



Bayside Local Transport Forum

9.15am
Wednesday 11 February 2026

Venue:
Rockdale Town Hall, Pindari Room
Level 1, 448 Princes Highway, Rockdale

Contact Us:

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PO Box 21, Rockdale NSW 2216

ABN: 80 690 785 443

MEETING NOTICE

A meeting of the
Bayside Local Transport Forum
will be held in the Rockdale Town Hall, Pindari Room
Level 1, 448 Princes Highway, Rockdale
on **Wednesday 11 February 2026 at 9.15am**

AGENDA

1 ACKNOWLEDGEMENT OF COUNTRY

Bayside Council acknowledges the Bidjigal Clan, the traditional owners of the land on which we meet and work and acknowledges the Gadigal people of the Eora Nation. Bayside Council pays respects to Elders past and present.

2 ATTENDANCE AND APOLOGIES

3 DISCLOSURES OF INTEREST

4 MINUTES OF PREVIOUS MEETINGS

4.1	Minutes of the Bayside Local Transport Forum Meeting - 12 November 2025	4
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5 REPORTS

BLTF26.001 ..	Bourke Street Mascot Cycleway - linemarking, signage and safety upgrades	9
BLTF26.002	Community Improvement District Program - Carlton Parade, Carlton	13
BLTF26.003	Cycleway Concept Design for Engagement - General Bridges Crescent, Daceyville	54
BLTF26.004	14 Ermington Street, Botany - Proposed 1P Parking space	76
BLTF26.005	485 Forest Road, Bexley - Ramadan Festival - Proposed Temporary Off-Street Carpark Closure	79
BLTF26.006	Kimpton Street, Banksia - Proposed Speed Humps	82
BLTF26.007	McMillan Avenue, Sandringham - Proposed 'No Parking' zone	85

BLTF26.008	Oscar Place, Eastgardens - Proposed One-Way Westbound	88
BLTF26.009	Page Street, Pagewood - Proposed Kerb Separation Infrastructure	91
BLTF26.010 ...	Ramsgate Beach MCA C3 Public Artwork Exhibition - Temporary Removal of Parking Spaces.....	94
BLTF26.011	Wentworth Avenue and Page Street, Pagewood - Shared Path	101
BLTF26.012	Wollongong Road, Arncliffe - Proposed Resident Parking Scheme	116
BLTF26.013	Woodford Road, Rockdale - Proposed 'No Parking' waste collection day.....	119
BLTF26.014	Items Approved Under Sub-Delegation	122
BLTF26.015	General Business	125

Bayside Local Transport Forum

11/02/2026

Item No	4.1
Subject	Minutes of the Bayside Local Transport Forum Meeting - 12 November 2025
Report by	Acting Coordinator, Traffic & Road Safety
File	SF26/61

Officer Recommendation

That the Minutes of the Bayside Local Transport Forum meeting held on 12 November 2025 be confirmed as a true record of proceedings.

Present

Councillor Soraya Kassim (Convenor)
Councillor Liz Barlow
Les Crompton, representing State Member for Kogarah
Samantha Ortado, representing State Members for Rockdale and Heffron
Andy Gaudiosi, representing Transport for NSW (TfNSW)
Senior Constable Steven Steven, representing South Sydney Police Area Command
Senior Constable Fang XU, representing St George Police Area Command

Also present

Louise Farrell, Manager City Infrastructure, Bayside Council
Sam Lindsay, Coordinator Traffic & Road Safety, Bayside Council
Raj Shah, Traffic Engineer, Bayside Council
Syed Hasan, Traffic Engineer, Bayside Council
Utsav Dhakal, Graduate/Student Engineer, Bayside Council
Phoebe Mikhie, Manager Compliance & Community Safety, Bayside Council
Paul Adams, Coordinator Parking & Safety, Bayside Council
Robert Kozarovski, Coordinator Program Certification, Bayside Council
Shobna Maharaj, Traffic Committee Administrative Officer, Bayside Council

1 Acknowledgment of Country

The Chairperson opened the meeting in the Rockdale Town Hall Pindari Room, Level 1, 448 Princess Highway, Rockdale at 9.19 am and affirmed that Bayside Council acknowledges the Bidjigal Clan, the traditional owners of the land on which we meet and work and acknowledges the Gadigal people of the Eora Nation. Bayside Council pays respects to Elders past and present.

2 Apologies

There were no apologies received.

3 Disclosures of Interest

There were no disclosures of interest.

4 Minutes of Previous Meetings

4.1 Minutes of the Bayside Traffic Committee Meeting - 8 October 2025

Committee Recommendation

That the Minutes of the Bayside Traffic Committee meeting held on 8 October 2025 be confirmed as a true record of proceedings.

4.2 Business Arising

The Committee notes that the Minutes of the Bayside Traffic Committee Meeting of Wednesday 8 October 2025 were received and the recommendations therein were adopted by the Council at its meeting of 22 October 2025.

5 Reports

BLTF25.001 Coward Street, Mascot - Proposed '8P' parking zone

Committee Recommendation

That the existing 'No Parking – Council Vehicles Excepted' zone be converted to a '8P, 8:00 AM to 6:00 PM, Mon – Fri' zone on the southern side of Coward Street, Mascot as per attached drawings.

BLTF25.002 Maders Avenue, Kogarah, East of Rocky Point Road - Proposed Temporary One-Way Arrangement During the Christmas and New Year Period (1 December 2025 to 4 January 2026)

Committee Recommendation

- 1 That endorsement be given to the conversion of Maders 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 2025 and 4 January 2026.

- 2 That the attached Traffic Management Plan be submitted to Transport for New South Wales (TfNSW) for consideration.

BLTF25.003 Nilson Ave, Hillsdale - Proposed 'No Left Turn' Sign & Modification of Existing Traffic Island

Committee Recommendation

- 1 That approval be given for the installation of a 'No Left Turn' sign near the driveway of 1 Nelson Ave, Hillsdale as per the attached drawing.
- 2 That approval be given for the modification of existing traffic island at the intersection of Nilson Ave & Grace Campbell Ave as per the attached drawing.

BLTF25.004 Percival Street, Bexley – Proposed 'Bus Zone' relocation

Committee Recommendation

That the existing 'No Stopping' zone be extended to 20m from the existing pedestrian crossing, and the existing 'Bus Zone' be relocated accordingly on the eastern side of Percival Street, Carlton, as per the attached drawings.

BLTF25.005 No. 193-199 Rocky Point Road, 66-68 Ramsgate Road and 2-4 Targo Road, Ramsgate - Proposed development

Committee Recommendation

That Bayside Council provide written support to Transport for NSW for the proposed removal of 7 parking spaces on the eastern side of Rocky Point Road, associated with the proposed development of No. 193-199 Rocky Point Road, 66-68 Ramsgate Road and 2-4 Targo Road, Ramsgate, on the condition that any on-street parking loss is offset by off-street parking in the new development proposal.

NOTE: The Representative for State Member for Kogarah raised concerns about parking for the Bay Street businesses during the construction phase.

BLTF25.006 Shaw Street, Kingsgrove - Proposed 'No Parking' restriction at the frontage of Kookaburra Reserve

Committee Recommendation

That a 'No Parking' zone be installed on Shaw Street adjacent to the access gates to Kookaburra Reserve, as per the attached plan.

BLTF25.007 **Solander Street, Monterey - Proposed formalisation of parking space**

Committee Recommendation

That a 90-degree angle parking space and hatch markings be installed on either side of the driveway outside 30 Solander Street, Monterey as per attached plan.

BLTF25.008 **Unwin Street, Bexley - Proposed Dividing Line (S1), BB Line & Parking Line Marking**

Committee Recommendation

- 1 That approval be given for the installation of dividing (separation) S1 line and parallel parking line markings on Unwin Street, between Croydon Road and St George Road, Bexley as per the attached drawing.
- 2 That approval be given for the installation of 12m Double Barrier (BB) on Unwin Street at the intersection with Croydon Road, Bexley as per the attached drawing.
3. That approval be given for the installation of 10m Double Barrier (BB) lines in Rose Avenue and Hancock Street, Bexley.

BLTF25.009 **Villiers Lane, Rockdale - Proposed extension of 'No Parking' zone**

Committee Recommendation

That the existing 'No Parking' zone on Villiers Lane, Rockdale, be extended by 6m to the end of the cul-de-sac, as per the attached plan.

BLTF25.010 **Items approved under sub-delegation**

Committee Recommendation

That the items approved under sub-delegation be received and noted by the Forum.

BLTF25.011 **General Business**

The following matter was raised by the Chair:

Wardell Street, Arncliffe – Pick up/drop off for the Catholic school on Wardell Street near the intersection with Forest Road. TfNSW to investigate options and opportunities to see if congestion can be eased during pick-up and drop-off times.

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

1. Council carpark corner of Forest Road & Stoney Creek Road – a Saab has been parked in 3 hour section for long periods; 3 trucks parked at 5pm on 11/11. Enforcement team to investigate and action.
2. Red light camera at Forest Road & Stoney Creek Road intersection. Council Officers advised that TfNSW has no plans to install a red light camera at this intersection.
3. Bexley RSL – truck with scrap metal impeding line of sight for vehicles exiting RSL. Enforcement team to investigate and action.
4. Missing sign on Kinsell Grove at the exit to the carpark. Council Officers to investigate and replace sign.

The following matters were raised by Cr Liz Barlow:

1. Sign down at the roundabout at Wialda Road & Harrow Road, Bexley. Council Officers to investigate and replace sign.
2. Update on 40km/h zone in Bexley shopping area on Forest Road – Council Officers advised that TfNSW is proposing 50km/h zone in this area.
3. Request for TfNSW to replace the speed camera with a red light camera at the intersection of Forest Road & Stoney Creek Road to improve safety. TfNSW to review and advise.
4. Bus Stop sign at corner of Grantham Street & Percival Street has been relocated to another spot by a vandal. Matter will be reported to U-Go Mobility for follow-up/action.
5. Queen Victoria Street, Bexley a resident is continuing to park on a concrete slab. Council Officers advised that this is illegal parking and will be enforced.

Committee Recommendation

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

The Chairperson closed the meeting at 10.08 am.

Attachments

Nil

Bayside Local Transport Forum

11/02/2026

Item No	BLTF26.001
Subject	Bourke Street Mascot Cycleway - linemarking, signage and safety upgrades
Report by	Transport Planner
File	SF26/61
Electorate	Heffron

Summary

Bourke Street, Mascot contains a separated bi-directional cycleway that forms part of the strategic cycling network serving Mascot Town Centre and surrounding employment areas. At several side streets — namely John Street, Church Avenue and Galloway Street — the cycleway currently loses priority, resulting in frequent vehicle encroachment and queuing across the cycleway.

Council has received numerous customer complaints, service requests and correspondence from cycling advocacy groups identifying safety concerns at these locations.

This report proposes the development of an updated linemarking and signposting treatment, including green pavement surfacing and associated regulatory and warning signage, to clearly define the cycleway and improve safety for all road users. Longer-term intersection upgrades, including traffic signals, will be considered as part of future planning.

Officer Recommendation

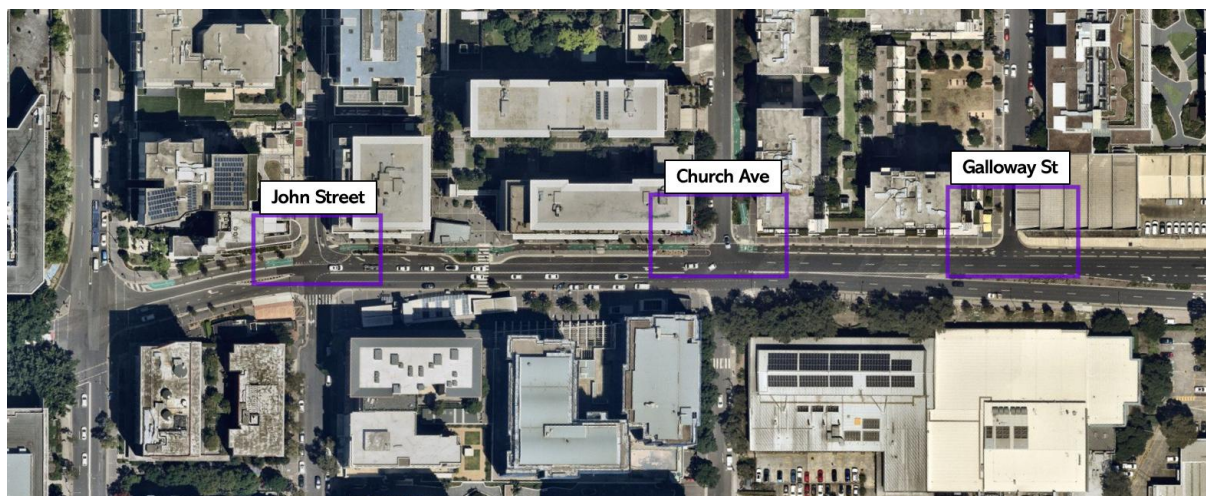
- 1 That the Bayside Local Transport Forum endorses the development of a detailed linemarking and signposting plan for the Bourke Street cycleway at John Street, Church Avenue and Galloway Street to improve visibility, priority recognition and safety.
 - 2 That the proposed works include green pavement surfacing, cycleway continuity markings, and associated signage to reinforce the presence of the cycleway.
-

Background

Bourke Street is a key north-south active transport corridor that passes through Mascot town centre and accommodates a separated, bi-directional cycleway designed to provide a safe and direct route for people cycling.

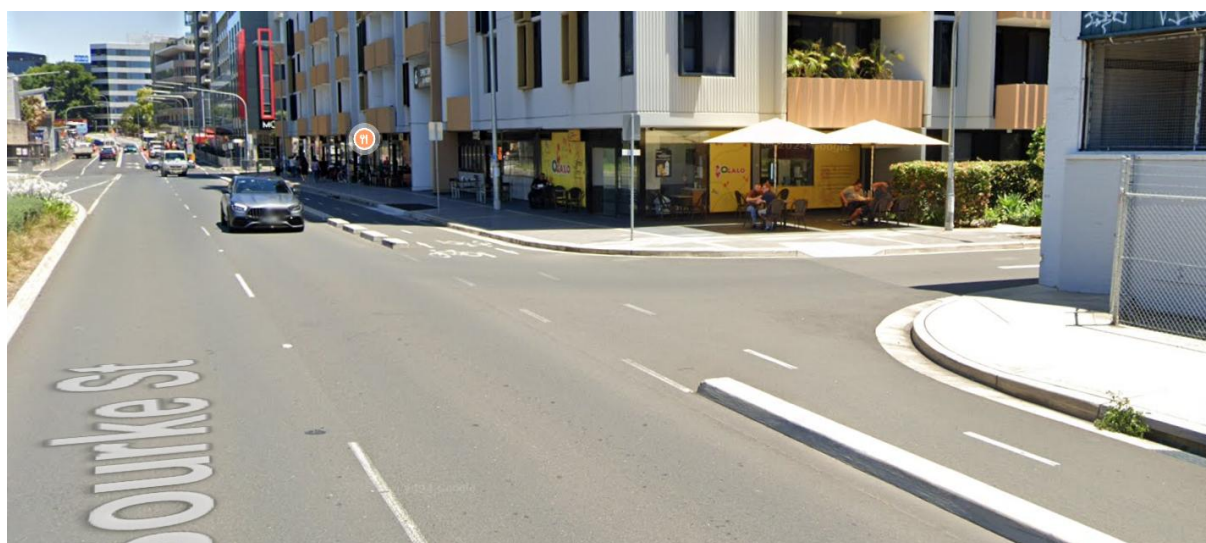
While the cycleway is physically separated from traffic along most of its length, operational issues occur at several unsignalised side-street intersections, including John Street, Church Avenue and Galloway Street.

Site Overview



(Image 1) Site Overview: Bourke Street and intersections at John Street, Bourke Street, Galloway Street - Mascot

At these locations, vehicles entering or exiting side streets frequently queue across the cycleway, creating conflict points and safety risks for people riding. Council has received multiple customer requests, complaints and safety concerns relating to these intersections, including reports of near-misses and poor driver awareness of the cycleway.



(Image 2) John Street (Existing)



(Image 3) Church Street (Existing)



(Image 4) Galloway Street (Existing)

Feedback has also been received from cycling advocacy groups and through strategic transport studies identifying the need for clearer priority treatment and improved visibility.

It is proposed that Council prepare a coordinated linemarking and signage plan to reinforce cycleway continuity and priority, consistent with contemporary design guidance.

This represents a low-cost, near-term safety improvement while longer-term infrastructure upgrades — such as traffic signal installation — are assessed and programmed in line with the Mascot Traffic and Transport Study (2025).

In terms of vehicle turning on the minor legs (John Street, Church Avenue and Galloway Street), sight lines are not expected to be significantly impaired, but the minimum gap may increase marginally. This is not expected to be significant.

The proposed linemarking and signage treatments are consistent with current best-practice guidance, including Austroads guides and AS1742.

Financial Implications

Not applicable	<input type="checkbox"/>	
Included in existing approved budget	<input checked="" type="checkbox"/>	FPN 100269
Additional funds required	<input type="checkbox"/>	

Community Strategic Plan

Theme One – In 2035 Bayside will be a vibrant and liveable place	<input type="checkbox"/>
Theme Two – In 2035 our Bayside community will be connected and feel that they belong	<input type="checkbox"/>
Theme Three – In 2035 Bayside will be green, resilient and sustainable	<input type="checkbox"/>
Theme Four – In 2035 Bayside will be financially sustainable and support a dynamic local economy	<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

This proposal has not been subject to formal community consultation, as it only enforces road priorities and does not enforce new traffic or parking restrictions.

Attachments

Nil

Bayside Local Transport Forum

11/02/2026

Item No	BLTF26.002
Subject	Community Improvement District Program - Carlton Parade, Carlton
Report by	Acting Coordinator, Traffic & Road Safety
File	SF26/61
Electorate	Kogarah

Summary

As part of NSW Government's Community Improvement District (CID) Program, TfNSW awarded Bayside Council funding for a pilot [CID event in Carlton](#) (as well as streetscape works and liaison plan).

The launch event seeks to trial the closure of Carlton Parade, Carlton between Mill Street and Willison Parade for the period of 6:00AM Sunday 17 May 2026 to 1:00AM Monday 18 May 2026, with associated detours and traffic management. The approval for the project is noted by Council in the Draft Concept Plan for Physical Works (see Report to City Services Committee 12/11/2025 Item No. CS25.035).

It is acknowledged that Bayside Council have the authority to approve road closures on Council roads if the closure is less than 24 hours (*Roads Act 1993 Section 204*). However, considering the nature of this closure, Council staff have elected to present this event for Transport Forum.

Officer Recommendation

That Council review the proposed closure of Carlton Road, Carlton between Mill Street and Willison Parade for the period of 6:00AM Sunday 17 May 2026 to 1:00AM Monday 18 May 2026, a period of 19 hours.

Background

NSW Government's CID Pilot program is a place-based initiative that supports local economic growth and revitalisation by bringing together local businesses, councils and communities to collaborate on improving town centres, high streets and neighbourhoods. CIDs are business-led partnerships where stakeholders work toward shared goals like enhancing the local trading environment, activating public spaces, and fostering economic activity through interventions such as placemaking infrastructure and closure of vehicle thoroughfares to support events and activations

In July 2025, Bayside Council was awarded \$399,500 of funding from the NSW Government to help transform and re-energise Carlton Parade, Carlton, as part of the CID Pilot Program led by Transport for NSW.

The aim of the project is to incentivise cooperative placemaking and foster long-term partnerships that showcase a collaborative approach to improving Carlton Parade's Visual amenity.

A Draft Concept Plan for the grant-funded interventions was prepared, and consultation conducted with businesses, community organisations and property owners within the CID Pilot Boundary. This was presented to the City Services Committee and noted in the minutes on 12/11/25 (Item CS25.035).

The CID Pilot launch event is scheduled for Sunday 17 May 2026 between 1:00PM and 7:00PM, with expected attendance of approximately 800 – 1200 people.

The event will involve temporary activation for the street in collaboration with existing businesses, local stalls and entertainment.

The subject area is directly north of Carlton Train Station. The event will not affect train run times but there exists a 5-minute parking area (being utilised as a “Kiss-and-Ride” zone) on Carlton Parade which will be unavailable for the duration of the closure. Vehicles will be required to either stop outside the closure zone, or use Railway Parade, south of the station for pickup and drop-off.

As part of the closure, residents will be notified and detours will direct drivers around Carlton Parade. The particulars of the closure and associated Traffic Management Plan (TMP) are attached, but the overall affected area is shown below.



The event location and road closures (in red) noting the surrounding areas affected (in black)

Implementation of the TMP will be undertaken by CATO Group, in liaison with Councils Events team and Traffic and Road Safety team.

It is acknowledged that Bayside Council have the authority to approve road closures on Council roads if the closure is less than 24 hours (*Roads Act 1993 Section 204*). However, considering the nature of this closure, Council staff have elected to present this event for Transport Forum.

Financial Implications

Not applicable	<input type="checkbox"/>	
Included in existing approved budget	<input checked="" type="checkbox"/>	NSW Government CID Pilot Grant
Additional funds required	<input type="checkbox"/>	

Community Strategic Plan

Theme One – In 2035 Bayside will be a vibrant and liveable place	<input checked="" type="checkbox"/>
Theme Two – In 2035 our Bayside community will be connected and feel that they belong	<input checked="" type="checkbox"/>
Theme Three – In 2035 Bayside will be green, resilient and sustainable	<input checked="" type="checkbox"/>

Theme Four – In 2035 Bayside will be financially sustainable and support a dynamic local economy



Risk Management – Risk Level Rating

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

TRAFFIC MANAGEMENT PLAN COMMUNITY IMPROVEMENT DISTRICT PROGRAM

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Community Engagement

Local businesses, arts organisations and property owners within the CID Pilot Boundary have been engaged through a Sentiment Survey, door-to-door engagement and three meetings held at the Carlton School of Arts Hall with a representative Community Group formed to guide the Pilot Project.

In addition, the draft Concept Plan was presented to businesses, arts organisations and interested property owners in door-to-door engagement and through the Carlton Community Group. This included a proposed event zone (street closure) in Carlton Parade and Short Street.

The community will further be notified of the closure through a resident notification in the area noted in the Traffic Management Plan.

Attachments

1 [Traffic Management Plan for Carlton Parade, Carlton CID 260517](#)



PREPARED FOR BAYSIDE COUNCIL



by CATO Group

TABLE OF CONTENTS

TABLE OF CONTENTS	2
STATEMENT OF CONFIDENTIALITY & NON-DISCLOSURE	4
AUTHORITY OF THE TMP	5
TMP OBJECTIVE	5
DOCUMENT CONTROL	6
DEFINITIONS	7
REFERENCE DOCUMENTS	8
1. GENERAL EVENT INFORMATION	9
1.1. EVENT SUMMARY	9
1.2. EVENT DETAILS SUMMARY	11
1.3. ROAD CLOSURE TIMINGS	11
1.4. KEY EVENT AND STAKEHOLDER CONTACTS	12
1.5. EVENT TIMELINE – OPERATIONAL ACTIVITIES	13
2. TRAFFIC MANAGEMENT	15
2.1. TRAFFIC IMPACT SUMMARY	15
2.2. SIGNALISED INTERSECTIONS (IE: TRAFFIC LIGHTS)	15
2.3. TRAFFIC MANAGEMENT IMPLEMENTATION	16
2.4. EVENT MARSHALLS	16
3. EVENT LOCATION	17
3.1. PRIMARY EVENT LOCATION	17
3.2. EVENT SITE MAPS	18
3.3. VEHICLE ACCESS TO THE EVENT SITE	18
4. TRAFFIC AND TRANSPORT MANAGEMENT	19
4.1. EVENT IMPACT ON ROAD NETWORK	19
4.2. DETOURS AND DIVERSIONS	19
4.3. PARKING SAVING / BARRICADING / SIGNAGE	20
4.4. IMPACTS ON PUBLIC TRANSPORT	21
4.4.1. BUSES	21
4.4.2. TRAIN SERVICES	22
4.4.3. LIGHT RAIL SERVICES	22
4.4.4. TAXIS AND RIDE-SHARE PROVIDERS	22
4.5. CHANGES TO CYCLE ROUTES	23



4.6.	HOSTILE VEHICLE MITIGATION	23
4.7.	RE-OPENING ROADS AFTER THE EVENT.....	24
5.	MINIMISING IMPACT ON THE NON-EVENT COMMUNITY	25
5.1.	ACCESS FOR LOCAL RESIDENTS AND BUSINESSES.....	25
5.2.	ACCESS FOR EMERGENCY VEHICLES	26
5.3.	EMERGENCY AND INCIDENT MANAGEMENT	26
5.4.	ADVERTISING TRAFFIC MANAGEMENT ARRANGEMENTS	27
5.5.	EVIDENCE OF CONCURRENT ADJACENT ROADWORKS / ACTIVITIES / OFF ROAD DEVELOPMENTS.....	27
6.	WORKPLACE HEALTH & SAFETY	28
6.1.	RISK ASSESSMENT PLANS	28
6.2.	CONSULTATION AND FEEDBACK	30
6.3.	PUBLIC LIABILITY INSURANCE	30
6.4.	NSW POLICE FORCE	30
6.5.	NSW FIRE & RESCUE AND NSW AMBULANCE	31
6.6.	EVENT DELAYS, POSTPONEMENT OR CANCELLATION	31
6.7.	VARIABLE MESSAGE SIGNS	31
7.	APPROVALS	32
7.1.	ROAD OCCUPANCY LICENCE AND OTHER APPROVALS	32
7.2.	EVENT ORGANISER APPROVAL	32
7.3.	AUTHORISATION TO REGULATE TRAFFIC	33
7.4.	CATO PUBLIC LIABILITY INSURANCE	34
7.5.	EVENT MANAGEMENT PUBLIC LIABILITY INSURANCE	35
8.	ATTACHMENTS AND SUPPORTING DOCUMENTS	36
8.1.	ATTACHED DOCUMENTS	36



STATEMENT OF CONFIDENTIALITY & NON-DISCLOSURE

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AUTHORITY OF THE TMP

This Traffic Management Plan (TMP) is drafted to detail the overall description of the event, its function, impact, and stakeholder interactions.

Additional documents are produced to detail relevant aspects in conjunction with this TMP in more granular detail. Additional documents compiled by event stakeholders or external agencies shall not contravene the detail documented within this TMP.

Implementation of the proposed arrangements, and any subsequent changes are only valid once endorsed by the relevant agencies, and associated persons contained within Section 1.4 of this document.

In the event of an emergency response situation, Emergency Services or NSW Police may vary the terms, details, aspects, directions or timings of this TMP on the day to ensure public safety and to respond to an emergency situation in a timely manner.

TMP OBJECTIVE

This TMP is drafted to document the passive temporary traffic management arrangements by which the designated area can hold the event at the specified location.

The proposed arrangements will provide a high-level plan for vehicular and pedestrian control measures within the Carlton area to ensure safety of patrons, general pedestrians, local residents, general and local traffic.

At its core, the measures implemented will provide suitable delineation between pedestrian and vehicular traffic by way of various traffic management treatments; and suitably manage general traffic around the Carlton area whilst the event is in progress.

In summary, the main objectives of this TMP are:

- + Provide an overall, high-level, description of the traffic management arrangements implemented,
- + Suitably describe arrangements to provide safe area for the event to proceed,
- + Manage parking in the local area
- + Provide a framework for stakeholders to develop site specific, or low-level plans,
- + Serve as a key document agreed by all parties as the final approval to conduct the event,
- + Minimise impact on non-event community and emergency services, and
- + Maintain use of public transport services around the closure and around the event location.



DOCUMENT CONTROL

This document is uncontrolled once printed – the final version with specifications and site diagrams will be locked for printing and restricted as read only.

A copy of the final version will be supplied to the event organiser prior to the event.

Version	Prepared by	Date	Comments	Reviewed by
1.0	Michael Parker	23/01/2026	First Draft	Kieran Cato
2.0	Michael Parker	29/01/2026	Updates: -TGS 2 – Local Access at High / Carlton permitted -S1.1 – Updated ROL finish time to 02:00am -S1.5 – Updated Run Sheet -S5.1 – Letterbox drop radius updated (Council feedback)	Kieran Cato



DEFINITIONS

Term	Definition
TMP	Traffic Management Plan
TGS	Traffic Guidance Scheme
SETTI	Special Event Traffic and Transport Information
VMS	Variable Message Sign
HVM	Hostile Vehicle Mitigation
BYC	Bayside Council
CBD	Central Business District
TMC	Transport Management Centre
SMP	Security Management Plan
ICMP	Integrated Crowd Management Plan
TfNSW	Transport for NSW
PAC	Police Area Command
SES	State Emergency Services



REFERENCE DOCUMENTS

Title	Version
Guide to Traffic and Transport Management for Special Events	V4.0, July 2024
Traffic Control at Worksites Technical Manual	v6.1, February 2022
Workplace Health and Safety ACT NSW	2011
Workplace Health and Safety ACT Amendments NSW	2023
Workplace Health and Safety Regulations NSW	2017
Safe Work NSW website – www.safeworkaustralia.nsw.gov.au	Current website
Safe Work Code of Practice – First Aid in the workplace	January 2020
Safe Work Code of Practice – Hazardous Manual Tasks	August 2019
Safe Work Code of Practice – Managing the risks of plant in the workplace	December 2022
Safe Work Code of Practice – How to manage work health and safety risks	August 2019
Safe Work Guideline – Traffic Management: Guide for Events	April 2021



1. GENERAL EVENT INFORMATION

1.1. EVENT SUMMARY

Bayside Council is a recipient of the Transport for NSW's Community Improvement District (CID) Program, and is hosting an on-street event to launch the program in Carlton.

The CID program is delivering trial pilots and launches across NSW that test the viability of diverse and innovative government models and strengthen local place economy. The event will turn a local street in Carlton into a vibrant space for the community to gather.

CIDs are designed to bring together local communities, whilst enhancing local trading environments, encouraging people to get out into their local neighbourhoods and retail centres to enjoy local goods, services and activities.

These CID trials will:

- + Drive collaborative placemaking with property owners and local businesses,
- + Curating and growing local economies,
- + Improving local spaces,
- + Accelerating public-private partnerships in local government areas,
- + Develop an evidence base to assist in a consistent state wide approach to CID policy,
- + Deliver range of physical, and non-physical interventions, including insight into smart technology, marketing campaigns, and other creative initiatives.
- + Trial sustainable district governance models, and a collaborative approach to placemaking initiatives.

Carlton Parade Carlton will be the static location for the duration of the event.

The specific event will have an impact on surrounding streets within the Carlton area. The specified traffic, pedestrian, crowd and safety treatments will ensure public safety, and manage the disruption to the local government area before, during and after the event.

This Traffic Management Plan will be implemented by CATO Group in conjunction with Bayside Council Event teams.

Traffic management treatment options have been developed to compliment the event. The relevant treatment options are detailed in the Traffic Guidance Schemes in Section 8.1 of this document.

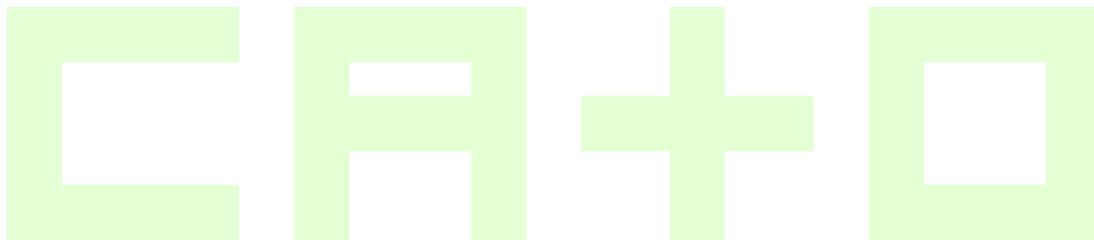
Timings contained throughout this document may be altered on the day, subject to Event Management authorisation based on traffic volumes, crowd movements, and safety aspects that evolve during the course of the event.



Consultation for the event and production of this document has been undertaken by:

- + CATO Group,
- + Bayside Council, and
- + NSW Police – St George Police Area Command.

Bayside Council, NSW Police, Event Managers and CATO Group wish to acknowledge the Bidjigal Clan, the traditional owners of the land on which we meet and work and acknowledges the Gadigal people of the Eora Nation. Bayside Council pays respects to Elders past and present.



TMP – COMMUNITY IMPROVEMENT DISTRICT PROGRAM 2026
V2.0 – 29 January 2026 – Michael Parker – License No. TCT 00508319

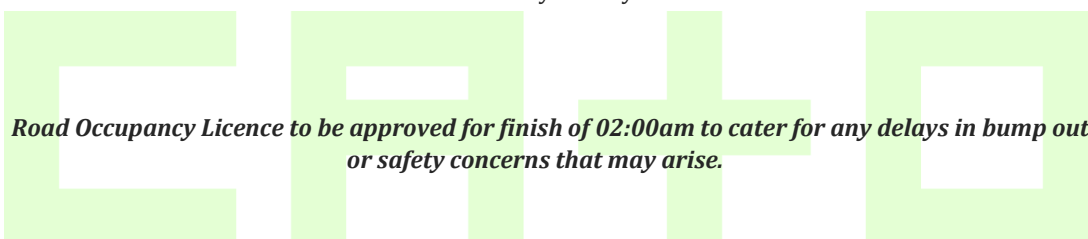
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1.2. EVENT DETAILS SUMMARY

Event Location:	Carlton Parade Carlton NSW 2218
Expected Attendance:	Approximately 800 – 1,200 people
Target Market:	All demographics.
Event Class:	Class 2
Event Date:	Sunday 17 May 2026
Event Times:	01:00pm – 07:00pm

1.3. ROAD CLOSURE TIMINGS

Road Closure Start:	06:00am – Sunday 17 May 2026
Road Closure Concludes:	01:00am – Monday 18 May 2026



1.4. KEY EVENT AND STAKEHOLDER CONTACTS

Event Organiser: Bayside Council
Event Contact: Louise Sunderland
Contact Address: 444 – 446 Princes Highway
Rockdale NSW 2216
Contact Phone: 1300 581 299 / 02 9562 1666
Contact Email: Louise.Sunderland@bayside.nsw.gov.au

Venue Owner: Bayside Council
Venue Owner Address: 444 – 446 Princes Highway
Rockdale NSW 2216
Contact Phone: 1300 581 299 / 02 9562 1666
Contact Email: council@bayside.nsw.gov.au

Council Contact: Louise Sunderland
Contact Phone: 02 9562 1656
Contact Email: Louise.Sunderland@bayside.nsw.gov.au

Police Area Command: St Georges Police Area Command
Police Area Command Address: 13 Montgomery St
Kogarah NSW 2217
Police Phone: 02 8566 7499
Police Fax: 02 8566 7412

Traffic Control Provider: CATO Group
Traffic Control Contact: Emily McDonnell
Traffic Control Phone: 1800 841 500
Traffic Control Email: emily@catogroup.com.au

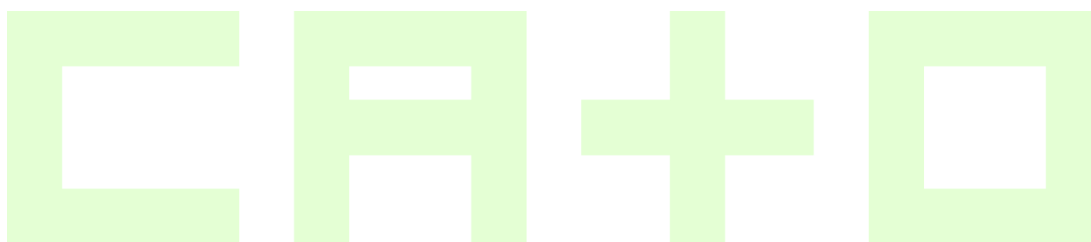


1.5. EVENT TIMELINE – OPERATIONAL ACTIVITIES

Time	Action	Company	Contact	Contact No.
SATURDAY 16 MAY				
12:00 pm	4 x Barricaders arrive on site to clear parking with bollards and tape	CATO Group	Kieran Cato	0488 274 504
06:00 pm	Barricaders to door knock to notify residents of closures and car removal	CATO Group	Kieran Cato	0488 274 504
09:00 pm	1 x barricader finishes.	CATO Group	Kieran Cato	0488 274 504
09:00 pm	Barricader to contact CATO Head Office to advise status of barricading and if tow truck required next day	CATO Group	Kieran Cato	0488 274 504
SUNDAY 17 MAY				
04:00 am	Tow Truck on standby (if required) Initiated based on prior nights vehicle checks	Festival Committee	Louise Sunderland	0413 706 157
05:00 am	Traffic Manager and 4 x TC on site to setup up advance warning signage	CATO Group	Kieran Cato	0488 274 504
05:30	Additional 4 x TC on site	CATO Group	Kieran Cato	0488 274 504
05:45 am	CATO Team induction Briefing / SWMS compliance	CATO Group	Kieran Cato	0488 274 504
06:00 am	Road Closure installed	CATO Group	Kieran Cato	0488 274 504
06:00 am	Road Occupancy Licence (ROL) Activated	CATO Group	Kieran Cato	0488 274 504
06:00 am	Event Bump in Commences	Festival Committee	Louise Sunderland	0413 706 157
12:00 pm	Security briefing held with CATO Traffic Manager	CATO Group	Kieran Cato	0488 274 504
12:15 pm	2 x TC finish (Once bump in completed) High St + Short St	CATO Group	Kieran Cato	0488 274 504
12:30 pm	HVM Deployment commences	CATO Group	Kieran Cato	0488 274 504
01:00 pm	EVENT TO COMMENCE Crowd and access management underway	Festival Committee	Louise Sunderland	0413 706 157
07:00 pm	Additional 2 x TC on site (For Bump Out) High St + Short St	CATO Group	Kieran Cato	0488 274 504
07:00 pm	EVENT TO CONCLUDE Begin patron egress and monitoring vehicle clearance	Festival Committee	Louise Sunderland	0413 706 157
07:30 pm	Event Bump out Commences	Festival Committee	Louise Sunderland	0413 706 157
07:30 pm	HVM to be lifted (Based on crowd numbers and authorised by Event Management)	CATO Group	Kieran Cato	0488 274 504



MONDAY 18 MAY				
01:00 am	Road Closure Deinstalled Final checks for hazards and infrastructure clearance (ideally prior to this to allow for traffic pack down with current time estimate)	CATO Group	Kieran Cato	0488 274 504
01:00 am	4 x TC Finish (Once Road Closure lifted)	CATO Group	Kieran Cato	0488 274 504
01:00 am	Road Occupancy Licence (ROL) deactivated (Must only occur after road is cleared and safe)	CATO Group	Kieran Cato	0488 274 504
01:00 am	Traffic Pack down commences	CATO Group	Kieran Cato	0488 274 504
02:00 am	All CATO Traffic crew off site	CATO Group	Kieran Cato	0488 274 504



2. TRAFFIC MANAGEMENT

2.1. TRAFFIC IMPACT SUMMARY

The event will have an impact across various streets within the local council area. To support the event, the below roads will be closed, however, and access will be maintained as follows.

To support the event area the following will be closed via a “hard” road closure:

- + Carlton Parade – between 12 Carlton Parade and Mill Street Roundabout,
- + Mill Street – between Mill Street Roundabout and 6 Mill Street, and
- + Short Street – between Carlton Parade and Argyle Street.

To further support the event, the following will be closed via a “soft” road closure

- + Carlton Parade – between Willison Road and 12 Carlton Parade,
- + Mill Street – between Cumberland Street and 6 Mill Street,
- + Short Street – between Cumberland Street and Argyle Street, and
- + Carlton Parade – between Mill Street Roundabout and High Street.

Pedestrian access will be maintained along all existing footpaths in and around the event area. To further manage any pedestrian impacts due to the event please refer to the Security Management Plan by contacting the Event Organiser as listed in Section 1.3 of this document.

2.2. SIGNALISED INTERSECTIONS (IE: TRAFFIC LIGHTS)

No roads in the vicinity of the event road closures implemented have signalised traffic light intersections. All traffic signalised intersections around the extended local area will function as normal.

Any changes to the operation of signals, or phasing shall only be altered under the direction of NSW Police, TfNSW or the nominated Traffic Management Provider.



2.3. TRAFFIC MANAGEMENT IMPLEMENTATION

The implementation of the Traffic Guidance Schemes (TGS'), including road closures, and overarching responsibility remains with NSW Police.

Temporary traffic control equipment, barricades, and signage must be placed in accordance with the Traffic Guidance Schemes by authorised Traffic Controllers who possess a TfNSW execute traffic guidance schemes certification, formally known as "Implement Traffic Control" Licence.

Other qualifications that are required by the authorised Traffic Controllers include (but not limited to):

- + General Construction Induction (also known as "White Card")
- + Traffic Controller Licence (also known as "Blue Card")
- + Implement Traffic Control Licence (also known as "Yellow Card")
- + Prepare Work Zone TMP Licence (also known as "Orange Card")

2.4. EVENT MARSHALLS

The Event Organiser shall ensure that any event personnel engaged as marshalls are provided with suitable training to ensure such personnel are aware of the limits of their responsibilities and can undertake their activities safely.

The role of an event marshall is primarily to guide and assist those participating in, and/or attending, events. Event marshalls have no legal authority for the direct control of vehicle and pedestrian movements apart from situations where such movements take place within a portion of road that has been closed to general traffic movements under the applicable statutes or regulations, e.g. prohibiting pedestrians crossing the road during a race event, escorting official vehicles through a crowd, etc.

Event marshalls shall operate only under the direction of the Event Organiser or NSW Police whom shall provide sufficient instruction to the event marshall so that traffic and pedestrian control and guidance is always conducted safely.



3. EVENT LOCATION

3.1. PRIMARY EVENT LOCATION

Creative Carlton will be held on Carlton Parade, and supporting road closures are indicated in the below map.



The event location and road closures (in red) noting the surrounding areas affected (in black)



TMP – COMMUNITY IMPROVEMENT DISTRICT PROGRAM 2026
V2.0 – 29 January 2026 – Michael Parker – License No. TCT 00508319

17

3.2. EVENT SITE MAPS

At the time of drafting this document, the following site map has been provided by the Event Organiser.



The event location and site map

3.3. VEHICLE ACCESS TO THE EVENT SITE

To ensure public safety, any vehicle access during bump in and bump out road closure times will be strictly limited to walking pace with hazard lights flashing. Access will be granted by the Event Manager on site, and access subsequently provided by the Authorised Traffic Controller on duty.

Key stakeholders, and agencies are permitted to park within the road closures, subject to the availability of space and authorisation from Event Management. Emergency vehicle access is to be maintained at all times and pedestrian flow is not to be obstructed.

Once the closures (and HVM if applicable) are installed and the event egress commences, no vehicle access is permitted within the road closures.



4. TRAFFIC AND TRANSPORT MANAGEMENT

4.1. EVENT IMPACT ON ROAD NETWORK

Every effort has been made to minimise the disruption to road users, residents and businesses by ensuring access to residential and commercial premises is not obstructed / closed. Access is also maintained outside of the event area throughout the duration of the event.

Once the “hard road closures” are implemented, resident vehicular access will be restricted, and general traffic detoured around the road closure points.

Local access or “soft closures” to support resident access, are detailed in Section 2.1 of this document.

Limited on street carparking is available for patrons attending the event in a vehicle. Patrons are encouraged to attend the event by walking, cycling or via other forms of nearby readily accessible public transport options such as buses and trains to reduce congestion in the area.

The road closure will ensure the safety of event patrons by providing adequate space between traffic and pedestrians. The road closure will ensure minimal impact to traffic for non-event community and the emergency services.

4.2. DETOURS AND DIVERSIONS

Access around the road closures will be via the following streets:

- + Willison Road,
- + Durham Street,
- + High Street, and
- + Carlton Parade.

Traffic Guidance Schemes (TGS) will be implemented for the closures and to manage the detour route of vehicles. Refer to the attachments to this TMP for copies.



4.3. PARKING SAVING / BARRICADING / SIGNAGE

The following road will have parking cleared and made vacant for the event to proceed on the closed section of the road:

Street Name	Cross Streets	Side
Carlton Parade	Between 12 Carlton Parade and Mill Street Roundabout	Both Sides
Short Street	Between Argyle Street and Carlton Parade	Both Sides
Mill Street	Between 6 Mill Street and Carlton Parade	Both Sides

Authorised Traffic Controllers will be on site the day prior to the event road closures being installed to barricade, and ensure the road is clear for the event.

Should any vehicles be parked within the closure during the restricted parking times, the event organisers have engaged a third-party tow truck entity to provide support to remove vehicles as a safety measure for the event to proceed.

There is limited on-street carparking available for event patrons, the event organiser will promote public transport, as the best way of getting to the event due to its close proximity to regular bus and train services, and in addition rideshare, walking and cycling.

For more information: <https://www.bayside.nsw.gov.au/your-council/latest-news/creative-carlton-open-streets-program-funds-bayside-arts-festival>

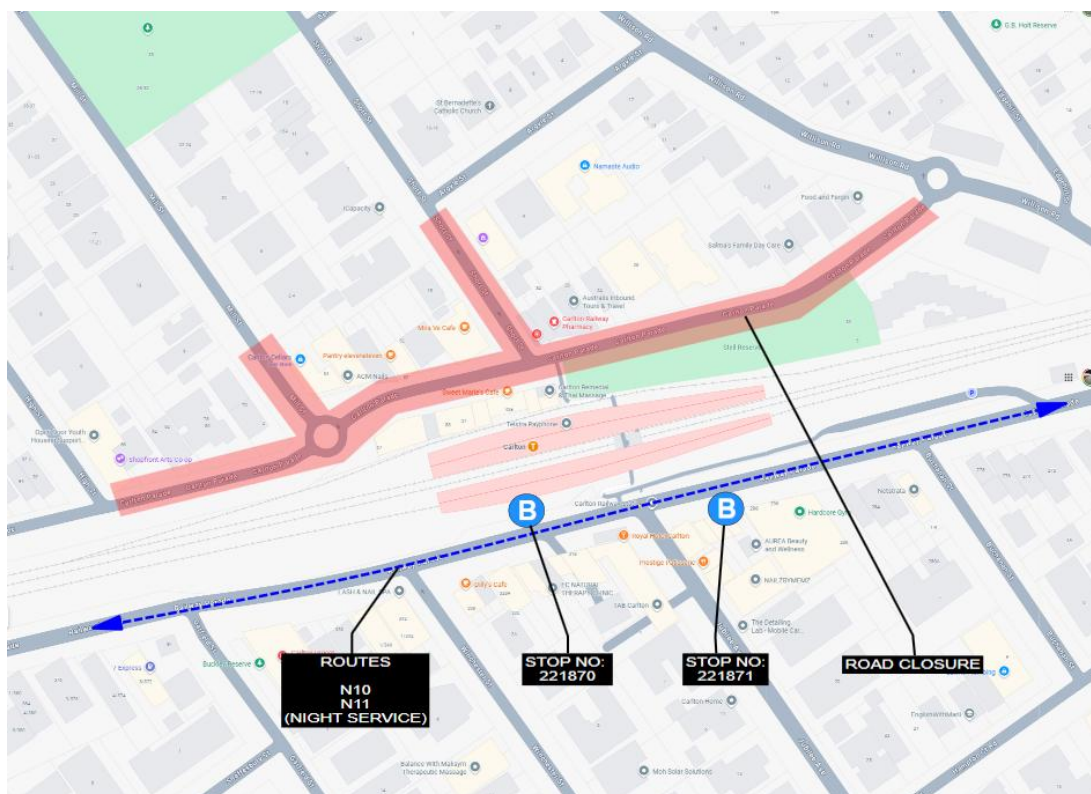


4.4. IMPACTS ON PUBLIC TRANSPORT

Based on the specific date and time of the event, the various impact and changes to public transport options, stations and stops will be as follows:

4.4.1. BUSES

A summary of bus stops and routes around the local area are detailed as follows:



Location map of bus services and the event road closure (noted in red)

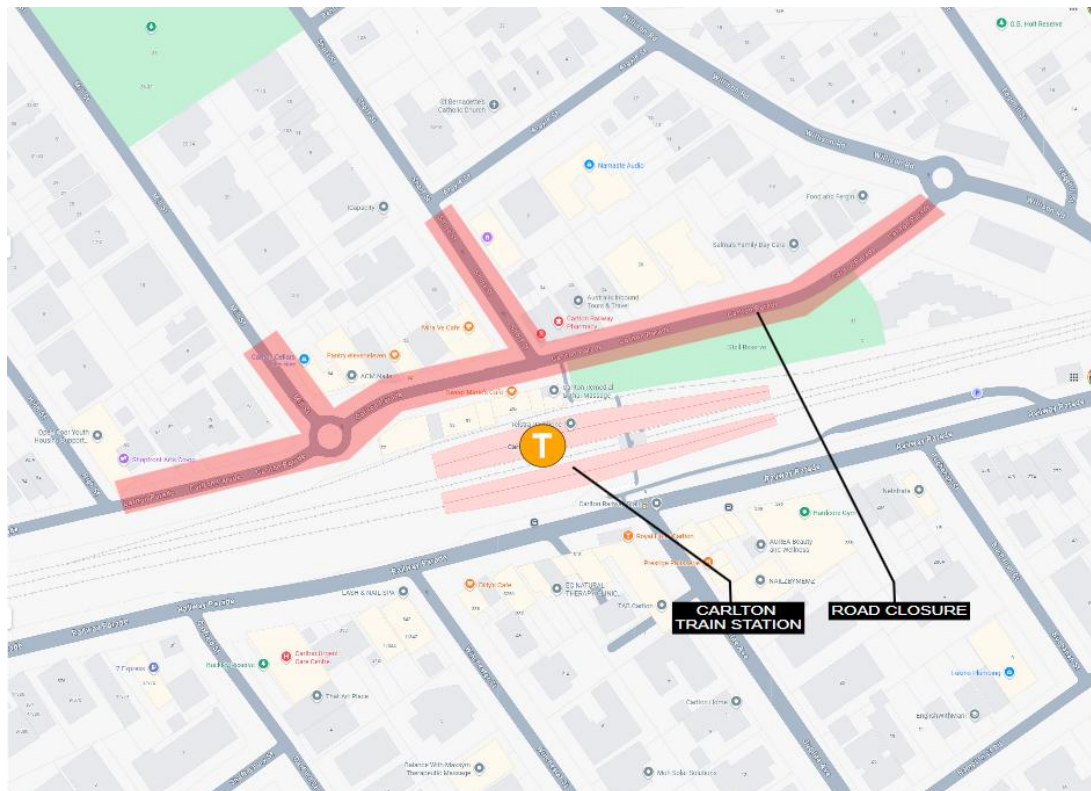
The nearest bus routes to the event location are detailed above. There will be no closures of bus stops, changes to routes, or timetabled services. No impact is foreseen as services arrive and depart outside event operational hours.

All other services around the local government area will not be affected by the road closures.



4.4.2. TRAIN SERVICES

A summary of the nearest train station is detailed as follows:



The nearest train station is Carlton Train Station located adjacent to the Event Location. No effect is foreseen on capacity of services, passengers or timetables.

Event security will be provided by the Event Organiser to ensure a clear path of travel to and from the Train Station for passengers accessing these services.

4.4.3. LIGHT RAIL SERVICES

There are no light rail stations in the vicinity of the event location and road closures.

4.4.4. TAXIS AND RIDE-SHARE PROVIDERS

Taxis and ride-share providers will continue to have access to the road network around the closures as per other road users.



No additional drop off or pick up standing zones will be arranged for these providers.

4.5. CHANGES TO CYCLE ROUTES

Cyclist friendly paths or routes can be categorised as follows:

- + Separated (or designated) bicycle paths,
- + Shared user paths, and
- + Marked on-road bicycle routes.

The event road closures for the event will not affect any designated cycle paths. All cyclists that utilise any of the abovementioned paths will be redirected around the event location on the existing road or shared path network.

Cyclists will still be able to dismount and walk their bikes through the event site. All existing cycle routes will remain in place and operational around the event site.

4.6. HOSTILE VEHICLE MITIGATION

The road closures are designed to provide a pedestrian-friendly area for the event to operate in and for patron event attendance.

The Event Organiser will, in conjunction with the nominated Security Advisor may produce a Hostile Vehicle Mitigation, and Target Hardening Plan for the event.

When the closures are installed, applicable hostile vehicle mitigation (HVM) vehicles or barriers may be placed at each entry point as noted on the HVM Risk Assessment at the direction of the nominated HVM Security Advisor to prevent access to the site by unauthorised or errant vehicles. A driver for each vehicle will always be present in case the vehicle needs to be moved to allow access for emergency vehicles.

Once the HVM install is complete, the nominated HVM Security Advisor will be on site to authorise the implementation, the positioning and suitability of all devices.

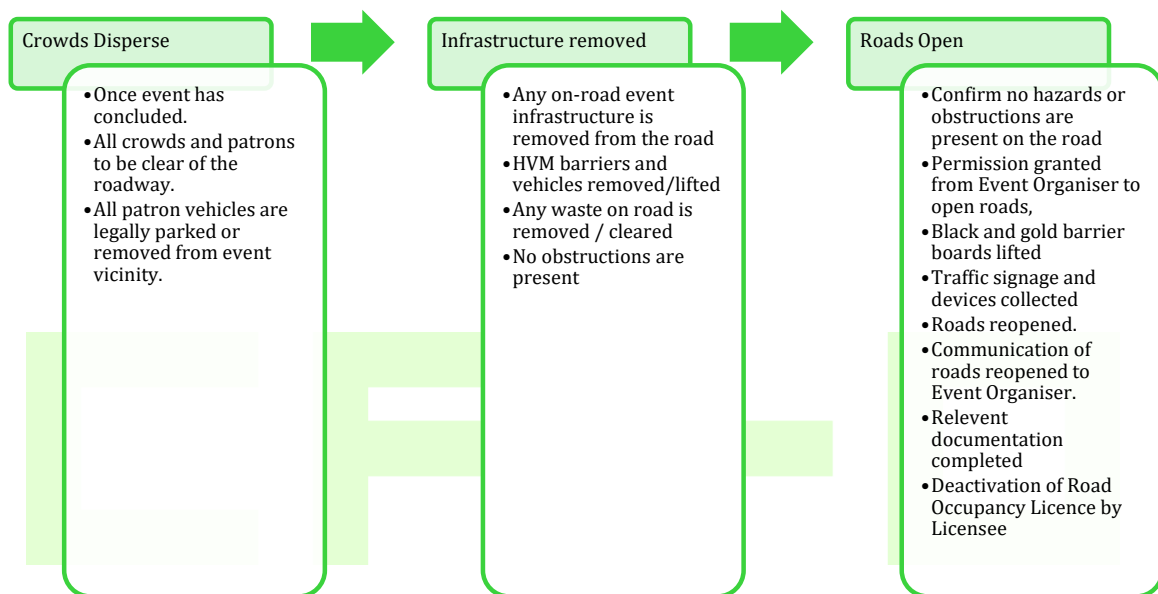
Authorisation is to be granted from the Event Manager for all vehicles to be moved once in position for access when required.



4.7. RE-OPENING ROADS AFTER THE EVENT

The roads will open at the nominated times above. However, this may occur earlier if the road is clear, it is safe, and only by the final direction of the Event Organiser.

The formal road reopening procedure has a variety of factors, and can vary based on patron movements, infrastructure bump out, delays, safety concerns and/or other variables. An overview of the road reopening procedure is identified below:



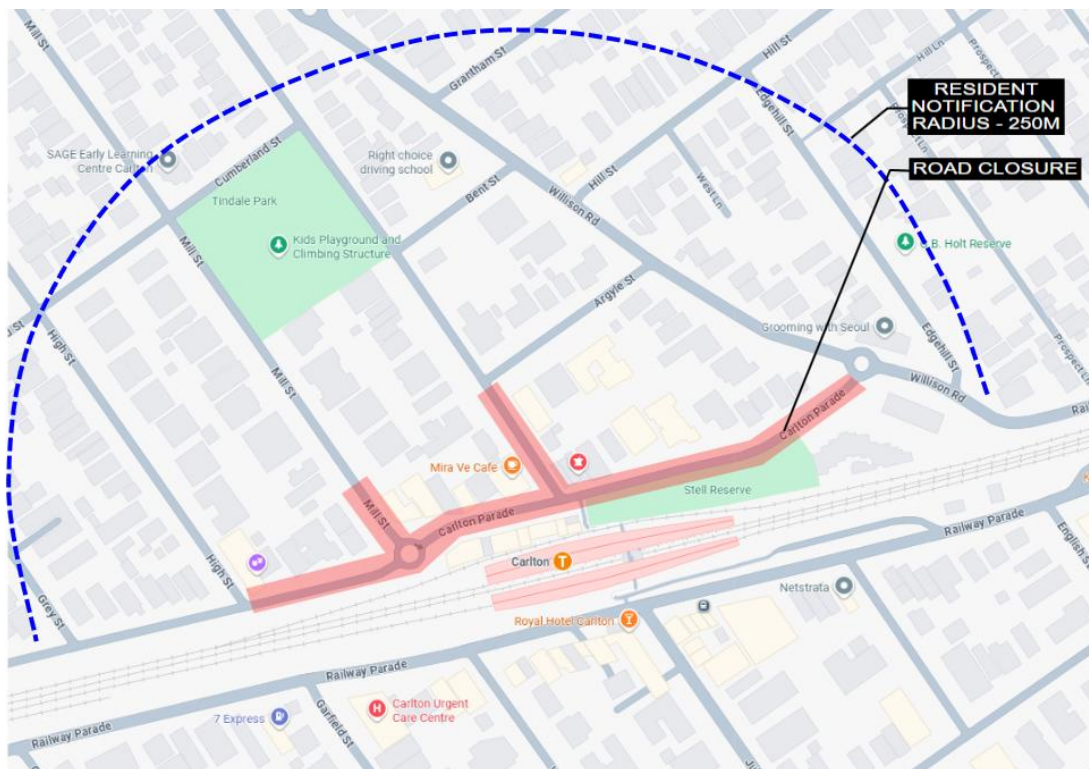
5. MINIMISING IMPACT ON THE NON-EVENT COMMUNITY

5.1. ACCESS FOR LOCAL RESIDENTS AND BUSINESSES

The road closures for Creative Carlton includes a number of businesses within the event road closures. Pedestrian access to residences and local businesses will be maintained at all times, however businesses and any vehicle access will only be permitted outside of the event road closures.

All non-local traffic will be redirected around the road closures and event location via the detours implemented.

The Event Organiser will notify any residents and businesses directly impacted by the event including confirmation of the restricted vehicle movements during the event operating times. This will include reviewing any requirements for changes to commercial waste collection times and/or locations.



Location map of resident notification area and the event road closures (noted in red)



TMP – COMMUNITY IMPROVEMENT DISTRICT PROGRAM 2026
V2.0 – 29 January 2026 – Michael Parker – License No. TCT 00508319

25

5.2. ACCESS FOR EMERGENCY VEHICLES

A minimum four (4) metre emergency lane will be maintained along the entire closure to maintain access at all times. There will be no event infrastructure in the path of the emergency vehicle to obstruct access or the route. Authorised Traffic Controllers, Security and event staff will be onsite to assist emergency vehicle through the closure points to access the required destination.

Where HVM measures consist of a heavy vehicle, and emergency access is required, as noted above, a driver will always be present to temporarily move the vehicle to permit access.

Emergency services will be notified of relevant access points prior to the event and contact will be made with relevant staff for assistance.

5.3. EMERGENCY AND INCIDENT MANAGEMENT

In the event of an incident or accident, whether or not involving traffic or road users, traffic shall be stopped as necessary to avoid further incident.

First Aid shall be administered as necessary, and medical assistance shall be called for if required. For life threatening injuries an ambulance shall be called on telephone number 000. NSW Police shall also be called on 000 for traffic accidents where life threatening injuries are apparent. Any traffic crash resulting in non-life-threatening injury shall immediately be reported to relevant authorities, and Event Management.

Broken down vehicles and vehicles involved in minor non-injury crashes shall be temporarily moved to the verge as soon as possible after details of the crash locations have been gathered and noted.

Where necessary to maintain traffic flow, emergency services shall temporarily move the involved vehicles to a safe area, providing there is no risk to vehicles and their occupants or event patrons. Suitable recovery systems and emergency protocol shall be used to facilitate prompt removal of broken down or crashed vehicles. Assistance shall be rendered to ensure the impact of the incident on the network is minimised.

All incidents and emergency responses shall have appropriate documentation completed and compiled within twenty-four (24) hours. If in doubt – guidance is sought from Event Management, NSW Police, or appropriate Supervisor on duty.



5.4. ADVERTISING TRAFFIC MANAGEMENT ARRANGEMENTS

The Event Organiser will advertise the road closures taking place using a variety of methods a minimum two (2) weeks preceding the event via:

- + Resident notification letters,
- + Council's social media platforms,
- + Council's website, and
- + Local signage where required.

5.5. EVIDENCE OF CONCURRENT ADJACENT ROADWORKS / ACTIVITIES / OFF ROAD DEVELOPMENTS.

The Event Organiser shall remain in close contact with the traffic management provider in regards to any concurrent works, or developments that may be impacted by the event.

At the time of drafting this document no adjacent roadworks have been identified, and considerations made with respect to the overall function of the Traffic Guidance Schemes.

The event will have no impact on any adjoining council areas.



6. WORKPLACE HEALTH & SAFETY

6.1. RISK ASSESSMENT PLANS

A Risk Management approach is a fundamental part of the planning for any event. The safety risk identification, assessment and control processes are legal obligations (as per the WHS Act and Regulation 2011) and should be aligned with AS/NZS ISO 31000 Risk Management – Principles and Guidelines. Broader event risk management is best practice and a fundamental part of due diligence.

The Event Organiser has compiled Risk Assessments, Hostile Vehicle Mitigation and Target Hardening Plans including site-specific safety plans for the specific event location and broader event footprint that are not included in this Traffic Management Plan.

This section of the Traffic Management Plan describes the possible issues/risks that may interfere with the event and the action to be taken to minimise the disturbance of the event.

Issues / Risks	Applicable	Action Taken
All one-way streets are as described	YES	Relevant streets are noted, and appropriate signage installed for traffic management.
Block access to Church on a Sunday	NO	No impact to surrounding churches.
Block access to local businesses	YES	Confirm list of letters to residents and businesses. Maintain access where possible.
Block access to local residences	YES	Confirm list of letters to residents and businesses. Maintain access where possible.
Block Police and Ambulance vehicle access (IE: Emergency services)	NO	Consultation with Emergency Services prior to event, and maintain access at all times.
Block fire station access	NO	Consultation with Emergency Services prior to event, and maintain access at all times.
Block Hospital access	NO	Consultation with Emergency Services prior to event, and maintain access at all times.
Block heavy vehicle access	YES	All heavy vehicle routes are diverted for the duration of the event.
Restricted movements banned turns, heavy/high vehicles	YES	All heavy vehicle routes are diverted for the duration of the event.
Block Public facility (football oval, car park etc.)	NO	Road closures in place. Car spaces around the road closures remain operational.



Block public transport access	NO	No Bus stop closures, or changes to routes/services.
Can route use alternatives such as bicycle tracks, paths, parks, bush tracks etc.?	YES	Cyclists detoured, or dismount for access to event area.
Construction – existing, proposed that may conflict	NO	No nearby construction / developments identified.
Numbers of lanes and their width are as described	YES	All TGS reflect correct lane configuration.
Road signage existing/temporary	NO	No existing signage amended.
Absence of advance warning traffic signage and devices	YES	Signage installed on advance to Traffic Controllers.
Route impeded by traffic calming devices?	NO	Not applicable.
Signalised intersections (flashing yellow? Point duty?)	NO	Not affected.
Tidal flows	YES	Event Management enact Emergency Management Plan if required.
Traffic generators shopping centres, schools, churches, industrial area, hospitals	YES	Not affected.
Traffic movement contrary to any Notice	NO	No contrary movements adopted.
Traffic signals are as described	YES	Not affected
Turning lanes are as described	YES	Turning lanes depicted as described
Heavy Weather	YES	Heavy weather may cause patrons to depart early. Decision will be made by Event Organiser if inclement weather
Poor lighting in the area	YES	Event Organiser to ensure all street lights are operational prior to event.
Flood hazard in event area	NO	Not applicable.
Bush fire hazard	YES	Monitor occurrences, notify emergency services, activate Emergency Management Plan.
Accident on surrounding roads	YES	Monitor traffic, and adjust treatments / stoppage lengths if required.
Breakdown on surrounding roads	YES	Monitor traffic, and adjust treatments / stoppage lengths if required.
Absence of marshals and volunteers	YES	Re-deploy existing staff as required. (IE: Event staff or Security).
Cancellation of Event	YES	Cancellation of any aspect of the event will be communicated by the Event Organiser prior to the event.



Security of participants/general public	YES	Relevant Security contractor to be briefed prior to event, and on site whilst event is in progress. All Security to have communication via 2-way radio.
Security of very important persons (VIP's)	YES	If required, Security contractor to co-ordinate with Event Organiser on times of arrival / departure, and discretion observed, should VIPs be attending the event.

6.2. CONSULTATION AND FEEDBACK

As part of the event life cycle, an integral part of event management is consultation and feedback with regards to the planning, operation and execution.

Throughout the planning process event management together with other stakeholders continually consult at each stage of the event in regards to the event preparation, its application and planned execution.

During the event, and after the event concludes, feedback is compiled from event staff, contractors, suppliers, patrons, and stakeholders to provide insight to identify areas for improvement. Compiled feedback can enhance future events, build trust, mitigate future risk, increase patron satisfaction, and create an enhanced event experience overall from a continuous improvement aspect.

6.3. PUBLIC LIABILITY INSURANCE

Bayside Council has Public Liability Insurance to the value of \$20,000,000. This policy covers all activities taking place as part of the event.

All contractors completing activities as part of this event are also required to hold a valid Public Liability Insurance to the value of \$20,000,000.

In addition, all contractors or companies engaged to provide consulting services such as the production of TGS and TMP's must hold Professional Indemnity Insurance.

6.4. NSW POLICE FORCE

St Georges Police Area Command (PAC) will be involved in the planning of the event at Carlton.

The PAC will be involved via Council's Traffic Committee and planning consultation meetings, including aspects relating to use of the roadway, closure of selected roads, hostile vehicle mitigation and crowd management. Internal departments will be formally notified at least two weeks prior to the event taking place.



6.5. NSW FIRE & RESCUE AND NSW AMBULANCE

NSW Fire & Rescue and NSW Ambulance will be notified at least two weeks prior to the event taking place by Event Management.

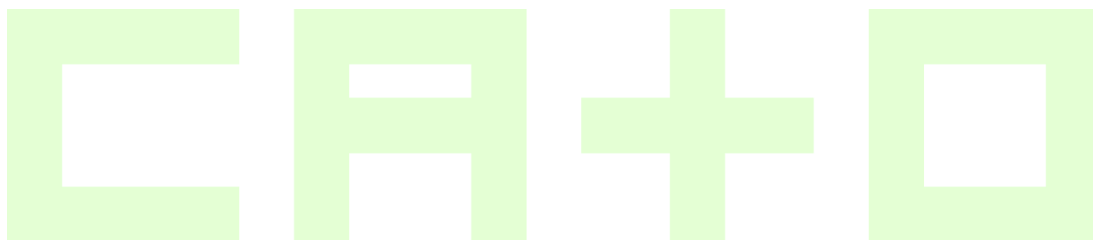
6.6. EVENT DELAYS, POSTPONEMENT OR CANCELLATION

Any decision to delay, postpone or cancel the event due to weather impacts or any other reason will be made by the Event Organiser and follow their protocols for emergency management.

Once any decision is made in this regard it will be communicated to all relevant stakeholders as per the event's Emergency Management Plan.

6.7. VARIABLE MESSAGE SIGNS

No VMS Boards are required for this event.



7. APPROVALS

7.1. ROAD OCCUPANCY LICENCE AND OTHER APPROVALS

Cato Group will obtain a Road Occupancy License (ROL) from the Road Occupancy Unit from Transport for NSW for the road closure dates and times, which covers all traffic management activities taking part for the event.

The Licensee noted on the ROL remains responsible for the overall event traffic management activities.

Other approvals to be obtained by Event Management in respect to the event, road closures and stakeholders. They are (but not limited to:)

- + Local Bus Services,
- + Transport for NSW Events,
- + Local Council Traffic Committee, and/or
- + NSW Police.

7.2. EVENT ORGANISER APPROVAL

TMP Approved by:

Rani Param, Manager, Community Life

.....
(Name)

Rani Param

30/01/2026

.....
(Signature)

.....
(Date)



7.3. AUTHORISATION TO REGULATE TRAFFIC

Council's traffic management requirements have been met. Regulation of traffic is therefore authorised for all non-classified roads described in the risk management plans and this TMP.

Regulation of Traffic Authorised by:

Bayside Council (NSW)

.....
(Council)

Neville Naicker, Manager, City Infrastructure

.....
(Name)

naicker

30/01/2026

.....
(Signature) (Date)

The Transport for New South Wales (TfNSW) traffic management requirements have been met. Regulation of traffic is therefore authorised for all classified roads described in the risk management plans and this TMP.

Regulation of Traffic Authorised by:

.....
(TfNSW)

.....
(Name)

.....
(Signature) (Date)



7.4. CATO PUBLIC LIABILITY INSURANCE



Certificate of Currency

Insured: Cato Logistics Pty Ltd t/as Cato Location Services, StreetSTRONG Pty Ltd, Cato Location Services (QLD) Pty Ltd, Honeywagons International Pty Ltd t/as Honey Wagons, Cato Film Pty Ltd ATF Cato Family Trust

Policy Number: OUP111001784-2

Business Description: Security services, static guarding including traffic control and security services at non licensed venues (excluding crowd control at night clubs, strip clubs and bar operations), cleaning, equipment and vehicle hire for TV/Film Productions including but not limited to container PODS, honey wagons and production vehicles, heavy vehicle mitigation, unit managers, pavement contractor, printing, painting and coating of asphalt surfaces and incidental thereto

Period of Insurance: Term Start: 01/11/2025 at 4.00pm
Expiry Date: 31/10/2026 at 4.00pm

Class of Business: Public and Products Liability Insurance

Limit of Liability:

	Limit of Indemnity	Excess
Public Liability	\$20,000,000 in any one occurrence	\$1,000 (inclusive of costs and expenses)
Products Liability	\$20,000,000 any one occurrence and in the aggregate for all claims arising out of your products	\$1,000 (inclusive of costs and expenses)
Special Excess	but \$25,000 in respect of injury to contractors, subcontractors and labour hire personnel (cost and expenses inclusive)	

Wording: General and Products Liability Insurance Policy Wording

Insurer: Certain Underwriters and Lloyd's led by Volante Syndicate 1699

Situations Covered: 8 Vincent St, Marrickville NSW 2204

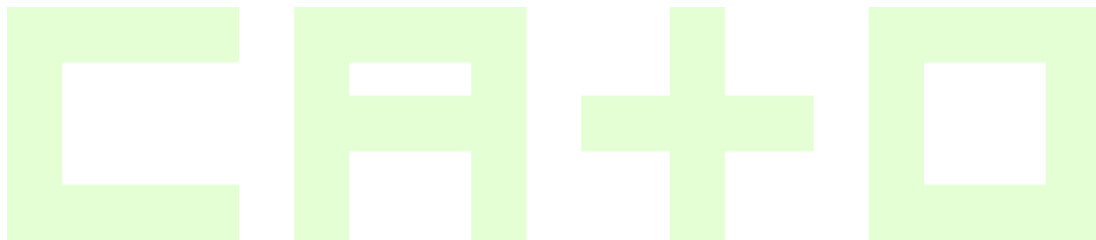
This certificate of currency provides a summary of the policy cover and is current on the date of issue. It is not intended to amend, extend, replace or override the policy terms and conditions contained in the actual policy

Ocean Underwriting Pty Ltd
Level 6, 60-62 Clarence Street, Sydney NSW 2000
AFSL: 542 942
ABN: 34 680 933 907



7.5. EVENT MANAGEMENT PUBLIC LIABILITY INSURANCE

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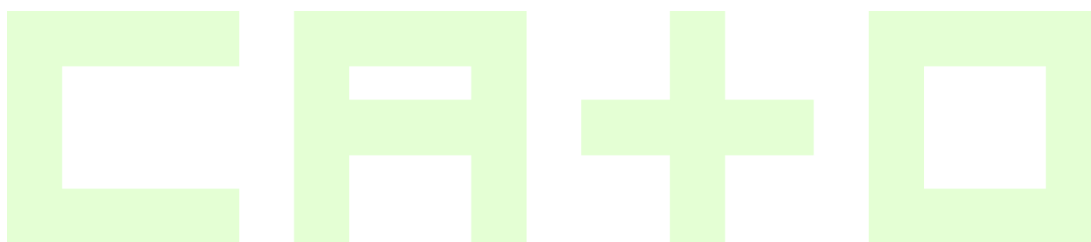
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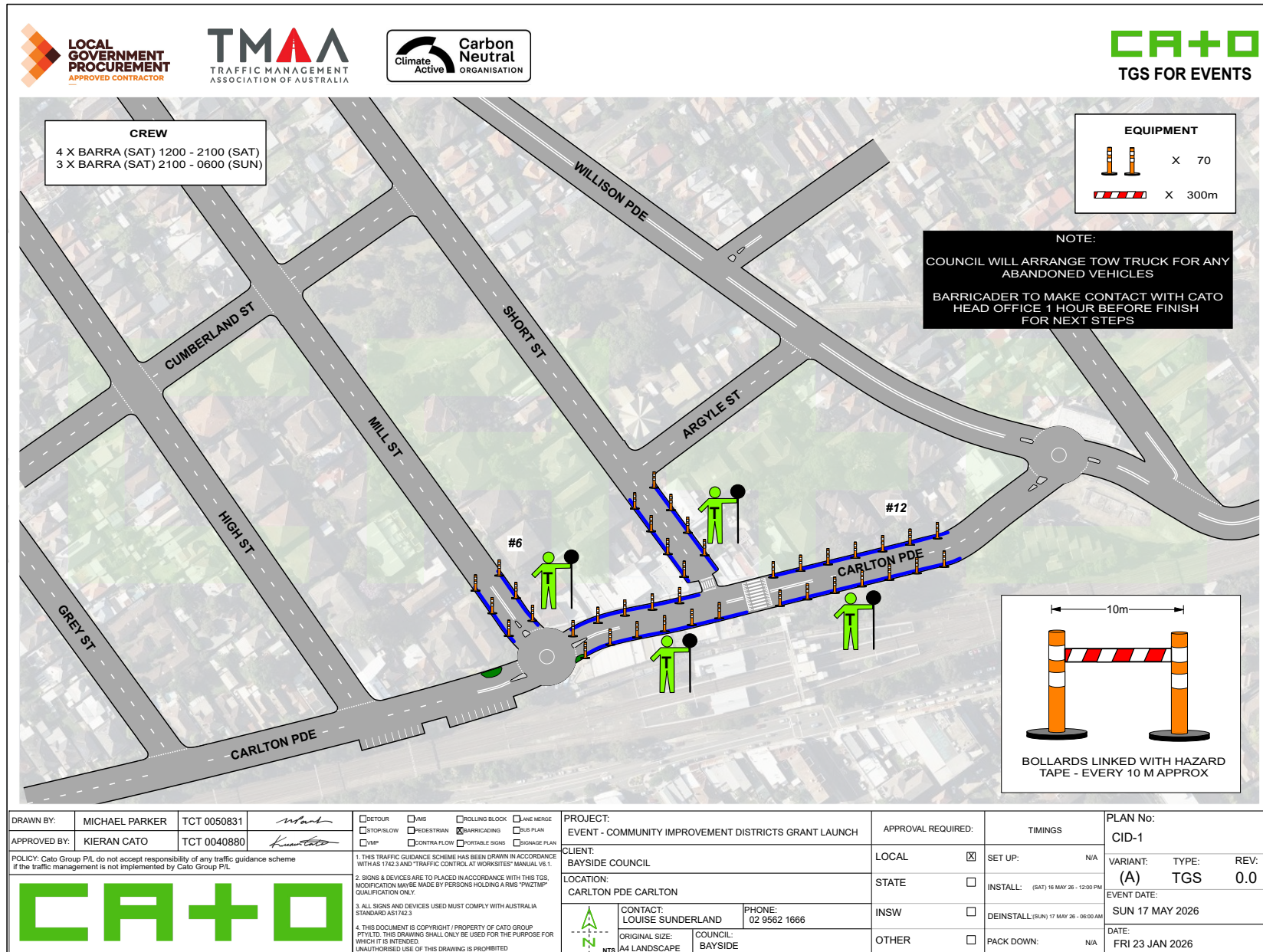
8. ATTACHMENTS AND SUPPORTING DOCUMENTS

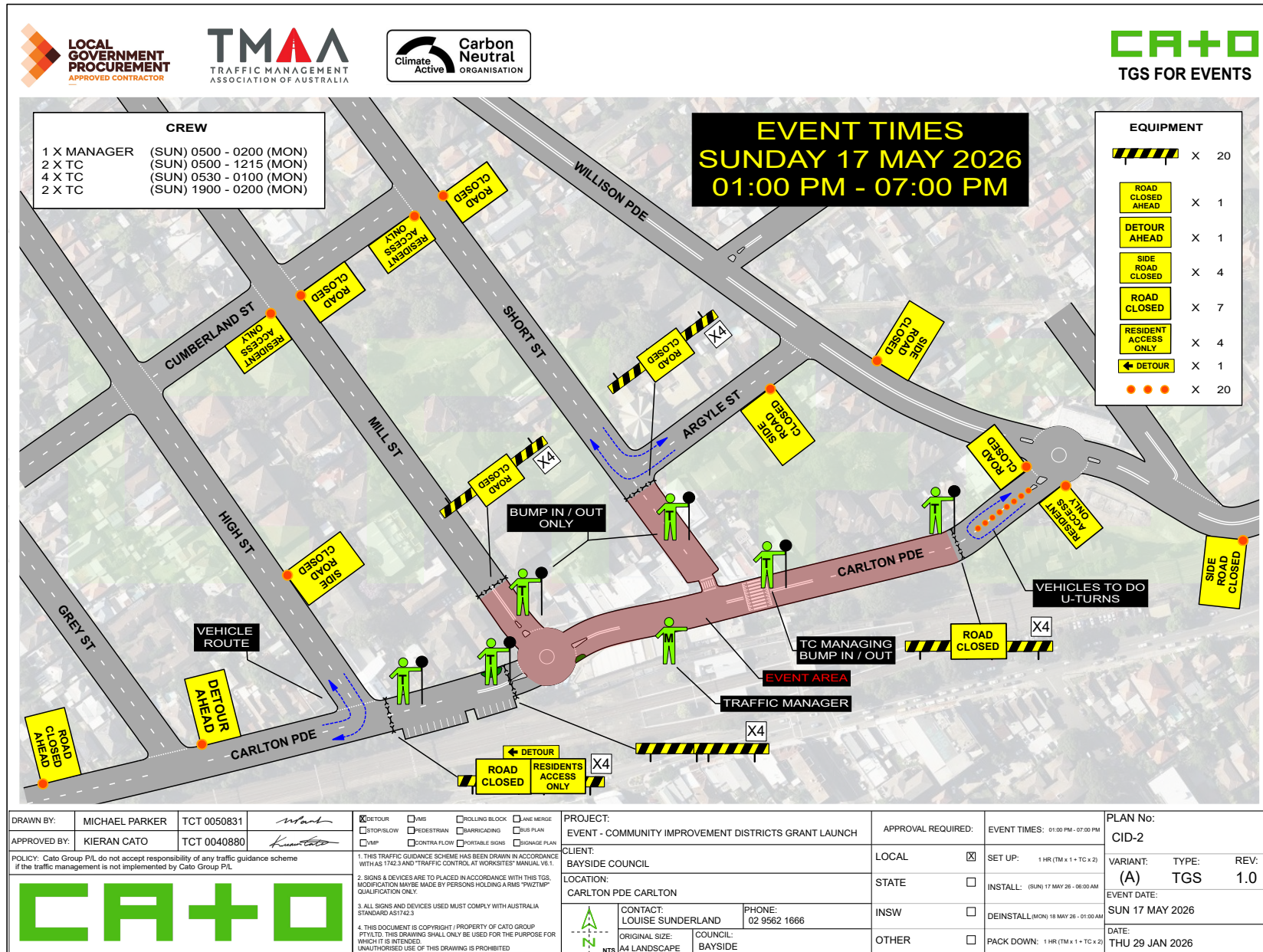
8.1. ATTACHED DOCUMENTS

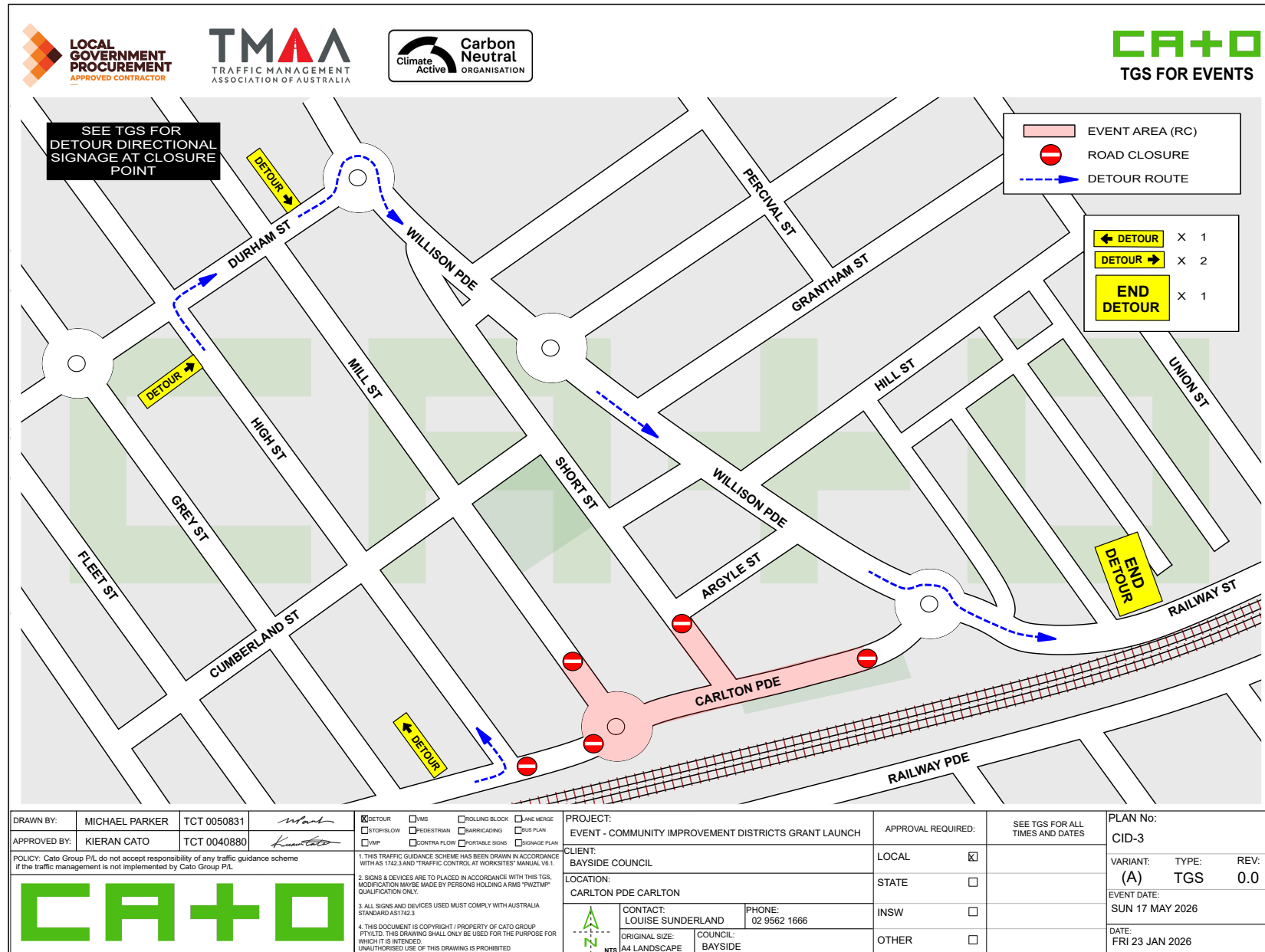
The following are attached to this document to support related content:

- + Traffic Guidance Schemes (TGS'), and
- + Overall TGS Map









Bayside Local Transport Forum

11/02/2026

Item No	BLTF26.003
Subject	Cycleway Concept Design for Engagement - General Bridges Crescent, Daceyville
Report by	Transport Planner
File	SF26/61
Electorate	Maroubra

Summary

Randwick City Council have advised Bayside Council they have received funding to finalise design for Stage 3 of the Kingsford to Centennial Park (K2CP) pedestrian and cycling upgrade project. Stages 1 and 2 were completed in December 2023.

Whilst the majority of the project (4kms) is within the Randwick LGA, 200m of this cycleway runs through Daceyville in the Bayside LGA on General Bridges Crescent.

Bayside Council and the community have been consulted on design and environment requirements on this project since 2018. Randwick Council have since engaged Beca to prepare Stage 3 for construction and have been working with Bayside staff to develop final concept design (Attachment 2) prior to community engagement.

This report is intended to provide an update on the project, outline key areas of interest, and seek endorsement prior to consultation and construction.

Officer Recommendation

- 1 That the final concept design is endorsed prior to community consultation.
- 2 That feedback is considered in the development of detailed design prior to construction.

Background

Bayside Council has been working alongside Randwick Council since 2018 to develop the design for a separated cycleway from Centennial Park to Kingsford. Stage 1 and 2 of the project have been funded by the NSW Government and construction completed in December 2023. Stage 3 (which includes the Bayside LGA section) was unable to be completed at that time.

This final stage of the project is planned to pass through Bayside LGA (along General Bridges Crescent) in the suburb of Daceyville for a distance of 200m and link up to Banks Avenue cycleway and the Kingsford Light Rail Terminus.

This project has previously been reported to the 1 May 2019 Bayside Traffic Committee:

BTC19.114 Walking and Cycling Improvements: Daceyville

Committee Recommendation

Following detailed design in the upcoming financial year 2019/20 that plans be provided for comprehensive peer review by suitably qualified consultants to ensure that the construction drawings meet Australian Standards for all components. That the Committee support the concept Walking and Cycling Improvements: Daceyville in principle.

During public exhibition, 11 submissions were received and all 11 were supportive or otherwise neutral. A Traffic Committee Have Your Say summary report is attached (Attachment 1).

The project was also reported to the 14 October 2020 Council Meeting:

8.5 Daceyville Cycleway and Pedestrian Improvements

RESOLUTION Minute 2020/222

That Council supports the upgrade of the 200-metre cycleway along General Bridges Crescent, Daceyville as detailed in this report.

A summary of the Bayside LGA sections and plan view diagrams is detailed below.

Image 1: Project Location (Daceyville) Crescent)

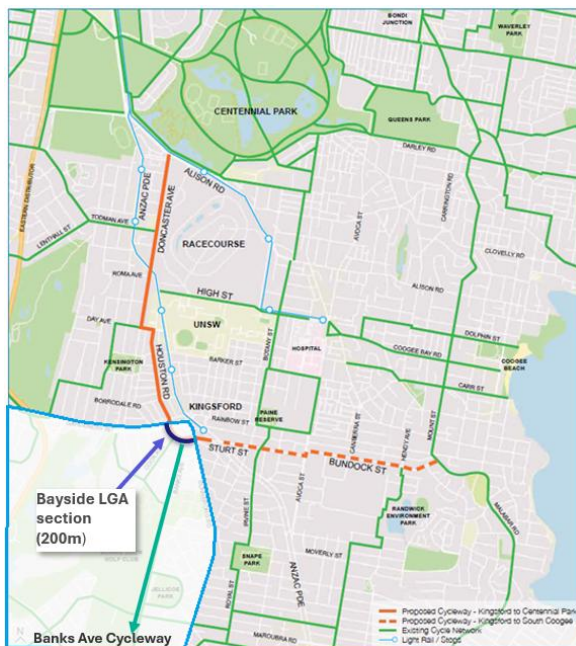
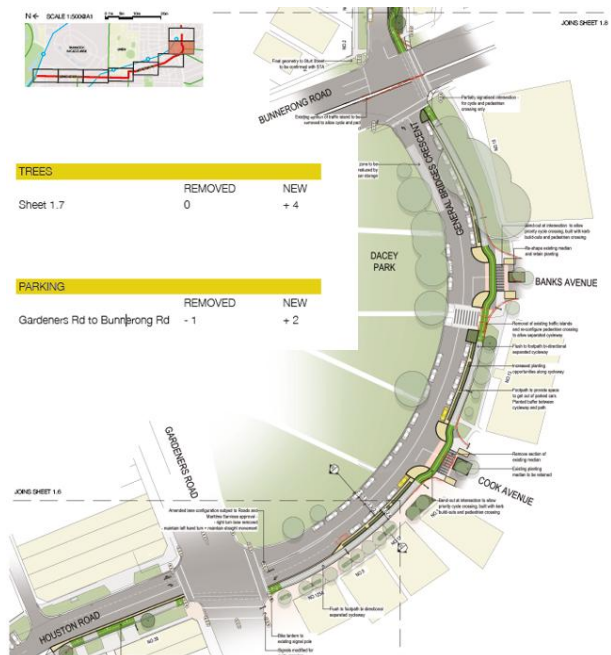


Image 2: Project Plan View (General Bridges Crescent)



In March 2025, Randwick City Council contacted Bayside Council advising that the project has been successful in receiving funding to develop ready-for-construction design documentation for Stage 3 through the NSW Government Active Transport (Get NSW Active) Grant Program.

In July 2025, the project's progress was reported to Council's Strategic Asset Management Committee, and a letter of support was forwarded to Randwick City Council.

Randwick City Council have subsequently been working with Bayside staff and lead consultants (Beca) for the completion of design requirements for Stage 3.

The final concept design is attached (Attachment 2).

Bayside Council provided Randwick City Council a letter reviewing the design and stating continued support for the project to supplement the project's nomination for NSW Government funding (Attachment 3).

The design component of this project is 100% funded through NSW Government Active Transport (Get NSW Active) grants program. Construction to date has been funded by joint NSW and Federal Government road safety grants.

Next Steps

Upon completion of the final concept design documentation, the project will be reported to Council via the Local Transport Forum, and community engagement program will follow. Following consultation and endorsement, Bayside will work alongside Randwick City Council to apply for State and Federal grant funding to deliver the construction component of the project.

Financial Implications

Not applicable	<input type="checkbox"/>	
Included in existing approved budget	<input checked="" type="checkbox"/>	Get NSW Active (Randwick Council)
Additional funds required	<input type="checkbox"/>	

Community Strategic Plan

Theme One – In 2035 Bayside will be a vibrant and liveable place	<input type="checkbox"/>
Theme Two – In 2035 our Bayside community will be connected and feel that they belong	<input type="checkbox"/>
Theme Three – In 2035 Bayside will be green, resilient and sustainable	<input type="checkbox"/>
Theme Four – In 2035 Bayside will be financially sustainable and support a dynamic local economy	<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

The project has been subject to Bayside Have Your Say Community engagement during the developing of initial concept design in 2019 support (see Attachment 1: HYS engagement summary). The project will undertake an additional program of community consultation and

notification once the final concept design is complete, prior to the commencement of any works.

Council expect engagement to occur from March 2026.

Attachments

- 1 [↓](#) 2019 Bayside Traffic Committee Report - Community Engagement Summary
- 2 [↓](#) General Bridges Crescent - Cycleway - Concept Plans
- 3 [↓](#) Bayside Review of Design - Letter

Bayside Traffic Committee

5/06/2019

Item No	BTC19.114
Subject	Walking and Cycling Improvements: Daceyville
Report by	Robert Allen, Transport Planner
File	SF19/73
Electorate	Heffron

The NSW Government has provided funding to Randwick City Council for the preliminary design of a Kingsford to Centennial Park Cycleway as part of its Active Transport Priority Cycleways program. The project will design a 2.8km cycleway that includes 200m which will pass along General Bridges Crescent, Daceyville, within Bayside LGA. The remaining 2.6km will be situated within Randwick City Council LGA.

This General Bridges Crescent route exists as part of Bayside's bicycle network and is detailed in *Botany Bay Council Integrated Bicycle Strategy (2015)*. It is currently marked with on-road bicycle PS-2 'bicycle' pavement markings.

The concept design and traffic modelling for this project has been developed in consultation with key stakeholders and was placed on public exhibition in June/July 2018 to seek community feedback.

The Randwick component of this cycleway was supported by Randwick City Council on the 28th of August 2018 as item no CS35/18. The delivery of the separated cycleway proposed in this report is dependent on RMS funding for construction.

This report seeks Bayside Traffic Committee endorsement for the concept design of *Walking and Cycling Improvements: Daceyville*

Officer Recommendation

That the Committee endorse the concept *Walking and Cycling Improvements: Daceyville*.

Background

General Bridges Crescent is identified on the Botany Bay Integrated Bicycle Strategy December 2015 as 'C2 Commuter Corridor' and currently exists as a well-used on-road cycle route (shared vehicle parking and bike lane).

Preliminary feasibility and design was undertaken in 2016 by Randwick City Council and Botany Bay Council for a separated bicycle lane to safely connect the Kingsford Light Rail Interchange to Centennial Park. In April 2018, Bayside Council's staff reviewed the preliminary design prior to community consultation.

The project includes provisions for safer pedestrian crossings, new trees and plants, improved streetscapes, improved lighting, traffic calming and a cycleway separated from

moving traffic. This project will support safe and efficient transport options for local residents, parents and children.

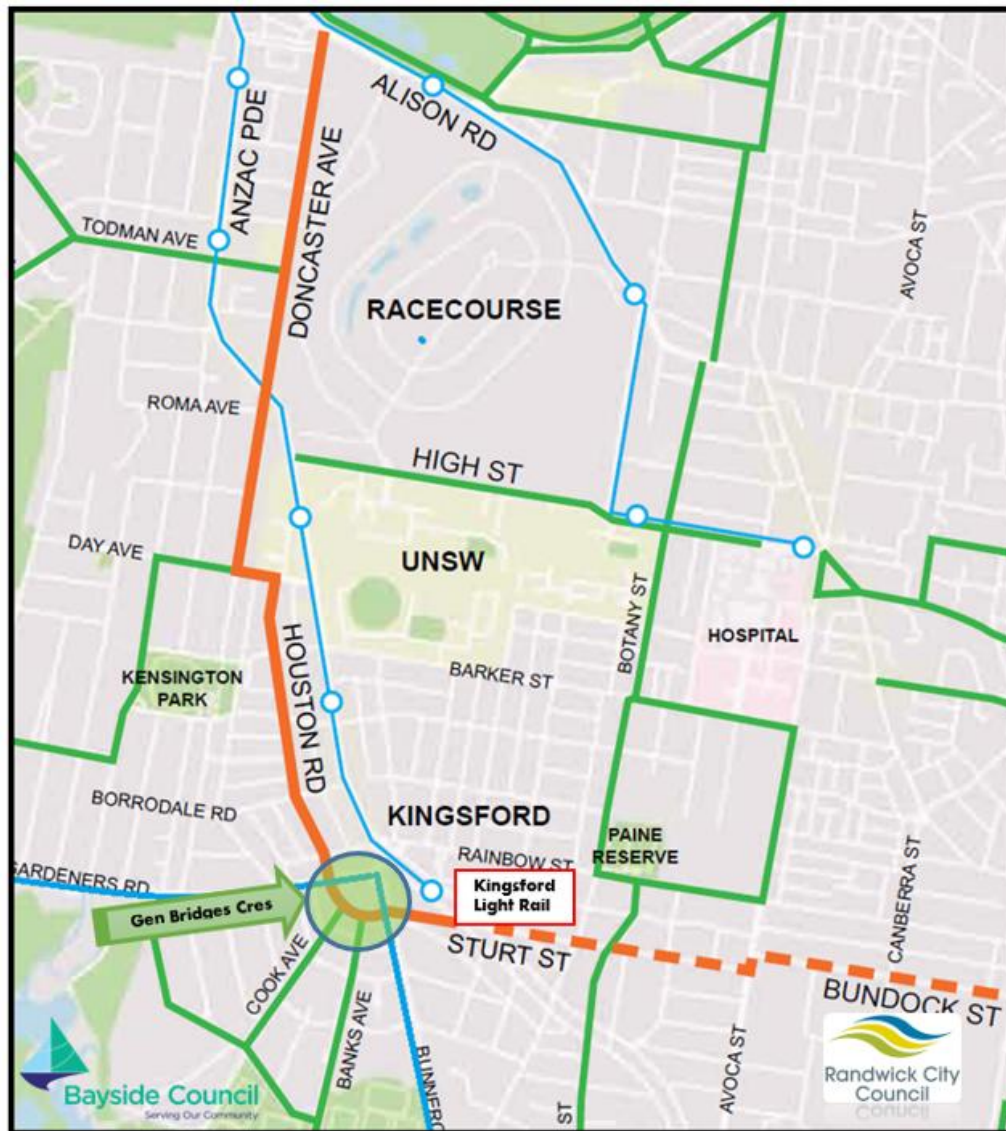


Image 1: Kingsford to Centennial Park: Walking and Cycling Improvements

- 2.8km Separated bi-directional cycleway shown in **Orange**
- Dashed **Orange** line represents future Kingsford to Coogee separated cycleway

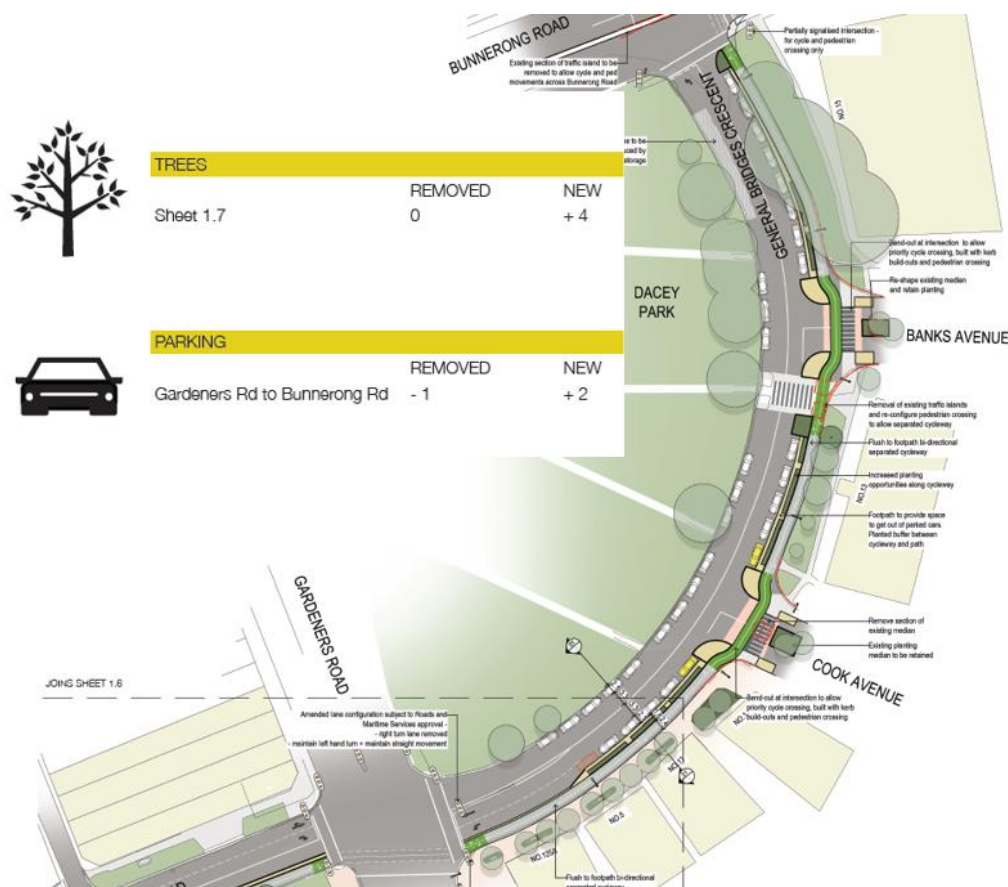


Image 2: Bayside LGA Overview: Daceyville Walking and Cycling Improvements

WITHIN BAYSIDE LGA, THIS PROJECT WILL DELIVER THE FOLLOWING BENEFITS:

Pedestrian Connection

- New pedestrian crossings
- Safer intersections and calmer traffic through implementation of clear markings and separation
- Pavement and pram ramp upgrades for improved pedestrian access

Cycleway Network

- 200m on General Bridges Cres within Bayside will be part of a 2.8km bi-directional separated cycleway linking into Houston Rd, and Sturt St (Kingsford to Centennial Park via Daceyville) and provide safer option for people who ride bikes
- Connection to local and regional bike routes (Banks Avenue, Gardeners Road)

Streetscape Upgrade

- An increase of 4 new trees along the route (nil removed)
- New garden beds
- Enhancement of existing verges and streetscape
- New shared zone markings to improve awareness and safety where pedestrians / cyclists or vehicles cross paths
- Improved safety with new intersection treatments and by introducing traffic calming measures

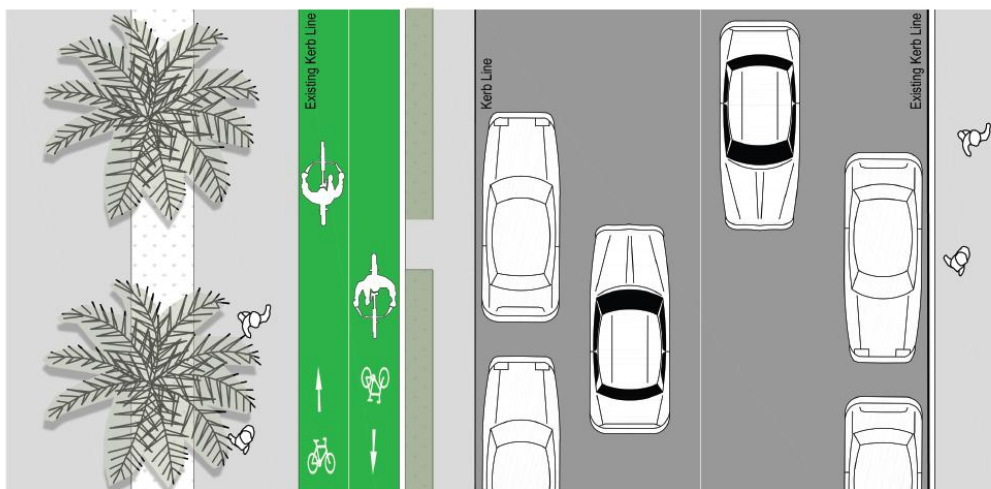


GENERAL BRIDGES CRESCENT, DACEYVILLE

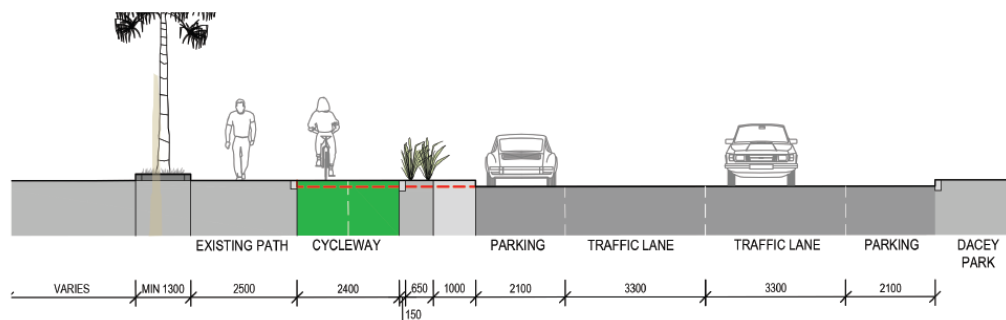
Image 3: Street level Montage: Daceyville Shops

Design Elements:

The cycleway is designed to provide full separation from other road users and pedestrians. The bi-directional cycleway features as a 'flush-to-footpath' design – i.e. the kerb extended to create a cycleway at the same level as the existing footpath.



TYPICAL FLUSH SEPARATED CYCLEWAY



Item BTC19.114

4

TRAFFIC AND INTERSECTION ANALYSIS:

GTA Consultants were sub-contracted by Group GSA to undertake a traffic and intersection analysis of several intersections along the greater cycleway route (Randwick and Bayside LGA's)

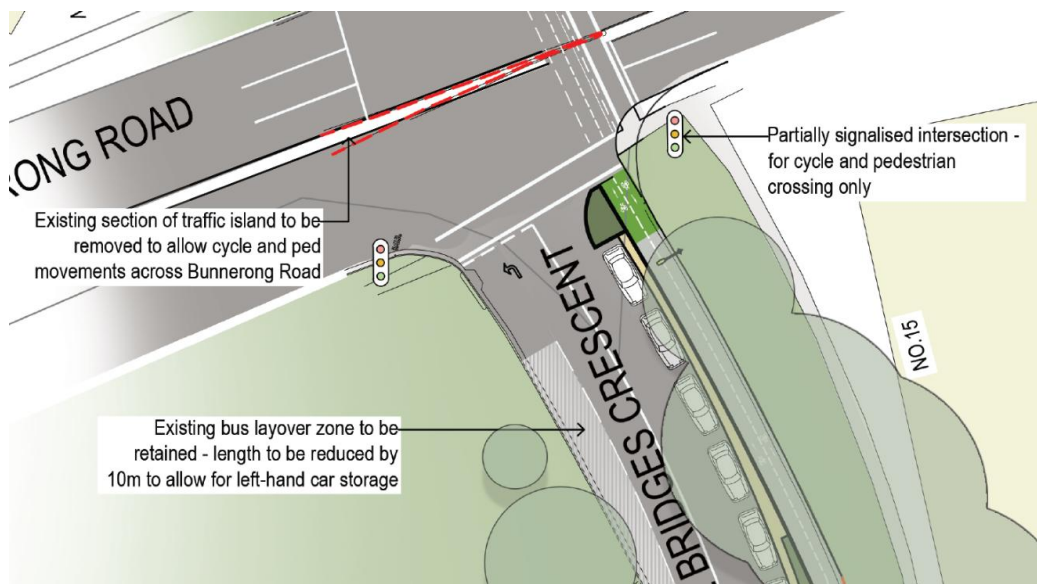
Houston Road/ Gardeners Road/ General Bridges Crescent	Signalised	AM	0.64	27	124	B
		PM	0.78	28	185	B
Bunnerong Road/ Sturt Street/ General Bridges Crescent	Partially Signalised	AM	0.39	6	48	A
		PM	0.36	5	74	A

Table: 1 Intersection operating conditions with proposed cycleway using 2016 volumes

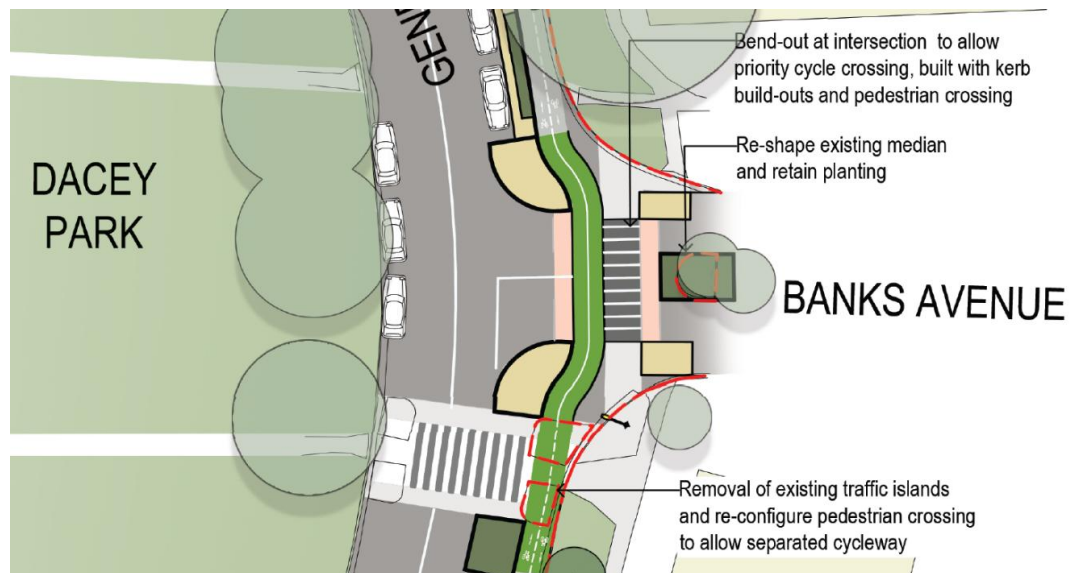
The intersections tested along the Randwick/Bayside cycle route all currently operate at a satisfactory level of service in the current layouts and traffic volumes based on 2016 survey data. The proposed intersection layouts were tested with forecasted traffic volumes, based on the AIMSUN model, and all intersections are modelled to operate at a satisfactory level of service.

INTERSECTION DESIGN:

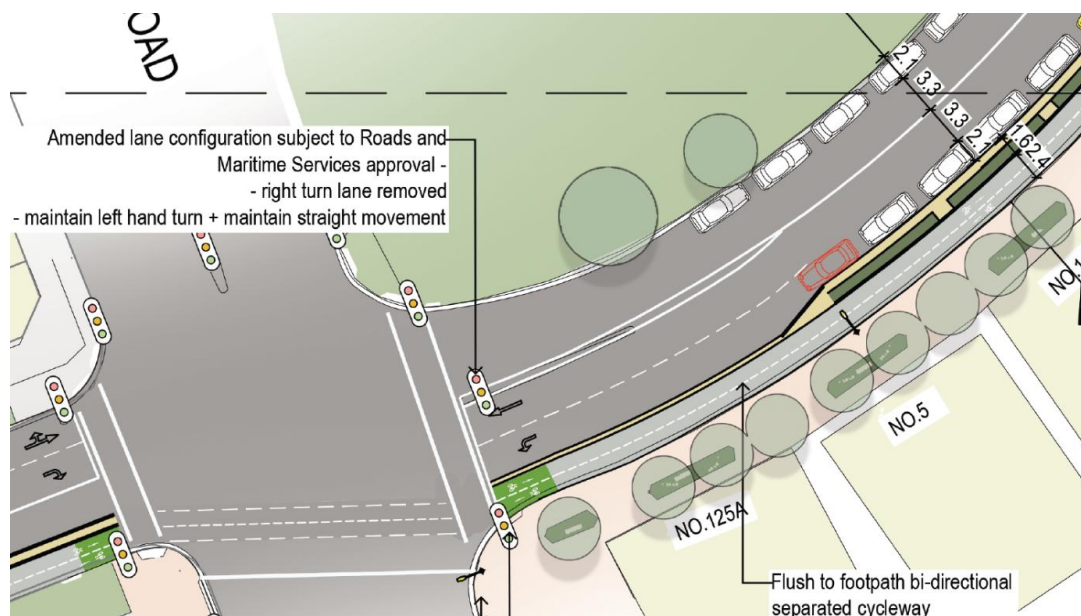
GENERAL BRIDGES CRESCENT / BUNNERONG ROAD



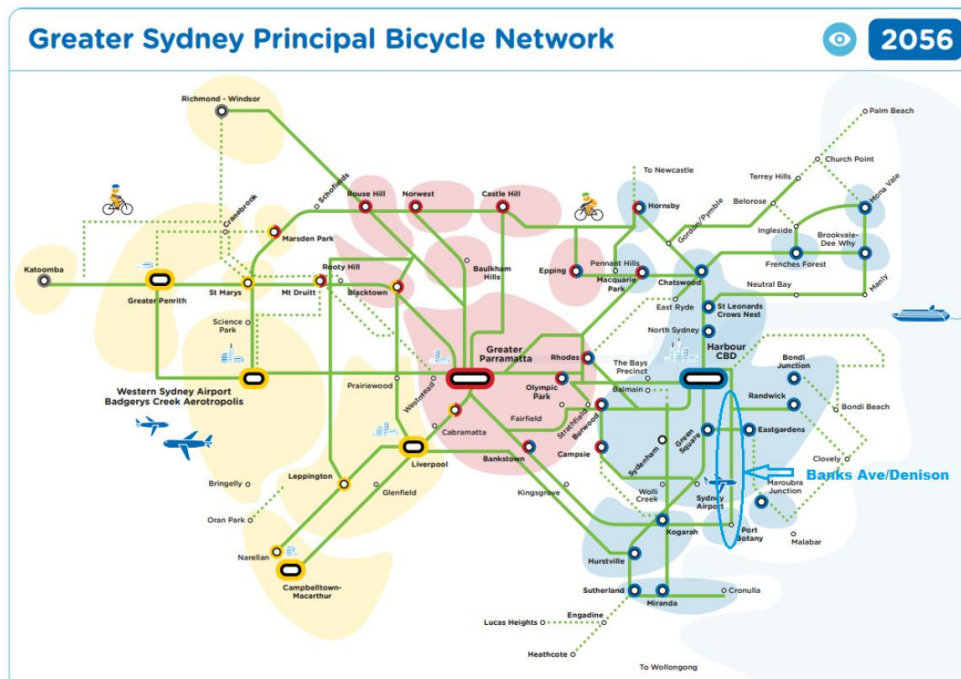
GENERAL BRIDGES CRESCENT / BANKS AVENUE



GENERAL BRIDGES CRESCENT / GARDENERS ROAD



General Bridges Crescent is part of the south-eastern Sydney cycleway corridor linking the CBD to Botany Bay. As part of *Transport for New South's Wales 'Priority Cycleway Corridors'* this project is subject to 100% RMS Funding.



General Bridges Crescent currently has allocation for a single bus (30m) bus stop at its eastern intersection with Bunnerong Road. In May 2018 Bayside was approached by *Transport for New South Wales* to expand this bus stop to accommodate three (3) buses as a layover for the Kingsford Light Rail Terminus and public transport interchange. Council has objected to this proposal citing adverse impact to the park, the suburb and the heritage controls for the precinct. No amended bus layover proposals have been lodged with Bayside Council since that objection was formalised.

Bayside Traffic Committee

5/06/2019

Conclusion:

This project will separate people on bicycles from the cars, providing a safe environment for all road users and pedestrians alike. This project also strengthens the amenity of walking connections from Daceyville to parts of Kingsford and the Light Rail terminus with proposals for new pedestrian crossings and refuges, and via the many proposed trees, planter beds and intersection treatments.

All respondents to Bayside's 'Have Your Say' community engagement were in favour of the proposed walking and cycling streetscape improvements. The additional trees and street calming improvements were noted and welcomed by the respondents, as was the higher degree of safety and separation afforded to all road users by the project. Please refer to the community engagement section of this report for further details.

Financial Implications

Not applicable	<input checked="" type="checkbox"/>	Concept Only. Seeking RMS funding for Construction
Included in existing approved budget	<input type="checkbox"/>	
Additional funds required	<input type="checkbox"/>	

Community Engagement

SUMMARY OF COMMUNITY CONSULTATION UNDERTAKEN:

Public exhibition of the design plans for the General Bridges Crescent (Walking and Cycling Improvements) was conducted over four weeks between 6th of June and the 2nd of July 2018.

Public consultation activities included:

- (a) A community feedback webpage on <https://haveyoursay.bayside.nsw.gov.au/cycling-improvements-at-bayside-more-transport-options>
- (c) The concept design (A1 posters) displayed on-site at the Daceyville town centre (corner of Cook Ave and General Bridges Crescent)
- (b) Social media Facebook and Twitter shares from Community bicycle user groups (BUGs) *BIKEast* and *Bikes Botany Bay* who have a direct 'following' audience of over a 1000.

HYS: 11 submissions: All comments supported the project – the majority came with additional requests to improve the cycling infrastructure in the area (i.e. bollards on other cycleways, or improvements to Banks, Wentworth Ave)

Email: cycling@bayside.nsw.gov.au 5 submissions: 5 emails supporting the project and comments requesting for Banks Avenue cycleway be investigated.

The project page on <https://haveyoursay.bayside.nsw.gov.au/cycling-improvements-at-bayside-more-transport-options> was viewed by 518 times by 460 individual users and the plans were downloaded 76 times.

Randwick Council have provided support and approval for this project, and carried out their own community consultation regarding the proposal over a 5 week period between 25 May and 2 July 2018. Support for the project was significantly positive, with some site specific objections reflecting parking and property access.

Item BTC19.114

8

Bayside Traffic Committee

5/06/2019

Attachments

Nil

Item BTC19.114

9



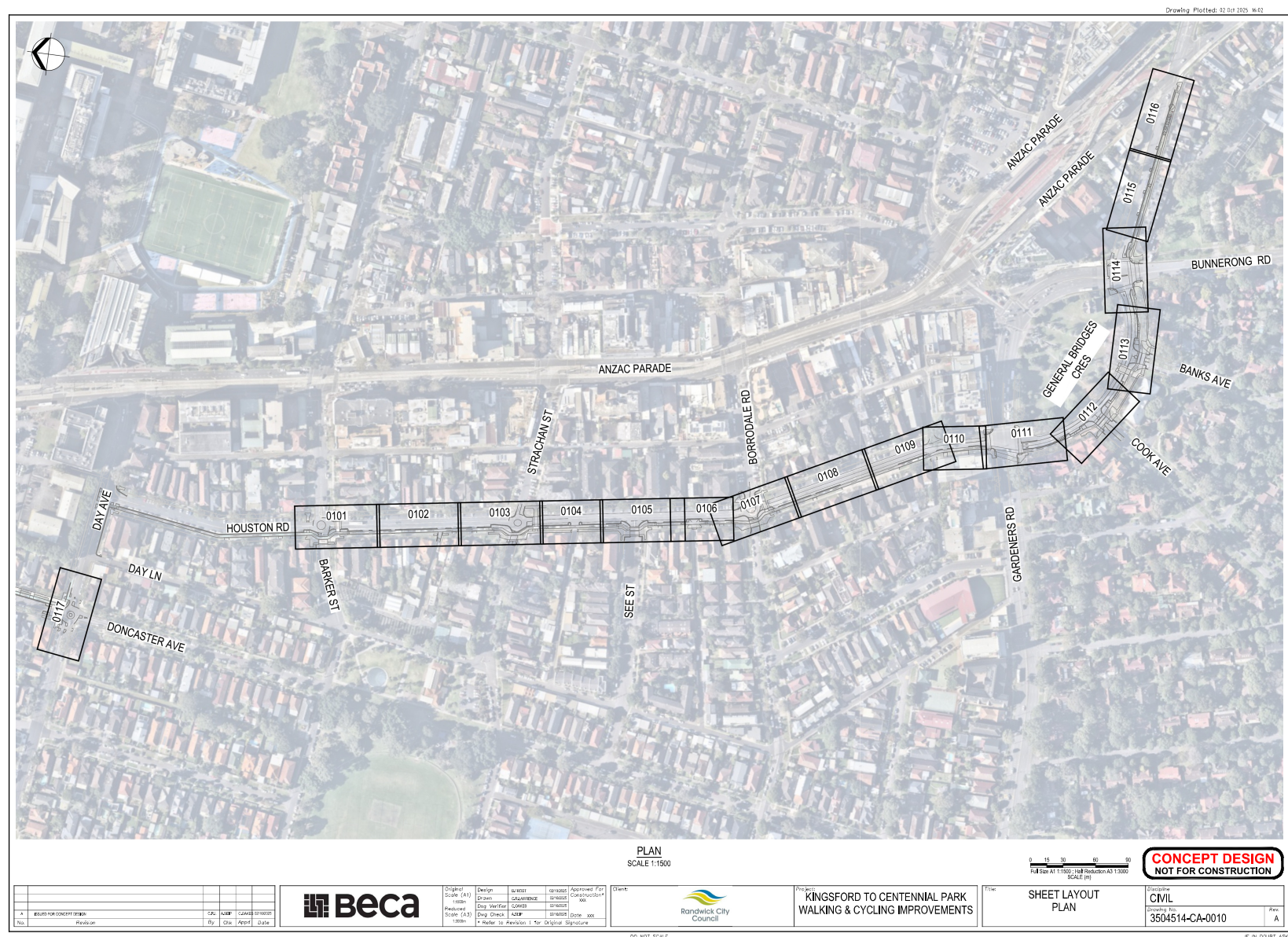
KINGSFORD TO CENTENNIAL PARK
WALKING AND CYCLING IMPROVEMENTS

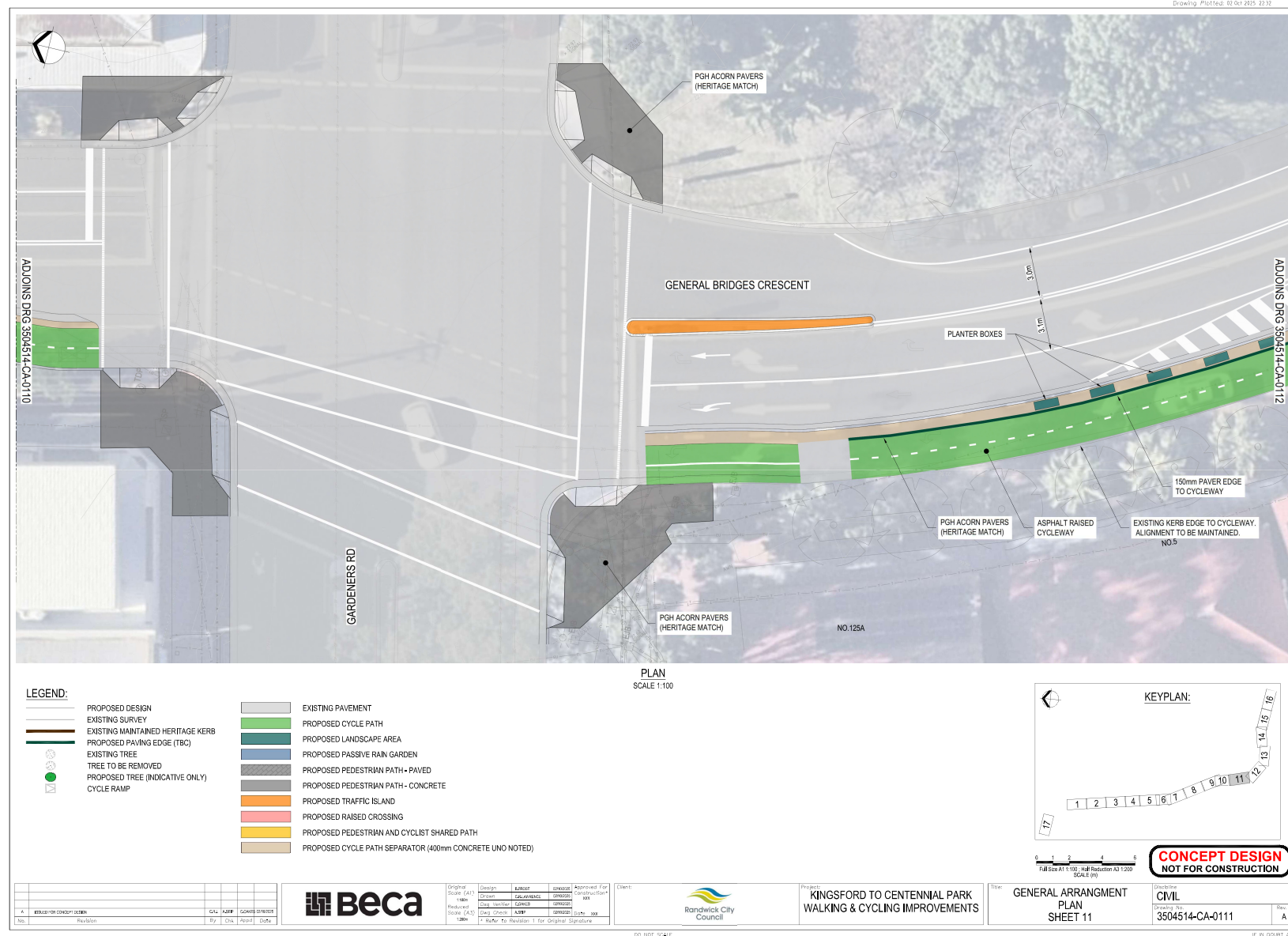
Prepared for: Randwick City Council
Prepared by: Beca

Project No.: 3504514
OCTOBER 2025
CONCEPT DESIGN

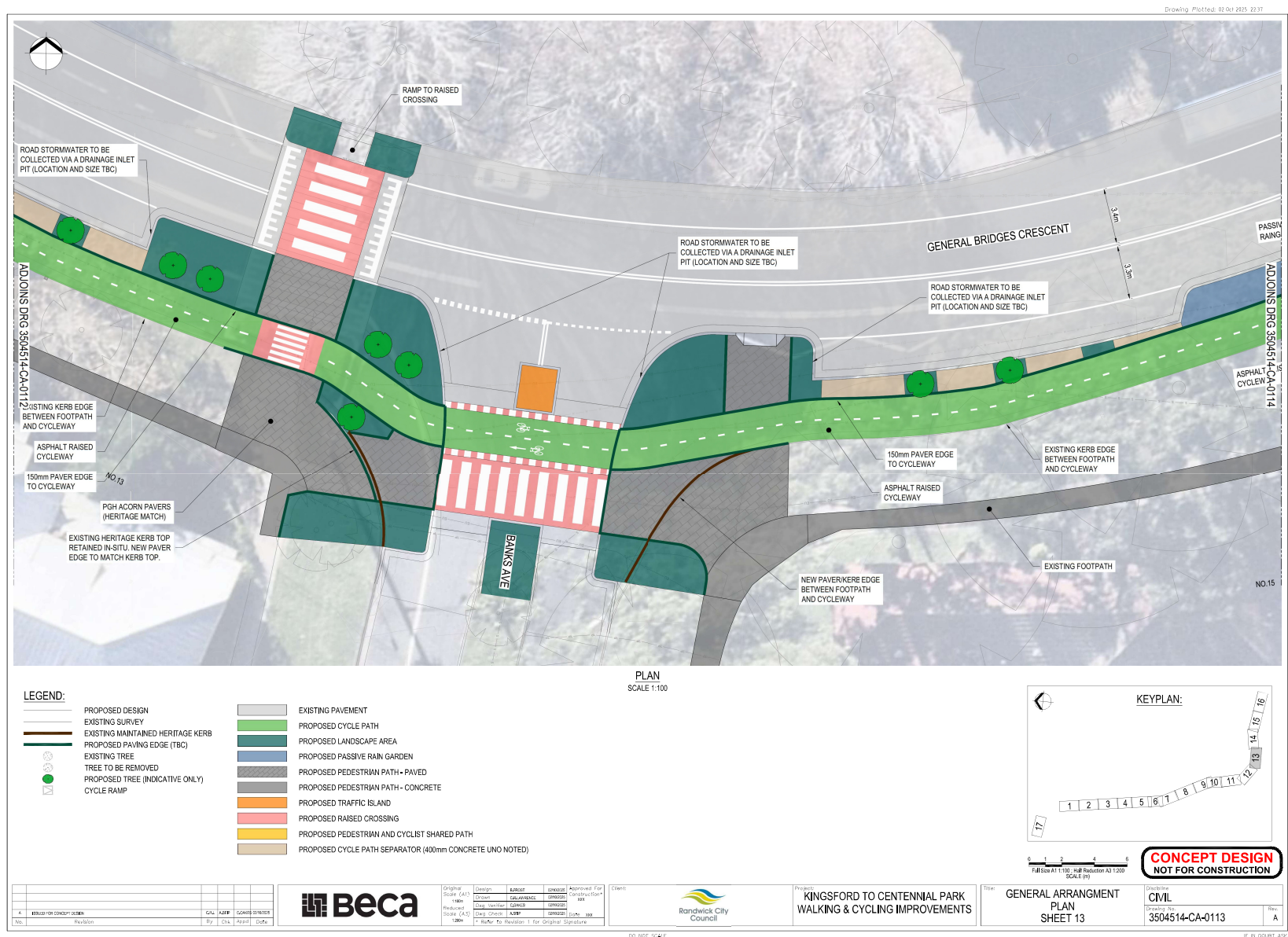
DRAWING LIST	
DRG No.	DRAWING TITLE
3504514-CA-0001	COVER SHEET AND DRAWING LIST
3504514-CA-0010	SHEET LAYOUT PLAN
3504514-CA-0101	KINGSFORD TO CENTENNIAL PARK GENERAL ARRANGEMENT PLAN SHEET 1
3504514-CA-0102	KINGSFORD TO CENTENNIAL PARK GENERAL ARRANGEMENT PLAN SHEET 2
3504514-CA-0103	KINGSFORD TO CENTENNIAL PARK GENERAL ARRANGEMENT PLAN SHEET 3
3504514-CA-0104	KINGSFORD TO CENTENNIAL PARK GENERAL ARRANGEMENT PLAN SHEET 4
3504514-CA-0105	KINGSFORD TO CENTENNIAL PARK GENERAL ARRANGEMENT PLAN SHEET 5
3504514-CA-0106	KINGSFORD TO CENTENNIAL PARK GENERAL ARRANGEMENT PLAN SHEET 6
3504514-CA-0107	KINGSFORD TO CENTENNIAL PARK GENERAL ARRANGEMENT PLAN SHEET 7
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3504514-CA-0117	KINGSFORD TO CENTENNIAL PARK GENERAL ARRANGEMENT PLAN SHEET 17

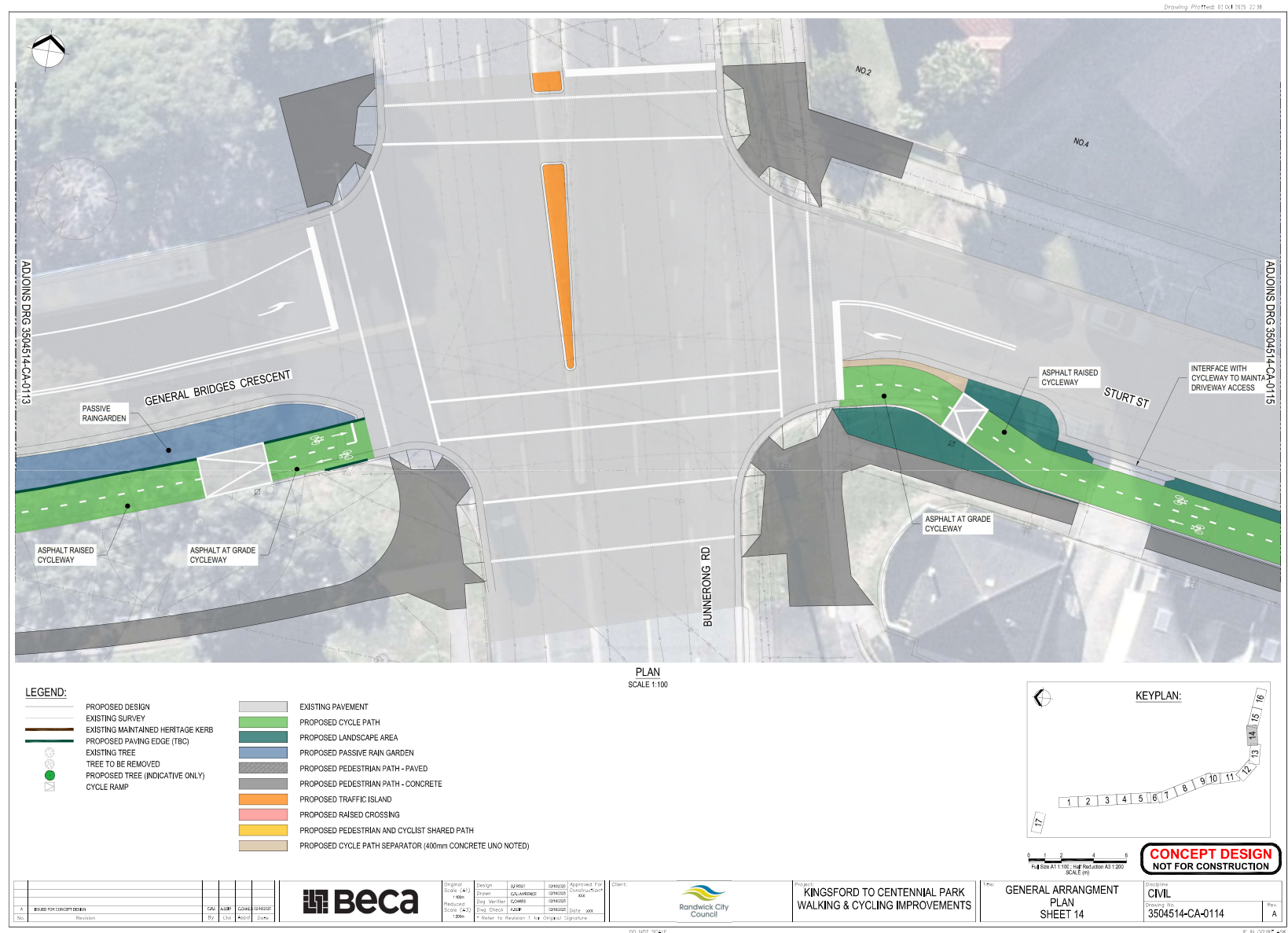














Preliminary Comments: Randwick City Council Daceyville Cycleway upgrade

From: Charlotte Casemore, Coordinator Strategic Policy and Heritage
Date: 31 July 2025
Description: Kingsford to Centennial Park Walking and Cycling Improvements Project

Thank you for the opportunity to respond to the Randwick City Councils **‘Kingsford to Centennial Park Cycleway’ Stage 3 Progress Design**

Bayside Council supports planning for safe active transport infrastructure and acknowledge the Kingsford to Centennial Park Cycleway project aligns with a number of active transport projects that Bayside Council are currently investigating in the region. Council have appreciated Randwick Council’s inclusive and collaborative design process for the Daceyville component of the project. The comments detailed within this submission are aligned with that component.

Traffic:

It is proposed that comments from TfNSW’s local road network representative for Bayside and Randwick Councils are sought, particularly regarding to works and potential delays to the Gardeners and Bunnerong Road intersections, where various underground utilities are expected to be impacted as a result of the proposed works.

Heritage:

Recommendations from the Heritage Assessment (full report attached) are supported and should be applied to the section of the route that is within the Daceyville Garden Suburb Heritage Conservation Area in Bayside LGA.

In summary, the Heritage Assessment concludes that the retention of kerbs, gutters, and other early material in-situ is the desired heritage outcome. As such, the preferred configuration of the cycleway along General Bridges Crescent is raised, with a clear effort to preserve alignment and visual of the existing kerb in-situ.

In applying a flush-to-kerb cycleway design type the existing stone kerbs are sought to be retained in-situ and incorporated as the visible delineation between the pedestrian pavement and the cycleway surface. The existing curved profile of General Bridges Crescent is to be visibly interpreted.



The median strip between the cycleway and vehicular road should be continuous landscaped (with a garden bed 50cm to 100cm wide) where possible. This enables a softened roadside edge in keeping with the Garden Suburb characteristics.

The concrete material used in the planter strips edges and kerbs should be sympathetic to the area and preferably matched like-for-like with aggregate visibly similar to that within the existing kerbs. Paver selection to be like-for-like with existing brick pavers used in the town centre or crossings.

The proposed cycleway is not considered to have adverse impacts on the heritage significance or views to the heritage conservation area or the heritage items in vicinity.

Alignment:

In order to retain the existing kerb and gutter configuration, the proposed kerb buildouts that support the raised threshold crossings at Cook and Banks Avenue are to be paved and/or landscaped to a design sympathetic of the precinct's heritage character.

Landscaping:

The planting species should be compatible with the character of the established landscapes in the area. It is recommended that native shrubs and low-lying plants of indigenous species be selected as an interpretation to the cultural landscape of the land; however, species of other origins may also be considered if they are in keeping with the rest of the vegetation in the Garden Suburb.

Planting species inclusive of examples such as *Liriope*, *Gazania*, *Nandina*, *Dianella* that are low-lying (under 300mm mature height), hardy and used in the Daceyville area. It is important that the mature height of the median strip planting be low-lying, so that the established openness of the Garden suburb streetscape and vistas are retained across the road to and from Dacey Garden Reserve.

Paving for medians at Banks and Cook Avenue to be consistent with paving material elsewhere within Daceyville town centre. *PGH 'Acorn' Pavers* are to be utilised on the centre median treatments at both Cook and Banks Avenue. The pavers should be laid on a concrete base to ensure stability.

Storm Water:

The existing kerb and gutters are requested to be retained and utilised for stormwater in their existing alignment where possible. Where new kerb extensions and buildouts alter the gutter configuration, any stormwater diversion can be applied underneath these build-outs so in order to minimise disruption to the existing kerb and gutter.

Any proposed extensions/kerb gardens are to be built respectfully into the road corridor and with an effort to retain that existing stormwater run-off.



Additional any grates leading to stormwater are requested to be located away from the cycleway surface to avoid metal and traction related slip incidents.

Flooding:

The proposed cycleway is unlikely to cause any significant adverse flood impacts during the 1% AEP event. Existing flood modelling indicates that General Bridges Crescent is already inundated during the 1% AEP event, with flood depths ranging from approximately 0.15 m to 0.30 m.

The addition of the cycleway and an elevated kerb (approximately 150mm high) is not expected to significantly alter flood behaviour. In fact, the raised kerb may provide some minor protection to properties located on the General Bridges Crescent, where the cycleway is proposed.

It is anticipated that during a flood event, water would continue to flow along both sides of General Bridges Crescent, eventually making its way toward Gardeners Road and Bunnerong Road. However, this overland flow is expected to be relatively minor and consistent with existing flood pathways.

Consultation:

All efforts will be made by Bayside to align reporting and consultation to that of Randwick Council. Community engagement periods unless otherwise advised – will be sought to be undertaken in parallel.

When endorsed, Bayside's consultation program will be open for community feedback through its online platform *Have Your Say*, and be subject to additional community notices that may include letterbox drops and on-site signage.

Bayside once again, recognises the value in working alongside and supporting Randwick City Council's development of the Kingsford to Centennial park Cycleway, a significant component of the region's active transport network.

Should you have any further queries regarding the comments contained within this letter, please do not hesitate to contact Bayside's Transport Planner Robbie Allen on 9562 1876 or at robbie.allen@bayside.nsw.gov.au.

Bayside Local Transport Forum

11/02/2026

Item No	BLTF26.004
Subject	14 Ermington Street, Botany - Proposed 1P Parking space
Report by	Traffic Engineer
File	SF26/61
Electorate	Maroubra

Summary

Council has received a request from the resident of 14 Ermington Street, Botany to review the existing parking conditions, with a view to consider installing '1P' parking restrictions.

Officer Recommendation

That consideration be given for the installation of '1P' parking restrictions on Ermington Street, Botany.

Background

Council has received a concern from the residents of 14 Ermington Street, Botany, highlighting difficulties in accessing the property due to lack of parking availability and requested a review of the existing parking conditions outside the property for options due to mobility issues with their 8 year old daughter.

The subject property is located at the corner of Ermington Street and Trevelyan Street. The family member with restricted mobility highlighted that access to the property is vital for various purposes throughout the day.

Assessment indicated that the garage height is far too low to allow for a vehicle to park, and there also isn't further setback to allow for a vehicle to park off-street. These constraints create difficulties for the residents who are being forced to park a considerable distance away from home and as such requested a designated accessible space.

The provision of an accessible parking space would not comply to requirements set by the Australian Standards such as provision of an indented kerb, wider than normal on-street parking space, kerb ramp and sufficient street lighting.

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

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

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

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

Financial Implications

- | | | |
|--------------------------------------|-------------------------------------|---|
| Not applicable | <input type="checkbox"/> | |
| Included in existing approved budget | <input checked="" type="checkbox"/> | 100269: Local & Regional Signs and Lines |
| Additional funds required | <input type="checkbox"/> | |

Community Strategic Plan

- | | |
|--|-------------------------------------|
| Theme One – In 2035 Bayside will be a vibrant and liveable place | <input checked="" type="checkbox"/> |
| Theme Two – In 2035 our Bayside community will be connected and feel that they belong | <input type="checkbox"/> |
| Theme Three – In 2035 Bayside will be green, resilient and sustainable | <input type="checkbox"/> |
| Theme Four – In 2035 Bayside will be financially sustainable and support a dynamic local economy | <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

N/A

Attachments

- 1 [14 Ermington Street, Botany - Proposed 1P parking zone](#)



Bayside Local Transport Forum

11/02/2026

Item No	BLTF26.005
Subject	485 Forest Road, Bexley - Ramadan Festival - Proposed Temporary Off-Street Carpark Closure
Report by	Acting Coordinator, Traffic & Road Safety
File	SF26/61
Electorate	Rockdale

Summary

To celebrate Ramadan, Bayside Council is planning a street food fair on part of Council's off-street carpark located on 485 Forest Road, Bexley, from Thursday 6:00PM to Sunday 1:00AM on the following weekends:

- 19 – 21 February 2026 (cleared on 1:00PM Sunday 22 February)
- 26 – 28 February 2026 (cleared on 1:00PM Sunday 1 March)
- 5 – 7 March 2026 (cleared on 1:00PM Sunday 8 March)

Food trucks and stalls would be set up on the southern section of the carpark, taking up 36 standard spaces and two (2) accessible spaces. 53 spaces would still be available, but four (4) of those spaces would be converted to two replacement accessible spaces. 54% of total spaces would still be available over the weekends.

Officer Recommendation

That the proposed street food fair on the Council-owned off-street carpark on 485 Forest Road, Bexley from 6:00PM – 1:00AM be approved for the above weekends. This would be subject to relevant conditions.

Background

A retail facility has contacted Bayside Council for the opportunity to host a night market on three (3) weekends during Ramadan, being:

- 19 – 21 February 2026
- 26 – 28 February 2026
- 5 – 7 March 2026

The internal area will be closed off with a total of 36 standard spaces and two (2) accessible spaces taken for the duration. 53 spaces will remain, four (4) of which will be used to be converted to accessible parking spaces. 54% of the 91 total spaces would still be available during that period.

The space will be used for up to 17 food trucks during the evening.

In that period, the carpark will also be converted to one-way entry and exit to facilitate smooth vehicle movements.

VMS Signs will be erected to notify drivers of the change, and TL1 and TL2 crash barriers will be placed to protect the area.

All crash barriers and food stalls will be cleared by 1:00AM Sunday each weekend, to ensure that the parking is available for the majority of the week.

Financial Implications

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

Community Strategic Plan

Theme One – In 2035 Bayside will be a vibrant and liveable place	<input type="checkbox"/>
Theme Two – In 2035 our Bayside community will be connected and feel that they belong	<input type="checkbox"/>
Theme Three – In 2035 Bayside will be green, resilient and sustainable	<input type="checkbox"/>
Theme Four – In 2035 Bayside will be financially sustainable and support a dynamic local economy	<input checked="" type="checkbox"/>

Risk Management – Risk Level Rating

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

Community Engagement

The community will be notified by VMS signage one (1) week prior to the first event on 19 February 2026 (pending Council's approval for February 2026 LTF).

Attachments

1 [🔗](#) Plan of Ramadan Night Markets Bexley



Bayside Local Transport Forum

11/02/2026

Item No	BLTF26.006
Subject	Kimpton Street, Banksia - Proposed Speed Humps
Report by	Acting Coordinator, Traffic & Road Safety
File	SF26/61
Electorate	Rockdale

Summary

Council has received a request to consider traffic calming along Kimpton Street, Banksia between Railway Street and Wolli Creek Road. A community consultation has been undertaken for this proposal.

This report seeks Forum discussion regarding the proposed watts-profile speed humps proposed for Kimpton Street, Banksia.

Officer Recommendation

That the proposed traffic calming devices, in the form of speed humps, be installed on Kimpton Street, Banksia between Railway Street and Wolli Creek Road, as per the attached plan.

Background

Council received a representation from the Local Member for Ward 3 to consider the installation of traffic calming devices in the form of speed humps along Kimpton Street, Banksia, particularly between Railway Street and Wolli Creek Road.

Council has reviewed available crash data provided by Transport for NSW (TfNSW), which indicates one towaway crash in 2021, as well as identified resident reports of near misses and a pet fatality. Traffic surveys indicate that 85th percentile speeds along the road are at 58km/h, significantly higher than the posted speed limit of 50km/h.

Based on this, Council proposes two watts-profile speed humps along the street, spaced approximately 100m apart in accordance with AustRoads guidelines. A copy of the plans for consultation is attached.

Financial Implications

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

Community Strategic Plan

- | | |
|--|-------------------------------------|
| Theme One – In 2035 Bayside will be a vibrant and liveable place | <input checked="" type="checkbox"/> |
| Theme Two – In 2035 our Bayside community will be connected and feel that they belong | <input checked="" type="checkbox"/> |
| Theme Three – In 2035 Bayside will be green, resilient and sustainable | <input type="checkbox"/> |
| Theme Four – In 2035 Bayside will be financially sustainable and support a dynamic local economy | <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

Community engagement was undertaken in the form of letter box drop. Letters were distributed to 117 properties along Kimpton Street, Curtis Street, Railway Street, Wolli Creek Road and Arlington Street, up to 25m surrounding the subject area.

Of the 10 responses, all 10 were overwhelmingly in favour, including anecdotal evidence of other accidents that have occurred on the street. Hence there is a 99.95% probability that the majority of the 117 residents would support the proposal.

Attachments

- 1 [📄](#) Plan of Kimpton Street, Banksia



Bayside Local Transport Forum

11/02/2026

Item No	BLTF26.007
Subject	McMillan Avenue, Sandringham - Proposed 'No Parking' zone
Report by	Traffic Engineer
File	SF26/61
Electorate	Rockdale

Summary

Council has received a request to review parking restrictions at the eastern cul-de-sac end of McMillan Avenue. Currently, McMillan Avenue has parking restrictions in the form of a 'No Parking, 6:00am – 10:00am, Friday' zone.

This report seeks the Committee's consideration for the installation of a 'No Parking' zone at the eastern side cul-de-sac end of McMillan Avenue, Sandringham.

Officer Recommendation

That endorsement be given for the installation of a 'No Parking' zone at the eastern cul-de-sac end of McMillan Avenue, Sandringham, as per the attached plan.

Background

McMillan Avenue is classified as a local road under Council's Road Hierarchy. Council received a request to review the existing parking restrictions at the eastern cul-de-sac end of McMillan Avenue.

Community consultation was undertaken in March 2025. In accordance with the recommendation of the Bayside Traffic Committee on 9 April 2025, and as subsequently endorsed at the Council Meeting on 23 April 2025, Council installed parking restrictions at the cul-de-sac end of McMillan Avenue on waste-collection days to facilitate manoeuvring by service vehicles.

At present, McMillan Avenue is subject to a 'No Parking, 6:00am–10:00am, Friday' restriction. A further request has since been received indicating community interest in implementing a 'No Parking' restriction. In response, Council invited feedback on the proposal to install a full-time 'No Parking' zone in this area. The outcomes of the community consultation are detailed in the Community Engagement section of this report.

A copy of proposed plan is attached for reference.

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 2035 Bayside will be a vibrant and liveable place ☒
- Theme Two – In 2035 our Bayside community will be connected and feel that they belong ☐
- Theme Three – In 2035 Bayside will be green, resilient and sustainable ☐
- Theme Four – In 2035 Bayside will be financially sustainable and support a dynamic local economy ☒
-

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' zone on McMillan Avenue.

25 letters were delivered as part of the community consultation, of which 4 responses were received. A summary of the responses is provided below:

Summary of responses for Eastern McMillan Avenue	
Support the proposal	Do not support the proposal
2	2

A total of four (4) submissions were received during the consultation period: two (2) in support of the proposal and two (2) opposing it.

Given that large vehicles currently park front-to-kerb across the eastern end of McMillan Avenue—effectively obstructing vehicle access to and from 1 McMillan Avenue, it is recommended that a 'No Parking' zone be installed at the cul-de-sac. This measure will provide adequate space for vehicles to turn around, improve access to adjacent properties, and enhance overall safety and manoeuvrability in the area.

Attachments

- 1 [Plan of proposed parking restrictions-McMillan Avenue, Sandringham](#)



Bayside Local Transport Forum

11/02/2026

Item No	BLTF26.008
Subject	Oscar Place, Eastgardens - Proposed One-Way Westbound
Report by	Acting Coordinator, Traffic & Road Safety
File	SF26/61
Electorate	Maroubra

Summary

This report seeks endorsement of the proposed conversion of Oscar Place, Eastgardens to one-way, eastbound

Officer Recommendation

That the design drawings and results of the community consultation be endorsed by the Local Transport Forum.

Background

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

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

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

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

Consequently, BTC24.108 was presented in August 2024, but was deferred anticipating the new changes from the Traffic Committee to Transport Forum.

Following the establishment of the Transport Forum, the Traffic and Road Safety Team are resubmitting the proposal to convert Oscar Place, Eastgardens to one-way, eastbound with 1P parking restrictions.

Financial Implications

Not applicable



Included in existing approved budget ☐
Additional funds required ☐

Community Strategic Plan

Theme One – In 2035 Bayside will be a vibrant and liveable place ☒
Theme Two – In 2035 our Bayside community will be connected and feel that they belong ☐
Theme Three – In 2035 Bayside will be green, resilient and sustainable ☐
Theme Four – In 2035 Bayside will be financially sustainable and support a dynamic local economy ☒

Risk Management – Risk Level Rating

No risk ☐
Low risk ☐
Medium risk ☒
High risk ☐
Very High risk ☐
Extreme risk ☐

Community Engagement

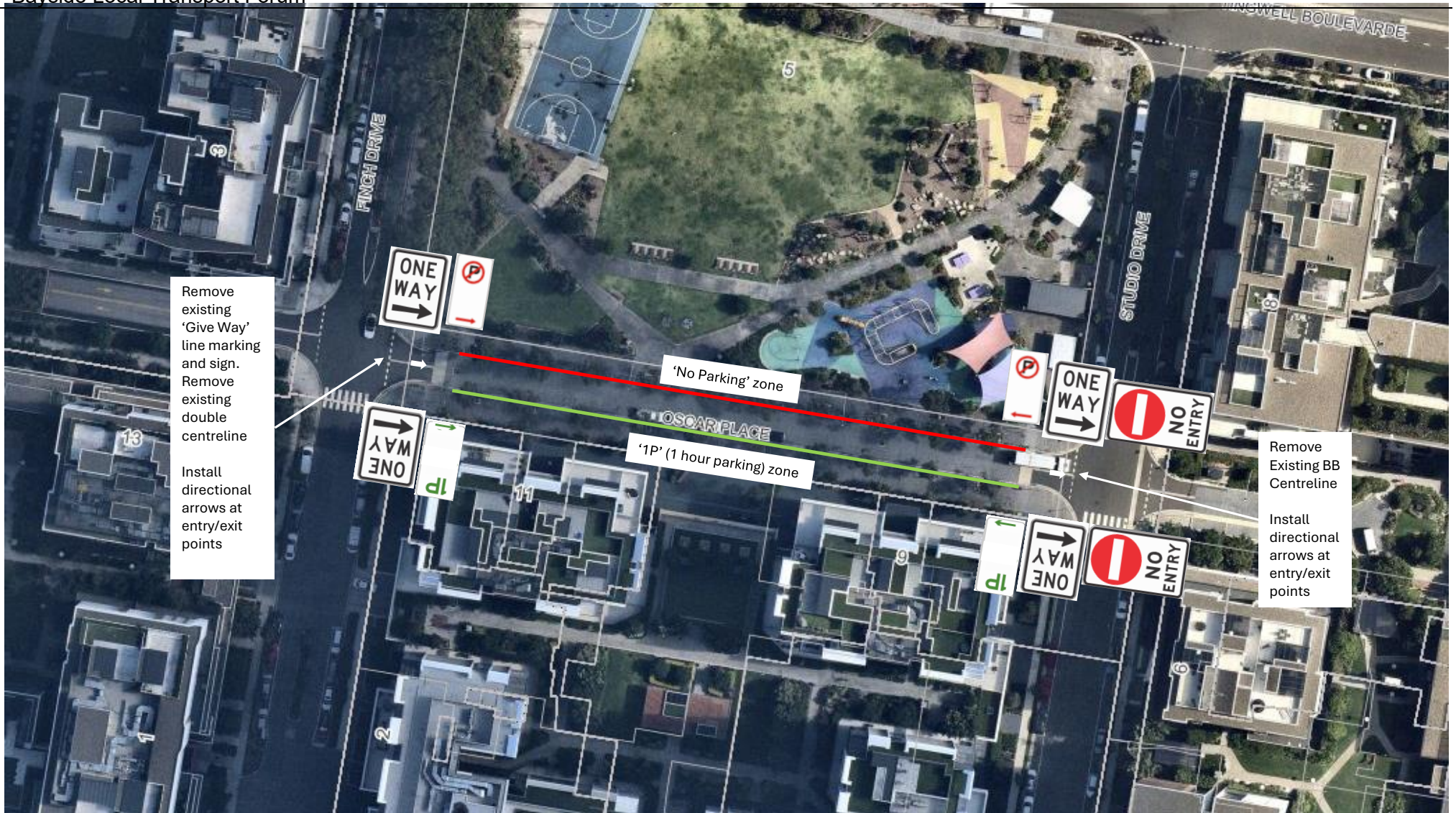
Council has undertaken community consultation on the proposal to convert Oscar Place to one-way eastbound. Approximately 1115 letters were distributed on the proposal with 14 responses received. Council received 9 responses in support and one opposed to the proposal. Comments received on 4 pieces of correspondence were relating to matters outside of the scope of this proposal.

The opposed comment related to concerns that the provision of parking will be abused by residents, and the removal of one lane will reduce the flow of traffic. Given that there are ongoing enforcement issues noted in Oscar Place, the provision of parking will provide a legal short term parking solution, improving compliance and overall safety. Additionally, the benefits of short term parking to the local businesses also justify these proposed changes. As Oscar Place is a low-traffic volume local road, the provision of on-street parking will further highlight the local amenity and provide a low speed environment in the precinct.

Based on the above, it is proposed to convert Oscar Place from its existing two-way arrangement to one-way, eastbound.

Attachments

1 [📄](#) Oscar Place, proposed one-way and R5-1



Bayside Local Transport Forum

11/02/2026

Item No	BLTF26.009
Subject	Page Street, Pagewood - Proposed Kerb Separation Infrastructure
Report by	Traffic Engineer
File	SF26/61
Electorate	Maroubra

Summary

This report seeks consideration for the proposed implementation of a 'Separation Kerb Infrastructure' on Page Street between Dalley Avenue and Wentworth Avenue, Pagewood.

Officer Recommendation

That endorsement be given for the installation of 'Separation Kerb Infrastructure' on Page Street between Dalley Avenue and Wentworth Avenue, Pagewood as per the attached drawing.

Background

Council's Traffic and Road Safety team have received Councillor correspondence regarding unsafe driving behaviour along Page Street, between Wentworth Avenue and Dalley Street. Specifically, council officers have observed vehicles wanting to turn right when travelling eastbound on Page Street, crossing onto the other side of the street to avoid queueing. For reference, please see the figure below:



This has resulted in three (3) crashes observed by TfNSW, all being classified as crashes caused by vehicles travelling from the opposite direction.

To improve safety, it is proposed to install lane separator infrastructure along Page Street between Dalley Avenue and Wentworth Avenue, Pagewood.

The locality of the proposed separation kerb infrastructure in the area is attached.

Financial Implications

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

Community Strategic Plan

Theme One – In 2035 Bayside will be a vibrant and liveable place	<input checked="" type="checkbox"/>
Theme Two – In 2035 our Bayside community will be connected and feel that they belong	<input type="checkbox"/>
Theme Three – In 2035 Bayside will be green, resilient and sustainable	<input checked="" type="checkbox"/>
Theme Four – In 2035 Bayside will be financially sustainable and support a dynamic local economy	<input type="checkbox"/>

Risk Management – Risk Level Rating

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

Community Engagement

Notification letter has been sent to the residents.

Attachments

1 [↓](#) Plan of proposed kerb separation infrastructure - Page St, Pagewood



Bayside Local Transport Forum

11/02/2026

Item No	BLTF26.010
Subject	Ramsgate Beach MCA C3 Public Artwork Exhibition - Temporary Removal of Parking Spaces
Report by	Public Domain Engineer
File	SF26/61
Electorate	Rockdale

Summary

“Dennis Golding: On the Foreshore” is a temporary public artwork partnership between the Museum of Contemporary Art and Bayside Council for the C3 West Program. The project brings together Kamilaroi/Gamilaraay artist Dennis Golding and young people from the Bayside area for a public artwork project focused on land and waterways.

On the 3rd of December 2025, the City Services Committee moved to endorse the placement of artwork in the Ramsgate carpark between the 9 of April 2026 and 14 of June 2026.

In December 2025 the Arts and Culture Specialist outlines the artists requirements and MCA’s expectations for the exhibit. In consultation with the Traffic & Road Safety and Public Domain Team, the below arrangement has been recommended to occupy a portion of the carpark.

The following report outlines requirements and recommendations for the short-term alteration to the carpark.

Officer Recommendation

That Council permit the temporary removal of 14 parking spaces in the carpark, between the 9th of April 2026 and 14th of June 2026.

Background

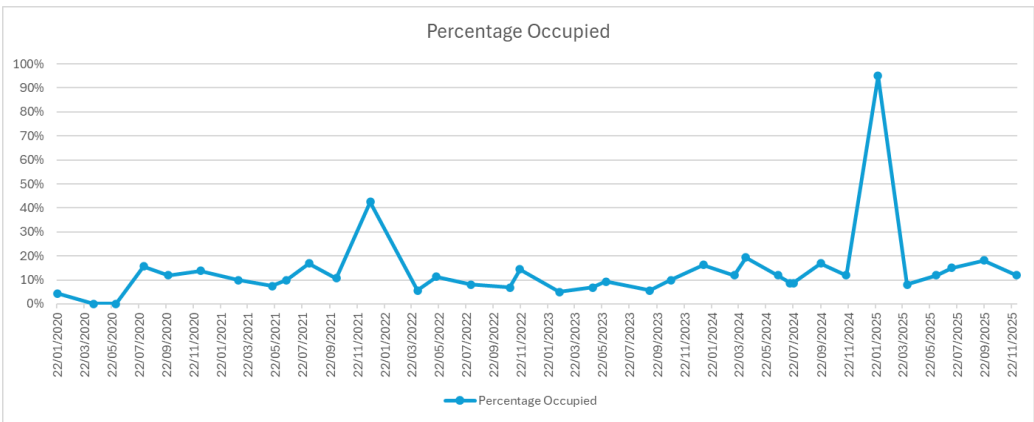
The Cook Park carpark opposite Emmaline Street, Monterey is the largest of 7 car parking lots available for free to the public between Brighton Le Sands and Ramsgate Beach.

“Dennis Golding: On the Foreshore” involves the temporary installation of a Kamilaroi/Gamilaraay art exhibit on two (2) 20ft shipping containers. This will be placed on the southern end of the Cook Park carpark, and it, along with other necessary space for the overall exhibit, will take up 14 parking spaces, including one (1) accessible space.

The carpark contains 160 parking-spaces and serves to connect the shared path running through Cook Park and pedestrian path running along the foreshore. Consequently, the temporary removal of 14 spaces would leave 146 spaces remaining.

1. Reduction of parking space level of service analysis

An analysis of Nearmap aerial photography was conducted for arials available between the 22 of January 2020 and 3 of December 2025.



The analysis finds identifiable peaks during summer months (November – February) with a peak usage of 95% utilization on the Australia Day public holiday (27 of January 2025).

During the proposed reduction period (April – June) the peak usage identified is 19% in April. Therefore a 7.5% reduction in capacity should not have a significant impact on availability.

2. Accessible Space requirements for parking lots

Carparks are classified as Class 7A buildings in the National Construction Code (NCC). The parking lot has 3 accessible parking spaces, 1 of which is in the area proposed to be occupied. *NCC Section D4D6.2b* requires 1 accessible space for every 100 carparking spaces or part thereof for Class 7 buildings. Removal of the one space will not cause a shortfall, consequently, relocation of accessible spaces is not required.

3. Recommendations for continued access through the carpark by cyclists and pedestrians

Due to high foot traffic, it is recommended to provide at least 2 paths around the exhibit. Openings 2m wide prevent vehicular access (vehicular access for a “small vehicle” has a minimum of 2.3m). Attachment 2 shows the general arrangement for the proposed alteration to the carpark.

Financial Implications

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

Community Strategic Plan

- | | |
|--|-------------------------------------|
| Theme One – In 2035 Bayside will be a vibrant and liveable place | <input checked="" type="checkbox"/> |
|--|-------------------------------------|

-
- | | |
|--|--------------------------|
| Theme Two – In 2035 our Bayside community will be connected and feel that they belong | <input type="checkbox"/> |
| Theme Three – In 2035 Bayside will be green, resilient and sustainable | <input type="checkbox"/> |
| Theme Four – In 2035 Bayside will be financially sustainable and support a dynamic local economy | <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.

Attachments

- 1 [↓](#) Locality Plan
- 2 [↓](#) General Arrangement Plan
- 3 [↓](#) Nearmap Space Availability Analysis

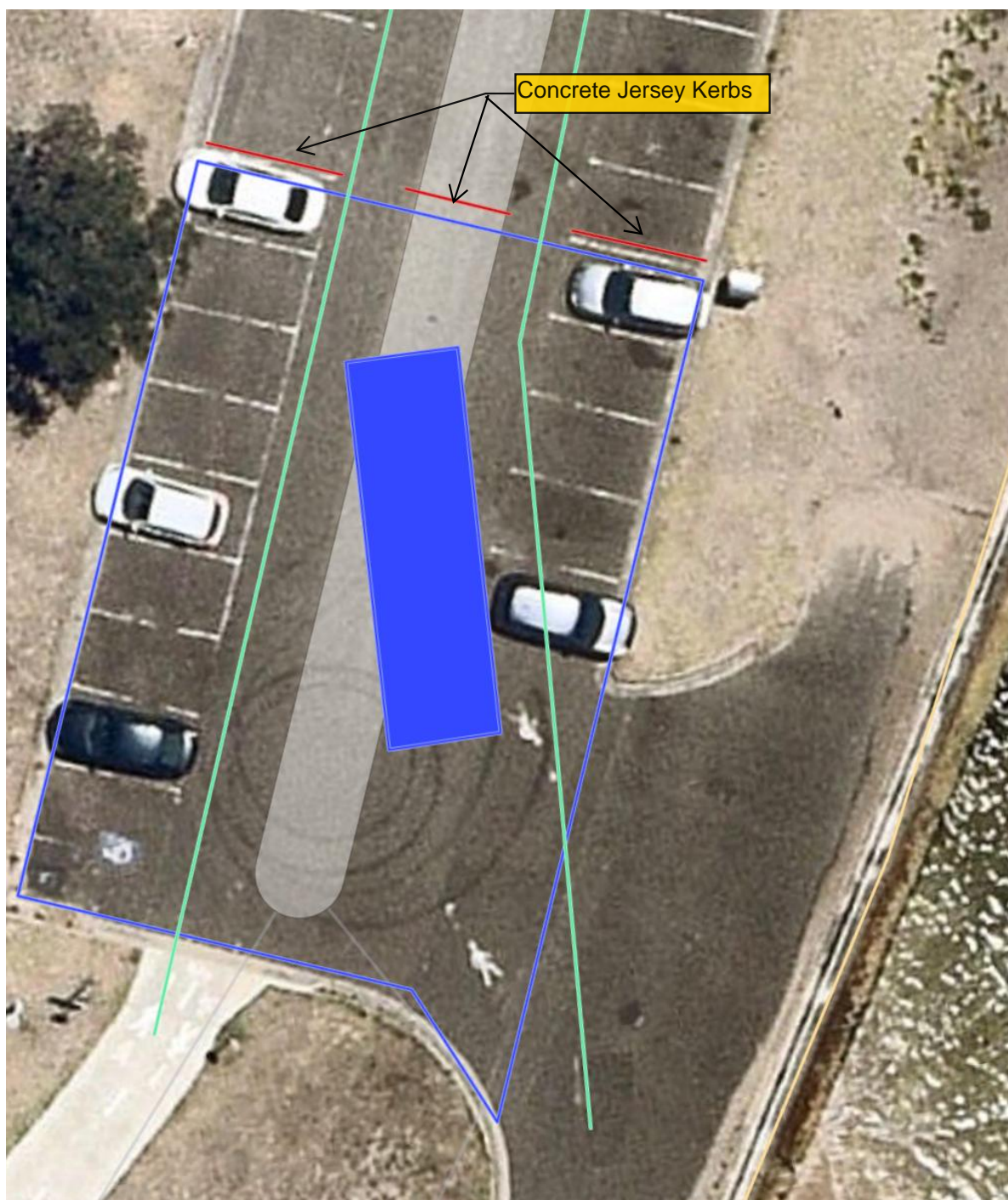
Locality Plan



General Arrangement

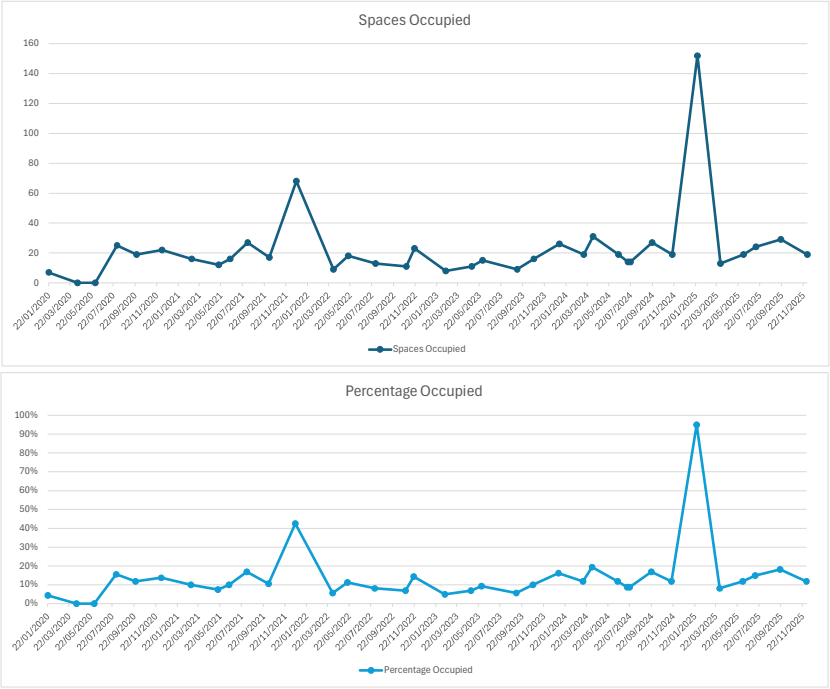


General Arrangement



Nearmap aerial analysis
2 Cook Park Opposite Emmaline Street

Date	Spaces Oc Month	Day of the Week	Percentage Occupied
22/01/2020	7	1.00	4%
12/04/2020	0	4.00	0%
1/06/2020	0	6.00	0%
2/08/2020	25	8.00	16%
26/09/2020	19	9.00	12%
7/12/2020	22	12.00	14%
1/03/2021	16	3.00	10%
16/05/2021	12	5.00	8%
17/06/2021	16	6.00	10%
6/08/2021	27	8.00	17%
6/10/2021	17	10.00	11%
21/12/2021	68	12.00	43%
5/04/2022	9	4.00	6%
17/05/2022	18	5.00	11%
2/08/2022	13	8.00	8%
28/10/2022	11	10.00	7%
20/11/2022	23	11.00	14%
16/02/2023	8	2.00	5%
1/05/2023	11	5.00	7%
31/05/2023	15	5.00	9%
6/09/2023	9	9.00	6%
23/10/2023	16	10.00	10%
3/01/2024	26	1.00	16%
12/03/2024	19	3.00	12%
7/04/2024	31	4.00	19%
18/06/2024	19	6.00	12%
15/07/2024	14	7.00	9%
22/07/2024	14	7.00	9%
21/09/2024	27	9.00	17%
17/11/2024	19	11.00	12%
27/01/2025	152	1.00	95%
2/04/2025	13	4.00	8%
6/06/2025	19	6.00	12%
11/07/2025	24	7.00	15%
20/09/2025	29	9.00	18%
3/12/2025	19	12.00	12%



Bayside Local Transport Forum

11/02/2026

Item No	BLTF26.011
Subject	Wentworth Avenue and Page Street, Pagewood - Shared Path
Report by	Student/Graduate Engineer Transport Planner
File	SF26/61
Electorate	Maroubra

Summary

Council has received NSW Government funding to contribute towards the construction of approximately 790 metres of new shared path infrastructure that seeks to improve pedestrian and cyclist safety particularly around the Wentworth Avenue and Page Street intersection in Pagewood.

City Projects have undertaken community engagement in October 2025. The project is due to begin construction in Q3 2026, with completion due Q4 2026.

The completion of this last section of the Wentworth Avenue shared path will serve to provide a continuous active transport (walking and cycling) between link Mascot to Eastgardens, and support increased active-transport demand, enhance road safety and accessibility to local schools and town centres.

Officer Recommendation

- 1 That design of the proposed path upgrade be supported by the Forum.
 - 2 That Council utilise feedback from recent community engagement to deliver a fit-for-purpose facility.
-

Background

The intersection of Wentworth Avenue and Page Street in Pagewood functions as a key connector within Sydney's eastern suburbs. Wentworth Avenue, a major six-lane state road managed by Transport for NSW (TfNSW), provides an important link between the eastern suburbs and the airport precinct. It operates at speeds of 60–70 km/h and as a high-volume traffic road, it features limited on-street parking north of the intersection due to bus zones and no-stopping controls.

Page Street, managed by Bayside Council, operates as a regional road supporting access between residential areas and Wentworth Avenue. It is generally configured with four lanes, with additional dedicated turning lanes at intersections. The speed limit is 50 km/h, reduced to 40 km/h during school hours due to its proximity to residential and school-zone environments. Parking restrictions have been progressively introduced on the western side to manage peak traffic flows, with unrestricted parking retained on the eastern side.

Pedestrian and cycling infrastructure in the area has developed incrementally across years due to projects delivered and funded in partnership with the NSW Government (and their Active Transport Grants Program). Footpaths exist on both sides of each road, and signalised pedestrian crossings are provided on all intersection legs except the northern left-turn slip lane. A shared path is currently available on one side of Wentworth Avenue. This strategic cycleway extends 2500metres to the west and Botany Road (Mascot) and 800metres to the east to Eastgardens Shopping Centre.

Page Street lacks dedicated cycling facilities, requiring cyclists to use traffic lanes or available parking lanes. Both roads/streets are identified as Priority Cycleways on the Bayside Bike Plan (Routes EW12 and NS8) and subject to programs of works to improve their function and user uptake as a key cycling route.

Recent urban development in Eastgardens and Pagewood has increased demand for modern and safe integrated active transport connections. The surrounding growth has amplified demand for safer and more integrated walking and cycling links, prompting Council to consider improvements that enhance safety and accessibility while preserving the area's established tree canopy.

The proposed project includes the development of approximately 790 metres of new shared path infrastructure, comprising of the following areas:

- Page Street (south side): Cowper Street to Dalley Avenue — approx. 270 m
- Wentworth Avenue (west side): Bay Street to Baker Street — approx. 390 m
- Page Street (north side): Adjacent to Pagewood Public School, continuing on-road beyond Banksia Street — approx. 130 m

Alongside the approximately 790 metres of new roadside path construction the following work will also be conducted as part of the construction:

- Linemarking being removed from appropriate areas and repainted to showcase updated works with road bike marking (CI-0200)
- Bike signage to indicate the cyclist use of the path
- Existing trees to be remove as per the final arborist report
- Updating the driveways and kerb ramps to accommodate the new shared path and be reconstructed as per Council standards and specifications

See attached plans for further information along the plans outlining all proposed works including typical details and drawing.

Financial Implications

Not applicable ☐

Included in existing approved budget ☒

Additional funds required ☐

Get NSW Active Grant

Community Strategic Plan

Theme One – In 2035 Bayside will be a vibrant and liveable place

☒

Theme Two – In 2035 our Bayside community will be connected and feel that they belong	<input checked="" type="checkbox"/>
Theme Three – In 2035 Bayside will be green, resilient and sustainable	<input checked="" type="checkbox"/>
Theme Four – In 2035 Bayside will be financially sustainable and support a dynamic local economy	<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

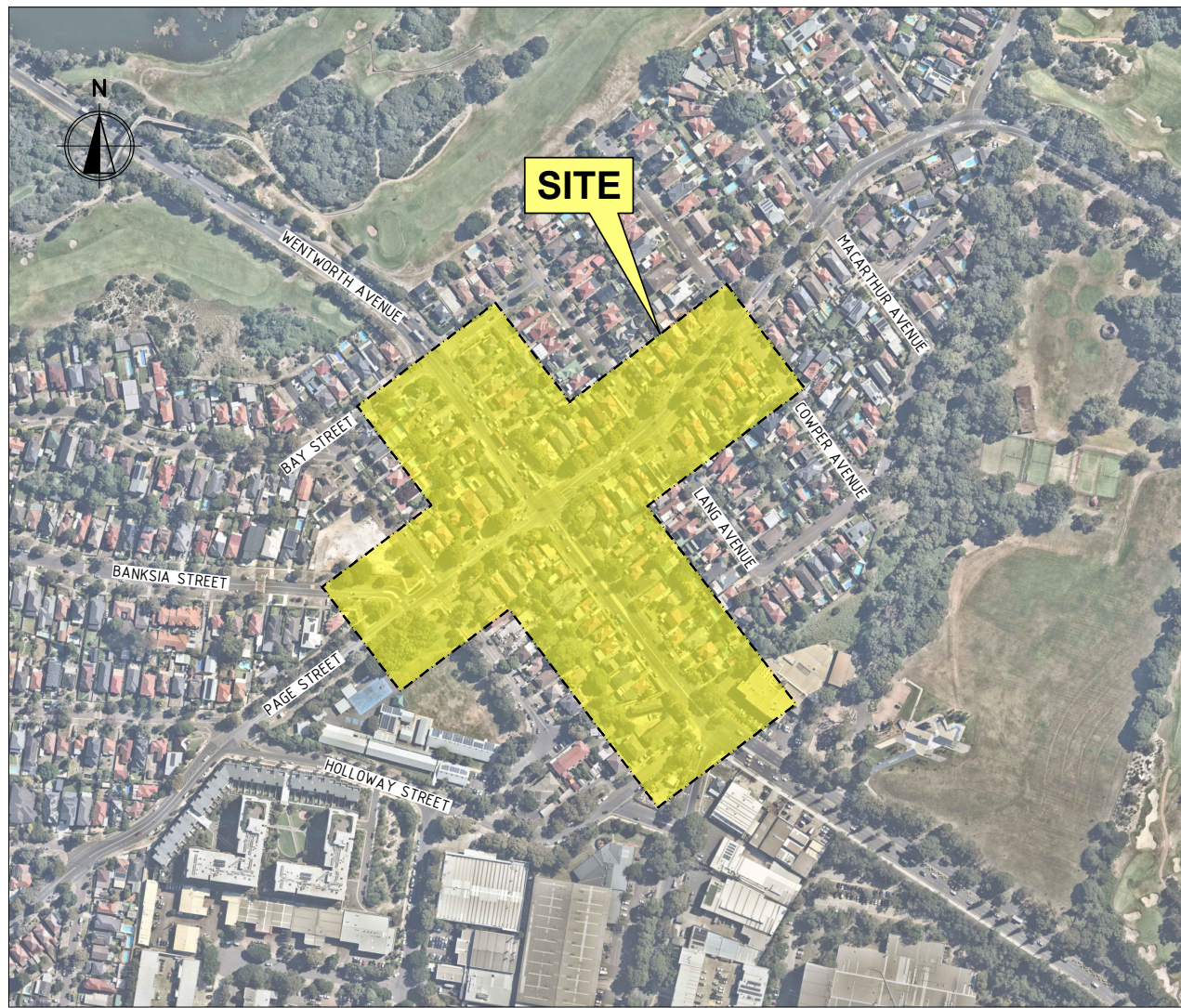
Not Applicable.

Attachments

1 [↓](#) Civil Drawings

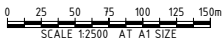
WENTWORTH AVENUE AND PAGE STREET SHARED PATH UPGRADE, PAGEWOOD, NSW, 2035

LGA: BAYSIDE COUNCIL
FOR TENDER



LOCALITY PLAN
SCALE 1:2500

DRAWING INDEX	
DRAWING No.	DESCRIPTION
DRG-CI-0000	COVER SHEET, LOCALITY PLAN AND DRAWING INDEX
DRG-CI-0001	GENERAL NOTES
DRG-CI-0010	GENERAL ARRANGEMENT PLAN
DRG-CI-0200	SITEWORKS PLAN 1 OF 6
DRG-CI-0201	SITEWORKS PLAN 2 OF 6
DRG-CI-0202	SITEWORKS PLAN 3 OF 6
DRG-CI-0203	SITEWORKS PLAN 4 OF 6
DRG-CI-0204	SITEWORKS PLAN 5 OF 6
DRG-CI-0205	SITEWORKS PLAN 6 OF 6
DRG-CI-0280	TYPICAL DETAILS SHEET 1
DRG-CI-0281	TYPICAL DETAILS SHEET 2
DRG-CI-0282	SHARED PATH TYPICAL PAVEMENT DETAILS SHEET 1



REV	DATE	DESCRIPTION	RVD	REV	DATE	DESCRIPTION	RVD
G	19.01.2026	ISSUED FOR TENDER	PF				
F	25.11.2025	ISSUED FOR TENDER	PF				
E	12.11.2025	ISSUED FOR 80% DETAILED DESIGN	PF				
D	21.05.2025	ISSUED FOR 80% DETAILED DESIGN	PF				
C	03.03.2025	ISSUED FOR 80% DETAILED DESIGN	PF				
B	16.01.2025	ISSUED FOR 80% DETAILED DESIGN	PF				
A	16.06.2024	ISSUED FOR 50% DETAILED DESIGN	PF				
REVISIONS				REVISIONS			



Sydney Office—
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P / +61 2 9770 3300
E / info@bgeeng.com
bgeeng.com—



**WENTWORTH AVENUE
AND PAGE STREET
SHARED PATH UPGRADE**
PAGEWOOD, NSW, 2035

STATUS			
ISSUED FOR TENDER NOT TO BE USED FOR CONSTRUCTION			
DRAWN	DESIGNED	CHECKED	APPROVED
JC	SM	PF	
DATUM	CODE	SCALE	AT
AHD	GDA 2020 MGA56	1:2500	A1 102

TITLE			
COVER SHEET, LOCALITY PLAN AND DRAWING INDEX			
PROJECT No.	DRAWING No.	REV	
S23189	DRG-CI-0000	G	

EGG	EXISTING GROUND LEVEL
FFL	FINISHED FLOOR LEVEL
RL	REDUCED LEVEL
N	EASTING COORDINATE
N	NORTHING COORDINATE
AHD	AVERAGE HIGHEST DATUM
UNQ	UNLESS NOTED OTHERWISE
UPVC	UNPLASTICIZED POLYVINYL CHLORIDE
RCP	REINFORCED CONCRETE PIPE
VCP	KERFED CLAY PIPE
FB	FINISHED SURFACE LEVEL
K&G	KERB AND GUTTER
KO	KERB ONLY
TOK	TOP OF KERB
BOK	BACK OF KERB
DO	DISH DRAIN
IJ	INVERT LEVEL
IL	ISOLATION JOINT
SJ	SAWN JOINT

ORIGIN OF LEVELS	SSM 125620
DATUM	AHD
ADOPTED VALUE	
SURVEY DATE	18/07/2023

1. THE CONTRACTOR MUST CONFIRM THE EXACT LOCATION AND EXTENT OF EXISTING SERVICES PRIOR TO CONSTRUCTION AND NOTIFY ANY CONFLICT WITH THE DRAWINGS IMMEDIATELY TO THE ENGINEER/SUPERINTENDENT.
2. EXISTING SERVICES UNLESS SHOWN ON SURVEY PLAN HAVE BEEN PLOTTED FROM SERVICES SEARCH PLANS AND AS SUCH THEIR ACCURACY CANNOT BE GUARANTEED.
3. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO COMPLETE A 'BEFORE YOU DIG AUSTRALIA' SEARCH AND TO ESTABLISH THE LOCATION AND LEVEL OF ALL EXISTING SERVICES PRIOR TO THE COMMENCEMENT OF ANY WORK. ANY DISCREPANCIES SHALL BE REPORTED TO THE ENGINEER/SUPERINTENDENT. CLEARANCES SHALL BE OBTAINED FROM THE RELEVANT SERVICE AUTHORITY. SEARCH RESULTS ARE TO BE KEPT ON SITE AT ALL TIMES.
4. THE CONTRACTOR HAS A DUTY OF CARE WHEN EXCAVATING NEAR SERVICES. DO NOT ASSUME DEPTHS OR ALIGNMENTS OF CABLES OR PLANT AS THESE MAY VARY SIGNIFICANTLY. THE CONTRACTOR MUST ACCEPT ALL RESPONSIBILITY TO DAMAGES TO EXISTING SERVICES AS SERVICE AUTHORITIES MAY SEEK COMPENSATION FOR DAMAGES CAUSED TO THEIR PROPERTY AND SUBSEQUENT LOSSES CAUSED.
5. THE CONTRACTOR SHALL ALLOW FOR THE CAPPING OFF, EXCAVATION AND REMOVAL OR RELOCATION (IF REQUIRED) TO RELEVANT AUTHORITIES GUIDELINES OF ALL EXISTING SERVICES IN AREAS AFFECTED BY WORKS WITHIN THE CONTRACT AREA OR AS SHOWN ON THE DRAWINGS UNLESS DIRECTED OTHERWISE BY THE ENGINEER/SUPERINTENDENT.
6. INTERRUPTION TO SUPPLY OF EXISTING SERVICES SHALL BE DONE SO AS NOT TO CAUSE ANY INCONVENIENCE TO SURROUNDING ALLOTMENTS. CONTRACTOR TO GAIN APPROVAL FROM THE RELEVANT AUTHORITIES FOR TIME OF INTERRUPTION.
7. THE CONTRACTOR SHALL CONSTRUCT TEMPORARY SERVICES TO MAINTAIN SUPPLY TO EXISTING BUILDINGS REMAINING IN OPERATION DURING WORKS TO THE SATISFACTION AND APPROVAL OF ANY RELEVANT AUTHORITIES. ONCE DIVERSION IS COMPLETE AND COMMISSIONED, THE CONTRACTOR SHALL REMOVE ALL SUCH TEMPORARY SERVICES AND MAKE GOOD TO THE SATISFACTION OF THE RELEVANT AUTHORITY/SUPERINTENDENT.
8. EXISTING SERVICES, BUILDINGS, EXTERNAL STRUCTURES AND TREES SHOWN ON THESE DRAWINGS ARE EXISTING FEATURES PRIOR TO ANY DEMOLITION WORKS.
9. ALL BRANCH GAS AND WATER SERVICES UNDER DRIVEWAYS, BRICK PAVING AND CONSTRUCTION TRAFFIC MANEUVERING AREAS SHALL BE PROTECTED TO RELEVANT AUTHORITIES GUIDELINES.
10. ALL EXISTING SERVICE UTILITIES COVERS AND GRATES ARE TO BE ADJUSTED (TO RELEVANT AUTHORITY GUIDELINES) TO SUIT NEW FINISHED SURFACE LEVELS WHERE APPLICABLE.
11. IF EXISTING SERVICE UTILITY COVERS AND GRATES OR SURROUNDING SURFACE LEVELS ARE TO BE LOWERED, THE CONTRACTOR IS TO MAKE CERTAIN THAT MINIMUM COVERS (TO RELEVANT SERVICE AUTHORITY GUIDELINES) TO SERVICES ARE MAINTAINED. IF MINIMUM COVERS AREN'T MAINTAINED THE CONTRACTOR IS TO LOWER OR PROTECT SERVICES TO THE SATISFACTION OF THE RELEVANT SERVICE AUTHORITY/SUPERINTENDENT.

1. TECHNICAL SPECIFICATIONS CONTAINED WITHIN THE GEOTECHNICAL REPORT TAKE PRECEDENCE OVER THESE NOTES.
2. PRIOR TO DELIVERY OF ANY MATERIAL TO THE SITE, THE SOURCE OF ALL MATERIALS AND ANY RELEVANT CERTIFICATES STATING THAT THE MATERIAL SATISFIES THE SPECIFIED REQUIREMENTS SHALL BE PROVIDED TO THE SUPERINTENDENT FOR APPROVAL.
3. TESTING OF PAVEMENT MATERIALS WILL NORMALLY BE PERFORMED ON SAMPLES TAKEN AT THE SOURCE SITE PRIOR TO DELIVERY TO THE SITE AND IN THEIR FINAL CONDITIONS AFTER PLACEMENT AND COMPACTION. HOWEVER, THE PROPERTIES SPECIFIED AND FINAL ACCEPTANCE ARE APPLICABLE TO THE MATERIALS IN THEIR FINAL CONDITION IN THE PAVEMENT.
4. FINAL ACCEPTANCE WILL BE CONDITIONAL ON NO SIGNIFICANT CHANGE IN PROPERTIES DUE TO SEGREGATION OR CONTAMINATION DURING SUBSEQUENT PAVEMENT WORKS.

GENERAL:

1. CARRY OUT ALL CONCRETE WORK IN ACCORDANCE WITH AS3600-2018 AND THE SPECIFICATION. KEEP A COPY OF THESE DOCUMENTS ON SITE.
2. VERIFY ALL SETTING OUT DIMENSIONS WITH THE ARCHITECT AND OR THE SURVEYOR.
3. DO NOT OBTAIN DIMENSIONS BY SCALING THE DRAWINGS.
4. IN CASE OF DOUBT - ASK.

CONCRETE:

1. PLACE CONCRETE OF THE FOLLOWING CHARACTERISTIC COMPRESSIVE STRENGTH F_C AS DEFINED IN AS3600-1994 OR RTA FORM 609. ADD WATER REDUCING ADMIXTURE EQUAL TO WRDA.

	AS3600 F _C MPa AT 28 DAYS	SPECIFIED SLUMP	NOMINAL AGG. SIZE
ALL KERBS, FOOTPATHS ETC.	25	80	20
PITS	32	100	20
PAVEMENTS	40	80	20

2. USE TYPE GP CEMENT IN ACCORDANCE WITH AS3972.
3. ALL CONCRETE SHALL BE SUBJECT TO PROJECT CONTROL SAMPLE AND TESTING TO AS3600-1994.
4. CONSOLIDATE BY VIBRATION. CURE SURFACES BY COVERING WITH PLASTIC AND KEEPING SURFACE MOIST FOR MIN 7 DAYS.

1. FIX REINFORCEMENT AS SHOWN ON DRAWINGS. THE TYPE AND GRADE IS INDICATED BY A SYMBOL AS SHOWN BELOW.
 - N. HOT ROLLED DEFORMED BAR, GRADE 500
 - R. PLAIN ROUND BAR, GRADE 250
 - SL OR RL. HARD DRAWN WIRE FABRIC SQUARE OR RECTANGULAR
2. PROVIDE BAR SUPPORTS OR SPACERS TO GIVE THE FOLLOWING CONCRETE COVER TO ALL REINFORCEMENT UNLESS NOTED OTHERWISE.
 - FOOTINGS: 75 BOTTOM, 65 TOP AND SIDES 40
 - SLABS: 40 WHEN EXPOSED TO WEATHER
 - DRAINAGE STRUCTURES: 30 WHEN CAST IN FORMS BUT LATER EXPOSED TO WEATHER OR GROUND, 65 WHEN CAST DIRECTLY IN CONTACT WITH GROUND.
3. ALL CONCRETE SHALL BE SUBJECT TO PROJECT CONTROL SAMPLE AND TESTING TO A53600-1994.
4. CONSOLIDATE BY VIBRATION. CURS SURFACES BY COVERING WITH PLASTIC AND KEEPING SURFACE MOIST FOR MIN 7 DAYS.

- **CONCRETE MIX PARAMETERS:**
- **MAXIMUM AGGREGATE SIZE:** 20mm
- **FLEXURAL STRENGTH AT 28 DAYS** = 3.5 MPa (F'c=32MPa)
- **FLEXURAL STRENGTH AT 90 DAYS** = 3.85 MPa
- **MAXIMUM WATER / CEMENT RATIO** :0.45
- **MAXIMUM SHRINKAGE LIMIT** : 600 MICROSTRAINS (AS1012.13) AFTER 8 WEEKS OF DRYING
- **MINIMUM CEMENT CONTENT** = 300kg/m³
- **CEMENT TO BE TYPE GP (NORMAL CEMENT) TO AS 3972**
- **SLUMP** = 50mm

2. **SAWN JOINTS ARE TO BE CUT BETWEEN 2-4 HOURS AFTER CONCRETE POUR USING SOFF CUT SAW TO AVOID DAMAGING THE SURFACE DURING SAWCUT.**

3. **FOR EXPANSION JOINTS, PRIOR TO THE PLACEMENT OF CONCRETE IN THE ADJACENT SLAB, SELF EXPANDING CORN FILLER SHALL BE ADHERED TO THE ALREADY CAST AND CLEANED CONCRETE FACE USING AN APPROVED WATERPROOF ADHESIVE. ADHESIVE SHALL BE LIBERALLY APPLIED TO THE FULL FACE OF THE CONCRETE SLAB TO BE COVERED BY THE FILLER, AND ON THE FULL FACE OF THE FILLER TO BE ADHERED. THE BUILDER SHALL PROVIDE CONTANT SUPERVISION OF CONCRETE POURS EXECUTED BY SUB-CONTRACTORS TO ENSURE.**

- **REINFORCEMENT DISPLACED OFF CHAIRS ARE REPLACED PRIOR TO CONCRETE PLACEMENT.**
- **NO SITE WATER IS ADDED TO CONCRETE OR CONCRETE IN WAITING TRUCKS. (REQUIRED SLUMP FOR PLACEMENT SHALL BE ACHIEVED USING SUPER PLASTICISER).**
- **ALL CONCRETE IS FULLY COMPACTED USING A POKER VIBRATOR.**
- **NO POURS ARE EXECUTED WHEN THE AMBIENT TEMPERATURE EQUALS OR EXCEEDS 35°C.**
- **POURS ARE PROTECTED FROM ANY HOT DRYING WINDS.**

4. **REFER TO COMPACTION NOTES FOR PREPARATION OF SUB-BASE AND SUB-GRADE.**

5. **CURING - THE FINISHED CONCRETE SHALL BE CURED FOR A MINIMUM OF SEVEN DAYS USING AT LEAST ONE OF THE FOLLOWING METHODS:**

- **PONDING OR CONTINUOUS SPRINKLING WITH WATER**
- **THE USE OF AN ABSORBENT COVER KEPT CONSTANTLY WET. (WHEN THE AMBIENT TEMPERATURE EXCEEDS 32°C CURING MAY ONLY BE ACHIEVED USING ABOVE 2 METHODS.**
- **THE USE OF AN IMPERMEABLE SHEET MEMBRANE OVER A MOISTENED SURFACE. THE MEMBRANE SHALL BE FIXED AND LAPPED SO THAT NO AIR CIRCULATION CAN OCCUR AT THE CONCRETE SURFACE.**
- **THE USE OF A CURING COMPOUND COMPLYING WITH AS5399, APPLIED UNIFORMLY IN ACCORDANCE WITH THE MANUFACTURERS RECOMMENDATIONS, AND WHEN DRY THE COAT SHOULD BE CONTINUOUS, FLEXIBLE AND WITHOUT VISIBLE BUBBLES OR PIN HOLES FOR SEVEN DAYS.**

6. **BROOM CONCRETE FINISH UNLESS SPECIFIED OTHERWISE TO ARCHITECTS REQUIREMENTS.**

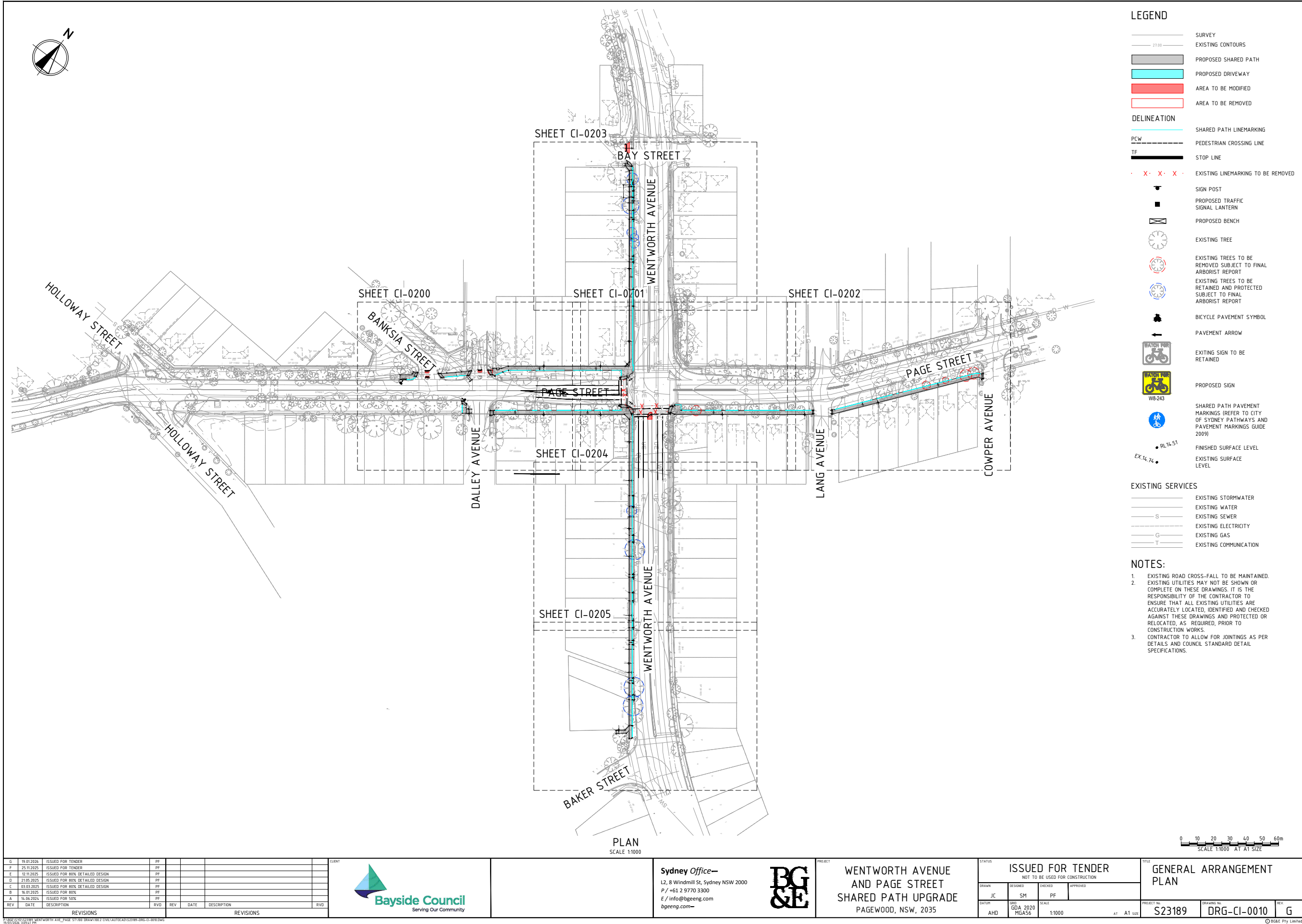
1. ALL SEDIMENT CONTROL DEVICES ARE TO BE CONSTRUCTED, PLACED AND MAINTAINED IN ACCORDANCE WITH RELEVANT AUTHORITY GUIDELINES AND ANY DETAILS SHOWN ON THESE DRAWINGS.
2. ALL PERMITTER AND SILTATION CONTROL MEASURES ARE TO BE PLACED PRIOR TO, OR AS THE FIRST STEP IN EARTHWORKS AND/OR CLEARING.
3. THE EROSION AND SEDIMENT CONTROL PLAN MAY REQUIRE FUTURE ADJUSTMENTS TO REFLECT CONSTRUCTION STAGING. IT IS THE CONTRACTORS RESPONSIBILITY TO PREPARE THEIR OWN EROSION AND SEDIMENT CONTROL PLAN WHICH SUITS THE DESIGNED CONSTRUCTION STAGING.
4. FILTRATION BUFFER ZONES ARE TO BE FENCED OFF AND ACCESS PROHIBITED TO ALL PLANT AND MACHINERY.
5. ALL SEDIMENT TRAPPING STRUCTURES AND DEVICES ARE TO BE INSPECTED AFTER STORMS FOR STRUCTURAL DAMAGE OR CLOGGING. DAMAGED SEDIMENT TRAPPING STRUCTURES ARE TO BE REPAIRED AND ANY TRAPPED MATERIAL IS TO BE REMOVED TO A SAFE LOCATION.
6. ALL TOPSOIL IS TO BE STOCKPILED ON SITE (AWAY FROM TREES AND DRAINAGE LINES) IN ACCORDANCE WITH DETAILS PROVIDED AND WITH RELEVANT AUTHORITY GUIDELINES. MEASURES SHALL BE APPLIED TO PREVENT EROSION OF THE STOCKPILES.
7. ALL EARTHWORK AREAS SHALL BE ROLLED EACH EVENING TO SEAL THE EARTHWORKS. DUST SUPPRESSION SHALL BE CARRIED OUT IN ACCORDANCE WITH RELEVANT AUTHORITIES GUIDELINES.
8. UPON COMPLETION OF ALL EARTHWORKS OR AS DIRECTED BY RELEVANT AUTHORITY, SOIL CONSERVATION TREATMENTS SHALL BE APPLIED SO AS TO RENDER AREAS THAT HAVE BEEN DISTURBED, EROSION PROOF WITHIN 14 DAYS.
9. ALL CUT AND FILL SLOPES ARE TO BE SEEDED AND STRAW MULCHED WITHIN 14 DAYS OF COMPLETION OF FORMATION U.N.O. BY LANDSCAPE ARCHITECTS.
10. EROSION AND SILT PROTECTION MEASURES ARE TO BE MAINTAINED AT ALL TIMES.
11. ALL CONSTRUCTION VEHICLES SHALL ENTER AND EXIT THE SITE VIA THE TEMPORARY CONSTRUCTION ENTRY/EXIT AS PER DETAILS PROVIDED OR WITH RELEVANT AUTHORITY GUIDELINES.
12. ALL VEHICLES LEAVING THE SITE SHALL BE CLEANED AND INSPECTED BEFORE LEAVING SITE TO LIMIT SEDIMENT TRACKING TO ROADWAYS.

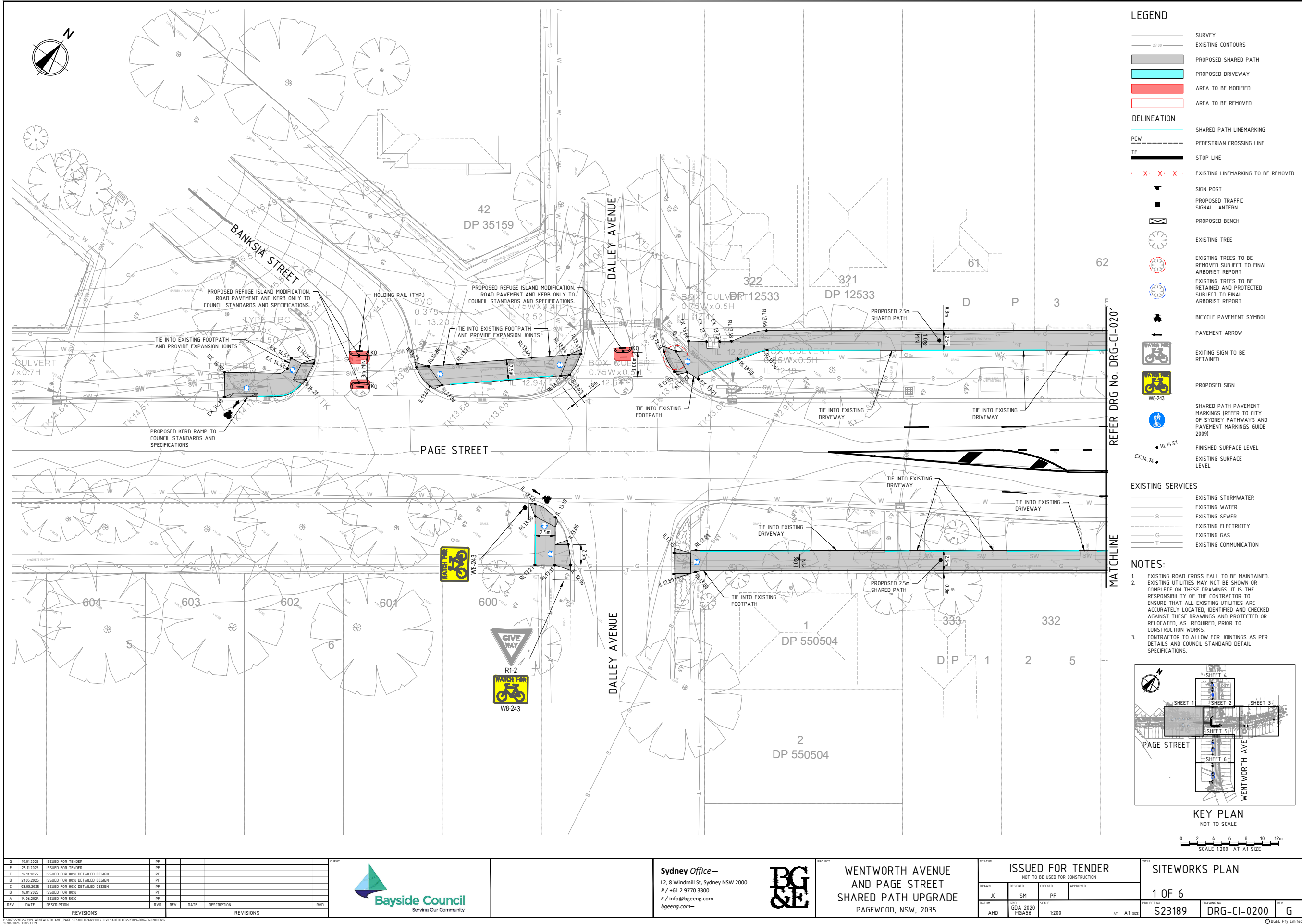
1. BAYSIDE COUNCIL STANDARD DRAWINGS TAKES PRECEDENCE OVER THESE NOTES.
2. ALL KERBS, GUTTERS AND CROSSINGS TO BE CONSTRUCTED ON MINIMUM 150mm CONSOLIDATED FINE CRUSHED ROCK MATERIAL COMPACTED TO A MINIMUM 98% MODIFIED MAXIMUM DRY DENSITY IN ACCORDANCE WITH AS 1289 5.2.1.
3. ROAD BASE MATERIAL IS TO BE DGB20 OR SIMILAR AND COMPACTED TO 100% STANDARD MAXIMUM DRY DENSITY IN ACCORDANCE WITH AS 1289 5.11-2003.
4. ROAD BASE MATERIAL 150mm THICK TO BE PLACED BENEATH KERB & GUTTER AND 300mm BEYOND THE EXTERNAL EDGES OF KERB & GUTTERS, APRONS AND CROSSINGS.
5. ALL DISTURBED AREAS TO BE TOPSOILED WITH 75mm OF APPROVED LOAM AND TURFED AS SOON AS PRACTICABLE TO ENCOURAGE REVEGETATION AND MINIMISE SOIL EROSION FROM SITE.
6. CONCRETE FINISH - ALL EDGES TO BE TOOL FINISHED WITH 12mm RADIUS, 50mm wide EDGING TOOL. GUTTER AND LAYBACK SHALL BE FINISHED WITH A STEEL TROWEL.
7. APPROVED FULL DEPTH EXPANSION JOINTS (10mm) TO BE PROVIDED AS FOLLOWS:
 - BETWEEN NEW AND EXISTING WORKS.
 - BETWEEN LAYBACK WINGS AND KERB
 - EITHER SIDE OF ANY LINTELS
 - AT EVERY 6m INTERVALS ALONG CONTINUOUS LENGTHS (PROVIDE DUMMY JOINT AT EVERY 3m INTERVALS UNLESS INSTRUCTED OTHERWISE BY SUPERINTENDENT) ..

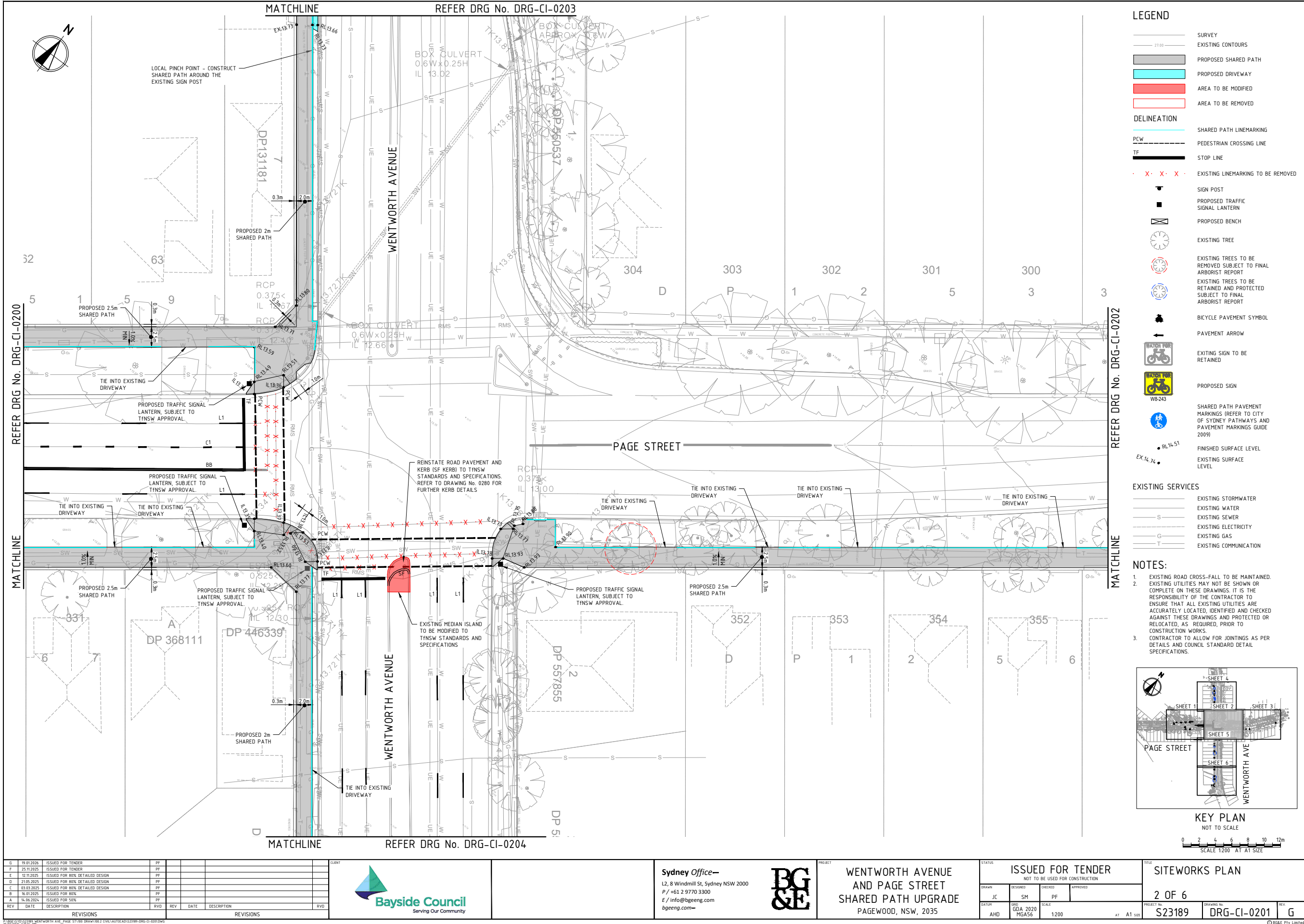
3. THE WORK SHALL INCLUDE ALL LINE MARKING TO ROADS.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY COSTS OR DAMAGE TO PROPERTY, EQUIPMENT OR THE ROAD SURFACE CAUSED BY THE WORK INCLUDING ANY COSTS ASSOCIATED WITH THE REPAIR OF VEHICLES DAMAGED AS A RESULT OF DRIVING ON OR CLOSE TO NEWLY APPLIED ROAD MARKINGS AT NO COST TO THE PRINCIPAL.
3. THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO PROTECT NEWLY APPLIED ROAD MARKINGS UNTIL SUCH TIME AS THE ROAD MARKINGS ARE ABLE TO RESIST DAMAGE FROM TRAFFIC. ANY ROAD MARKING DAMAGED BY TRAFFIC PRIOR TO DRYING OR SETTING, SHALL BE RECTIFIED BY THE CONTRACTOR AT NO COST TO THE PRINCIPAL.
4. ROAD MARKING MATERIALS SHALL NOT BE APPLIED DURING WET WEATHER, WHEN THE ROAD PAVEMENT IS WET OR WHEN ADVERSE WEATHER CONDITIONS MAY PREVAIL DURING THE WORK.
5. ALL SIGNAGE TO BE IN ACCORDANCE WITH RELEVANT AUTHORITY GUIDELINES.
6. THE LINE MARKING AND PAINT SHALL BE IN ACCORDANCE WITH THE FOLLOWING STANDARDS; AS2890 AND AS1742 AND LOCAL AUTHORITIES GUIDELINES.
7. LINE MARKING SHALL BE SPOTTED OUT AND APPROVED PRIOR TO SPRAYING.
8. RAISED PAVEMENT MARKERS TO BE IN ACCORDANCE WITH AS1742.2 AND AS1906.3.
9. WHERE EXISTING PAVEMENT MARKING CONFLICTS WITH PROPOSED, IT IS TO BE REMOVED TO THE SATISFACTION OF THE SUPERINTENDENT AND THE RELEVANT AUTHORITIES.
10. THE CONTRACTOR SHALL ESTABLISH THE LOCATION OF EXISTING SERVICES AND LOCATE NEW SIGNS CLEAR OF THESE INSTALLATIONS. REFER TO THE 'EXISTING SERVICES AND FEATURES' NOTES ON THESE DRAWINGS.
11. BICYCLE PAVEMENT MARKINGS AND SIGN POSTING TO BE IN ACCORDANCE WITH AUSTRALIAN STANDARDS.
12. THERMOPLASTIC SHALL BE APPLIED IN ACCORDANCE WITH AS4049.2 AND THE MANUFACTURER'S SPECIFICATIONS.

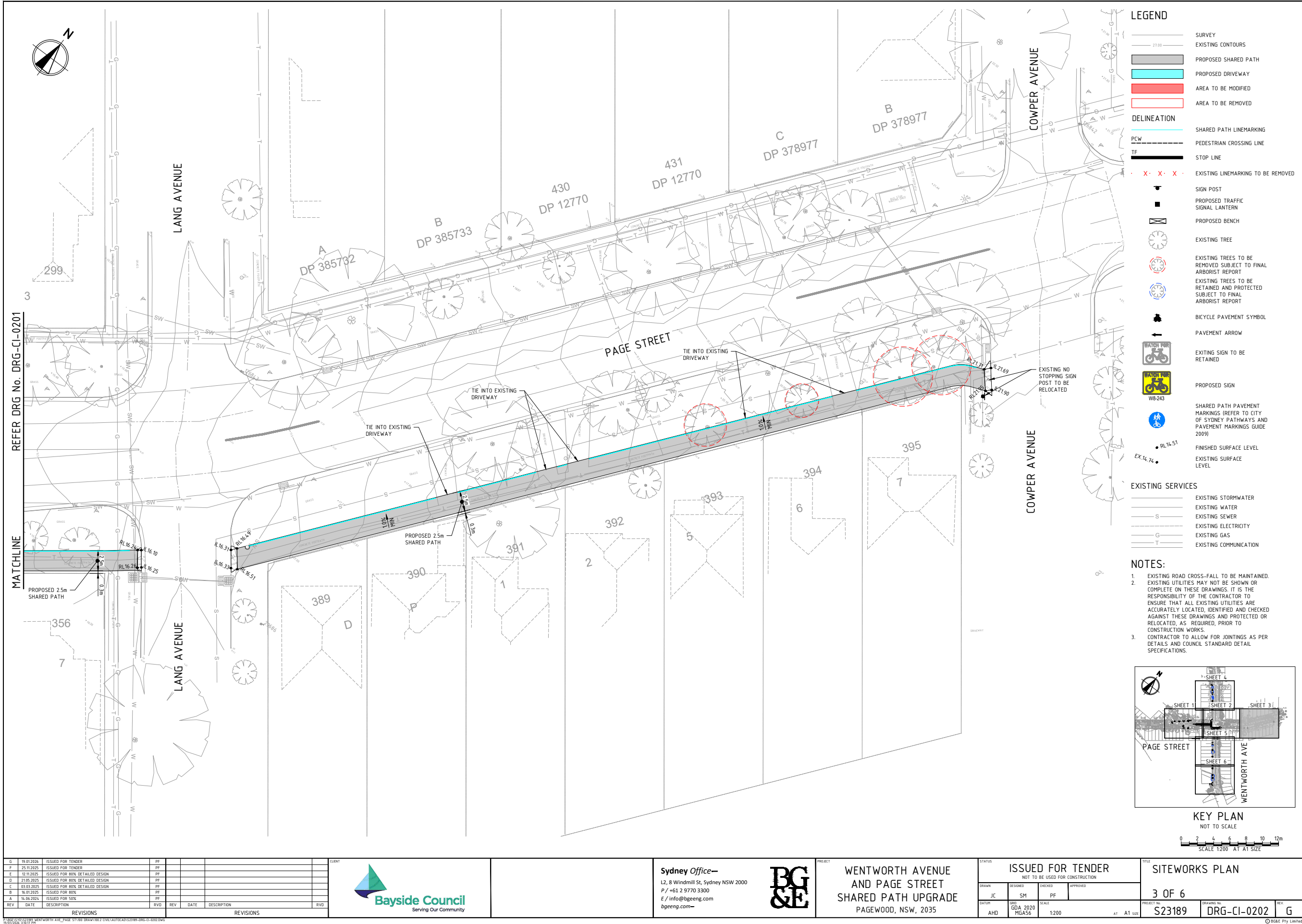
1. ALL LINEMARKING WORKS TO BE IN ACCORDANCE WITH THE CURRENT AUSTRALIAN STANDARD AS1742.2-2022-MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.
2. THE WORK CARRIED OUT AND TESTING PERFORMED SHALL COMPLY WITH THE CURRENT, RELEVANT AUSTRALIAN STANDARDS AND RMS STANDARDS WHERE NECESSARY.
3. ALL MARKINGS SHALL BE SPOTTED OUT AND APPROVED BY THE SUPERINTENDENT PRIOR TO APPLICATION.
4. PAINT SHALL BE APPLIED AT A WET THICKNESS OF BETWEEN 0.35mm - 0.45mm.
5. PAINT SHALL ONLY BE APPLIED TO CLEAN AND DRY SURFACES.
6. ALL LONGITUDINAL LINES SHALL BE APPLIED BY A SELF-PROPELLED MACHINE.
7. LINEMARKING REMOVAL SHALL BE CARRIED OUT BY GRINDING OR SANDBLASTING. REMOVAL BY BURNING WILL NOT BE PERMITTED.
8. THE EXTENT OF LINEMARKING TO BE ERADICATED SHALL BE CONFIRMED ON SITE PRIOR TO REMOVAL, ANY MARKINGS INCORRECTLY REMOVED SHALL BE REINSTATED AT THE CONTRACTOR'S EXPENSE.
9. ALL MARKINGS SHALL BE COMPLETED IN A WORKMANLIKE MANNER AND BE STRAIGHT, SMOOTH AND WITH EVEN CURVES. ANY NON-CONFORMING WORK, SHALL BE REMOVED AND REINSTATED AT THE DIRECTION OF THE SUPERINTENDENT AT THE CONTRACTOR'S EXPENSE.

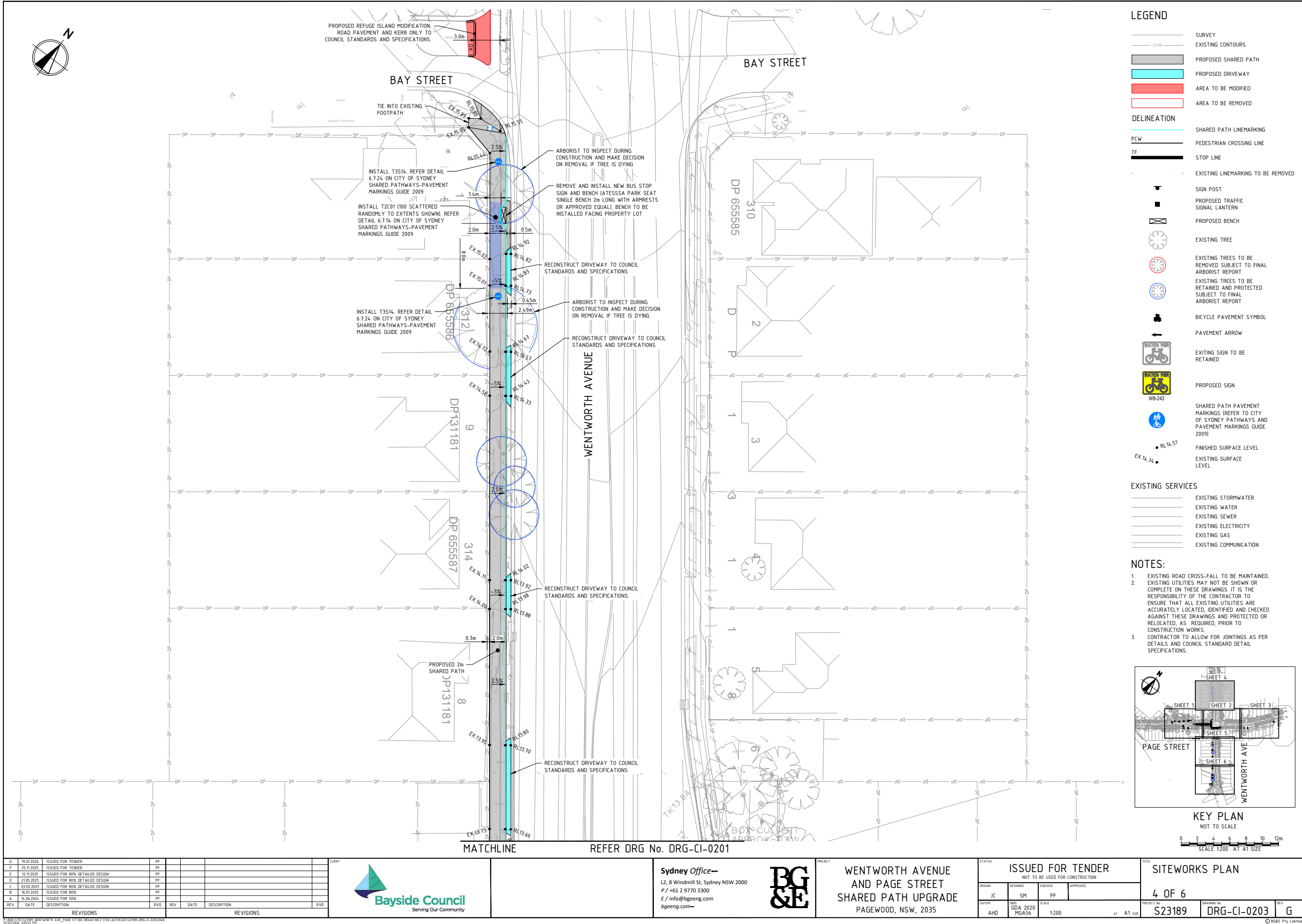
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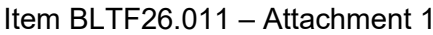


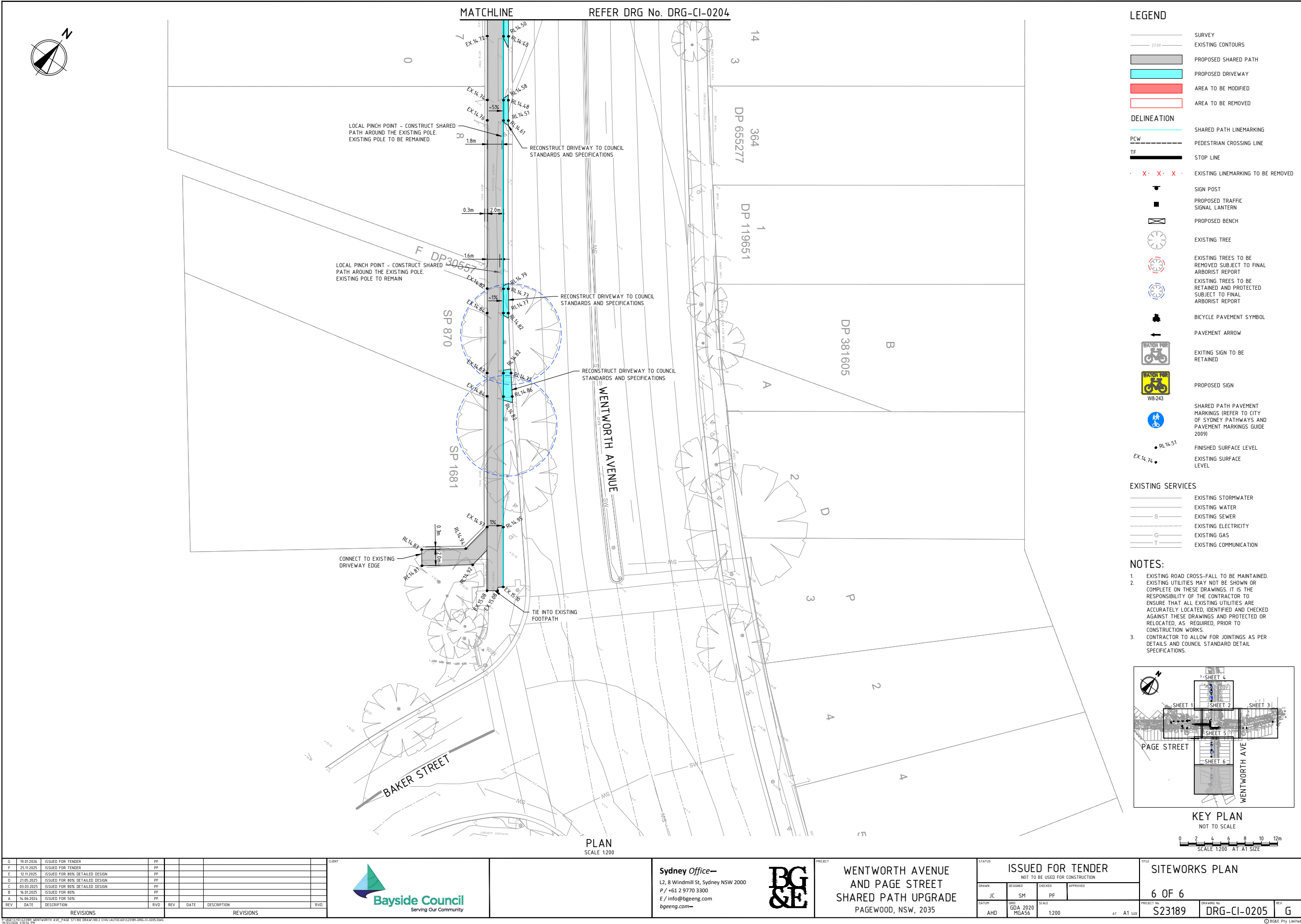


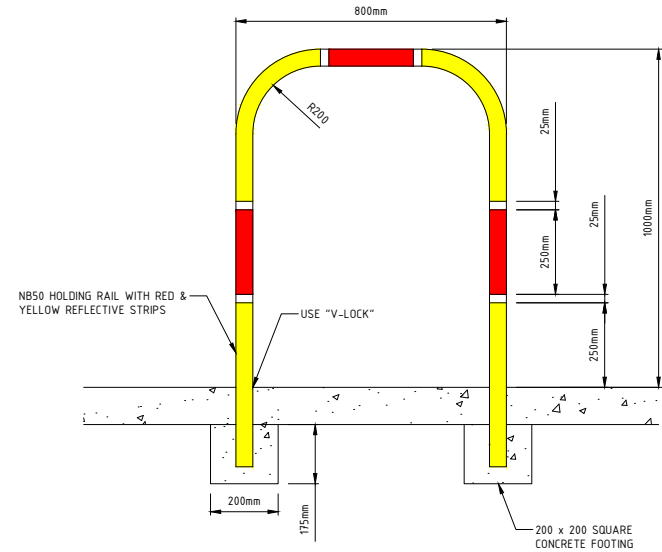




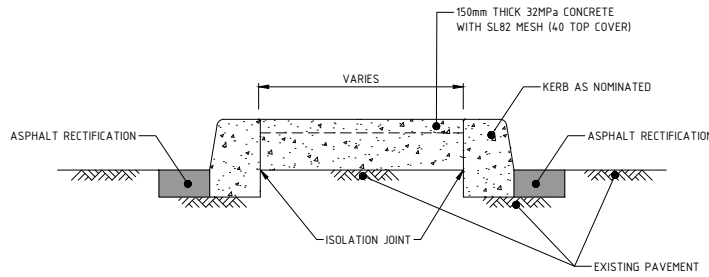








HOLDING RAIL
SCALE 1:10



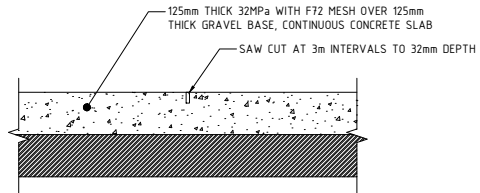
KERB ISLAND / REFUGE ISLAND DETAIL
SCALE 1:10



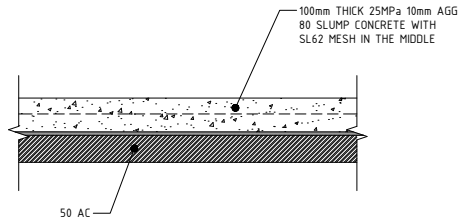
TOP VIEW



PICTORIAL VIEW



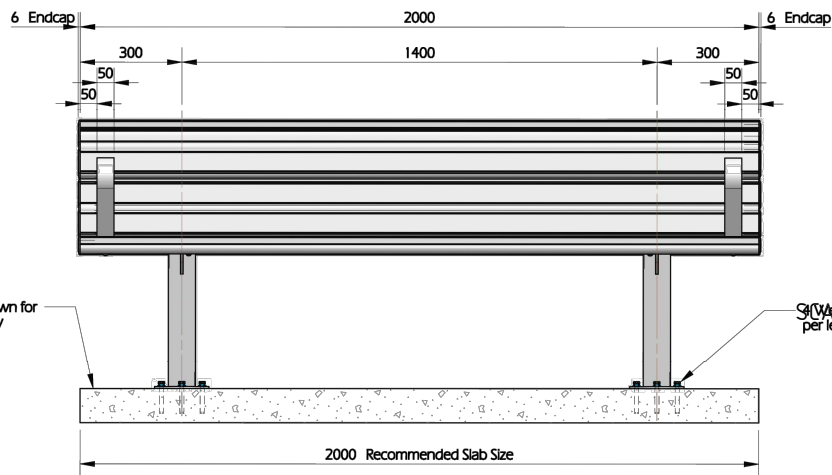
FOOTPATH STANDARD DETAIL
NTS



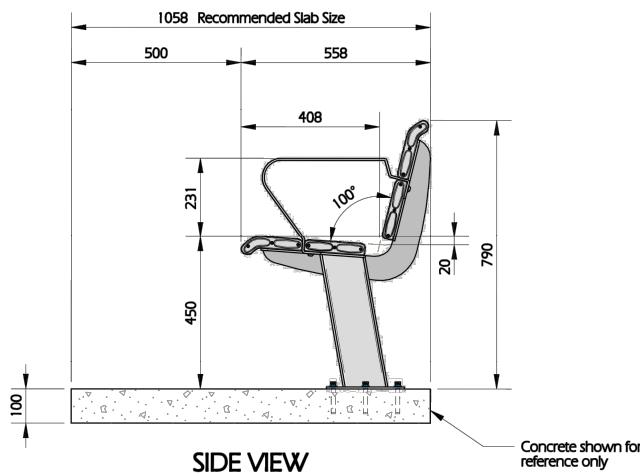
FOOTPATH DETAIL AROUND TREES
NTS

NOTE:

PLACE AND HAND COMPACT 50mm LAYER COLD MIX ASPHALT OVER THE EXISTING ROOTS. 25MPa, 10mm AGG, 80 SLUMP WITH SL62 MESH IN THE MIDDLE OF THE NEW FOOTPATH THROUGHOUT THE WHOLE EXTENT. NEW FOOTPATH TO BE 100mm THICK, DUMMY JOINTS AT 15m INTERVALS, EXPANSION JOINTS AT 4.5m INTERVALS.

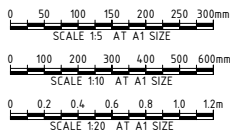


ELEVATION



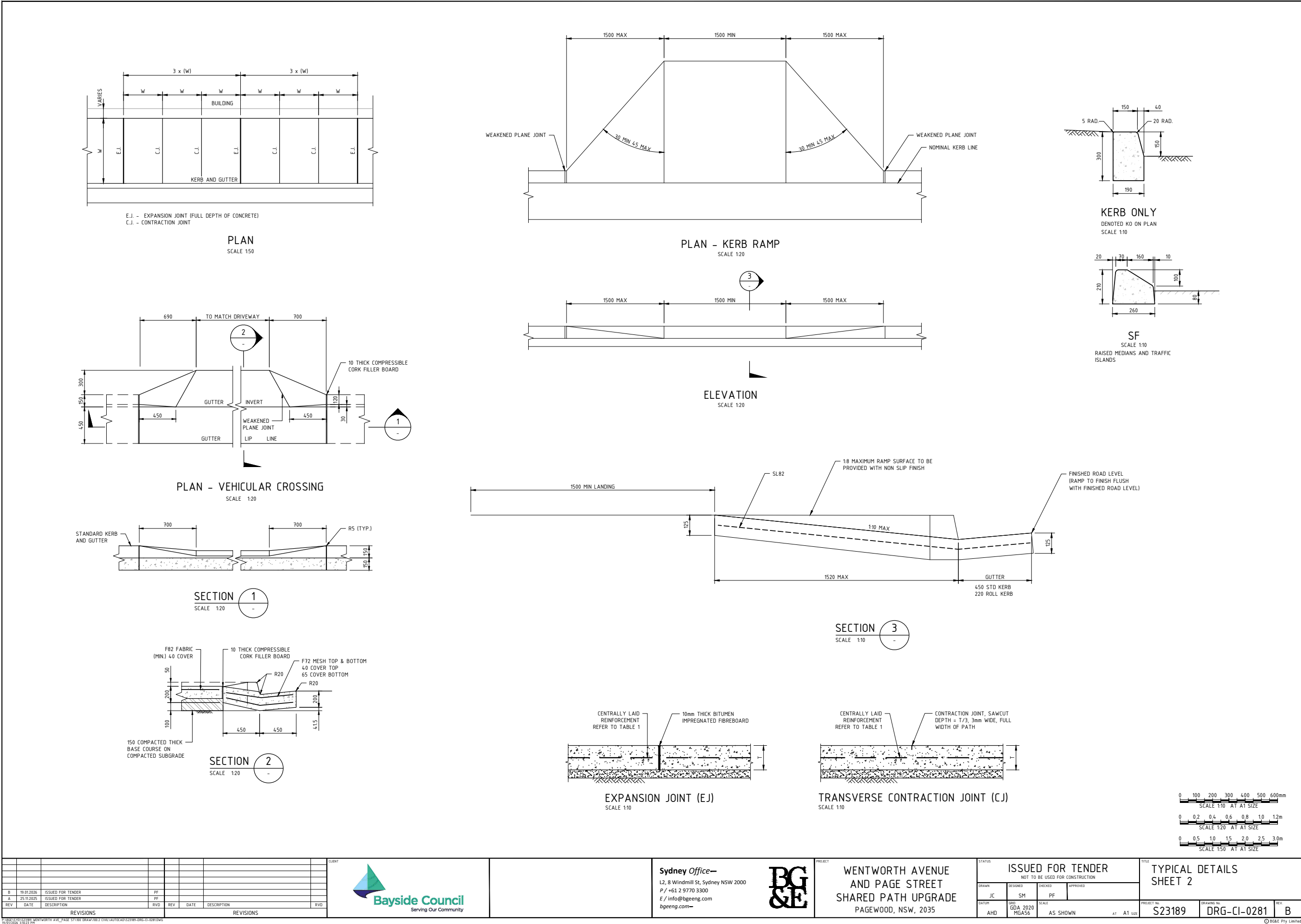
SIDE VIEW

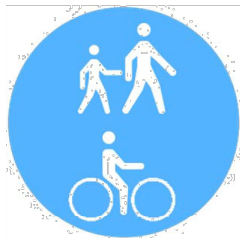
ATESSA PARK SEAT (GRILLEX OR EQUIVALENT PRODUCT)
SCALE 1:10



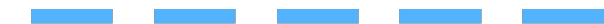
REVISIONS				REVISIONS			
REV	DATE	DESCRIPTION	RVD	REV	DATE	DESCRIPTION	RVD
1	19.01.2025	ISSUED FOR TENDER	PF				
2	25.11.2025	ISSUED FOR TENDER	PF				
3	12.11.2025	ISSUED FOR 80% DETAILED DESIGN	PF				
4	03.03.2025	ISSUED FOR 80% DETAILED DESIGN	PF				

CLIENT	Bayside Council Serving Our Community
SYDNEY OFFICE	L2, 8 Windmill St, Sydney NSW 2000 P / +61 2 9770 3300 E / info@bgeeng.com bgeeng.com
PROJECT	WENTWORTH AVENUE AND PAGE STREET SHARED PATH UPGRADE PAGEWOOD, NSW, 2035
STATUS	ISSUED FOR TENDER NOT TO BE USED FOR CONSTRUCTION
DRAWN	JC
DESIGNED	SM
CHECKED	PF
APPROVED	AS SHOWN
DATE	11/02/2026
SCALE	AS SHOWN
PROJECT NO.	S23189
DRAWING NO.	DRG-CI-0280
REV	D





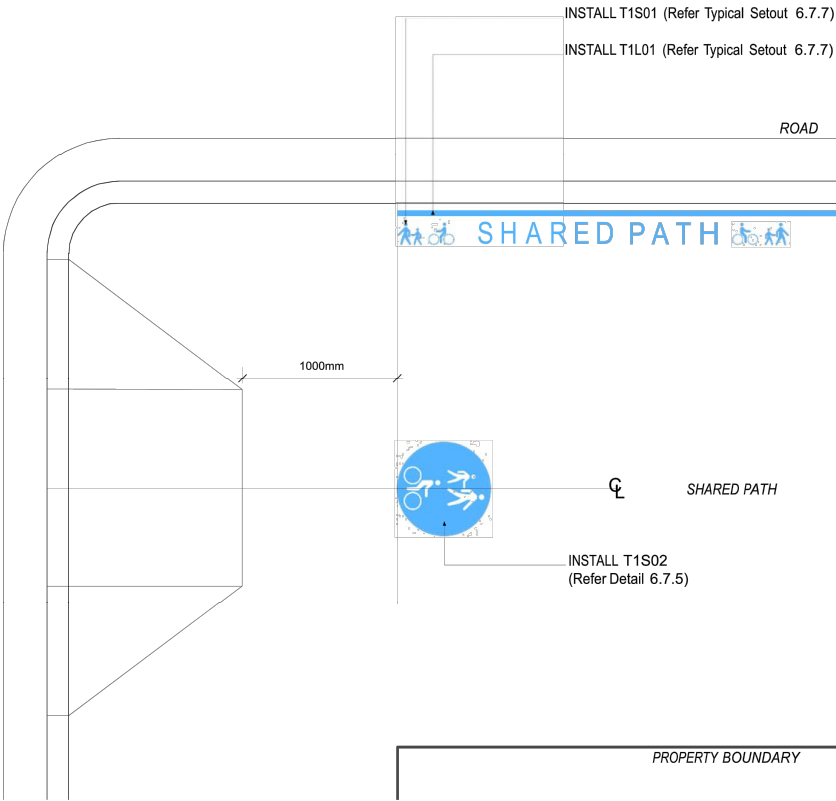
(REFER TO C.O.S SHARED PATHWAYS PAVEMENT MARKINGS GUIDE 2009 6.7.2 TO 6.7.8)



DETAIL T2C03
(REFER TO C.O.S SHARED PATHWAYS PAVEMENT MARKINGS GUIDE 2009 6.7.10)



T3S14
(REFER TO C.O.S SHARED PATHWAYS PAVEMENT MARKINGS GUIDE 2009 6.7.24)



SHARED PATH TYPICAL SETOUT TIER 1, CORNER
(REFER TO C.O.S SHARED PATHWAYS PAVEMENT MARKINGS GUIDE 2009 6.7.6)

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Bayside Local Transport Forum

11/02/2026

Item No	BLTF26.012
Subject	Wollongong Road, Arncliffe - Proposed Resident Parking Scheme
Report by	Traffic Engineer
File	SF26/61
Electorate	Rockdale

Summary

Council received numerous requests from residents in Wollongong Road to review parking conditions, and for inclusion in the existing Resident Parking Scheme (RPS) for Arncliffe.

This report intends to seek the approval to install 2P, 8:30AM — 6:00PM MON — FRI, 8:30AM — 12:30PM SAT, Permit Holders Excepted' zones in Wollongong Road, Arncliffe and include as part of the existing RPS zone **ARN**.

Officer Recommendation

That a '2P, 8:30AM — 6:00PM MON — FRI, 8:30AM — 12:30PM SAT, Permit Holders Excepted' zones be installed outside 18-34 Wollongong Road, Arncliffe as per attached drawing.

Background

Council has received correspondence from residents of 18-34 Wollongong Road. Some residences do not have access to usable off-street parking spaces and find it extremely difficult to park in the street. The Traffic and Road Safety team have reviewed the area in accordance with the Bayside Permit Parking Policy and Procedure.

Site visits on numerous occasions have confirmed high occupancy rates and the lack of availability of unoccupied on-street parking during daytime hours.

As a result, the Traffic and Road Safety team have undertaken consultation for an extension of the existing, surrounding **ARN** zone to include the subject area.

The **ARN** zone involves 2P parking between:

- 8:30AM — 6:00PM MON — FRI
- 8:30AM — 12:30PM SAT

Installing a resident parking scheme in this area will provide residents without off-street parking an opportunity to park on-street in the vicinity of their residence. By providing time limits to these restrictions, it will allow residents who do not have access to permits the ability to park near their residence on-street, overnight.

The locality map of the proposed restriction is attached.

Financial Implications

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

Community Strategic Plan

- | | |
|--|-------------------------------------|
| Theme One – In 2035 Bayside will be a vibrant and liveable place | <input checked="" type="checkbox"/> |
| Theme Two – In 2035 our Bayside community will be connected and feel that they belong | <input type="checkbox"/> |
| Theme Three – In 2035 Bayside will be green, resilient and sustainable | <input checked="" type="checkbox"/> |
| Theme Four – In 2035 Bayside will be financially sustainable and support a dynamic local economy | <input type="checkbox"/> |
-

Risk Management – Risk Level Rating

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

Community Engagement

A community consultation was conducted through a letter drop to residents of 18-34 Wollongong Road regarding the proposed resident parking scheme. Eight letters were distributed as part of this survey, and Council received 5 responses which are in favour of the proposal.

Based on the support from the residents for the proposal, it is recommended to install 2P, 8:30AM — 6:00PM MON — FRI, 8:30AM — 12:30PM SAT, Permit Holders Excepted' zones in Wollongong Road, Arncliffe.

Attachments

- 1 [📄](#) Wollongong Road, Arncliffe - Proposed resident parking scheme



Bayside Local Transport Forum

11/02/2026

Item No	BLTF26.013
Subject	Woodford Road, Rockdale - Proposed 'No Parking' waste collection day
Report by	Traffic Engineer
File	SF26/61
Electorate	Rockdale

Summary

Council has received correspondence from its waste collection contractor, Veolia, raising concerns that parked vehicles at the cul-de-sac end are adversely impacting accessibility and vehicle turning movements.

Officer Recommendation

That consideration be given to the installation of 'No Parking' on Wednesday 6:00AM to 10:00AM.

Background

Council has received correspondence from its waste collection contractor, Veolia, raising concerns that parked vehicles at the cul-de-sac end are adversely impacting accessibility and vehicle turning movements.

Woodford Road is classified as a local road, oriented in a north–south direction, with Arlington Street at the southern end and a cul-de-sac end at the northern end.

At present, there are no parking restrictions at the cul-de-sac end of Woodford Road, and parked vehicles are restricting the turning movements of waste collection vehicles.

In response to the request for the provision of parking controls, it is proposed to install “No Parking” restrictions at the cul-de-sac end of Woodford Road on waste collection days (Wednesdays), during the nominated time period: 6:00AM – 10:00AM.

The proposed “No Parking” zone would improve vehicle turning movements and help maintain safe and unobstructed access for waste collection operations.

A plan illustrating the proposed arrangements is attached for reference.

Financial Implications

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

Community Strategic Plan

- | | |
|--|-------------------------------------|
| Theme One – In 2035 Bayside will be a vibrant and liveable place | <input checked="" type="checkbox"/> |
| Theme Two – In 2035 our Bayside community will be connected and feel that they belong | <input type="checkbox"/> |
| Theme Three – In 2035 Bayside will be green, resilient and sustainable | <input type="checkbox"/> |
| Theme Four – In 2035 Bayside will be financially sustainable and support a dynamic local economy | <input type="checkbox"/> |
-

Risk Management – Risk Level Rating

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

Community Engagement

Notification letters have been sent to affected residents.

Attachments

- 1 [🔗](#) Woodford Road, Rockdale - Proposed 'No Parking' Waste collection day



Bayside Local Transport Forum

11/02/2026

Item No	BLTF26.014
Subject	Items Approved Under Sub-Delegation
Report by	Acting Coordinator, Traffic & Road Safety
File	SF26/61
Electorate	Heffron, Kogarah, Maroubra, Rockdale

Summary

Under clause (d) of the Authorisation and Delegation – Prescribed Traffic Control Devices and Regulation of Traffic, Council's may sub-delegate the functions and powers of the Instrument to their General Manager or staff.

As per the resolution of Council at its meeting on 24 September 2025 (Minute No. 2025/237) Council delegates its authority on certain matters under the Roads Act to the General Manager. This has been further delegated to staff.

This report outlines the matters that have recently been approved under sub-delegation.

Officer Recommendation

That the items approved under sub-delegation be received and noted by the Forum.

Background

As per the requirements of the Authorisation and Delegation – Prescribed Traffic Control Devices and Regulation of Traffic, Council must table at the LTF a record of any use of prescribed traffic control devices not previously referred for advice.

As per the requirements of the Authorisation and Delegation – Prescribed Traffic Control Devices and Regulation of Traffic, Council must table at the LTF a record of any use of prescribed traffic control devices not previously referred for advice.

The following items have been approved under sub-delegations:

- Full Road Closure – Chatham Street Christmas Party
- Statutory 10m 'No Standing' zone in form of NS1 linemarking at the intersection of Baxter Ave & Cross Street, Carlton
- 30m Works Zone at 2 Chalmers Crescent, Mascot
- Statutory 10m 'No Stopping' zone in the form of NS1 linemarking at 81 Holloway Street, Banksmeadow
- Statutory 10m 'No Stopping' zone in the form of NS1 linemarking at 427-429 Princes Highway, Rockdale
- Statutory 10m 'No Stopping' zone in the form of NS1 linemarking at the intersection of McFayden Street and Folkestone Pde, Botany
- Statutory 10m 'No Stopping' zone in the form of NS1 linemarking at the intersection of Maloney Lane and Robinson Lane, Eastlakes

- Statutory 10m 'No Stopping' zone in the form of NS1 linemarking at the intersection of High Street and Ethel Street, Carlton
- Relocation of 'No Stopping' sign on Moorefield Avenue, Kogarah
- Removal of parking restrictions at 39 Tramway Street, Rosebery
- Relocation of two 90-degree angle parking signs to kerb-side in Ann Street, Wolli Creek
- Statutory 10m 'No Stopping' zone in the form of NS1 linemarking and Give-Way sign in Kinsel Grove, Bexley
- Temporary Signage changes (under 24 hours) on Gertrude Street and the Council carpark adjacent Princes Highway, Wolli Creek
- Installation of missing '1P' sign on Railway Street near Banksia Station, Banksia
- Bayside Council's Lunar New Year event - Friday 27 February 2026
- Full Road Closure – Tomkin Street, Bexley North
- Removal of existing No Parking - 43-45 & 47 Beaconsfield Street, Bexley

Local Transport Forum and Staff Delegations

The following table sets out the approved arrangement for delegation of authority to the General Manager, and matters that will be referred to the Local Transport Forum and then decided by The Council at a Council meeting:

Matter	Delegated to the General Manager to determine	Refer to the LTF and determined by Council
Signs and line marking that reinforce existing restrictions e.g. bus zones, no-stopping near corners	✓	
Work zones for construction sites	✓	
Signs and line marking required by a development consent	✓	
Adjustments to existing timed parking e.g. altering time limit or moving signs	✓	
Events with a duration under 24 hours	✓	
New traffic control signs e.g. give way, stop signs	✓	
New accessible parking spaces/timed spaces to facilities disability parking permit holders		✓
New time limited parking restrictions		✓
New no-stopping or no parking zones not existing under the Road Rules		✓
Loading zones		✓
Measures requiring hard infrastructure e.g. roundabouts, kerb blisters, pedestrian crossings, angled parking		✓
Any matter where more 5 objections are received in response to consultation		✓
Requests made by Councillors or through a Notice of Motion		✓
Residential parking schemes		✓

Car share, electric vehicle charging, or any other proposal for exclusive/commercial use of parking spaces		✓
Events with a duration over 24 hours		✓
Unusual, non-typical proposals, measures not implemented previously, or at the discretion of delegated Council Officers		✓
Mandatory - Regulation of traffic exceeds 6 months in duration (e.g. one-way changes or no left/right turn restrictions etc.)		✓
Mandatory - Public transport is negatively affected for more than 24 hours (e.g. road closures)		✓
Any other matter not specifically covered in this table		✓

Financial Implications

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

Risk Management – Risk Level Rating

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

Community Engagement

N/A

Attachments

Nil

Bayside Local Transport Forum

11/02/2026

Item No BLTF26.015
Subject **General Business**
Report by Acting Coordinator, Traffic & Road Safety
File SF26/61
Electorate Heffron, Kogarah, Maroubra, Rockdale

Summary

This report outlines the matters that the Bayside Local Transport Forum considers, in particular 'items without notice' and 'informal items'.

Officer Recommendation

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

Background

Members of the Local Transport Forum may wish to seek advice on or request consideration on traffic related items that were not raised as part of the formal meeting agenda.

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 LTF.

The LTF members may utilise knowledge and experience of other members to assist with resolving or clarifying an issue. When wishing to utilise the expertise of the LTF members in this manner, Council will note items within the meeting minutes for the applicable meeting.

Any outcomes from discussions on informal items as part of General Business are not included as recommendations in the LTF report to the Council. However, Council can use any outcomes from these discussions in their deliberations on such issues.

Financial Implications

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

Community Strategic Plan

Theme One	– In 2035 Bayside will be a vibrant and liveable place	<input checked="" type="checkbox"/>
Theme Two	– In 2035 Our Bayside community will be connected and feel that they belong	<input checked="" type="checkbox"/>
Theme Three	– In 2035 Bayside will be green, resilient and sustainable	<input type="checkbox"/>
Theme Four	– In 2035 Bayside will be financially sustainable and support a dynamic local economy	<input checked="" type="checkbox"/>

Risk Management – Risk Level Rating

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

Community Engagement

Not Applicable

Attachments

Nil