the western kerb line of Duncan Street, for the duration of 16 weeks, subject to relevant conditions.
- 2 That applicant must ensure that construction vehicles do not queue within Duncan 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 Duncan Street not be changed in view of this proposal and the two-way traffic flow be maintained in Duncan Street at all times unless separate road occupancy approvals have been obtained through Council's Public Domain and Referrals team.
- 4 That approval not be given to the movement of 12m 'Heavy Rigid Vehicles' due to constraints in the existing road infrastructure and be limited to '11m' heavy vehicle only.
- 5 That the applicant notifies Council, six (6) Weeks in advance of required extension to the 16 week 'Works Zone'.
- 6 That the applicant notifies the adjacent properties of the approved Works Zone and provides a copy to Council for record.

BTC24.061 7 Francis Avenue, Brighton Le Sands - Renewal of 15m Works Zone for 12 Weeks

Committee Recommendation

- 1 That approval be given to the renewal of a 15m 'Works Zone, 7:00 am – 5:00 pm, Monday – Friday and 8:00 am – 1:00 pm Saturday' restriction along the eastern kerb line of Francis Avenue, for the duration of 12 weeks, subject to relevant conditions.
- 2 That the applicant must ensure that construction vehicles do not queue within Francis 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 Francis Avenue not be changed in view of this proposal and the two-way traffic flow be maintained in Francis Avenue at

all times unless separate road occupancy approvals have been obtained through Council's Public Domain and Referrals team.

- 4 That approval not be given to the movement of 'Heavy Rigid Vehicles' due to constraints in the existing road infrastructure and be limited to 'Medium Rigid Vehicle'.
- 5 That approval not be given to construction vehicles to arrive or depart from the site during school zone hours i.e. 8:00 am – 9:30 am and 2:30 pm – 4:00 pm school days.
- 6 That the applicant notifies Council, six (6) Weeks in advance of required extension to the 30 week 'Works Zone'.

BTC24.062 Intersections of Dover Road and Ramsgate Street & Dover Road and Edward Street, Botany - Proposed 10m Statutory No Stopping Restrictions

Committee Recommendation

That approval be given for the installation of statutory 10m 'No Stopping' restrictions in the form of yellow C3 line-marking at:

- 1 The intersection of Dover Road and Ramsgate Street, Botany as indicated in the attached plan.
- 2 The intersection of Dover Road and Edward Street, Botany as indicated in the attached plan.

BTC24.063 Kenny Road, Pagewood - Proposed No Parking Restrictions

Committee Recommendation

- 1 That approval be given for the implementation of 'No Parking 8:00 am – 6:00 pm' restrictions along the western kerb of Kenny Road Pagewood as indicated in the attached plan for a trial period of 6 months after which parking restrictions will be reviewed.
- 2 That approval be given for the installation of statutory 10m 'No Stopping' restrictions at the intersection of Kenny Road and Heffron Road & Kenny Road and Park Parade along the western kerb, Pagewood in the form of continuous yellow lines (C3 line-marking) as indicated in the attached plan.

BTC24.064 King Street, Rockdale - Proposed Extension of 1P Parking Zone

Committee Recommendation

That the current '1P 8:30 am – 6:00 pm Mon - Fri & 8:30 am - 12:30 pm Sat' parking restrictions on King Street, Rockdale be extended by 6m to accommodate an additional parking space by shortening the existing 'Taxi Zone' by 6m as indicated in the attached plan.

BTC24.065 Mitchell Street, Arncliffe - Proposed Timed Parking Restrictions

Committee Recommendation

- 1 That approval be given for the implementation of '½ P 8:30 am – 6:00 pm Mon - Fri 8:30 am - 12:30 pm Sat' parking restrictions along Mitchell Street, Arncliffe as indicated in the attached plan.
- 2 That approval be given for the adjustment of the timing of the loading zone on Mitchell Street, Arncliffe from '8:30 am – 6:00 pm' at all times to '7:00 am – 11:00 am Mon - Fri' as indicated in the attached plan.

BTC24.066 Ramsgate Street, Botany (in front of St Bernard's Catholic Primary School) - Proposed extension of 'No Parking

Committee Recommendation

That approval be given to the installation of 'No Parking, 8:00 am – 9:30 am and 2:30 pm – 4:00 pm, School Days' restriction along the northern kerb line of Ramsgate Street, Botany in front of St Bernard's Catholic Primary School as per attached drawings.

BTC24.067 10 Tingwell Boulevard, Eastgardens - Request for 70m Works Zone on Banks Avenue

Committee Recommendation

- 1 That approval be given to the installation of a 70m 'Works Zone, 7:00 am – 6:00 pm, Mon – Fri and 7:00 am – 3:00 pm Sat' restrictions along the eastern kerb line of Banks Avenue, for the duration of 26 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 26 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.

BTC24.068 145 Wollli Street, Kingsgrove - Proposed 15 minutes Drop-off and Pick-up Zone

Committee Recommendation

- 1 That approval be given for the designated drop-off and pick-up zones from 7:00 am to 10:00 am and 2:30 pm to 6:00 pm, Monday to Friday, at the frontage of 145 Wollli Street, Kingsgrove.
- 2 That the child-care centre operator be charged the cost of installation of the required signage.

BTC24.069 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.

BTC24.070 Matters referred to the Bayside Traffic Committee by the Chair

The following matters were raised by the Chair:

- 1 Banksmeadow Public School - Parking in Stephen Road & Brighton Street – Council Officers to investigate parking during school drop off & pick up.
- 2 Council Car Park on Forest Road & Stoney Creek Road – Council is currently undertaking consultation with businesses on parking options.
- 3 33 Union Street, Kogarah – Request for disabled parking outside the property. Council Officers to investigate.

Committee Recommendation

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

BTC24.071 General Business

The following matter was raised by the Representative for State Member for Kogarah:

- Eton Street at the intersection with Stoney Creek Road – Request for No Right Turn from Eton into Stoney Creek Road due to safety concerns. Council Officers to investigate.

The following matter was raised by the Representative for Rockdale and Heffron:

- Cnr of Clareville & Russell Avenue, Sandringham – Request for pedestrian crossing in Clareville Avenue along the commercial premises. Council Officers to investigate.

Committee Recommendation

That the matters raised in General Business be received, noted and action taken as necessary.

The Convenor closed the meeting at 9.50am.

Attachments

Nil

Bayside Traffic Committee

12/06/2024

Item No	BTC24.072
Subject	Abercorn Street, Bexley - Proposed parking restriction
Report by	Traffic Engineer
File	SF23/8610
Electorate	Kogarah CRM 421039

Summary

Council has received a request from the Bexley Christian Assembly to review the parking restrictions and provide a temporary pick-up and drop-off area outside Bexley Gospel Hall on Abercorn Street, Bexley.

Officer Recommendation

- 1 That approval be given to the installation of a 'P5 minute 9:00 am – 10:00 am 2:00 pm – 3:00 pm' zone on the northern side of Abercorn Street, Bexley outside Bexley Gospel Hall, for the period of 15 July 2024 to 18 July 2024 inclusive, as per attached drawings.
 - 2 That the existing parking restrictions be reinstated following the completion of the program.
-

Background

Council has received a request from the Bexley Christian Assembly to review the current parking restrictions and to provide designated pick-up and drop-off spaces outside Bexley Gospel Hall, located on Abercorn Street, Bexley. This request pertains specifically to the period from 15 July 2024 to 18 July 2024, during the Term 2 holidays.

The Bexley Gospel Hall conducts a one-week program for primary school children within the suburb. The program includes activities such as games, music, skits, crafts, and Bible lessons. It is a half-day program designed to keep children active and engaged during the holidays, provided free of cost. Given the nature of the program, there will be increased traffic as parents drop off and pick up their children.

The Bexley Christian Assembly has committed to promoting the temporary changes through a radio campaign and social media platforms like Facebook. This will help ensure that parents and the broader community are well-informed about the new arrangements.

In light of this, it is proposed to install a 'P5 minute 9:00 am – 10:00 am 2:00 pm – 3:00 pm' zone on the northern kerb side of Abercorn Street, Bexley outside Bexley Gospel Hall from 15 July 2024 to 18 July 2024. This provision of designated pick-up and drop-off spaces will significantly benefit the safety and convenience of the children and parents participating in the Bexley Gospel Hall program.

The locality of the proposed 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
-

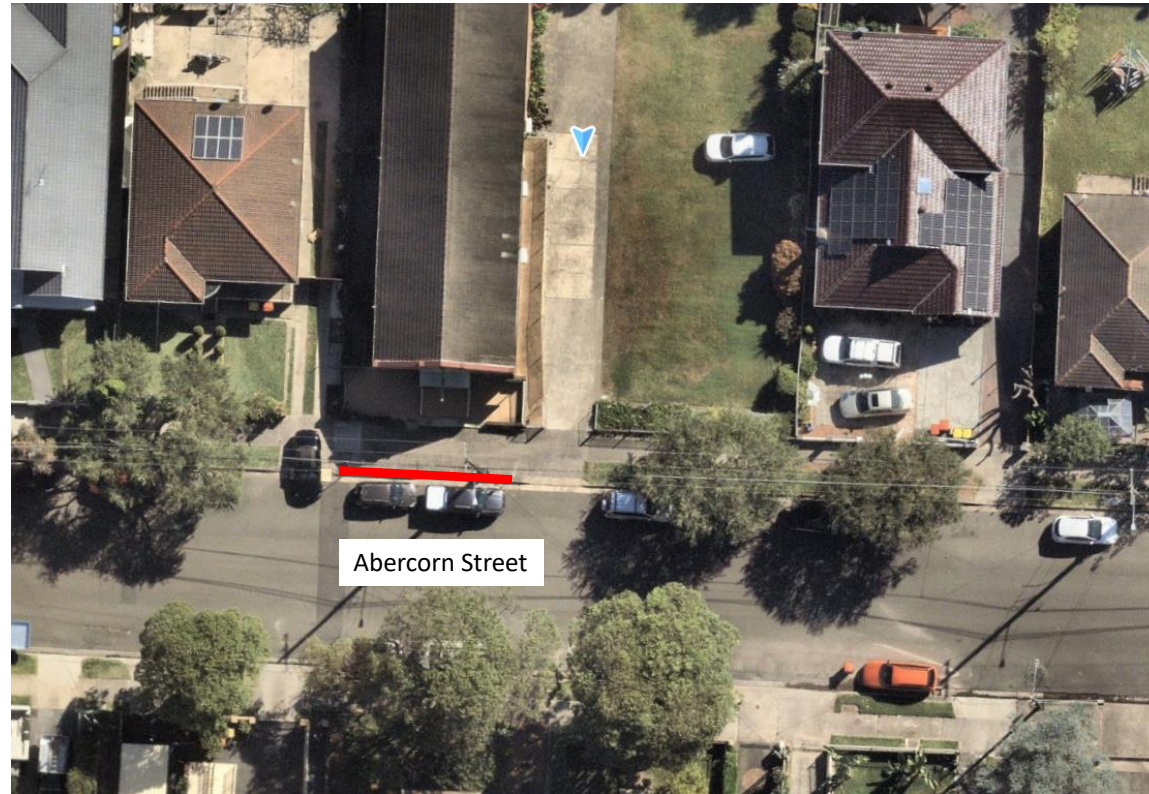
Community Engagement

N/A

Attachments

Abercorn Street, Bexley - Proposed parking restrictions [↓](#)

BTC 12/06/2024
12-18 Abercorn Street, Bexley
Proposed parking restriction



— Proposed P5 minute 9:00 am -10:00 am 2:00 pm – 3:00 pm along the northern kerbline

Bayside Traffic Committee

12/06/2024

Item No	BTC24.073
Subject	Bedford Place, Rockdale - Proposed Parking Restrictions
Report by	Student/Graduate Engineer
File	SF23/8610
Electorate	Rockdale

Summary

Council has received requests from residents and waste collection services to review the current parking restrictions on Bedford Place, Rockdale. Due to existing road width constraints, combined with parked vehicles on both sides of the street, access becomes an issue, especially for larger vehicles such as garbage trucks.

This report is seeking the approval for the implementation of a timed 'No Parking 6:00 am – 2:00 pm Thursday' zone on the southern side of Bedford Place, Rockdale.

Officer Recommendation

That approval be given for the implementation of a 'No Parking 6:00 am – 2:00 pm Thursday' zone on the southern side of Bedford Place, Rockdale as indicated in the attached plan.

Background

Bedford Place is classified as a local road under Council's road hierarchy and is a no through road that connects to William Street which also classifies as a local road.

Bedford Place is a narrow road with a carriageway width of approximately 6.8m in most sections and being as narrow as 6.0m on the bend outside 5 Bedford Place. The required width for on-street parking is 2.1m and when vehicles are parked on both sides of the street, the travel lane width is reduced to 2.5m. This remaining width is not wide enough to accommodate vehicles and not in accordance with the Austroads guidelines.

Additionally, site inspections, aerial images and reports from waste collections services have confirmed that Bedford Place is too narrow for the thoroughfare of garbage collection trucks. This has led to several reported missed collections on bin days which are on Thursday.

During the community engagement period, a consultation letter was sent out to residents affected by the proposal. Fourteen (14) letters were sent out as part of the survey and seven (7) responses were received. The options provided to residents are listed below:

- 1 Implement 'No Parking 6:00 am – 2:00 pm Thursday' (given times for waste collection) restrictions along the southern kerb line of Bedford Place as indicated in the attachment.
- 2 Implement 'No Parking' restrictions at all times along the southern kerb line of Bedford Place as indicated in the attachment.
- 3 Retain the existing parking restrictions (make no changes).

A summary of the responses received is provided in the table below:

Bedford Place Rockdale, Proposed No Parking Restrictions Survey Results		
Option 1	Option 2	Option 3
2	2	3

Based on the survey results, 4 out of the 7 responses supported the implementation of some configuration of 'No Parking' restrictions. With the objective of providing vehicular thoroughfare, particularly for waste collection services, Council understands the parking demand within the area. Therefore, Option 1 for timed parking restrictions during the given times for waste collection is the preferred option.

Therefore, it is recommended to implement a 'No Parking 6:00 am – 2:00 pm' zone on the southern side of Bedford Place, Rockdale as indicated in the attachment.

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

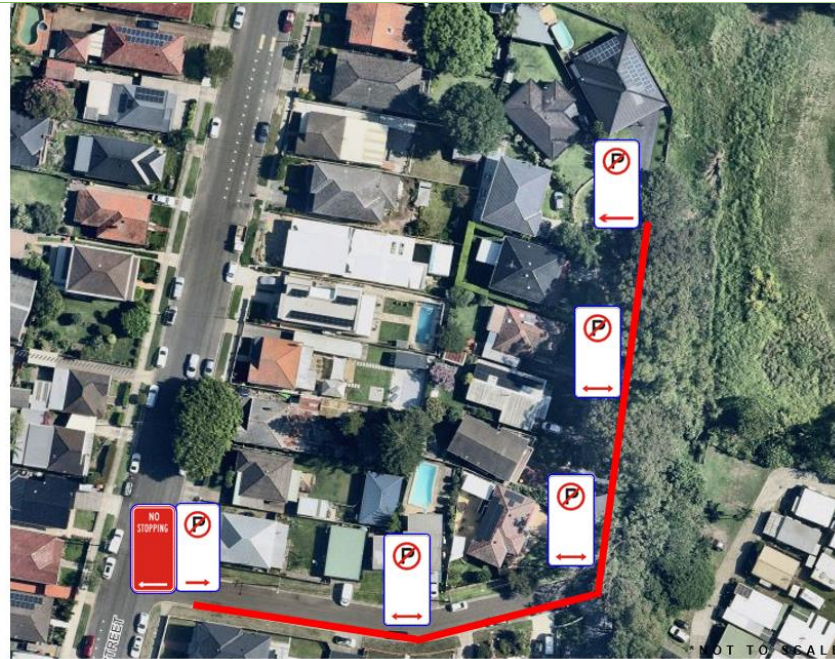
A consultation letter was sent to affected residents. Fourteen (14) letters were sent out and seven (7) responses were received and 4 out of the 7 responses were in support of implementing a 'No Parking' zone along the southern side of Kenny Road.

Attachments



Bedford Place, Rockdale - Proposed No Parking Restrictions [↓](#)



BTC 12/06/2024
Bedford Place, Rockdale
Proposed 'No Parking' restrictions



 Proposed No Parking Restrictions

	Bedford Place, ROCKDALE						
	DRAWN	ST					
	LAYOUT	1 OF 1	REVISION NO.	A		DATE	03/05/2024
							4

Bayside Traffic Committee

12/06/2024

Item No	BTC24.074
Subject	Bellevue Lane, Arncliffe - Proposed No Parking Restrictions
Report by	Student/Graduate Engineer
File	SF23/8610
Electorate	Rockdale

Summary

Council has received a request from residents to review the existing parking restrictions along Bellevue Lane, Arncliffe as residents have expressed difficulties in accessing off-street parking.

This report seeks approval for the implementation of a 'No Parking' zone on the western side of Bellevue Lane, Arncliffe as indicated in the attachment.

Officer Recommendation

That approval be given for the implementation of a 'No Parking' zone on the western kerb line of Bellevue Lane, Arncliffe as per the attached drawing.

Background

Bellevue Lane is classified as a local road under Council's road hierarchy. It is a narrow lane which is approximately 4.0m wide in most sections. Council has received a request from a resident to implement a 'No Parking' zone on Bellevue Lane at the rear of 159 – 163 West Botany Street, Arncliffe. Residents are having difficulties accessing their garages and off-street parking due to the narrowness of the lane combined with vehicles parking on the opposite side.

Site inspections, aerial imaging and reports from residents confirmed that when vehicles are parked on the western side of Bellevue Lane, accessing off-street parking of properties on the eastern side is an issue. NSW Road Rule 208(7) stipulates that if the road does not have a continuous dividing line or strip, the driver must position the vehicle so there is at least 3m of the road alongside the vehicle that is clear for other vehicles to pass unless otherwise indicated by information on or with a parking control sign.

Therefore, to improve the compliance of existing NSW Road Rules and based on the investigations conducted, it is recommended to implement a 'No Parking' zone on the western side of Bellevue Lane, Arncliffe as indicated in the attachment.

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

Financial Implications

Not applicable



Included in existing approved budget	<input checked="" type="checkbox"/>	Block grant for traffic facilities on local roads
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

A consultation was conducted with affected residents. One (1) response was received in support of implementation of the proposal and no objections were received.

Attachments

Bellevue Lane, Arncliffe - Proposed No Parking Restrictions [↓](#)



BTC 12/06/2024
Bellevue Lane, Arncliffe
Proposed 'No Parking' restrictions



Bayside Traffic Committee

12/06/2024

Item No	BTC24.075
Subject	Benjamin Street, Bexley North - Proposed relocation of 'No Stopping' zone
Report by	Traffic Engineer
File	SF23/8610
Electorate	Rockdale CRM 419717

Summary

Council has received a request to review the existing 'No Stopping' zone on the western side of Benjamin Street, Bexley North. This proposal is to provide unimpeded access to the school gate and enhance safety.

The report seeks approval for relocating the existing 'No Stopping' zone 6m north on the western side of Benjamin Street, Bexley North, as per attached drawings.

Officer Recommendation

That approval be given for the relocation of existing 'No Stopping' zone 6m north on the western side of Benjamin Street, Bexley North as per the attached plan.

Background

Council has received a request to review the existing 'No Stopping' zone on the western side of Benjamin Street, Bexley North.

The existing 'No Stopping' zone is situated near the rear gate of Bexley North Public School. It has been identified that the current location impedes access to the school's rear entrance which provides access for emergency vehicles. Additionally, the relocation of the 'No Stopping' zone will improve visibility for pedestrians, particularly school children utilising the existing pedestrian crossing on Benjamin Street.

This proposal will provide the following benefits:

- **Improved Access:** The relocation will facilitate smoother traffic flow and reduce congestion near the school gate, ensuring that emergency vehicles can access the site without obstruction.
- **Enhanced Safety:** Better visibility at the crossing will significantly reduce the risk of crashes involving pedestrians, especially school children, who are among the most vulnerable road users.
- **Compliance with Australian Standards:** This adjustment aligns with best practice for traffic management around school zones, ensuring a safer environment for all stakeholders.

To enhance safety, it is recommended to relocate the 'No Stopping' zone 6m north of the existing location.

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

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
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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

A notification letter has been sent to the affected stakeholders.

Attachments

Benjamin Street, Bexley North - Proposed relocation of No Stopping restriction [↓](#)

BTC 12/06/2024
Benjamin Street, Bexley North
Proposed relocation of 'No Stopping' restriction by 6m



— Proposed relocation of 'No Stopping' restriction by 6m

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 Consultation was undertaken via Letter Drop for the proposed resident parking scheme in Daceyville Precinct. Fifty-three (53) letters were delivered as part of the survey, of which 12 responses were received. A summary of the responses is provided below:

Option 1. Implementing 2P 8.30 am-6:00 pm Mon-Fri, 8.30 am - 12.30 pm Sat, Permit Holders Excepted.

Option 2. Retain existing parking restrictions.

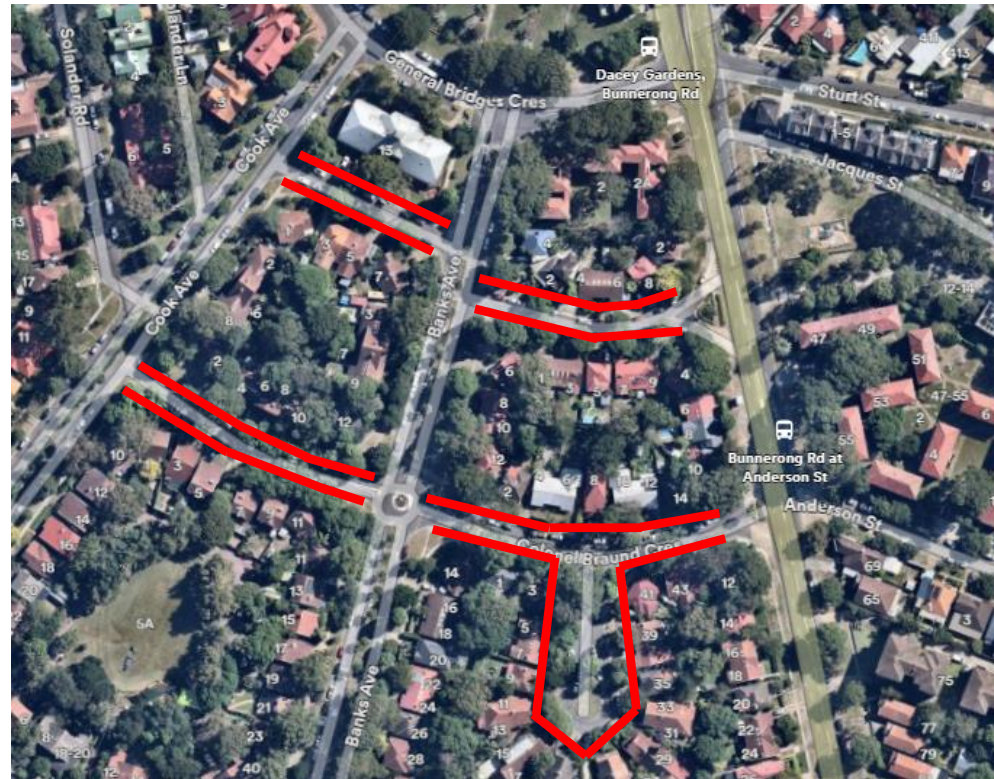
Summary view of 12 responses	
Option 1	Option 2
9	3

Based on the support from the residents for the proposal (75% households were in favour), it is recommended to install a '2P, 8:30 am – 6:00 pm Mon-Fri, 8:30 am - 12:30 pm Sat, Permit Holders Excepted' zone in Daceyville Precinct.

Attachments

Daceyville Precinct - Proposed resident parking scheme [↓](#)

BTC 12/06/24
Daceyville Precinct
Proposed Resident Parking Scheme



 Proposed Resident Parking Scheme

Bayside Traffic Committee

12/06/2024

Item No	BTC24.077
Subject	3 Daphne Street, Botany - Proposed removal of designated 'Disabled Parking' restrictions
Report by	Senior Traffic & Road Safety Engineer
File	SF23/8610
Electorate	Maroubra CRM 420915

Summary

Council has received a request to remove the sign posted 'Disabled Parking' restrictions outside 3 Daphne Street, Botany as it is no longer required by the mobility parking permit holder.

Officer Recommendation

That approval be given for the removal of the 'Disabled Parking' restrictions outside 3 Daphne Street, Botany as per attached drawing.

Background

Council has received a request from the resident of 3 Daphne Street, Botany to remove the signposted 'Disabled Parking' restrictions as it is no longer required. The 'Disabled Parking' restrictions was initially implemented for the former resident of 3 Daphne Street who no longer resides at this address.

Therefore, it is proposed to remove the existing parking restriction on Daphne Street to reinstate unrestricted parking to the area.

The attached plan shows the proposed changes for implementation outside 3 Daphne Street, Botany.

Financial Implications

Not applicable	<input type="checkbox"/>	
Included in existing approved budget	<input checked="" type="checkbox"/>	Block grant for Traffic Facilities
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

Risk Management – Risk Level Rating

No risk

Low risk

Medium risk

High risk

Very High risk

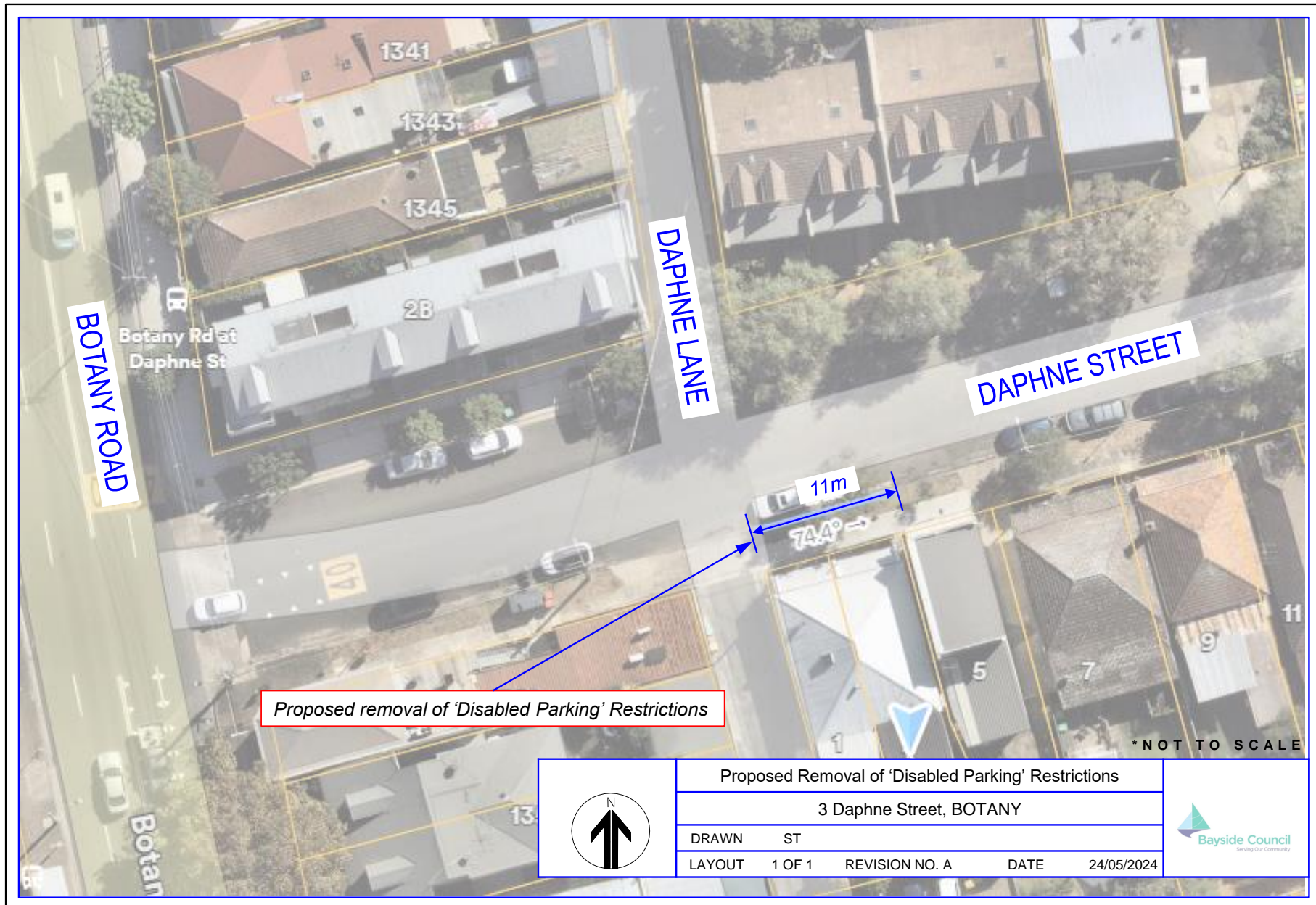
Extreme risk

Community Engagement

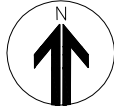
N/A

Attachments

3 Daphne Street BOTANY - Proposed removal of Disabled Parking [↓](#)



Proposed removal of 'Disabled Parking' Restrictions

	Proposed Removal of 'Disabled Parking' Restrictions		
	3 Daphne Street, BOTANY		
DRAWN	ST		
LAYOUT	1 OF 1	REVISION NO. A	DATE 24/05/2024



Bayside Traffic Committee

12/06/2024

Item No	BTC24.078
Subject	Edward Street, Botany - Proposed Changes in Timed Parking Restrictions
Report by	Student/Graduate Engineer
File	SF23/8610
Electorate	Maroubra

Summary

Council has reviewed the existing timed parking restrictions on Edward Street, Botany with a particular focus on the restrictions outside Botany Town Hall. It has been determined that the existing timed parking restrictions are no longer required, and it is proposed to amend the parking restrictions in this section to make them consistent with surrounding areas.

This report seeks the approval of the amendment of the parking restrictions on Edward Street, Botany from a 'P5 Minute 1:00 pm – 6:00 pm Tuesday Permit Holders Excepted Area Other' zone to a '2P 6:00 am – 6:00 pm' zone, as per the attached plan.

Officer Recommendation

That the current 'P5 Minute 1:00 pm – 6:00 pm Tuesday Permit Holders Excepted Area Other' zone outside Botany Town Hall on Edward Street, Botany be amended to a '2P 6:00 am – 6:00 pm' zone, as per the attachment.

Background

Edward Street is a residential road under Council's road hierarchy and connects to Botany Road which is a State-owned road. Currently there is an existing 'P5 Minute 1:00 pm – 6:00 pm Tuesday Permit Holders Excepted Area Other' zone on the northern side of Edward Street outside the Botany Town Hall. These parking restrictions were implemented in the past due to previous events held at the Botany Town Hall which no longer occur. These changed circumstances mean that the existing parking restrictions are no longer required.

The southern side of Edward Street opposite Botany Town Hall there is an existing '2P 6:00 am – 6:00 pm' zone. It is proposed to amend the parking restrictions outside Botany Town Hall to be consistent with this.

A copy of the plan outlining the proposal is attached.

Financial Implications

- | | | |
|--------------------------------------|-------------------------------------|---------------------------------------------------|
| Not applicable | <input type="checkbox"/> | |
| Included in existing approved budget | <input checked="" type="checkbox"/> | Block grant for traffic facilities on local roads |
| 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 checked="" 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 was sent to affected residents.

Attachments

Edward Street, Botany - Proposed Changes in Timed Parking Restrictions [↓](#)

BTC 12/06/2024
 Edward Street, Botany
 Proposed Changes in Timed Parking Restrictions



*NOT TO SCALE

	Proposed Changes to Timed Parking Restrictions				
	Edward Street, BOTANY				
	DRAWN	ST			
	LAYOUT	1 OF 1	REVISION NO. A	DATE	

Bayside Traffic Committee

12/06/2024

Item No	BTC24.079
Subject	Henderson Street, Turrella - Proposed No Parking Restrictions
Report by	Student/Graduate Engineer
File	SF23/8610
Electorate	Rockdale

Summary

Council has received a request from business owners at 17 Henderson Street, Turrella to review the existing parking restrictions along Henderson Street, Turrella as parked vehicles are impeding turning movements of heavy vehicles into the business park.

This report seeks approval for the implementation of a 12m 'No Parking' zone on the southern kerb line opposite 17 Henderson Street, Turrella to assist with turning movements of heavy vehicles.

Officer Recommendation

That approval be given to install a 12m 'No Parking' zone on the southern kerb line opposite 17 Henderson Street, Turrella as per the attached drawing.

Background

Council has received a request from multiple business owners at 17 Henderson Street, Turrella to review the existing parking conditions along the southern kerb line due to difficulties of heavy vehicle turning movements into the complex.

Henderson Street is classified as a local road under Council's road hierarchy and the majority of the developments within the area are used for industrial purposes. Hence, the traffic on Henderson Street mainly consists of employee vehicles from nearby businesses and heavy vehicles delivering goods. The road is situated between the railway line near Turrella Railway Station to the South and an industrial area to the North.

Site inspections, aerial imaging and reports from business owners has confirmed that heavy vehicles face difficulties when trying to turn in and out of the driveway of 17 Henderson Street when vehicles are parked on the southern kerb line. These often result in temporary blockages in traffic, vehicle conflicts and near misses with surrounding parked vehicles. The proposal will result in the loss of two (2) on-street parking spaces. The negative impact of this is determined to be outweighed by the positive impact of the increase in safety and accessibility.

Therefore, to facilitate heavy vehicle manoeuvrability, manage traffic movements and safely allow ingress and egress of heavy vehicles onto the site, it is recommended to implement a 12m 'No Parking' zone on the southern kerb line opposite 17 Henderson Street as per the attachment.

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

A notification letter was sent to affected business owners.

Attachments

Henderson Street, Turrella - Proposed No Parking Restrictions [↓](#)



BTC 12/06/2024
Henderson Street, Turrella
Proposed 'No Parking' restrictions



*NOT TO SCALE

Bayside Traffic Committee

12/06/2024

Item No	BTC24.080
Subject	11 Highworth Avenue, Bexley - Proposed 26m 'Works Zone' for 52 Weeks
Report by	Senior Traffic & Road Safety Engineer
File	SF23/8610
Electorate	Kogarah WZ-2024/4

Summary

Council has received a request from the developers of 11 Highworth Avenue, Bexley for the provision of a 26m 'Works Zone' to facilitate the construction of a new purpose-built childcare centre. The childcare centre is proposed to accommodate up to 76 children.

Officer Recommendation

- 1 That approval be given to the installation of a 26m 'Works Zone 7:00 am – 5:00 pm, Monday – Friday and 8:00 am – 1:00 pm Saturday' restriction along the western kerb line of Highworth Avenue, Bexley, for the duration of 52 weeks, subject to relevant conditions.
 - 2 That the applicant ensures that construction vehicles do not queue within Highworth Avenue especially concrete trucks during the construction period waiting to deliver goods to the site.
 - 3 That the two-way traffic flow is always maintained in Highworth Avenue unless separate road occupancy approvals have been obtained through Council's Public Domain and Referrals team.
 - 4 That approval is limited to 11m heavy vehicles only due to constraints in the existing road infrastructure.
 - 5 That the applicant notifies Council, six (6) weeks in advance of required extension to the 26 week 'Works Zone'.
 - 6 That the applicant notifies the adjacent properties of the approved 'Works Zone' and provides a copy to Council for record.
-

Background

Highworth Avenue is classified as a local road under Council's Road hierarchy running north-south and connecting Stoney Creek Road and Forest Road.

It is recommended that the kerbside parking surrounding a construction site be kept clear of parked vehicles to allow access for construction 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 directly 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; '7:00 am – 5:00 pm, Mon – Fri' will apply to this Works Zone. The locality of the existing and proposed parking restrictions is shown in the attached document.

Financial Implications

- Not applicable
- 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

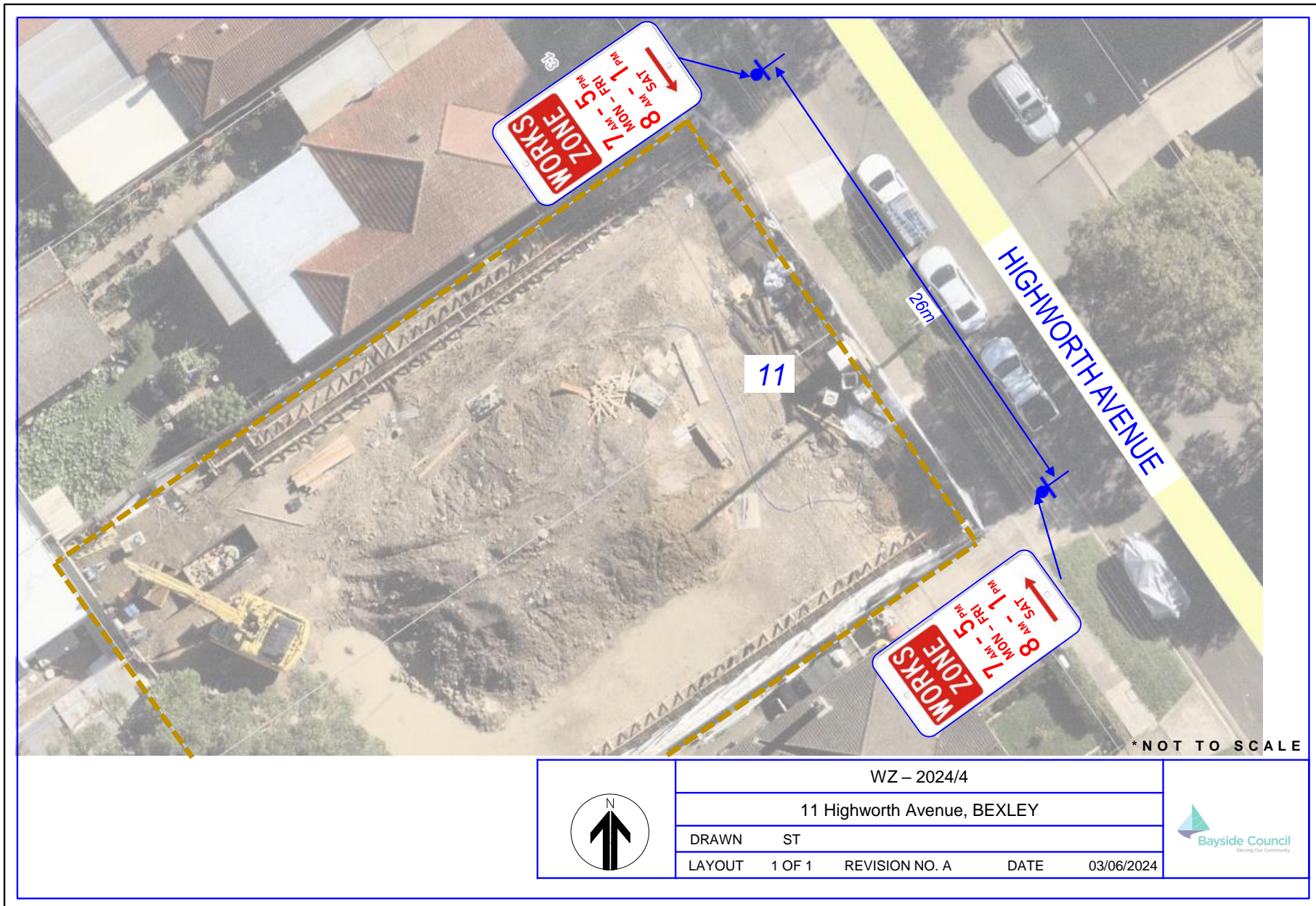
- No risk
- Low risk
- Medium risk
- High risk
- Very High risk
- Extreme risk

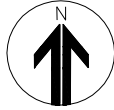
Community Engagement

Notification of the approved Work Zone will be undertaken with the adjacent properties a minimum of one week prior to the Work Zone signage being installed.

Attachments

11 Highworth Avenue, Bexley - Works Zone Proposal [↓](#)



	WZ - 2024/4			
	11 Highworth Avenue, BEXLEY			
DRAWN	ST			
LAYOUT	1 OF 1	REVISION NO. A	DATE 03/06/2024	



Bayside Traffic Committee

12/06/2024

Item No	BTC24.081
Subject	Innesdale Road, Wollie Creek - Proposed 'Motor Cycles Only' Parking and Line Marked Bays
Report by	Student/Graduate Engineer
File	SF23/8610
Electorate	Rockdale

Summary

Council has received a request from residents and business owners to consider line marked parking spaces near the cul-de-sac end of Innesdale Road. The formalising of on-street parking for cars results in a 3.1m length of kerb and a 1.7m length of kerb on opposite sides of the road being unutilised.

This report seeks the approval to utilise the left-over kerb space to implement three (3) line marked motorcycle parking spaces of 2.5m x 1.2m each and the installation of a 'Motor Cycle Only' zone as per the attached drawing.

Officer Recommendation

- 1 That approval be given for the installation of three (3) line marked motorcycle parking bays, 2.5m x 1.2m each, on Innesdale Road, Wollie Creek, as per the attachment.
- 2 That approval be given for the signposting of 2.4m wide and 1.2m wide 'Motor Cycles Only' zone as per the attachment.

Background

Council has received a request from residents and business owners to review the existing parking configurations at the cul-de-sac at the end of Innesdale Road, Wollie Creek. The introduction of line marked parking bays has been requested to increase the efficiency of parking, in a location where parking is in high demand.

Council Officers have investigated the on-street parking spaces and undertaken measurements to determine the suitability of line marked parking bays. The results of the investigation concluded that the introduction of parking bays would result in the same amount of car parking spaces to be retained. It also allows for three (3) motorcycle parking spaces to be introduced. Existing '2P 6:00 am – 10:00 pm Permit Holders Excepted' timing restrictions will remain in this section of kerb. The dimensions of all car and motorcycle parking bays will be in accordance with relevant standards and guidelines.

Therefore, it is recommended that approval be given for the implementation of three (3) line marked motorcycle parking bays measuring 2.5m x 1.2m along with car parking bays at the cul-de-sac at the end of Innesdale Road, Wollie Creek.

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

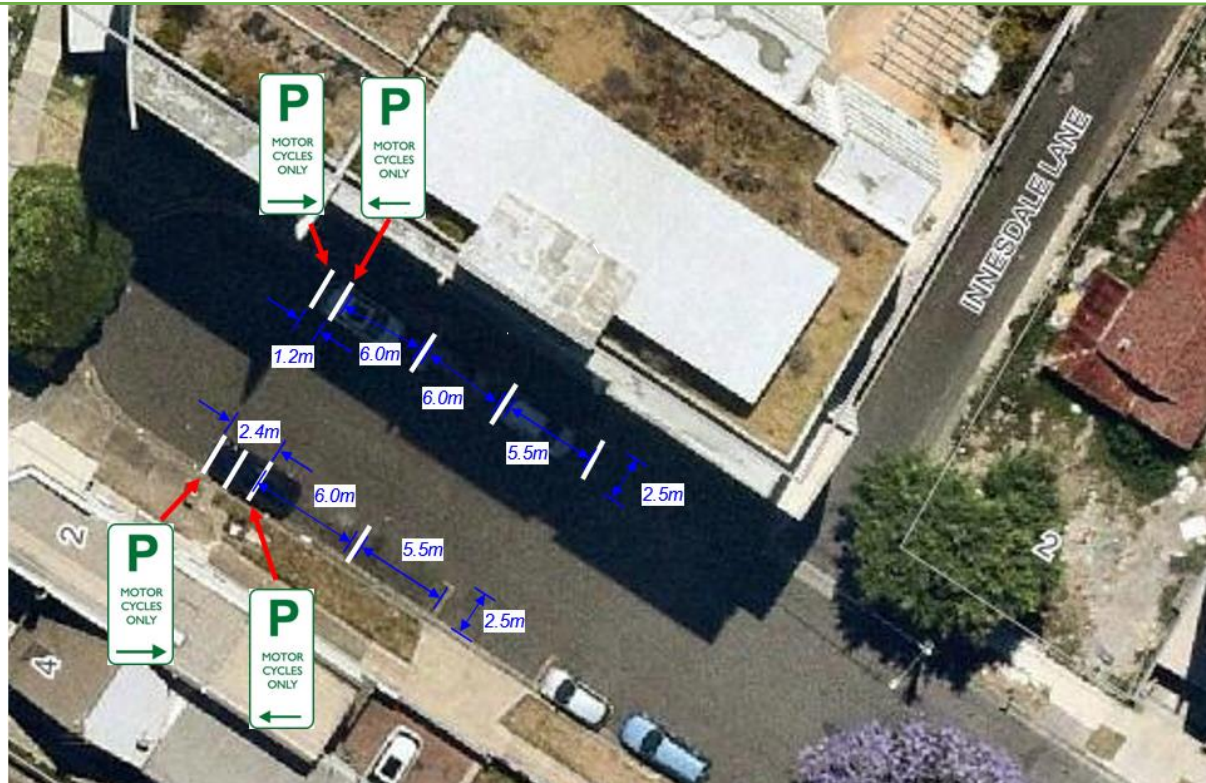
Community Engagement

A notification letter was sent to affected residents and business owners.

Attachments

Innesdale Road, Wolli Creek - Proposed 'Motor Cycles Only' parking and line marked bays [↓](#)

BTC 12/06/2024
Innesdale Road, Wolli Creek
Proposed 'Motor Cycle Only' parking and line marked bays



Bayside Traffic Committee**12/06/2024**

Item No	BTC24.082
Subject	289 King Street, Mascot - Proposed 11m 'Works Zone' for 26 Weeks
Report by	Traffic Engineer
File	SF23/8610
Electorate	Heffron WZ-2024/3

Summary

Council has received a request from the developers at 289 King Street, Mascot for the provision of a 11m 'Works Zone' to facilitate the addition of three car parking levels comprising 405 additional parking spaces to existing long stay car park.

Officer Recommendation

- 1 That approval be given to the installation of a 11m 'Works Zone 7:00 am – 5:00 pm, Monday – Friday and 8:00 am – 1:00 pm Saturday' restriction along the northern kerb line of King Street, Mascot, for the duration of 26 weeks, subject to relevant conditions.
 - 2 That the applicant ensures that construction vehicles do not queue within King Street especially concrete trucks during the construction period waiting to deliver goods to the site.
 - 3 That the existing parking restrictions in King Street are changed in view of this proposal and the two-way traffic flow is always maintained in King Street unless separate road occupancy approvals have been obtained through Council's Public Domain and Referrals team.
 - 4 That approval is not given to the movement of 12m 'Heavy Rigid Vehicles' due to constraints in the existing road infrastructure and is limited to 8.8m 'Medium Rigid Vehicles' only.
 - 5 That the applicant notifies Council, six (6) weeks in advance of required extension to the 26 week 'Works Zone'.
 - 6 That the applicant notifies the adjacent properties of the approved 'Works 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 vehicle is engaged in construction work in or near the zone. Any vehicle may stop to pick-up or drop-off passengers.

Hours of operation; '7:00 am – 5:00 pm, Monday – Friday and 8:00 am – 1:00 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 Developer will pay for the installation of signage
- 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

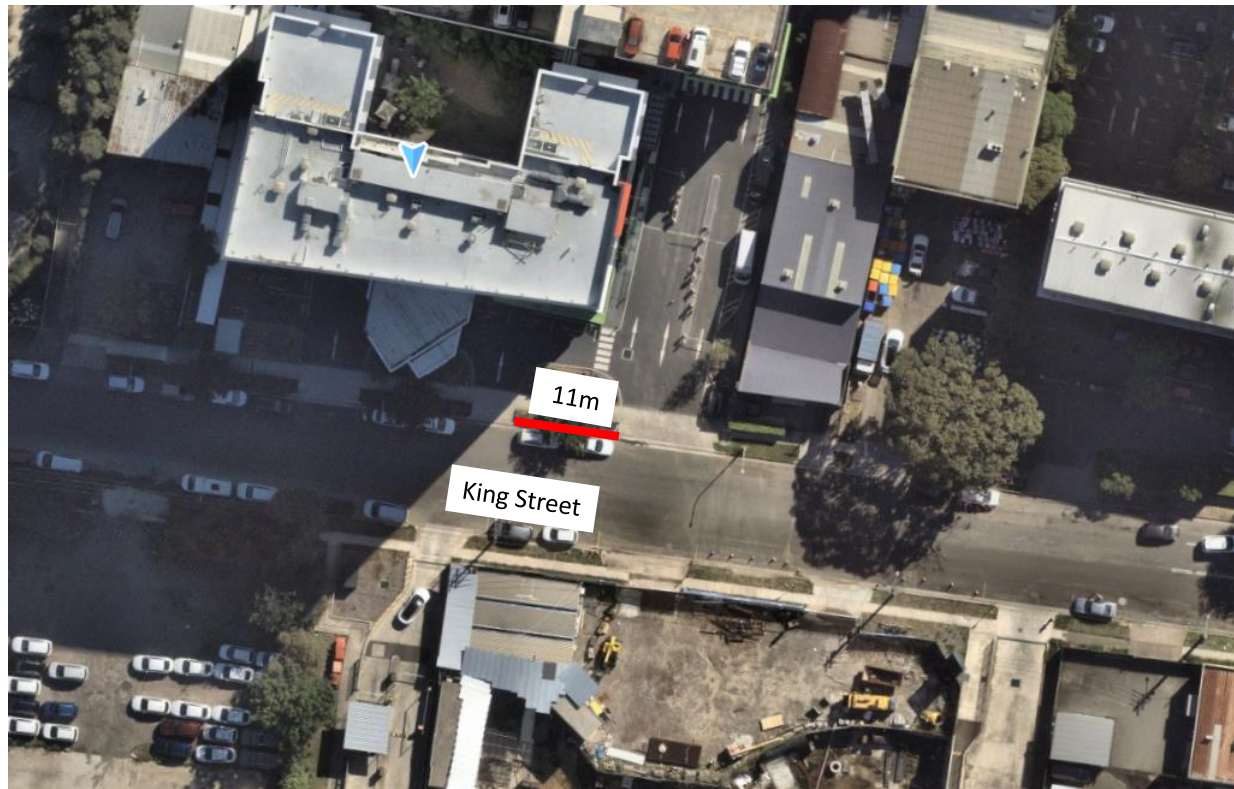
Community Engagement


N/A

Attachments

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

BTC 12/06/2024
King Street, Mascot
Proposed Works Zone



 Proposed Works Zone

Bayside Traffic Committee

12/06/2024

Item No	BTC24.083
Subject	Levey Street, Wollie Creek - Proposed changes to parking layout
Report by	Traffic Engineer
File	SF23/8610
Electorate	Rockdale

Summary

Council has received a request from a resident to review the current parking layout on Levey Street, Wollie Creek outside Cahill Park. The resident reports that when vehicles park in the existing parking bays, they overhang the footpath area, causing obstructions for pedestrians, especially at night when visibility is poor.

The report seeks approval for the extension of the footpath by 600mm and the installation of line marking to improve road safety on Levey Street, Wollie Creek outside Cahill Park.

Officer Recommendation

- 1 That approval be given to extend the existing footpath by 600mm from its current location and install a new 100mm high kerb & gutter in the intended bay on Levey Street, Wollie Creek.
 - 2 That approval be given to install parking bay line marking, separation line marking, double barrier and edge line marking on Levey Street, Wollie Creek as per attached drawings.
-

Background

Council has received a request from a resident to review the current parking layout on Levey Street, Wollie Creek outside Cahill Park. The resident reports that when vehicles park in the existing parking bays, they overhang the footpath area, causing obstructions for pedestrians, especially at night when visibility is poor.

Key Issues Identified:

- **Parking Congestion:** Unmarked parking areas lead to haphazard parking, reducing road efficiency.
- **Lane Confusion:** Lack of separation markings results in unclear lanes, increasing the risk of crash.
- **Pedestrian Safety:** The narrow footpath and absence of a protective kerb cause pedestrian obstructions and hazards, especially in low-light conditions.

Proposed changes to improve safety:

1. **Parking Bay Line Marking:** The introduction of parking bay line marking is aimed at organising parking spaces, reducing random parking, and improving the overall efficiency of the street.
2. **Separation Line Marking:** Separation line marking is proposed to clearly define traffic lanes, thereby reducing the likelihood of head-on crashes and enhancing driver awareness.
3. **Edge Line Marking:** Incorporating edge lines will establish a distinct boundary for the roadway, aiding drivers in clearly defining parking areas and lane.
4. **Footpath Extension:** Extending the footpath by 600mm will offer additional space for pedestrians, thereby reducing congestion on the footpath and enhancing safety for park visitors, especially during peak times.
5. **Kerb & Gutter Installation:** The proposed 100mm high kerb & gutter from the current location to the new footpath extension is intended to act as a physical barrier, preventing vehicles from encroaching onto the footpath and minimizing the risk of accidents involving pedestrians. This is particularly crucial for nighttime safety, as reduced visibility increases the likelihood of pedestrian accidents.

The proposed changes are essential for addressing the identified issues and ensuring the safety and efficiency of both vehicular and pedestrian traffic. The extension of the footpath and the addition of a kerb and gutter will increase safety, reduce hazards in the area and increase the overall footpath capacity.

By implementing these changes, Levey Street will become a safer and more organised environment for all road users. The recommendation is to proceed with the proposed layout adjustments promptly to enhance road safety and functionality.

The locality map of the proposed changes is attached.

Financial Implications

- | | | |
|--------------------------------------|-------------------------------------|------------------------------------------------------------------------------------|
| Not applicable | <input type="checkbox"/> | |
| Included in existing approved budget | <input checked="" type="checkbox"/> | Block grant for traffic facilities on local road & kerb and gutter renewal program |
| 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 checked="" type="checkbox"/> |
| Theme Four – In 2032 Bayside will be a prosperous community | <input type="checkbox"/> |

Risk Management – Risk Level Rating

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

High risk	<input 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

Levey Street - Proposed changes to parking layout [↓](#)

Bayside Traffic Committee

12/06/2024

Item No	BTC24.084
Subject	Lord Street, Botany - Proposed 'No Parking' restrictions
Report by	Senior Traffic & Road Safety Engineer
File	SF23/8610
Electorate	Maroubra CRM#410212

Summary

A concern has been raised by Council's Maintenance team regarding vehicles parking over the drainage pit in Lord Street, Botany. Council's Traffic team has been requested to review parking along Lord Street, Botany particularly over the main drainage pits to ensure access for City Presentation staff to undertake regular maintenance of the drainage pits.

Officer Recommendation

That approval be given to install a 5.5m 'No Parking' zone, immediately west of the egress driveway for Property No. 5 Lord Street, Botany and that closing 'No Parking' signage be placed immediately east of the driveway as such parking restrictions is applicable along driveways.

Background

Council received a request to review the existing parking configuration along Lord Street, Botany, primarily the kerb side parking over the drainage pits. It has been brought to Council's attention that due to restricted access as vehicles park over drainage pits, Council's Maintenance Crew have been unable to complete essential clearing of leaves and debris, which has led to flash flooding along Lord Street, Botany.

Council Officers have investigated the on-street parking spaces at this location and have determined the clearance required for Council's Civil Crew to access drainage pits for maintenance. To prevent signage clutter within a small area, the closing 'No Parking' signage will be placed immediately east of the driveway as such parking restrictions is applicable along driveways.

During the investigation, it was found that on-street physical parking restrictions such as traffic islands would not be applicable as it creates obstructions for street-sweeper access. Street-sweeper vehicles attend the site regularly during the early morning to reduce surface debris and reducing the chance of flooding.

Financial Implications

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

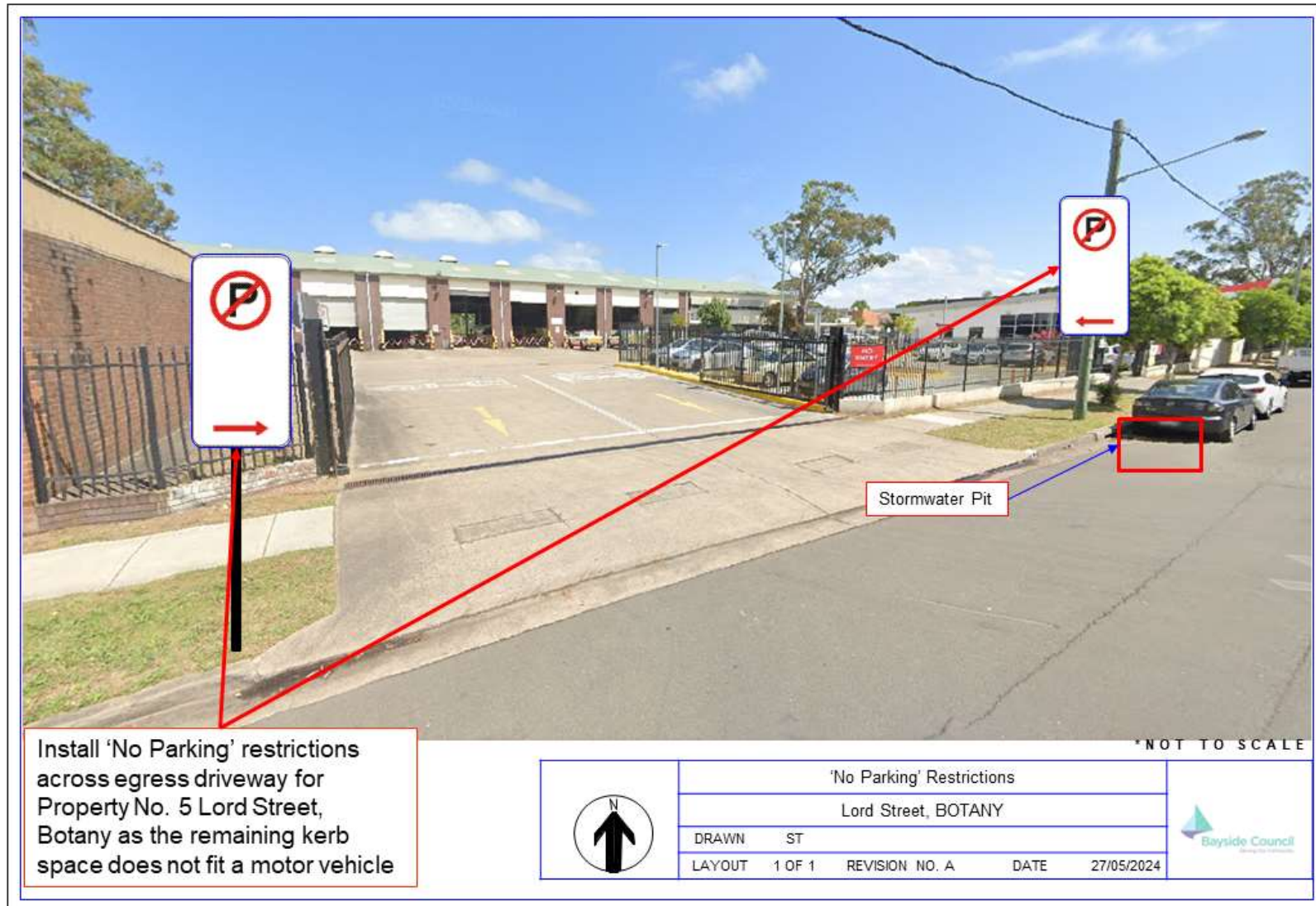
- | | |
|----------------|-------------------------------------|
| No risk | <input type="checkbox"/> |
| Low risk | <input checked="" type="checkbox"/> |
| Medium risk | <input type="checkbox"/> |
| High risk | <input type="checkbox"/> |
| Very High risk | <input type="checkbox"/> |
| Extreme risk |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

Community Engagement

Notification letter has been distributed to affected properties.

Attachments

Lord Street, Botany - No Parking [↓](#)



Bayside Traffic Committee

12/06/2024

Item No	BTC24.085
Subject	Minton Avenue, Dolls Point - Proposed No Parking Restrictions
Report by	Student/Graduate Engineer
File	SF23/8610
Electorate	Rockdale

Summary

Council has received a request from residents to review the existing parking conditions on Minton Avenue, Dolls Point. Due to the road width constraints combined with parked vehicles on both sides of the road, access becomes an issue, particularly for larger vehicles such as garbage trucks and emergency vehicles. Reports have also been received of vehicles being parked too close to the existing double BB lines at the intersection of Minton Avenue and Clareville Avenue.

This report is seeking the approval for the implementation of a 'No Parking' zone in the western section of Minton Avenue, Dolls Point along the southern side as indicated in the attached plan. The report also seeks the approval of the implementation of 'No Stopping' restrictions adjacent to the existing double BB lines on Minton Avenue, Dolls Point near the intersection with Clareville Avenue as indicated in the attachment.

Officer Recommendation

- 1 That approval be given for the implementation of a 'No Parking' zone in the western section of Minton Avenue, Dolls Point along the southern side as indicated in the attached plan.
 - 2 That approval be given for the implementation of 'No Stopping' restrictions on both the northern and southern sides in the form of continuous yellow lines (C3 line-marking). They are to be adjacent to the existing double BB lines on Minton Avenue, Dolls Point near the intersection with Clareville Avenue as indicated in the attached plan.
-

Background

Minton Avenue is classified as a local road under Council's road hierarchy and intersects both Clareville Avenue and Norman Avenue which are both also classified as local roads.

Minton Avenue is a narrow road with a carriageway width of approximately 6.5m in the section connecting to Clareville Avenue (western section) and an approximate width of 7.5m in the section connecting to Norman Avenue (eastern section). The carriageway of Minton Avenue widens at a section outside 3 Minton Avenue from 6.5m to 7.5m which eases difficulties of vehicular thoroughfare in the eastern section.

The required width for an on-street parking space is 2.1m and when vehicles are parked on both sides of the street, the travelling lane width is reduced to 2.3m in the eastern section.

This remaining width is not wide enough to accommodate vehicles and not in accordance with the Austroads guidelines. The minimum single lane width for a two-way through traffic residential road is 4.4m. For a two-way, two-lane residential road with parallel parking on both sides, a minimum road width of 8m is required. This is significantly wider than the carriageway of Minton Avenue in the eastern section.

Additionally, site inspections, aerial images and reports from waste collections services have confirmed that Bedford Place is too narrow to accommodate parallel parking on both sides of the road while allowing thoroughfare of two-way traffic.

During the community engagement period, a consultation letter was sent out to residents affected by the proposal. Forty-four (44) consultation letters were sent out as part of the survey and twenty-two (22) responses were received. The options provided to residents are listed below:

Option 1: Introduce No Parking restrictions along the entirety of Minton Avenue along the southern kerb as indicated in the attached plan.

Option 2: Introduce No Parking restrictions in the western section of Minton Avenue along the southern kerb as indicated in the attached plan.

Option 3: Leave the parking restrictions along Minton Avenue as they are (no restrictions).

A summary of the responses received is provided in the table below:

Minton Avenue, Dolls Point, Proposed No Parking Restrictions Survey Results		
Option 1	Option 2	Option 3
1	12	9

Based on the survey results, 13 out of 22 responses supported the implementation of some configuration of 'No Parking' restrictions with 12 of these being for Option 2. With the objective of providing vehicular thoroughfare, Council understands the parking demand within the area. Based on the results of the survey, Option 2 is the preferred option by residents.

Therefore, it is recommended to implement a 'No Parking' zone in the western section of Minton Avenue, Dolls Point along the southern side as indicated in the attachment.

Additionally, Council has received reports of vehicles being parked too close to the existing double BB lines on Minton Avenue near the intersection with Clareville Avenue. This is impeding the vision of motorists as they turn into or out of Minton Avenue and hence causing safety concerns. According to NSW Road Rule 208(6):

If the road has a continuous dividing line or a dividing strip, the driver must position the vehicle so there is at least 3 metres of road alongside the vehicle and that it is clear for other vehicles to pass, unless otherwise indicated by information on or with a parking control sign.

Due to the width of Minton Avenue, there is not enough space on either side of the double BB lines near the intersection of Clareville Avenue for vehicles to legally park. Therefore, it is proposed to implement continuous yellow lines (C3 line-marking) to enforce 'No Stopping' restrictions along this section on both kerb lines of Minton Avenue 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 roads
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

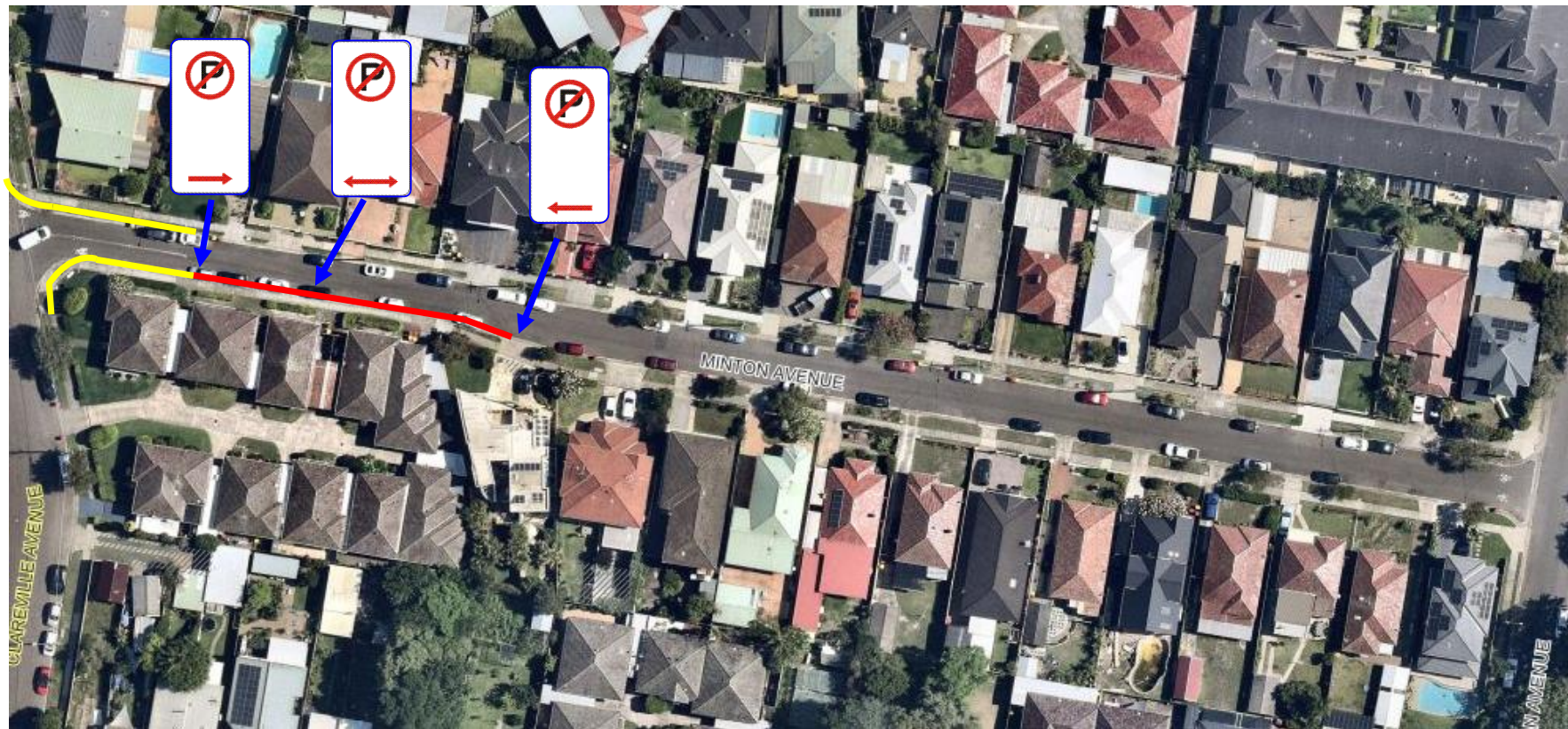
No risk	<input type="checkbox"/>
Low risk	<input type="checkbox"/>
Medium risk	<input type="checkbox"/>
High risk	<input type="checkbox"/>
Very High risk	<input checked="" type="checkbox"/>
Extreme risk	<input type="checkbox"/>

Community Engagement

A consultation letter was sent to affected residents. Forty-four (44) letters were sent out and twenty-two (22) responses were received. 13 out of 22 responses were in support of implementing 'No Parking' restrictions on Minton Avenue, Dolls Point which is a majority vote.

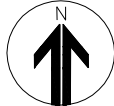

Attachments

Minton Avenue, Dolls Point - Proposed No Parking & No Stopping Restrictions [↓](#)



- - Proposed 'No Parking' Restrictions
- - Proposed 'No Stopping' Restrictions

* NOT TO SCALE

	Proposed 'No Parking' & 'No Stopping' Restrictions		
	Minton Avenue, DOLLS POINT		
DRAWN	ST		
LAYOUT	1 OF 1	REVISION NO. A	DATE 03/06/2024

Bayside Traffic Committee**12/06/2024**

Item No	BTC24.086
Subject	Occupation Road, Kyeemagh - Proposed 'No Parking' Restrictions
Report by	Senior Traffic & Road Safety Engineer
File	SF23/8610
Electorate	Rockdale

Summary

Council has received requests from the community to review the current parking conditions on Occupation Road, Kyeemagh. It was brought to Council's attention, due to the width of Occupation Road and unrestricted parking on both sides of the road, the travel lane road width was significantly reduced, creating a potential hazard for motorists.

Officer Recommendation

- 1 That approval be given to implement a 42m 'No Parking' zone along the western side of Occupation Road, Kyeemagh, between intersection with Bestic Street and the driveway servicing Property No. 2A Occupation Road, Kyeemagh.
 - 2 That approval be given for the installation of a statutory 10m 'No Stopping' zone in the form of yellow C3 line marking at the intersection of Bestic Street and Occupation Road, Kyeemagh, as per the attached plan.
-

Background

Council has received requests from the community to investigate the current parking conditions on Occupation Road, Kyeemagh.

The request specifically addresses the need to maintain vehicular thoroughfare through Occupation Road. Currently, there are no existing parking restrictions on either side of the street. Furthermore, as the western side of Occupation Road does not have formalised kerb and gutter, it is common for vehicles to park on the grass verge.

Occupation Road runs north from Bestic Street and has an approximate road width of 6.5m. Given Occupation Road is not a typical rat-running route, parking restrictions along the entire length of Occupation Road is not deemed necessary.

However, during the investigation, it was found that vehicles exiting Bestic Street onto Occupation Road may not have sufficient space to navigate the roadway on occasions where there were on-coming vehicles or vehicles parked on both sides. Therefore, Council is proposing a 'No Parking' zone on the western side of Occupation Road, north of its intersection with Bestic Street. Along with a statutory 10m 'No Stopping' zone, the proposed parking restrictions is envisioned to improve the traffic safety in the area.

Financial Implications

- Not applicable
- Included in existing approved budget Block grant for traffic facilities
- 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

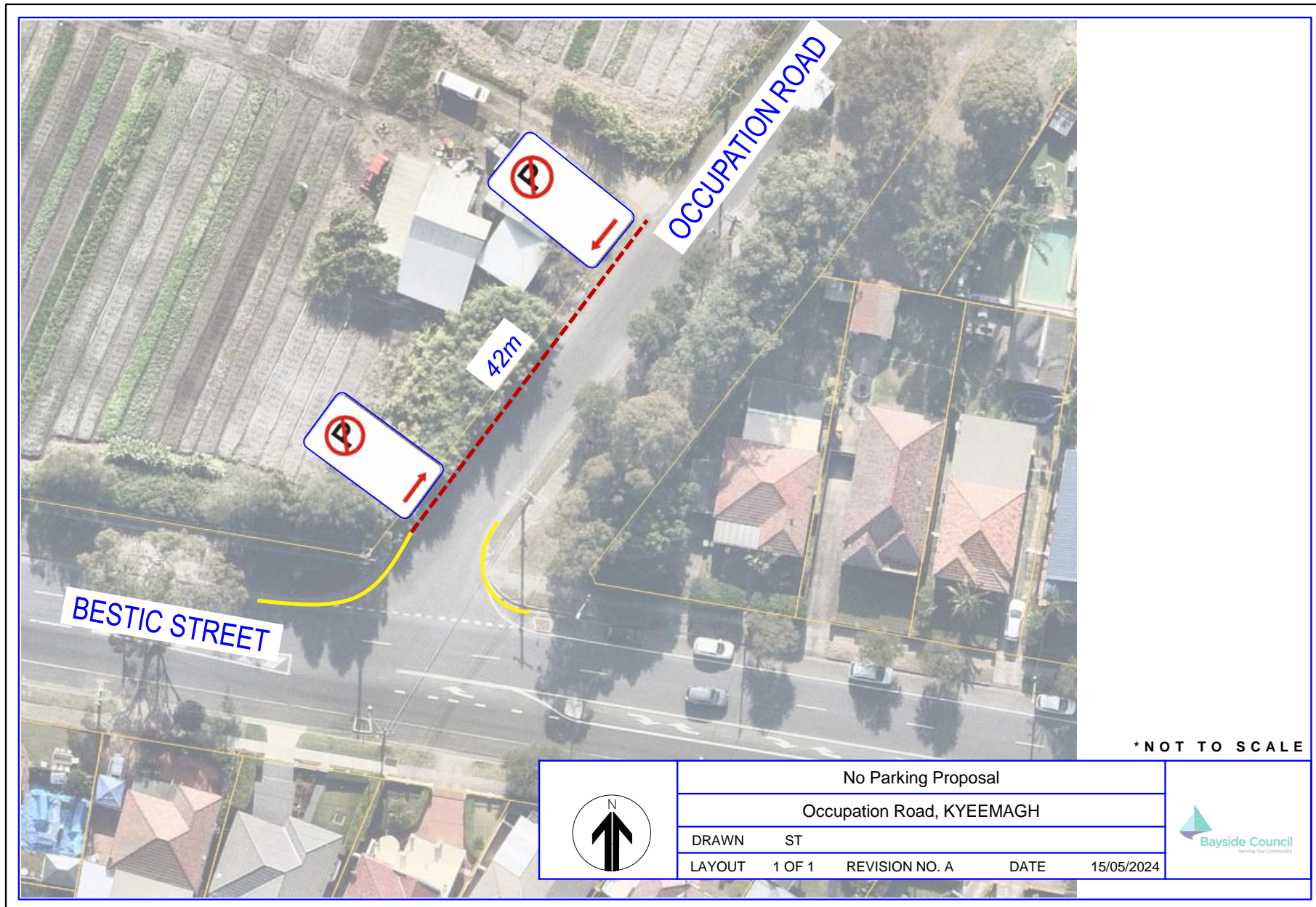
- No risk
- Low risk
- Medium risk
- High risk
- Very High risk
- Extreme risk

Community Engagement

A notification letter was sent to the affected residents informing of the proposed parking changes.

Attachments

Occupation Road, Kyeemagh - Proposed No Parking restrictions [↓](#)



* NOT TO SCALE

Bayside Traffic Committee

12/06/2024

Item No	BTC24.087
Subject	Pedestrian Pride Flag Mural, Bourke Street, Mascot
Report by	Arts & Culture Specialist
File	SF23/8610
Electorate	Kingsford Smith

Summary

To celebrate the LGBTQI+ community in Bayside for Pride Month (June), it is proposed to paint the existing pedestrian crossing on Bourke Street, Mascot, mid-block between John Street and Church Avenue, with rainbow colours.

Officer Recommendation

That a pride flag pedestrian crossing at Bourke Street, Mascot for Pride Month (June) be installed, as per the attached plan.

Background

To celebrate the LGBTQI+ community in Bayside for Pride Month (June), Council has identified the existing pedestrian crossing on Bourke Street, Mascot, mid-block between John Street and Church Avenue, with rainbow colours.

The location was determined for a mural due to the demographic of the area and central location of Mascot in the Bayside LGA.

Council have engaged the services of Streetstrong to undertake the proposed works. They are available to commence work on 17 June 2024, with installation to take place over two evenings. One lane will be closed as painting takes place, with the other open for traffic. A detour will not be required. The proposed paint will be anti-slip Streetbond 150 (report attached) which complies with road surface painting regulations.

Due to the existing topography of the location, there is adequate sight distance for motorists to identify there is a pedestrian crossing in this location. Existing signage to advise motorists of the pedestrian crossing is also in place. There has been an existing pedestrian crossing in this location for over 20 years.

There are existing tactile markers on the pram ramps on both sides of the crossing, and contrast between the existing asphalt on the edges of the crossing will provide contrast to assist visually impaired users.

The opening of the Mascot Station underpass was designed to reduce the usage of the pedestrian crossing (while it is still heavily utilised), this does provide an alternative method of traversing Bourke Street.

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

Council held a LGBTQ Inclusion Forum held on 16 September 2023 with key stakeholders from the local LGBTQI+ community – SF23/8610

The forum had 55 attendees with a workshop identifying a barrier in providing welcoming and inclusive places and spaces. A suggested solution (by participants) was a “Rainbow crossing (crosswalk) established in Bayside.”

The recommended action on the report for Council was for the “Pride flag displayed during the Pride Festival/Month activities.” This was endorsed in the City Services Committee meeting – 7 February 2024. Item number – CS24.001

Attachments

Pride Flag-pavement mural project-TMC-FINAL [↓](#)



Project
Pedestrian Pride Flag Mural
Bourke St, Mascot
June 2024





Mock-up image

Summary

To celebrate the LGBTQI community in Bayside for Pride Month (June), Council have engaged the services of Streetstrong to paint the pedestrian crossing at Bourke St, Mascot and to manage traffic management of the site as painting takes place. This specific pedestrian crossing has been deemed an appropriate location for this mural due to the demographic of the area and central location of the suburb in the Bayside LGA.

Streetstrong are available on the week starting on the 17th of June to undertake painting works across two evenings with a stop-and-go traffic management arrangement. One lane will be closed as painting takes place, with the other open for traffic. A detour will not be required.

Paint used will be anti-slip Streetbond 150 (report attached) and meets all road surface painting regulations. There is no requirement for zig zag painting in the lead up to the mural, with contrast and sight-impaired concerns not needed as the contrast of the colour against the black asphalt will be suitable. The contrast between existing pavers and the tram ramps should provide ample contrast.

The opening of the Mascot Station underpass was designed to reduce the usage of the pedestrian crossing (while it is still heavily utilised), this does provide an alternative method of traversing Bourke Street.

One concern highlighted was the need for extra painting budget to accommodate for any potential damage to the mural over the months ahead. This has been added below in the costings.

Item	Cost
Estimated Cost for mural (inclusive of traffic management)	\$11,338
Contingency for any future damage to mural (not quoted for)	\$2-5,000

Examples of Other Similar Public Artwork Projects below





Licensed Applicators for:



QUOTE

Quote to:

Bayside Council
 444-446 Princes Hwy
 ROCKDALE NSW 2216
 AUSTRALIA

Quote Date
 24 May 2024

Quote Number
 QU-6824

Project Name
 Rainbow Crossing - Bourke St
 Mascot 2216

ABN
 72 156 338 626

CATO Location Services
 6 - 8 Vincent St
 MARRICKVILLE NSW 2204
 AUSTRALIA
 Phone: (02) 8598 8500

Description	Units	Rate	GST	Amount AUD
StreetBond 'Textured Coatings' Application Project: Rainbow Crossing Location: Bourke Street Mascot Att: Patrick Cremin Shift: Night				
--- SCOPE OF WORKS ---				
StreetBond SP150 m ² Textured coating on pedestrian crossing including resurfacing of existing lines and coating of rainbow. 30sqm x 2 nights - Includes Traffic Control -	1.00	10308.00	10%	10308.00
Subtotal				\$10308.00
Total GST 10%				\$1030.80
Invoice Total AUD				\$11338.80
Total Net Payments AUD				\$0.00
Amount Due AUD				\$11338.80

StreetSTRONG is an LGP Approved Contractor



Quote Number

QU-6824

Terms and Conditions

SURCHARGES:

- Base quote assumes uninterrupted work at one site. Disruptions result in a \$1500 + GST fee per additional setup.
- Extra shifts, if needed due to client or subcontractor actions, are charged at \$2750 + GST per shift, variable by day or night work.
- Waiting time is \$345 + GST/hour.
- First 30 minutes of site inductions are free; thereafter, \$345 + GST/hour.
- Crew cancellations under 24-hour notice incur a \$2750 + GST/day fee.
- A "day" is Mon-Fri, 7:00am-5:00pm; a "shift" is a Crew's single working day.

QUANTITIES:

- Quote relies on agreed BOQ or correspondence. Any variations are chargeable.

STANDARD CONDITIONS -This quotation is based on the following:

- Site inspection required before work begins.
- Clear site access for StreetSTRONG is mandatory.
- Work hours are Mon-Fri, 7:00am-5:00pm, excluding public holidays.
- Quote excludes traffic control, permits, surveying, lighting, marking, site cleaning, notifications unless specified.
- Quote is valid for 30 days, unless otherwise agreed in writing.
- Upon quotation approval, the project must be commenced within 6 months of quotation approval. Failure to do so invalidates the initial quote, requiring a new revised quotation.
- All changes must be in writing.
- Payment due 30 days post-invoice, unless otherwise agreed.
- Products used are authentic StreetPrint, StreetBond, DuraTherm, or LogoTherm.



Philippe Lacroix

Business Development Manager

I/We hereby acknowledge & accept this quotation & agree to the relevant terms & conditions as set out.

Name

Date/...../.....

Position

Order # (if applicable)

Signature



Durability & Skid Resistance
Information Series

Durability

Durability is one of the hardest areas of any product to estimate, and with any surface applied product including StreetBond; many factors must be taken into consideration, some of which are listed below.

1. Volume of traffic passing over the treated area (wheel cycles).
2. Tyres turning on the treated area (shear factors).
3. Natural Surrounding (dirt, sand, clay or rock - deleterious items on surface)
4. Substrate quality and performance specification.
5. Grade or Slope of road (acceleration and breaking forces).
6. Age of substrate.
7. Weather conditions and extremes at time of application.
8. Correct cure strengths achieved prior to return of traffic to the surface.

The above are examples of some of the things that can jeopardise the life of StreetBond.

All we can go on is past treatments applied throughout Australia and the world; that is, if the treated area is applied correctly as per the StreetBond specifications and standards, clean and free of any debris, StreetBond will perform to expectations.

In order to try and assist your understanding of the durability and expectations, please find enclosed a graph showing cycles in wet conditions with a standard application of coating as a guide.

Or alternatively you can visit reference sites which have been coated with StreetBond and have similar load values applied.

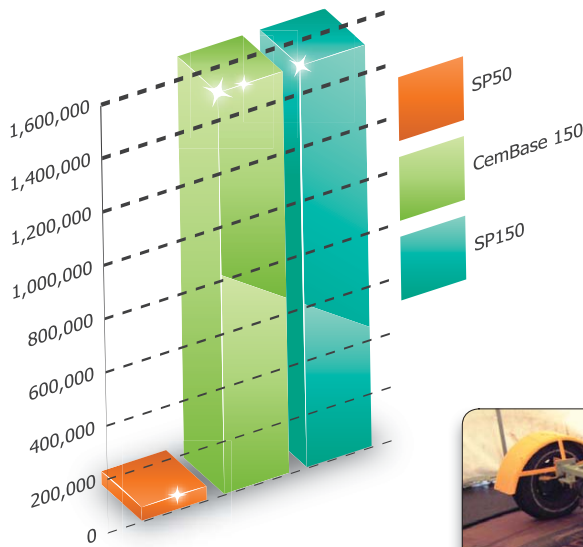
If there are any further questions, please don't hesitate to give me a call.



**Durability & Skid Resistance
Information Series**

Estimating wear cycles for the different coatings is almost impossible - every site is unique.

However, what we do have is results of tests carried out on the J-tester (large scale wheel tester) in which coating types or combinations were tested in wet conditions. This does not give an estimate of real world actual cycles to wear since we are not able to simulate exactly the conditions on the road. This test gives a comparison of wear cycles between the different coating specimens.



Wet Vehicles Cycles to Wear Through

The graph on the left depicts the number of cycles it took the J-tester to wear through the various coatings while the surface is wet.

J-Tester

Below are two images of the J-tester. It is a loaded device that is designed to give an indication of how many cycles it takes for StreetBond to wear through.

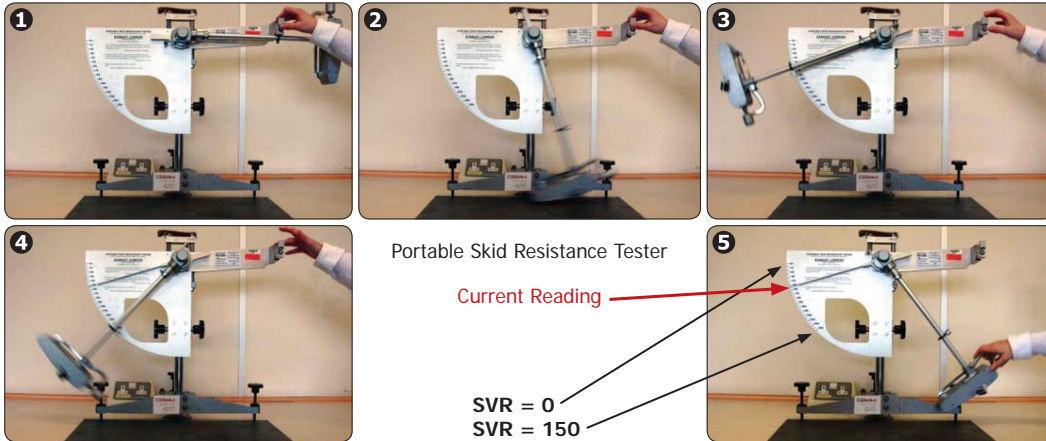




Durability & Skid Resistance Information Series

StreetBond Skid Resistance

Skid Resistance Values (SRV's) were measured in accordance with ASTM E-303-93 using the Portable Skid Resistance Tester (also known as the British Pendulum Tester). The Portable Skid Resistance Tester is a dynamic pendulum impact-type tester used to measure the energy loss when a rubber slider edge is propelled over a test surface.



The degree to which the pendulum will rise up after rubbing over the asphalt is dependant on the friction or resistance the rubber slider meets on the road surface. The more friction or resistance, the **less** the pendulum will rise and the **higher** the Skid Resistance Value (SRV) of the road surface.

StreetBond coating samples were brush applied to newly compacted asphalt at recommended application thickness. Samples were then allowed to cure for 60 days before testing. The surface temperature at the time of testing was 17°C.

The slider used was a standard 6x25x72 Aluminium backed rubber slider, as supplied by Mastrad. The slider manufacture date was January 1999 and was in new condition with only preconditioning made by making 10 swings on 60 grit "Emory" cloth prior to use.

Results (SVR or BPN Units)								
Sample	Trial 1	Trial 2	Trial 3	Trial 4	Trial 5	Trial 6	Average	Relative Deviation
Dry Surface								
Uncoated	84	85	91	89	89	90	88	3.2%
StreetBond	90	92	91	89	89	89	90	1.3%
StreetBond BaseCoat Additive	85	88	85	87	85	88	86	1.5%
Wetted Surface								
Uncoated	72	75	74	74	72	72	73	1.8%
StreetBond	65	71	69	69	69	69	69	2.0%
StreetBond BaseCoat Additive	60	59	61	60	61	61	60	0.8%

- NOTES:
1. The greater the SVR/BPN value the greater the skid resistance.
 2. Typical Minimum SVR/BPN values are 45 for paint and 50 for thermoplastic road markings.

Bayside Traffic Committee

12/06/2024

Item No	BTC24.088
Subject	Pemberton Street, Botany - Proposed No Stopping Restrictions
Report by	Student/Graduate Engineer
File	SF23/8610
Electorate	Maroubra

Summary

Council has received a request from residents and members of the community to review the parking restrictions outside 12 Pemberton Street, Botany and implement a 'No Stopping' zone due to vehicles parking illegally on a curved section of the kerb.

This report seeks approval for the implementation of 'No Stopping' zones on Pemberton Street, Botany

Officer Recommendation

That approval be given to install a 'No Stopping' zone on the curved section of the kerb on both sides of the driveway of 12 Pemberton Street in the form of yellow C3 line marking as per the attachment.

Background

Pemberton street is classified as a residential road in Council's road hierarchy and connects to Botany Road which is a State road. Reports from residents and community members, site inspections and aerial imaging has confirmed that motorists are parking on a curved section of the kerb which causes a reduction in sight distance and obstructs vehicular thoroughfare hence creating a safety risk.

The carriageway of Pemberton Street narrows down from 10.0m wide to 8.0m wide in this section and the geometry of the kerb means cars parked in this section are parked at an angle and significantly obstruct the road as per image below.



Therefore, it is proposed to introduce a 'No Stopping' zone along this section of the kerb on both sides of the driveway. These restrictions will be introduced in the form of yellow C3 line-markings along the required sections.

In lieu of 'No Stopping' signage, Council is installing C3 line-marking (unbroken yellow kerb lines) delineating the 'No Stopping' zone to minimise overcrowding of signs.

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

Financial Implications

Not applicable	<input type="checkbox"/>	
Included in existing approved budget	<input checked="" type="checkbox"/>	Block grant for traffic facilities on local roads
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 checked="" type="checkbox"/>
High risk	<input type="checkbox"/>
Very High risk	<input type="checkbox"/>
Extreme risk	<input type="checkbox"/>

Community Engagement

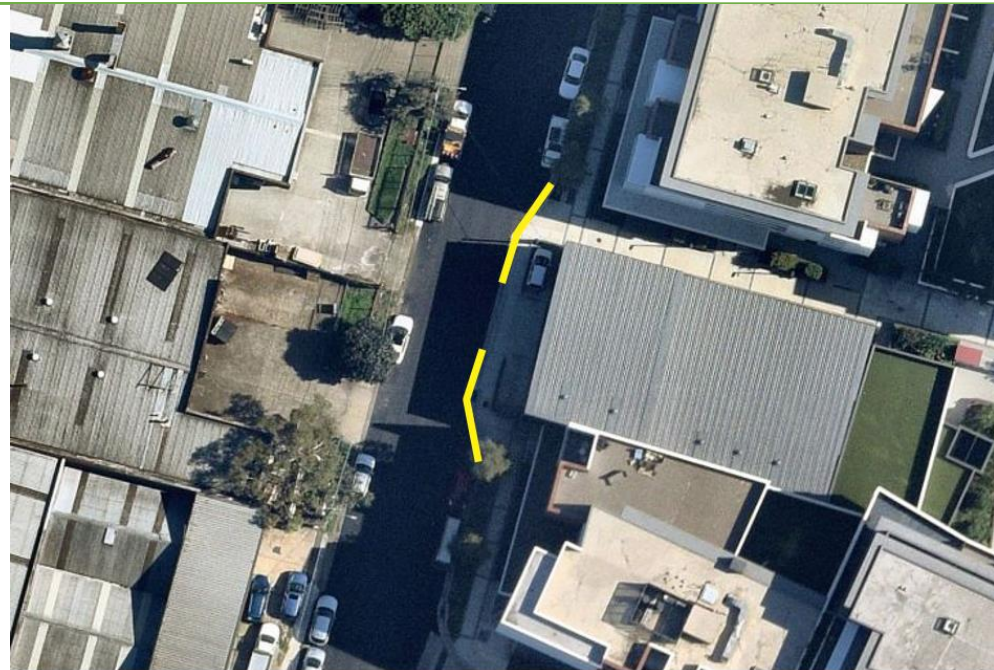
A notification letter was sent to affected residents.

Attachments

Pemberton Street, Botany - Proposed No Stopping Restrictions [↓](#)




BTC 12/06/2024
Pemberton Street, Botany
Proposed No Stopping Restrictions



*NOT TO SCALE

	Proposed Yellow C3 No Stopping Lines			
	Pemberton Street, BOTANY			
	DRAWN	ST	REVISION NO.	DATE
	LAYOUT	1 OF 1	A	08/05/2024



Bayside Traffic Committee

12/06/2024

Item No	BTC24.089
Subject	Saxby Close, Botany - Proposed Loading Zone
Report by	Traffic Engineer
File	SF23/8610
Electorate	Maroubra

Summary

Council has received requests to review the current parking restrictions in the cul-de-sac of Saxby Close, Botany.

The report intends to seek approval for the installation of 15m 'Loading Zone' on the eastern side of Saxby Close, Botany.

Officer Recommendation

That approval be given for the installation of a 15m 'Loading Zone' on the eastern side of Saxby Close, Botany, as per the attached plan.

Background

Council has received requests to review the current parking restrictions in the cul-de-sac of Saxby Close, Botany. Currently there is an existing 'No Stopping' zone in this location, which prohibits vehicles from stopping or parking at any time.

The requests mainly highlight the following issues:

- **Accessibility for Deliveries:** Several residents require a designated area where delivery vehicles can legally stop to load and unload goods.
- **Passenger Convenience:** The absence of a designated area for passenger drop-off and pick-up has caused inconvenience for visitors, especially for those with mobility issues or those with young children.
- **Optimizing Space:** The current 'No Stopping' restriction is seen as an underutilisation of space, which could be better managed to serve multiple purposes without compromising safety.

The increasing volume of residential activities and high-density apartments in the area has highlighted the need for a more flexible parking solution that can accommodate the current parking demands without compromising safety.

The proposed introduction of a 15m 'Loading Zone' is seen as a viable solution to address the issues raised. A 'Loading Zone' will allow delivery drivers to stop for a limited time to load or unload goods and can also be utilised for passenger drop-off and pick-up.

This proposal aims to:

- Enhance the functionality of the street for residents in the vicinity.
- Provide a designated space for short-term parking needs.
- Maintain the free flow of traffic and ensure that emergency vehicles can still access the cul-de-sac without obstructions.

In the light of the above, it is recommended to install a 15m 'Loading Zone' on the eastern side of Saxby Close, as per attached drawing.

The locality map of the proposed restriction is attached.

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 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 checked="" type="checkbox"/>
Theme Four – In 2032 Bayside will be a prosperous community	<input type="checkbox"/>

Risk Management – Risk Level Rating

No risk	<input type="checkbox"/>
Low risk	<input type="checkbox"/>
Medium risk	<input checked="" 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 sent to the affected stakeholders.

Attachments

Attachment to report BP24/1564 (Title: Saxby Close, Botany - Proposed Loading Zone) [↓](#)

BTC 12/06/2024
Saxby Close, Botany
Existing parking restrictions



Existing 'No Stopping' restriction

BTC 12/06/2024
Saxby Close, Botany
Proposed parking restrictions



Existing 'No Stopping' restriction

Proposed 15m 'Loading Zone' restriction

Bayside Traffic Committee

12/06/2024

Item No	BTC24.090
Subject	Sydney Water Project - Temporary Closure of Subway Road, Rockdale
Report by	Executive Engineer
File	SF23/8610
Electorate	Kogarah

Summary

To enable Sydney Water to undertake major works in the North Georges River Sewer Submain in Kogarah, it has requested approval to temporarily close Subway Road at the intersection of the Princes Highway for a period of 9 months.

Officer Recommendation

- 1 That the Report on the Sydney Water Sewer Works at Subway Road, Rockdale be received and noted.
- 2 That the Traffic Committee supports the temporary closure of Subway Road / Princes Highway, Rockdale to allow the critical Sydney Water works on the sewer main subject to Sydney Water undertaking the community engagement activities that have been detailed.

Background

Sydney Water has a 3.5km long sewer main that runs through the Bayside LGA between Kogarah and Arncliffe where it joins into the main line called the SWSOOS.

This system is over 100 years old and requires maintenance works to keep it fully operational especially as the Sydney population continues to grow.

The proposed maintenance requires the following works:

- Removal of approximately 1360T of silt.
- Construction of 2 new access shafts to facilitate the desilting works.
- Localised repair of the walls and ceiling of the sewer main.
- Ancillary works on existing maintenance holes along the length of the submain.

To access this submain for those works, Sydney Water proposes to temporarily close Subway Road near the Princes Highway and construct a large pit 3.7m x 2.5m in size to access the sewer. This road closure will be in place for 9 months and traffic that uses this street will be detoured to Harrow Road and Hegarty Street.

The Local Businesses and Residents in this street will be notified of this closure and proposed detour routes.

The detour will have no impact on pedestrian movements along Subway Road.

Sydney Water is planning to implement this closure in September 2024 and re-open the street in June 2025.

To manage this closure Sydney Water has submitted the attached Construction Traffic Management Plan (CTMP).

Risk Management

The proposed closure is proposed to protect workers, protect the Public and enable Sydney Water to complete the works in as short a timeframe as possible.

Conclusion

This sewer submain is an essential service benefitting the Bayside Residents and businesses in the area.

Therefore, it is recommended that the Committee endorse and support this temporary closure to facilitate these works.

Financial Implications

- Not applicable All works associated with this Project will be fully covered by Sydney Water
- 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

Sydney Water and their construction partner D4C will inform Local Residents and Businesses in and around Subway Road by the following measures:

- Door knocks
 - Letterbox distribution
 - E – Updated with Web Portal
 - Electronic messaging boards
-

Attachments

- 1 Sydney Water Presentation on this Project [↓](#)
- 2 Sydney Water Construction Traffic Management Plan [↓](#)



North Georges River Submain (NGRS) - Rehab & Desilting Work – Pkg A

Meeting with Bayside Council

April 12 2023



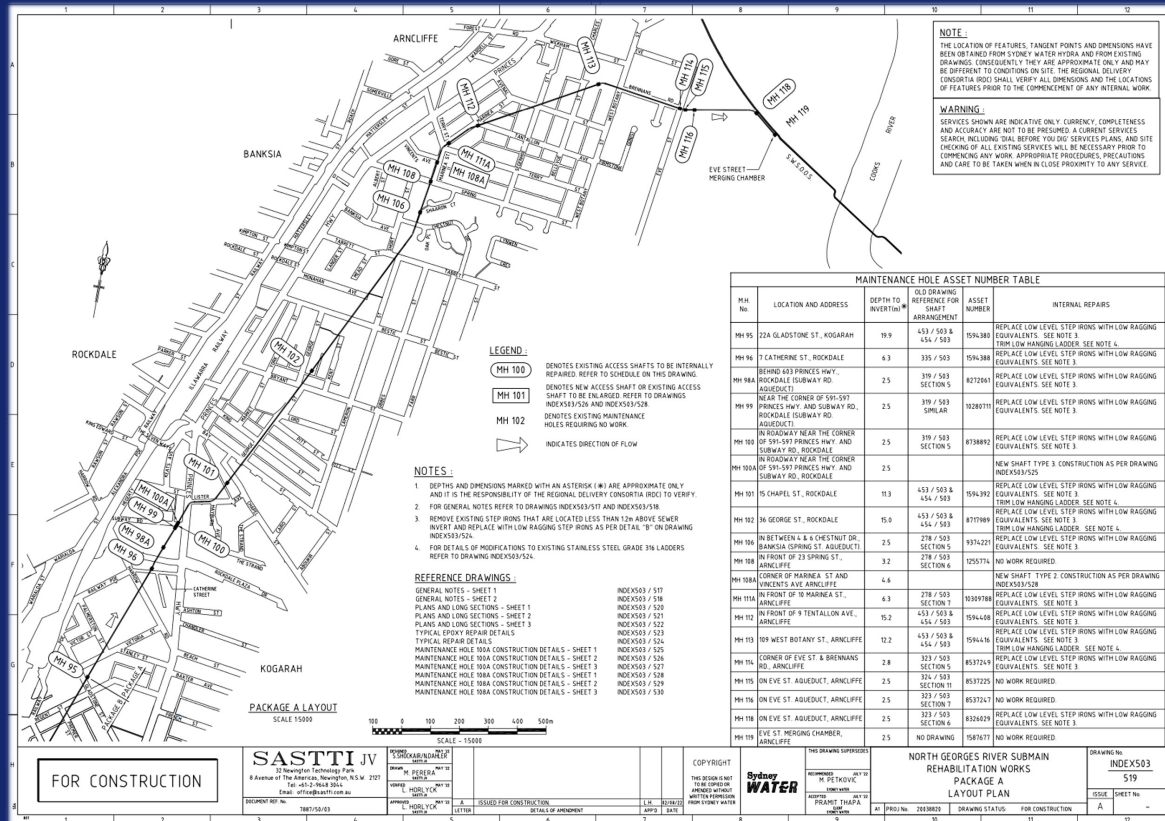
Agenda



- Project overview
- Key stakeholders
- Objective & Scope Alignment
- Layout
- Key dates
- Actions and key points



1. Project Overview

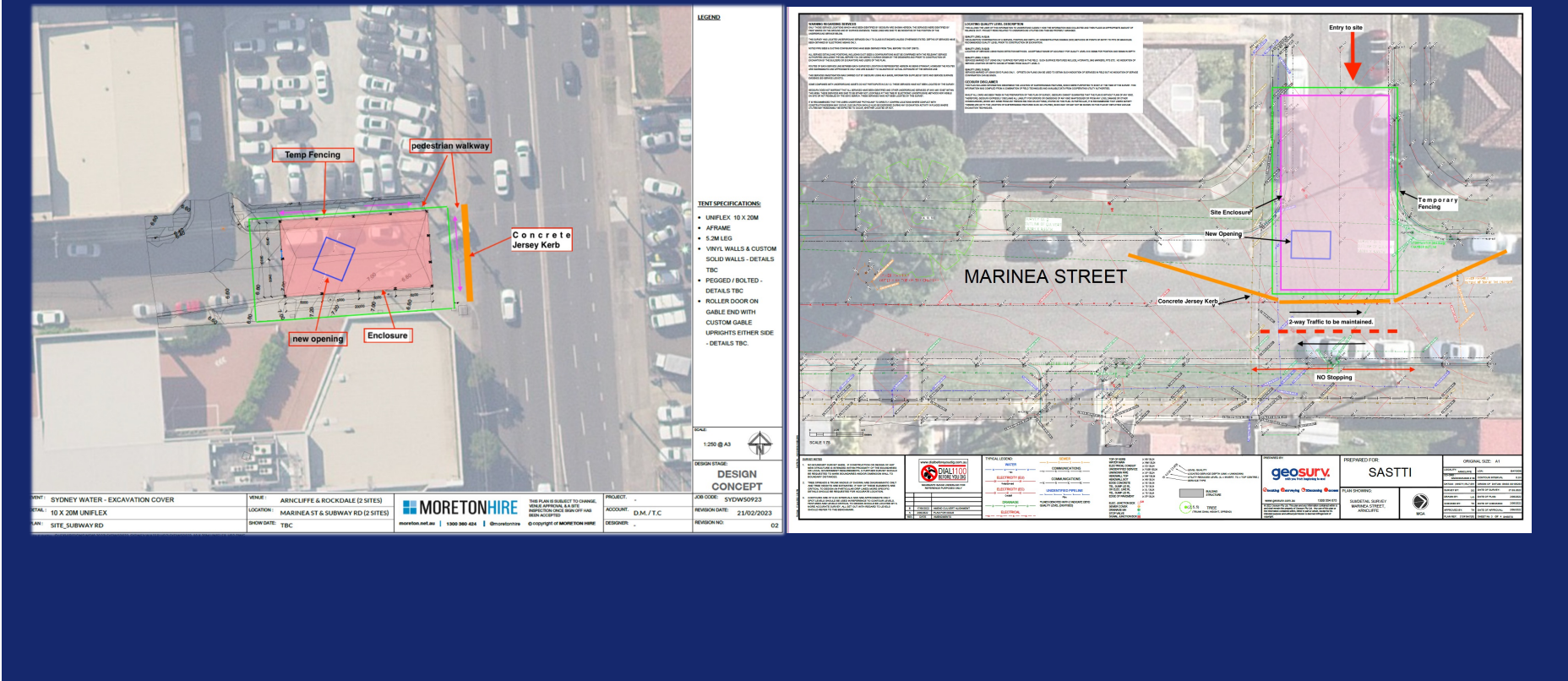


- 3.5km of sewer asset to be de-silted (Approximately 1360 Tonnes)
- Construction of 2 new access shafts to facilitate desilting works
- Localized epoxy repairs to be performed.
- Minor ancillary works to maintenance holes
- Two sizes:
 - 3660 x 1980mm
 - 3669 x 2340mm

1. Project Objectives and Scope Alignment

Project Objectives	Current Project Scope
<p>Address the structural issues to reduce risks of future potential structural failure and enhance asset service life</p> <p>Undertake works in a timely manner to cost effectively extend the life of this critical asset and reduce Sydney Water's corporate risk profile.</p> <p>Improve hydraulic condition by de-silting the system to mitigate uncontrolled overflows and comply with license conditions</p> <p>Construct large access points to enable efficient desilting in this project and future maintenance activity</p>	<p>Removal of approximately 1360T of silt from within the NGRS. It is expected that this quantity is spread across the length of the asset in deposited silt banks. Construction of two new maintenance structures which have dual purposes. 1. To facilitate the silt removal and asset repair works and 2. To provide appropriate access locations for future maintenance.</p> <p>Removal of previously applied epoxy coating which is no longer bonded to the wall of the NGRS structure and subsequently reinstatement of these areas with a new epoxy coating as required.</p> <p>In additional to the above ancillary works such as step iron installation etc is required.</p>
	<p>Any Scope Elements not aligned to project objectives</p> <p>Nil</p>

1. Project Objectives and Scope Overview – New Chamber/Site Compound Locations



Key stakeholders



- Bayside Council
- Toyota Dealership – Subway Street Rockdale
- Arncliffe / Rockdale community and local businesses

Engagement requirements:

Community Stakeholder Engagement Plan

Community Notification

- - 112 properties in Arncliffe
- - 230 properties in Rockdale

Crew Induction (site specific)



4. Programme



Key Dates

Start: late 2023 | Finish: October 2024

Work hours: 7 am to 6 pm Monday to Friday. If required, Saturdays from 8 am to 1 pm.

No work is planned for Sundays or Public Holidays.

Night work is not planned at this stage. Some may be required for set up or complex work on roads – Any Out of Hours Work (OoHW) will require an OoHW Permit approved by the EPA.

2. Construction Delivery Strategy

- Site investigations for manhole construction
 - Surveying and services locating
 - Potholing of services
 - Waste classification
- Site Establishment
 - Enclosure and Gantry Crane
 - Ventilation and Temporary Power Supply
 - FIFM
- Construction of new maintenance structures
- De-silting
- Tunnel repair
 - Removal of existing epoxy coating that is de-laminated.
 - Surface preparation
 - Surface repairs with new epoxy coating
 - Replacement of step irons etc

Meeting actions and key points



Set up on Subway Street, Rockdale

- SW/D4C to start consultation with Toyota Dealership regarding site set up & duration
- Identify potential impacts on the existing flooding issues in the area

Set up in Marinea Street, Arncliffe:

- Consultation with surrounding residents regarding site set up & duration
- Potential to temporarily change Council waste management routes

Actions:

- SW/D4C to send Traffic Management Plan to be raised at the next Traffic Committee meeting

Construction Traffic Management Plan



Subway Rd
Rockdale



In partnership with



Revision control:

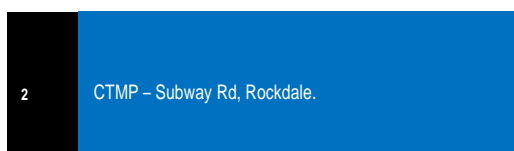
Revision	Date	Description	Approved
Draft	20 APR 2023	Initial Draft – Tori Curtin	
A	26 APR 2023	REV001 – Tori Curtin	
B			
C			
D			

1 CTMP – Subway Rd, Rockdale.



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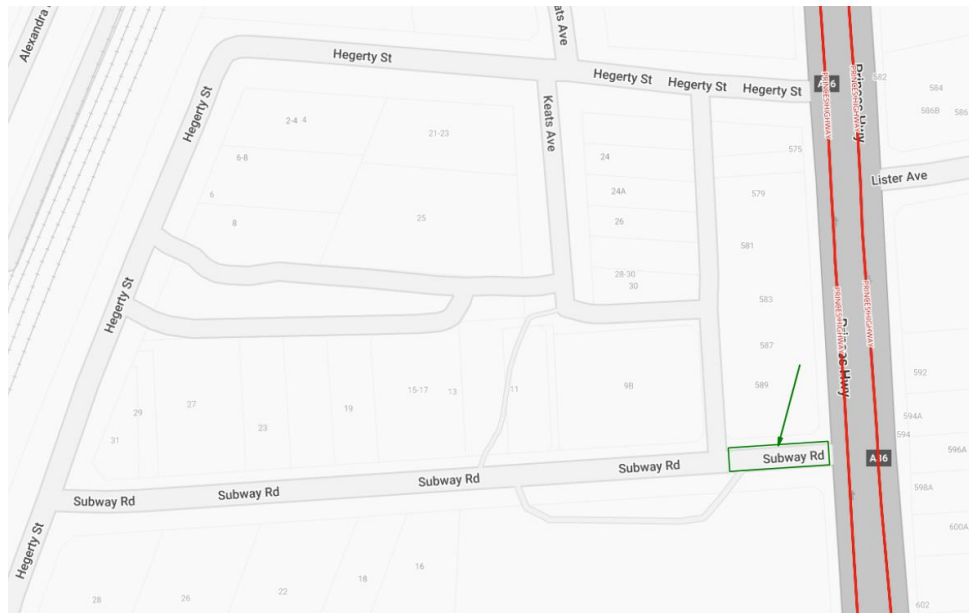
1.0 Scope of Works

This Construction Traffic Management Plan (CTMP) facilitates the safe implementation of a Traffic guidance scheme prepared to address traffic access and safety issues associated with D4C's construction to repair structural issues of North Georges River Sewer (NGRS).

This TMP has been prepared to provide details of the management of the traffic, plant and site compound activities associated with the proposed works. The primary purpose of this Plan is to provide traffic and plant management measures to be incorporated into the operational management of the works to ensure that all traffic and plant activity associated with work occurs with minimal interaction with adjoining public road traffic movements as well as ensuring the safe working conditions for construction crews. The traffic management plan is designed to be consistent with the overall construction plan for the project.

2.0 Location of Works

This TMP will be implemented for the proposed works associated with D4C's repairs of NGRS at Subway Rd, Rockdale. A location map is presented below.



3 CTMP – Subway Rd, Rockdale.



3.0 Project Scope & Context

Project Objective:

- Address the structural issues of North Georges River Sewer(NGRS)to reduce risks of future potential structural failure and enhance asset service life
- Undertake works in a timely manner to cost effectively extend the life of this critical asset and reduce Sydney Water’s corporate risk profile.
- Improve hydraulic condition by de-silting the system to mitigate uncontrolled overflows and comply with license conditions
- Construct large access points to enable efficient desilting in this project and future maintenance activity

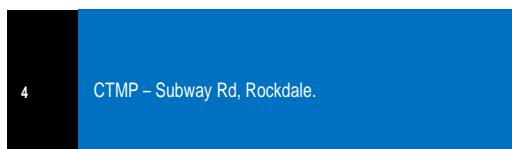
Scope of Works:

- Establish Traffic and pedestrian management as per Approved TMP.
- Construction of two new maintenance structures which have dual purposes. 1. To facilitate the silt removal and asset repair works and 2. To provide appropriate access locations for future maintenance.
- Removal of approximately 1360T of silt from within the NGRS. It is expected that this quantity is spread across 3.5 km length of the asset in deposited silt banks.
- Removal of previously applied epoxy coating which is no longer bonded to the wall of the NGRS structure and subsequently reinstatement of these areas with a new epoxy coating as required.
- In addition to the above ancillary works such as step iron installation etc is required

Project start Date: 1/09/23

Traffic control plan establishment required:

- Subway Road, Rockdale – 1/09/23 – 30/03/24



4.0 Impact Assessment

Existing Road Network

Princes Hwy - A state road that generally runs in a Northern & Southern direction, to the East of the site. It generally carries three trafficable lanes in each direction and is typically subject to a 60km/h speed zoning. This road will connect traffic to the greater road network.

Hegerty St – A local council road that generally runs in a Northern & Southern direction, it connects to Princes Hwy in the North-East and Harrow Rd in the South. It carries one trafficable lane in each direction and is subject to a speed limit of 50 km/h.

Subway Rd – A local council road that generally runs in an Eastern & Western direction, the site will be on this road. It connects to Princes Hwy in the East and Hegerty St in the West and carries one trafficable lane in each direction and is subject to a speed limit of 50 km/h.

Keats Ave – A local council road that generally runs in a Northern & Southern direction, to the North of the site. It connects to Princes Hwy in the North and Subway Rd in the South and carries one trafficable lane in each direction and is subject to a speed limit of 50 km/h.

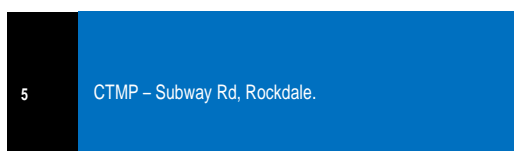


Image of Key Intersections



The impact on the traffic flow on the adjacent and surrounding road network from construction traffic will be minimal & intersections will have the capacity to handle construction vehicles.

Site access

During the construction all vehicles are to enter the sites allocated access point, which will be located on Subway Rd via Hegerty St.

A designated parking area will be created within the site’s compound, it is preferred for construction vehicles & plant to park within this designated area. however, if required on street parking will be available within the local area.

Pedestrians attempting to cross the site’s heavy vehicle accesses are to be managed through signage, pedestrian barriers, and traffic controllers (where relevant).

Emergency vehicle access to and from the site will always be available while the site is occupied by construction workers. This process would be implemented as per the emergency response section of the sites Project Management Plan (PMP).

6 CTMP – Subway Rd, Rockdale.



Hours of Operation

Standard hours of construction for the duration of the project are anticipated to be between 7:00 am – 6:00 pm Monday to Friday. It is not anticipated that activities during the construction program will have to be completed outside of these hours. However, any such work will be coordinated and notified as required.

Construction Vehicles

Construction vehicles likely to travel to and from site are likely to include:

- Heavy and medium rigid trucks for construction spoil removal
- Heavy and medium rigid trucks for construction material delivery
- Trade vehicles

During the construction period, the construction vehicle movement activities are set out in the below table.

Task	Duration	Vehicle movement per day
Site Mobilisation	1 week	10
General construction	7 months (weather permitting)	10
De-mobilise from site	1 week	10

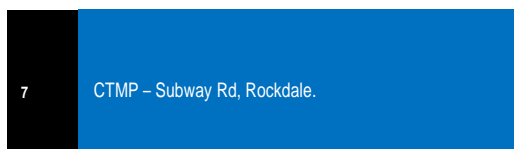
Vehicle Dimensions

SRV – Small rigid vehicle-load capacity of 4 tonnes, typically single rear axle, are 6 m long

MRV – Medium rigid vehicle-load capacity of 8 tonnes, typically single rear axle, are 8.8 m long

HRV – Heavy rigid vehicle-load capacity of 12-16 tonnes, typically dual rear axle, up to 12.5 m long

AV – Truck and dog combinations, typically an HRV with a trailer

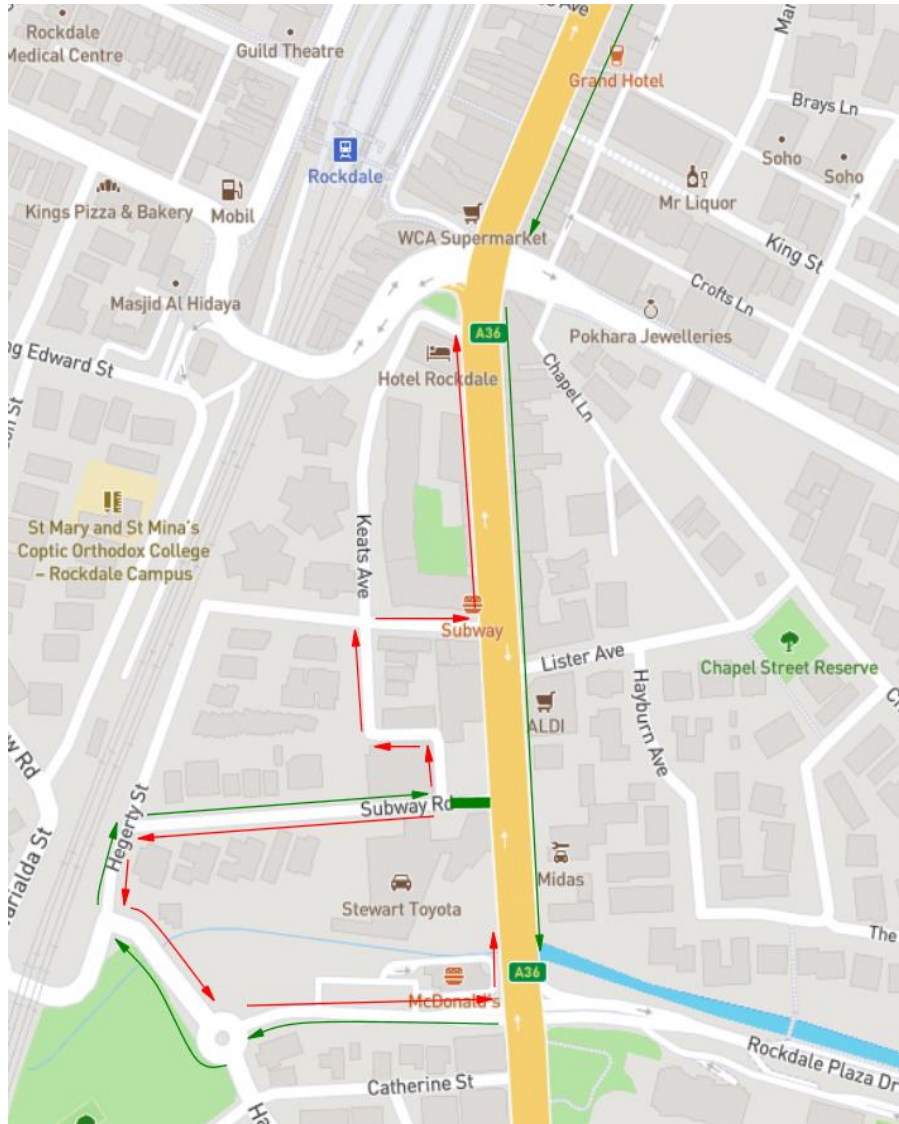


Construction Routes

Construction vehicles will travel to and from site on arterial road suitable to their vehicle type. The main routes are illustrated in the figure below.

All vehicles will travel from Pacific Hwy Via Rockdale Plaza Dr & Hegerty St, these roads will connect all construction vehicles to the wider road network.

Construction Travel Routes



8 CTMP – Subway Rd, Rockdale.



5.0 Traffic Control

D4C on occasions may need to develop TCPS for works outside of the site's parameters given that each work task has different requirements, these will be identified individually, and management plans put into place, the TCPs will include more detail of this implementation and how the controls put in place will minimize disruption whilst maintain a safe work area for construction crews. These Traffic Control Plans are drawn in line with Australian Standard 1742.3 and RMS Traffic Control at Work Sites Manual Version 6 (TCAWS v6), the Austroads Guides to Temporary Traffic Management (AGTTM), and will be produced in consultation with Council and RMS.

For any TCPs developed they will address the following:

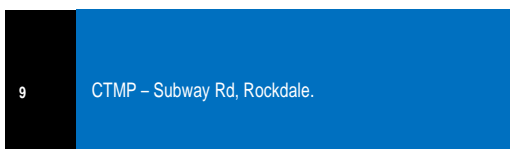
Traffic flow. All traffic will be managed by a TCP which will comply with AS 1742.3 and the RMS Traffic Control at Work Sites manual (TCAWS v6 & AGTTM). Please refer to the Traffic Control Plans attached.

Pedestrian movement. All pedestrian movement including entry, egress and movement around the work area will be in accordance with RMS TCAWS v6 (Section 4.4.2 Pedestrians) and AGTTM. All work areas will be secured with barriers and fencing to ensure that no unauthorized entry for pedestrians is possible.

Plant movement. All plant movement including entry, egress and movement within the work area in accordance with RMS TCAWS v6 (Section 5 Providing for works) and AGTTM

Cyclist movement. All cyclist movement including around or adjacent to the work area will be in accordance with RMS TCAWS v6 (Section 4.4.3 Cyclists) AGTTM.

Stakeholder Authority. The work site will require the authority of the stakeholder – Bayside Council which will be onsite at all times.



5.1 Vehicle Access

Vehicle access will be at the designated entry point of the worksite, this will be maintained onsite by traffic controllers. There are existing residential properties within the surrounding area. Vehicle access to all properties within the surrounding area are to remain unaffected & residents' access is to be maintained by certified traffic controllers. These works will affect the Toyota service driveway, extensive communication will be required from D4C.

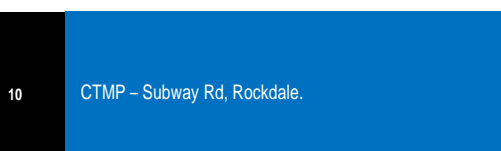
5.2 Pedestrian Access

Majority of the construction will be in the roadway and the pedestrian/cycle connections would be managed by traffic controllers, barriers & signage during construction activities. Warning signs will be placed where pedestrians & construction vehicles interact.

5.3 Signage

The TMP introduces new regulatory and advice signage designed to provide motorists and pedestrians the clearest notification of the potential hazards created by the new work site. Parking restrictions signs will also be used for construction zones.

Additional static signs to inform motorist and pedestrians will be put on the approach to works. Please refer to section 8.0 Traffic Control Plans/Traffic Guidance Schemes for further information.



6.0 Maintaining Network Performance

6.1 Road Occupancy

If Required D4C will obtain an approval from Bayside Council and Transport for New South Wales (TfNSW) prior to the commencement of any works on the road except in the case of an emergency, or when directed by Police or Emergency services, D4C will endeavour to reinstate road as soon as practicable.

All applications will be forwarded to Bayside Council and Transport for New South Wales (TfNSW) with an allowance for the Traffic Committee to approve the application (if required). Associated works (utilities) may require Road Occupancy Licences (ROLs), as required the traffic control subcontractor (Roadwork Solutions) will obtain Road Occupancy Licenses (ROL's) and carry out works as per Road Occupancy Licence (ROL) conditions.

All Road Occupancy Licenses (ROL's) will comply with the overarching road safety and traffic management principles, objectives and targets outlined in the Project Construction Management Plan.

6.2 Surrounding Parking Modifications

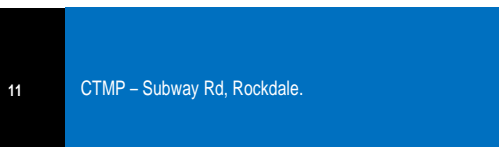
No parking modifications will be required at this stage of works. D4C will submit any modifications for approval from Bayside Council.

6.3 Construction Workers Parking

The parking area will lay within the site's road closures for all plant, construction, and staff light vehicles only. If required staff may need to park on the surrounding local streets.

6.4 Unplanned Events (Incident Response)

D4C will manage all incidents which may contribute to congestion, aggravate the free flow of traffic, or threaten the wellbeing of any road user within the Project boundaries.



6.5 Planned Events

Bayside Council and Transport for NSW events calendar will be considered when programming this work, to ensure there are no conflicts with local events or other motorway works. Consultation will continue with the council regarding any issues working during proposed times.

6.6 Public Transport

No public transport will be affected by these works.

6.7 Property Access

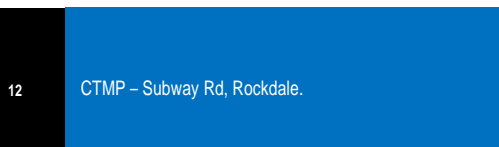
All property access adjacent to, and the surrounding area will be maintained wherever possible, residents must be notified of the potential impacts on their access during the construction. Any restrictions to property access will be extensively communicated to stakeholders prior to works commencing.

6.8 Emergency Services

Emergency services will be provided advance notice of any changes via the site management team and email updates. All Emergency services will have access always maintained past the work area.

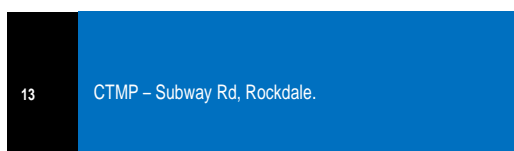
6.9 Monitor the effectiveness of control measures

The use of an inspection checklist will be implemented to monitor the effectiveness of the traffic control measures in place. Critical Risk Inspections will be frequently undertaken on site to assess the effectiveness of vehicle management control measures.

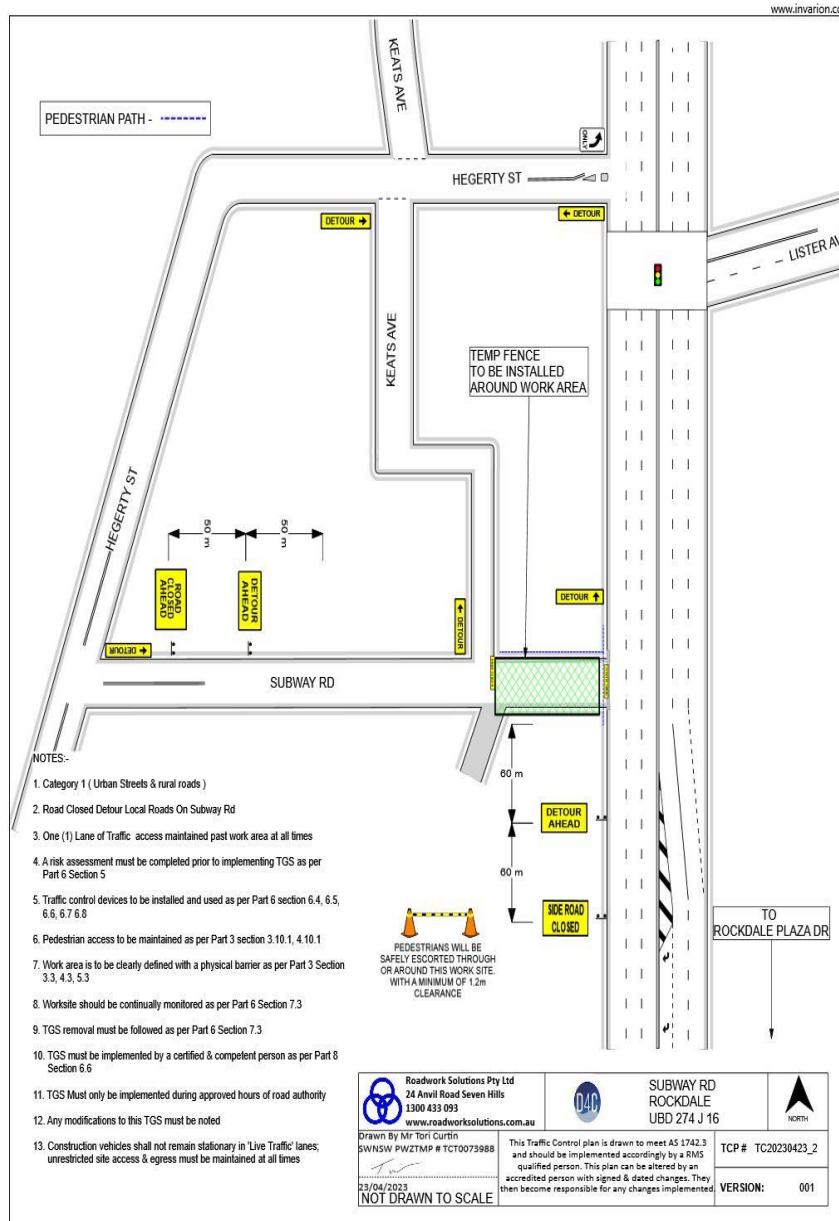


7.0 **Contacts**

Contact	Position	Mobile No.
Craig Czintos	Construction Lead	0418 947 746
Yuba Gurung	Construction Engineer	0428 137 560
Jabir Mahbub	Construction Engineer	0428 203 042
Bevan Jahnke	Construction Coordinator	0428 190 149
Tori Curtin	Roadwork Solutions Traffic Consultant	0439 107 502
Transport Management Centre	Operations Centre	1 800 679 782



2. Subway Rd – Permanent Site Compound



9.0 CTMP Approval

D4C representative to sign off

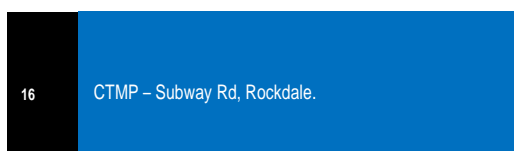
The Project Manager will verify the long term TMP is completed and suitable for consideration by the approval authorities:

Name and signature:	Date:

Project Manager to sign off

The Road Authority Project Manager will email confirmation that this TMP is approved for implementation to the D4C Project Manager. The signature box below will record a note confirming receipt of that email. A copy of the email will be attached as an Appendix to this document.

Name and signature:	Date:



10.0 Driver Code of Conduct

General Requirements

Construction vehicle drivers travelling to and from the site must:

- Drivers are to report to the site office before initial entry to the site
- Have undertaken a site induction carried out by a member of the project management team
- Hold a valid driver's licence for the class of vehicle that they operate.
- Operate the vehicle in a safe manner within and external to the site.
- Comply with the direction of a member of the project management team when within the site.
- Always obey the site speed limit of 10km/hr
- Reverse park onsite at all times

Heavy Vehicle Speed

Increased speed means not only an increased risk of crashing but also increased severity if an accident occurs. A study undertaken for the Australian Transport Safety Bureau found that travelling 10 km/h faster than the average traffic speed can more than double the risk of involvement in a casualty accident. (Source Roads and Maritime Services (RMS) previously known as Roads and Traffic Authority (RTA)).

There are two types of speeding:

- Where a heavy vehicle travels faster than the posted speed limit; and
- Where a driver travels within the speed limit but because of road conditions (e.g. fog or rain) this speed is inappropriate. (Source RMS).

Drivers and truck operators are to be aware of the "Three Strikes Scheme" introduced by the Roads and Maritime Services which applies to all vehicles over 4.5 tonnes. When a heavy vehicle is detected travelling at 15 km/h or more over the posted or relevant heavy vehicle speed limit by a mobile Police unit or fixed speed camera, the Roads and Maritime Services will record a strike against that vehicle. If three strikes are recorded within a three-year period, the Roads and Maritime Services will act to suspend the registration of that vehicle (up to three months).

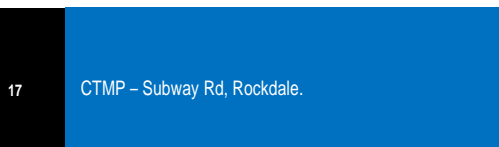
More information is available from the Roads and Maritime Services website.

Vehicle speed on public roads is enforced by the NSW Police Service.

The speed limit within the site is 10 km/h which is the standard speed limit at Sydney Water sites, which is to be strictly maintained.

Heavy Vehicles Driver Fatigue

Fatigue is one of the biggest causes of accidents for heavy vehicle drivers. The Heavy Vehicle



Driver Fatigue Reform was therefore developed by the National Transport Commission (NTC) and approved by Ministers from all States and Territories in February 2007.

The heavy vehicle driver fatigue law commenced in NSW on 28 September 2008 and applies to trucks and truck combinations over 12 tonne GVM (however there are Ministerial Exemption Notices that can apply).

Under the law, industry has the choice of operating under three fatigue management schemes:

- Standard Hours of Operation
- Basic Fatigue Management (BFM)
- Advanced Fatigue Management (AFM)

Heavy Vehicle Compression Braking

Compression braking by heavy vehicles is a source of irritation to the community generating many complaints especially at night when residents are especially sensitive to noise.

In some instances, compression braking is required for safety reasons however when passing through or adjacent to residential areas or isolated farmsteads a reduction in the speed of the vehicle is recommended to reduce the instances and severity of compression braking.

Heavy Vehicle Noise

The operating hours for transportation of materials to and from site are:

Monday – Saturday (except Public Holidays) 7:00 am to 6:00 pm

Sundays and Public Holidays No activities

The following activities may be carried out on the site outside these hours of operation.

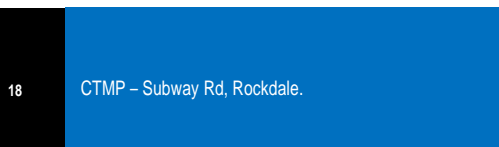
- delivery or dispatch of materials as requested by Police or other authorities; and
- Emergency work to avoid the loss of lives, property and/or to prevent environmental harm.

At the commencement of the working day it is not unusual for drivers to arrive early and wait for opening. If this occurs drivers are to wait with engines turned off.

Vehicle Departure and Arrival

Heavy Vehicles travelling in close proximity on single lane public roads can be of concern to light vehicle drivers as well as increasing noise through or adjacent to residential areas. To alleviate public concern and increase road safety, heavy vehicles leaving the site should be separated by a minimum two-minute interval.

It is difficult to schedule arrivals to the site (except at the commencement of work for the day), however, when a driver becomes aware, through visual contact or two-way contact between trucks, that they will arrive at approximately the same time then they are to ensure that there is a suitable gap between vehicles.



Bayside Traffic Committee

12/06/2024

Item No	BTC24.091
Subject	Vincents Avenue, Arncliffe - Proposed Parking Restrictions For Temporary Works
Report by	Coordinator Traffic & Road Safety
File	SF23/8610
Electorate	Rockdale

Summary

Sydney Water is undertaking a temporary closure of Vincents Avenue, Arncliffe for critical works on the Northern Georges River Sewermain (NGRS) Project. Vincents Avenue has been closed at the intersection with Marinea Street from May 2024 for a period of 9 months.

In order to improve access to the site, minimise resident inconvenience and reduce the number of non-resident vehicles parking on Vincents Avenue, this report is seeking the approval to install a temporary 'No Parking, Authorised Vehicles Excepted' zone on Vincents Avenue, as shown in the attached plan.

Officer Recommendation

- 1 That a 'No Parking, Authorised Vehicles Excepted' zone be installed on both sides of Vincents Avenue, Arncliffe, for the duration of the Sydney Water work, as per the attached plan.
 - 2 That parking be reinstated to its current state, at the completion of the works.
-

Background

Sydney Water is undertaking a temporary closure of Vincents Avenue, Arncliffe for critical works on the Northern Georges River Sewermain (NGRS) Project. Vincents Avenue has been closed at the intersection with Marinea Street from May 2024 for a period of 9 months.

Marinea Street is not accessible via Vincents Avenue for the duration of the works and access to Vincents Avenue is only available via Princes Highway. Once work is complete, Sydney Water will restore the area and return local traffic back to its current state.

Due to the number of businesses operating along the Princes Highway in the surrounding area, it is not uncommon for Vincents Avenue to be fully occupied by non-resident vehicles.

In order to improve access to the site, minimise resident inconvenience and reduce the number of non-resident vehicles parking on Vincents Avenue, it is proposed to install a temporary 'No Parking, Authorised Vehicles Excepted' zone on Vincents Avenue, as shown in the attached plan.

At a recent site meeting held between Council, residents and Sydney Water, it was agreed that Sydney Water would provide all signage, barricades required for the works as directed

by Council and they will compile a list of applicable resident number plates for those impacted by the temporary closure.

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 for this project has been managed by Sydney Water.

Attachments

Vincent Avenue, Arncliffe - Proposed No Parking Restrictions [↓](#)

BTC 12/06/2024
Vincent Avenue, Arncliffe
Proposed 'No Parking, Authorised Vehicles Excepted' restrictions



— Proposed 'No Parking' restrictions

— Enclosed Site Shed

Bayside Traffic Committee

12/06/2024

Item No	BTC24.092
Subject	Update on Outstanding Matters Referred to the Bayside Traffic Committee by the Chair
Report by	Coordinator Traffic & Road Safety
File	SF23/8610
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	Hale Street & Botany Road, Botany 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.	In Progress – TCS updated design has been finalised and sent to Transport for approval. Council have been notified assessment will take between 30-60 days. TfNSW to follow up.
14 Feb 2024 BTC24.019	Medway Street & Stoney Creek Road, Bexley	TfNSW to investigate the current traffic signal phasing for the left turn movement from Medway Street into Stoney Creek Road, to improve road safety.	Complete - Details uploaded to TfNSW Portal Case Reference No. 02062885. Network Operations team that manages SCATS will make any necessary adjustments to the timings to ensure the signals are working to maximum efficiency.
14 Feb 2024 BTC24.019	Wolli Creek Road & Forest Road, Arncliffe	TfNSW to investigate the current traffic signal phasing which is limiting the movement from Wolli Creek Road into Forest Road.	Complete - Details uploaded to TfNSW Portal Case Reference No. 02062865. Network Operations team that manages SCATS will make any necessary adjustments to the timings to ensure the signals are working to maximum efficiency.

Item	Matter raised	Action	Status
10 April 2024 BTC24.019	Tenterden Road, Botany	Request for Pedestrian Crossing	Completed – Investigation indicated that the location does not meet the required warrants, including a sufficient number of pedestrians crossing, for the provision of a marked crossing at this location.
10 April 2024 BTC24.019	Flint Street, Hillsdale	Speeding concerns	Complete - The latest traffic count data for Flint Street between Templeman and Unsted Cres at House No. 24 has found average daily traffic is approximately 3401 vehicles per day and the 85th percentile speed (speed at or below which 85 percent of motorists travel) is 46kph. The latest traffic count data for Flint Street between Unsted Cres and Matthewson at House No. 16 has found that the average daily traffic is approximately 3501 vehicles per day and the 85th percentile speed (speed at or below which 85 percent of motorists travel) is 39kph. The recorded traffic count data shows that the traffic volumes are within expectations for a local road of this nature. The 85th percentile speed is also what is typically representative of speeds in numerous 50km/h local streets within Bayside local government area and illustrates generalised speeding along this section of road is not occurring.
8 May 2024 BTC24.070	Banksmeadow Public School	Parking in Stephen Road and Brighton Street	Complete – Council Officers have been in contact with the school Principal to better address their concerns. On-site observations have taken place and no illegal parking was observed. An audit of existing signs was undertaken, and no signs were missing or damaged. School Principal has advised that their concerns relate to parents disobeying the 'No Parking' restrictions, obstructing traffic flow and request ranger presence.
8 May 2024 BTC24.070	Council Car Park on Forest Road & Stoney Creek Road	Changes to carpark restrictions	In Progress – Community consultation has closed. Section 650 signs and conditions are being drafted for approval of the General Manager prior to installation.
8 May 2024 BTC24.070	33 Union Street, Kogarah	Request for a disabled parking space outside of the property.	Complete – 2 off-street parking spaces are available via the rear laneway for this property. Due to availability of off-street parking infrastructure, the property is not eligible for an on-street 'Disabled Parking Only' zone.

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

Attachments

Nil

Community Engagement

Not applicable.

Attachments

Nil

Bayside Traffic Committee

12/06/2024

Item No	BTC24.094
Subject	General Business
Report by	Coordinator Traffic & Road Safety
File	SF23/8610
Electorate	Heffron, Kogarah, Maroubra, Rockdale

Summary

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

Officer Recommendation

That the matters raised in General Business be received, noted and action taken as necessary.

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
- Theme Two – In 2032 Our people will be connected in a vibrant place
- 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