

AGENDA

Local Transport Forum

Wednesday, 29 April 2026

10:00 AM

Dragon Room

Civic Centre

Hurstville



GEORGES RIVER LOCAL TRANSPORT FORUM MEETING

ORDER OF BUSINESS

OPENING

ACKNOWLEDGEMENT OF COUNTRY

Council acknowledges the Bidjigal people of the Eora Nation, who are the Traditional Custodians of all lands, waters and sky in the Georges River area. I pay my respect to Elders past and present and extend that respect to all Aboriginal and Torres Strait Islander peoples who live, work and meet on these lands.

APOLOGIES / LEAVE OF ABSENCE

REQUEST TO JOIN VIA AUDIO VISUAL LINK

NOTICE OF WEBCASTING

DISCLOSURES OF INTEREST

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CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS

Item: LTF030-26 Confirmation of the Minutes of the Local Transport Forum Meeting held on 25 March 2026

Author: Administration Officer

Directorate: Assets and Infrastructure

Matter Type: Previous Minutes

LTF030-26

RECOMMENDATION:

That the Minutes of the Local Transport Forum Meeting held on 25 March 2026, be confirmed.

ATTACHMENTS

Attachment [↓](#)1 Minutes of the Local Transport Forum Meeting held on 25 March 2026

MINUTES

Local Transport Forum

Wednesday, 25 March 2026

10:00 AM

Dragon Room
Civic Centre
Hurstville

UNCONFIRMED



GEORGES RIVER COUNCIL

PRESENT

Councillor Nancy Liu (Chairperson)
Mr W Delezio (Representing Member for Oatley, Mark Coure MP)
Mr L Crompton (Representing Member for Kogarah)
Sgt. A Neale (Representing St George Local Area Command)
Mr S Braunig (Representing U-Go Mobility)
Mr G Wong – (St George Cabs) – Online
Mr S Kshitij (Representing Transport for NSW) – Online

GEORGES RIVER COUNCIL STAFF

Mr B Spelta (Director Assets & Infrastructure)
Mr S Lindsay (Manager Assets & Traffic)
Mr A Baradhy (Coordinator Traffic and Transport)
Ms N Paraskevopoulos (Executive Services Officer)
Ms D Berro (Acting PA to Manager Assets and Traffic – Minutes)
Mr Arun Job (Technology Service Desk Technician)

ABSENT

Mr H Bongers (Coordinator Parking and Rangers) – Apology
Mr M Coure (MP State Member for Oatley)
Ms S Ortado (Representing Member for Rockdale, Steve Kamper MP)
Snr Constable F Xu (Representing St George Local Area Command)
Mr H Fraser (Punchbowl Bus Company)
Mr R Primerano (U-GO Mobility Bus Company)
Mr A Pritchard (Transit Systems)

FORUM MEMBERS

Councillor Nancy Liu (Chairperson)
Mr M Coure (MP State Member for Oatley)
Ms S Ortado (Representing Member for Rockdale)
Mr L Crompton (Representing Member for Kogarah)
Mr S Kshitij (Transport for NSW)
Snr Constable F Xu (St George Local Area Command)
Mr A Pritchard (Transit Systems)
Mr H Fraser (Punchbowl Bus Company)
Mr R Primerano (U-GO Mobility Bus Company)

Mr G Wong (St George Cabs)

OPENING

Councillor Nancy Liu, opened the meeting at **10.03 am**.

ACKNOWLEDGEMENT OF COUNTRY

Councillor Nancy Liu acknowledged the Bidjigal people of the Eora Nation, who are the Traditional Custodians of all lands, waters and sky in the Georges River area. I pay my respect to Elders past and present and extend that respect to all Aboriginal and Torres Strait Islander peoples who live, work and meet on these lands.

APOLOGIES/LEAVE OF ABSENCE

Apology from Haemish Bongers (GRC, Coordinator Parking and Rangers).

There were no other apologies.

NOTICE OF WEBCASTING

Councillor Nancy Liu advised staff and the public that the meeting is being recorded for minute-taking purposes only.

DISCLOSURES OF INTEREST

There were no disclosures of interest made.

CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS

LTF025-26 Confirmation of the Minutes of the Local Transport Forum Meeting held on 25 February 2026
(Report by Administration Officer)

RECOMMENDATION:

That the Minutes of the Local Transport Forum Meeting held on 25 February 2026, be confirmed.

No Comments.

COMMITTEE REPORTS

LTF026-26 Railway Parade, Kogarah - Proposed Accessible Parking
(Report by Traffic Engineer)

RECOMMENDATION

That 6m of the existing time-restricted parking '1P, Mon-Fri 8:30 am-6 pm and Sat 8:30 am-12:30 pm' on the eastern side of Railway Parade, Kogarah be converted into an accessible parking zone, as per the plan in the report.

No Comments.

LTF027-26 Railway Parade, Kogarah - Proposed Motorbike Parking
(Report by Traffic Engineer)

RECOMMENDATION

That 3m of the existing 'Loading Zone, 8:30 am-6 pm Mon-Fri, 8:30 am-12:30 pm Sat' restriction on the eastern side of Railway Parade, Kogarah be converted into a motorbike parking zone, as per the plan in the report.

No Comments.

LTF028-26 Sans Souci Park Car Park, Sans Souci - Proposed 'No Stopping' Restrictions
(Report by Traffic Engineer)

RECOMMENDATION

That 'No Stopping' restrictions be installed at Sans Souci Park car park as per the plan in the report.

Comments:

Mr L Compton (Representing Member for Kogarah) asked, does this mean that there will be additional spots provided in the Car Park?

Mr S Lindsay commented, no it won't provide additional parking. There is just locations within the carpark that vehicles should not be parking in. It was noted that large vehicles such as B-doubles and trailers were parking in random and unmarked places.

Mr L Compton commented that he has no further comments.

LTF029-26 Update to Local Transport Forum Terms of Reference v3.0 in Line with TfNSW 2025 Instrument.
(Report by Coordinator Traffic and Transport)

RECOMMENDATION

That the Local Transport Forum Terms of Reference v3.0 be adopted (see attachment), replacing the previously adopted Local Transport Forum Terms of Reference v2.0.

Comments:

Mr S Brauning (Representing U-Go Mobility) commented, with regards to bus zones, specifically changing or introducing new bus zone restrictions. Does the new terms of reference mean that managers are now allowed to go ahead and change timings on a bus stop on their own accord?

Mr S Lindsay commented that the current process still remains the same. Regarding bus zone restrictions, Council will still ensure to consult with Bus operators and a consultation piece with residents. The only limitation is, if a certain threshold of objects is reached, it will be referred back to LTF. Therefore, no, Council will not be making changes at their own accord, there will still be a process in place to follow. Furthermore, establishing new bus zones that are unformalised which is a requirement of the road rules, following the new terms of reference will expedite this process as instead of waiting for it to be approved by the LTF and all relevant committees, Council officers can approve in house, so instead of an 8 week turn-around, it will be much quicker.

Mr S Braunig mentioned that Transport for NSW (TfNSW) recently approached U-Go Mobility about a new bus stop zones located on Forest Road and Mount View Avenue Narwee. He then asked if following the new terms of reference means that this would happen a lot faster.

Mr S Lindsay commented yes the process will be expedited.

GENERAL BUSINESS

- **Item TF024-26: Greek Easter Event, Changes to Traffic Management Plan (TMP).**
 - SES personnel to be replaced by contractor traffic controllers.
 - SES vehicles, as listed in the current TMP, to be replaced by traffic contractor vehicles.
 - HVM barriers to be replaced by utility vehicles.

Comments:

Mr S Kshitij commented, in regards to point 3 of replacing HVM barriers with utility vehicles. Generally utility vehicles are visual deterrence and made for emergency barrier systems. Further to this, he stated that HVM barriers are actually intended to provide higher protection from attended attacks. Therefore suggesting that, if HVM barriers will be replaced with utility vehicles, an individual will need to undertake a risk assessment and ensure that the change to a utility vehicle is an acceptable outcome and measure for this event.

Mr S Lindsay commented that, a follow up risk assessment has already been done for the changes, but a review and follow up will be done. Sam offered to review the risk assessment with Mr S Kshitij if needed.

Mr S Kshitij commented that he is fine with it as long as a Council officer or event organiser is satisfied that the utility vehicles will provide the same level of protection as the HVM barriers.

Mr A Baradhy commented that a new Traffic Management Plan will be provided to replace the old one, outlining the changes and relevant updates.

General Business raised by Mr W Delezio (Representing Member for Oatley, Mark Coure MP):

- **Update on Temporary Traffic Lights on Morts Road**

Comments:

Mr W Delezio (Representing Member for Oatley, Mark Coure MP) raised that there is currently construction works occurring along Kemp Street, as a result there is a significant amount of traffic during peak times along Morts Road as there is now only one side of the road is permitted to go, although it is a two-way street. He asked, if there was any measures council could put in place to help or if Council could engage with Ausgrid.

Mr S Lindsay commented that Ausgrid are undertaking the works in accordance with the provisions of the Roads Act.

Mr W Delezio commented that it is a complicated situation but is causing a significant amount of issues especially on weekends even when Ausgrid is not there.

Mr B Spelta commented suggesting MP office to liaise with Ausgrid given it is a state legislation, in which they operate from.

Mr W Delezio commented yes they are happy to have a discussion with Ausgrid. He then asked if Ausgrid manage the Traffic lights?

Mr S Lindsay commented that if it is for construction purposes they will manage the entire project and depending on the scale of works they may be able to make some changes. Furthermore, Ausgrid is not obligated to let Council know of their relevant works, but sometimes do as a courtesy.

Mr W Delezio commented No worries, our office will attempt to reach out.

Mr S Braunig commented that U-go Mobility have received a traffic mobility plan from Ausgrid and are allowing U-go Busses through on Kemp street, so there shouldn't be much inconvenience for busses but unsure for local traffic.

Mr W Delezio commented, Morts Road is the main issue but the MP office will raise this issue with Ausgrid directly.

General Business raised by Mr W Delezio (Representing Member for Oatley, Mark Coure MP):

- **Bus Stop – Corner of George Street and Iverness Avenue**

Comments:

Mr W Delezio (Representing Member for Oatley, Mark Coure MP) outlined that MP office has written to Council prior to the last meeting and raised whether there were any updates.

Mr S Lindsay commented, Council Traffic Engineers are investigating relocating the bus zone to the corner of the intersection as per the request.

Mr A Baradhy commented that a the result will depend subject to community and bus operators consultation.

Mr S Braunig commented that prior communication occurred in regards to U-go mobility managing this Bus stop on behalf of Transport for NSW. Therefore, currently any communication regarding this Bus stop will need to go through Transit Systems until further notice.

General Business raised by Mr W Delezio (Representing Member for Oatley, Mark Coure MP):

- **Hurstville Road**

Comments:

Mr W Delezio (Representing Member for Oatley, Mark Coure MP) outlined that MP office has written to Council in regards to speeding and reckless driving along Hurstville Road, specifically near Georges River College. Complaints have been received from residents, with one witnessing multiple accidents. He asked if a Traffic count can be completed along this road.

Mr S Lindsay commented, yes a Traffic Count will be organised.

CONCLUSION

The Meeting was closed at **10.22am**.

Chairperson

UNCONFIRMED

COMMITTEE REPORTS

Item: LTF031-26 **Baumans Road and Meadowland Road, Peakhurst - Proposed 'No Stopping Zones' & '1/2P' restrictions at the intersection.**

Author: Traffic Engineer

Directorate: Assets and Infrastructure

Matter Type: Committee Reports

LTF031-26

RECOMMENDATION

- (a) That 'No Stopping' restrictions be introduced at the intersection of Baumans Road and Meadowland Road, Peakhurst, as per the plan attached in the report.
- (b) That '1/2P, 8:30am–6:00pm Mon–Fri & 8:30am–12:30pm Sat' parking restrictions be implemented on southern side of Meadowland Road near the intersection with Baumans Road.

EXECUTIVE SUMMARY

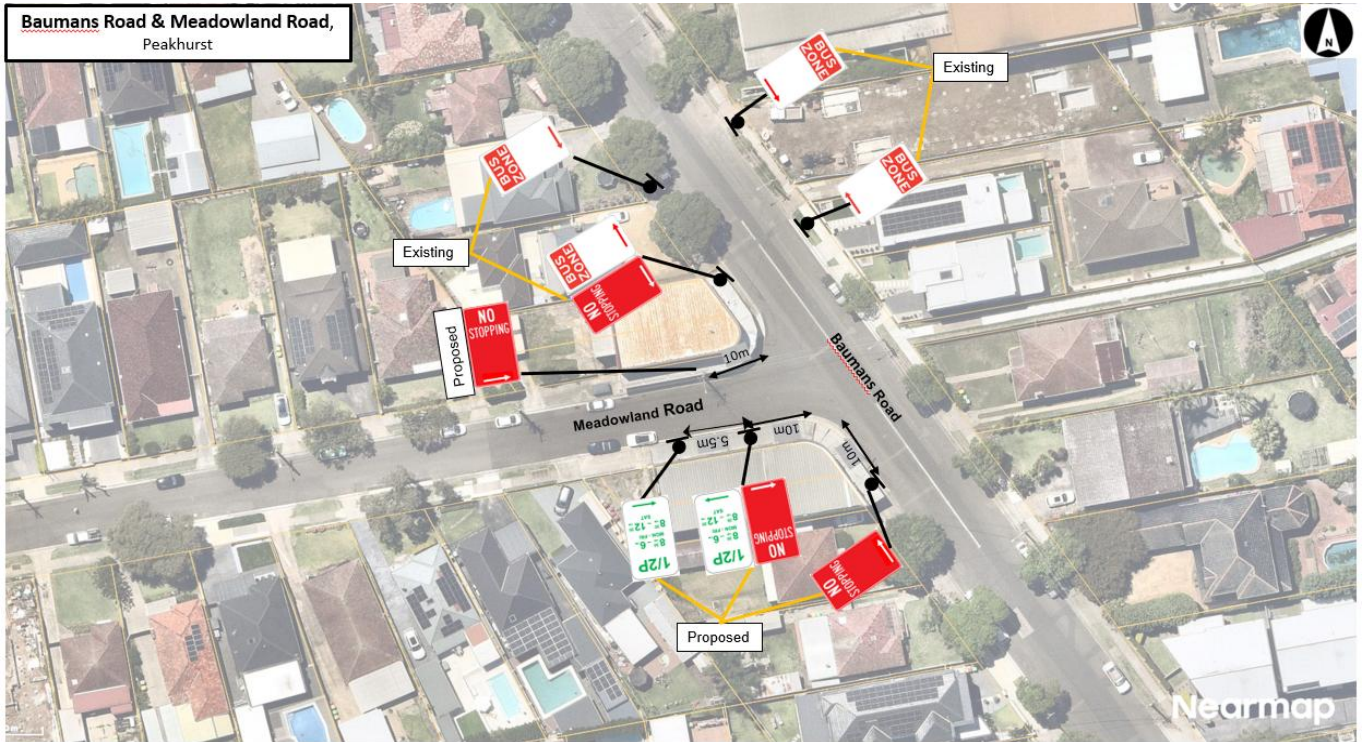
1. This report seeks the Local Transport Forum's consideration of the proposed 'No Stopping' zone and '1/2P (30-minute)' parking restrictions at the intersection of Baumans Road and Meadowland Road, Peakhurst

BACKGROUND

2. Council has received correspondence from a resident regarding vehicles parking at the T-intersection of Baumans Road and Meadowland Road, Peakhurst.
3. The resident advised that vehicles parked between the driveway to No. 54 Baumans Road and the intersection reduce sight distance, making it difficult for drivers exiting Meadowland Road to see north-westbound traffic on Baumans Road.
4. Local businesses also raised concerns that nearby residents are occupying parking spaces in front of shops on Meadowland Road, reducing availability for customers.
5. A site inspection confirmed vehicles are parking too close to the intersection, restricting visibility for drivers exiting Meadowland Road.
6. It was also observed that vehicles travelling along Baumans Road and turning into Meadowland Road often cut through the centre of the road to avoid parked vehicles near the corner, increasing the risk of conflict.
7. Under the NSW Road Rules 2014, vehicles must not stop within 10 metres of an intersection without traffic signals unless permitted by signage; non-compliance was observed at this location.

PROPOSAL

8. To improve safety and sight distance, Council proposes 10 m 'No Stopping' restrictions at the intersection to prevent parking near the corner and keep turning vehicles closer to the kerb. No legal parking will be lost.
9. Council also proposes 5.5m of 1/2P (30-minute) parking on the southern kerb of Meadowland Road (west of Baumans Road), operating 8:30 am–6:00 pm Mon–Fri and 8:30 am–12:30 pm Sat, to provide one short-stay space for customers and deliveries while retaining nearby all-day parking.



LTF031-26

FINANCIAL IMPLICATIONS

10. Within budget allocation – TfNSW Traffic Facility Grant – approximately \$500 for signage.

COMMUNITY ENGAGEMENT

- 11. Council officers undertook community consultation on the proposed parking restrictions at the intersection. Feedback supported the introduction of 'No Stopping' zones.
- 12. Businesses were re-consulted on the revised proposal to reduce the previously proposed two 1/2P spaces to one. Of the ten letters issued, only one response was received, and it supported the proposal.

FILE REFERENCE

D26/22544

ATTACHMENTS

Nil

Item: LTF032-26 Glenwall Street, Kingsgrove - Formalisation of an existing 'Bus Zone'

Author: Traffic Engineer

Directorate: Assets and Infrastructure

Matter Type: Committee Reports

LTF032-26

RECOMMENDATION:

That the existing 'Bus Zone' on the western side of Glenwall Street, Kingsgrove, south of the driveway to No. 34, be formalised as per the plan in the report

EXECUTIVE SUMMARY

1. This report seeks the Local Transport Forum's consideration of the proposal to formalise an existing 'Bus Zone' along Glenwall Street, Kingsgrove.

BACKGROUND

2. Council has received a request from residents to formalise the bus stop along Glenwall Street, Kingsgrove.
3. Formalising the bus stop with 'Bus Zone' signage would enable buses to pull in and out of the Bus Stop without being hindered by parked vehicles and would allow for easier movement.
4. As per NSW Road Rules, you must not stop or park your vehicle within 20m before a bus stop sign and 10m after it, unless permitted by signs. Formalising a bus stop with 'Bus Zone' signs provides drivers with a visual indication of permitted parking areas adjacent to bus stops.

PROPOSAL

5. Upon investigation, it is proposed to formalise the existing bus stop (ID 220827) on the western side of Glenwall Street, Kingsgrove, in front of Nos. 30-32, with an approximate 27m 'Bus Zone'.



LTF032-26

FINANCIAL IMPLICATIONS

6. Within budget allocation - TfNSW Traffic Facility Grant – approximately \$500.

COMMUNITY ENGAGEMENT

7. The residents in this vicinity have been notified by letter of the proposed formalisation of the 'Bus Zone'. The closing date for submissions was 26 January 2026.
8. Council has received five responses from the residents, three strongly in favour, one neutral and one strongly against 'Bus Zone' formalisation.
9. The objection related to concerns about the loss of on-street parking, and the inconvenience to residents and visitors. As per NSW Road Rules, you must not stop or park a vehicle within 20m before a bus stop sign and 10m after it, unless permitted by signs. Therefore, there is no formal loss of existing on-street parking in this location and the proposal is warranted.

FILE REFERENCE

D26/22566

ATTACHMENTS

Nil

Item: LTF033-26 Trafalgar Street, Peakhurst - Proposed "Bus Zone" extension
Author: Traffic Engineer
Directorate: Assets and Infrastructure
Matter Type: Committee Reports

RECOMMENDATION

That the existing 'Bus Zone' on the southern side of Trafalgar Street, fronting No. 69, be extended 4m east as shown on the plan attached to the report.

EXECUTIVE SUMMARY

1. This report seeks the Committee's consideration of the proposed extension to the existing "Bus Zone" on the southern kerbside of Trafalgar Street, Peakhurst.

BACKGROUND

2. A request has been received from a developer to consider the extension of the existing "Bus Zone" at Stop ID 2210240 on the southern side of Trafalgar Street.
3. The relocation will assist the project's driveway widening and provide a safer space for buses using the location, while safely pulling up to, and away from, the kerb to pick-up and drop-off passengers.
4. As per NSW Road Rules, you must not stop or park your vehicle within 20m before a bus stop sign and 10m after it, unless permitted by signs. Formalising a bus stop with 'Bus Zone' signs provides drivers with a visual indication of permitted parking areas adjacent to bus stops.

PROPOSAL

5. It is therefore proposed to extend the existing 'Bus Zone' by 4m to assist the development and provide safer access for buses when pulling up to and away from the kerb, thereby improving safety for drivers and bus passengers.



LTF033-26

FINANCIAL IMPLICATIONS

- 6. No budget impact for this report, all associated costs to be borne by the developer.

COMMUNITY ENGAGEMENT

- 7. Residents in this vicinity have been notified by letter of the proposed extension of the 'Bus Zone'. The closing date for submissions was 26 January 2026.
- 8. Council has received one submission from a resident, objecting to the proposed 4-metre extension of the existing 'Bus Zone' due to loss of parking. The proposed location is to be converted into a driveway serving the new development and aligned with the subject property, preventing parking in this location. On this basis the extension of the 'Bus Zone' is warranted.

FILE REFERENCE

D26/22917

ATTACHMENTS

Nil

Item: LTF034-26 Hillcrest Avenue, Hurstville - Proposed Resident Parking Permit Scheme

Author: Senior Traffic and Transport Engineer

Directorate: Assets and Infrastructure

Matter Type: Committee Reports

RECOMMENDATION

That the 'Existing Resident Parking Permit Scheme Area 6' be extended to include Hillcrest Avenue between King Georges Road and Woniora Road, Hurstville as per the plan in the report.

EXECUTIVE SUMMARY

1. This report seeks the Local Transport Forum's consideration of extending the existing Resident Parking Permit Scheme (Area 6) on the southern side of Hillcrest Avenue to include Hillcrest Avenue between King Georges Road and Woniora Road, Hurstville within the existing scheme.
2. The introduction of additional parking restrictions or peak-hour clearways on Hillcrest Avenue is not recommended at this stage for the morning or afternoon peak periods.
3. Council will undertake driveway linemarking works upon submission of an application by the residents, subject to assessment and site conditions. Parking enforcement matters have been referred to Council Rangers.

BACKGROUND

4. In August 2024, Council Resolution NM075-24 was resolved by Council:
 - a) That Council investigates the current parking conditions along Hillcrest Avenue, Hurstville, between Woniora Road and Alma Street. This investigation will assess proposed improvements to lessen the impact of illegal parking on residents, including, but not limited to:
 - (i) Implementing morning Clearways on both sides of Hillcrest Avenue.
 - (ii) Expanding the Resident Parking Permit Area, which currently covers all neighbouring streets, to include Hillcrest Avenue.
 - (iii) Installing linemarking on both sides of Hillcrest Avenue to clearly delineate parking zones and prevent vehicles from obstructing residential driveway access.
 - b) That any recommendations arising from the investigation will be reported to a future Georges River Council Traffic Advisory Committee for consideration.

Provision of Clearways in Hillcrest Avenue

5. No parking restrictions are currently in place during the morning peak period (Monday to Friday, 6:30 am to 9:30 am) in the eastbound direction on Hillcrest Avenue towards Hurstville Town Centre, between King Georges Road and Woniora Road.
6. No parking restrictions are currently in place during the afternoon peak period (Monday to Friday, 3:30 pm to 6:30 pm) in the westbound direction on Hillcrest Avenue, between Woniora Road and King Georges Road.

7. Observations indicate that the existing peak-period parking restrictions are performing effectively, with negligible impacts on intersection delay and queue lengths along Hillcrest Avenue.
8. The introduction of additional parking restrictions or peak-hour clearways on Hillcrest Avenue is not recommended at this stage for the morning or afternoon peak periods.

Resident Parking Permit Scheme in Hillcrest Avenue

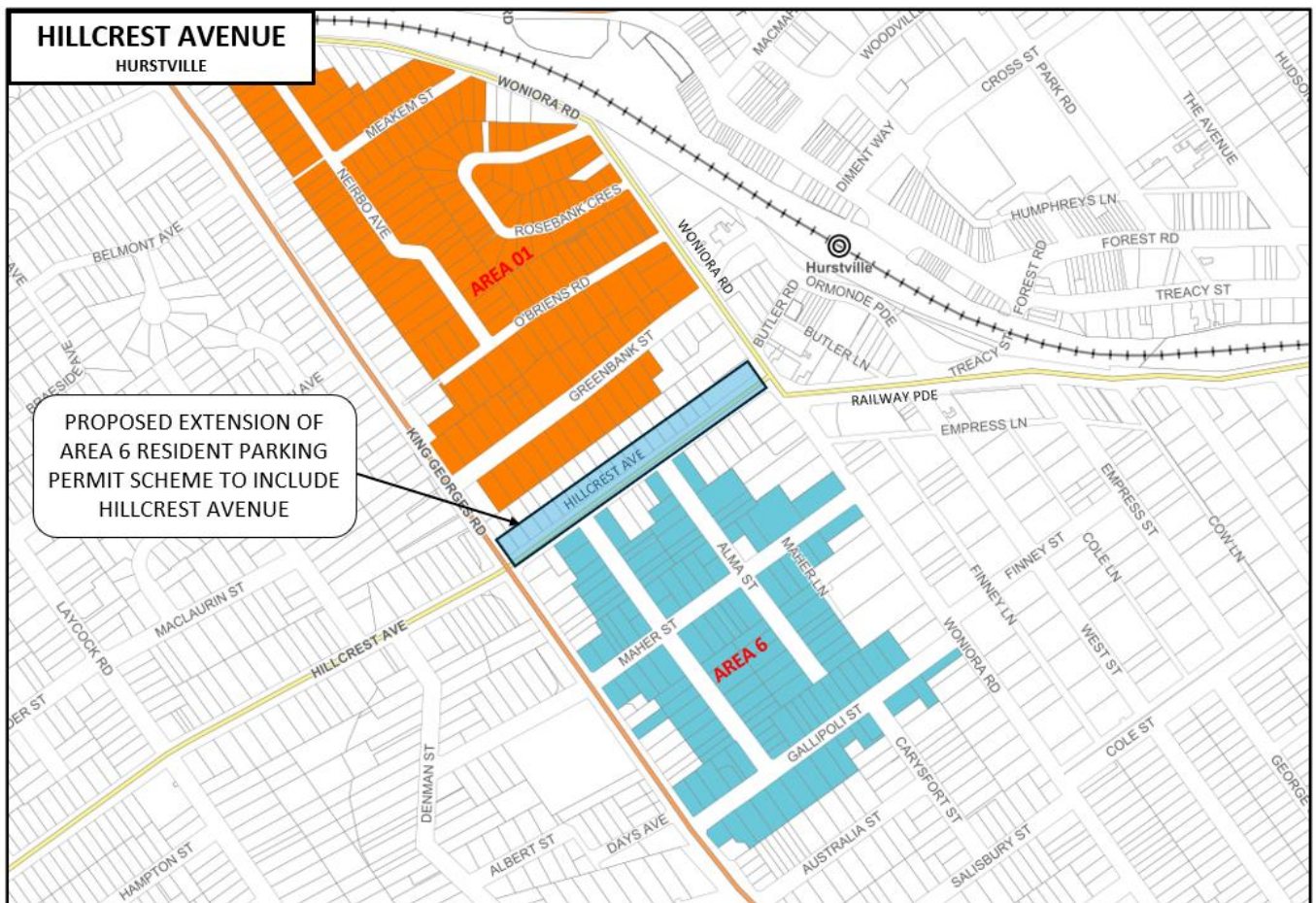
9. Resident Parking Permit Scheme Area 01 and Area 6 currently apply to nearby streets; however, Hillcrest Avenue is not presently included in either scheme. Area 01 applies to the northern side streets, with 1-hour parking (1P) for the general public, except permit holders. Area 6 applies to the southern side streets, with 4-hour parking (4P) for the general public, except permit holders.
10. Hillcrest Avenue is not included in any Resident Parking Permit Scheme. Unrestricted parking is permitted outside the existing morning and afternoon peak no-parking periods.
11. Council investigations indicate that Hillcrest Avenue is within walking distance of the Hurstville Town Centre. Due to this proximity, non-resident vehicles occupy the available parking spaces, particularly after the morning peak 'No Parking' restrictions end.
12. To address residents' concerns, Council undertook community consultation on a proposal to include Hillcrest Avenue between Woniora Road and King Georges Road within the existing Resident Parking Permit Scheme Area 6, allowing 4-hour (4P) parking for the general public, except permit holders.
13. Council received six responses from residents, with three respondents in favour of the proposal and three opposed.
14. Within existing Resident Parking Permit Scheme Area 6, which comprises 183 properties, 42 parking permits have currently been issued.
15. In consideration of resident feedback and the current permit uptake within Area 6, Council recommends extending the Resident Parking Permit Scheme Area 6 to include Hillcrest Avenue between Woniora Road and King Georges Road, without introducing new 4P or other parking restriction signage.
16. The proposed arrangement will allow unrestricted parking for Hillcrest Avenue residents within the Area 6 permit zone.
17. Council officers will continue to monitor the effectiveness of the proposed changes following implementation and make adjustments as necessary.

Provision of Parking Bays and Line Markings in Hillcrest Avenue

18. Site inspections indicate that motorists generally park in accordance with road rules in Hillcrest Avenue.
19. Council will undertake driveway linemarking works upon submission of an application by the residents, subject to assessment and site conditions. Parking enforcement matters have been referred to Council Rangers.

PROPOSAL

20. That the existing Resident Parking Permit Scheme (Area 6) be extended to include Hillcrest Avenue between King Georges Road and Woniora Road, Hurstville as per the plan in the report.



LTF034-26

FINANCIAL IMPLICATIONS

21. No signage is required. No cost implication to Council.

COMMUNITY ENGAGEMENT

- 22. Council officers have undertaken community consultation regarding the proposed changes to the Resident Parking Permit Scheme (Area 6) to include Hillcrest Avenue between Woniora Road and King Georges Road, Hurstville.
- 23. Council has received six responses from the residents, three in favour of the proposal and three against.

FILE REFERENCE

D26/23875

ATTACHMENTS

Nil

Item: LTF035-26 West Street, Blakehurst - Proposed Relcoation of the 'No Stopping' sign

Author: Traffic Engineer

Directorate: Assets and Infrastructure

Matter Type: Committee Reports

RECOMMENDATION

That the 'No Stopping' sign on the southern side of West Street, Blakehurst, be relocated 3.4m to the west as per the plan in the report.

EXECUTIVE SUMMARY

1. This report seeks the Local Transport Forum's consideration of the relocation of the 'No Stopping' restrictions by 3.4 metres to the west of the driveway at No 233 on the southern side of West Street, Blakehurst.

BACKGROUND

2. Council has received a request from a local resident to investigate relocating the 'No Stopping' sign outside Nos. 233 and 235 West Street, Blakehurst.
3. Concerns were raised about vehicles parking in the small section of road between and overhanging the driveway wings of Nos. 233 and 235 West Street.
4. The current 'No Stopping' restrictions were installed to provide adequate sight distances for the raised pedestrian crossing located outside No. 231 West Street.
5. Following investigations by Council officers, it was observed that vehicles were parking between the driveways and overhanging the driveway wings.
6. Council officers have also observed that the distance between the driveway wings of Nos. 233 and 235 is less than 4 metres.
7. Australian Standard Parking Facilities Part 5: On-Street Parking (AS2890.5) specifies that a minimum length of 5.4 metres is required for on-street parking end spaces, and NSW Road Rule 198 states that 'a driver must not stop on or across a driveway'. Therefore, it is not permitted for a vehicle to park in the space between the two driveways.
8. The proposed 'No Stopping' relocation would improve driveway access and provide better signage visibility for motorists.

PROPOSAL

9. It is proposed to relocate the 'No Stopping' sign and post adjacent to No. 235 West Street, Blakehurst, west by 3.4 metres as per the plan in the report.



FINANCIAL IMPLICATIONS

10. Within budget allocation – TfNSW Traffic Facility Grant – approximately \$500.

COMMUNITY ENGAGEMENT

11. Council officers have undertaken community notification of the proposed relocation of the 'No Stopping' sign. No responses were received.

FILE REFERENCE

D26/95993

ATTACHMENTS

Nil

Item: LTF036-26 Junction Road, Beverly Hills - Proposed Relocation of 'Bus Zone' Restriction

Author: Traffic Engineer

Directorate: Assets and Infrastructure

Matter Type: Committee Reports

RECOMMENDATION

That the existing 'Bus Zone' restriction on the southern side of Junction Road, Beverly Hills, be relocated east, as per the plan in the report.

EXECUTIVE SUMMARY

1. This report seeks the Local Transport Forum's consideration of the relocation of the 'Bus Zone' restriction by 13 metres on the southern side of Junction Road, Beverly Hills.
2. The relocation is due to a proposed bus stop concrete pad and connecting footpath as part of Council's Disability Discrimination Act (DDA) compliance program.

BACKGROUND

3. Council is undertaking bus stop compliance works across the Local Government Area (LGA). The bus stop on Junction Road before Central Road, Beverly Hills (Stop ID 220982) has been included as part of Council's Bus Stop Compliance Program for delivery in 2026.
4. The program has been developed based on the findings of a Bus Stop Audit with the intent to upgrade all bus stops across the LGA to ensure community safety and amenity. The initial focus of the program is to ensure Disability Discrimination Act (DDA) compliance for all bus stops, with works including the construction of compliant concrete pads and footpath sections, the installation of warning and directional tactiles, as well as signage.
5. Currently this bus stop services bus route 941 between Hurstville and Bankstown, operated by U-Go Mobility.
6. Investigations by Council officers found that installing a compliant concrete pad at the current bus stop post between the driveways of 23 and 25 Junction Road is infeasible. This is due to existing drainage infrastructure and the ground gradient at this location.
7. Australian Standard Design for Access and Mobility Part 1: General requirements for access - New building work (AS1428.1) requires a continuous accessible path of travel that does not exceed a gradient or crossfall greater than 1 in 40 which is not met at the current bus stop.
8. Therefore, Council is proposing to install the DDA compliant concrete pad between the driveways of 25 and 27 Junction Road, where the installation of the concrete pad is feasible. The installation of a new footpath on the southern side of Junction Road will be included as part of the works as shown in Attachment 1.
9. To enable the DDA compliance works, Council is also proposing the relocation of the existing Bus Stop approximately 13 metres east.
10. The State Transit Bus Infrastructure Guide specifies that the length of a bus zone should not be less than 30 metres in accordance with NSW Road Rule 195. The Australian Standard Parking Facilities Part 5: On-Street Parking (AS2890.5) specifies that a minimum

length of 5.4 metres is required for on-street parking end spaces. The distance between the driveway wings of 27A and 29 Junction Road is 2 metres.

11. Therefore, the length of the proposed relocated 'Bus Zone' is 36.5 metres as motorists are not permitted to park between the driveways of 27A and 29 Junction Road.
12. The net change of parking spaces due to the proposal is zero. The parking space fronting 27 and 27A Junction Road would be shifted to the frontage of 23 Junction Road.

PROPOSAL

13. It is proposed to relocate the 'Bus Zone' restrictions fronting 23 and 25 Junction Road, Beverly Hills as per the plan in the report.

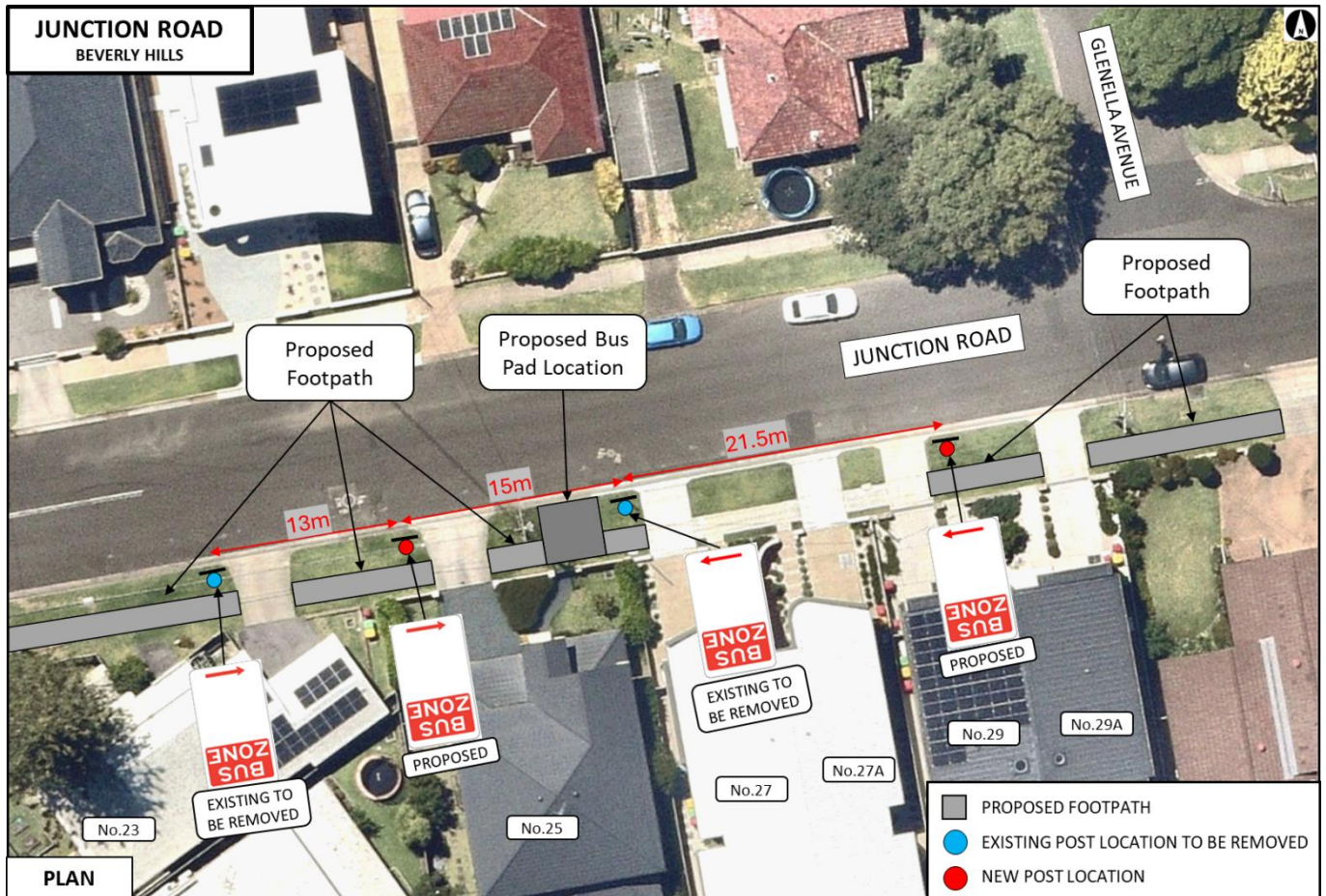


Figure 1. Plan of proposed relocation of 'Bus Zone' parking restriction.

FINANCIAL IMPLICATIONS

14. Signage installation within budget allocation – TfNSW Traffic Facility Grant – approximately \$500.

COMMUNITY ENGAGEMENT

15. Council has undertaken community consultation with adjacent residents and bus operator U-Go Mobility regarding the proposed changes to parking restrictions. The closing date for submissions was Thursday, 2 April 2026.
16. Council has received no objections from the bus operator.
17. Council has received four responses, with two supporting and two opposing the proposal. Concerns were raised about the relocation of on-street parking spaces, sightlines when exiting driveways and the lack of a current footpath.

18. Council officers responded that the proposed DDA compliance works will include the installation of a new footpath and improve safety for pedestrians accessing the bus stop. It is expected that the displaced parking demand can be accommodated within the surrounding on-street parking, subject to NSW Road Rules. The sight lines around the driveway remain acceptable, with minor, temporary impacts occurring during bus pick-up and drop-off activities.

FILE REFERENCE

D26/99014

ATTACHMENTS

Attachment [↓](#)1 Plan C216 - New Footpath Program - Junction Rd, Beverly Hills

NEW FOOTPATH PROGRAM JUNCTION ROAD, BEVERLY HILLS



LOCALITY PLAN
N.T.S

DRAWING SCHEDULE		
DRG No.	SHEET	DRAWING TITLE
C216	--	COVER SHEET
C216	01	GENERAL NOTES
C216	02	GENERAL PLAN - 1
C216	03	GENERAL PLAN - 2
C216	04	GENERAL PLAN - 3
C216	05	BUS STOP PAD - 1
C216	06	BUS STOP PAD - 2
C216	07	GENERAL PLAN - KERB RAMP AND TRAFFIC ISLAND
C216	08	DETAIL DRAWINGS - 1
C216	09	DETAIL DRAWINGS - 2

C		24/02/2026	Issued for Construction	MM	AF	 Certified:  Date: 09/03/26	 CIVIC CENTRE: Corner MacMahon St & Dora St, HURSTVILLE NSW 2220 PO Box 205 Hurstville NSW 1481 T: 02 9330 6400 E: mail@georgesriver.nsw.gov.au W: www.georgesriver.nsw.gov.au	Project Title:		Drawing Title:	
B		28/01/2026	Issued for D.A.P review	MM	DAP			NEW FOOTPATH PROGRAM JUNCTION ROAD, BEVERLY HILLS		COVER SHEET	
A		21/01/2026	Advanced copy for review	MM	AF			Sheet No. Scale A3 Survey Ref. Coord. Datum -- N.T.S N/A MGA2020 AHD			
Rev.	Date	Description		Design	Checked	 BEFORE YOU DIG www.bydig.com.au		Project No.	C216	Sequence No.	51235198

PRINCIPAL CONTRACTOR NOTIFICATION

THE CONSTRUCTION WORK DEPICTED ON THESE PLANS HAVE BEEN ASSESSED AS HIGH RISK IN ACCORDANCE WITH WORK HEALTH AND SAFETY REGULATION 2017 (WHS REG 2017) CHAPTER 6 CONSTRUCTION WORK - CLAUSE 291.

AS SUCH IT IS THE PRINCIPAL CONTRACTORS RESPONSIBILITY AS PER WHS REG 2017:

1. ERECT SIGNAGE IDENTIFYING THEMSELVES AS PRINCIPAL CONTRACTOR.
2. ENSURE WH&S INDUCTION TRAINING IS TO BE UNDERTAKEN BY EMPLOYEES, AGENTS AND SUBCONTRACTORS ENTERING THE WORK SITE.
3. PREPARE, IMPLEMENT, UPDATE AND MAKE AVAILABLE SAFE WORK METHOD STATEMENTS AND WHS MANAGEMENT PLANS.
4. ENSURE THAT EACH SUBCONTRACTOR PROVIDES WRITTEN SAFE WORK METHOD STATEMENTS BEFORE COMMENCING WORK
5. DIRECT AND MONITOR COMPLIANCE WITH APPLICABLE LEGISLATION AND ANY SAFE WORK METHOD STATEMENTS OR PROCEDURES
6. KEEP A REGISTER OF, AND OTHER RECORDS IN RELATION TO, ALL HAZARDOUS AND OTHER SUBSTANCES ON SITE.
7. COMMUNICATE TO COUNCIL'S PROJECT MANAGER OF ANY MAJOR ISSUES AS THEY ARISE, INCLUDING WORKCOVER NOTIFIABLE EVENTS

NO WORK IS TO COMMENCE UNTIL A SITE SPECIFIC INDUCTION IS CARRIED OUT WITH COUNCIL'S PROJECT MANAGER.

PRINCIPAL CONTRACTOR AND ALL SUBCONTRACTORS ARE TO ADHERE TO THE RESPONSIBILITIES AND REQUIREMENTS SET OUT IN THE SITE SPECIFIC INDUCTION.

GENERAL NOTES

1. THESE DRAWINGS SHALL BE READ IN CONJUNCTION WITH ALL OTHER SPECIFICATIONS AND WITH SUCH OTHER WRITTEN INSTRUCTIONS THAT MAY BE ISSUED DURING THE COURSE OF THE CONTRACT. ANY DISCREPANCIES IN THESE DOCUMENTS SHALL BE REFERRED TO THE COUNCIL'S PROJECT MANAGER FOR A DECISION BEFORE PROCEEDING WITH THE WORK.
2. PROVIDE ADEQUATE APPROACH WARNING SIGNS DURING AFTER CONSTRUCTION ACCORDING TO A.S.1742.3.
3. ALL UTILITY SERVICES AND THEIR LIDS/COVERS THAT MAY NEED ADJUSTMENT SHALL REQUIRE THE APPROVAL OF THE UTILITY AGENCY PRIOR TO ANY MODIFICATION WORKS BEING UNDERTAKEN. APPROVAL OF SUCH WORKS TO BE PROVIDED TO COUNCIL PRIOR TO WORKS COMMENCING
4. THE CONTRACTOR SHALL CHECK AND BE RESPONSIBLE FOR THE CORRECTNESS OF ALL DIMENSIONS AND ANY DISCREPANCY SHALL BE REPORTED IMMEDIATELY TO COUNCIL'S PROJECT MANAGER. DIMENSIONS SHALL NOT BE OBTAINED BY SCALING FROM THE DRAWINGS.
5. ALL SIGNPOSTING TO BE IN ACCORDANCE WITH A.S.1742 AND TNSW SPECIFICATION R143.
6. A FORMWORK INSPECTION IS REQUIRED TO BE CARRIED OUT BY COUNCIL PRIOR TO EACH CONCRETE POUR. 24 HOURS NOTICE FOR INSPECTIONS IS REQUIRED. INSPECTIONS ARE TO BE ORGANISED WITH COUNCIL'S PROJECT MANAGER.
7. ALL WORKS WITHIN THE TREE PROTECTION ZONE (TPZ) OF ANY TREES ARE TO COMPLY WITH THE REQUIREMENTS OF COUNCIL'S ENGINEER AND TREE MANAGEMENT OFFICER, AS PER THE TREE NOTES.
8. ALL WORKMANSHIP AND MATERIALS SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE CURRENT AUSTRALIAN STANDARDS (AS/NZS) AND THE NATIONAL CONSTRUCTION CODE (NCC).
9. ALL OPEN EXCAVATIONS ARE TO BE SEALED OFF TO PUBLIC ACCESS BY THE PROVISION OF APPROPRIATE SAFETY FENCING TO THE SATISFACTION OF COUNCIL'S PROJECT MANAGER.
10. ALL FILLING SO PROVIDED AND IMPORTED ONTO SITE SHALL BE TO THE SATISFACTION OF THE COUNCIL'S PROJECT MANAGER.
11. MATERIAL USED FOR FILLING SHALL BE UNIFORM IN CLASSIFICATION TO AVOID UNEVEN COMPACTION AND SETTLEMENT.
12. FILL MATERIAL SHALL BE SPREAD AND ROLLED TO PROVIDE COMPACTION LAYERS NOT GREATER THAN 150mm IN THICKNESS AND TO ACHIEVE 98% DRY DENSITY.
13. ALL VEGETATION SHALL BE REMOVED BEFORE PLACING FILLING
14. ALL DISTURBED AREAS TO BE GRADED AND TURFED TO AVOID PONDING.
15. NO CHANGES SHALL BE MADE WITHOUT WRITTEN CONSENT OF THE NOMINATED PROJECT MANAGER.

SURVEY NOTES:

1. THE DETAIL SURVEY IS NOT A "SURVEY" AS DEFINED BY THE SURVEYING AND SPATIAL INFORMATION ACT, 2002
2. ALL AREAS AND DIMENSIONS HAVE BEEN COMPILED FROM PLANS MADE AVAILABLE BY NSW LAND REGISTRY SERVICES AND ARE SUBJECT TO FINAL SURVEY.
3. VISIBLE AND ACCESSIBLE SERVICES LOCATED ONLY, DIAL 1100 FOR SERVICE INFORMATION
4. THE POSITION AND IMPROVEMENTS IN RELATION TO BOUNDARIES IS DIAGRAMMATIC ONLY
5. NEIGHBOURING HOUSES LEVELS AND POSITIONS ARE APPROXIMATE ONLY
6. CONTOURS ARE INDICATIVE ONLY. SPOT LEVELS SHOULD BE USED
7. FLOOR LEVELS SHOWN ARE THRESHOLD LEVELS. NO INTERNAL FLOOR LEVELS HAVE BEEN UNDERTAKEN

SITE PREPARATION

1. REMOVE ALL GRASS, TOPSOIL, EXISTING CONCRETE SLABS, DISCONNECT SERVICE LINES, RUBBISH OR ANY OTHER DELETERIOUS MATERIAL FROM THE PROPOSED WORK SITE. WORK ONLY IN THE DESIGNATED CONSTRUCTION ZONE AS INDICATED ON THE DRAWINGS.
2. EXISTING SERVICES ARE TO BE LOCATED PRIOR TO COMMENCEMENT OF WORK. REFER ANY CONFLICTS TO THE PROJECT MANAGER. IF UNIDENTIFIED EXISTING SERVICES ARE ENCOUNTERED NOTIFY THE PROJECT MANAGER IMMEDIATELY.
3. REFER TO THE DRAWINGS FOR SURVEY SETOUT DETAILS. IT IS THE CONTRACTORS RESPONSIBILITY TO ENSURE THAT ALL SURVEY CONTROL MARKS BE MAINTAINED.
4. EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE INSTALLED IN ACCORDANCE WITH THE SOIL AND CONSERVATION DEPARTMENT OF N.S.W GUIDELINES AND MAINTAINED FOR THE DURATION OF THE WORKS.
5. EXTENT OF ANY ASPHALTING WORKS TO BE DETERMINED BY COUNCIL'S PROJECT MANAGER PRIOR TO COMMENCEMENT OF WORKS.

DRAINAGE LINES

1. ALL NEW PIPES SHALL BE REINFORCED CONCRETE 'CLASS 4' WITH RUBBER RING JOINTS.
2. ALL DRAINAGE TRENCHES SHALL BE IN SOUND EXCAVATED MATERIAL. IF SOFT SPOTS EXIST, REMOVE AND REPLACE WITH COMPACTED ROAD BASE TO 95% STANDARD MAXIMUM DRY DENSITY TO A.S 1289 E1.1.
3. BEDDING AND BACKFILLING OF PIPES SHALL BE CARRIED OUT IN ACCORDANCE WITH 'CONCRETE PIPE ASSOCIATION OF AUSTRALASIA'. CONCRETE PIPE SELECTION AND INSTALLATION MANUAL FOR TYPE 'H1' SUPPORT.
4. PROVIDE 100mm Ø U.P.V.C. SLOTTED DRAINAGE PIPE 3000M LONG WRAPPED IN FILTER FABRIC SOCK IN ALL TRENCHES ADJACENT TO INLET PIPES TO PITS.
5. PIT BASES SHALL BE SMOOTH CONTOURED WITH MASS CONCRETE BENCHING.
6. CONNECT ALL EXISTING STORMWATER DRAINAGE LINES TO NEW DRAINAGE SYSTEM.

DRAINAGE PITS

1. ALL NEW PITS ARE TO BE CONSTRUCTED WITH 32MPa CONCRETE AND REINFORCED WITH SL72 MESH CENTRALLY PLACED, OR AS SHOWN ON PLAN.
2. HEAVY DUTY PITS ARE TO BE USED FOR PITS WITH WIDTHS GREATER THAN 0.9M OR DEPTHS GREATER THAN 1.8m.
3. GULLY PITS ARE TO USE WELDLLOCK GG78.50 OR SIMILAR HOT DIPPED GALVANISED MILD STEEL GRATE AND FRAME. PROVIDE GRATE WITH CLASS RATING OF D OR AS SHOWN ON PLAN.
4. FOR JUNCTION PITS IN VEHICLE LOADING AREAS, USE HEAVY DUTY CAST IRON OR HOT DIPPED GALVANISED COVER AND FRAMES. PROVIDE 'GATIC' STYLE LID WITH CLASS RATING OF D OR AS SHOWN ON PLAN.
4. FOR JUNCTION PITS IN NON VEHICLE LOADING AREAS, USE HEAVY DUTY CAST IRON OR HOT DIPPED GALVANISED COVER AND FRAMES. PROVIDE 'GATIC' STYLE LID WITH CLASS RATING OF C OR AS SHOWN ON PLAN.
5. ALL FRAMES TO BE EMBEDDED INTO SURROUNDING CONCRETE AND FINISHED FLUSH WITH FINISHED SURFACE LEVELS.
6. DEFLECTOR TO BE USED WHEN GRADE EXCEEDS 5%.
7. STEP IRONS ARE TO BE USED WHERE THE DEPTHS TO PIT INVERT IS GREATER THAN 1.0m
8. ALL EXPOSED EDGES ARE TO BE ROUNDED TO A 10mm RADIUS.

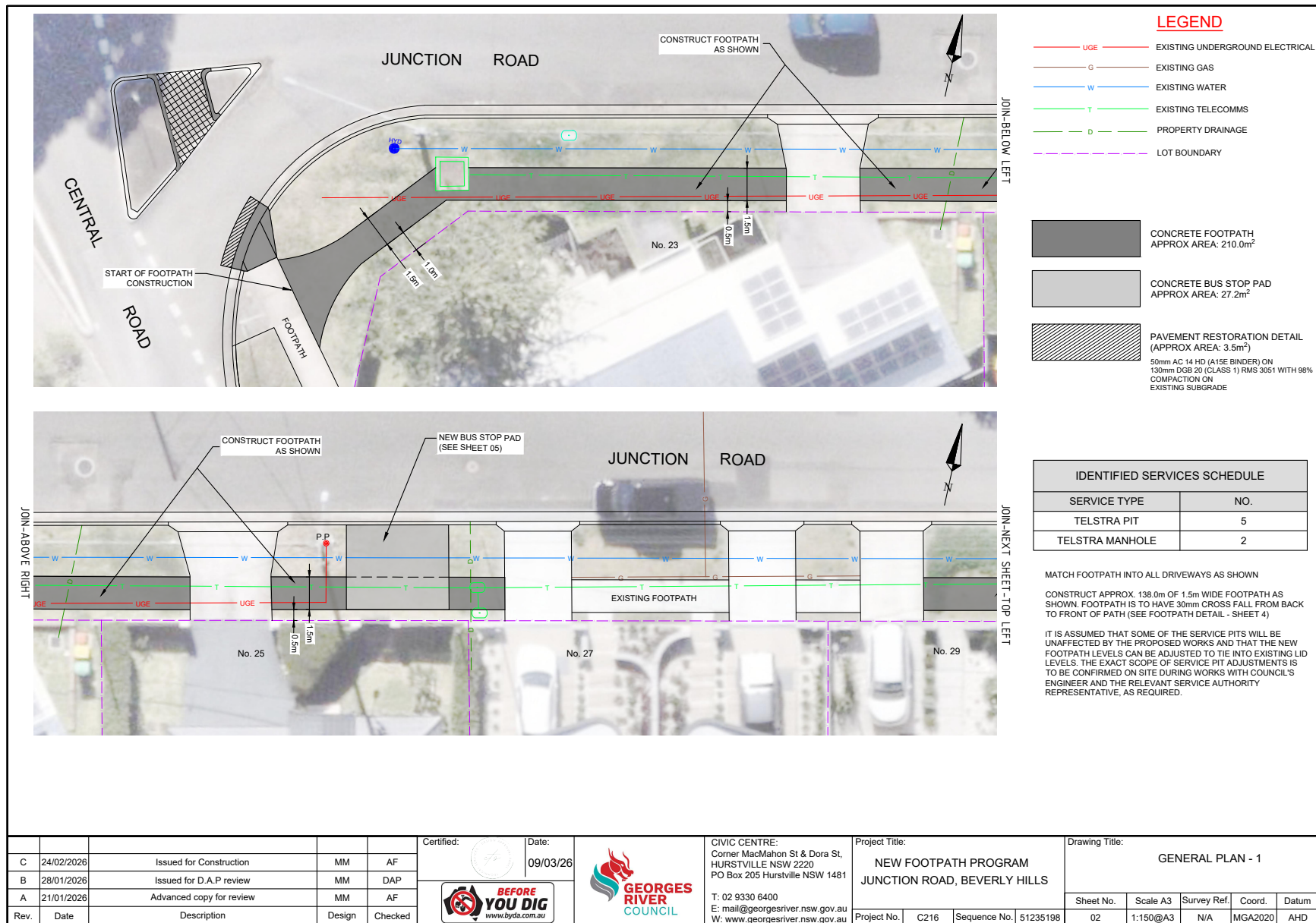
LINEMARKING NOTES:

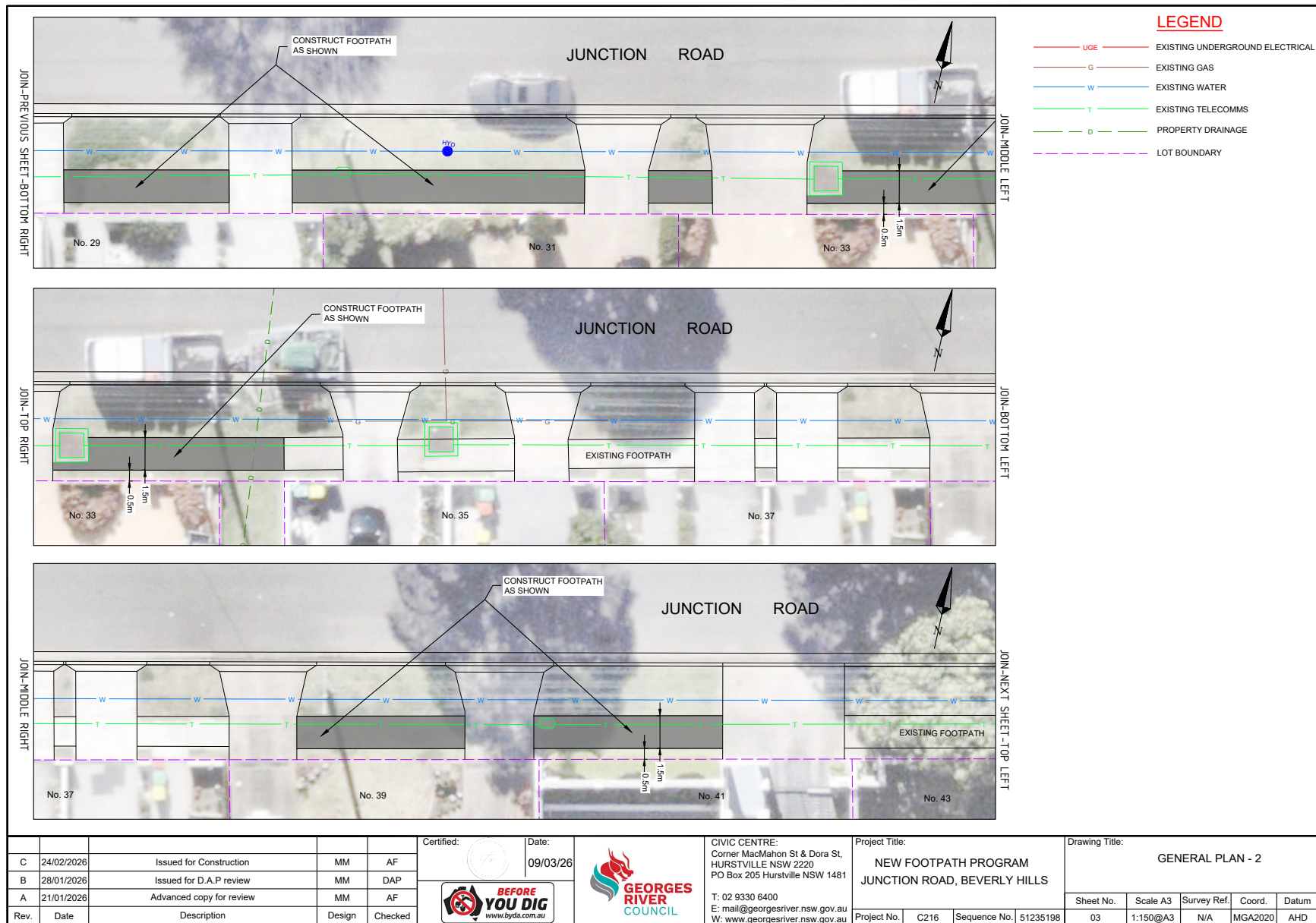
1. ALL LINEMARKING TO BE REFLECTIVE WHITE THERMOPLASTIC IN ACCORDANCE WITH AS1742.2
2. EXISTING LINEMARKING TO BE REMOVED AND REPLACED AS SHOWN ON PLANS
3. EXISTING REFLECTIVE MARKERS (RRPMs) TO BE REMOVED AND REPLACED (REFER KEY) IN ACCORDANCE WITH AS1742.2
4. WHERE LINEMARKING IS BEING REINSTATED, THE EXISTING REFLECTIVE MARKERS (RRPMs) TO BE REMOVED AND REPLACED IN ACCORDANCE WITH AS1742.2 AND TNSW SPECIFICATION R142

TREE NOTES:

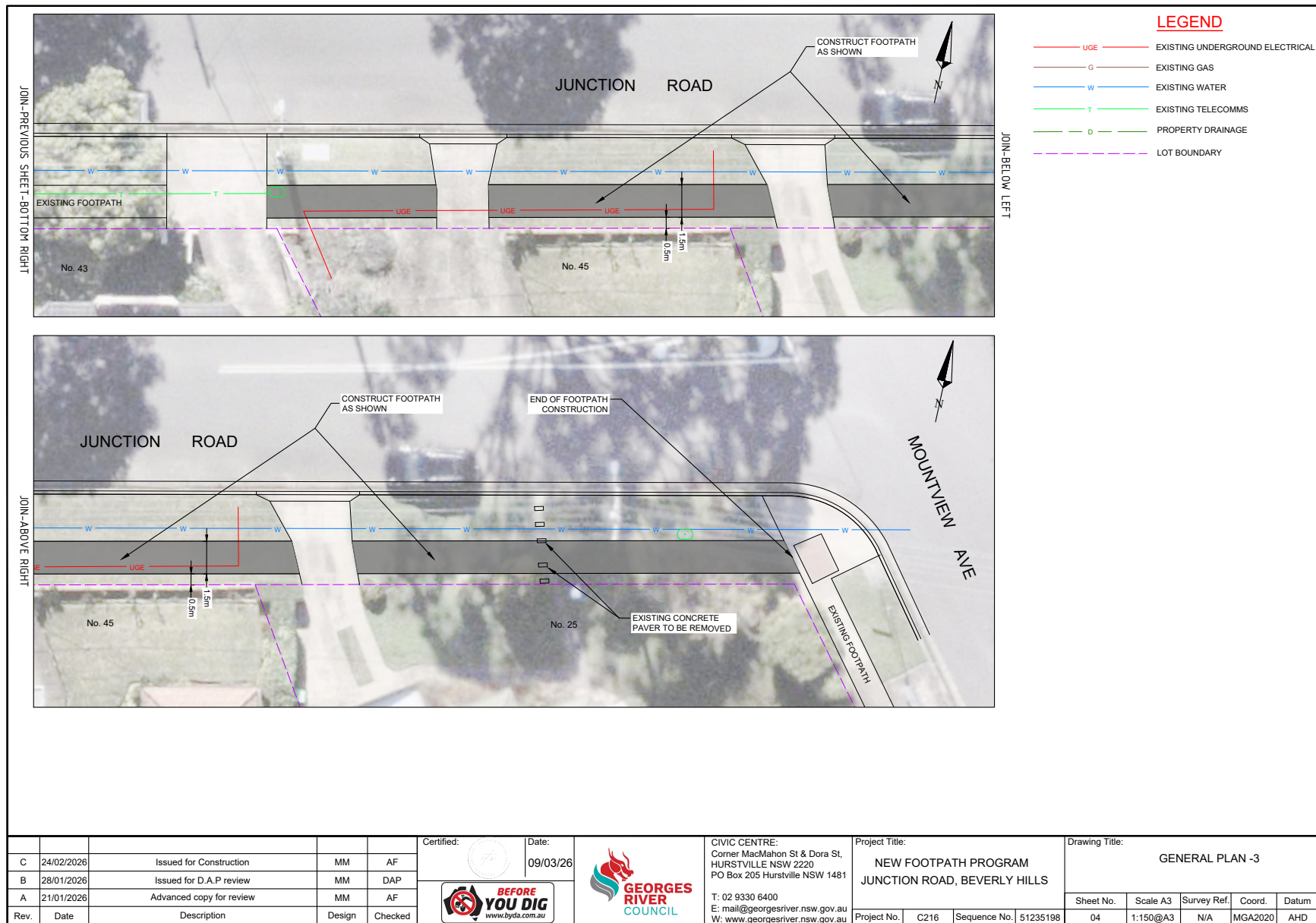
1. WHERE ANY WORKS ARE TO OCCUR WITHIN, OR ARE LIKELY TO IMPACT, THE TREE PROTECTION ZONE (TPZ) OF ANY TREES LOCATED WITHIN THE SITE, COUNCIL'S ENGINEER AND TREE MANAGEMENT OFFICER MUST BE CONSULTED PRIOR TO THE COMMENCEMENT OF WORK. THE POSITION AND CONDITION OF ANY SIGNIFICANT ROOTS SHALL BE VERIFIED ON SITE. IN CONSULTATION WITH COUNCIL'S TREE MANAGEMENT OFFICER, AND APPROPRIATE PROTECTION OR MANAGEMENT MEASURES IMPLEMENTED AS DIRECTED. WRITTEN APPROVAL MUST BE OBTAINED FROM COUNCILS ENGINEER PRIOR TO PROCEEDING WITH ANY FURTHER DEMOLITION OR CONSTRUCTION ACTIVITIES WITHIN THE AFFECTED AREA.

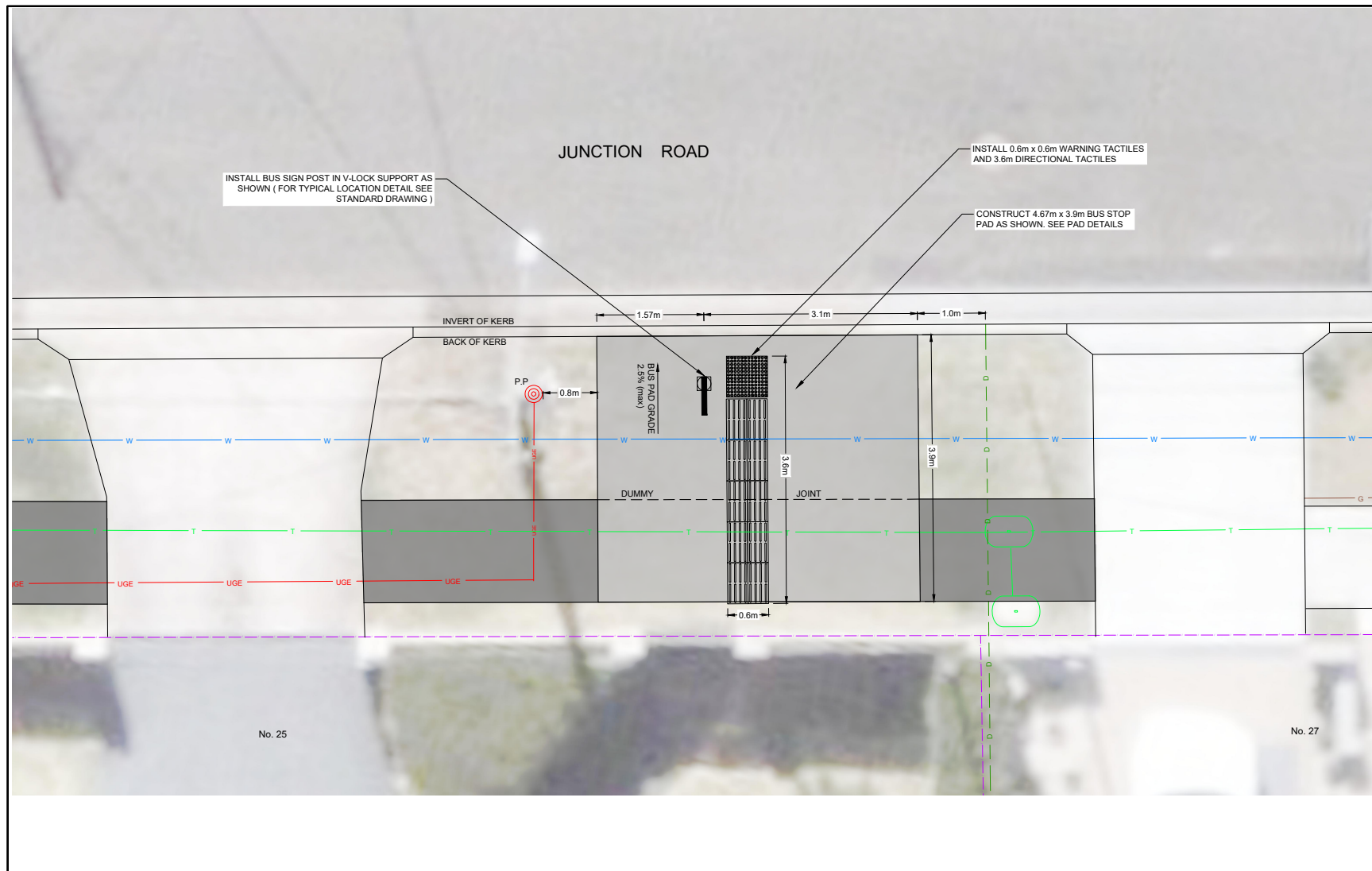
C	24/02/2026	Issued for Construction	MM	AF	Certified:  Date: 09/03/26 	CIVIC CENTRE: Corner MacMahon St & Dora St, HURSTVILLE NSW 2220 PO Box 205 Hurstville NSW 1481 T: 02 9330 6400 E: mail@georgesriver.nsw.gov.au W: www.georgesriver.nsw.gov.au	Project Title: NEW FOOTPATH PROGRAM JUNCTION ROAD, BEVERLY HILLS	Drawing Title: GENERAL NOTES											
B	28/01/2026	Issued for D.A.P review	MM	DAP															
A	21/01/2026	Advanced copy for review	MM	AF															
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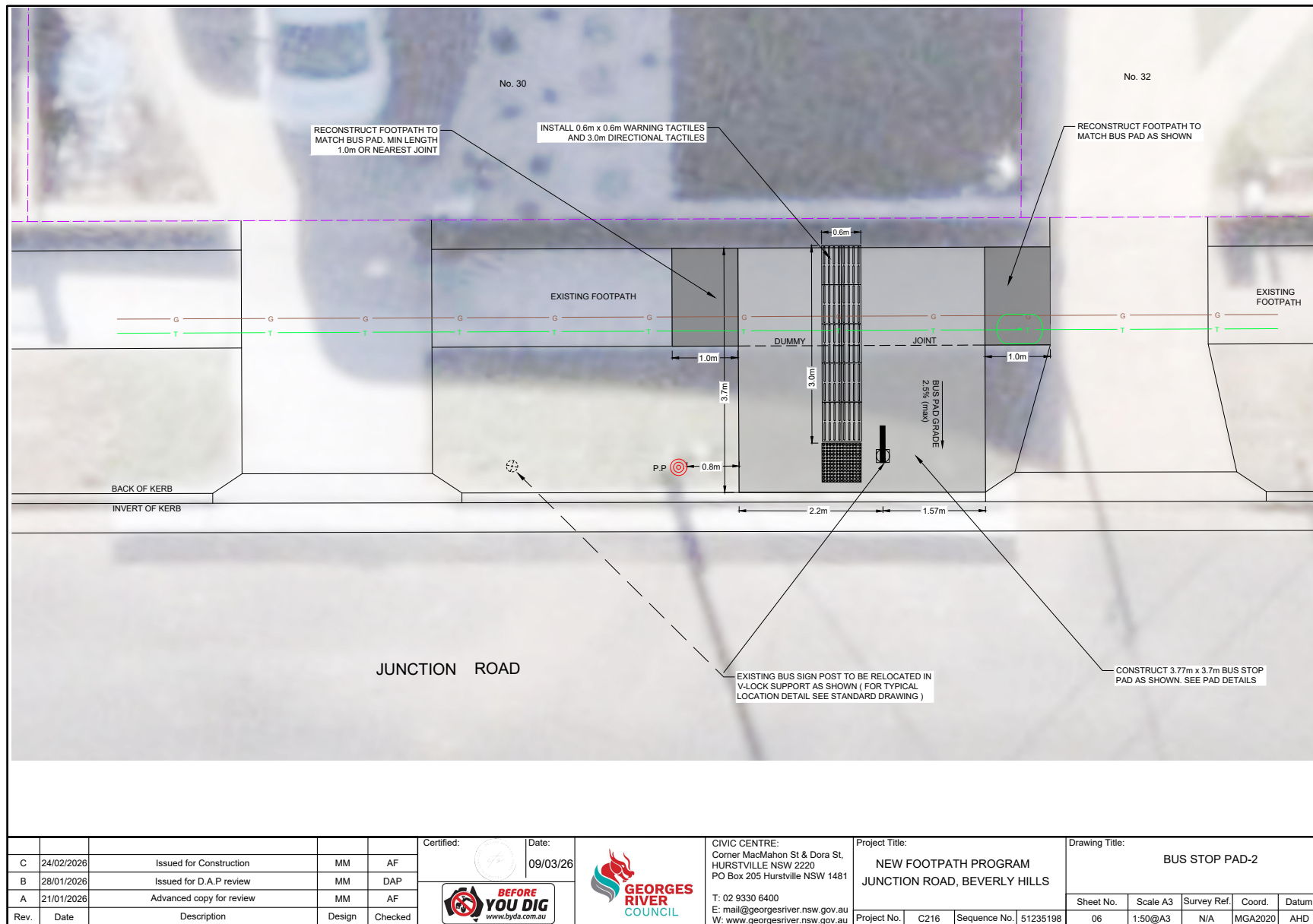


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C	24/02/2026	Issued for Construction	MM	AF	<p>09/03/26</p>	Project No. C216 Sequence No. 51235198			Sheet No.	Scale A3	Survey Ref.	Coord.	Datum
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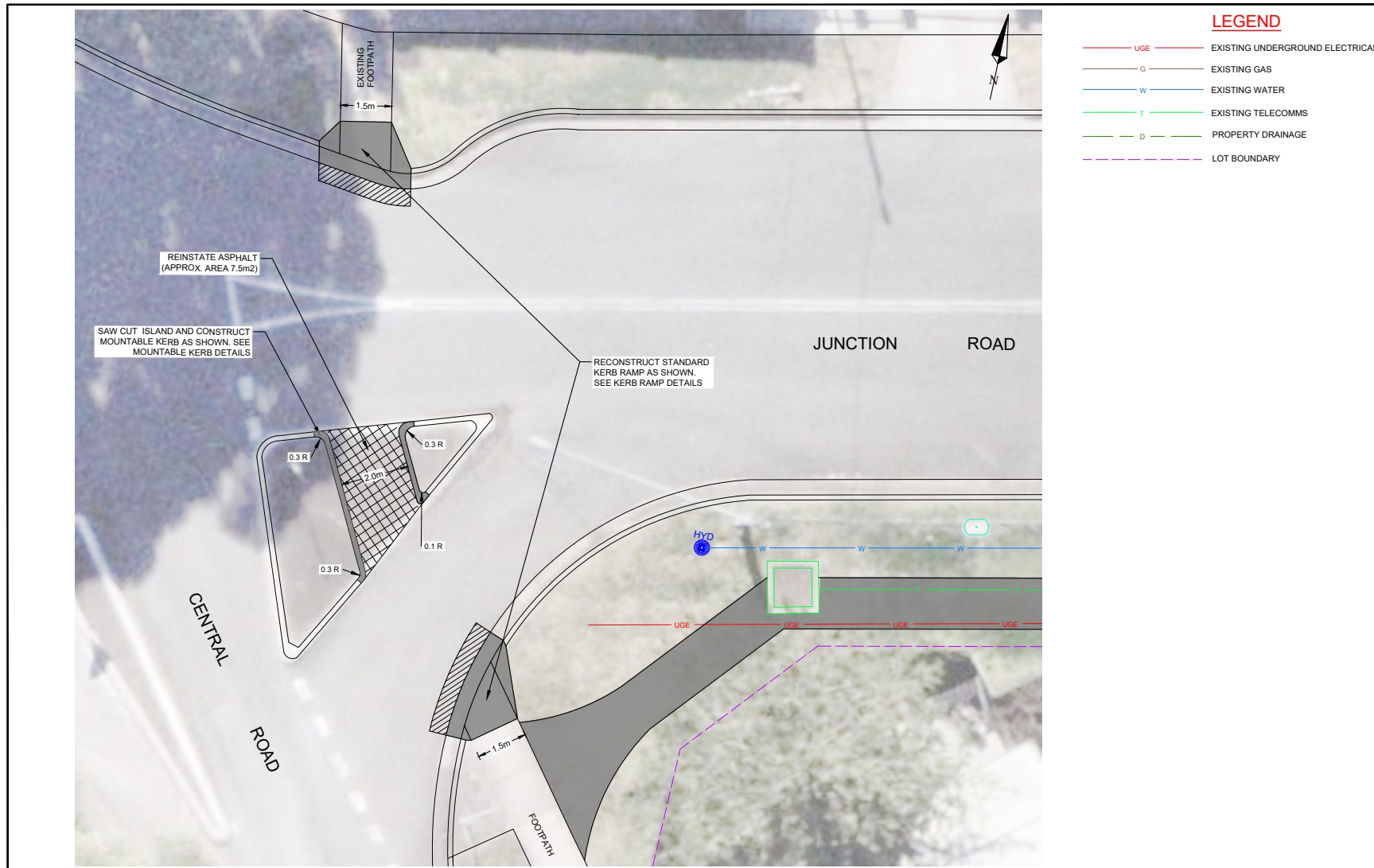




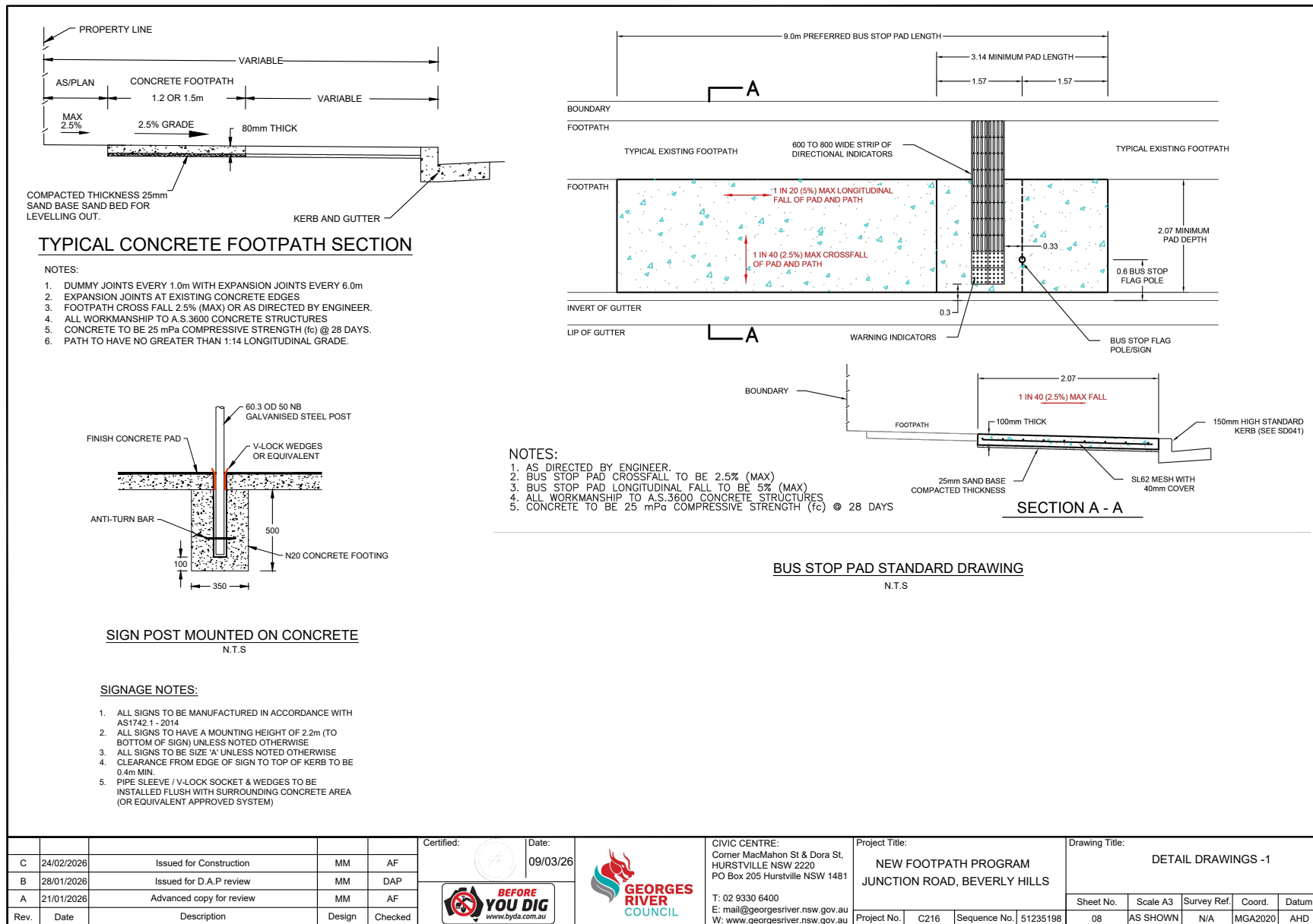
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C	24/02/2026	Issued for Construction	MM	AF		09/03/26	T: 02 9330 6400 E: mail@georgesriver.nsw.gov.au W: www.georgesriver.nsw.gov.au	Sheet No. 05 Scale A3 1:50@A3 Survey Ref. N/A Coord. MGA2020 Datum AHD	
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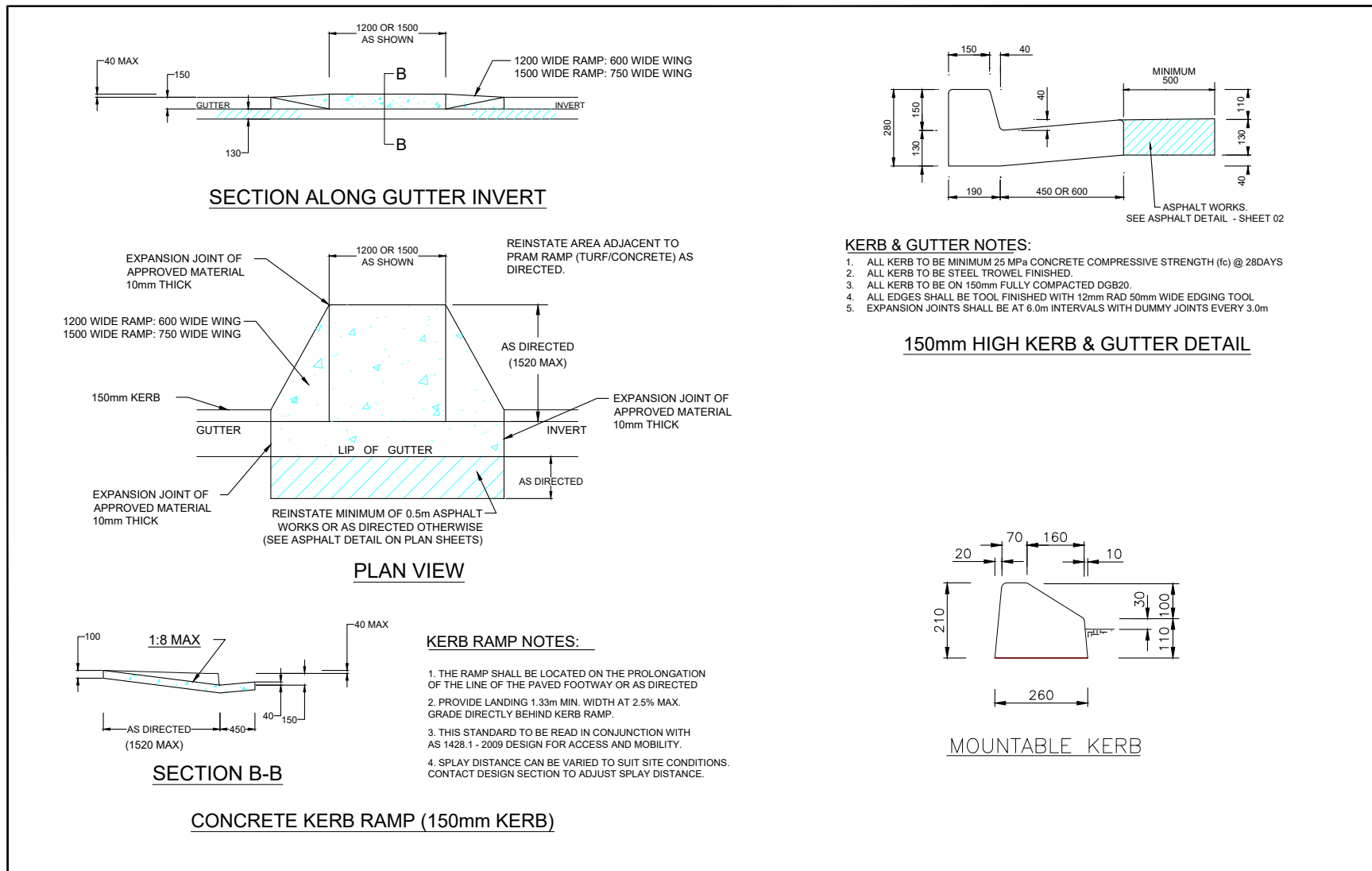


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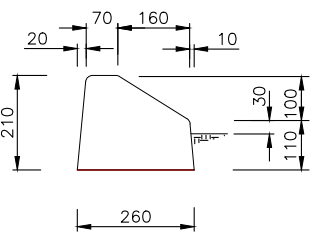
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C	24/02/2026	Issued for Construction	MM	AF			Project No. C216 Sequence No. 51235198	Sheet No.	Scale A3	Survey Ref.	Coord.	Datum
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A	21/01/2026	Advanced copy for review	MM	AF								





- KERB & GUTTER NOTES:**
1. ALL KERB TO BE MINIMUM 25 MPa CONCRETE COMPRESSIVE STRENGTH (fc) @ 28DAYS
 2. ALL KERB TO BE STEEL TROWEL FINISHED.
 3. ALL KERB TO BE ON 150mm FULLY COMPACTED DGB20.
 4. ALL EDGES SHALL BE TOOL FINISHED WITH 12mm RAD 50mm WIDE EDGING TOOL
 5. EXPANSION JOINTS SHALL BE AT 6.0m INTERVALS WITH DUMMY JOINTS EVERY 3.0m

150mm HIGH KERB & GUTTER DETAIL



MOUNTABLE KERB

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B		28/01/2026	Issued for D.A.P review	MM	DAP				Sheet No.	Scale A3	Survey Ref.	Coord.	Datum	
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Item: LTF037-26 Depot Road, Mortdale - Proposed Temporary Changes to Parking Restrictions

Author: Traffic Engineer

Directorate: Assets and Infrastructure

Matter Type: Committee Reports

RECOMMENDATION

- (a) That a temporary 'No Parking' restriction be installed on Depot Road, Mortdale, as per the plan in the report, during the following period to facilitate a waste drop-off event:
Friday 23 October 2026 to Monday 26 October 2026
- (b) That the 'No Parking' restriction and associated signage be removed between each waste drop-off event.

EXECUTIVE SUMMARY

1. This report seeks the Local Transport Forum's consideration for the proposed temporary installation of 'No Parking' zone on Depot Road, Mortdale for a four-day period to facilitate waste drop-off events.

BACKGROUND

2. Council has scheduled waste drop-off events at the Council's Mortdale Depot, including a Household Chemical Cleanout Event on Sunday 25 October 2026.
3. Approval is required to temporarily convert 33 metres of existing unrestricted on-street parking on Depot Road to 'No Parking' restriction to enable safe traffic movements around the Mortdale Depot.
4. The proposed parking restriction will ensure that there is sufficient space to safely accommodate a higher volume of vehicles travelling through Depot Road during the waste drop-off events.
5. The proposal would require approximately six parking spaces on the eastern side of Depot Road, Mortdale to be temporarily removed for four days.

PROPOSAL

6. It is proposed to temporarily install 33 metres of a 'No Parking' zone on the eastern side of Depot Road, Mortdale to facilitate Council waste drop-off events from Friday 23 October 2026 until Monday 26 October 2026, as per the plan in the report.



LTF037-26

FINANCIAL IMPLICATIONS

7. Within budget allocation – TfNSW Traffic Facility Grant – approximately \$200.

COMMUNITY ENGAGEMENT

8. Council will undertake community notification regarding the proposed changes to the parking restriction on Depot Road to nearby residents and businesses at a minimum of 7 days prior to the changes

FILE REFERENCE

D26/100355

ATTACHMENTS

Nil

Item: LTF038-26 Pitt Street, Mortdale - Proposed Accessible Parking

Author: Traffic Engineer

Directorate: Assets and Infrastructure

Matter Type: Committee Reports

RECOMMENDATION

That 6m of the existing time-restricted parking '2P, Mon-Fri 8:30 am-6 pm and Sat 8:30 am-12:30 pm' on the southern side of Pitt Street, Mortdale be converted into an accessible parking zone, as per the plan in the report.

EXECUTIVE SUMMARY

1. This report seeks the Local Transport Forum's consideration of a proposed accessible parking zone on the southern side of Pitt Street, Mortdale (along the frontage of 29-33 Pitt Street) to accommodate the parking demand for people with mobility issues.

BACKGROUND

2. Council has received requests from the local community to investigate and install additional accessible parking zones in the vicinity of the Mortdale town centre.
3. Concerns were raised about the lack of accessible parking zones in the vicinity of Mortdale town centre to accommodate for the parking demand for people with mobility issues.
4. There are several accessible parking spaces within the Mortdale town centre, located within the Cook Street car parks and on the eastern side of Pitt Street. These spaces are spread across the town centre to cater the accessible parking demand generated by local businesses.
5. It was observed that the utilisation of these existing accessible parking spaces is between medium and high, especially during busy peak periods.
6. Two NDIS providers are located at Nos. 29-33 Pitt Street, creating increased demand for accessible parking on this section of Pitt Street.
7. The proposed 6m accessible parking zone could accommodate one accessible parking space, which will provide additional on-street parking for people with a Mobility Parking Scheme (MPS) Permit, increasing on-street parking supply for eligible users.
8. On-street accessible parking spaces are available for use by any motorists with valid mobility parking permits and are not for the exclusive use of any one user.
9. As per the Australian Road Rules, motorists are not permitted to stop on or across a driveway, which means vehicles are not allowed to stop at the driveway servicing Nos. 29-33 Pitt Street.
10. The proposed change to the parking restrictions would result in the loss of one 2P time-restricted parking space on Pitt Street. No significant impacts are expected from this proposal as the short-term parking demand can be accommodated within surrounding time-restricted parking spaces.

PROPOSAL

11. It is proposed to convert 6m of the existing time-restricted parking '2P, Mon-Fri 8:30 am-6 pm and Sat 8:30 am-12:30 pm' on the southern side of Pitt Street (along the frontage of Nos. 29-33 Pitt Street) into an accessible parking zone, as per the plan in the report.

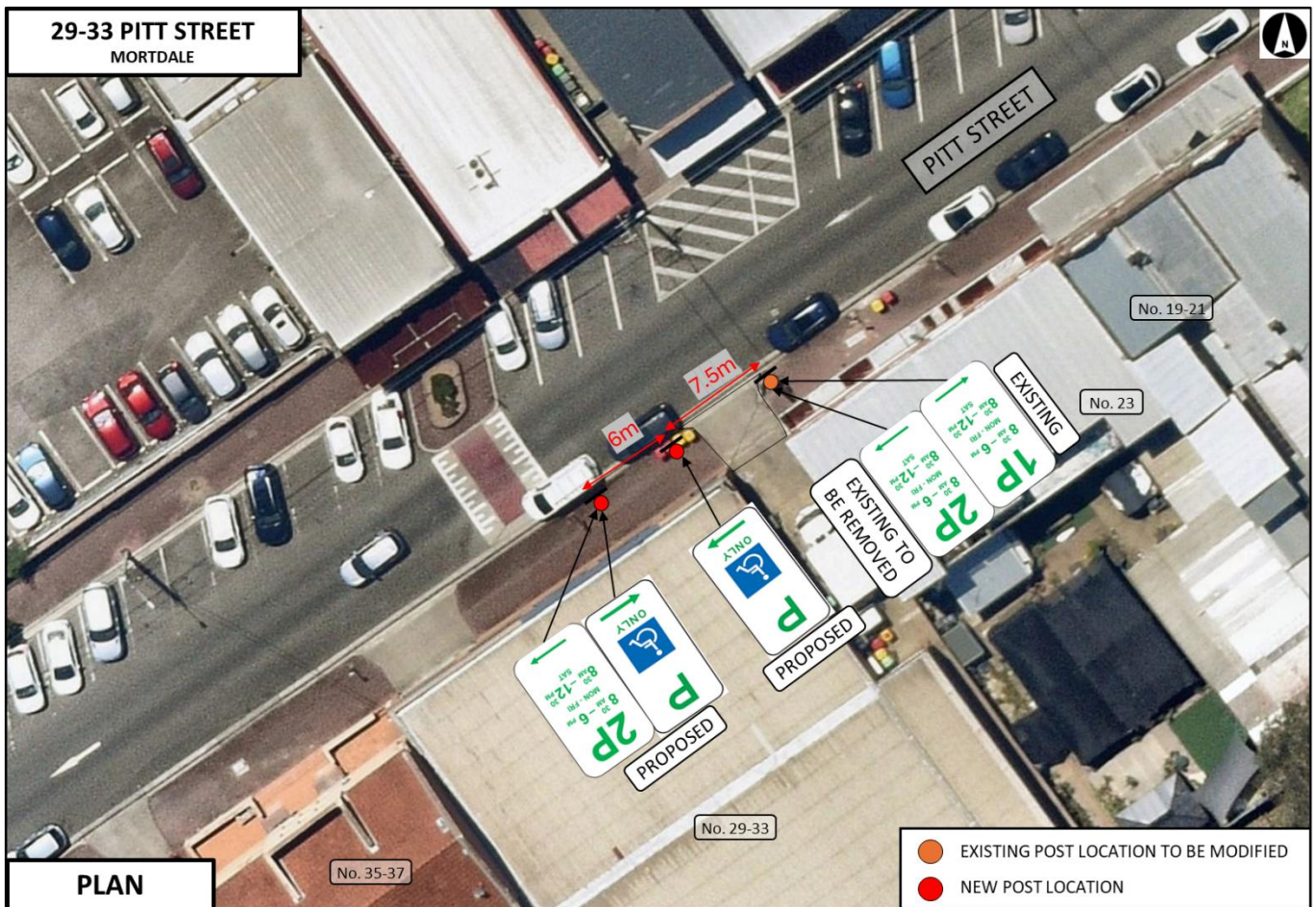


Figure 1. Plan of proposed 'Accessible Parking Zone' parking restriction.

FINANCIAL IMPLICATIONS

- 12. Within budget allocation – TfNSW Traffic Facility Grant – approximately \$600 for signage installation.

COMMUNITY ENGAGEMENT

- 13. Council has undertaken community consultation with the nearby residents and businesses regarding the proposed changes to the parking restrictions on Pitt Street, Mortdale. The closing date for submissions was Wednesday, 15 April 2026.
- 14. Council has received one response, supporting the proposal.

FILE REFERENCE

D26/101905

ATTACHMENTS

Nil

Item: LTF039-26 Burgess Street and Targo Road Intersection - Proposed Intersection Changes

Author: Traffic Engineer

Directorate: Assets and Infrastructure

Matter Type: Committee Reports

RECOMMENDATION

That the priority at the Burgess Street and Targo Road intersection be modified, as per the plan in the report.

EXECUTIVE SUMMARY

1. This report seeks the Local Transport Forum's consideration of a modification of the priority at the Burgess Street and Targo Road intersection to eliminate ambiguity over passing priority at the intersection.

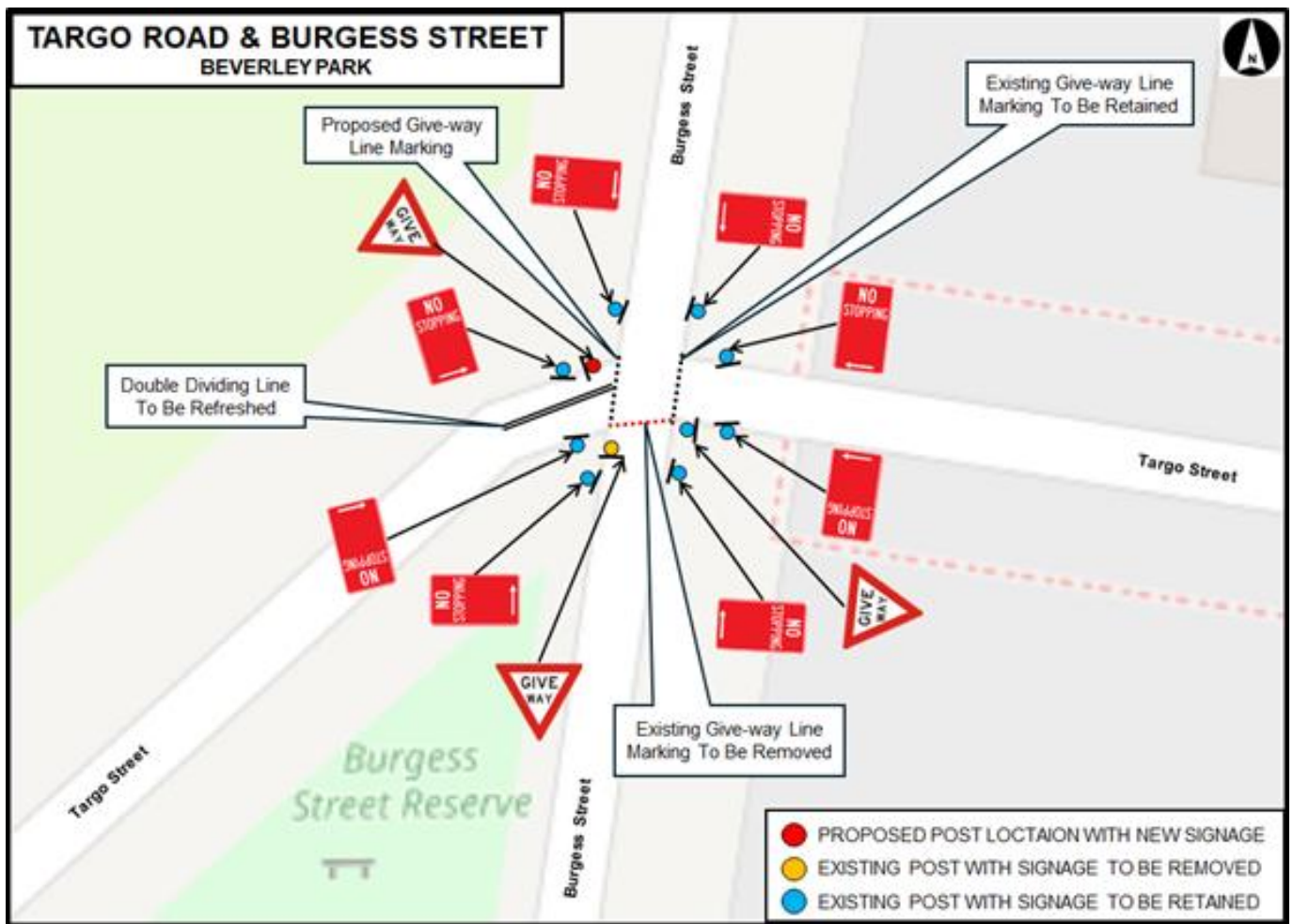
BACKGROUND

2. Council has received requests from the local community to investigate safety concerns relating to priority arrangements at the Burgess Street and Targo Road intersection.
3. Concerns were raised about the current priority arrangement creating ambiguity over passing priority at the intersection, despite those movements having rights of way.
4. Council officers have observed that currently, vehicles travelling westbound on Targo Road and northbound on Burgess Street are required to give way to vehicles travelling eastbound on Targo Road and southbound on Burgess Street.
5. It was observed that vehicles travelling straight or turning right from the western approach of Targo Road could collide with vehicles travelling straight, turning left, or turning right from the northern approach of Burgess Street.
6. A review of Transport for NSW crash data for the most recent five-year period (2020–2024) indicates that there have been no recorded crashes at this intersection.
7. Traffic tube count surveys indicate that both Targo Road and Burgess Street carry an average daily traffic volume of approximately 900 vehicles per day, with an 85th percentile speed of 48km/h on Targo Road and 47km/h on Burgess Street.
8. Overall, the traffic data shows that both Targo Road and Burgess Street have comparable traffic volumes and similar speed profiles.
9. The proposed modification to the priority at the intersection considers the angled entry of the western approach of Targo Road, which provides more limited sightline compared to the sight line available on Burgess Street.
10. The proposed reconfiguration of priority at the intersection would remove the existing confusing and conflicting movements, resulting in a safer environment for motorists without any changes to existing on-street parking arrangements.
11. Give-way linemarking and associated signage will be installed at the intersection, as per the plan in the report, to reflect the new priority arrangement.
12. The double dividing line on the western approach of Burgess Street will also be refreshed as part of the next batch of scheduled linemarking refresh program across the local government area.

13. An Advisory Message trailer will be deployed at both approaches, notifying motorists about the new priority changes at the intersection.
14. In addition, Council proposes to install 10m regulatory 'No Stopping' signage to improve sight distance, signage visibility, and safe vehicle movement at the intersection.
15. As per the NSW Road Rules, motorists are not permitted to stop within 10m of an intersection. The changes seek only to formalise the existing NSW Road Rules requirement for 10m regulatory 'No Stopping' restrictions at the intersection.

PROPOSAL

16. It is proposed to modify the priority at the intersection such that vehicles travelling on Burgess Street have right of way, and vehicles travelling on Targo Road are required to give way.



FINANCIAL IMPLICATIONS

17. Within budget allocation – TfNSW Traffic Facility Grant – approximately \$2,500 for signage.

COMMUNITY ENGAGEMENT

18. Council has undertaken community consultation with the nearby residents regarding the proposed modifications to the priority arrangement at the Burgess Street and Targo Road intersection.
19. Council received one response from a resident, which was in favour of the proposal.

FILE REFERENCE

D26/104423

ATTACHMENTS

Nil

Item: LTF040-26 Woodlands Avenue, Lugarno - Proposed Changes to Parking Restrictions

Author: Traffic Engineer

Directorate: Assets and Infrastructure

Matter Type: Committee Reports

RECOMMENDATION

- (a) That the 'No Parking' restrictions on Woodlands Avenue, east of the intersection with Boronia Parade, be converted to 'No Stopping' restrictions, as per the plan in the report.
- (b) That the 'No Stopping' restrictions, fronting No. 93 Woodlands Avenue, be extended by approximately 2m, as per the plan in the report.

EXECUTIVE SUMMARY

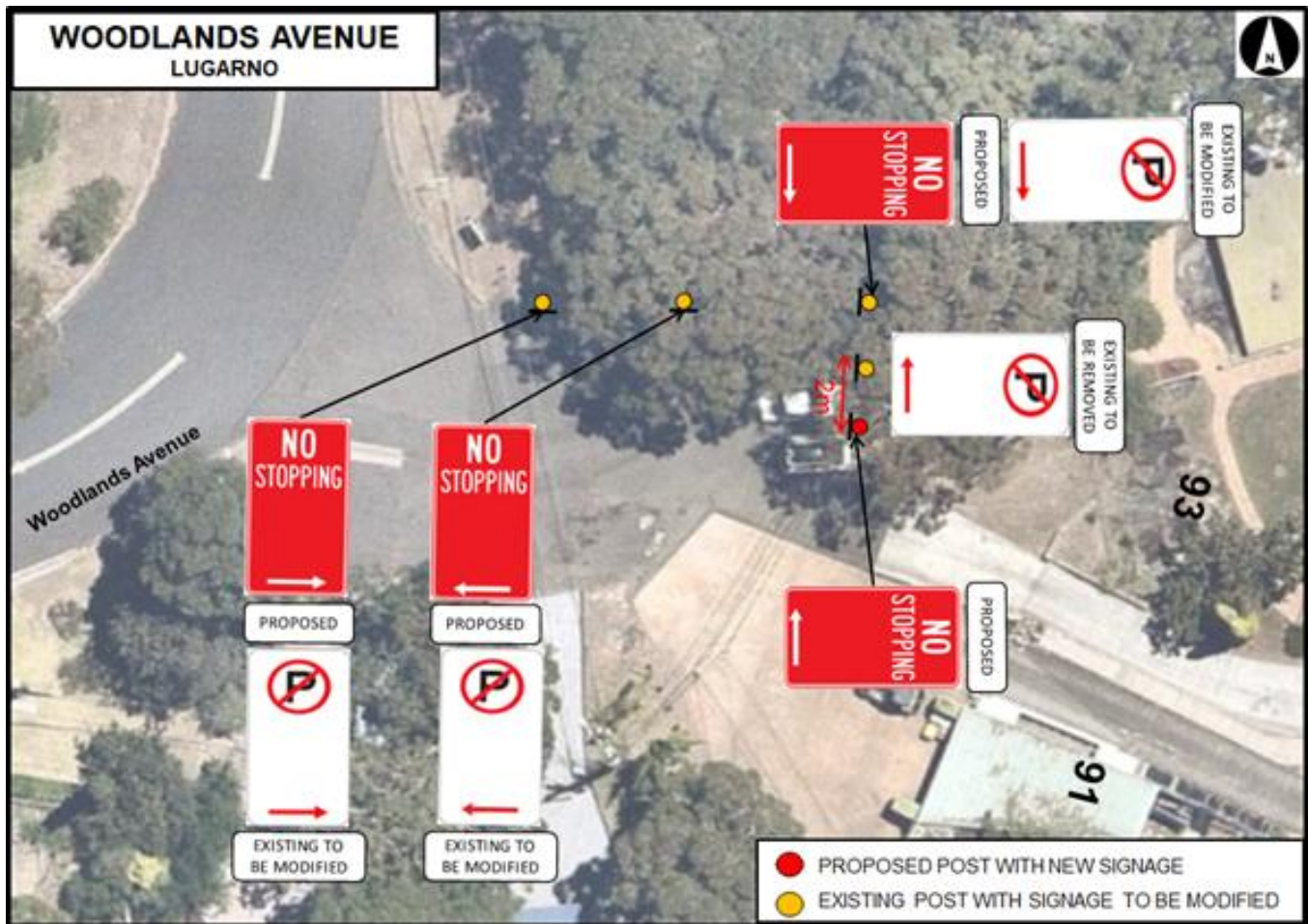
1. This report seeks the Local Transport Forum's consideration of the proposed changes to the parking restrictions on Woodlands Avenue, just east of the intersection with Boronia Parade, to prevent vehicles from parking or stopping within this section and improve access for the local residents of Woodlands Avenue.

BACKGROUND

2. Council has received requests from a local resident to investigate ongoing parking and access issues on Woodlands Avenue, particularly near its intersection with Boronia Parade.
3. Concerns were raised about vehicles parked immediately east of this intersection, which obstruct vehicular access for local residents on Woodlands Avenue.
4. Council officers have observed that 'No Parking' restrictions are already in place in this section to prevent vehicles from parking in a way that would impede vehicular access for local residents. However, it was observed that large vehicles are sometimes parked within this area and obstruct access.
5. The proposed change and extension to the parking restrictions are expected to prevent vehicles from parking or stopping within this section and improve access for residents.
6. The proposal would result in the loss of one unrestricted, informal on-street parking space along the frontage of No. 93 Woodlands Avenue. However, it is expected that the residential parking demand can be easily accommodated by surrounding on-street parking.

PROPOSAL

7. It is proposed to convert the 'No Parking' restrictions on Woodlands Avenue, just east of the intersection with Boronia Parade, to 'No Stopping' restrictions, as per the plan in the report.
8. In addition, it is proposed to extend the 'No Stopping' restrictions, fronting No. 93 Woodlands Avenue, by approximately 2m, as per the plan in the report.



LTF040-26

FINANCIAL IMPLICATIONS

9. Within budget allocation – TfNSW Traffic Facility Grant – approximately \$800 for signage.

COMMUNITY ENGAGEMENT

- 10. Council has undertaken community consultation with the nearby residents regarding the proposed changes to the parking restrictions.
- 11. Council received four responses. Two responses are in favour of the proposal and one response is neutral regarding the proposal, and one response is against the proposal.
- 12. The resident who objected to the proposal is concerned about the proposal encouraging vehicles to park along the frontage of Nos. 83 and 85 Woodlands Avenue instead, impeding vehicular access to the properties.
- 13. Under the NSW Road Rules, it is an offence for a vehicle to park across a driveway. Any vehicles parked across the driveways of Nos. 83 and 85 Woodlands Avenue shall be reported to Council Rangers for enforcement.

FILE REFERENCE

D26/104453

ATTACHMENTS

Nil