

## 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 9 October 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

9/10/2024

Item No	3.1
Subject	<b>Minutes of the Bayside Traffic Committee Meeting - 14 August 2024</b>
Report by	Coordinator Traffic & Road Safety
File	SF23/8614

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### Officer Recommendation

That the Minutes of the Bayside Traffic Committee meeting held on 14 August 2024 be confirmed as a true record of proceedings.

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### Summary of Substantial Recommendations

There were no Substantial Recommendations identified.

### Present

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

### Also present

Bryce Spelta, Manager City Infrastructure, Bayside Council (Chairperson)  
Sam Lindsay, Coordinator Traffic & Road Safety, Bayside Council  
Raj Shah, Traffic Engineer, Bayside Council  
Romel Ayoub, Traffic Engineer, Bayside Council  
Phoebe Mikhiel, Manager Compliance and Community Safety, Bayside Council  
Paul Adams, Parking & Safety, Compliance & Community 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 9.20am and affirmed that Bayside Council acknowledges the traditional custodians: the Gadigal and Bidjigal people of the Eora nation, and pays respects to Elders past, present and emerging. The people of the Eora nation, their spirits and ancestors will always remain with our waterways and the land, our Mother Earth.

## 1 Apologies

The following apologies were received:

Councillor Christina Curry  
Councillor Liz Barlow

## 2 Disclosures of Interest

There were no disclosures of interest.

## 3 Minutes of Previous Meetings

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

#### **Committee Recommendation**

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

#### **Business Arising**

The Committee notes that the Minutes of the Bayside Traffic Committee meeting of 10 July 2024 were received and the recommendations therein were adopted by the Council at its meeting of 24 July 2024 with the exception of BTC24.104 which was separately dealt with.

#### **11.6 BTC24.104 Intersection of Ada Street and Hancock Street, Bexley – Proposed 10m statutory ‘No Stopping’ restrictions**

Minute No. 2024/137

Resolved on the motion of Councillors Barlow and Tsounis:

That this matter be deferred and an on-site meeting be held with Ward Councillors, any other interested Councillors, staff and affected residents to discuss the installation of the statutory 10m ‘No Stopping’ restrictions in the form of yellow C3 line-marking at the intersection of Ada Street and Hancock Street, Bexley.

## 4 Reports

### [BTC24.120 Albyn Street, Bexley - Proposed No Stopping approaching Pedestrian Crossing](#)

#### **Committee Recommendation**

That approval be given to install a 7.5m ‘No Stopping’ zone on the southern kerb line of Albyn Street, Bexley on the westbound approach to the pedestrian crossing near the intersection of Forest Road using a R5-400 ‘No Stopping’ sign, provided that a 2.5m kerb extension is constructed, as per the attached drawings.

**BTC24.121 Botany Lane, rear of 1271-1277 Botany Road, Mascot - Proposed 6m 'No Parking' restrictions**

**Committee Recommendation**

That approval be given to the installation of a 6m 'No Parking' zone on the western side of Botany Lane, Mascot as per attached drawing.

**BTC24.122 Frederick Street, Rockdale - Proposed extension of 'No Stopping' restriction**

**Committee Recommendation**

That approval be given to the proposed 6m extension of the existing 'No Stopping' zone on the northern side of Frederick Street, Rockdale at the intersection with Tyrell Street as per the attached drawing.

**BTC24.123 Hartill-Law Avenue, Bardwell Park - Proposed bridge load limits**

**Committee Recommendation**

That a 'Bridge Load Limit, (per axle group), single axle 8.1t, tandem axle 14.9t, tri-axle 18t' be installed on approaches to Harthill-Law Bridge, as shown on the attached plan.

**BTC24.124 Hickson Street, Botany - Proposed parking restriction**

**Committee Recommendation**

- 1 That approval be given for the installation of a 5m '1P' zone on the northern side of Hickson Street, Botany, as per the attached drawing.
- 2 That the applicant be informed that enforcement will be carried out subject to availability of resources.

**BTC24.125 Intersection of Loftus Street and Walker Street, Turrella - Proposed Double BB Lines and Statutory 10m No Stopping Restrictions**

**Committee Recommendation**

- 1 That approval be given for the installation of 10m Dividing Barrier (BB) Lines with associated Raised Reflective Pavement Markers (RRPMs) on Walker

Street, Turrella at the intersection with Loftus Street, as per the attached drawings.

- 2 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 Walker Street and Loftus Street, Arncliffe, as per the attached drawings.

**BTC24.126 Stanley Lane, Arncliffe - Proposed Conversion of 'No Parking 6:30 am - 7:30 am Mon - Fri' restriction to 'No Parking' restriction**

**Committee Recommendation**

That approval be given to convert existing 'No Parking 6:30 am - 7:30 am Mon - Fri' zone to a 'No Parking' zone on the northern side of Stanley Lane, Arncliffe as per attached drawing.

**BTC24.127 Pitt-Owen Avenue, Arncliffe - Proposed parking restriction**

**Committee Recommendation**

That approval be given to the installation of '3P, 8:30 am – 6:00 pm, Sat – Sun' zone and a 'Disabled Parking Only, 8:30 am – 6:00 pm, Sat – Sun' zone in Pitt Owen Avenue, Arncliffe as per the attached drawing.

**NOTE:** One objection to the proposal was received, the proposal was scaled back from what had been initially proposed to create a greater balance in parking between church users and residents of Pitt-Owen Avenue. Parking changes in this location are warranted and Council will continue to monitor the parking situation following implementation.

**BTC24.128 Princess Street, Brighton-Le-Sands - Proposed closure and angle parking**

**Committee Recommendation**

- 1 That the proposed closure of Princess Street, Brighton-Le-Sands at the intersection of The Grand Parade, Brighton-Le-Sands and installation of angle parking be supported in principle.
- 2 That a report be presented to Traffic Committee following community consultation.

**BTC24.129 Princess Street, Brighton-Le-Sands - Renewal of 25m Works Zone for 46 Weeks**

**Committee Recommendation**

- 1 That approval be given to the renewal of a 25.0m 'Works Zone, 7:00 am- 6:30 pm, Mon – Fri and 8:00 am – 3:30 pm Sat' restriction, at Princess Street between Princess Lane and The Grand Parade for a duration of 46 weeks, subject to relevant conditions. including (but not limited to):
  - Conditions Outlined in the Notice of Approval (DA-2020/241)
- 2 All inbound construction vehicles approaching the site must turn left from The Grand Parade into Bay Street and right into Moate Street and then right again into Princess Street. All outbound construction vehicles leaving the site must turn left into The Grand Parade from Princess Street.
- 3 That approval be given to the movement of 'Heavy Rigid Vehicles' and be limited to the movement of an 11.0m 'Heavy Rigid Vehicle' (HRV).
- 4 That other existing parking restrictions on Princess Street not be changed on account of this proposal unless modification of parking restriction approvals have been given by Bayside Council obtained through Council's Traffic & Road Safety team and two-way traffic flow be maintained in Princess Street at all times unless separate road occupancy approvals have been obtained through Council's Public Domain and Referrals team.
- 5 The applicant must ensure that the construction vehicles do not queue within Princess Street and any other local roads in the vicinity especially concrete trucks during the construction period waiting to deliver goods to the site.
- 6 That the applicant notifies Council 6 weeks in advance of required extensions to the 46 weeks 'Works Zone'.
- 7 Turning vehicles shall not at any time make use of private property driveways or Council kerb and footpath to turn and travel to and from the site.

**BTC24.130 Rideshare arrangements at Sydney Airport and impacts on Wollli Creek**

**Committee Recommendation**

That the report and response from SACL indicating that Sydney Airport will address this issue in the near future be noted by the Committee.

**BTC24.131 Teralba Road, Brighton-Le-Sands - Proposed closure and angle parking****Committee Recommendation**

- 1 That the proposed closure of Teralba Road, Brighton Le Sands at the intersection of The Grand Parade, Brighton-Le-Sands and installation of angle parking be supported in principle.
- 2 That a report be presented to Traffic Committee following community consultation.

**BTC24.132 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.

**BTC24.133 Matters referred to the Bayside Traffic Committee by the Chair**

The following matter was raised by the Chair:

Swinbourne Street, Botany – safety concerns with the existing pedestrian crossing between Queen Street and Trevelyan Street. Council officers to review and recommend changes.

**Committee Recommendation**

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



### **BTC24.134 General Business**

The following matters were raised by the Representative for State Member for Kogarah:

- 1 Council Carpark at cnr of Forest Road & Stoney Creek Road – Requested Rangers to monitor after 4pm as trucks/trailers continue to park in spite of changed parking restrictions.
- 2 Traffic Signals on Forest Road near to Oriental Street, Bexley – Safety concerns as vehicles are running red lights at this traffic signal. The Representative for St George Area Police Command agreed to monitor the location for red light violations.

#### **Committee Recommendation**

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

The Chair closed the meeting at 9.35am.

#### **Attachments**

Nil

## Bayside Traffic Committee

9/10/2024

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Item No	BTC24.135
Subject	<b>Arncliffe Street, Wollie Creek - Proposed Relocation of No Stopping and EV Charging Sign and Shortening of BB Lines</b>
Report by	Student/Graduate Engineer
File	SF23/8614
Electorate	Rockdale

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### Summary

A request has been received to extend the dedicated parking spot for electric vehicles by shortening the existing 'No Stopping' zone by 2m on Arncliffe Street, Wollie Creek. This is to allow easier access to the electric vehicle (EV) charging unit mounted on the Ausgrid streetlight at this location.

This report seeks the approval of the relocation of the 'No Stopping' sign and EV parking signage on Arncliffe Street, Wollie Creek as well as the shortening of the BB lines to allow for increased space for electric vehicles to park while charging.

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### Officer Recommendation

- 1 That approval be given for the relocation of the 'No Stopping' and '2P 6:00 AM – 6:00 PM, Mon – Sun, Electric Vehicles Only While Charging' zones by 2 metres on Arncliffe Street, Wollie Creek as per the attached drawings.
- 2 That approval be given for the shortening of the BB lines by 2 metres on Arncliffe Street, Wollie Creek as per the attached drawings.

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### Background

Arncliffe Street is classified as a local road in Council's Road Hierarchy and has an approximate width of around 8.7 metres. The area of interest is the section of Arncliffe Street before the bend which becomes Burrows Street. There is a 17 metre long dividing median on Arncliffe Street approaching this bend and 19 metre long BB lines leading up to the median.

An electric vehicle charger has been installed on an Ausgrid streetlight pole outside 2-4 Arncliffe Street. An issue has been raised regarding the parking restriction signage at the location as due to the placement of the electric vehicle charger and length of the cable, users are finding it difficult to stay within the designated parking area.

To alleviate this issue, it is proposed to move the No Stopping sign on the pole and extend the '2P 6:00 AM – 6:00 PM, Mon – Sun, Electric Vehicles Only While Charging' zone by 2 metres. Additionally, as the width of Arncliffe Street is 8.7m, the presence of BB lines also poses vehicles in this area to be parked illegally according to NSW Road Rule 208 (6):

*If a road has a continuous dividing line or a dividing strip, the driver must position the vehicle at least 3 metres from the continuous dividing line or dividing strip, unless otherwise indicated by information on or with a parking control sign.*

Therefore, along with relocation of the No Stopping and EV parking sign, the BB lines must be shortened by 2 metres to allow vehicles to park legally, within the designated space.

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

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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 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"/>

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## 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"/>

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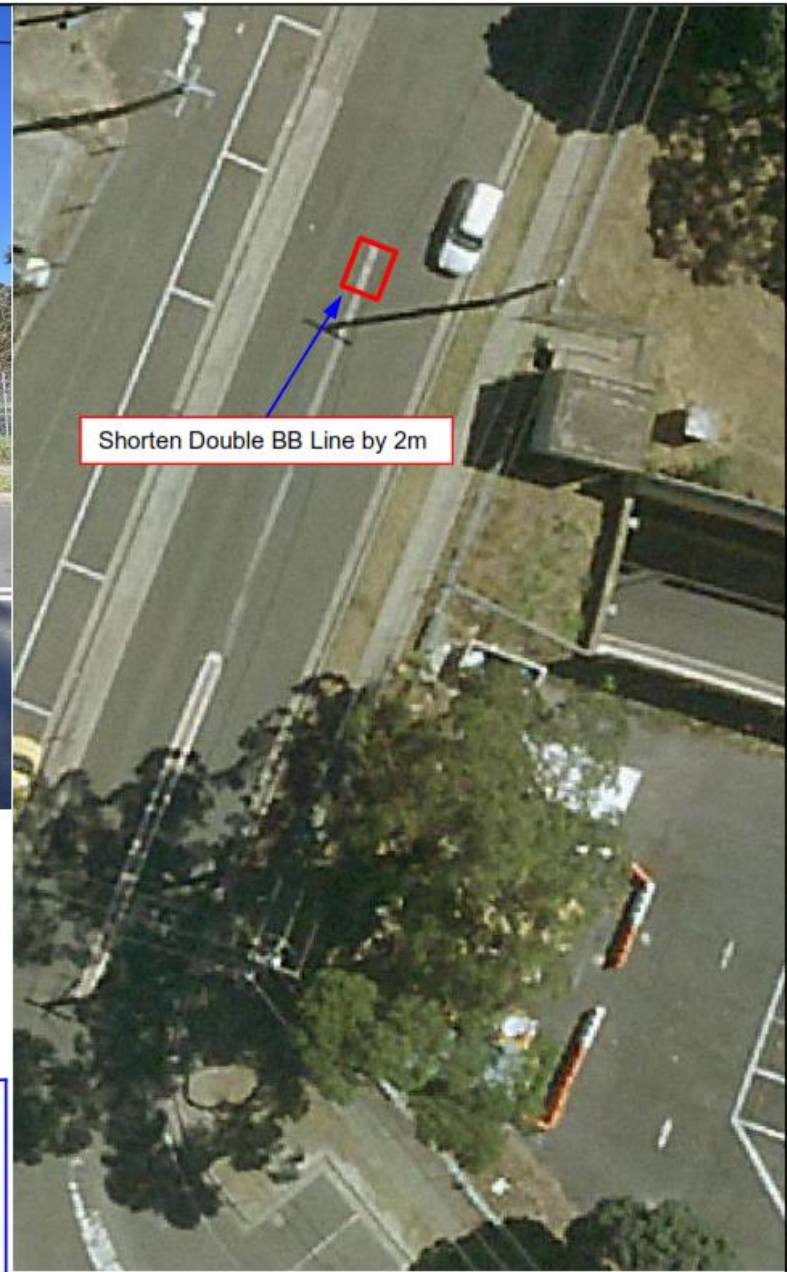
## Community Engagement

No community notification is required as residents in the surrounding area are not affected.



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## Attachments

1 [↓](#) Arnccliffe Street, Wolli Creek



\*NOT TO SCALE

	Proposed Relocation of No Stopping and EV Parking Signage and Double BB Line		
	Arncliffe Street, ARNCLIFFE		
	DRAWN	SP	
	LAYOUT	1 OF 1	
		REVISION NO. A	DATE 30/08/2024

## Bayside Traffic Committee

9/10/2024

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Item No	BTC24.136
Subject	<b>Basil Road, Bexley - No Parking</b>
Report by	Traffic Engineer
File	SF23/8614
Electorate	Kogarah

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### Summary

Council has received a request from the resident of 63 Regent Street, Bexley, regarding concerns over driveway access to the property. The driveway is at the rear of the property accessed via Basil Road.

This report seeks approval for the installation of a 'No Parking' zone on Basil Road, Bexley to provide driveway access to the property.

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### Officer Recommendation

That approval be given for the installation of a 6m 'No Parking' zone on the western side of Basil Road, Bexley, as shown in the attached plan.

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### Background

Council received a request from the resident of 63 Regent Street, Bexley, to implement parking restrictions on the western side of Basil Road to improve accessibility to the property's driveway.

Basil Road is a one-way street running north-south between St Vincent's Road to the south and Regent Street to the north. Basil Road is classified as a local road.

Due to the narrow width of Basil Road, when vehicles are parked directly opposite the driveway to 63 Regent Street, it restricts the resident's ability to manoeuvre in and out of the driveway.

Therefore it is proposed to install a 'No Parking' zone to facilitate smoother turning movements for vehicles accessing the property and accommodate pick-up and drop-off for park patrons.

It is important to note that, according to New South Wales Road regulations, motorists are allowed to park in designated 'No Parking' areas for up to two minutes for these purposes, provided they remain with the vehicle or within a two-meter radius.

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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"/>            |  |

## 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

Not Applicable

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## Attachments

- [1](#) Basil Road, Bexley No Parking



Basil Road, Bexley  
Proposed No Parking



Proposed No Parking restriction

## Bayside Traffic Committee

9/10/2024

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Item No	BTC24.137
Subject	<b>Dillon Street, Ramsgate - Renewal of 10m Works Zone for 8 Weeks</b>
Report by	Traffic Engineer
File	SF23/8614
Electorate	Rockdale WZ-2023/18

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### Summary

Council has received a request from the developers in Dillon Street for the renewal of a 10m 'Works Zone' to facilitate construction activities associated with the Construction of a five (5) storey mixed use development comprising 20 residential apartments, four (4) commercial tenancies with basement parking, provision of 12 public car parking spaces off Cleland Lane, and associated external works.

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### Officer Recommendation

- 1 That approval be given to the renewal of a 10m 'Works Zone, 7:00 am – 5:00 pm, Mon – Fri and 8:00 am – 1:00 pm Sat' restriction along the southern kerb line of Dillon Street, for the duration of 8 weeks, subject to relevant conditions.
  - 2 That the applicant must ensure that construction vehicles do not queue within Dillon Street or any other local roads in the vicinity; especially concrete trucks during the construction period waiting to deliver to the site.
  - 3 That approval not be given to the movement of 'Heavy Rigid Vehicles' due to constraint in the existing road infrastructure and be limited to 'Medium Rigid Vehicle'.
  - 4 That the applicant notifies Council 6 Weeks in advance of any required extension to the 8 week 'Works Zone'.
- 

### Background

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

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

### Works Zone





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

Hours of operation; ‘7:00 am – 5:00 pm, Mon – Fri & 8:00 am – 1:00 pm, Sat’ will apply to this works zone.

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

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### Financial Implications

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

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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

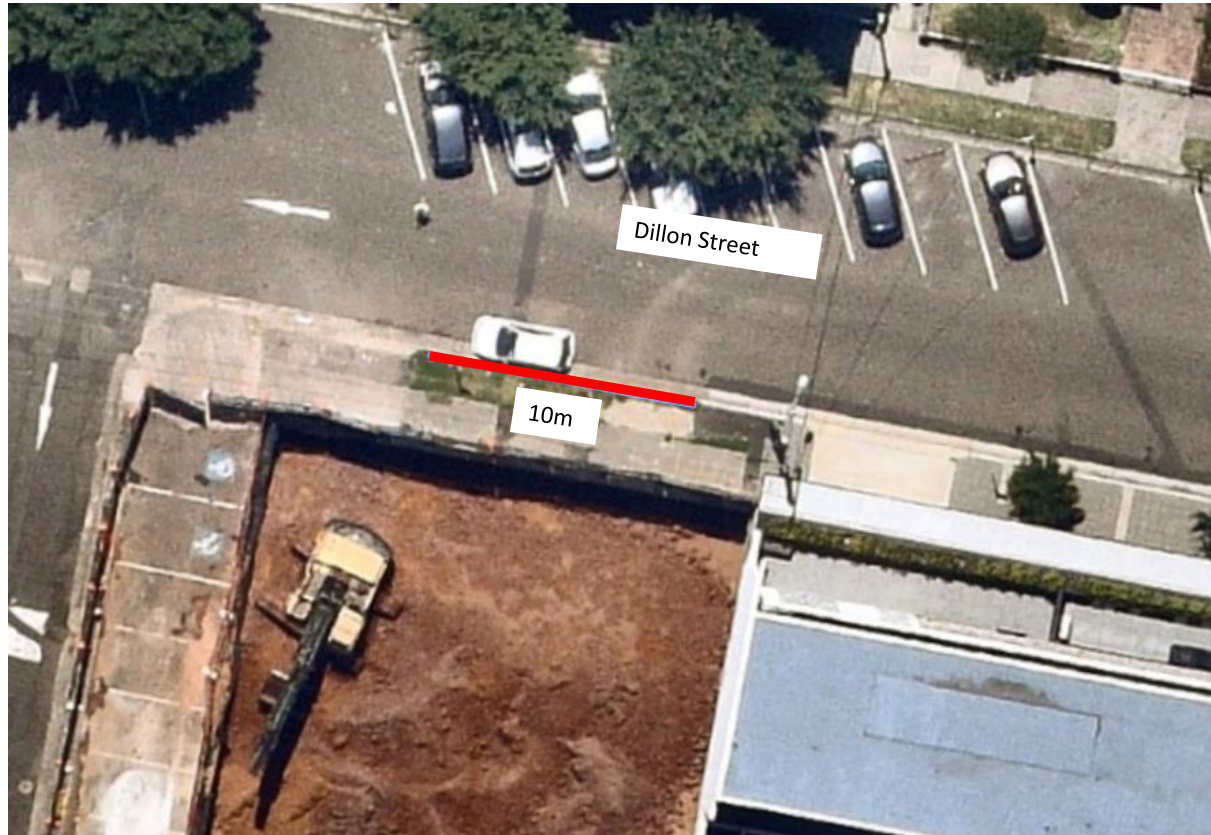
N/A

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### Attachments

- 1 [Dillon Street, Ramsgate - Renewal of Works Zone](#)

**BTC 13/12/2023**  
Dillon Street, Ramsgate  
Proposed Works Zone



 Works Zone

## Bayside Traffic Committee

9/10/2024

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Item No	BTC24.138
Subject	<b>35-39 Duncan Street, Arncliffe - Renewal of 25m Works Zone for 16 Weeks</b>
Report by	Traffic Engineer
File	SF23/8614
Electorate	Rockdale WZ-2024/2

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## Summary

Council has received a request from the developers at 35-39 Duncan Street, Arncliffe for the renewal of a 25m 'Works Zone' to facilitate construction activities associated with the demolition of the existing structures and construction of an eight (8) storey residential apartment building comprising 43 apartments with two (2) levels of basement parking.

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## Officer Recommendation

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

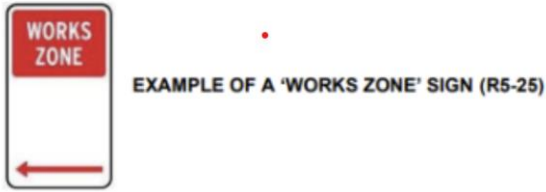
## Background

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

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

**Works Zone**

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



Hours of operation; '7:00 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 are shown in the attached document

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**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

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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**

N/A

## Attachments

1 [↓](#) 35-39 Duncan Street, Arncliffe - Renewal of Works Zone



**BTC 08/05/2024**  
Duncan Street, Arncliffe  
Proposed Works Zone



*Proposed Works Zone*

## Bayside Traffic Committee

9/10/2024

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Item No	BTC24.139
Subject	<b>26-42 Eden Street, Arncliffe - Proposed Works Zone for 52 Weeks</b>
Report by	Traffic Engineer
File	SF23/8614
Electorate	Rockdale WZ-2024/12

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## Summary

Council has received a request from the developers at 26-42 Eden Street, Arncliffe, for the provision of an 85m 'Works Zone' to facilitate construction activities associated with the construction of a mixed-use residential and retail development. The works zone will be divided into sections of 40m and 45m respectively.

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## Officer Recommendation

- 1 That approval be given to the installation of a 40m 'Works Zone, 7:00 am – 6:00 pm, Mon – Fri and 7:00 am – 3:30 pm Sat' restriction along the southern kerb line of Eden Street, for the duration of 52 weeks starting from October 2024, subject to relevant conditions, as per attached drawing.
  - 2 That approval be given to the installation of a 45m 'Works Zone, 7:00 am – 6:00 pm, Mon – Fri and 7:00 am – 3:30 pm Sat' restriction along the southern kerb line of Eden Street, for the duration of 52 weeks starting from January 2025, as per attached drawing.
  - 3 The applicant must ensure that construction vehicles do not queue within Eden Street or any other local roads in the vicinity; especially concrete trucks during the construction period waiting to deliver to the site.
  - 4 That the existing parking restrictions in the Eden Street is not changed on account of this proposal and two-way traffic flow be maintained in Eden Street at all times unless separate road occupancy approvals have been obtained through Council's Public Domain and Referrals team.
  - 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 52 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 – 6:00 pm, Monday – Friday and 7:00 am – 3:30 pm, Saturday' will apply to this Works Zone. The locality of the existing and proposed parking restrictions is shown in the attached document.

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## 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

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## Risk Management – Risk Level Rating

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



## Community Engagement

N/A

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## Attachments

1 [↓](#) Eden Street, Arncliffe - Proposed Works Zone

BTC 09/10/2024  
Eden Street, Arncliffe  
Proposed Works Zone



 Proposed Works Zone

## Bayside Traffic Committee

9/10/2024

Item No	BTC24.140
Subject	<b>61 Frogmore Street, Mascot - Proposed removal of disabled parking space</b>
Report by	Traffic Engineer
File	SF23/8614
Electorate	Heffron CRM 431284

### Summary

Council has received a request to remove the 'Disabled Parking Only' zone outside 61 Frogmore Street, Mascot, as it is no longer required by the mobility parking permit holder.

### Officer Recommendation

That approval be given for the removal of the 'Disabled Parking Only' zone outside 61 Frogmore Street, Mascot, and reinstate '8P, 8:00 am – 6:00 pm, Mon- Fri, Permit Holders Excepted, Area G' parking, as per the attached drawing.

### Background

Council has received a request from the resident of 61 Frogmore Street, Mascot to remove the signposted disabled parking space as it is no longer required.

It is proposed to remove the existing parking restriction on Frogmore Street and reinstate '8P 8:00 am – 6:00 pm Mon-Fri Permit Holders Excepted Area G' restrictions to ensure consistency with existing parking restrictions in the area.

The attached plan shows the proposed changes for implementation outside 61 Frogmore Street, Mascot.

### Financial Implications

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

### Community Strategic Plan

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

### Risk Management – Risk Level Rating

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

### Community Engagement

N/A

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### Attachments

- 1 [↓](#) 61 Frogmore Street, Mascot - Proposed removal of disabled parking space

BTC 09/10/2024  
61 Frogmore Street, Mascot  
Proposed removal of disabled parking space



Proposed removal of disabled parking space



## Bayside Traffic Committee

9/10/2024

---

Item No	BTC24.141
Subject	<b>2 Gannon Avenue, Dolls Point - Proposed 13m Works Zone for 52 Weeks</b>
Report by	Traffic Engineer
File	SF23/8614
Electorate	Rockdale WZ-2024/9

---

### Summary

Council has received a request from the developers of 2 Gannon Avenue, Dolls Point for the provision of a 13m 'Works Zone' to facilitate the construction of a new two storey dwelling.

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### Officer Recommendation

- 1 That approval be given to the installation of a 13m '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 Gannon Avenue, Dolls Point, for the duration of 52 weeks, subject to relevant conditions.
  - 2 That the applicant ensures that construction vehicles do not queue within Gannon Avenue; especially concrete trucks during the construction period waiting to deliver to the site.
  - 3 That the existing parking restrictions in Gannon Avenue not be changed in view of this proposal and the two-way traffic flow be maintained in Gannon Avenue at all times unless separate road occupancy approvals have been obtained through Council's Public Domain and Referrals team.
  - 4 That approval not be given to the movement of 12m 'Heavy Rigid Vehicles' due to constraints in the existing road infrastructure and be limited to '8.5m' heavy vehicle only.
  - 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 52 week 'Works Zone'.
  - 7 That the applicant notifies the adjacent properties of the approved Works Zone and provides a copy to Council for record.
- 

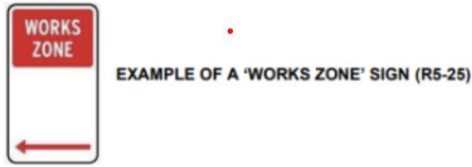
### Background

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

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

**Works Zone**

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



Hours of operation; '7:00 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 are shown in the attached document.

**Financial Implications**

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

**Community Strategic Plan**

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

**Risk Management – Risk Level Rating**

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

**Community Engagement**

N/A

## Attachments

1 [↓](#) 2 Gannon Avenue, Dolls Point - Proposed Works Zone



**BTC 09/10/2024**

2 Gannon Avenue, Dolls Point  
Proposed Works Zone



 Proposed Works Zone

## Bayside Traffic Committee

9/10/2024

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Item No	BTC24.142
Subject	<b>Haig Avenue, Daceyville - Proposed parking restrictions</b>
Report by	Traffic Engineer
File	SF23/8614
Electorate	Maroubra CRM 429201

---

### Summary

Council has received a request from the School Principal of St Michael's Catholic Primary School to review the existing parking restrictions and provide additional drop-off and pick-up parking on the eastern side of Haig Avenue, Daceyville during school hours.

---

### Officer Recommendation

That approval be given to the extension of the existing 'No Parking, 8.00 am - 9:30 am and 2:30 pm – 4.00 pm, School Days' zone on the eastern side of Haig Avenue, Daceyville in front of St Michael 's Catholic Primary School, as per attached drawing.

---

### Background

Council has received a request from the School Principal of St Michael's Catholic Primary School to reassess the existing parking restrictions on Haig Avenue, Daceyville.

The request specifically addresses the need for a more comprehensive drop-off and pick-up area on the eastern side of Haig Avenue during school hours. Currently, the available space for drop-off and pick-up is limited to 26.5m, operating during the morning hours from 8:00 am to 9:30 am and afternoon hours from 2.30 pm to 4.00 pm. However, upon conducting thorough investigations, it has become apparent that this provision falls short of meeting the school's requirements.

Therefore, it is proposed that the current parking restrictions be augmented to better accommodate the demands of the school community by extending the drop-off and pick-up area by an additional 17.5m.

The proposed signage changes align with the school frontage and does not remove parking in front of adjacent neighbouring properties.

The primary objectives of this proposed restrictions are as follows:

- 1 **Improved Traffic Flow:** By increasing the drop-off and pick-up area, traffic congestion during peak school hours can be mitigated, facilitating smoother traffic flow along Ramsgate Street and its vicinity.
- 2 **Enhanced Safety:** Providing a dedicated area for drop-off and pick-up activities will enhance safety for both students and parents by minimizing the risks associated with congestion and parking practices.

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

---

### 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

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### Risk Management – Risk Level Rating

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

---

### Community Engagement

Notification letters were sent to affected stakeholders and no objections were received.

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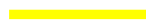

### Attachments

- 1 [↓](#) Haig Avenue, Daceyville - Proposed parking restriction



**BTC 09/10/2024**  
Haig Avenue, Daceyville  
Proposed Parking restrictions



-  Proposed No Parking 8am-9:30am 2:30pm-4pm School Days along the eastern kerbline
-  Existing No Parking 8am-9:30am 2:30pm-4pm School Days along the eastern kerbline

---

## Bayside Traffic Committee

9/10/2024

Item No	BTC24.143
Subject	<b>Intersection of Bardwell Road and Peacock Lane, Bardwell Park – Proposed 10m statutory ‘No Stopping’ restrictions</b>
Report by	Traffic Engineer
File	SF23/8614
Electorate	Rockdale

---

### Summary

Council has received a request to review the existing parking restrictions at the intersection of Bardwell Road and Peacock Lane, Bardwell Park, due to vehicles frequently parking within 10 metres of the intersection, impacting sight distance and road user safety.

The report seeks approval for the installation of a statutory 10m ‘No Stopping’ zone at the intersection of Bardwell Road and Peacock Lane, Bardwell Park.

---

### Officer Recommendation

That approval be given for the installation of a statutory 10m ‘No Stopping’ zone in the form of yellow C3 linemarking at the intersection of Bardwell Road and Peacock Lane, Bardwell Park, as per the attached plan.

---

### Background

Bardwell Road is classified as a collector road in Council’s Road hierarchy and intersects with Peacock Lane, a classified local road.

Site inspections and assessment of aerial imaging confirmed that motorists are frequently parking close to the corner impacting visibility at the intersection of Bardwell Road and Peacock Lane.

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”.

To improve compliance of the existing NSW Road Rules and enhance overall road safety, it is recommended to install a statutory 10m ‘No Stopping’ zone at the intersection of Bardwell Road and Peacock Lane, Bardwell Park in form of yellow of C3 linemarking to minimise the overcrowding of signs.

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

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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"/>            |  |
- 

## 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

Notification letter has been sent to the affected residents.

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## Attachments

- [1](#) Intersection of Bardwell Road and Peacock Lane, Bardwell Park - Proposed 10m of No Stopping restriction



BTC 09/10/2024

Intersection of Bardwell Road and Peacock Lane, Bardwell Park  
Proposed 10m of 'No Stopping' restriction



— Proposed 10m of 'No Stopping' restriction

— Existing 'No Parking' restriction

---

## Bayside Traffic Committee

9/10/2024

Item No	BTC24.144
Subject	<b>33 Union Street, Kogarah - Proposed '1P' Zone.</b>
Report by	Traffic Engineer
File	SF23/8614
Electorate	Kogarah

---

### Summary

Council has received a request from the resident of 33 Union Street, Kogarah to review the existing parking conditions. Following the completion of investigations, this report seeks approval to implement a '1P' parking restriction on Union Street, as detailed in the attached drawing.

---

### Officer Recommendation

That approval be given for the installation of a 7m '1P' zone at 33 Union Street, Kogarah, as per the attached drawing.

---

### Background

Council has received a representation on behalf of the resident of 33 Union Street, Kogarah, 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 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 is such requesting a designated accessible space.

The provision of an accessible parking space must comply with the Australian Standards that requires the following:

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

The existing kerb and infrastructure on Union Street does not allow for the provision of a compliant accessible parking space.

As an alternative, it was agreed with the affected resident to provide a '1P' zone. The proposed '1P' zone increases parking turnover and enables current NSW Mobility Parking Scheme Permit Holders to park for an unrestricted time.



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

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

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 a '1P' zone on Union Street, to assist with pick-up and drop-off activities and parking for the resident with mobility issues.

### Financial Implications

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

### Community Strategic Plan

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

### Risk Management – Risk Level Rating

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

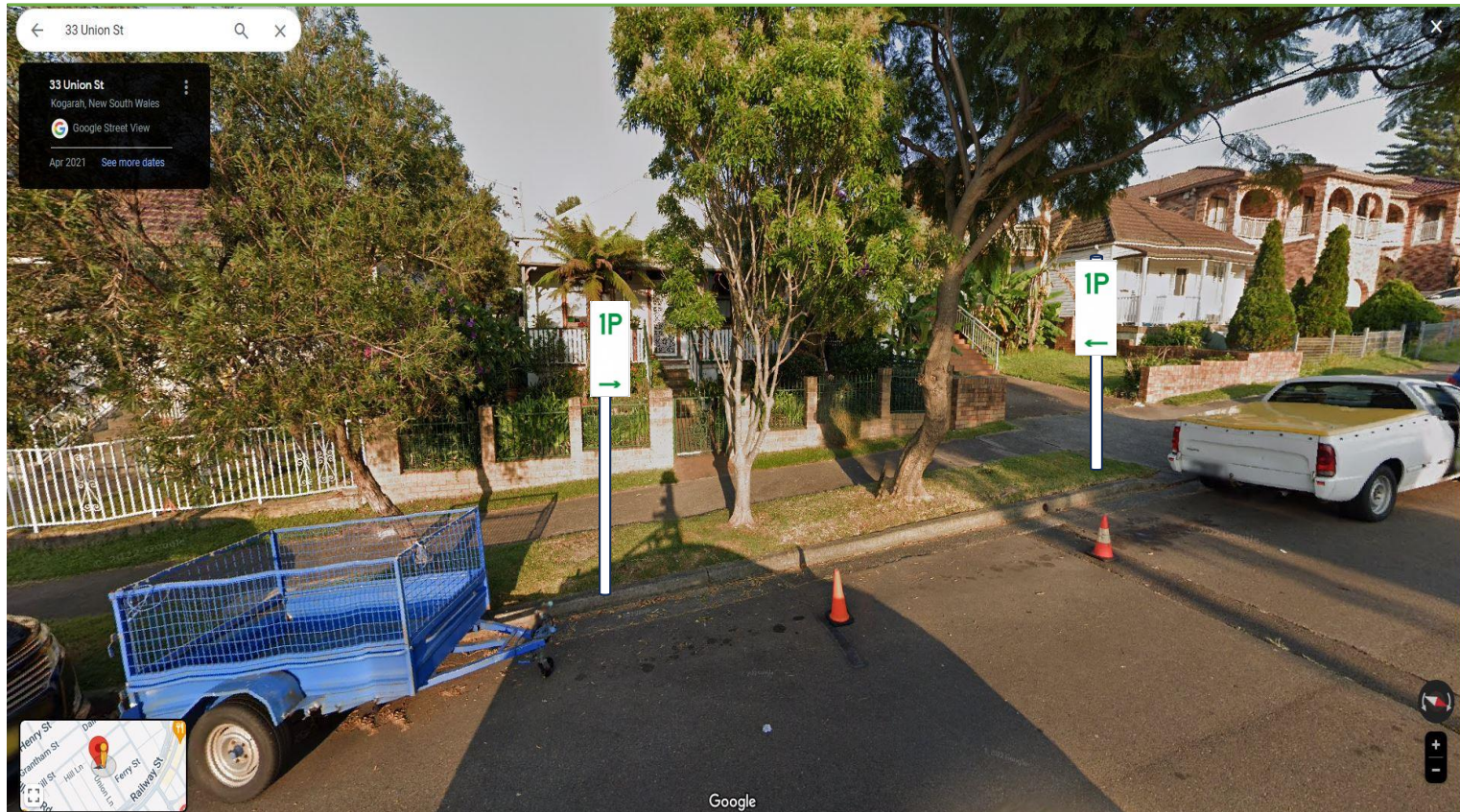
### Community Engagement

Not Applicable

### Attachments

- 1 [📄](#) 33 Union Street, Kogarah - Proposed 1P

### 33 Union Street, Kogarah- Proposed 1P parking space



**Bayside Traffic Committee**

**9/10/2024**

Item No	BTC24.145
Subject	<b>Kent Road, Mascot - Proposed 'No Parking' zone</b>
Report by	Traffic Engineer
File	SF23/8614
Electorate	Heffron

---

**Summary**

Council has received a request from businesses to review the current parking restrictions on Kent Road, Mascot. Concerns have been raised regarding congestion at the traffic signals at the intersection of Kent Road and Coward Street.

This report seeks approval for the installation of a 'No Parking, 3pm-7pm, Mon-Fri' zone on the western side of Kent Road between Coward Street and Chalmers Crescent to improve traffic flow and reduce congestion during the afternoon weekday peak period.

---

**Officer Recommendation**

That the existing unrestricted parking on the western side of Kent Road between Coward Street and Chalmers Crescent be converted to a 'No Parking, 3pm-7pm, Mon-Fri' zone as per the attached drawings.

---

**Background**

Council has received requests from businesses to consider implementing parking restrictions to improve traffic flow and reduce congestion during the afternoon weekday peak period.

Kent Road south of Coward Street is classified as a local road under Council's hierarchy. Kent Road north of Coward Street is classified as a state road, as is Coward Street, east of Kent Road.

The intersection of Kent Road and Coward Street provides access to the businesses and industrial facilities on Chalmers Crescent as well as providing access to Qantas facilities on Sydney Airport land. Currently vehicles can park on the western side of Kent Road between Coward Street and Chalmers Crescent for an unlimited period. During peak periods, due to the limited queuing capacity, vehicles wishing to turn right from Kent Road into Coward Street restrict access to the traffic signals for vehicles to travel straight on Kent Road or turn left into Coward Street. This increases queue lengths, creates congestion and reduces the efficiency of the green signal at this intersection.

On this basis council is proposing to install a 'No Parking, 3pm-7pm, Mon-Fri' zone on the western side of Kent Road between Coward Street and Chalmers Crescent. This will improve access to the existing traffic signals and increase capacity for vehicles turning left or proceeding straight through the intersection, reducing overall congestion.

Please note the as per NSW Road Rules, motorists are permitted to park in designated 'No Parking' areas for a maximum of two minutes for drop off and pickup purposes, and the driver should remain with the vehicle or within a two-meter radius.

---

## Financial Implications

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

---

## Community Strategic Plan

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

---

## Risk Management – Risk Level Rating

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

---

## Community Engagement

Consultation was undertaken with the adjoining businesses in the form of a letter box drop. 1 response was received supporting the proposal. No objections were received.

## Attachments

1 [📄](#) Kent Road, Mascot - No Parking 3pm - 7 pm MON - FRI



Kent Road, Mascot  
Proposed No Parking 3pm-7pm MON-FRI



	<span data-bbox="600 1214 947 1256">Existing No Stopping restriction</span>		<span data-bbox="1211 1214 1807 1256">Proposed No Parking 3pm-7pm Mon-Fri restriction</span>
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## Bayside Traffic Committee

9/10/2024

Item No	BTC24.146
Subject	<b>Kimpton Street, Banksia - Renewal of 29m Works Zone for 16 Weeks</b>
Report by	Traffic Engineer
File	SF23/8614
Electorate	Rockdale WZ-2023/11

---

### Summary

Council has received a request for the renewal of a 29m 'Works Zone' in Kimpton Street, Banksia, to help facilitate construction activities associated with the construction of an 8-storey development consisting of residential units, retail stores and a childcare centre for a period of 16 weeks.

---

### Officer Recommendation

- 1 That approval be given to the renewal of a 29m 'Works Zone, 7:00 am – 5:00 pm, Mon – Fri and 7:00 am – 1:00 pm Sat' restriction along the northern kerb line of Kimpton Street, Banksia, for the duration of 16 weeks, subject to relevant conditions, including (but not limited to):
  - 2 The applicant must ensure that construction vehicles do not queue within Kimpton Street or any other local roads in the vicinity; especially concrete trucks during the construction period waiting to deliver to the site.
  - 3 That the existing parking restrictions in Kimpton Street and Hattersley Street not be changed on account of this proposal and two-way traffic flow be maintained in Kimpton Street and Hattersley Street at all times unless separate road occupancy approvals have been obtained through Council's Public Domain and Referrals team.
  - 4 That all inbound construction vehicles approaching the site must use Princes Highway and turn into Kimpton Street. All outbound construction vehicles must turn into Princes Highway to exit.
  - 5 That approval is not given for construction vehicles to use Hattersley Street as part of ingress and egress routes.
  - 6 That the developer limits the movement of vehicles to 12.5m 'Heavy Rigid Vehicles' (HRV) due to constraint in the existing road infrastructure.
  - 7 That the applicant notifies Council 6 weeks in advance of any required extension to the 16 week 'Works Zone'.
-

## Background

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

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

## Works Zone



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

Hours of operation; ‘7:00 am – 5:00 pm, Mon – Fri & 7:00 am – 1:00 pm, Sat’ will apply to this works zone.

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

## Financial Implications

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

## Community Strategic Plan

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

## Risk Management – Risk Level Rating

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



## Community Engagement

N/A

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## Attachments

1 [↓](#) Kimpton Street, Banksia - Renewal of Works Zone

**BTC 13/09/2023**  
Kimpton Street, Banksia  
Proposed Works Zone



 Proposed Works Zone

 Proposed 'No Stopping' restrictions

**Bayside Traffic Committee**

**9/10/2024**

Item No	BTC24.147
Subject	<b>Kyle Street, Arncliffe - Proposed parking restriction</b>
Report by	Traffic Engineer
File	SF23/8614
Electorate	Rockdale

---

**Summary**

Council has received a request from a resident to review the current parking restrictions outside 2 Kyle Street, Arncliffe.

The report intends to seek approval for the installation of a 6m 'P5 Minute' zone on the northern side of Kyle Street, Arncliffe.

---

**Officer Recommendation**

That approval be given to the installation of 6m 'P5 Minute' zone on the northern side of Kyle Street, Arncliffe as per attached drawing.

---

**Background**

Council has received a request from a resident to review the current parking restrictions outside 2 Kyle Street, Arncliffe. Currently there is an existing 'No parking' zone in this location, which prohibits vehicles from parking at any time for more than 2 minutes according to NSW Road Rules.

The request mainly highlights the following issues:

**Accessibility for Deliveries:** Several residents require a designated area where delivery vehicles can legally stop to load and unload goods.

**Passenger Convenience:** The absence of a designated area for passenger drop-off and pick-up has caused inconvenience for visitors, especially for those with mobility issues or those with young children.

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

The proposed introduction of a 6m 'P5 Minute' zone is seen as a viable solution to address the issues raised.

This proposal aims to:

- Enhance the functionality of the street for residents in the vicinity.
- Provide a designated space for short-term parking needs.

Therefore, it is proposed to install a 6m 'P5 Minute' zone on the northern side of Kyle Street, as per attached drawing.

---

## Financial Implications

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

---

## Community Strategic Plan

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

---

## Risk Management – Risk Level Rating

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

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## Community Engagement

Notification letters has been sent to the affected stakeholders.


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## Attachments

1 [↓](#) Kyle Street, Arncliffe - Proposed parking restriction

**BTC 09/10/2024**  
Kyle Street, Arncliffe  
Proposed P5 minute parking restriction



 Proposed P5 minute parking restriction



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## Bayside Traffic Committee

9/10/2024

Item No	BTC24.148
Subject	<b>Madrers Avenue, Kogarah, East of Rocky Point Road - Proposed Temporary One-Way Arrangement During the Christmas and New Year Period (1 December 2024 to 5 January 2025)</b>
Report by	Traffic Engineer
File	SF23/8614
Electorate	Rockdale

---

## Summary

The purpose of this report is to seek approval to establish a temporary one-way traffic flow in Madrers Avenue, Kogarah, to manage traffic generated by festive displays and lights during the Christmas and New Year period between 1 December 2024 and 5 January 2025.

---

## Officer Recommendation

- 1 That endorsement be given to the conversion of Madrers Avenue, Kogarah, east of Rocky Point Road, to a temporary one-way arrangement (anticlockwise direction) to control the traffic flow during the Christmas and New Year period, between 1 December 2024 and 5 January 2025.
  - 2 That the attached Traffic Management Plan be submitted to Transport for New South Wales (TfNSW) for consideration.
- 

## Background

Residents of Madrers Avenue east of Rocky Point Road, Kogarah, decorate their houses with extensive festive displays and lights during the Christmas and New Year period. The displays attract visitors from across Sydney. To assist in managing the traffic volumes generated by visitors, it is proposed to temporarily change the traffic flow to a one-way system, consistent with recent years.

The existing two-way traffic flow in Madrers Avenue will be converted temporarily to a one-way street in the anti-clockwise direction. The purpose of this report is to seek approval to establish temporary one-way traffic flow in Madrers Avenue, Kogarah, in order to manage traffic generated by festive displays and lights during the Christmas and New Year between 1 December 2024 and 5 January 2025.

Under the Delegations to Councils from Transport for New South Wales (TfNSW), Bayside Council is required to submit a Traffic Management Plan (TMP) to Transport for NSW seeking approval prior to the implementation of the restriction as shown in the attached documents.

---



## Financial Implications

- Not applicable
- Included in existing approved budget  The installation of the one-way street in Maders Avenue will be funded through the Block Grant for traffic facilities on local streets. Traffic signs will largely be reused from previous years.
- 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

The resident's representative has confirmed that they would like to continue with the arrangement as in previous years. Affected residents in the area will be advised of Council's decision.

## Attachments

- 1 [↓](#) Maders Avenue traffic management plan for the proposed temporary one way street Questions A to H during Christmas and New Years 2024
- 2 [↓](#) Maders Ave Temp One Way Remove on 5-1-25

**TRAFFIC CONTROL PLAN**

**Location:** MADRERS AVENUE, KOGARAH, from Rocky Point Road to Wilson Street

**Proposal:** Temporary One-Way Street in the anti-clockwise direction for 4 weeks during Christmas and New Year period.

01/12/2024- 5/01/2025

**A. Description of or detailed plan of proposed measures.**

Is a detailed plan of the proposed measures necessary?

YES. A copy of the plan is attached.

**B. Identification and assessment of impact of proposed measures.**

Is a detailed assessment required?

No. Madrers Avenue is a local street with light traffic thoroughfare restriction. Proposal is to introduce one-way restriction from Rocky Point Road to Wilson Street. This temporary One-Way Street has been implemented by Council for many years now, with the exception of 2020, due to COVID-19 concerns.

**C. Measures to ameliorate the impact of re-assigned traffic.**

Is an assessment required?

No. Not necessary as this is the only road which is being affected.

**D. Assessment of public transport services affected.**

Is an assessment required?

No. There are no public transport services.

**E. Details of provision made for emergency vehicles, heavy vehicles, and cyclists and pedestrians.**

Are these details required?

Yes. One way movement will be clearly signposted. Police, Ambulance, Fire Brigades and Transport for NSW will be notified.

**F. Assessment of effect on existing and future developments with transport implications in the vicinity of the proposed measures.**

Is an assessment required?

No. No future transport services involved and it is a temporary arrangement.

**G. Assessment of effect of proposed measures on traffic movements in adjoining Council areas.**

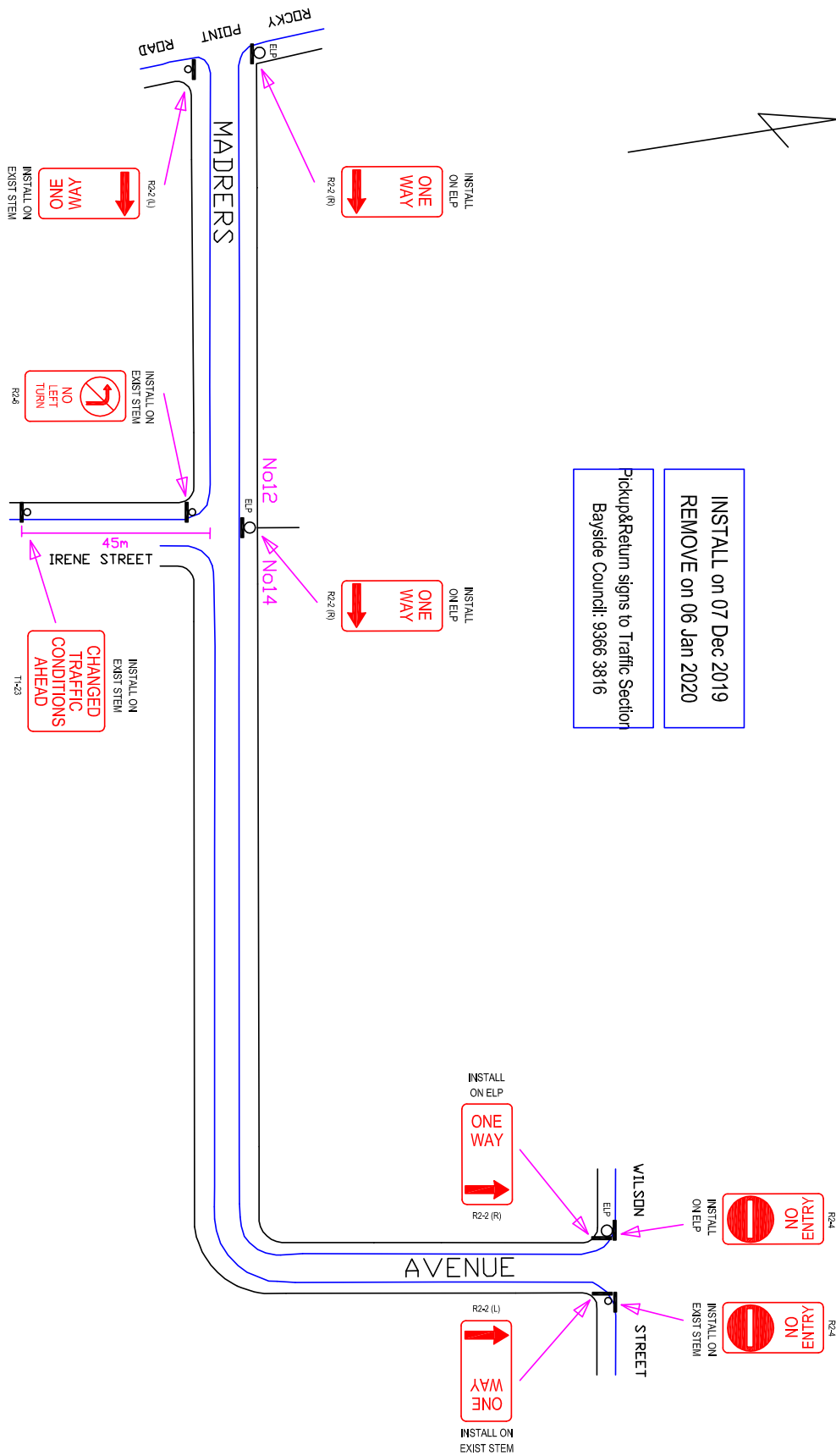
Is an assessment required?

Yes. No complaints received regarding the visiting traffic from adjoining Council.

**H. Public Consultation process.**

Is a public consultation process required?

Yes. Most of the residents have supported the proposal and request for the One Way to be implemented again. This scheme has been supported by the Bayside Traffic Committee and was adopted by Council.



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## Bayside Traffic Committee

9/10/2024

Item No	BTC24.149
Subject	<b>McPherson Street, Banksmeadow - Proposed 'No Stopping' restriction in cul-de-sac</b>
Report by	Traffic Engineer
File	SF23/8614
Electorate	Maroubra CRM 433719

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### Summary

Council has received concerns regarding the manoeuvrability of heavy vehicles in the cul-de-sac end of McPherson Street, Banksmeadow.

This report provides the results of the investigation and proposes to install 'No Stopping' restrictions in the cul-de-sac end of McPherson Street to assist with truck turning movements.

---

### Officer Recommendation

- 1 That approval be given to the installation of a 'No Stopping' zone in the cul-de-sac end of McPherson Street, Banksmeadow, as per the attached drawing.
  - 2 That approval be given to the installation of yellow 'C3' line marking to supplement the proposed 'No Stopping' zone as per the attached drawing.
- 

### Background

Council has received requests to review the existing parking conditions due to the difficulties faced by heavy vehicles manoeuvring in the cul-de-sac end of McPherson Street, Banksmeadow.

McPherson Street is classified as a local road under Council's Road hierarchy, with majority of traffic generated by industrial developments nearby. There is no access to residential properties from the subject streets.

Site inspections have confirmed that when vehicles park in the cul-de-sac, heavy vehicles cannot turn due to the limited road space. This issue is ongoing at the end of McPherson Street, Banksmeadow. Cars and trucks often park around the turning circle, making it extremely difficult for other vehicles to turn around. Because of this, drivers are forced to use private driveways, which has resulted in damage to fences and gates at neighbouring properties.

Additionally, this situation impedes access to the rail corridor, which has a driveway at the end of the cul-de-sac that must be accessible at all times.

To facilitate heavy vehicle manoeuvrability and manage traffic movements efficiently and safely, it is recommended to install a 'No Stopping' zone in the cul-de-sac end of McPherson

Street. This will be supplemented with solid yellow 'C3' line marking to assist with enforcement in situations where signage may be damaged or missing.

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

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

### Community Engagement

Affected stakeholders will be advised of Council's resolution.

### Attachments

- [1](#) McPherson Street, Banksmeadow - Proposed 'No Stopping' restriction

**BTC 09/10/2024**

McPherson Street, Banksmeadow

Proposed 'No Stopping' restriction in cul-de-sac



— Proposed 'No Stopping' restriction in cul-de-sac



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## Bayside Traffic Committee

9/10/2024

Item No	BTC24.150
Subject	<b>O'Rourke Crescent, Eastlakes - Proposed 'No Parking' zone</b>
Report by	Traffic Engineer
File	SF23/8614
Electorate	Heffron

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### Summary

Council has received a request to review the current parking restrictions in O'Rourke Crescent, Eastlakes. Concerns have been raised that vehicles parking near driveways and within the cul-de-sac restrict access, obstruct driveways and create visibility issues by impeding sightlines.

This report seeks approval to install a 'No Parking' zone on the western side of O'Rourke Crescent, Eastlakes to facilitate property access.

---

### Officer Recommendation

That approval be given to install a 'No Parking' on the western side of O'Rourke Crescent, Eastlakes, as per the attached drawing.

---

### Background

Council has received a request from residents for the installation of a 'No Parking' zone on the western side of O'Rourke Crescent to facilitate property access.

O'Rourke Crescent is classified as a local road under Council's hierarchy. It runs from Evans Avenue to the cul-de-sac end of O'Rourke Crescent.

A site assessment indicated that vehicles parking at the end of the cul-de-sac significantly impacts driveway vehicular access. Due to the number of residential units in the vicinity, parking is in high demand. It is observed that vehicles continually encroach the driveway area, or park contrary to NSW Road Rules.

It is therefore proposed to install a 'No Parking' zone on the western side of O'Rourke Crescent. This will enforce NSW road rules related to parking across driveways and access paths as well as improving overall accessibility.

Please note that as per the NSW Road Rules, motorists are permitted to park in 'No Parking' zones for a maximum of two minutes for drop-off and pick-up purposes, the driver should remain with the vehicle or within a two-meter radius.

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### Financial Implications

Not applicable

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

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## 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"/>

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## Community Engagement

Consultation was undertaken with the residents of O'Rourke Crescent via letter box drop. One objection to the proposal was received. The objection was based on limited access to off-street parking due to private trees and perceived loss of on-street parking. The existing on-street parking arrangement currently does not allow for vehicle parking and is a reinforcement of the existing restrictions under the NSW Road Rules. On this basis the proposed 'No Parking' zone is justified.


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## Attachments

1 [↓](#) O'Rourke Crescent, Eastlakes - No Parking

### O'Rourke Crescent, Eastlakes Proposed 'No Parking' zone



 Proposed 'No Parking' restrictions

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## Bayside Traffic Committee

9/10/2024

Item No           BTC24.151  
Subject           **Peacock Street, Bardwell Park – BB Centreline**  
Report by       Traffic Engineer  
File               SF23/8614  
Electorate       Rockdale

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### Summary

Council has received concerns from residents that motorists are cutting the corner when turning from Lambert Road into Peacock Street, Bardwell Park.

Following a review of safety at the intersection, it is proposed to install a 10m BB line at this location.

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### Officer Recommendation

That a 10m double barrier pavement line marking (BB line) be installed on Peacock Street at the intersection with Peacock Street, Bardwell Park, as shown in the attached plan.

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### Background

Council has received concerns from residents within the vicinity of the Lambert Road and Peacock Street intersection, Bardwell Park. Concerns have been raised regarding motorists cutting the corner when turning from Lambert Road into Peacock Street. This has been observed as a safety concern for road users.

Both Lambert Road and Peacock Street are local residential roads serving the surrounding area.

An inspection of the site revealed that the current road widths and intersection geometry do not permit physical changes and/or treatments to the intersection that would meet standard guidelines. Additionally, it is a low traffic environment serviced mainly by residents in the vicinity.

Therefore, it is proposed to install a 10m BB line to improve safety and clearly define the traffic lanes on Peacock Street.

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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 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

Not applicable

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## Attachments

- 1 [↓](#) Peacock Street, Bardwell Park - BB Centreline





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## Bayside Traffic Committee

9/10/2024

Item No	BTC24.152
Subject	<b>111 Queen Victoria Street, Bexley – Proposed relocation of ‘No Stopping’ restriction</b>
Report by	Traffic Engineer
File	SF23/8614
Electorate	Kogarah CRM 432949

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### Summary

Council has received a request to review the current parking restrictions outside 111 Queen Victoria Street, Bexley. Concerns have been raised regarding vehicles parking near the property cannot fully park between the existing 'No Stopping' zone and the properties driveway. This obstructs access to the driveway and creates visibility issues by impeding sightlines.

This report seeks approval to extend the existing 'No Stopping' zone on the western side of Queen Victoria Street, Bexley, as per the attached drawing.

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### Officer Recommendation

That approval be given to extend the existing 'No Stopping' zone on the western side of Queen Victoria Street, Bexley, approximately 4m south as per the attached drawings.

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### Background

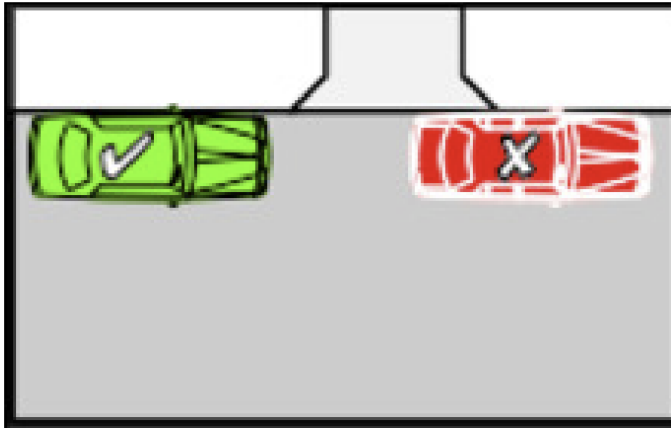
Council has received a request to review the current parking restrictions outside 111 Queen Victoria Street, Bexley.

Queen Victoria Street is classified as a regional road under Council's hierarchy. It runs between Forest Road and Paine Street.

Concerns have been raised that when vehicles are parked outside 111 Queen Victoria Street, they are unable to position their vehicles outside the existing 'No Stopping' zone, without causing obstruction to the properties driveway access. Vehicles parked in this manner obstruct the vehicular accessway and make it difficult for the residents at the adjoining dwelling to enter and exit their driveway. This presents access and safety issues.

It should be noted that NSW Road Rules 2014 (198):

- (2) A driver must not stop on or across a driveway or other way of access for vehicles travelling to or from adjacent land unless:
- (a) the driver:
    - (i) is dropping off, or picking up, passengers, and
    - (ii) does not leave the vehicle unattended, and
    - (iii) completes the dropping off, or picking up, of the passengers, and drives on, as soon as possible and, in any case, within 2 minutes after stopping, or



To improve compliance and address safety concerns at this location, it is recommended to extend the existing 'No Stopping' restriction south adjacent to the existing driveway.

### Financial Implications

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

### Community Strategic Plan

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

### Risk Management – Risk Level Rating

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

### Community Engagement

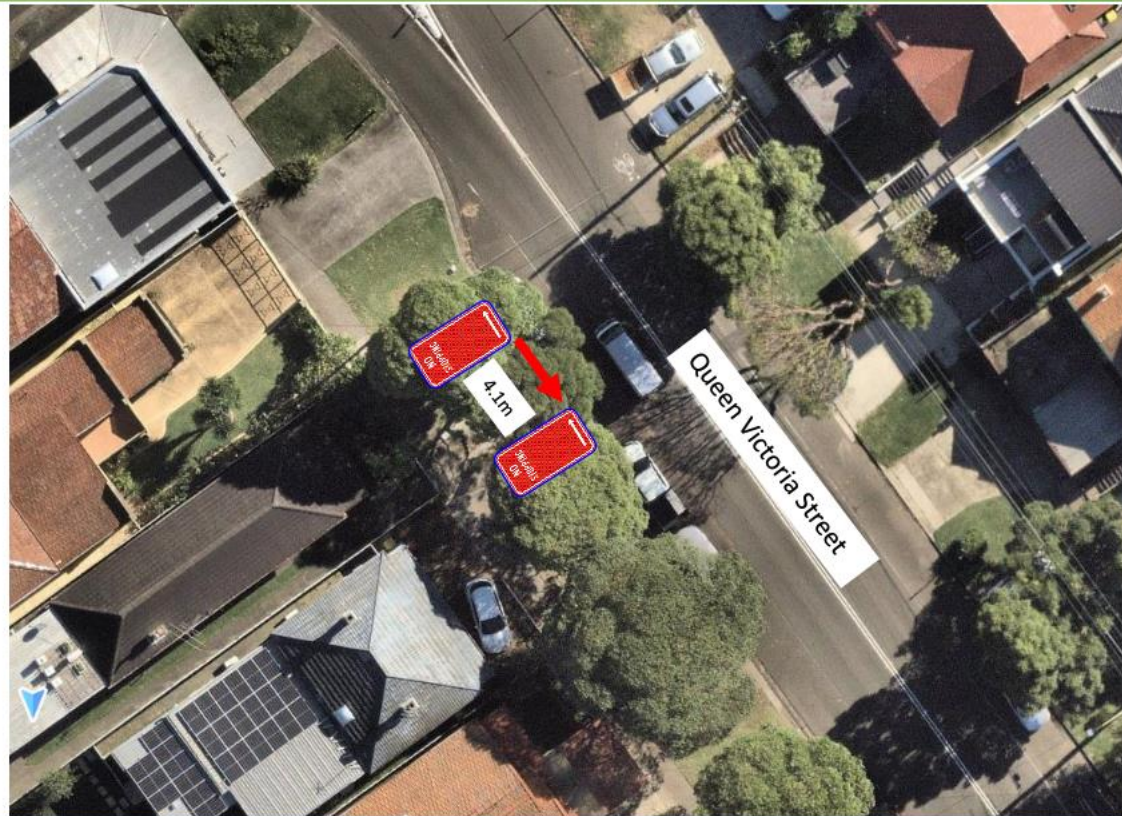
Notification letters have been sent to the affected stakeholders advising them of the proposed changes.

## Attachments

1 [↓](#) 111 Queen Victoria Street, Bexley - Proposed relocation of No Stopping restriction



BTC 09/10/2024  
111 Queen Victoria Street, Bexley  
Proposed relocation of 'No Stopping' restriction



 Proposed relocation 'No Stopping' restriction

## Bayside Traffic Committee

9/10/2024

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Item No	BTC24.153
Subject	<b>Tingwell Boulevard, Eastgardens - Renewal of 70m Works Zone for 26 weeks</b>
Report by	Traffic Engineer
File	SF23/8614
Electorate	Maroubra WZ-2023/9

---

### Summary

Council has received a request from the developers in Tingwell Boulevard for the renewal of a 70m 'Works Zone' to facilitate construction activities associated with the construction of Phase 3 of Pagewood Development for 26 weeks.

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### Officer Recommendation

- 1 That approval be given to the renewal of a 70m 'Works Zone, 7:00 am – 6:00 pm, Mon – Fri and 7:00 am – 1:00 pm, Sat' restrictions along the northern kerb line of Tingwell Blvd, for the duration of 26 weeks, subject to relevant conditions.
  - 2 The applicant must ensure that construction vehicles do not queue within Tingwell Blvd 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 Tingwell Blvd not be changed on account of this proposal and two-way traffic flow be maintained in Tingwell Blvd at all times unless separate road occupancy approvals have been obtained through Council's Public Domain and Referrals team.
  - 4 That the developer and associated sub-contractors notify Council's Traffic and Road Safety Team of any proposed applications through the 'National Heavy Vehicle Regulator' authority.
  - 5 That the developer and associated sub-contractors comply with conditions imposed by the 'National Heavy Vehicle Regulator' approved Permits.
  - 6 That all inbound construction vehicles approaching the site from south must use Banks Avenue, turn right into Tingwell Blvd. All outbound construction vehicles must manoeuvre within the site and turn right onto Tingwell Blvd, turn left onto Banks Avenue and then turn into Wentworth Avenue.
  - 7 That approval is not given for construction vehicles to use Heffron Road as part of ingress and egress routes.
  - 8 That the applicant notifies Council 6 Weeks in advance of any required extension to the 26 week 'Works Zone'
-



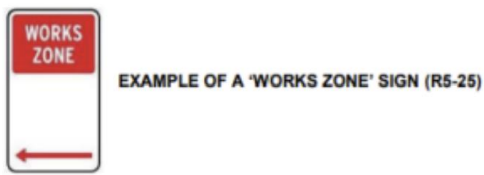
### Background

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

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

### Works Zone

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



Hours of operation; ‘7:00 am – 6:00 pm, Monday – Friday and 7:00 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

### Community Strategic Plan

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

### Risk Management – Risk Level Rating

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

## Community Engagement

N/A

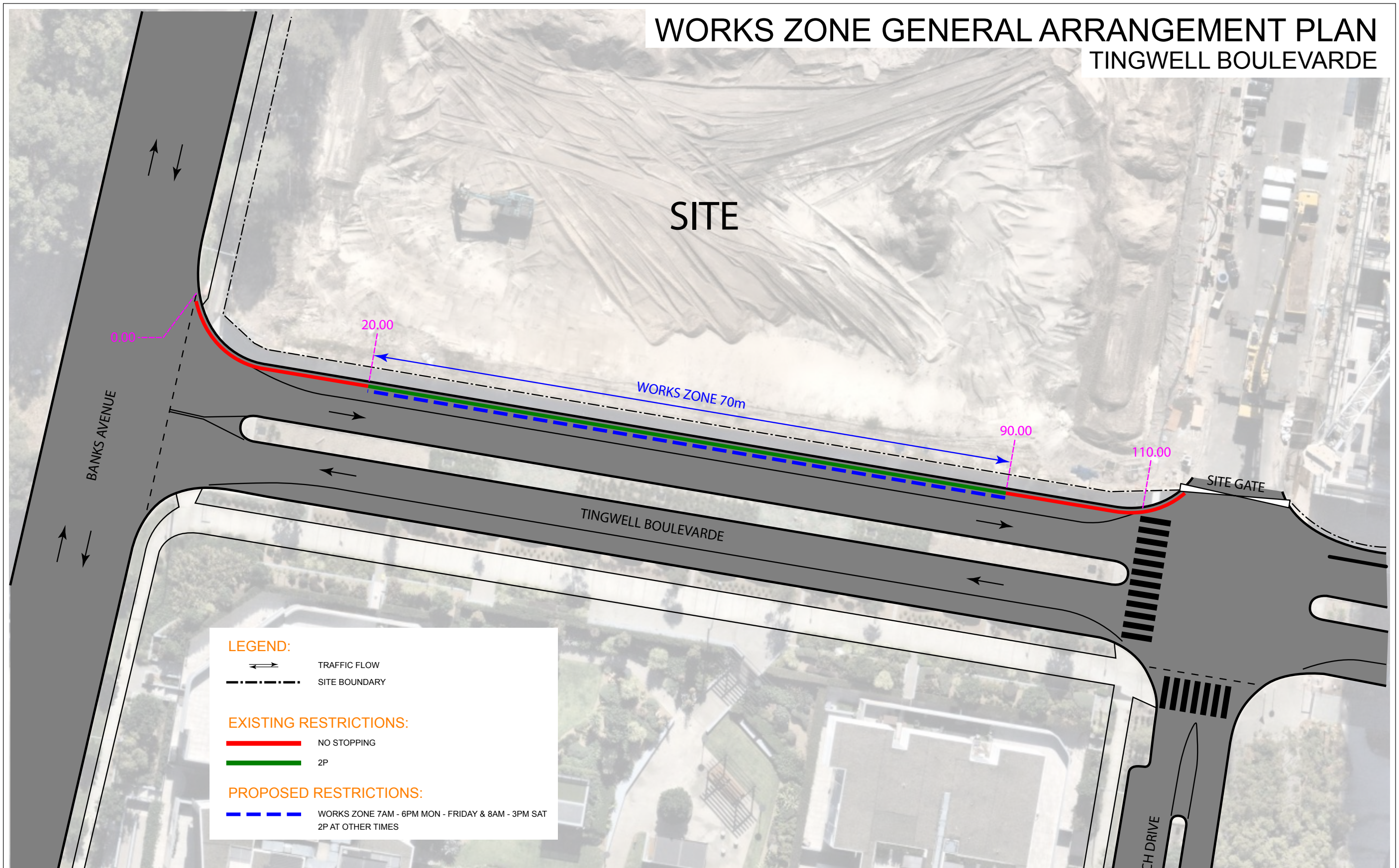
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## Attachments

1 [↓](#) Tingwell Blvd, Eastgardens -General Works Zone Arrangement Plan



# WORKS ZONE GENERAL ARRANGEMENT PLAN TINGWELL BOULEVARDE



**LEGEND:**

- TRAFFIC FLOW
- SITE BOUNDARY

**EXISTING RESTRICTIONS:**

- NO STOPPING
- 2P

**PROPOSED RESTRICTIONS:**

- WORKS ZONE 7AM - 6PM MON - FRIDAY & 8AM - 3PM SAT  
2P AT OTHER TIMES

<p><b>Sbmg Pty Ltd</b>                  ABN: 34 167 185 560                  www.sbmgplanning.com.au                  matt@sbmgplanning.com.au                  m: 0467 370 380</p>	Project/Event: MIXED-USE DEVELOPMENT			PREPARED BY: MATTHEW YOUNG PREPARE A WORKZONE TRAFFIC MANAGEMENT PLAN CARD No. TCT0048974		DATE	DESCRIPTION
	Location: TINGWELL BOULEVARDE, PAGEDOOD NSW			SIGNED:			E
	Client: MERITON						D
	Plan No. SBMG02653-01    A    Date: 24TH MAY 2023						C
SCALE: NOT TO SCALE						B	
						A	INITIAL SUBMISSION



## Bayside Traffic Committee

9/10/2024

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Item No	BTC24.154
Subject	<b>Waldron Lane, Sandringham - Proposed 'No Parking' restrictions</b>
Report by	Traffic Engineer
File	SF23/8614
Electorate	Rockdale CRM 433264 and 433116

---

### Summary

Council has received requests from residents to consider implementing parking restrictions to improve traffic flow and ease access to and from driveways and garages.

The report intends to seek approval for the installation of a 35m 'No Parking' zone on the western side of Waldron Lane, Sandringham.

---

### Officer Recommendation

That approval be given to the installation of a 35m 'No Parking' zone on the western side of Waldron Lane, Sandringham as per attached drawings.

---

### Background

Waldron Lane is classified as a local road under Council's road hierarchy. It is a narrow road having an approximate width of 4.75m. Council has received requests from residents to review the current parking arrangements to improve traffic flow and ease access to and from driveways and garages.

Inspections from aerial imaging and on-site, confirmed that when motorists are parked on the western side of Waldron Lane, there is insufficient width to allow for vehicles to pass.

NSW 208(7) stipulates that if the road does not have a continuous dividing line or a dividing strip, the driver must position the vehicle so there is at least 3 metres of the road alongside the vehicle that is clear for other vehicles to pass, unless otherwise indicated by information on or with a parking control sign.

Therefore, to improve compliance with existing NSW Road Rules it is recommended to install a 'No Parking' zone on the western side of Waldron Lane.

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

### Risk Management – Risk Level Rating

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

### Community Engagement

Community consultation was undertaken via Letter Drop for the proposed ‘No Parking’ restrictions in Waldron Lane. Fifty—one (51) letters were delivered as part of the survey, of which 10 responses were received. A summary of the responses is provided below:

Summary view of 10 responses	
Support the proposal	Do not support the proposal
6	4

Based on the support from the residents for the proposal (60% households were in favour), it is recommended to install the ‘No Parking’ restrictions on the western side of Waldron Lane.


### Attachments

- 1 [↓](#) Waldron Lane, Sandringham - Proposed 'No Parking'



**BTC 09/10/2024**  
Waldron Lane, Sandringham  
Proposed 'No parking' restriction



 Proposed 'No parking' restriction

## Bayside Traffic Committee

9/10/2024

Item No	BTC24.155
Subject	<b>Update on Outstanding Matters Referred to the Bayside Traffic Committee by the Chair.</b>
Report by	Coordinator, Traffic & Road Safety
File	SF23/8614
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
8 May 2024 BTC24.070	<b>33 Union Street, Kogarah</b>	Request for a disabled parking space outside of the property.	<b>Completed</b> – Item included in meeting agenda.
14 Aug 2024 BTC24.133	<b>Swinbourne Street, Botany</b>	Safety concerns with the existing pedestrian crossing between Queen Street and Trevelyan Street.	<b>In Progress</b> – Community consultation is currently underway to gauge support of the surrounding residents on proposals to restrict turn movements into and out of adjacent streets as well as supplementary traffic calming.

## 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

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### Attachments

Nil



## **Community Engagement**

Not applicable

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## **Attachments**

Nil



## **Bayside Traffic Committee**

**9/10/2024**

Item No	BTC24.157
Subject	<b>General Business</b>
Report by	Coordinator, Traffic & Road Safety
File	SF23/8614
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.

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### 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

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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

Not Applicable

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### Attachments

Nil