

## 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 10 July 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**

**10/07/2024**

Item No	3.1
Subject	<b>Minutes of the Bayside Traffic Committee Meeting - 12 June 2024</b>
Report by	Coordinator Traffic & Road Safety
File	SF23/8611

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### **Officer Recommendation**

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

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### **Summary of Substantial Recommendations**

There were no Substantial Recommendations identified.

### **Present**

Councillor Liz Barlow (Chairperson)  
Les Crompton, representing State Member for Kogarah  
George Perivolarellis, representing State Members for Rockdale and Heffron  
Traffic Sergeant Jeff Gould, South Sydney Police Area Command  
Vinoth Srinivasan, representing Transport for NSW

### **Also present**

Michael Takla, Network & Special Events Planner, Transit Systems  
Bryce Spelta, Manager City Infrastructure, Bayside Council  
Sam Lindsay, Coordinator, Traffic & Road Safety, Bayside Council  
Raj Shah, Traffic Engineer, Bayside Council  
Romel Ayoub, Traffic Engineer, Bayside Council  
Shivam Patel, Student/Graduate Engineer, Bayside Council  
Colin Mable, Executive Engineer, Bayside Council  
Paul Adams, Coordinator Parking & Safety, Bayside Council  
Shobna Maharaj, Traffic Committee Administrative Officer, Bayside Council

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

## **1 Apologies**

The following apologies were received:

Councillor Christina Curry

Traffic Sergeant Adam Neale, St George Police Area Command  
Phoebe Mikhiel, Manager Compliance & Community Safety, Bayside Council

## 2 Disclosures of Interest

There were no disclosures of interest.

## 3 Minutes of Previous Meetings

### [3.1 Minutes of the Bayside Traffic Committee Meeting - 8 May 2024](#)

#### **Committee Recommendation**

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

#### **Business Arising**

That it be noted that the Committee recommendations included in the Minutes of the Bayside Traffic Committee meeting held on 08 May 2024 were adopted by the Council at its meeting held on 22 May 2024.

## 4 Reports

### [BTC24.072 Abercorn Street, Bexley - Proposed parking restriction](#)

#### **Committee 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.

### [BTC24.073 Bedford Place, Rockdale - Proposed Parking Restrictions](#)

#### **Committee 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.



**BTC24.074 Bellevue Lane, Arncliffe - Proposed No Parking Restrictions****Committee 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.

**BTC24.075 Benjamin Street, Bexley North - Proposed relocation of 'No Stopping' zone****Committee 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.

**BTC24.076 Daceyville Precinct - 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' zones be installed in Daceyville, as per attached drawing.

**BTC24.077 3 Daphne Street, Botany - Proposed removal of designated 'Disabled Parking' restrictions****Committee Recommendation**

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

**BTC24.078 Edward Street, Botany - Proposed Changes in Timed Parking Restrictions****Committee 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.

**BTC24.079 Henderson Street, Turrella - Proposed No Parking Restrictions**

**Committee 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.

**BTC24.080 11 Highworth Avenue, Bexley - Proposed 26m 'Works Zone' for 52 Weeks**

**Committee 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.

**BTC24.081 Innesdale Road, Wolli Creek - Proposed 'Motor Cycles Only' Parking and Line Marked Bays**

**Committee 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, Wolli 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.

**BTC24.082 289 King Street, Mascot - Proposed 11m 'Works Zone' for 26 Weeks****Committee 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.

**BTC24.083 Levey Street, Wollli Creek - Proposed changes to parking layout****Committee 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, Wollli Creek.
- 2 That approval be given to install parking bay line marking, separation line marking, double barrier and edge line marking on Levey Street, Wollli Creek as per attached drawings.

**BTC24.084 Lord Street, Botany - Proposed 'No Parking' restrictions****Committee 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.

### **BTC24.085 Minton Avenue, Dolls Point - Proposed No Parking Restrictions**

#### **Committee 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.

### **BTC24.086 Occupation Road, Kyeemagh - Proposed 'No Parking' Restrictions**

#### **Committee 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.

### **BTC24.087 Pedestrian Pride Flag Mural, Bourke Street, Mascot**

#### **Committee Recommendation**

- 1 That the pride flag pedestrian crossing at Bourke Street, Mascot for Pride Month (June) is not installed.
- 2 That Council seek alternative locations off road, such as footpath, for the installation of a pride flag.

### **BTC24.088 Pemberton Street, Botany - Proposed No Stopping Restrictions**

#### **Committee 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.

### **BTC24.089 Saxby Close, Botany - Proposed Loading Zone**

#### **Committee 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.

### **BTC24.090 Sydney Water Project - Temporary Closure of Subway Road, Rockdale**

#### **Committee 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.
- 3 That the Sydney Water Construction Traffic Management Plan be submitted to Customer Journey Planning (CJP) (TfNSW) for approval.

### **BTC24.091 Vincents Avenue, Arncliffe - Proposed Parking Restrictions For Temporary Works**

#### **Committee 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.

### **BTC24.092 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.

### **BTC24.093 Matters referred to the Bayside Traffic Committee by the Chair**

The following matters were raised by the Chair:

- 1 Carpark exit linemarking in King Lane, Rockdale – Council Officers to investigate.
- 2 No linemarking at the intersection of Harrow Road & Hegerty Street, Kogarah – Council Officers to investigate.

#### **Committee Recommendation**

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

### **BTC24.094 General Business**

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

- Taxi rank parked out by customers at Rockdale Plaza – Council Officers to contact Rockdale Plaza to assist in resolving this issue.

#### **Committee Recommendation**

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

The Chairperson closed the meeting at 10.04am.

### **Attachments**

Nil

## Bayside Traffic Committee

10/07/2024

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Item No	BTC24.095
Subject	<b>Bay Street west of The Grand Parade, Brighton Le Sands - Proposed 'No Right Turn' between 8pm and 5am, on Summer weekend nights between Friday 27 September 2024 and Monday 31 March 2025</b>
Report by	Traffic Engineer
File	SF23/8611
Electorate	Rockdale

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### Summary

This Report seeks support for the annual partial road closure of Bay Street, Brighton Le Sands to prevent right turn movements into The Grand Parade between 8:00 pm and 5:00 am on Fridays, Saturdays, and Sundays during summer weekend nights. This year's closure will be implemented between Friday 27 September 2024 and Monday 31 March 2025. This scheme is to prevent undesirable circulation in the Central Business Area in Brighton Le Sands.

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### Officer Recommendation

That the proposed installation of 'No Right Turn, 8:00 pm – 5:00 am, Fri, Sat, and Sun' restrictions for the summer weekend nights Friday 27 September 2024 and Monday 31 March 2025 to prevent the right turn movement from Bay Street into The Grand Parade, Brighton Le Sands by Transport for New South Wales be acknowledged and supported.

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### Background

Transport for New South Wales (TfNSW) own and operate three (3) gates and associated warning and regulatory signs in Bay Street at the specified times (under former RTA and RMS).

The 'No Right Turn' restriction and the partial road closure scheme was initiated several years ago by the 'Anti-Hoon Special Task Force', comprising the State Member for Rockdale, the Police, former Roads & Maritime Services (now TfNSW) and Council.

The scheme eliminates the right turn movement from Bay Street into The Grand Parade to prevent hoons from circulating the Brighton Le Sands Central Business Area on the summer weekend nights from October to March.

The normal bus route along Bay Street will be diverted via Moate Avenue, Bestic Street and The Grand Parade, which is approximately 2.3km deviation.

The taxi rank in Bay Street and the garbage collection will not be affected by the proposal.

The arrangements are managed by Transport for NSW to supply, install, and maintain the gates, warning and regulatory traffic signs in Bay Street, and The Grand Parade and undertake closing the gates from 8:00 pm and opening by 5:00 am and NSW Police carry out enforcement.

Bay Street is a State Road under the management of Transport for NSW. As this is a State Road, the arrangements are not within the delegations of the Traffic Committee or Council, however the report seeks to provide Council’s acknowledgement and support to Transport for NSW for the ongoing arrangements.

**Financial Implications**

- Not applicable  The arrangements are fully arranged and funded by NSW Government as it relates to a State Road
- 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**

Bay Street Anti Hoon Gates [↓](#)





Bay Street west of The Grand Parade, Brighton Le Sands  
Proposed lane closure using gates to prevent the right turn movement at summer weekend nights  
TC821

## Bayside Traffic Committee

10/07/2024

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Item No	BTC24.096
Subject	<b>Brennans Road, Arncliffe - Proposed changes to Resident Parking Scheme</b>
Report by	Traffic Engineer
File	SF23/8611
Electorate	Rockdale

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### Summary

Council has received a request from the property owners of 20 Brennans Road and 22 Brennans Road, Arncliffe to review the existing resident parking scheme installed in Brennans Road, Arncliffe.

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### Officer Recommendation

That approval be given to the removal of 20 Brennans Road and 22 Brennans Road, Arncliffe from the existing resident parking scheme installed in Brennans Road, Arncliffe.

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### Background

Council has received a request from the property owners of 20 Brennans Road and 22 Brennans Road, Arncliffe to review the existing resident parking scheme installed in Brennans Road, Arncliffe.

The resident parking scheme on Brennans Road was established to manage on-street parking and ensure that residents have priority access to parking near their homes. The scheme requires residents to apply for parking permits, which are subject to specific terms and conditions.

The owners of 20 Brennans Road and 22 Brennans Road have formally requested to be removed from the resident parking scheme.

The removal of 20 Brennans Road and 22 Brennans Road from the resident parking scheme aligns with the owners' preferences and will not adversely affect the parking situation on Brennans Road. The approval of this request is recommended to accommodate the specific needs of these property owners while maintaining the integrity of the parking scheme.

Therefore, it is recommended to remove these properties from the resident parking scheme.

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### 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"/>            |  |
-

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## 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

N/A

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## Attachments

Brennans Road, Arncliffe - Proposed parking arrangement [↓](#)

**BTC 10/07/2024**  
**Brennans Road, Arncliffe**  
Existing parking arrangements



 Resident Parking Scheme



**BTC 10/07/2024**  
**Brennans Road, Arncliffe**  
Proposed parking arrangements



 Resident Parking Scheme

## Bayside Traffic Committee

10/07/2024

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Item No	BTC24.097
Subject	<b>Changes to On-Street Parking fronting 50 Tramway Street on Henly Street Frontage</b>
Report by	Public Domain Officer
File	SF23/8611
Electorate	Heffron

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### Summary

The proposal is part of the driveway works associated with the development at 50 Tramway Street, Rosebery and will see maintenance of existing on-street parking whilst providing a larger driveway opening for the proposed development. The proposal sees the existing 90-degree parking space fronting 50 Tramway Street on the Henly Street frontage relocated, to provide a larger driveway opening for the proposed development. In addition, the existing sign is required to be relocated and the existing line marking is to be redone.

---

### Officer Recommendation

That approval be given for the relocation of the existing '90° angle parking, rear to kerb, vehicles under 6m only' sign and parking space fronting 50 Tramway Street on the Henly Street frontage to the right-hand side of the new driveway, as per the attached plan.

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### Background

DA-2023/330 was approved for the alterations and first floor addition to the existing dwelling and garage with an additional bedroom above. The alteration to the existing garage sees it being widened towards 48 Tramway Street, and as result would require a larger area to accommodate for the widened driveway. The garage currently fronts Henley Street and has an existing vehicular crossing with an existing 90-degree parking spot to the left of it.

Henly Street, Rosebery is a residential street with existing 90-degree parking spaces throughout the street fronting the even number properties. The relocation of the existing parking space will maintain the number of on-street parking spaces along the street, whilst providing the ability to construct a wider driveway opening to better service the new garage being built at 50 Tramway Street.

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### Financial Implications

Not applicable	<input checked="" type="checkbox"/>	The cost of works is to be borne by the developer
Included in existing approved budget	<input type="checkbox"/>	
Additional funds required	<input type="checkbox"/>	

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## Community Strategic Plan

- |  |                                     |
|--|-------------------------------------|
| Theme One – In 2032 Bayside will be a vibrant place                    | <input type="checkbox"/>            |
| Theme Two – In 2032 Our people will be connected in a creative City    | <input 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"/>            |
- 

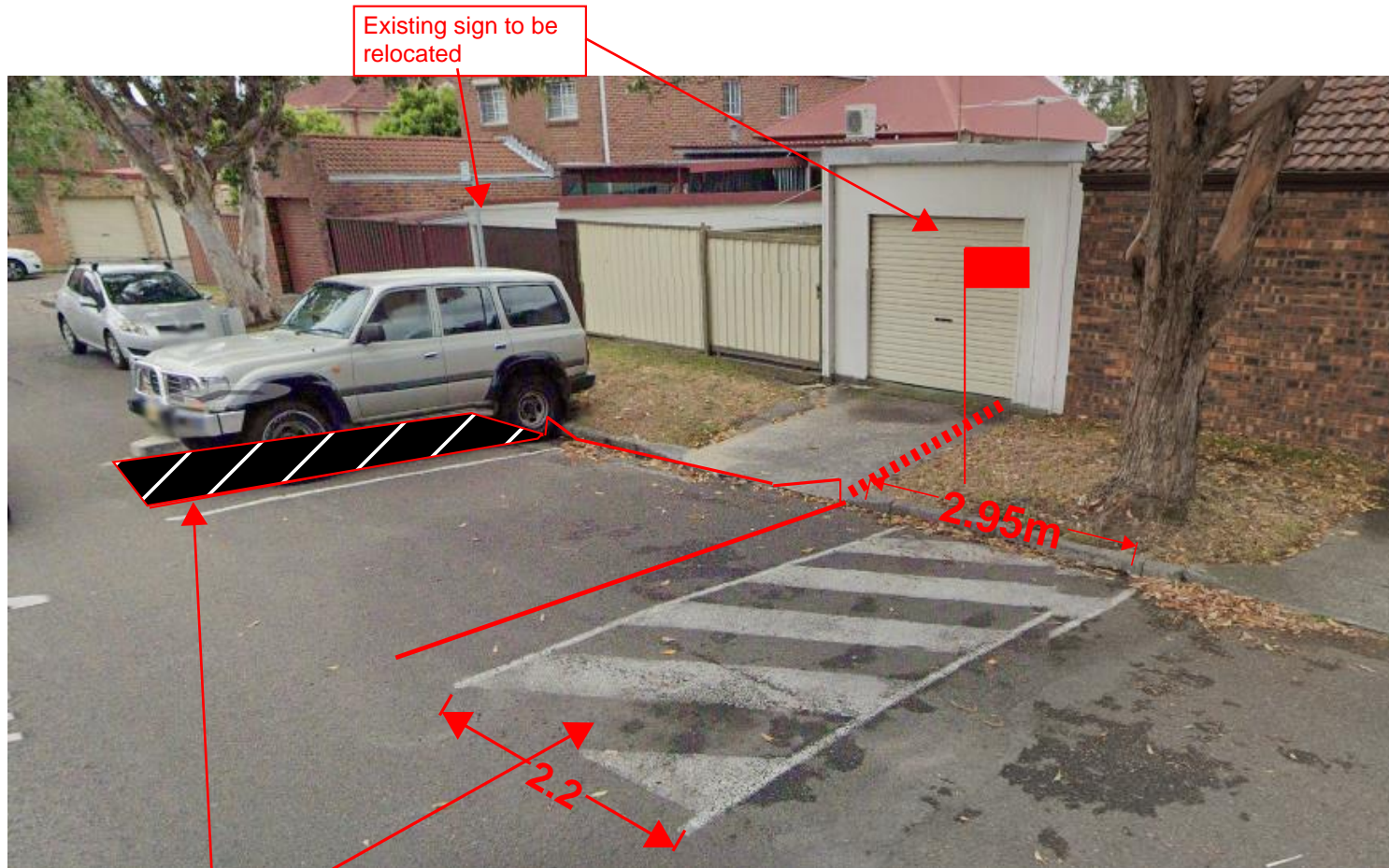
## Community Engagement

Not Applicable.

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## Attachments

50 Tramway Street, Rosebery Markup of Proposed Alterations [↓](#)



50 Tramway Street Rosebery  
(Henley Street Frontage)  
Proposed Driveway and Onstreet Parking Relocation



**Bayside Traffic Committee**

**10/07/2024**

Item No	BTC24.098
Subject	<b>Charles Street - Proposed Flat-Top Road Hump</b>
Report by	Public Domain Engineer
File	SF23/8611
Electorate	Rockdale

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**Summary**

This proposal is part of the frontage works associated with the development at 130-140 Princes Highway & 7 Charles Street, Arncliffe. Through condition of consent, a flat-top road hump is proposed to be constructed in front of the property of 12 Charles Street to assist with traffic calming along the street.

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**Officer Recommendation**

That approval be given for the installation of a flat-top road hump and associated signage fronting 12 Charles Street, Arncliffe.

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**Background**

DA-2018/196 was approved for the demolition of existing structures and construction of 10 storey mixed use development including 182 dwellings, 2 show room tenancies and 3-level basement parking with access via Charles Street.

Charles Street is a local street in Arncliffe. The street is at least 13.4m wide throughout its length with unrestricted parking available on both sides. It runs in north-south direction bounded by Wickham Street to the South and Kyle Street to the North. The carriageway currently has existing treatments such as rubber speed cushions.

As part of the conditions of consent, the developer is required to construct a traffic calming device along Charles Street prior to the completion of the development. The proposed device to be installed is a flat-top road hump. The location of the road hump is to be situated in front of the property No. 12 Charles Street to provide adequate distance from the existing traffic calming devices and the intersection at Wickham Street.

The aim of the proposed works is to improve traffic safety and amenity in the area. It also provides traffic calming for the locality.

It must be noted that the proposal for a road hump will not result in loss of on-street parking.

The locality of the proposed scheme is shown in the attached document.

## Financial Implications

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

## Community Strategic Plan

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

## Risk Management – Risk Level Rating

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

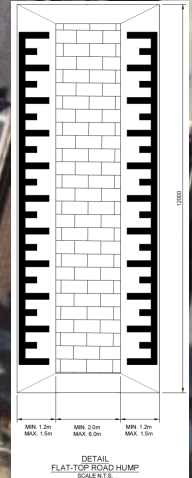
## Community Engagement

All affected residents have been notified by letter drop.

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## Attachments

BTC Charles Street, Arncliffe - Proposed Flat-Top Road Hump and Signage FW-2021/6 [↓](#)



\* NOT TO SCALE

	Charles Street – Traffic Calming – BTC 10/07/2024			
	Charles Street, ARNCLIFFE			
	DRAWN	NR		
	LAYOUT	1 OF 1	REVISION NO. A	

**Bayside Traffic Committee**

**10/07/2024**

Item No	BTC24.099
Subject	<b>Church Avenue Full Road Closures for Hoist Installation</b>
Report by	Public Domain Engineer
File	SF23/8611
Electorate	Heffron

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**Summary**

Council has received a proposal from Freyssinet Australia for the full closure of Church Avenue between Muller Lane and Bourke Street for 2 days and detour traffic (as per Attachment A), to undertake cladding works at the property at 8 Bourke Street, Mascot.

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**Officer Recommendation**

That the Traffic Committee accept the attached Traffic Guidance Scheme and support the full closure of Church Avenue for 2 days. The dates of the 2 occurrences are to be confirmed and approved by way of a Stand and Operate Permit issued under section 139 of the Roads Act.

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**Background**

The strata proprietors of 8 Bourke Street, Mascot were issued a fire order on the 1 March 2019 to replace flammable cladding (ES-2019/237). The strata corporations have appointed Freyssinet to replace the cladding.

Freyssinet's propose to replace cladding using hoists on top of the two building towers. In order to place the hoists on top of the buildings, Freyssinet require a full road closure of Church Avenue, Mascot for 2 days to allow a 120T crane (Liebherr LTM1120-4.1 or equivalent) to lift the hoisting equipment on the towers. The attached lift study TWC-0524/03 prepared by Two Ways Cranes shows the proposed lifting arrangement.

Freyssinet has engaged Traffic Construction Services for traffic control for the duration of their cladding replacement project. TC Construction Services have prepared the attached Traffic Guidance Scheme (PR007 8 Bourke Street, Mascot).

Maintaining a single lane of traffic flow is not feasible because of the presence of shallow water mains, trees which would need to be significantly trimmed, and clearance required from the building to clear the podium level.

TC Construction Services propose to detour traffic via Kent Road as to minimize impact on the road network. Church Avenue between Kent Road and Bourke Street is not a bus route and as such there will be no public transport impact during this closure. Local resident access to properties will be maintained during the work period.

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## Financial Implications

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

## Community Strategic Plan

- |  |                                     |
|--|-------------------------------------|
| Theme One – In 2032 Bayside will be a vibrant place                    | <input 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

Freyssinet are to contact and inform building managers along Church Avenue, at a minimum, a week prior to the scheduled closure.

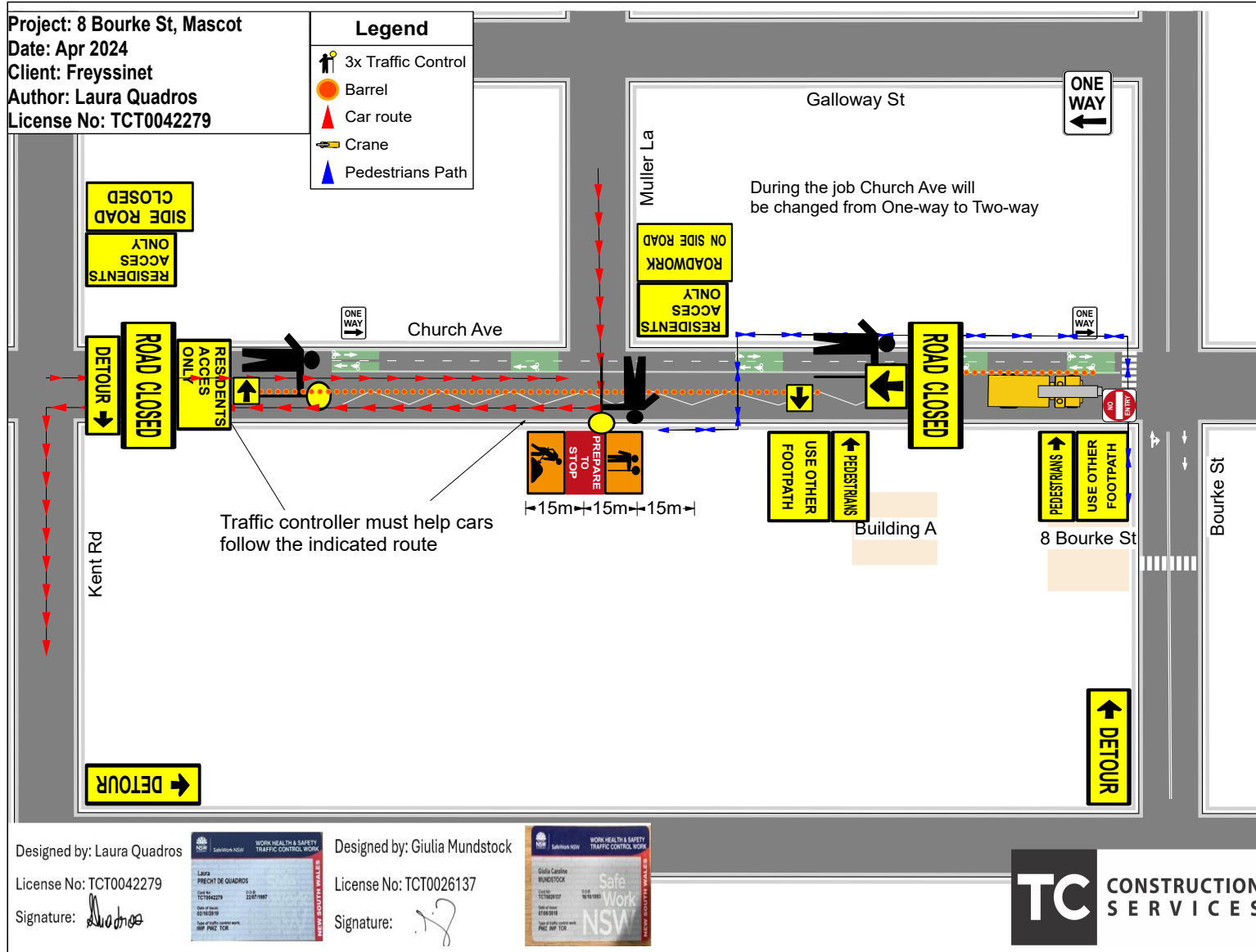
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## Attachments

- 1 Attachment A - Traffic Guidance Scheme - PR007 8 Bourke St, Mascot [↓](#)
- 2 Attachment B - Lift Study TWC-0524/03 REV03 [↓](#)

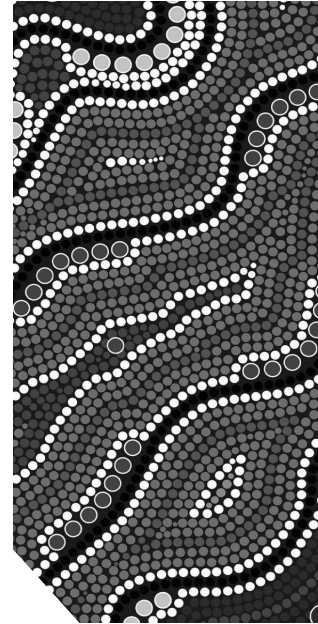
PR007 8 Bourke St, Mascot - Building B scaffold craneage from Church Ave

www.invarion.com





# TWOC TWO WAY CRANES



**TWC-0524/03**

28/05/2024

Les Shepherd,  
project Manager,



**CONTACT:**



**ADDRESS**  
37 Cox Place  
Glendenning  
NSW 2761

**PHONE**



0428 228 991

**BOOKINGS:**

02 9622 8830



**EMAIL**  
les@twowaycranes.com.au



**WEBSITE**  
www.twowaycranes.com.au

Hi Thomas,

Please find attached crane Lift study TWC-0524/03

FREYSSINET

8 Bourke St Mascot,

Church Ave near Building A

Lifting Scaffold from Building A to B (setup 1)

120T Crane

LTM 1120-4.1

- Product Guide
- Plan
- Elevation
- Ground Bearing Pressures
- Crane Load Chart

Regards,

**Les Shepherd**



 120 t

 66 m

 64 m

 91 m

# There's nothing more on 4

**LTM 1120-4.1**

**Mobilkran** · Mobile Crane · Grue mobile  
Autogrú · Grúa mòvil · Мобильный кран

## LIEBHERR

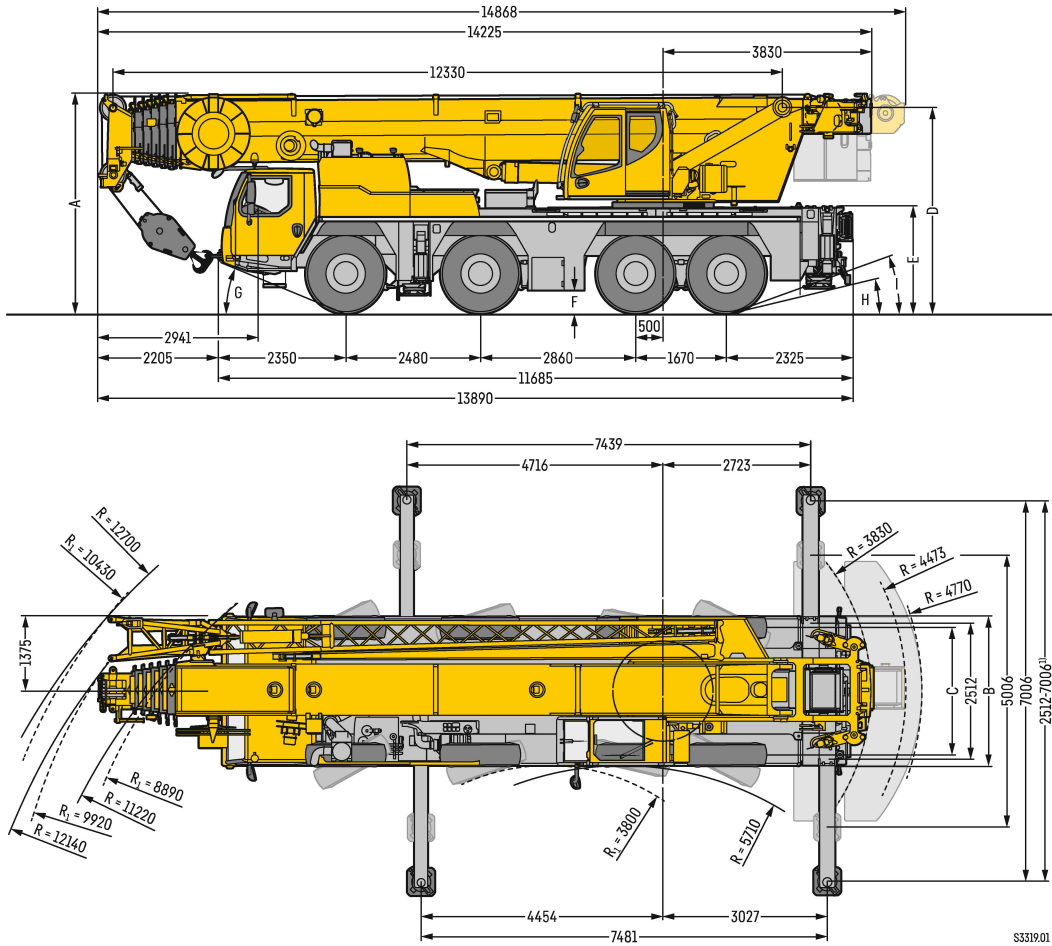
Mobile and Crawler Cranes





# Maße

Dimensions • Encombrement • Dimensioni • Dimensiones • Габариты крана



R<sub>1</sub> = Allradlenkung • All-wheel steering • Direction toutes roues • Tutti gli assi sterzanti • Dirección en todos los ejes • Поворот всеми колесами  
 † nur mit VarioBase® • only with VarioBase® • seulement avec VarioBase® • solo con VarioBase® • sólo con VarioBase® • только с VarioBase®

## Maße • Dimensions • Encombrement • Dimensioni • Dimensiones • Размеры mm

⊙	A	A 100 mm*	B	C	D	E	F	G	H	I
385/95 R 25 (14.00 R 25)	3950	3850	2750	2360	3706	1866	335	22°	11°	18°
445/95 R 25 (16.00 R 25)	4000	3900	2750	2300	3756	1916	385	23°	13°	20°
525/80 R 25 (20.5 R 25)	4000	3900	2890	2370	3756	1916	385	23°	13°	20°

\* abgesenkt • lowered • abaissé • abbassato • suspensión abajo • шасси осажено

# Krandaten

Crane data • Dates de la grue • Dati gru • Características • Технические характеристики крана



## Hakenflasche

Hook block • Moufles à crochet • Bozzello • Pastecas • Крюковые подвески

82,2 t	7	12	1,24 t
75,9 t	5	10	0,90 t
49,7 t	3	7	0,70 t
22,0 t	1	3	0,46 t
7,4 t	-	1	0,25 t



## Kranfahrgestell

Crane carrier • Châssis porteur • Autotelaio • Chasis • Шасси

	min. MIN.	max. МАКС.	%		
385/95 R 25 [14.00 R 25]	0,44	80	> 60 %		12 / R2
445/95 R 25 [16.00 R 25]	0,48	85	56,5 %		4 / R2
525/80 R 25 [20.5 R 25]	0,48	85	56,5 %		

Theoretisches Steigvermögen • theoretical gradeability • aptitude théorique en pente • inclinación teórica • capacidad de traslación teórica en pendiente • теоретическая способность подъема



## Max. Stützkräfte

Max. supporting forces • Forces d'appui max. • Max forze di supporto  
Fuerzas de apoyo máx. • Макс. сила реакции опоры

F <sub>max</sub>	504 kN (51,4 t)	600 kN (61,2 t)



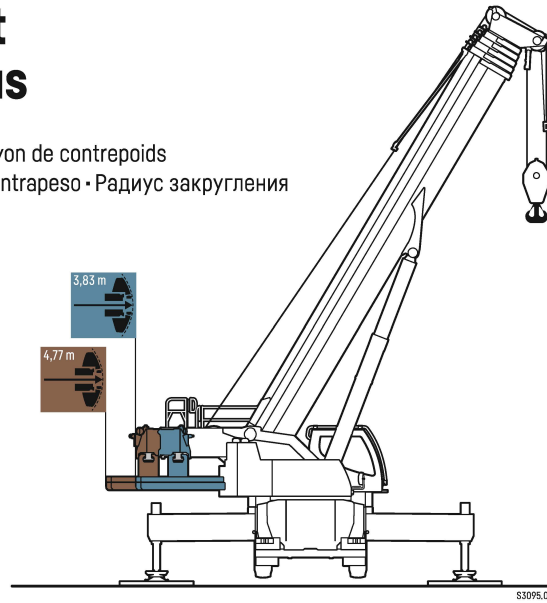
## Kranoberwagen

Crane superstructure • Partie tournante • Torretta • Superestructura • Поворотная часть

	0 - 114 m/min für einfachen Strang • single line • au brin simple per tiro diretto • a tiro directo • при однократной запасовке	19 mm	250 m	74 kN	
	0 - 114 m/min für einfachen Strang • single line • au brin simple per tiro diretto • a tiro directo • при однократной запасовке	19 mm	250 m	74 kN	
	0 - 1,8 min <sup>-1</sup> • об/мин				
	ca. 63 s bis 83° Auslegerstellung • approx. 63 seconds to reach 83° boom angle env. 63 s jusqu'à 83° • circa 63 secondi fino ad un'angolazione del braccio di 83° aprox. 63 segundos hasta 83° de inclinación de pluma • ок. 63 сек. до выставления стрелы на 83°				
	ca. 475 s für Auslegerlänge 12,3 m - 66 m • approx. 475 seconds for boom extension from 12.3 m - 66 m env. 475 s pour passer de 12,3 m - 66 m • ca. 475 secondi per passare dalla lunghezza del braccio di 12,3 m - 66 m aprox. 475 segundos para telescopar la pluma de 12,3 m - 66 m • ок. 475 сек. до выдвижения от 12,3 м до 66 м				

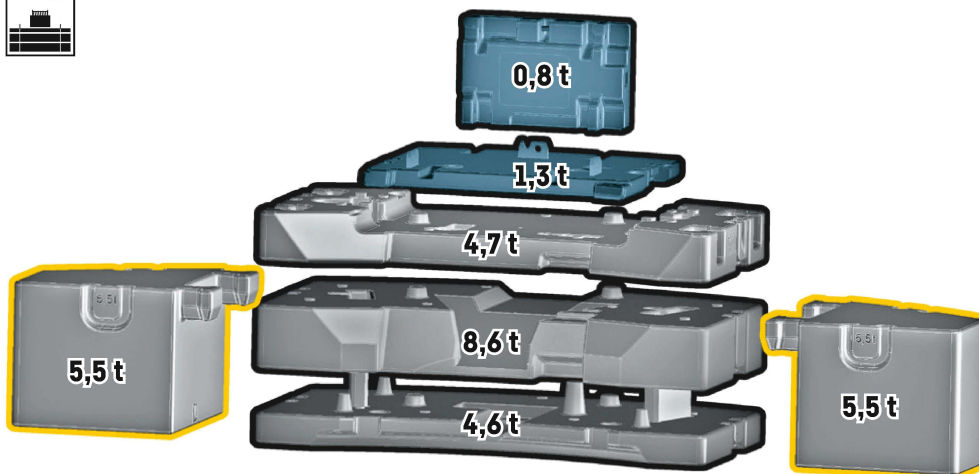
# VarioBallast Ballastradius

Counterweight radius · Rayon de contrepoids  
Raggio avorra · Radio de contrapeso · Радиус закругления



# Ballast

Counterweight · Contrepoids · Zavorra · Lastre · Противовес



**12 t Achslast**  
12 t axle load  
12 t de charge par essieu  
Carico asse 12 t  
12 t de peso por eje  
Нагрузке на ось 12 т

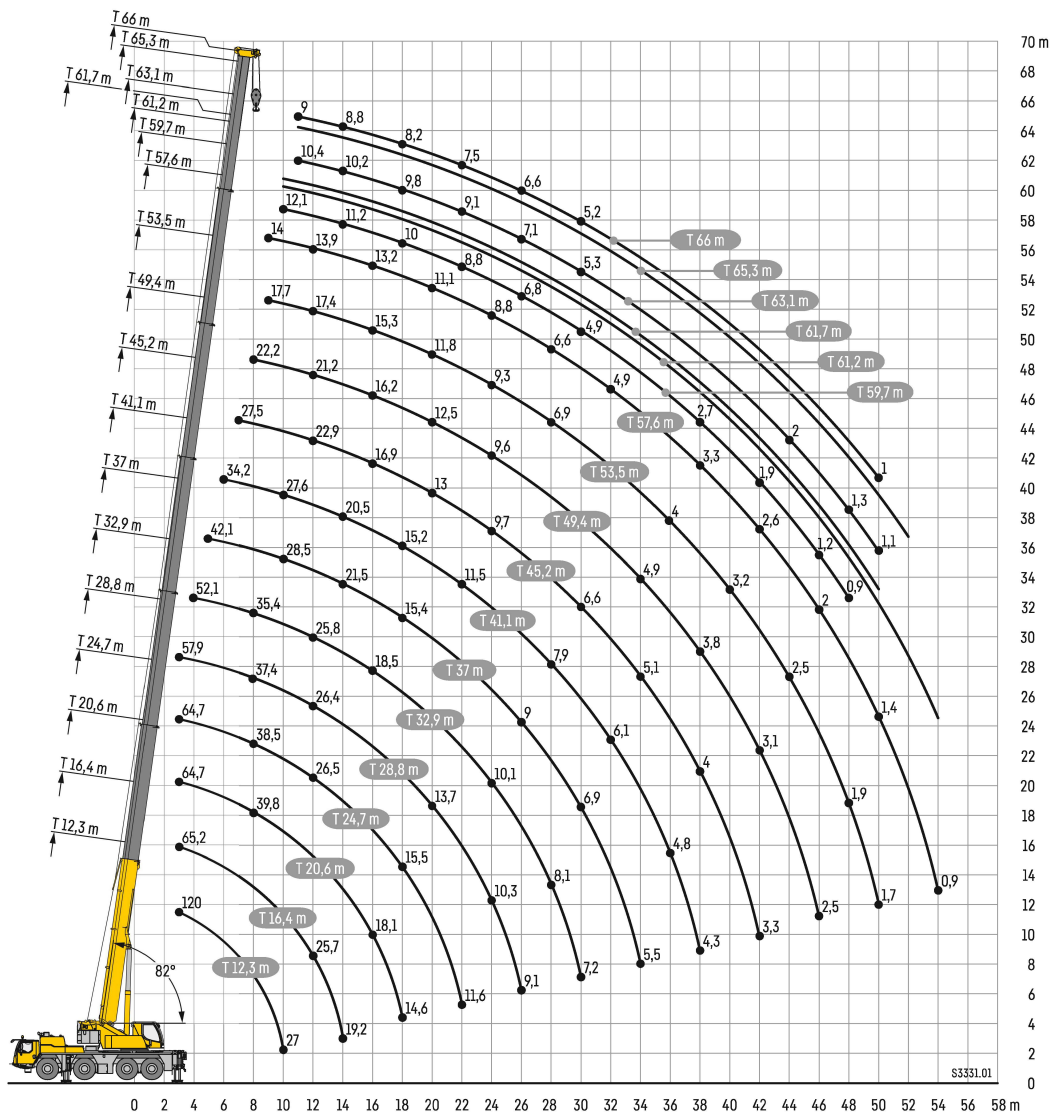
**Technisch transportierbar**  
Technically transportable  
Transport techniquement simplifié  
Tecnicamente trasportabile  
Técnicamente transportable  
Технически пригодный для транспортировки

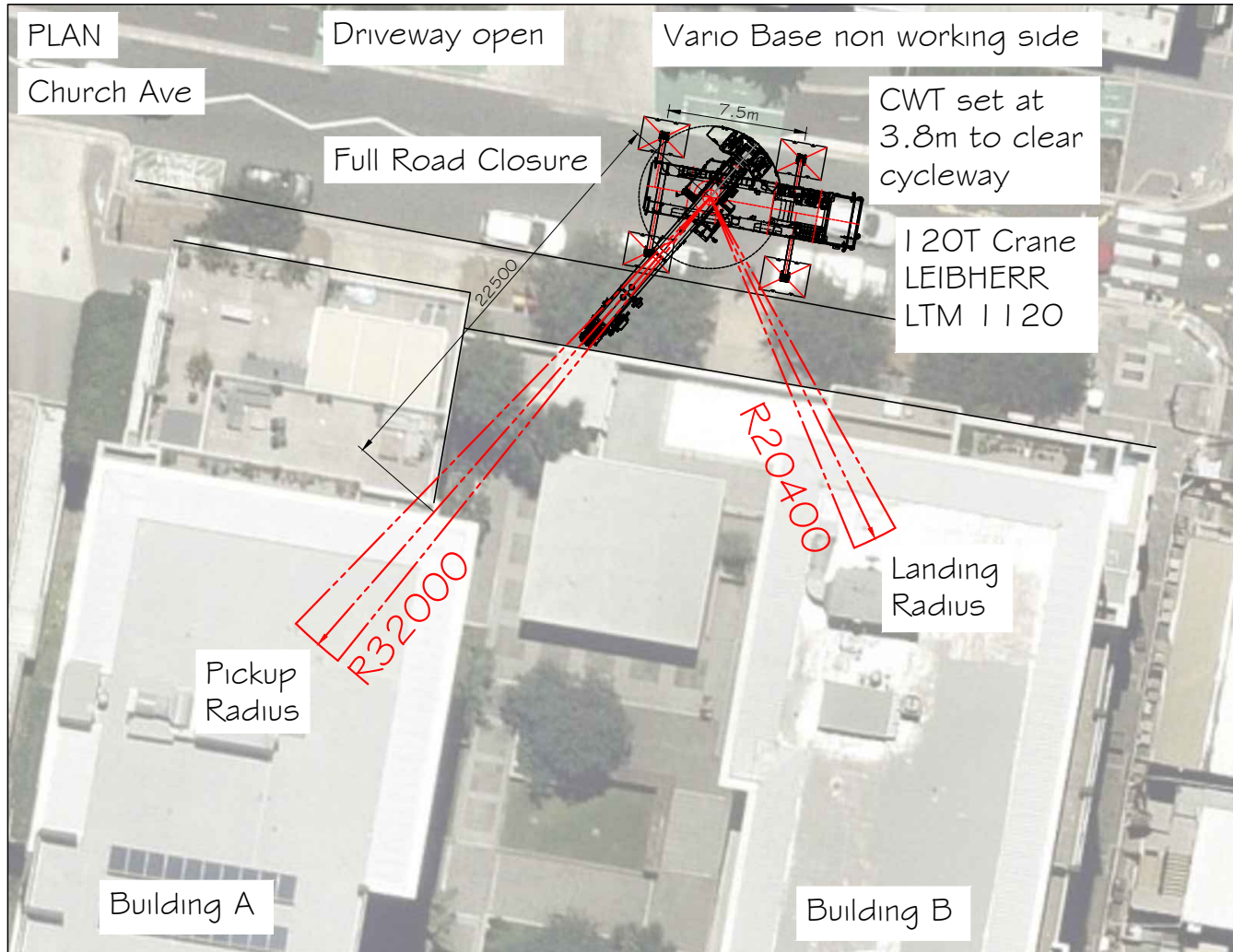
**Zusatzballast**  
Additional counterweight  
Contrepoids additionnel  
Zavorra addizionale  
Contrapeso adicional  
Дополнительный противовес

# Hubhöhen

T

Lifting heights · Hauteurs de levage · Altezze di sollevamento · Alturas de elevación · Высота подъема





PROJECT DETAILS			
CLIENT	Freyssinet		
PROJECT	Cladding Replacment		
SITE	8 Bourke St Mascot, Church Ave near Building A to B		
LIFT DESCRIPTION	Relocating lifts from building A to building B		
DRAWN BY	DN		
DRAWING No.	TWC-0524/03		
DATE	28/05/24		
REVISION	For Approval		
SCALE	NT5		
	SIZE A4		
<b>CRANE TYPES</b>	LTM 1020-4.1		
FOOTPRINT	7.5m x VARIO BASE		
COUNTER WEIGHT	31t		
BOOM LENGTH	66m (Full Boom)		
TIP HEIGHT	60.5m		
<b>LOAD WEIGHT</b>	2.5t		
PICK UP RADIUS	32.0m		
LANDING RADIUS	20.4m		
<b>RIGGING WEIGHTS</b>			
HOOK BLOCK	0.46t		
RIGGING	0.10t		
SPREADER BAR	0.00t		
<b>RIGGING WEIGHT</b>	0.6t		
<b>RIGGING + LOAD WEIGHT</b>			
<b>TOTAL WEIGHT</b>	3.1t		
CHART CAPACITY	4.4t		
% OF LOAD CHART	69.5%		
Pad Size	length (m) 2.5		
	width (m) 1.5		
	pad area (m <sup>2</sup> ) 3.75		
31t	81.1kPa	39t	102kPa
41t	107.3kPa	44t	115.1kPa

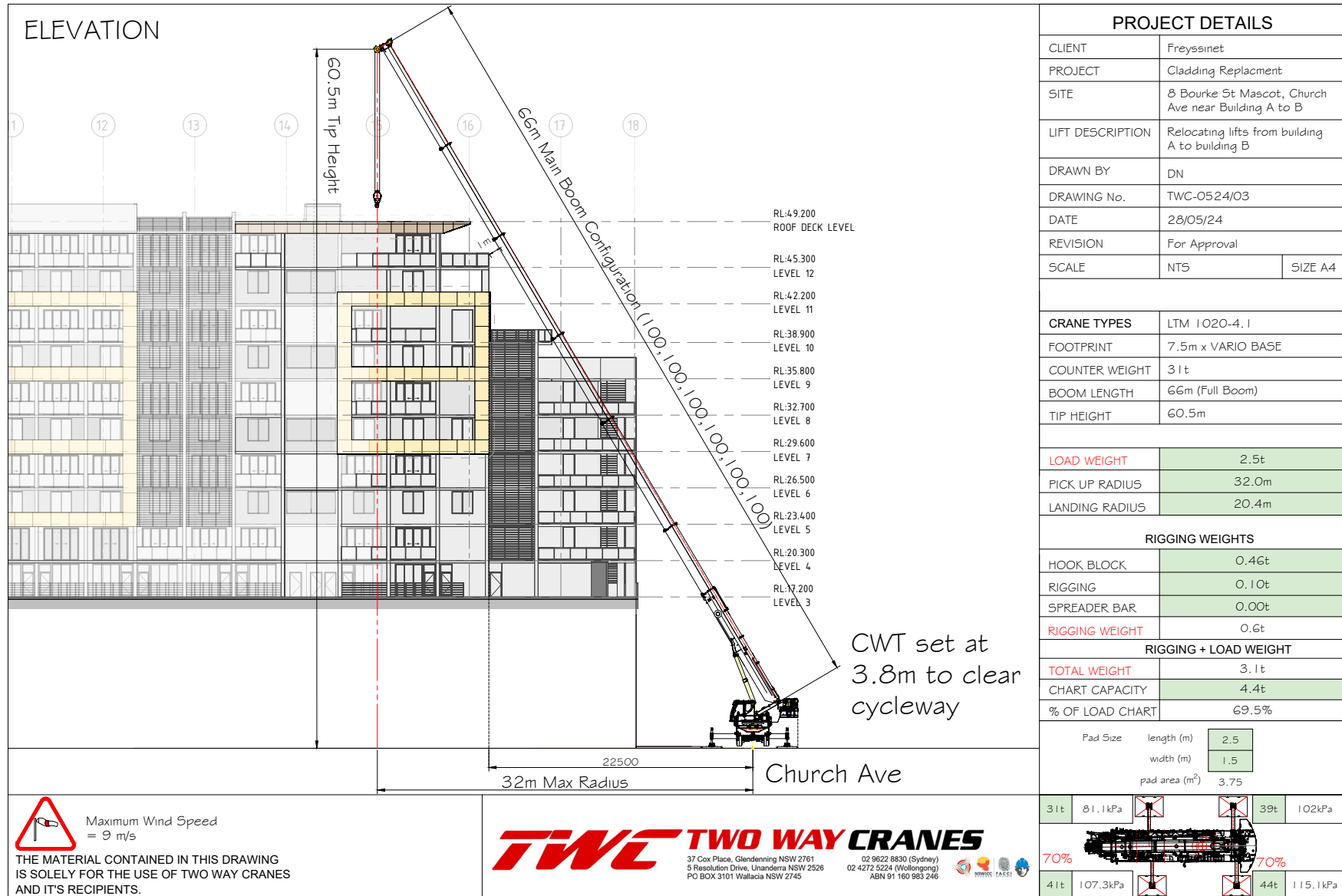
Maximum Wind Speed = 9 m/s  
 THE MATERIAL CONTAINED IN THIS DRAWING IS SOLELY FOR THE USE OF TWO WAY CRANES AND IT'S RECIPIENTS.



37 Cox Place, Glendenning NSW 2761  
 5 Resolution Drive, Unanderra NSW 2526  
 PO BOX 3101 Wallacia NSW 2745

02 9622 8830 (Sydney)  
 02 4272 5224 (Wollongong)  
 ABN 91 160 983 246





Maximum Wind Speed = 9 m/s

THE MATERIAL CONTAINED IN THIS DRAWING IS SOLELY FOR THE USE OF TWO WAY CRANES AND IT'S RECIPIENTS.

**TWC TWO WAY CRANES**

37 Cox Place, Glendenning NSW 2761  
5 Resolution Drive, Unanderra NSW 2526  
PO BOX 3101 Wallacia NSW 2745

02 9622 8830 (Sydney)  
02 4272 5224 (Wollongong)  
ABN 91 160 983 246





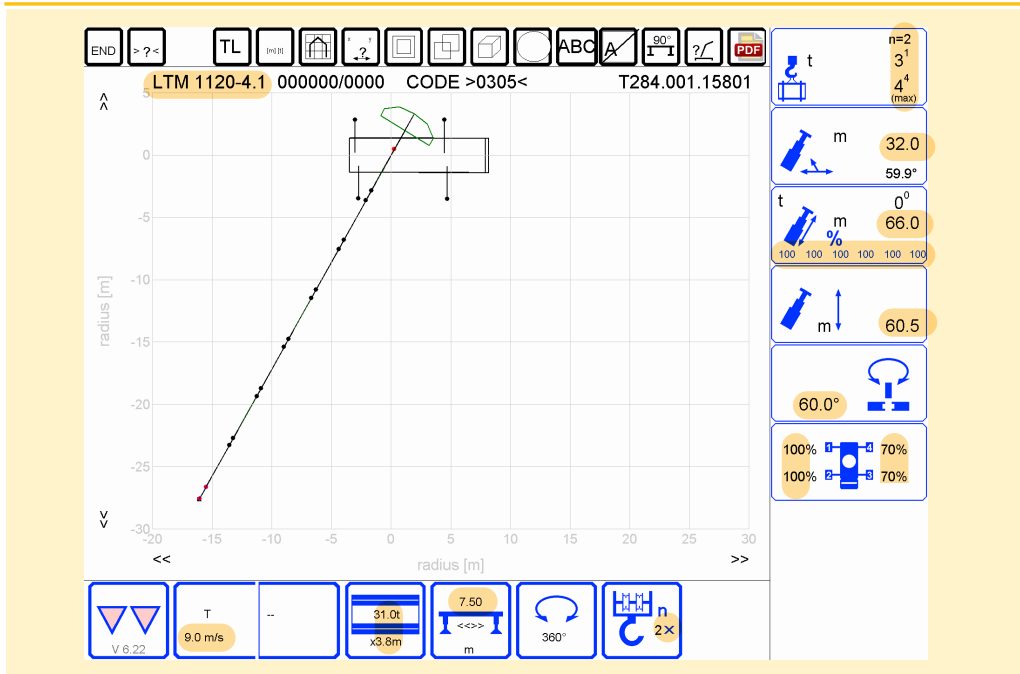
LTM 1120-4.1 -- 000000/0000 Code: 0305 T\_284\_001\_15801\_00\_000  
Operating mode: T 9.0 m/s --



# TWC TWO WAY CRANES

37 Cox Place, Glendenning NSW 2761  
5 Resolution Drive, Unanderra NSW 2526  
PO BOX 3101 Wallacia NSW 2745

02 9622 8830 (Sydney)  
02 4272 5224 (Wollongong)  
ABN 91 160 983 246





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## Bayside Traffic Committee

10/07/2024

Item No	BTC24.100
Subject	<b>Esdaile Place, Arncliffe – Proposed 10m statutory No Stopping restrictions</b>
Report by	Traffic Engineer
File	SF23/8611
Electorate	Rockdale

---

### Summary

Council has received requests from residents to review the parking restrictions on Esdaile Place, Arncliffe. Reports have been received regarding difficulties of vehicle ingress and egress due to vehicles being parked on the opposite side of garage entrances. Additionally, motorists are parking vehicles within 10m at the intersection of Towers Place and Esdaile Place.

This report seeks approval for the installation of statutory 10m 'No Stopping' restrictions at the intersection of Esdaile Place and Towers Place, Arncliffe as per attached drawing.

---

### Officer Recommendation

That approval be given for the installation of statutory 10m 'No Stopping' restrictions in the form of yellow C3 line-marking on the intersection of Esdaile Place and Towers Place, Arncliffe as indicated in the attachment.

---

### Background

Esdaile Place is classified as a local road under Council's Road hierarchy. Council has received a request from a resident to implement parking restrictions in Esdaile Place which provides rear access to the residents of Towers Street, Arncliffe. Residents are having difficulties accessing their garages with vehicles parking on the opposite side of garage entrance.

Site inspections, aerial imaging and reports from residents confirmed that when vehicles are parked on the southern side of Esdaile Place, accessing off-street parking of properties on the northern side is an issue. Current NSW Road Rules 2014 – 170 (3) stipulates that a driver must not stop on a road within 10 metres from the nearest point of an intersecting road at an intersection without traffic light.

Therefore, to improve the compliance of existing NSW Road Rules and based on the investigations conducted, it is recommended to install Statutory 'No Stopping' restrictions in form of yellow C3 linemarking as indicated in the attachment.

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 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 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 the affected residents, and no objections have been received.

---

## Attachments

Esdaile Place, Arncliffe - Proposed Statutory 'No Stopping' restriction [↓](#)

**BTC 10/07/2024**  
Esdaile Place, Arncliffe  
Proposed 10m Statutory 'No Stopping' restriction



**Bayside Traffic Committee****10/07/2024**

---

Item No	BTC24.101
Subject	<b>Francis Avenue, Brighton Le Sands – Formalisation of Bus Zone and changes to Bus Zone</b>
Report by	Traffic Engineer
File	SF23/8611
Electorate	Rockdale CRM 423936

---

**Summary**

Council has received a request from a resident to review the existing parking conditions and improve safety at the bus stop located in Francis Avenue on approach to Bruce Street.

Additionally, bus operators have requested that the timing of the 'Bus Zone' outside St Thomas More's Catholic School be adjusted to align with other school times for consistency.

---

**Officer Recommendation**

- 1 That approval be given to install a 20m 'Bus Zone 7:00 am – 9:00 am, 2:00 pm – 4:30 pm, School Days' on the western side of Francis Avenue, Brighton Le Sands as per the attached drawing.
- 2 That approval be given to replace the existing 'Bus Zone 8:00 am – 9:00 am, 3:00 pm – 4:00 pm' & 'No Parking, All Other Times' zone with a 'Bus Zone 8:00 am – 9:30 am, 2:30 pm – 4:00 pm' & 'No Parking, All Other Times' zone on the western side of Francis Avenue, Brighton Le Sands as per the attached drawing.

---

**Background**

Council has received a request from a resident to review the existing parking conditions and improve safety at the bus stop located on Francis Avenue, approaching Bruce Street.

The absence of a formalised 'Bus Zone' has led to motorists parking illegally at this location during school hours, causing significant issues for bus operators, causing obstructions which compromises the safety of students and other pedestrians.

Bus operators have corroborated these concerns, indicating that the illegal parking is causing operational difficulties. To address this issue, it is proposed to install a 20m 'Bus Zone 7:00 am – 9:00 am, 2:00 pm – 4:30 pm, School Days' restriction. This measure is expected to prevent illegal parking, ensuring that buses can operate safely and efficiently.

Council enforcement officers will undertake patrols to ensure road users in Francis Avenue comply with the signposted restrictions as per availability of resources.

Furthermore, bus operators have highlighted the need for uniformity in 'Bus Zone' timing adjacent school campuses across the Local Government Area (LGA). The existing 'Bus Zone' outside St Thomas More's Catholic School is inconsistent with other schools.

Aligning the timings across the LGA will provide clarity and consistency for both motorists and bus operators.

Based on the information above, it is recommended that the approval be given to replace existing 'Bus Zone 8:00 am – 9:00 am, 3:00 pm – 4:00 pm' and 'No Parking, All Other Times' zone with a 'Bus Zone 8:00 am – 9:30 am, 2:30 pm – 4:00 pm' and 'No Parking, All Other Times' zone.

The locality of the proposed restriction is shown in the attached drawing.

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### 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 the affected residents, and no objections have been received.

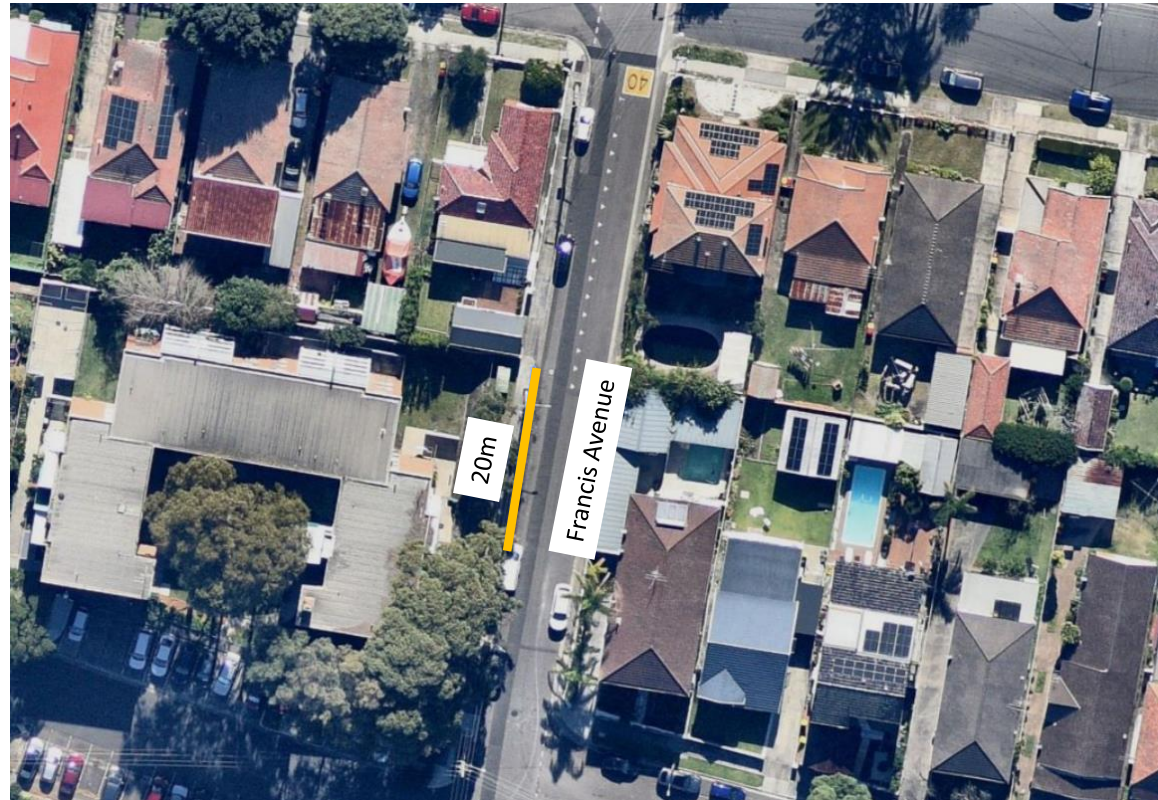
---

### Attachments

Francis Avenue, Brighton Le Sands - Proposed formalisation of Bus Zone and changes to Bus Zone [↓](#)



**BTC 10/07/2024**  
Francis Avenue, Brighton-Le-Sands  
Proposed formalization of Bus Zone





— Proposed Bus Zone 7:00 am – 9:00 am, 2:00 pm – 4:30 pm, School Days Only

**BTC 10/07/2024**

Francis Avenue, Brighton-Le-Sands  
Proposed changes to Bus Zone



-  Existing 'Bus Zone 8:00 am – 9:00 am, 3:00 pm – 4:00 pm' No Parking All other times
-  Proposed 'Bus Zone 8:00 am – 9:30 am, 2:30 pm – 4:00 pm' No Parking All other times



## Bayside Traffic Committee

10/07/2024

---

Item No	BTC24.102
Subject	<b>10 Fremlin Street, Botany - Proposed 9.2m Works Zone for 34 Weeks</b>
Report by	Traffic Engineer
File	SF23/8611
Electorate	Maroubra WZ-2024/7

---

### Summary

Council has received a request from the developer of 10 Fremlin Street for the provision of a 9.2m 'Works Zone' to facilitate the construction activities associated with the demolition of existing structures, Torrens title subdivision of one (1) lot into two (2) lots and the construction of two dwellings with front fences.

---

### Officer Recommendation

- 1 That approval be given to the installation of a 9.2m 'Works Zone, 7:00 am – 5:00 pm, Mon – Fri and 8:00 am – 1:00 pm Sat' restriction along the eastern kerb line of Fremlin Street, for the duration of 34 weeks, subject to relevant conditions.
  - 2 The applicant must ensure that construction vehicles do not queue within Fremlin Street or any other local roads in the vicinity especially concrete trucks during the construction period waiting to deliver goods to the site.
  - 3 That the existing parking restrictions in the Fremlin Street is not changed on account of this proposal and two-way traffic flow be maintained in Fremlin Street at all times 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 'Heavy Rigid Vehicles' due to constraint in the existing road infrastructure and be limited to 8.8m 'Medium Rigid Vehicle'.
  - 5 That approval is not 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 34 week 'Works Zone'.
  - 7 That the applicant notifies the adjacent properties of the approved 'Works Zone' and provides a copy to Council for record.
- 

### Background

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, 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
- Included in existing approved budget
- Additional funds required

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**Community Strategic Plan**

- Theme One – In 2032 Bayside will be a vibrant place
- 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**

That the applicant notifies the adjacent properties of the approved 'Works Zone' and provides a copy to Council for record.

## Attachments

10 Fremlin Street, Botany - Proposed Works Zone [↓](#)

**BTC 10/07/2024**  
10 Fremlin Street, Botany  
Proposed Works Zone



**Bayside Traffic Committee****10/07/2024**

Item No	BTC24.103
Subject	<b>Hegerty Street &amp; Harrow Road Intersection, Kogarah - Formalisation of slip lane and Give-Way restrictions</b>
Report by	Senior Traffic & Road Safety Engineer
File	SF23/8611
Electorate	Kogarah/ Rockdale CRM#423225

---

**Summary**

It has been brought to Council's attention that the slip lane at the intersection of Hegerty Street and Harrow Road, Kogarah may require formalisation to increase road safety for motorists attempting to merge onto Hegerty Street southbound. The intersection of Hegerty Street and Harrow Road had previously been upgraded as part of Bayside Council's application to State Government's Safer Roads program in 2022. The proposal is expected to facilitate safer vehicle movements by delineating and signposting Give-Way control. The intention of the proposal is to provide clear indication of priority-of-way to vehicles exiting the roundabout over vehicles merging from the slip lane.

---

**Officer Recommendation**

That approval be given for the installation of Give Way control signage and line-marking on the Hegerty Road southbound slip lane exit at the intersection of Hegerty Street and Harrow Road, Kogarah, as per attached plan.

---

**Background**

Council has received a request to review the vehicle merging operation on Hegerty Street southbound roundabout exit at the intersection of Hegerty Street and Harrow Road, Kogarah.

This intersection is a T-junction where Harrow Road is a terminating street. Vehicles travelling northbound on Harrow Road, attempting to travel southbound on Hegerty Street are able to navigate a slip lane, bypassing the roundabout. However, at the point where the slip lane joins Hegerty Street southbound, no line-marking or signage have been installed, creating confusion and a conflict point for motorists.

The section of Harrow Road between the T-junction and Princes Highway divides Georges River Council to the south and Bayside Council to the north. The subject slip lane intersection lies on the southern side within Georges River Council jurisdiction. However, the intersection was previously upgraded as part of Bayside Council's application to the state government's Safer Roads Program. As formalising the merging slip lane is considered a continuation of the project, Bayside Council will be proposing and installing the Give Way signage and line-marking.

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## 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

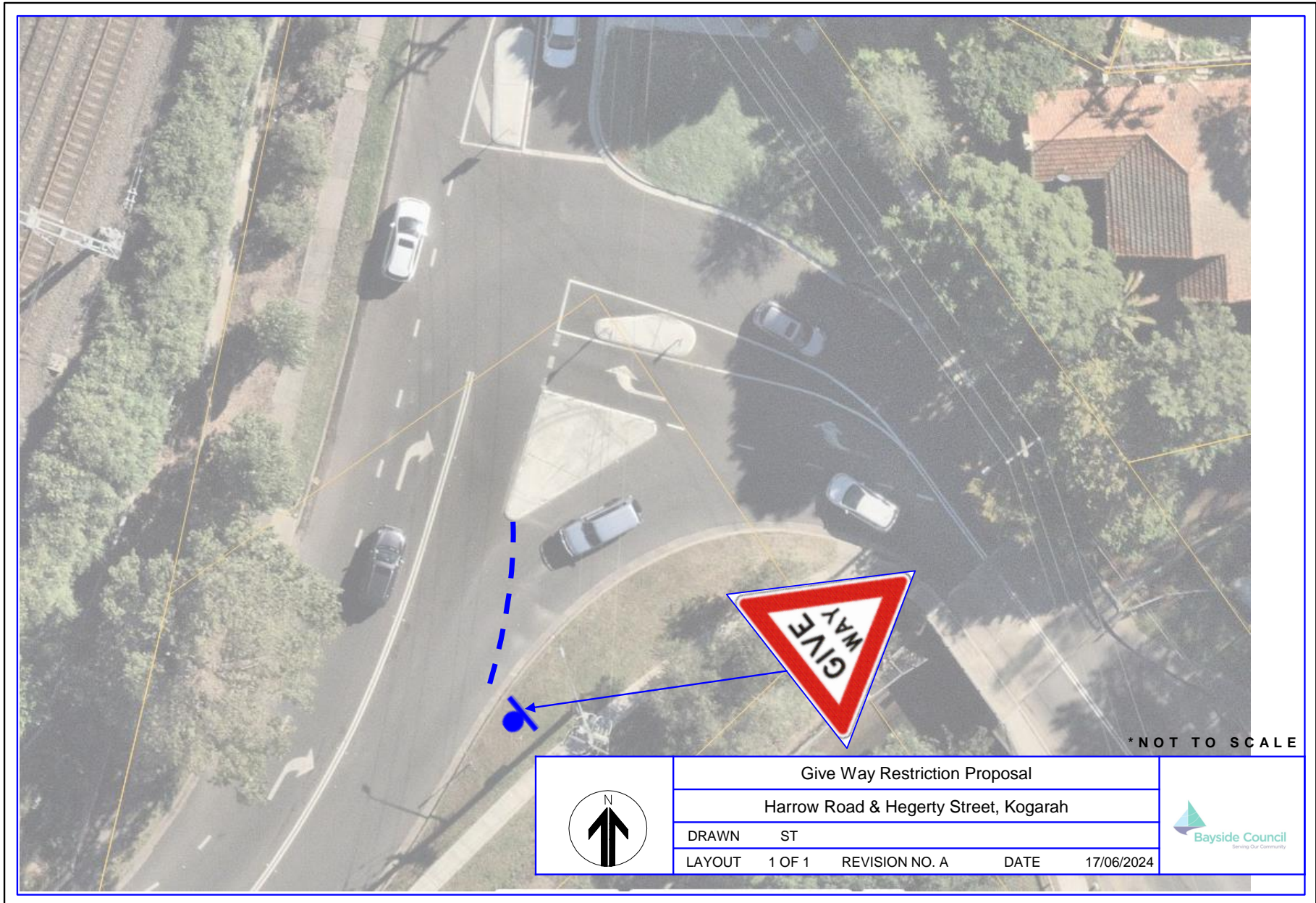
Community Engagement not necessary for the formalisation of traffic regulations. However, Georges River Council Traffic team have been notified of this proposal and no concerns have been raised.

---

## Attachments

Give Way Control Proposal - Hegerty St & Harrow Road, Kogarah [↓](#)





## Bayside Traffic Committee

10/07/2024

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Item No	BTC24.104
Subject	<b>Intersection of Ada Street and Hancock Street, Bexley – Proposed 10m statutory ‘No Stopping’ restrictions</b>
Report by	Traffic Engineer
File	SF23/8611
Electorate	Kogarah CRM 423734

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### Summary

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

The report seeks approval for the installation of statutory 10m ‘No Stopping’ restrictions at the intersection of Ada Street and Hancock Street, Bexley.

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### Officer Recommendation

That approval be given for the installation of statutory 10m ‘No Stopping’ restrictions in the form of yellow C3 line-marking at the intersection of Ada Street and Hancock Street, Bexley as indicated in the attachment”.

---

### Background

Ada Street is classified as local road in Council’s Road hierarchy and intersects with Hancock Street, a classified local road. The carriageway width of Ada Street and Hancock Street is approximately 12m and 12.45m respectively.

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



Current NSW Road Rules 2014 – 170 (3) stipulates that: “a driver must not stop on a road within 10 metres from the nearest point of an intersecting road at an intersection without traffic light”.

In order to improve compliance of the existing NSW Road Rules and to enhance the overall road safety, it is recommended to install statutory 10m ‘No Stopping’ restrictions at the intersection of Ada Street and Hancock Street, Bexley in form of yellow of C3 linemarking to minimise the 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 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 type="checkbox"/>
High risk	<input checked="" type="checkbox"/>
Very High risk	<input type="checkbox"/>
Extreme risk	<input type="checkbox"/>

## Community Engagement

A notification letter was sent to the affected residents, and no objections have been received.

## Attachments

Intersection of Ada Street and Hancock Street, Bexley - Proposed Statutory 'No Stopping' restriction [↓](#)



**BTC 10/07/2024**

Intersection of Ada Street and Hancock Street, Bexley  
Proposed 10m Statutory 'No Stopping' restriction



## Bayside Traffic Committee

10/07/2024

Item No	BTC24.105
Subject	<b>Intersection of Gore Street and Somerville Street, Arncliffe - Proposed Statutory 10m No Stopping Restrictions</b>
Report by	Student/Graduate Engineer
File	SF23/8611
Electorate	Rockdale

## Summary

Council has received a request to review the existing parking restrictions at the intersection of Gore Street and Somerville Street, Arncliffe due to motor vehicles being parked within 10m of the intersection. Sight distance for motorists approaching this intersection is impacted due to illegally parked vehicles and the safety of the intersection is compromised for all road users.

This report seeks approval for the installation of statutory 10m 'No Stopping' restrictions at the intersection of Gore Street and Somerville Street, Arncliffe as indicated in the attached plan.

## Officer Recommendation

That approval be given for the installation of statutory 10m 'No Stopping' restrictions in the form of yellow C3 line-marking at the intersection of Gore Street and Somerville Street, Arncliffe as indicated in the attached plan.

## Background

Gore Street and Somerville Street are both classified as local roads in Council's road hierarchy and have a carriageway of 9.3 m and 10.4 m respectively. Site inspections, aerial imaging and reports from residents have all confirmed that motorists are parking too close to the intersection of Gore Street and Somerville Street. Please see image below.



Current NSW Road Rules 2014 – 170 (3) stipulates that: “a driver must not stop on a road within 10 metres from the nearest point of an intersecting road at an intersection without traffic light”.

In order to improve compliance of the existing NSW Road Rules and to enhance the overall road safety, it is recommended to install statutory 10m ‘No Stopping’ restrictions at the intersection of Gore Street and Somerville Street, Arncliffe in the form of C3 line-marking (unbroken yellow lines). In lieu of ‘No Stopping’ signs at intersections, Council is installing C3 line-marking delineating ‘No Stopping’ restrictions 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 type="checkbox"/>
High risk	<input checked="" type="checkbox"/>
Very High risk	<input type="checkbox"/>
Extreme risk	<input type="checkbox"/>

## Community Engagement

A notification letter was sent to affected residents and no objections were received.

## Attachments

Intersection Gore Street and Somerville Street, Arncliffe - Proposed Statutory 10m No Stopping Restrictions [↓](#)





**BTC 10/07/2024**

**Intersection of Gore Street and Somerville Street. Arncliffe – Proposed Statutory 10m No Stopping Restrictions**



## Bayside Traffic Committee

10/07/2024

Item No	BTC24.106
Subject	<b>Intersection of Queen Street and Morgan Street, Botany - Proposed 10m Statutory No Stopping Restrictions</b>
Report by	Student/Graduate Engineer
File	SF23/8611
Electorate	Maroubra

### Summary

Council has received a request to review the existing parking restrictions at the intersection of Queen Street and Morgan Street, Botany due to motor vehicles being parked within 10m of the intersection. Sight distance for motorists approaching this intersection is impacted due to illegally parked vehicles and the safety of the intersection is compromised for all road users.

This report seeks approval for the installation of statutory 10m 'No Stopping' restrictions at the intersection of Queen Street and Morgan Street, Botany as indicated in the attached plan.

### Officer Recommendation

That approval be given for the installation of statutory 10m 'No Stopping' restrictions in the form of yellow C3 line-marking at the intersection of Queen Street and Morgan Street, Botany as indicated in the attached plan.

### Background

Queen Street and Morgan Street are both classified as local roads in Council's road hierarchy and have a carriageway of 8.1m and 8.2m respectively. Site inspections, aerial imaging and reports from residents have all confirmed that motorists are parking too close to the intersection of Queen Street and Morgan Street. Please see image below.



Current NSW Road Rules 2014 – 170 (3) stipulates that: “a driver must not stop on a road within 10 metres from the nearest point of an intersecting road at an intersection without traffic light”.

In order to improve compliance of the existing NSW Road Rules and to enhance the overall road safety, it is recommended to install statutory 10m ‘No Stopping’ restrictions at the intersection of Queen Street and Morgan Street, Botany in the form of C3 line-marking (unbroken yellow lines). In lieu of ‘No Stopping’ signs at intersections, Council is installing C3 line-marking delineating ‘No Stopping’ restrictions 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 and no objections were received.

## Attachments

Intersection of Queen Street and Morgan Street, Botany - Proposed 10m Statutory 'No Stopping' Restrictions [↓](#)





**BTC 10/07/2024**

**Intersection of Queen Street and Morgan Street, Botany – Proposed 10m Statutory ‘No Stopping’ restrictions.**



## Bayside Traffic Committee

10/07/2024

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Item No	BTC24.107
Subject	<b>MS Ride from Sydney to Wollongong - Sunday 3 November 2024 - Proposed Traffic Guidance Scheme</b>
Report by	Traffic Engineer
File	SF23/8611
Electorate	Rockdale

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## Summary

An application from the Multiple Sclerosis (MS) Society of NSW Outdoor Events has been received to conduct the annual bicycle ride from Sydney to Wollongong through Arncliffe, Rockdale, Kyeemagh, Brighton Le Sands, Monterey, Ramsgate Beach, Dolls Point and Sans Souci. This year's event will fall on Sunday 3 November 2024.

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## Officer Recommendation

- 1 That approval be granted for the Multiple Sclerosis Society of NSW Outdoor to conduct their annual bicycle ride from Sydney to Wollongong through Arncliffe, Rockdale, Kyeemagh, Brighton Le Sands, Monterey, Ramsgate Beach, Dolls Point and Sans Souci on Sunday 3 November 2024 commencing from 6:00 am.
- 2 That the applicant seek approval from TfNSW for the establishment of temporary 'Clearway, 4:00 am – 11:00 am' restrictions as required on Sunday 3 November 2024:
  - a) Along West Botany Street between Princes Highway and Bestic Street.
  - b) Along Bestic Street between West Botany Street and General Holmes Drive.
  - c) Along The Grand Parade between Bestic Street and Sellwood Street; and
  - d) To remove and reinstate the removable bollards in The Grand Parade (The Little Grand Parade) at General Holmes Drive.
- 3 That concurrence be given to event organisers/police/TfNSW to install temporary restrictions at the following locations:
  - a) 'No Left Turn' from Princes Highway into West Botany Street in the southbound direction.
  - b) 'No Left Turn' from Flora Street into West Botany Street in the southbound direction.
  - c) 'No Right Turn' from West Botany Street into Bestic Street in the eastbound direction.
  - d) 'No Entry' on the eastern arm of the signalised intersection of West Botany Street and Bestic Street in the eastbound direction between 6:00 am and 8:00 am due to sun glare.
  - e) 'No Entry' along Bestic Street from Jacobson Avenue to General Holmes Drive in the eastbound direction.
  - f) 'No Entry' into Cook Park car park opposite Culver Street between 4:00 am and 9:30 am.

- g) 'No Entry, Buses Excepted' into Malua Street from The Grand Parade in the southbound direction for State Transit Authority and Veolia Transport's buses to travel northbound from Malua Street to The Grand Parade as there is no alternative route for the buses.
- 4 That the organisers of the event advise affected local residents of Bestic Street and The Grand Parade where the proposed 'Clearway' and the proposed road closure restrictions will be imposed.
  - 5 That access for residents of Valda Avenue be maintained during the event.
  - 6 That the organisers of the event comply with all the requirements of public authorities for the event.
  - 7 That the event organisers liaise with Council's City Presentation Directorate to temporarily remove the bollards at The Little Grand Parade with General Holmes Drive to allow cyclists to pass through and reinstate them in a timely manner.
  - 8 That Council authorise bike riders and Multiple Sclerosis Society to use Cook Park at the corner of The Grand Parade and Carruthers Drive, Ramsgate Beach as a minor water, bike repair and first aid stop and assist them in removing the bollards in The Little Grand Parade with General Holmes Drive for the event on Sunday 3 November 2024.
- 

## Background

The event will be held on Sunday 3 November 2024 commencing from 6:00 am at Tempe Recreation Reserve, Tempe. The event organiser has submitted supporting planning documents and Traffic Control Plans at various locations. The event has been conducted annually in conjunction with the NSW Police and Transport for New South Wales (TfNSW). The Police Service will escort the riders and TfNSW provides physical road works and traffic management.

Council has received the following information from the MS Sydney to Gong Bike Ride event organisers:

Every year 10,000 cyclists depart Sydney on a journey to Wollongong in Australia's iconic cycling event; the MS Sydney to the Gong Bike Ride (MS Gong Ride) held to support Australians living with multiple sclerosis (MS). This event is the most significant fundraising event for MS. The ride will be held on Sunday 3 November 2024.

The MS Sydney to the Gong Bike Ride is organised by the MS Events team and coordinated in association with the NSW Police Force, the Transport Management Centre (TMC), Roads & Maritime Service (RMS), local governments and various other authorities from Sydney to Wollongong.

This year's course will follow that of last year with one start site location within Tempe Recreation Reserve (the 82km start site) and once again they will be using Cooper Street Reserve, Engadine (the 54km start site) as the second start site with riders starting here and joining the course on the Princes Highway.



Riders will then follow the traditional course through the Royal National Park, travelling south along the coast to Thirroul, passing over the Sea Cliff Bridge then following through Woonona to the finish at Lang Park, Wollongong.

As in previous years MS would like to request permission for the following:

- Access required from 5.00 am to 11.00 am on Sunday 3 November 2024.
- The event to pass through Bayside Council area, including the placement of signs and marshals as per the Traffic Guidance Scheme.
- The removal of removable bollards, temporarily, at The Little Grand Parade with General Holmes Drive.

### **Temporary Traffic Measures**

#### Lane Closures

- Witches hats will be placed between lanes 1 and 2 along the Princes Hwy between Brodie Spark Drive, Arncliffe and West Botany Street, Arncliffe.
- Witches hats will be placed between lanes 1 and 2 at left hand turn from West Botany Street onto Bestic Street.
- Witches hats will be placed between lanes 1 and 2 on Bestic Street approaching Jacobson Street and approaching General Holmes Drive.
- Witches hats will be placed between lanes 1 and 2 along The Grand Parade between Little Grand Parade and 100m past President Avenue, Brighton-Le-Sands.
- Witches hats will be placed on Rocky Point Road (southbound) on approach to Sandringham Street.

#### Road Closures

- West Botany Street between Princes Hwy and M5 onramp (southbound).
- Right turn only from Flora Street and Valda Avenue.
- No Right Turn from West Botany Street into Bestic Street between 6:00 am and 8:00 am due to the sun glare.
- Bestic Street between Moate/Jacobson Street and General Holmes Drive.
- Malua Street at The Grand Parade in the southbound direction with exceptions made for State Transit Authority and Veolia Transport buses as there is no alternative route.

#### Special Event Clearways

The following Special Event Clearways will be in place between 4.00 am and 11.00 am:

- West Botany Street between Marsh Street and Bestic Street (southbound).
- Bestic Street between West Botany Street and The Grand Parade (eastbound).
- The Little Grand Parade between Bestic Street and General Holmes Drive.
- Grand Pde between General Homes Drive and President Avenue (southbound).
- Sandringham Street between The Grand Parade, Sans Souci and Rocky Point Road, Sans Souci (westbound).
- Rocky Point Road between Sandringham Street and Captain Cook Bridge”.

---

## Financial Implications

- |                                      |                                     |   |
|--------------------------------------|-------------------------------------|---|
| Not applicable                       | <input checked="" type="checkbox"/> | The event organisers MS will fund all the costs of the bike ride. |
| Included in existing approved budget | <input type="checkbox"/>            |   |
| Additional funds required            | <input type="checkbox"/>            |   |
- 

## Community Strategic Plan

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

## Community Engagement

Community engagement will be undertaken by the event organisers.

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## Attachments

Available on request [↓](#)

**Placeholder for Attachment 1**  
**MS Ride from Sydney to Wollongong - Sunday 3**  
**November 2024 - Proposed Traffic Guidance**  
**Scheme**  
**Available on request**

## Bayside Traffic Committee

10/07/2024

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Item No	BTC24.108
Subject	<b>Oscar Place - Proposed One-Way Westbound</b>
Report by	Coordinator Traffic & Road Safety
File	SF23/8611
Electorate	Maroubra

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### Summary

This report seeks endorsement of the proposed conversion of Oscar Place to one-way, subject to the approval of a Traffic Management Plan (TMP) by Transport for NSW (TfNSW), following the outcomes consultation on the proposal.

---

### Officer Recommendation

That the design drawings and results of the community consultation be endorsed by the Bayside Traffic Committee.

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### Background

A report was presented to the Bayside Traffic Committee in April 2024 (BTC23.045) outlining ongoing compliance issues in Oscar Place, Eastgardens.

Following this report further investigations were conducted and BTC23.098 was presented to the Bayside Traffic Committee with the following recommendations adopted:

- 1 That in-principle support be given for the modification of the existing two-way configuration to a one-way configuration eastbound, subject to TMP approval from Transport for New South Wales.
- 2 That detailed design drawings and the results of the community consultation be presented to Bayside Traffic Committee for endorsement prior to implementation.

The proposal to convert Oscar Place to one-way eastbound and the installation of '1P' parking restrictions were consulted with residents and businesses in the vicinity. The outcomes of the community consultation are outlined below.

---

### Financial Implications

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

## Community Strategic Plan

- Theme One – In 2032 Bayside will be a vibrant place
- 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 has undertaken community consultation on the proposal to convert Oscar Place to one-way eastbound. Approximately 1115 letters were distributed on the proposal with 14 responses received. Council received 9 responses in support and one opposed to the proposal. Comments received on 4 pieces of correspondence were relating to matters outside of the scope of this proposal.

The opposed comment related to concerns that the provision of parking will be abused by residents and the removal of one lane will reduce the flow of traffic. Given that there are ongoing enforcement issues noted in Oscar Place, the provision of parking will provide a legal short term parking solution, improving compliance and overall safety.

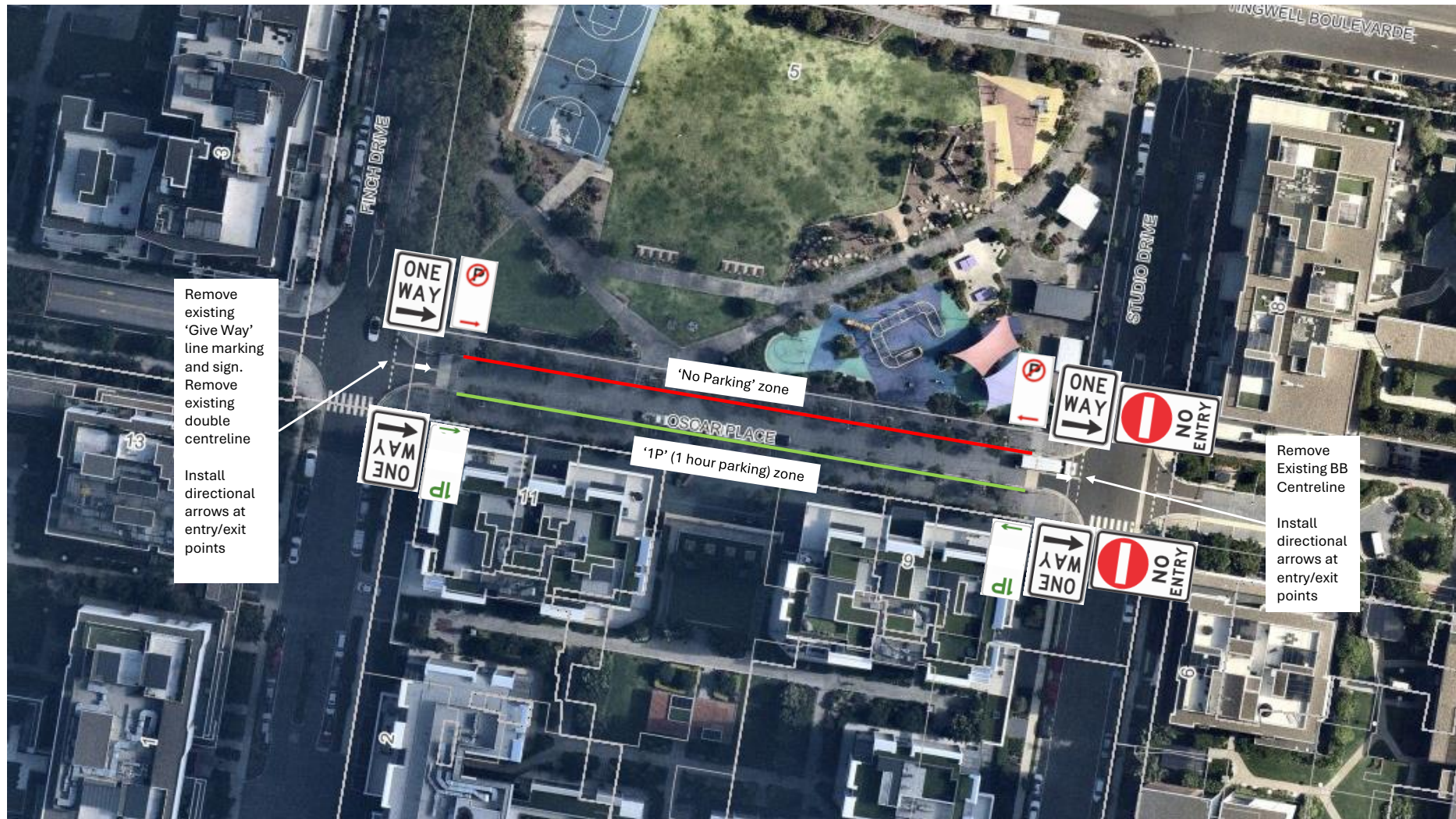
Additionally the benefits of short term parking to the local businesses also justify these proposed changes. As Oscar Place is a low-traffic volume local road, the provision of on-street parking will further highlight the local amenity and provide a low speed environment in the precinct.

Based on the above, it is proposed to proceed with lodging a TMP with TfNSW for the conversion of Oscar Place to one-way eastbound.

## Attachments

Oscar Place, proposed one-way and '1P' [↓](#)





## Bayside Traffic Committee

10/07/2024

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Item No	BTC24.109
Subject	<b>Proposed Pole Mounted EV charging Unit - St Kilda Street, Bexley North</b>
Report by	Manager Environment & Resilience
File	SF23/8611
Electorate	Kogarah

---

### Summary

Ausgrid has installed a Community Battery and an Electronic Vehicle charging station at St Kilda Street, Bexley North (Gilchrist Park). The EV charging station is required to have a dedicated parking spot for “Electric Vehicle Only” while charging, in line with the protocol established by other recently trialled pole-mounted EV charging stations.

Council will work with Ausgrid to sign an agreement in relation to the management of the EV charging station, signages, and line-marking.

---

### Officer Recommendation

That approval be given for the installation of the regulatory “2P 6:00 am – 6:00 pm Mon - Sun Electric Vehicles Only” (R5-2-10N) signs and associated line marking at the locations identified in this report in St Kilda Street, Bexley North, subject to agreement between Council and Ausgrid.

---

### Background

As part of Ausgrid’s Community Battery Pilot Program, Ausgrid has installed a Community Battery and an EV charging station at St Kilda Street, Bexley North.

#### Community batteries

Community batteries are connected to the local distribution network which services nearby residents and small businesses. The battery stores and distributes electricity from the local grid to share with the local community and wider energy system. This community battery will provide power to an EV charging station.

The community battery was launched on Saturday 29/07/2024, by the Federal Minister for Climate Change and Energy, Chris Bowen.

#### Pole-mounted EV charging station

The EV charging station is a single port 22kW charger. The EV charging station is accessible to the public 24/7. Users are required to provide their own charging cable. The charging unit is designed to be pole-mounted, positioned adjacent to the community battery (on pole KO14268) – photo below.



The EV charging unit will be mounted on electricity pole next to the community battery (pole number of **KO14268**).

The pole-mounted EV charging station is located in front of an open space, adjacent to a playground and about 40m from the nearest residential house on St Kilda Street, Bexley North (Figure 1).



Figure 1: Community Battery and pole-mounted EV charging station at St Kilda St Bexley North

### Signage

Appropriate pole signage will be installed to indicate the parking spaces are allocated for EV charging only, and if appropriate for the site, the length of time parking (while charging) is permitted. Pole signage shall be provided in accordance with TfNSW Sign No. R5-2-10N or equivalent (Figure 2).



Figure 2: Regulatory parking signage (Sign No. R5-40-1N)

Should an EV not be charging, or a non-electric vehicle be parked here, the driver may incur a fine (Disobey No Parking Sign).

The installation, maintenance and removal costs associated with the installation and operation of this EV charging station is the responsibility of Intellihub, unless agreed otherwise by Council. This includes ancillary infrastructure such as the car parking space, signage, line marking, pavement marking, lighting etc, and the future removal of the charging site if required.

**Agreement**

Council and Ausgrid will work together for an agreement to identify responsibilities of each party in relation to the management of the EV charging station. This agreement will cover various aspects, including the management of the charging station, the expected service level, and the implementation of signage and line-marking, among other considerations.

**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

**Bayside Traffic Committee****10/07/2024**

Item No	BTC24.110
Subject	<b>141 Ramsgate Road, Ramsgate - Proposed '1P' zone and BB line markings on Margate Street</b>
Report by	Traffic Engineer
File	SF23/8611
Electorate	Rockdale

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**Summary**

Council has received a request from the resident of 141 Ramsgate Road, Ramsgate to review the existing parking conditions, with a view to consider installing '1P' parking restrictions.

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**Officer Recommendation**

- 1 That approval be given for the installation of '1P' parking restrictions on Margate Street, Ramsgate.
  - 2 That approval be given to install BB pavement line marking at the approach to the existing refuge island on Margate Street, Ramsgate.
- 

**Background**

Council has received correspondence from the resident of 141 Ramsgate Road, Ramsgate, highlighting difficulties in accessing her property due to lack of parking availability. The resident has requested a review of the existing parking conditions due to mobility issues.

The subject property is located at the corner of Ramsgate Road and Margate Street. Ramsgate Road is a classified regional road under Council's Road hierarchy running in an east-west direction connecting The Grand Parade with Rocky Point Road, whereas Margate Street is a local road running in north-south direction. The family member with restricted mobility highlighted that access to the property is vital for various purposes throughout the day.

The property does not have an off-street parking space which creates difficulties for the resident who is being forced to park a considerable distance away from her home and as such requesting a designated accessible space.

As the provision of an accessible parking space would not comply with the Australian Standards such as provision of an indented kerb, wider than normal on-street parking space, kerb ramp and sufficient street lighting in this location it is alternatively proposed to provide a '1P' zone.

A site assessment was undertaken and determined that the provision of a '1P' zone outside the property on Ramsgate Road is not feasible due to existing bus stop.



However, as an alternative, it was agreed with the affected resident to provide '1P' parking on Margate Street, the side access of the property.

The proposed '1P' parking increases parking turnover and enables current NSW Mobility Parking Scheme Holders to park for an unrestricted time in the '1P' timed parking zone. The holders of Mobility parking permits are given special parking exemptions in time-limited parking areas on-street as shown in the table below:

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

Council routinely considers opportunities to assist community members with mobility issues to access parking where required and as such, based on the information above, it is recommended to install '1P' parking restrictions on Margate Street, to assist with pick-up and drop-off activities and parking for the resident with mobility issues.

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

### Financial Implications

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

### Community Strategic Plan

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

### Risk Management – Risk Level Rating

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

### Community Engagement

Not applicable.

## **Attachments**

141 Ramsgate Road, Ramsgate- Proposed 1P on Margate Street side access [↓](#)



**BTC 10/07/2024**

**141 Ramsgate Road, Ramsgate- Proposed 1P on Margate Street**



## **Bayside Traffic Committee**

**10/07/2024**

Item No	BTC24.111
Subject	<b>Shaw Street Road Closure - Bayside Winter Wonderland</b>
Report by	Coordinator Traffic & Road Safety
File	SF23/8611
Electorate	Kogarah

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### **Summary**

This report seeks consideration of the proposed road closure of Shaw Street, Bexley North for the Bayside Winter Wonderland event on Saturday 3 August 2024.

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### **Officer Recommendation**

- 1 That the attachments to this report be withheld from the press and public as they are confidential for the following reason:  
  
With reference to Section 10(A) (2) (f) of the Local Government Act 1993, the attachment relates to issues affecting the security of the Council, Councillors, Council Staff or Council property. It is considered that if the matter were discussed in an open Council Meeting it would, on balance, be contrary to the public interest due to the issue it deals with.
  - 2 That approval be granted to conduct the Bayside Winter Wonderland event on Saturday 3 August 2024.
  - 3 That approval be given for the closure of Shaw Street between Bexley Road and East Drive on Saturday 3 August 2024 as per the attached TGS.
  - 4 That the temporary 'No Stopping' restrictions from 6:00 am to 1:00 am be installed on Shaw Street between Bexley Road and East Drive on the day of the event.
  - 5 That the organisers of the event advise affected local residents of the proposed road closure restrictions.
  - 6 That the organisers of the event comply with all the requirements of public authorities for the event.
  - 7 That the organisers notify TMC, emergency services and relevant bus companies of the proposed closure and applicable detours.
  - 8 That the details of the proposed closure be submitted to OneRoad.
- 

### **Background**

To celebrate winter, Bayside Council is hosting an event in Shaw Street, Bexley North on Saturday 3 August from 3:00 pm to 9:00 pm. The event organiser has submitted supporting planning documents and Traffic Guidance Scheme for the closure.

A stage, furniture, stalls and other infrastructure will be set up on the road pavement to complement existing food outlets in the area.

In order to facilitate the festival closure, Shaw Street will be closed to through traffic from 7:00 am on 3 August until 1:00 am on 4 August. It is also proposed to install 'No Stopping' signage along Shaw Street to prevent vehicles parking within the closure. Additionally this will assist in the safety of patrons, vendors and staff.

The Council library car park on Shaw Lane will also be closed to the public from 7:00 am on Friday 2 August and used for event toilets and staff parking.

Advisory signage will be in place to advise motorists of the following changed conditions:

- Road closure of Shaw Street between Bexley Road and East Drive from 7:00 am – 1:00 am.
- Resident Only Access on Shaw Street between Caldwell Lane and East Drive from 7:00 am – 1:00 am.
- No Stopping signs on both sides of Shaw Street between Bexley Road and East Drive applicable from 6:00 am – 1:00 am.

---

## Financial Implications

Not applicable	<input type="checkbox"/>	
Included in existing approved budget	<input checked="" type="checkbox"/>	Funded by Councils Events Team.
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 type="checkbox"/>
High risk	<input checked="" type="checkbox"/>
Very High risk	<input type="checkbox"/>
Extreme risk	<input type="checkbox"/>

---

## Community Engagement

Community engagement will be undertaken by the event organisers.

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## **Attachments**

- 1 Shaw Street TGS (confidential)
- 2 Winter Wonderland HVM (confidential)

## Bayside Traffic Committee

10/07/2024

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Item No	BTC24.112
Subject	<b>Short Street, Carlton - Proposed parking time limit extension from 1P to 2P</b>
Report by	Senior Traffic & Road Safety Engineer
File	SF23/8611
Electorate	Kogarah CRM#419715

---

### Summary

Council is currently reviewing the parking restrictions along Short Street, Carlton, primarily along the eastern frontage of Carlton School of Performing Arts. Timed parking restrictions are generally in place to encourage short term parking turnover near commercial areas, reducing the parking pressures along residential frontages. However, it has been found the community and visitors to the area may benefit from a small section of 2-hour parking to facilitate a variety of short-stay activities.

---

### Officer Recommendation

That the current '1P, 8.30 am – 6:00 pm Mon – Fri, 8.30 am – 12.30 pm Saturday' zone along the eastern side of Short Street, between Argyle Street and Carlton Parade be changed to '2P, 8.30 am – 6:00 pm Mon – Fri, 8.30 am – 12.30 pm Saturday' zone.

---

### Background

Short Street is classified as a local road in Council's Road hierarchy and forms a T-intersection with Carlton Parade, a classified local road. The carriageway width of Short Street is approximately 12.65m.

In order to manage commuter parking and providing parking turnover to the commercial areas in Carlton, whilst minimising the on-street parking impacts for residents within the vicinity, short-term 1P parking have been introduced along the frontages of commercial properties.

During the course of the investigation, it was found 1-hour parking was not sufficient for the patrons of Carlton School of Performing Arts as their sessions typically exceed one (1) hour. Along with cafes and restaurants within the area, the extension of the timed parking restriction will be beneficial for the visitors to the area.

---

### 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
- 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
- 

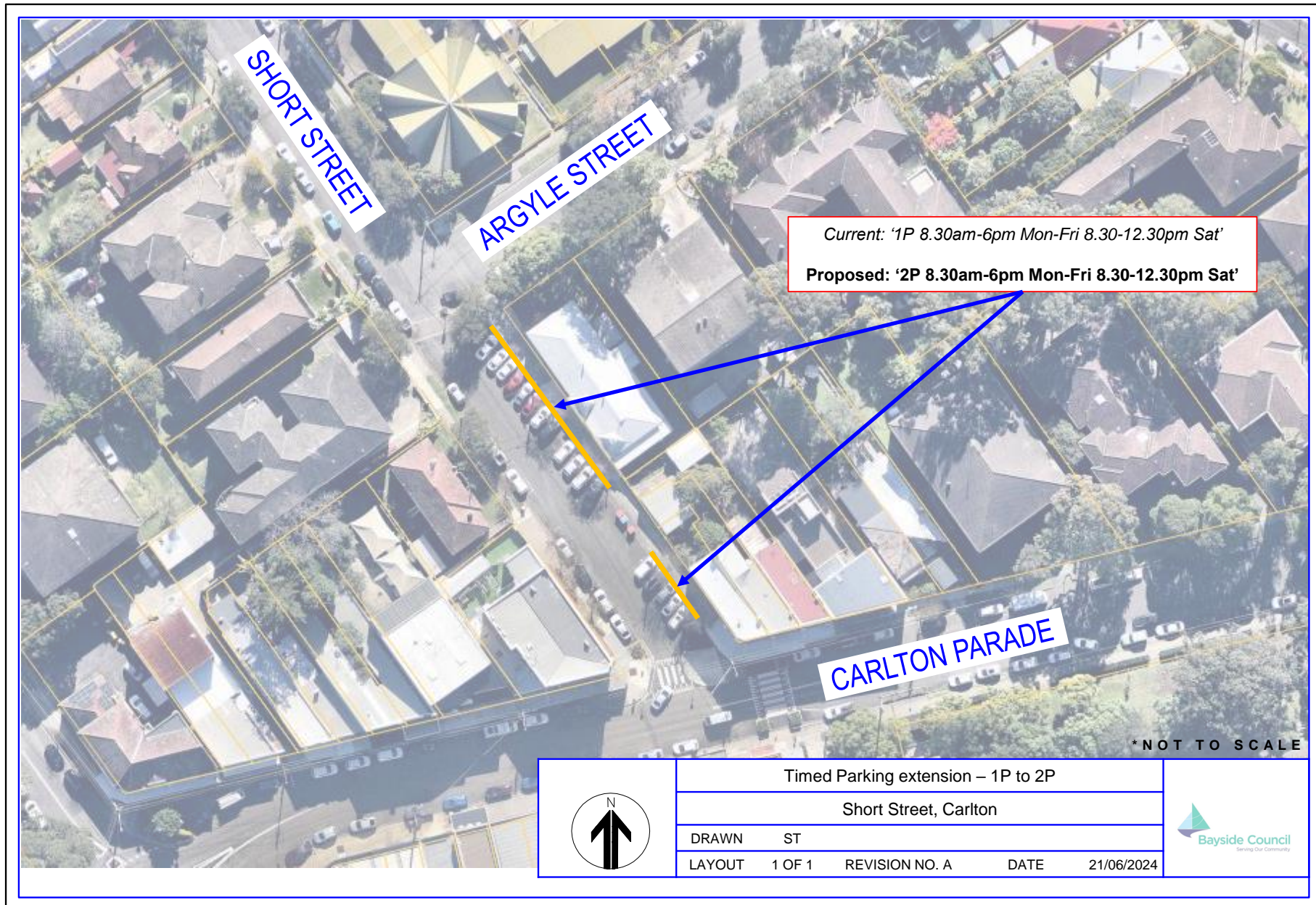
## Community Engagement

A consultation letter was sent to the nearby residents, business owners and occupiers in the vicinity. No responses were received.

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## Attachments

Short Street Carlton - timed parking restriction extension 1p to 2p [↓](#)



## Bayside Traffic Committee

10/07/2024

Item No	BTC24.113
Subject	<b>Temporary Delegation to Council Officers to approve Works Zones until 30 September 2024</b>
Report by	Traffic Engineer
File	SF23/8611
Electorate	All

### Summary

It is often recommended for the kerb space surrounding a large construction to be kept clear of parked vehicles to allow access for heavy plant and vehicles and the removal/delivery of associated materials. To facilitate the construction activity, works zones are commonly utilised.

### Officer Recommendation

That the delegated authority be given to the General Manager to approve Works Zones up to 30 September 2024 on Council roads so that applications can be determined without undue delays to applicants.

### Background

In accordance with Road Rules 2014, Rule 181 states that:

#### Works Zone



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

Hours of operation; '7:00 am – 5.30 pm, Mon – Fri and 8.00 am – 1.00 pm, Sat' will apply to the works zone in front of the building site.

Additionally, as there are no Council meetings in August and September due to Council elections.



Therefore, it is recommended that delegated authority be given to Council Officers to approve Works Zone up to 30 September 2024 so that any applications received between July 2024 and 30 September 2024 can be reviewed and approved where considered appropriate.

Applications received that seek to extend beyond 30 September 2024 will need to be referred to the Bayside Traffic Committee meeting in October 2024 for consideration.

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### Financial Implications

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

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### Community Strategic Plan

- Theme One – In 2032 Bayside will be a vibrant place
- 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

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### Risk Management – Risk Level Rating

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

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### Community Engagement

Developers will notify the adjacent properties of the approved Works Zone and will provide a copy to Council for record.

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### Attachments

Nil

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## Bayside Traffic Committee

10/07/2024

Item No	BTC24.114
Subject	<b>Villiers Street, Rockdale - Proposed 'No Parking' restriction</b>
Report by	Traffic Engineer
File	SF23/8611
Electorate	Rockdale

---

### Summary

Council has received requests from residents to review the existing parking conditions on Villiers Street, Rockdale. 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 on the footpath causing safety issues for pedestrians.

The report also seeks the approval of the implementation of a 'No Parking' zone on the western side of Villiers Street, Rockdale as per the attached drawing.

---

### Officer Recommendation

That a 'No Parking' zone be installed on the western side of Villiers Street, Rockdale between Oswell Street and the cul-de-sac end, as per the attached drawing.

---

### Background

Villiers Street is classified as a local road under Council's Road hierarchy and intersects with Oswell Street which is also classified as a local road.

Council has received requests to review the parking restrictions in Villiers Street, Rockdale due to the following concerns:

- Illegal parking across the footpath.
- Obstruction of traffic flow due to cars parked on both sides.

Difficulties have been experienced by emergency vehicles and waste collection services in accessing Villiers Street which has been reported to Council.

Villiers Street is a narrow road with a carriageway width ranging from 6.25 m to 6.45 m. The required width for an on-street parking space is 2.1 m, and when vehicles are parked on both sides of the street, the traveling lane width is reduced to 2.05 m to 2.25 m.

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 4.4 m.

Additionally, site inspections, and aerial images have confirmed that Villiers Street 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 survey letter was sent out to residents affected by the proposal. Eighteen (18) survey letters were sent out as part of the survey and five (5) responses were received. The options provided to residents are listed below:

Option 1. Introduce No Parking restrictions along the eastern kerbline of Villiers Street as indicated in the attached plan.

Option 2. Introduce No Parking restrictions along the western kerbline of Villiers Street as indicated in the attached plan.

Option 3. Leave the parking restrictions along Villiers Street as they are (no restrictions).

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

Summary of 5 responses		
Option 1	Option 2	Option 3
0	1	4

Based on the survey results, 4 out of 5 responders' preference is to retain the existing parking restrictions.

Whilst it is acknowledged that there will be a loss of on-street parking by implementing a 'No Parking' zone, to provide a clear vehicular thoroughfare, to improve safety and compliance, this installation of parking restrictions in this location is warranted.

The locality map of the proposed restriction 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	<input type="checkbox"/>
Very High risk	<input checked="" type="checkbox"/>
Extreme risk	<input type="checkbox"/>

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## Community Engagement

Survey letter was sent to affected residents. Eighteen (18) letters were sent out and five (5) responses were received.

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## Attachments

Villiers Street, Rockdale - Proposed No Parking [↓](#)

**BTC 10/07/2024**  
Villiers Street, Rockdale  
Proposed 'No Parking' restrictions



— Proposed 'No Parking' on western kerblines



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## Bayside Traffic Committee

10/07/2024

Item No	BTC24.115
Subject	<b>94-96 Warialda Street, Kogarah - Proposed Changes to Timed Parking Restrictions</b>
Report by	Student/Graduate Engineer
File	SF23/8611
Electorate	Kogarah

---

### Summary

A request has been received from Council's waste collection services to review the current parking restrictions outside 94-96 Warialda Street, Kogarah. There is currently a 'No Parking 9:00 pm Sunday – 8:30 am Monday' zone adjacent this property. It is proposed to convert it to a 'No Parking 3:00 pm Sunday – 8:30 am Monday' zone.

This report seeks approval for the changes of the timed 'No Parking' zone located outside 94-96 Warialda Street, Kogarah.

---

### Officer Recommendation

That approval be given to convert the existing 'No Parking Sunday 9:00 pm – 8:30 am Monday' zone to a 'No Parking 3:00 pm Sunday – 8:30 am Monday' zone outside 94-96 Warialda Street, Kogarah, as per the attachment.

---

### Background

Warialda Street is classified as a local road under Council's road hierarchy and has an approximate carriageway width of 9.8m.

A 20m long 'No Parking 9:00 pm Sunday – 8:30 am Monday' zone was installed as recommended by the BTC22.073 report in June 2022. This was to assist waste collection services facilitate safe kerbside waste collection.

94-96 Warialda Street is a property containing 7 townhouses and there is a modified T-intersection traffic calming treatment at the intersection of Warialda Street and Guinea Street which is located 15m to the east. Due to this, while a waste truck is stopped outside this property to collect 7 general bins and 7 waste bins on a weekly/fortnightly basis respectively, the traffic conditions can lead to potential unsafe driver behaviour. On this basis a 'No Parking 9:00 pm Sunday – 8:30 am Monday' zone was introduced. These restrictions were implemented with the intention of allowing residents to relocate vehicles, allowing waste vehicles to stop, away from the road, ensuring safe traffic flow can occur through the intersection of Warialda Street and Guinea Street.

However, it has since been reported that the given time for 'No Parking' is insufficient in ensuring clearance during the early hours of Monday morning which has resulted in continued issues with waste collection.

Due to this, it is proposed to extend the current timing to 'No Parking 3:00 pm Sunday – 8:30 am Monday' to allow residents ample time to present bins the day before collection and ensure no vehicles are parked in the designated area.

Therefore, it is recommended to amend the current 'No Parking 9PM Sunday – 8:30AM Monday' zone to a 'No Parking 3:00 pm Sunday – 8:30 am Monday' zone as shown in the attached plan.

---

## 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"/>	

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## Community Strategic Plan

Theme One – In 2032 Bayside will be a vibrant place	<input type="checkbox"/>
Theme Two – In 2032 Our people will be connected in a creative City	<input checked="" type="checkbox"/>
Theme Three – In 2032 Bayside will be green, resilient and sustainable	<input type="checkbox"/>
Theme Four – In 2032 Bayside will be a prosperous community	<input 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 letter was sent out to 10 residents including the 7 townhouses located at 94-96 Warialda Street and surrounding properties with the question "Are you in favour of the change of the current 'No Parking' restrictions from '9:00 pm Sunday – 8:30 am Monday' to '3:00 pm Sunday – 8:30 am Monday'?" Only 1 response was received during the survey which was in support of the proposed timing changes.

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## Attachments

94-96 Warialda Street, Kogarah - Proposed Changes to Timed Parking Restrictions [↓](#)

**BTC 10/07/2024**

**94-96 Warialda Street, Kogarah – Proposed Changes to Timed Parking Restrictions**



**—** - Proposed 'No Parking' restriction to be changed from '9pm Sunday – 8.30am Monday' to '3pm Sunday – 8.30am Monday'

**Bayside Traffic Committee****10/07/2024**

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Item No	BTC24.116
Subject	<b>Wollongong Road, Arncliffe - Proposed No Stopping Restrictions Approaching Pedestrian Crossing</b>
Report by	Student/Graduate Engineer
File	SF23/8611
Electorate	Rockdale

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**Summary**

Council has received a request to review the conditions surrounding the pedestrian crossing located on Wollongong Road, Arncliffe near the intersection of Broe Avenue. A review of the existing traffic conditions was completed by Council Officers and among the recommendations to enhance the safety of the pedestrian crossing was to implement a 'No Stopping' zone which is consistent with Transport for New South Wales (TfNSW) guidelines.

This report seeks approval for the implementation of a 15m 'No Stopping' zone on the northern side of Wollongong Road, Arncliffe on the eastbound approach to the pedestrian crossing near the intersection of Broe Avenue.

---

**Officer Recommendation**

That approval be given to install a 15m 'No Stopping' zone on the northern side of Wollongong Road, Arncliffe on the eastbound approach to the pedestrian crossing east of the intersection with Broe Avenue as per the attached drawing.

---

**Background**

Wollongong Road is classified as a local road under Council's road hierarchy and has an approximate carriageway width of 11.4m. The road profile consists of 2 lanes of traffic – one eastbound and one westbound lane with a marked parking bay on both kerb lines.

Safety concerns have been reported at the raised wombat pedestrian crossing located on Wollongong Road just east of the intersection with Broe Avenue. A review of the existing traffic conditions was completed by Council Officers to identify potential hazards and factors that could compromise safety at the pedestrian crossing. One recommendation was to improve the safety of pedestrian crossing by installing a 15m 'No Stopping' zone on the northern side of the Wollongong Road eastbound approach.

According to the Transport for New South Wales Technical Direction for Stopping and Parking Restrictions at Intersections and Crossings (2011), a 15m 'No Stopping' zone is required on the approach of a unsignalised intersection with a pedestrian crossing when kerb extensions of 1.5m exist. The installation of the 15m 'No Stopping' zone will formalise this rule and result in the loss of one (1) parking space. The implementation of the 'No Stopping' zone will increase pedestrian visibility for approaching motorists and hence provide sufficient time to come to a stop and give way to pedestrians if necessary.

Therefore, it is recommended to install a 15m ‘No Stopping’ zone on the northern side of Wollongong Road, Arncliffe on the eastbound approach to the pedestrian crossing near the intersection of Broe Avenue.

The locality of the proposed work is indicated in the attachment.

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### Financial Implications

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

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### Community Strategic Plan

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

---

### Risk Management – Risk Level Rating

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

---

### Community Engagement

A notification letter was sent to affected residents and no objections were received.

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### Attachments

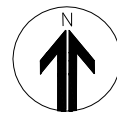
Wollongong Road, Arncliffe - Proposed No Stopping Restrictions Approaching Pedestrian Crossing [↓](#)





\* NOT TO SCALE

 15m 'No Stopping' Zone



Proposed No Stopping Approaching Pedestrian Crossing

Wollongong Road, ARNCLIFFE

DRAWN ST

LAYOUT 1 OF 1 REVISION NO. A DATE 21/06/2024



## Bayside Traffic Committee

10/07/2024

Item No	BTC24.117
Subject	<b>Update on Outstanding Matters Referred to the Bayside Traffic Committee by the Chair</b>
Report by	Coordinator Traffic & Road Safety
File	SF23/8611
Electorate	Heffron, Kogarah, Maroubra, Rockdale

### Summary

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

### Officer Recommendation

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

### Background

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

Item	Matter raised	Action	Status
12 July 2023 BTC23.088	<b>Hale Street &amp; Botany Road, Botany</b> Sign knocked down again and provide update on pedestrian markings.	Given the markings in the vicinity to the Traffic Signal, a signal design needs to be undertaken. Consultant has been engaged. Once the design has been finalised, it will be presented to TfNSW for approval.	<b>In Progress</b> – TCS updated design has been finalised and sent to Transport for approval. Council have been notified assessment will take between 30-60 days. TfNSW to follow up.
8 May 2024 BTC24.070	<b>Council Car Park on Forest Road &amp; Stoney Creek Road</b>	Changes to carpark restrictions	<b>In Progress</b> – Community consultation has closed. Section 650 signs and conditions have been approved and are awaiting production. Timed parking signs have already been implemented in carpark.
8 May 2024 BTC24.070	<b>33 Union Street, Kogarah</b>	Request for a disabled parking space outside of the property.	<b>In Progress</b> – Council Officers to arrange for consultation of proposed 1P parking outside the property to allow pick-up/drop off by care providers.
12 Jun 2024 BTC24.093	<b>King Lane, Rockdale (Council Car Park)</b>	Request for linemarking at the exit of the carpark.	<b>Complete</b> – Council Officers have investigated the existing car parking arrangement. Signs and linemarking has been installed as per technical directions. Direction arrows are advisory only and not enforceable. King Lane between the Council Chambers and Bestic Street is one-

Item	Matter raised	Action	Status
			way northbound and enforceable. No further action required
12 Jun 2024 BTC24.093	<b>Intersection of Harrow Road &amp; Hegerty Street, Kogarah</b>	There are no linemarking at the intersection of Harrow Road & Hegerty Street, Kogarah	<b>In Progress</b> – Please refer to the report in the agenda.

### 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

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## Bayside Traffic Committee

10/07/2024

Item No	BTC24.118
Subject	<b>Matters referred to the Bayside Traffic Committee by the Chairperson</b>
Report by	Coordinator Traffic & Road Safety
File	SF23/8611
Electorate	Heffron, Kogarah, Maroubra, Rockdale

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### Summary

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

---

### Officer Recommendation

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

---

### Background

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

---

### Financial Implications

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

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### Community Strategic Plan

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

---

### Risk Management – Risk Level Rating

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

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## **Community Engagement**

Not applicable.

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## **Attachments**

Nil



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## Bayside Traffic Committee

10/07/2024

Item No	BTC24.119
Subject	<b>General Business</b>
Report by	Coordinator Traffic & Road Safety
File	SF23/8611
Electorate	Heffron, Kogarah, Maroubra, Rockdale

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### Summary

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

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### Officer Recommendation

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

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### Background

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

#### Items without notice

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

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

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

#### Informal Items - Traffic Engineering Advice

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

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

### Financial Implications

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

### Community Strategic Plan

- Theme One – In 2032 Bayside will be a vibrant place
- 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