

# **AGENDA**

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## **INNER WEST COUNCIL**

**LOCAL TRAFFIC COMMITTEE MEETING**

**TUESDAY 2 OCTOBER 2018**

**10.00am**

## **Function of the Local Traffic Committee**

### **Background**

Roads and Maritime Services (RMS) is legislated as the Authority responsible for the control of traffic on all NSW Roads. The RMS has delegated certain aspects of the control of traffic on local roads to councils. To exercise this delegation, councils must establish a local traffic committee and obtain the advice of the RMS and Police. The Inner West Council Local Traffic Committee has been constituted by Council as a result of the delegation granted by the RMS pursuant to Section 50 of the Transport Administration Act 1988.

### **Role of the Committee**

The Local Traffic Committee is primarily a technical review and advisory committee which considers the technical merits of proposals and ensures that current technical guidelines are considered. It provides recommendations to Council on traffic and parking control matters and on the provision of traffic control facilities and prescribed traffic control devices for which Council has delegated authority. These matters are dealt with under **Part A** of the agenda and require Council to consider exercising its delegation.

In addition to its formal role as the Local Traffic Committee, the Committee may also be requested to provide informal traffic engineering advice on traffic matters not requiring Council to exercise its delegated function at that point in time, for example, advice to Council's Development Assessment Section on traffic generating developments. These matters are dealt with under **Part C** of the agenda and are for information or advice only and do not require Council to exercise its delegation.

### **Committee Delegations**

The Local Traffic Committee has no decision-making powers. The Council must refer all traffic related matters to the Local Traffic Committee prior to exercising its delegated functions. Matters related to State Roads or functions that have not been delegated to Council must be referred directly to the RMS or relevant organisation.

The Committee provides recommendations to Council. Should Council wish to act contrary to the advice of the Committee or if that advice is not supported unanimously by the Committee members, then the Police or RMS have an opportunity to appeal to the Regional Traffic Committee.

### **Committee Membership & Voting**

Formal voting membership comprises the following:

- one representative of Council as nominated by Council;
- one representative of the NSW Police from each Local Area Command (LAC) within the LGA, being Newtown, Marrickville, Leichhardt and Ashfield LAC's.
- one representative from the RMS; and
- State Members of Parliament (MP) for the electorates of Summer Hill, Newtown, Heffron, Canterbury, Strathfield and Balmain or their nominees.

Where the Council area is represented by more than one MP or covered by more than one Police LAC, representatives are only permitted to vote on matters which effect their electorate or LAC.

Informal (non-voting) advisors from within Council or external authorities may also attend Committee meetings to provide expert advice.

### **Committee Chair**

Council's representative will chair the meetings.

### **Public Participation**

Members of the public or other stakeholders may address the Committee on agenda items to be considered by the Committee. The format and number of presentations is at the discretion of the Chairperson and is generally limited to 3 minutes per speaker. Committee debate on agenda items is not open to the public.



## **AGENDA**

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- 2 Disclosures of Interest**
- 3 Confirmation of Minutes**  
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- 4 Matters Arising from Council's Resolution of Minutes**
- 5 Part A – Items Where Council May Exercise Its Delegated Functions**

### **Traffic Matters**

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**Late Items**

Nil at time of printing.

**Part B - Items for Information Only**

Nil at the time of printing.

**Part C - Items for General Advice**

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**Minutes of Local Traffic Committee Meeting  
Held at Petersham Service Centre on 4 September 2018**

**Meeting commenced at 10.03am**

**ACKNOWLEDGEMENT OF COUNTRY BY CHAIRPERSON**

*I acknowledge the Gadigal and Wangal people of the Eora nation on whose country we are meeting today, and their elders past and present.*

**COMMITTEE REPRESENTATIVES PRESENT**

Clr Julie Passas	Chair, Deputy Mayor – Ashfield Ward
Mr Bill Holliday	Representative for Jamie Parker MP, Member for Balmain
Mr Chris Woods	Representative for Ron Hoenig MP, Member for Heffron
Ms Sarina Foulstone	Representative for Jo Haylen MP, Member for Summer Hill
Sgt John Micallef	NSW Police – Burwood Police Area Command
A/Sgt Charles Buttrose	NSW Police – Leichhardt Police Area Command
Sgt Paul Vlachos	NSW Police – Inner West Police Area Command
Mr Ryan Horne	Roads and Maritime Services

**OFFICERS IN ATTENDANCE**

SC Anthony Kenny	NSW Police – Inner West Police Area Command
SC Sam Tohme	NSW Police – Burwood Police Area Command
Mr Asith Nagodavithane	Transit Systems – Inner West Bus Services
Mr Bob Moore	Inner West Bicycle Coalition
Clr Marghanita Da Cruz	Leichhardt Ward
Mr John Stephens	IWC's Traffic and Transport Services Manager
Mr Manod Wickramasinghe	IWC's Coordinator Traffic and Parking Services (North)
Mr George Tsaprounis	IWC's Coordinator Traffic and Parking Services (South)
Mr David Yu	IWC's Engineer – Traffic and Parking Services
Mr Boris Muha	IWC's Engineer – Traffic and Parking Services
Ms Jenny Adams	IWC's Engineer – Traffic and Parking Services
Mr Joe Di Cesare	IWC's Coordinator Design Services
Mr Davide Torresan	IWC's Civil Engineer
Ms Ranji Nadarajah	IWC's Civil Engineer
Ms Mary Bailey	IWC's Parking Planner
Ms Christina Ip	IWC's Business Administration Officer

**VISITORS**

Mr Phillip Lineham	Item 10 - Resident
Mr John Golinelli	Item 10 - Resident
Mr Luc Streit	Item 10 - Resident
Mr Ron Page	Item 10 - Resident

**APOLOGIES:**

Mr Wal Petschler	IWC's Group Manager, Roads, Traffic and Stormwater
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**DISCLOSURES OF INTERESTS:**

The representative for the Member for Heffron declared a non-pecuniary interest in Item 8 as he resides in one of the streets adjacent to Blamire Lane.

**CONFIRMATION OF MINUTES**

The Minutes of the Local Traffic Committee Meeting held on Tuesday, 7 August 2018 were confirmed.

**MATTERS ARISING FROM COUNCIL'S RESOLUTION OF MINUTES**

The Local Traffic Committee recommendations of its meeting held on 7 August 2018 were adopted at Council's meeting held on 28 August 2018, with the exception of LTC0818 Item 4 in which Council requested that the alternative plan devised for a resident be referred to the September Local Traffic Committee meeting for its consideration.

**LTC0918 Item 1 Traffic Management Plan for the 2018 New Year's Eve Event (Balmain Ward / Balmain Electorate / Leichhardt LAC)****SUMMARY**

As instructed by the Police, access to the Balmain peninsula is closed to vehicular traffic every New Year's Eve. This report outlines the traffic management associated with the event.

**Officer's Recommendation****THAT:**

1. the Traffic Management Plan (Attachment 1) detailing the traffic arrangements for the 2018 New Year's Eve be supported;
2. the Traffic Management Plan (Attachment 1) be forwarded to Council's Parks and Streetscapes Coordinator, Transport Management Centre and the Major Events & Incidents Group (NSW Police);
3. a temporary 'No Stopping' zone be installed on the eastern side of Montague Street between Darling Street and Beattie Street, Balmain;
4. That the following modifications to bus stops be approved:
  - a. On the northern side of Darling Street:
    - i. Install temporary 'Bus Zones' between Mort Street and Ford Street
    - ii. Extend the 'Bus Zone' between Ford Street and McDonald Street
    - iii. Extend the 'Bus Zone' between McDonald Street and Curtis Road, outside Nos.217-223 Darling Street
  - b. On the southern side of Darling Street:
    - i. Install a temporary 'Bus Zone' between Booth Street and Beattie Street, outside No. 244-270 Darling Street.
5. The Police representative be requested to provide bike unit resources to improve traffic/crowd controls around the Darling Street/Curtis Road intersection (roundabout);
6. The Police be requested to liaise directly with the Roads and Maritime Services in regards to the installation of variable message signs ("Balmain Peninsula is closed" and "Alcohol Free Zone") on the main access roads into Balmain Peninsula a few days in advance of the event;
7. Confirmation be sought regarding the areas to be declared alcohol free and the Police and Transit Systems representatives be advised;
8. The Transit Systems representative be requested to place adequate notices on buses regarding the establishment of an alcohol free zone in the Balmain East area (details to be provided by Council);
9. The taxi/hire car access to the Peninsula be restricted from 7:00pm.
10. Taxis/hire cars carrying mobility impaired or infirmed residents be permitted

access at all hours into the Peninsula; and

**11. The NSW Taxi Council be advised of the Committee's recommendation.**

### **DISCUSSION**

The representative for Transit Systems stated that, in regards to part 8 of the recommendation, notices on buses is not the most appropriate channel to communicate messages about an alcohol free zone as this space is used by Transport for NSW to advertise transport messages for the Christmas and New Year period. The representative advised that a request for notices for the establishment of an alcohol free zone should be submitted to Transport for NSW.

The Committee members agreed with the Officer's recommendation with an amendment to part 8 to reflect comments from the Transit Systems representative.

### **COMMITTEE RECOMMENDATION**

**THAT:**

- 1. the Traffic Management Plan (Attachment 1) detailing the traffic arrangements for the 2018 New Year's Eve be supported;**
- 2. the Traffic Management Plan (Attachment 1) be forwarded to Council's Parks and Streetscapes Coordinator, Transport Management Centre and the Major Events & Incidents Group (NSW Police);**
- 3. a temporary 'No Stopping' zone be installed on the eastern side of Montague Street between Darling Street and Beattie Street, Balmain;**
- 4. That the following modifications to bus stops be approved:**
  - a. On the northern side of Darling Street:**
    - i. Install temporary 'Bus Zones' between Mort Street and Ford Street**
    - ii. Extend the 'Bus Zone' between Ford Street and McDonald Street**
    - iii. Extend the 'Bus Zone' between McDonald Street and Curtis Road, outside Nos.217-223 Darling Street**
  - b. On the southern side of Darling Street:**
    - i. Install a temporary 'Bus Zone' between Booth Street and Beattie Street, outside No. 244-270 Darling Street.**
- 5. The Police representative be requested to provide bike unit resources to improve traffic/crowd controls around the Darling Street/Curtis Road intersection (roundabout);**
- 6. The Police be requested to liaise directly with the Roads and Maritime Services in regards to the installation of variable message signs ("Balmain Peninsula is closed" and "Alcohol Free Zone") on the main access roads into Balmain Peninsula a few days in advance of the event;**
- 7. Confirmation be sought regarding the areas to be declared alcohol free and the Police and Transit Systems representatives be advised;**
- 8. Transport for NSW be requested to place adequate notices on buses regarding the establishment of an alcohol free zone in the Balmain East area (details to be provided by Council);**
- 9. The taxi/hire car access to the Peninsula be restricted from 7:00pm.**
- 10. Taxis/hire cars carrying mobility impaired or infirmed residents be permitted access at all hours into the Peninsula; and**
- 11. The NSW Taxi Council be advised of the Committee's recommendation.**

**For motion: Unanimous**

**LTC0918 Item 2 Batty Street, Rozelle - Proposed Kerb Extension Design Plan (Balmain Ward/ Balmain Electorate/ Leichhardt LAC)****SUMMARY**

A detailed design plan has been finalised for the proposed treatment in Batty Street, Rozelle at its intersection with Mansfield Street.

The proposal includes installing kerb extensions to reinforce the existing 'No Entry' restriction that prohibits northbound entry into Batty Street from Mansfield Street, and to install pedestrian kerb ramps to improve pedestrian safety.

Consultation was undertaken with the owners and occupiers of properties adjacent to the intersection regarding the proposal. A summary of the consultation results are presented in this report for consideration.

**Officer's Recommendation**

**THAT the detailed design plan for the kerb extensions and associated signs and line markings at the intersection of Batty Street and Mansfield Street, Rozelle (as per the attached design plan no.10025) be approved.**

**DISCUSSION**

Clr Da Cruz stated that she was concerned that the proposed kerb extensions will be in the middle of the road and that there will be wide space on the other side of the kerb extensions. Clr Da Cruz believed that the road needed to be blocked off as the proposed kerb extensions will not indicate to motorists that there is no entry into Batty Street from Mansfield Street.

Council Officers advised that a wider kerb extension on the western side of the street had been investigated. It was found that this would have limited vehicle manoeuvrability along the street and would result in the removal of some parking spaces. Moving the kerb blisters towards the centre of the road allowed parking to be retained.

The RMS representative suggested installing a 'No Entry' sign on the western side of the intersection, in addition to the proposed 'No Entry' sign on the eastern side. This could increase awareness to motorists travelling in both directions on Mansfield Street that they cannot access Batty Street.

The Committee members agreed with the Officer's recommendation.

**COMMITTEE RECOMMENDATION**

**THAT the detailed design plan for the kerb extensions and associated signs and line markings at the intersection of Batty Street and Mansfield Street, Rozelle (as per the attached design plan no.10025) be approved.**

**For motion:** Unanimous

**LTC0918 Item 3 Booth Street Bridge Widening over Johnston Creek, Annandale****SUMMARY**

A detailed design plan has been prepared for the Booth Street Bridge widening over Johnston Creek. The proposal adds a separated unidirectional cycleway in the southbound

direction as well as footpath and linemarking amendments.

It is recommended that the proposed detailed design plans be approved.

#### **Officer's Recommendation**

**THAT:**

- 1. The design plans for the proposed Booth Street Bridge Widening over Johnston Creek, Annandale (as per the attached design plans No. C101.3 and C101.5) be approved; and**
- 2. Additional PS-2 bicycle logos be provided in the northbound direction on both approach and departure to the proposed treatment.**

#### **DISCUSSION**

The representative for the Inner West Bicycle Coalition stated that the Booth Street Bridge has not been treated for cyclists and is a missing link of the East West Cycle Route. The representative asked whether the bike lane on Booth Street Bridge would be extended further north.

Council Officers advised that the northern section of Booth Street was under the jurisdiction of the City of Sydney. Council Officers had made enquiries with the City of Sydney to find out why the bike lane ends before the roundabout. City of Sydney advised Council Officers that funding was not yet available and there are constraints to extending the bike lane due to existing trees. However, City of Sydney have identified that there is a possibility of extending the bike lane to the roundabout and further south.

The Inner West Bicycle Coalition representative stated that the shared path near the roundabout does not have signage indicating the end of the shared path. Council Officers suggested raising this issue with the City of Sydney as this section of road is within its jurisdiction.

The Committee members agreed with the Officer's recommendation.

#### **COMMITTEE RECOMMENDATION**

**THAT:**

- 1. The design plans for the proposed Booth Street Bridge Widening over Johnston Creek, Annandale (as per the attached design plans No. C101.3 and C101.5) be approved; and**
- 2. Additional PS-2 bicycle logos be provided in the northbound direction on both approach and departure to the proposed treatment.**

**For motion:** Unanimous

**LTC0918 Item 4 Boomerang Street, Haberfield - Haberfield North LATM - Traffic calming improvements (Leichhardt Ward / Summer Hill Electorate / Ashfield LAC)**

#### **SUMMARY**

Detailed design plans have been finalised for the proposed road and traffic improvements in

Boomerang Street, Haberfield as part of Council's 2018/19 & 2019/20 Capital Works Program for Traffic Facilities.

The proposed works include the upgrade of an existing at-grade pedestrian (zebra) crossing to a raised pedestrian (zebra) crossing, introduction of speed calming devices and upgraded bicycle facilities with associated line marking and signposting.

### **Officer's Recommendation**

**THAT the detailed design plans for the raised pedestrian crossing, traffic calming devices, bicycle facilities and kerb blisters with associated signposting and line marking in Boomerang Street, Haberfield (as per the attached plan Nos. 10041, 10013B & 10014) be approved.**

### **DISCUSSION**

The representative for the Member for Summer Hill asked what criteria must be met in order for Boomerang Street to be converted to a School Zone. The RMS representative advised that a school needs to directly front the street and the street must provide direct access to the school.

The representative for the Inner West Bicycle Coalition stated that:

- the proposed green bike lane for the northbound direction of Boomerang Street is not necessary.
- the marking of a bike lane close to the doors of parked cars would create a dangerous environment for cyclists.
- cyclists would be safer staying in the middle of the lane instead of using the bike lane as cars would likely veer over to the bike lane when travelling over the speed cushion.
- experienced cyclists can use the road and cycle over the speed cushion.
- the kerb could be extended to narrow the section of road where the speed cushion is proposed.

The representatives for the Member for Summer Hill and the Member for Balmain agreed that the proposed bike lane will be unsafe for cyclists. The representative for the Member for Summer Hill added that it is likely that a motorist will attempt to overtake a cyclist in the proposed bike lane when going over the speed cushion.

NSW Police representatives stated that cyclists will likely veer to the left of the speed cushion regardless of the presence of a bike lane in the northbound direction.

Council Officers advised that the design attempts to cater for all road users and that the green bike lane signals to drivers to stay in the traffic lane and crossing into the bike lane would be breaching road rules. Council Officers also stated that many cyclists prefer not to ride over speed cushions and if there was no bike lane, cyclists would likely ride around the speed cushion.

The Transit Systems representative requested that the maximum height of the proposed pedestrian crossing be 75mm as per STA and Transit Systems Guidelines, rather than the 75mm to 90mm as noted in the Council Officer's report. Council Officers stated that the intent is for the pedestrian crossing to be constructed at a maximum height of 75mm.

The Committee members agreed with the Officer's recommendation.



**COMMITTEE RECOMMENDATION**

**THAT the detailed design plans for the raised pedestrian crossing, traffic calming devices, bicycle facilities and kerb blisters with associated signposting and line marking in Boomerang Street, Haberfield (as per the attached plan Nos. 10041, 10013B & 10014) be approved.**

**For motion:** Unanimous

**LTC0918 Item 5 Victoria Road at Leicester Street, Marrickville – Revised Proposed Kerb Extensions Design Plan – No.10016 (Marrickville Ward / Newtown Electorate / Inner West LAC)**

**SUMMARY**

A revised design plan has been finalised for the proposed traffic calming improvements in Victoria Road at Leicester Street, Marrickville as part of the Marrickville East LATM study implementation. The revised proposal for kerb extensions with a new kerb and gutter alignment and associated signs and line markings will improve pedestrian safety and traffic conditions at this location.

Consultation was undertaken with owners and occupiers of properties adjacent to Victoria Road and Leicester Street regarding the revised proposal. It is recommended that the revised proposed detailed design plan be approved.

In addition, pedestrian counts in Victoria Road at Leicester Street, Marrickville have been undertaken and RMS warrants for a pedestrian crossing cannot be met at this location; however, the proposed kerb blisters will facilitate safe crossing for pedestrians by reducing crossing widths providing pedestrians a shorter distance to cross the road.

**Officer's Recommendation**

**THAT the design plan for the revised proposed kerb extensions with a new kerb and gutter alignment and associated signs and line markings in Victoria Road at Leicester Street, Marrickville (as per the attached design plan No. 10016) be APPROVED.**

**DISCUSSION**

Councillor Da Cruz stated that she was concerned that pedestrians would still need to wait for both lanes of traffic to clear before crossing Victoria Road after the road is narrowed.

Council Officers advised that traffic volumes are low in the street at all times and there are adequate opportunities for pedestrians to cross the street safely.

RMS commented that the proposed treatment would be acceptable for the volumes of traffic in the street.

The Committee members agreed with the Officer's recommendation.

**COMMITTEE RECOMMENDATION**

**THAT the design plan for the revised proposed kerb extensions with a new kerb and gutter alignment and associated signs and line markings in Victoria Road at Leicester Street, Marrickville (as per the attached design plan No. 10016) be APPROVED.**

**For motion:** Unanimous

**LTC0918 Item 6 Pedestrian Safety - Balmain East Transport Interchange - Darling Street, Balmain East (Balmain Ward / Balmain Electorate / Leichhardt LAC)**

**SUMMARY**

Concerns have been raised regarding pedestrian safety at the Balmain East Transport Interchange. In order to address these concerns it is proposed to relocate and redesign the existing pedestrian ramps to provide a diagonal crossing point which would improve sight distance for pedestrians and motorists.

**Officer's Recommendation**

**THAT:**

- 1. The 15m of the existing 'Bus Zone' restrictions on the northern side of Darling Street, immediately west of the dead-end be signposted as 'Bus Zone 2 Minutes Parking Maximum';**
- 2. That the existing pedestrian ramp on the northern footpath of Darling Street, east of Weston Street opposite be relocated approximately 10m east; and**
- 3. That the existing pedestrian ramp on the southern footpath of Darling Street, east of Weston Street be redesigned to allow the ramp grade to match the new direction of travel to the relocated pedestrian ramp on the northern footpath.**

**DISCUSSION**

The RMS representative raised an issue with the proposed 'Bus Zone 2 Minutes Parking Maximum' sign. The representative stated that according to NSW Road Rules, a bus cannot stop in a bus zone unless dropping off or picking up passengers. He suggested for the signage to state 'No Parking, Buses Excepted' and have a designated bus zone to pick up and drop off passengers.

The Committee members agreed with the Officer's recommendation.

**COMMITTEE RECOMMENDATION**

**THAT:**

- 1. The 15m of the existing 'Bus Zone' restrictions on the northern side of Darling Street, immediately west of the dead-end be signposted as 'No Parking, Buses Excepted';**
- 2. That the existing pedestrian ramp on the northern footpath of Darling Street, east of Weston Street opposite be relocated approximately 10m east; and**
- 3. That the existing pedestrian ramp on the southern footpath of Darling Street, east of Weston Street be redesigned to allow the ramp grade to match the new direction of travel to the relocated pedestrian ramp on the northern footpath.**

**For motion:** Unanimous

**LTC0918 Item 7 Edgar Street, Tempe - Proposed '2P Permit Holders Excepted' Parking (Marrickville Ward/Heffron Electorate/Inner West LAC)****SUMMARY**

A petition was received from residents requesting permit parking be introduced in Edgar Street, Tempe. Council undertook parking surveys and consultation with all affected residents and owners. As a result of the investigations, Council is now proposing a permit parking scheme in Edgar Street, Tempe to increase parking opportunities for residents.

**Officer's Recommendation**

**THAT conversion of unrestricted parking to '2P Permit Holders Excepted 8:30am-10pm Monday to Friday Area M18' in Edgar Street, Tempe (southern side) between Unwins Bridge Road and the cul-de-sac, be approved.**

**DISCUSSION**

The representative for the Member for Heffron commented that the Member supported the proposal as he had received a number of representations from residents in Edgar Street who struggled to park in the street due to commuters utilising parking spaces during the day.

The Committee members agreed with the Officer's recommendation.

**COMMITTEE RECOMMENDATION**

**THAT conversion of unrestricted parking to '2P Permit Holders Excepted 8:30am-10pm Monday to Friday Area M18' in Edgar Street, Tempe (southern side) between Unwins Bridge Road and the cul-de-sac, be approved.**

**For motion: Unanimous**

**LTC0918 Item 8 Blamire Lane, Marrickville - Proposed 'No Parking ' (Marrickville Ward/Summer Hill Electorate/Inner West LAC)****SUMMARY**

Council has received representations seeking parking restrictions in Blamire Lane. Concerns have been expressed by residents regarding access and safety issues at the intersection of Unnamed Lane and Blamire Lane. It is proposed to implement 'No Parking' in Blamire Lane (both sides) and Statutory 10m 'No Stopping' restrictions at Blamire Lane and the unnamed lane in order to improve access and safety. The results from the community consultation process indicated that there is support for a proposal to install 'No Parking' and 'No Stopping' restrictions in Blamire Lane.

**Officer's Recommendation**

**THAT:**

- 1. 'No Parking' restrictions be installed in Blamire Lane (both sides) between unnamed lane and the rear of property no 34-36 Grove Street, and**
- 2. 'No Stopping' signs be installed in Blamire Lane (both sides) from the**

intersection of the Unnamed Lane for the statutory distance of 10m.

### **DISCUSSION**

*(The representative for the Member for Heffron left the meeting at 11.38am during discussion on this Item)*

The Committee members agreed with the Officer's recommendation.

*(The representative for the Member for Heffron re-entered the meeting at 11.40am)*

### **COMMITTEE RECOMMENDATION**

**THAT:**

- 1. 'No Parking' restrictions be installed in Blamire Lane (both sides) between unnamed lane and the rear of property no 34-36 Grove Street, and**
- 2. 'No Stopping' signs be installed in Blamire Lane (both sides) from the intersection of the Unnamed Lane for the statutory distance of 10m.**

**For motion:** Unanimous

**LTC0918 Item 9      Rowley Lane, Camperdown - Proposed 'No Parking' restrictions(Stanmore Ward/Newtown Electorate/Inner West LAC)**

### **SUMMARY**

Following community representations, Council is proposing to convert 'unrestricted' parking in Rowley Lane to 'No Parking'. Community consultation has been carried out and the proposal has been assessed against the current Laneway Guidelines (December 2015). Given the narrowness of the lane, reported damage by service vehicles and the obstruction to off-street parking spaces by parked vehicles, it is recommended to restrict parking in Rowley Lane, Camperdown.

### **Officer's Recommendation**

**THAT the proposal to install 'No Parking' restrictions in Rowley Lane (both sides) between Kingston Lane and St Marys Lane be approved.**

### **DISCUSSION**

The Committee members agreed with the Officer's recommendation.

### **COMMITTEE RECOMMENDATION**

**THAT the proposal to install 'No Parking' restrictions in Rowley Lane (both sides) between Kingston Lane and St Marys Lane be approved.**

**For motion:** Unanimous

**LTC0918 Item 10 Elswick Street North, Charles Street, Hubert Street, Francis Street, James Street, Leichhardt - Resident Parking Scheme (Leichhardt Ward/ Balmain Electorate/ Leichhardt LAC)****SUMMARY**

Council has received correspondence from a number of residents of Elswick Street North, Charles Street, Hubert Street, Francis Street, and James Street, requesting Residential Parking Scheme (RPS) restrictions in their streets to deter commuter/long stay parking.

This report provides the result of the resident parking scheme investigation in Elswick Street North, Charles Street, Hubert Street, Francis Street, and James Street, Leichhardt. It also provides the results of the investigation for the proposed truck ban bounded by Darley Road – James Street – William Street – Elswick Street North.

**Officer's Recommendation****THAT:**

- 1. The proposed Resident Parking Scheme in Elswick Street North, Charles Street, Hubert Street, Francis Street, and James Street, Leichhardt not be supported at the present time due to less than 50% support received from the consulted residents; and**
- 2. The proposed truck bans in the streets bounded by Darley Road – James Street – William Street – Elswick Street North, Leichhardt be approved, subject to RMS approval of the TMP.**

**DISCUSSION**

*Public speakers: Mr Phillip Lineham, Mr John Golinelli, Mr Luc Streit, Mr Ron Page attended at 10.05am.*

Mr Page stated that he supported the recommendation for the Resident Parking Scheme to not proceed in Hubert Street and made the following comments:

- As the WestConnex dive site is no longer proceeding, there would not be a need for a Resident Parking Scheme in Hubert Street.
- Residents on the eastern side of Hubert Street, who do not have rear lane access, would be disadvantaged by the introduction of a Scheme in the street as residents who are not eligible for a permit or have excess number of cars would park on the unrestricted eastern side of the street.

Mr Golinelli expressed support for the recommendation and requested that angle parking be considered for Hubert Street due to limited parking, speeding and rat running in the street.

Council Officers advised that this is being considered as a separate issue and traffic counts are currently being undertaken on some of the streets in the area.

Mr Lineham stated he supported the recommendation and commented that Francis Street receives high traffic volumes from City West Link who use the road to avoid Norton Street. Mr Lineham stated that he spoke to residents of Francis Street and they would like to make a proposal to Council to half close Francis Street so vehicles can only exit into Darley Road.

*(Mr Lineham, Mr Golinelli, Mr Streit and Mr Page left at 10.18am)*

Councillor Da Cruz advised that she received three submissions from residents requesting for angle parking in Charles Street and notified the Committee of her intention to make a Notice of Motion at Council to investigate this request.

The Committee members agreed with the Officer's recommendation.

### **COMMITTEE RECOMMENDATION**

**THAT:**

- 1. The proposed Resident Parking Scheme in Elswick Street North, Charles Street, Hubert Street, Francis Street, and James Street, Leichhardt not be supported at the present time due to less than 50% support received from the consulted residents; and**
- 2. The proposed truck bans in the streets bounded by Darley Road – James Street – William Street – Elswick Street North, Leichhardt be approved, subject to RMS approval of the TMP.**

**For motion:** Unanimous

**LTC0918 Item 11 Margaret Street at Yara Avenue, Rozelle - Proposed 'No Stopping' Restrictions (Balmain Ward/ Balmain Electorate/ Leichhardt LAC)**

### **SUMMARY**

Council has received a request to signpost the statutory 'No Stopping' restrictions at the corners of the Margaret Street and Yara Avenue (Rozelle) intersection, in order to prevent illegal parking and improve sight lines.

### **Officer's Recommendation**

**THAT:**

- 1. A 10m 'No Stopping' zone be installed on the southern side of Yara Avenue, west of Margaret Street, Rozelle;**
- 2. A 14m 'No Stopping' zone be installed on the northern side of Yara Avenue, west of Margaret Street, Rozelle;**
- 3. An 11m 'No Stopping' zone be installed on the western side of Margaret Street, north of Yara Avenue, Rozelle; and**
- 4. A 7m 'No Stopping' zone be installed on the western side of Margaret Street, south of Yara Avenue, Rozelle.**

### **DISCUSSION**

The Committee members agreed with the Officer's recommendation.

### **COMMITTEE RECOMMENDATION**

**THAT:**

- 1. A 10m 'No Stopping' zone be installed on the southern side of Yara Avenue, west of Margaret Street, Rozelle;**

2. A 14m 'No Stopping' zone be installed on the northern side of Yara Avenue, west of Margaret Street, Rozelle;
3. An 11m 'No Stopping' zone be installed on the western side of Margaret Street, north of Yara Avenue, Rozelle; and
4. A 7m 'No Stopping' zone be installed on the western side of Margaret Street, south of Yara Avenue, Rozelle.

**For motion:** Unanimous

**LTC0918 Item 12 Weynton Street at Piper Lane, Annandale - Proposed 'No Stopping' Restrictions (Balmain Ward/ Balmain Electorate/ Leichhardt LAC)**

**SUMMARY**

Council has received a request to signpost the statutory 'No Stopping' restrictions at the corners of the Weynton Street and Piper Lane (Annandale) intersection, in order to prevent illegal parking and improve sight lines.

**Officer's Recommendation**

**THAT:**

1. A 10m 'No Stopping' zone be installed on the southern side of Weynton Street, east of Piper Lane, Annandale; and
2. A 10m 'No Stopping' zone be installed on the southern side of Weynton Street, west of Piper Lane, Annandale.

**DISCUSSION**

The Committee members agreed with the Officer's recommendation.

**COMMITTEE RECOMMENDATION**

**THAT:**

1. A 10m 'No Stopping' zone be installed on the southern side of Weynton Street, east of Piper Lane, Annandale; and
2. A 10m 'No Stopping' zone be installed on the southern side of Weynton Street, west of Piper Lane, Annandale.

**For motion:** Unanimous

**LTC0918 Item 13 O'Neill Lane, Lilyfield (rear of No. 9 O'Neill Street) - Proposed Extension of 'No Stopping' Zone (Balmain Ward/Balmain Electorate/Leichhardt LAC)**

**SUMMARY**

Council has received concerns regarding parked vehicles obstructing access to off-street

parking in O'Neill Lane (between Grove Street and Grove Lane), Lilyfield.

**Officer's Recommendation**

**THAT a 18m 'No Stopping' zone (including the statutory 10m 'No Stopping' zone from an intersection) be installed on the southern side of O'Neill Lane, west of Grove Lane, Lilyfield.**

**DISCUSSION**

The Committee members agreed with the Officer's recommendation.

**COMMITTEE RECOMMENDATION**

**THAT a 18m 'No Stopping' zone (including the statutory 10m 'No Stopping' zone from an intersection) be installed on the southern side of O'Neill Lane, west of Grove Lane, Lilyfield.**

**For motion: Unanimous**

**LTC0918 Item 14 Reynolds Street at Evans Street, Balmain - Proposed 'No Stopping' zones (Balmain Ward/ Balmain Electorate/ Leichhardt LAC)**

**SUMMARY**

Council has received a request to signpost the statutory 'No Stopping' restrictions in Reynolds Street at the intersection of Evans Street, Balmain in order to prevent illegal parking and improve sight lines.

**Officer's Recommendation**

**THAT:**

- 1. A 10m 'No Stopping' zone be installed on the northern side of Reynolds Street, east of Evans Street, Balmain; and**
- 2. A 10m 'No Stopping' zone be installed on the southern side of Reynolds Street, east of Evans Street, Balmain.**

**DISCUSSION**

The Committee members agreed with the Officer's recommendation.

**COMMITTEE RECOMMENDATION**

**THAT:**

- 1. A 10m 'No Stopping' zone be installed on the northern side of Reynolds Street, east of Evans Street, Balmain; and**
- 2. A 10m 'No Stopping' zone be installed on the southern side of Reynolds Street, east of Evans Street, Balmain.**

**For motion: Unanimous**



**LTC0918 Item 15    Annesley Street at Balmain Road, Leichhardt - Proposed 'No Stopping' zones (Leichhardt Ward/ Balmain Electorate/ Leichhardt LAC)****SUMMARY**

Council has received a request to signpost the statutory 'No Stopping' restrictions at the intersection of Annesley Street and Balmain Road, Leichhardt in order to prevent illegal parking and improve sightlines.

**Officer's Recommendation****THAT:**

1.     A 10m 'No Stopping' zone be installed on the northern side of Annesley Street, east of Balmain Road;
2.     A 10 'No Stopping' zone be installed on the southern side of Annesley Street, east of Balmain Road; and
3.     A 10m 'No Stopping' zone be installed on the eastern side of Balmain Road, north of Annesley Street.

**DISCUSSION**

The Committee members agreed with the Officer's recommendation.

**COMMITTEE RECOMMENDATION****THAT:**

1.     A 10m 'No Stopping' zone be installed on the northern side of Annesley Street, east of Balmain Road;
2.     A 10 'No Stopping' zone be installed on the southern side of Annesley Street, east of Balmain Road; and
3.     A 10m 'No Stopping' zone be installed on the eastern side of Balmain Road, north of Annesley Street.

**For motion:** Unanimous

**LTC0918 Item 16    Minor Traffic Facilities (All Wards/ All Electorates/ All LACs)****SUMMARY**

This report considers minor traffic facility applications received by Inner West Council, including 'Disabled Parking' and 'Work Zone' requests.

**Officer's Recommendation****THAT:**

1. A 6m 'Disabled Parking' zone be removed in front of No.48 Smith Street, Balmain as it is no longer required;
2. A 6m 'Disabled Parking' zone be installed in front of No.47 St Davids Road, Haberfield;
3. A 3.7m (60-degree angle parking) 'Disabled Parking' zone be installed in front of No.23 Charlotte Street, Lilyfield;
4. A 9m (2 x 45-degree angle parking spaces) 'Disabled Parking' zone be installed in front of No.213 Elswick Street, Leichhardt (St Columba's Church), south of the existing pedestrian (zebra) crossing;
5. 'Disabled Parking' signs be installed in the Marrickville and District Hardcourt Tennis Club car park at No.33 Centennial St, Marrickville, to supplement the existing line marked 'Disabled Parking' bays;
6. A 10m 'Works Zone 7.00am – 6.00pm Mon – Fri and 7.00am – 1.00pm Sat' be installed in front of No.114 and No.116 Louisa Road, Birchgrove;
7. An 11m 'Works Zone 7.00am – 6.00pm Mon – Fri and 7.00am – 1.00pm Sat' be installed in front of No.300 and No.302 Darling Street, Balmain; and
8. A 12m 'Works Zone 7.00am – 6.00pm Mon – Fri and 8.00am – 1.00pm Sat' be installed in front of No.2 Dougan Street, Ashfield.

### **DISCUSSION**

The Committee members agreed with the Officer's recommendation.

### **COMMITTEE RECOMMENDATION**

#### **THAT:**

1. A 6m 'Disabled Parking' zone be removed in front of No.48 Smith Street, Balmain as it is no longer required;
2. A 6m 'Disabled Parking' zone be installed in front of No.47 St Davids Road, Haberfield;
3. A 3.7m (60-degree angle parking) 'Disabled Parking' zone be installed in front of No.23 Charlotte Street, Lilyfield;
4. A 9m (2 x 45-degree angle parking spaces) 'Disabled Parking' zone be installed in front of No.213 Elswick Street, Leichhardt (St Columba's Church), south of the existing pedestrian (zebra) crossing;
5. 'Disabled Parking' signs be installed in the Marrickville and District Hardcourt Tennis Club car park at No.33 Centennial St, Marrickville, to supplement the existing line marked 'Disabled Parking' bays;
6. A 10m 'Works Zone 7.00am – 6.00pm Mon – Fri and 7.00am – 1.00pm Sat' be installed in front of No.114 and No.116 Louisa Road, Birchgrove;
7. An 11m 'Works Zone 7.00am – 6.00pm Mon – Fri and 7.00am – 1.00pm Sat' be installed in front of No.300 and No.302 Darling Street, Balmain; and
8. A 12m 'Works Zone 7.00am – 6.00pm Mon – Fri and 8.00am – 1.00pm Sat' be installed in front of No.2 Dougan Street, Ashfield.

**For motion: Unanimous**

**LTC0918 Item 17 2018 Norton Street Italian Festa - Special Event (Leichhardt Ward/  
Balmain Electorate/ Leichhardt LAC)****SUMMARY**

The proposed event, the Norton Street Italian Festa, is a street festival held annually celebrating the traditional Italian culture that is considered an essential part of the Leichhardt community.

To facilitate the event, it is proposed to close the following roads in the area between 3.00am and 8.00pm on Sunday, 28 October 2018.

- Norton Street from Marion Street to William Street;
- Marlborough Street from Norton Street to Cromwell Street;
- Short Street from Norton Street to Balmain Road;
- Carlisle Street from Norton Street to Cromwell Street;
- Allen Street from Cromwell Street to Derbyshire Road;
- Arthur Street from Allen Street to Short Street.

It is recommended that the 2018 Italian Festa Event to be held on Sunday, 28 October 2018 be supported, subject to complying with the following conditions:

The TMP and TCP being approved by the RMS as well as the Transport Management Centre, installation of a 'Special Event Clearway' restriction in Norton Street prior to the event, parking for the event be reserved in Short Street on both sides between Norton Street and the unnamed lane for Emergency Service vehicles, approval to conduct a public assembly be obtained from the NSW Police, all affected businesses, residents and other occupants be notified of the road closures, proposed event being forwarded to the appropriate authorities, including emergency services and a current Public Liability Insurance Policy be provided to Inner West Council, nominating Council as an interested party.

**Officer's Recommendation****THAT:**

- 1) The road closure application for the 'Norton Street Italian Festa 2018' on Sunday, 28 October 2018 be supported subject to the following conditions:
  - a) The road closures be restricted to occur between 3:00am and 8:00pm on Sunday, 28 October 2018 at the following locations:
    - i. Norton Street from Marion Street to William Street;
    - ii. Marlborough Street from Norton Street to Cromwell Street;
    - iii. Short Street from Norton Street to Balmain Road;
    - iv. Carlisle Street from Norton Street to Cromwell Street;
    - v. Allen Street from Cromwell Street to Derbyshire Road; and
    - vi. Arthur Street from Allen Street to Short Street.
  - b) Approval from RMS for the TMP and to install a 'Special Event Clearway' restriction in Norton Street be obtained prior to the event;
  - c) Wetherill Street (Norton Street – Balmain Road) and Macauley Street (Cromwell Street – Norton Street) function as two way roads when Norton Street is closed to provide access for residents etc;
  - d) Parking for the event be reserved in:
    - Short Street on both sides between Norton Street and the unnamed lane for Emergency Service vehicles;
    - William Street on the southern side between Norton Street and Derbyshire Road (Pioneers Memorial Park side). The angle parking in this area will be temporarily amended to allow parallel parking for Police horse floats etc;

- e) Approval from the Transport Management Centre to close the roads is obtained prior to the event;
- f) A three (3) metre unencumbered passage be available for emergency vehicles through the closed section of Norton Street at all times;
- g) Approval to conduct a public assembly be obtained from the NSW Police prior to the event. A copy of the NSW Police approval must be forwarded to Council's Traffic Section prior to the event.
- h) The applicant be requested to provide free bicycle valet parking at a central location (i.e. Short Street or Allen Street) including adequate 'way finding' signage to the public and include the availability of this service in promoting the event;
- i) Additional signs indicating 'Bicycles Expected' and 'cyclists dismount' be included with the road closure signs provided at the road closure points;
- j) The occupation of the road carriageway must not occur until the road has been formally closed;
- k) That the set up and break down times occur at 3:30am and 7:00pm respectively and include additional waste staff at the break down to expedite the road openings;
- l) The entrance to the access way into Pioneers Memorial Park in Allen Street opposite Arthur Street be temporarily closed by barricades for security purposes during the event;
- m) All advertising of the event must encourage the use of Public Transport;
- n) All affected businesses, residents and other occupants be notified of the road closures, activities, parking changes and changes to public transport arrangements. Any concerns or requirements raised by business proprietors, residents and other occupants must be resolved or reasonably accommodated. The notification shall involve the following, at minimum an information letterbox drop distributed two weeks prior to the commencement of the event. The proposed information, distribution area and distribution period is to be submitted to Council's Traffic Section for approval one week prior to distribution;
- o) The approved Traffic Management Plan must be implemented at the applicant's expense;
- p) Where applicable, that the applicant provides and erects barricades and signage in accordance with Australian Standard AS 1742.3-1996: Traffic Control Devices for Works on Roads;
- q) All traffic controllers must hold RMS certification;
- r) The areas to be used for the activities must be maintained in a clean and tidy condition to the satisfaction of Council's Group Manager Roads and Stormwater, or else the applicant will be required to reimburse Council for any extraordinary cleaning costs;
- s) Council's Manager Resource Recovery Services must be notified of the cleanup arrangements;
- t) The conduct of any activities or use of any equipment required in conjunction with the road closures must not result in any "offensive noise" as defined by the Protection of Environment Operations Act 1997;
- u) Copies of approvals from Council, NSW Police, RMS and the approved Traffic Management Plan must be available on the site for inspection by NSW Police, WorkCover Inspectors, RMS Inspectors, or Council Officers;
- v) Applicant shall comply with any reasonable directive from Council's Officers;
- w) A notice of the proposed closure be forwarded by the applicant to the NSW Police, Fire and Rescue NSW and the NSW Ambulance Services;
- x) Council and RMS must be indemnified against all claims for damage or injury that may result from either the activities or from the occupation of part of the public way during the road closures. The applicant must produce evidence of public risk insurance cover (under which the Council and RMS are indemnified) with a minimum policy value of at least \$20,000,000;
- 2) The following measures be provided to accommodate buses:
  - i. Install temporary 'Bus Zones' to accommodate two buses on both sides of William Street between Norton Street and James Street;
  - ii. Place barricades within 10m at the south-eastern corner of the Flood

Street/William Street intersection to assist buses; and

iii. No trucks (Festa) to be parked in the Marion Street 'Bus Zone' at the Norton Street intersection, outside the Town Hall.

3) The Leichhardt Bus Depot be notified of the road closure and associated activities. Any concerns or requirements raised by the Leichhardt Depot manager must be resolved or accommodated by the applicant; and

4) Council reserves the right to cancel the road closure approval at any time.

### **DISCUSSION**

The Committee members agreed with the Officer's recommendation.

### **COMMITTEE RECOMMENDATION**

**THAT:**

1) The road closure application for the 'Norton Street Italian Festa 2018' on Sunday, 28 October 2018 be supported subject to the following conditions:

a) The road closures be restricted to occur between 3:00am and 8:00pm on Sunday, 28 October 2018 at the following locations:

i. Norton Street from Marion Street to William Street;

ii. Marlborough Street from Norton Street to Cromwell Street;

iii. Short Street from Norton Street to Balmain Road;

iv. Carlisle Street from Norton Street to Cromwell Street;

v. Allen Street from Cromwell Street to Derbyshire Road; and

vi. Arthur Street from Allen Street to Short Street.

b) Approval from RMS for the TMP and to install a 'Special Event Clearway' restriction in Norton Street be obtained prior to the event;

c) Wetherill Street (Norton Street – Balmain Road) and Macauley Street (Cromwell Street – Norton Street) function as two way roads when Norton Street is closed to provide access for residents etc;

d) Parking for the event be reserved in:

- Short Street on both sides between Norton Street and the unnamed lane for Emergency Service vehicles;

- William Street on the southern side between Norton Street and Derbyshire Road (Pioneers Memorial Park side). The angle parking in this area will be temporarily amended to allow parallel parking for Police horse floats etc;

e) Approval from the Transport Management Centre to close the roads is obtained prior to the event;

f) A three (3) metre unencumbered passage be available for emergency vehicles through the closed section of Norton Street at all times;

g) Approval to conduct a public assembly be obtained from the NSW Police prior to the event. A copy of the NSW Police approval must be forwarded to Council's Traffic Section prior to the event.

h) The applicant be requested to provide free bicycle valet parking at a central location (i.e. Short Street or Allen Street) including adequate 'way finding' signage to the public and include the availability of this service in promoting the event;

i) Additional signs indicating 'Bicycles Expected' and 'cyclists dismount' be included with the road closure signs provided at the road closure points;

j) The occupation of the road carriageway must not occur until the road has been formally closed;

k) That the set up and break down times occur at 3:30am and 7:00pm respectively and include additional waste staff at the break down to expedite the road openings;

l) The entrance to the access way into Pioneers Memorial Park in Allen Street opposite Arthur Street be temporarily closed by barricades for security purposes during the event;

m) All advertising of the event must encourage the use of Public Transport;

- n) All affected businesses, residents and other occupants be notified of the road closures, activities, parking changes and changes to public transport arrangements. Any concerns or requirements raised by business proprietors, residents and other occupants must be resolved or reasonably accommodated. The notification shall involve the following, at minimum an information letterbox drop distributed two weeks prior to the commencement of the event. The proposed information, distribution area and distribution period is to be submitted to Council's Traffic Section for approval one week prior to distribution;
- o) The approved Traffic Management Plan must be implemented at the applicant's expense;
- p) Where applicable, that the applicant provides and erects barricades and signage in accordance with Australian Standard AS 1742.3-1996: Traffic Control Devices for Works on Roads;
- q) All traffic controllers must hold RMS certification;
- r) The areas to be used for the activities must be maintained in a clean and tidy condition to the satisfaction of Council's Group Manager Roads and Stormwater, or else the applicant will be required to reimburse Council for any extraordinary cleaning costs;
- s) Council's Manager Resource Recovery Services must be notified of the cleanup arrangements;
- t) The conduct of any activities or use of any equipment required in conjunction with the road closures must not result in any "offensive noise" as defined by the Protection of Environment Operations Act 1997;
- u) Copies of approvals from Council, NSW Police, RMS and the approved Traffic Management Plan must be available on the site for inspection by NSW Police, WorkCover Inspectors, RMS Inspectors, or Council Officers;
- v) Applicant shall comply with any reasonable directive from Council's Officers;
- w) A notice of the proposed closure be forwarded by the applicant to the NSW Police, Fire and Rescue NSW and the NSW Ambulance Services;
- x) Council and RMS must be indemnified against all claims for damage or injury that may result from either the activities or from the occupation of part of the public way during the road closures. The applicant must produce evidence of public risk insurance cover (under which the Council and RMS are indemnified) with a minimum policy value of at least \$20,000,000;
- 2) The following measures be provided to accommodate buses:
- i. Install temporary 'Bus Zones' to accommodate two buses on both sides of William Street between Norton Street and James Street;
  - ii. Place barricades within 10m at the south-eastern corner of the Flood Street/William Street intersection to assist buses; and
  - iii. No trucks (Festa) to be parked in the Marion Street 'Bus Zone' at the Norton Street intersection, outside the Town Hall.
- 3) The Leichhardt Bus Depot be notified of the road closure and associated activities. Any concerns or requirements raised by the Leichhardt Depot manager must be resolved or accommodated by the applicant; and
- 4) Council reserves the right to cancel the road closure approval at any time.

**For motion: Unanimous**

**LTC0918 Item 18    Dixon Avenue, Dulwich Hill –Traffic Calming Design Plan 10005 – Intersection narrowing and threshold treatment at Old Canterbury Road (Ashfield Ward /Summer Hill Electorate/ Ashfield & Inner West LAC)**

## **SUMMARY**

A detailed design plan for the proposed traffic calming improvements in Dixon Avenue, Dulwich Hill at its intersection with Old Canterbury Road, as part of the Dulwich Hill North

LATM study implementation, was finalised and presented at the 7 August 2018 Traffic Committee meeting (LTC0818 Item 4) for approval. A resident of Dixon Avenue attended and objected to the proposal as it resulted in the loss of two parking spaces. The resident stated that there is the potential to retain one of the parking spaces if the kerb extension was reduced. The resident also attended Council's meeting of 28 August 2018 and Council resolved to resubmit the matter back to the Committee for consideration.

### **Officer's Recommendation**

**For the Traffic Committee to consider.**

### **DISCUSSION**

Council Officers presented the alternative design plan (Option 2) for the proposed traffic calming improvements as first presented by the resident at the Council meeting. Council Officers explained the differences between the two design plans:

Option 1 (the original design presented at August LTC meeting):

- There will be a loss of two parking spaces.
- The centre line remains as is.
- Service vehicles can make left and right turns without crossing the centre line.
- First car parking space not located within 10m of the intersection.

Option 2:

- There will be a loss of one parking space.
- One parking space will be within the statutory 10m zone.
- It is proposed that the centre line be moved 1m across to accommodate turning circles. However, service vehicles turning left or right would still cross the centre line.

Council Officers explained in relation to Option 2 that the parking space, although closer than 10m to the intersection, it would be indented and on the downstream to traffic so sightlines to pedestrians was clear.

The RMS representative stated that he had no concerns with retaining a parking space in the 'No Stopping' zone in Option 2 as the sight distance is adequate at the corner. However, the representative was concerned with vehicles having to negotiate a more complex turn and vehicles crossing the centre line. The representative suggested removing the parking space outside No.5 Dixon Avenue as it appears this space causes vehicles to cross the centre line.

The RMS representative also stated that the proposed at-grade threshold at the entry of Dixon Street is not necessary. The representative advised that at-grade thresholds are typically used for gateway treatments for 40km/h zones with high pedestrian activity. He stated that black asphalt is more appropriate for Dixon Street as it is a 50km/h zone and a low pedestrian activity area. The representative raised a concern that entry threshold treatments used in high pedestrian areas could lose their effect if they became a common treatment for streets with low pedestrian activity.

Council Officers commented that the proposed threshold treatment came from the Dulwich Hill North Local Area Traffic Management study which recommended encouraging slower speeds in the area and is not a treatment for every street. Council Officers stated that Dixon Street would have relatively few truck movements.

The Police representative supported Option 2 given the low usage of the streets by trucks

and the retention of an extra parking space.

The Committee members agreed to endorse Option 2 and agreed with the removal of the at-grade threshold at the entry to Dixon Street.

### **COMMITTEE RECOMMENDATION**

**THAT:**

1. **Option 2 of the detailed design plan of the kerb extension and associated signs and line markings at the intersection of Dixon Avenue and Old Canterbury Road, Dulwich Hill be APPROVED.**
2. **The new at-grade threshold be removed from the design plan.**

**For motion: Unanimous**

### **LTC0918 Item 19   Petersham Area M5 extension of Permit Parking (Stanmore Ward/Newtown Electorate/Inner West LAC)**

### **SUMMARY**

Following representation to Council a proposal for an extension of the existing M5 permit parking area was circulated to residents for comment. Given the feedback from residents a revised proposal has been developed. The revised proposal addresses concerns raised by residents and offers a balanced approach to providing permit parking and unrestricted parking in the area.

### **Officer's Recommendation**

**THAT:**

1. **'2P Permit Holders Excepted 8:30am-10pm Monday to Friday Area M5' be installed on Brighton Street (southern side) between property no. 93 and West Street;**
2. **'2P Permit Holders Excepted 8:30am-10pm Monday to Friday Area M5' be installed on Brighton Street (southern side) between Palace Street and Station Street;**
3. **'2P Permit Holders Excepted 8:30am-10pm Monday to Friday Area M5' be installed on Brighton Street (northern side) between property no. 92 and Station Street;**
4. **'2P Permit Holders Excepted 8:30am-10pm Monday to Friday Area M5' be installed on Wentworth Street (western side) between Brighton Street and the cul de sac;**
5. **'2P Permit Holders Excepted 8:30am-10pm Monday to Friday Area M5' be installed on West Street (western side) between Brighton Street and the cul de sac; and**
6. **Implement Statutory No Stopping in conjunction with resident parking where required.**

### **DISCUSSION**

The Committee members agreed to defer the item to allow time for Committee members to consider the item.



**COMMITTEE RECOMMENDATION**

**THAT** the Item be deferred and considered at the 2 October 2018 meeting.

**For motion:** Unanimous

**LTC0918 Item 20    Seaview Street and Yeo Avenue, Ashfield - Installation of statutory 'No Stopping' restrictions. (Ashfield Ward/Summer Hill Electorate/Ashfield LAC)**

**SUMMARY**

Statutory 10 metre length 'No Stopping' restrictions are proposed on the Seaview Street corners of the intersection of Seaview Street and Yeo Avenue, Ashfield. The signage would assist to regulate parking and improve sight view and vehicle access in and out of Yeo Avenue.

**Officer's Recommendation**

**THAT:**

- 1.        A 10m length 'No Stopping' zone be installed on the southern side of Seaview Street, west of Yeo Avenue; and**
- 2.        A 10 m length 'No Stopping' zone be installed on the southern side of Seaview Street, east of Yeo Avenue.**

**DISCUSSION**

The Committee members agreed with the Officer's recommendation.

**COMMITTEE RECOMMENDATION**

**THAT:**

- 1.        A 10m length 'No Stopping' zone be installed on the southern side of Seaview Street, west of Yeo Avenue; and**
- 2.        A 10 m length 'No Stopping' zone be installed on the southern side of Seaview Street, east of Yeo Avenue.**

**For motion:** Unanimous

**LTC0918 Item 21    Eliza Street, Newtown – Temporary Road Closure For The Newtown Good Food Fair 2018 – Sunday 14 October 2018 (Stanmore Ward/Newtown Electorate/Inner West LAC)**

**SUMMARY**

A Section 68 application has been submitted to Council by the Newtown Precinct Business Association (NPBA), in collaboration with Council's Economic Development Unit for the

holding of the Newtown Good Food Fair in Eliza St, Newtown on Sunday 14 October 2018. The event will necessitate the temporary road closure of Eliza Street for the section between King Street and Lennox Street, Newtown from 6.00am to 8.00pm.

It is recommended that the proposed temporary road closure of Eliza Street on Sunday 14 October 2018 be approved, subject to the conditions outlined in this report.

### **Officer's Recommendation**

#### **THAT:**

1. The proposed temporary road closure of Eliza Street, Newtown for the section between King Street and Lennox Street from 6:00am to 8.00pm on Sunday 14 October 2018 for the holding of the Newtown Good Food Fair be **APPROVED** subject to the approval of the Section 68 Development Application and the applicant complying with the following conditions:

- a. A fee of \$1,578.50 for the temporary road closure is payable by the applicant in accordance with Council's Fees and Charges;
- b. The temporary full road closure be advertised in the local newspaper providing 28 days' notice for submissions;
- c. A Traffic Control Plan (TCP) which has been prepared by a certified Traffic Controller, is to be submitted to Council for review with a copy of the Traffic Controllers certification number attached to the plan, not less than 5 days prior to implementation of the closure;
- d. A Road Occupancy License be obtained by the applicant from the Transport Management Centre (TMC);
- e. Notice of the proposed event is forwarded to the NSW Police Local Area Commander, Transit Systems, Fire & Rescue NSW and Ambulance Service of NSW;
- f. Advance notifications signs advising of the proposed road closure and new traffic arrangements to be strategically installed and maintained by the applicant at least two (2) weeks prior to the event;
- g. A 4-metre wide emergency vehicle access must be maintained through the closed road areas during the course of the event;
- h. All affected residents and businesses shall be notified in writing by the applicant of the proposed temporary road closure at least two (2) weeks prior to the event, with the applicant making reasonable provision for residents and businesses;
- i. Adequate vehicular traffic control shall be provided for the protection and convenience of pedestrians and motorists including appropriate signage and flagging. Workers shall be specially designated for this role (and carry appropriate certificates), as necessary to comply with this condition. This is to be carried out in accordance with the Australian Standard AS 1742.3 – Traffic Control Devices for works on roads; and
- j. Water filled barriers be placed at the road closure to protect against any possible errant vehicles; and

2. The applicant be advised in terms of this report and that all costs for advertising the event and implementation of the road closure are to be borne by the applicant.

### **DISCUSSION**

Council Officers advised that the closure was advertised in the local paper.

The RMS representative requested the Traffic Management Plan for the road closure be submitted to RMS for its approval.

The Committee members agreed with the Officer's recommendation.

### **COMMITTEE RECOMMENDATION**

#### **THAT:**

1. The proposed temporary road closure of Eliza Street, Newtown for the section between King Street and Lennox Street from 6:00am to 8.00pm on Sunday 14 October 2018 for the holding of the Newtown Good Food Fair be **APPROVED** subject to the approval of the Section 68 Development Application and the applicant complying with the following conditions:

- a. A fee of \$1,578.50 for the temporary road closure is payable by the applicant in accordance with Council's Fees and Charges;
- b. The temporary full road closure be advertised in the local newspaper providing 28 days' notice for submissions;
- c. A Traffic Control Plan (TCP) which has been prepared by a certified Traffic Controller, is to be submitted to Council for review with a copy of the Traffic Controllers certification number attached to the plan, not less than 5 days prior to implementation of the closure;
- d. A Road Occupancy License be obtained by the applicant from the Transport Management Centre (TMC);
- e. Notice of the proposed event is forwarded to the NSW Police Local Area Commander, Transit Systems, Fire & Rescue NSW and Ambulance Service of NSW;
- f. Advance notifications signs advising of the proposed road closure and new traffic arrangements to be strategically installed and maintained by the applicant at least two (2) weeks prior to the event;
- g. A 4-metre wide emergency vehicle access must be maintained through the closed road areas during the course of the event;
- h. All affected residents and businesses shall be notified in writing by the applicant of the proposed temporary road closure at least two (2) weeks prior to the event, with the applicant making reasonable provision for residents and businesses;
- i. Adequate vehicular traffic control shall be provided for the protection and convenience of pedestrians and motorists including appropriate signage and flagging. Workers shall be specially designated for this role (and carry appropriate certificates), as necessary to comply with this condition. This is to be carried out in accordance with the Australian Standard AS 1742.3 – Traffic Control Devices for works on roads; and
- j. Water filled barriers be placed at the road closure to protect against any possible errant vehicles; and

2. The applicant be advised in terms of this report and that all costs for advertising the event and implementation of the road closure are to be borne by the applicant.

**For motion:** Unanimous

### **LTC0918 Item 22 Parking in Lewisham Street, Dulwich Hill**

The representative for the Member for Summer Hill stated that the Member was copied in on an email that was sent to Council regarding parking in Lewisham Street, Dulwich Hill. The representative asked if there was an update on the matter. Council Officers advised that they will follow up and advise the representative on the matter.

**LTC0918 Item 23 Bicycle logos in Nelson Street, Annandale**

The representative for Inner West Bicycle Coalition advised that the bicycle logos and linemarking in Nelson Street, Annandale have faded and need re-marking. In addition, a section of the Nelson Street, between Booth Street and The Crescent, was dug up during electrical works and bicycle logos that were on the road surface were removed in the process. Council Officers advised that they would refer the issues to Council's Maintenance section.

**LTC0918 Item 24 Closure of Chandos Street, Haberfield**

Clr Passas stated that currently there is a temporary road closure on Chandos Street at Parramatta Road in Haberfield due to WestConnex works and asked whether the road could eventually close permanently.

Council Officers advised that Council received a request on this same issue and Council's WestConnex unit has been asked to provide a response. Council Officers will advise of the response when received.

**LTC0918 Item 25 School Zone flashing lights on Marrickville Road, Marrickville**

The representative for the Member for Summer Hill advised that one of the School Zone flashing lights on Marrickville Road, near the Waranara Centre has been obscured by a tree and requested for the tree to be pruned. Council Officers will forward this request to the Council's Tree Management section.

**LTC0918 Item 26 Funding for pedestrian facilities on Darley Road, Leichhardt**

The RMS representative advised that following a number of requests received for pedestrian facilities on Darley Road, Leichhardt, the representative submitted an application for funding to build pedestrian refuges. The application was unsuccessful and the representative is exploring other avenues for funding.

Council Officers advised that Council has written to the Minister for Roads, Maritime and Freight and the Minister for Transport and Infrastructure requesting:

- urgent funding to install traffic signals in Darley Road at the Hawthorne Light Rail Station
- pedestrian crossings in Darley Road at Charles Street
- a review of existing pedestrian crossing facility at the Leichhardt North Light Rail Station

Meeting closed at 11.53am.

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**Item No:** LTC1018 Item 1

**Subject:** Wells Street, Annandale - Christmas Street Party (Road Occupancy) (Leichhardt Ward/ Balmain Electorate/ Leichhardt LAC)

**Prepared By:** Felicia Lau - Engineer - Traffic and Parking Services

**Authorised By:** John Stephens - Traffic and Transport Services Manager

### **SUMMARY**

Council has received an application for approval of an annual Christmas street party in Wells Street between Booth Street and Collins Street, Annandale to be held on Sunday, 25 November 2018 between 4:00pm and 7:00pm.

### **RECOMMENDATION**

#### **THAT:**

1. The temporary road closure of Wells Street between Booth Street and Collins Street, Annandale on Sunday, 25 November 2018 between 4:00pm and 7:00pm be supported;
2. All residents and businesses in and around the affected area will be notified in advance (28 days prior to the event) of the temporary road closure;
3. A minimum four (4) metre unencumbered passage be available for emergency vehicles through the closed section of Wells Street, Annandale;
4. The occupation of the road carriageway must not occur until the road has been physically closed;
5. The barbeque activities be undertaken on the footpath, subject to no fire restrictions;
6. The applicant notifies all affected businesses, residents and other occupants of the temporary road closure. Any concern raised by business proprietors, residents and other occupants must be resolved or accommodated. The notification shall involve at the minimum an information letterbox drop distributed one week prior to the commencement of the event. The proposed information, distribution area and period must be submitted to Council's Traffic section for approval two weeks before the event;
7. The supported Traffic Control Plan (TCP) be implemented at the applicant's expense;
8. Fire and Rescue NSW (Glebe) be notified of the intended closure by the applicant;
9. The applicant to provide and erect barricades and signs, in accordance with the current Australian Standard AS1742.3: Traffic Control Devices for Works on Roads. As a minimum the following must be erected at both ends of the road closure area:
  - a. Barrier Boards
  - b. Road Closed (T2-4) signs
  - c. Detour (T5-1) signs;
10. The applicant be advised that Council provides barricades and 'Road Closed' signs free or at minimum cost. The applicant is required to arrange delivery by Council at cost, or arrange pickup from and return to Council's Depot at no cost. Any non-standard signs may be provided at cost;
11. The areas to be used for the activities must be maintained in a clean and tidy condition to the satisfaction of Council's Group Manager Roads & Stormwater, or else the applicant will be required to reimburse Council for any extraordinary cleaning costs;
12. The conduct of any activities or use of any equipment required in conjunction with the road occupancy and temporary road closure not results in any 'offensive

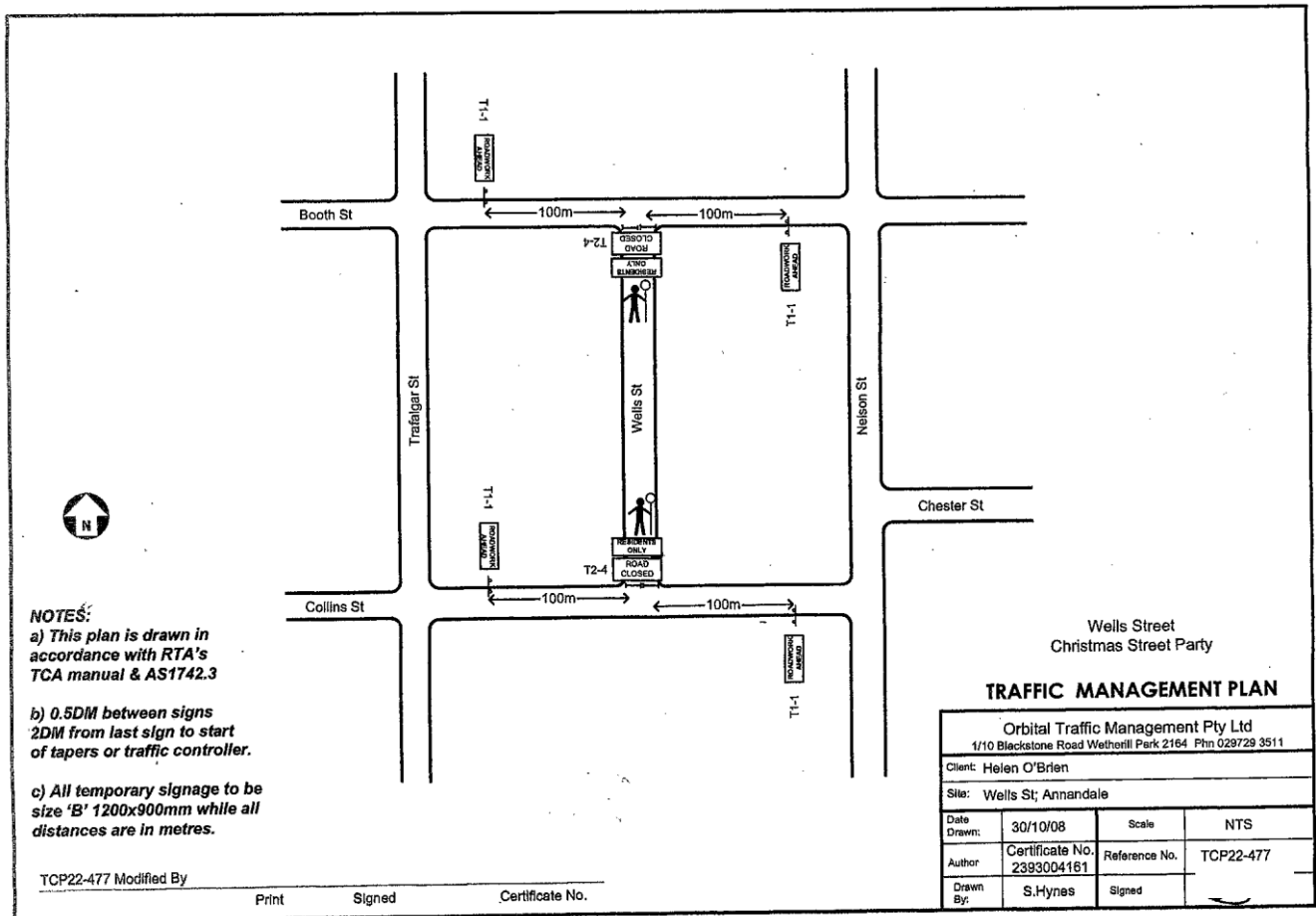
- noise' as defined by the Protection of the Environment Operations Act 1997;
13. A copy of the Council approval be available on site for inspection by relevant authorities;
  14. Council reserves the right to cancel the approval at any time;
  15. The applicant complies with any reasonable directive from Council Officers and NSW Police; and
  16. The applicant be advised of the Committee's recommendation.

## BACKGROUND

Council has received an application for approval of an annual Christmas street party in Wells Street between Booth Street and Collins Street from a resident of Wells Street, Annandale.

The street party is proposed to be held on Sunday, 25 November 2018 between 4:00pm and 7:00pm. The applicant is seeking permission for a temporary full road closure of Wells Street between Booth Street and Collins Street, and also to use a barbeque for the event which will be placed on the footpath of Wells Street, similar to previous years' event.

The Traffic Control Plan for the Closure is enclosed.



## FINANCIAL IMPLICATIONS

The street party coordinator will bear all costs associated with the road closure.

## OTHER STAFF COMMENTS

This is an annual event and no significant issues have occurred in the past.

Council's WHS Manager advised that Council's Insurance Service Provider have confirmed that insurance cover is extended under Council's Casual Hirer's Liability protection in accordance with the terms, conditions, exclusions and limits of the wording of the cover.

According to the RMS 'Guide to Traffic and Transport Management for Special Events' (Version 3.4) a small street party is considered as a 'Class 3' event.

Council encourages properly conducted neighborhood street parties as a means of building community spirit and improving neighborhood security. Fees for road occupancy are waived by Council for small community street parties.

Where the following conditions apply, organisers are only required to obtain approval for a street party involving a temporary road closure:

- The party is to be held outdoors for fewer than 100 people.
- No temporary structures or jumping castles are to be erected.
- Participants are to bring their own food and drinks, and food and drinks are not for sale.
- There will be no performers or amplified music involved.

For approved street parties, Council will provide barricades and 'Road Closed' signs free or at minimum cost. Any non-standard signs may be provided at cost. The street party coordinator will need to arrange delivery by Council at cost, or arrange pickup from and return to Council's depot at no cost.

#### **PUBLIC CONSULTATION**

The proposed closure of Wells Street, Annandale between Booth Street and Collins Street has been advertised in the local newspaper for a period of 28 days commencing Tuesday, 14 August 2018.

No responses were received.

#### **ATTACHMENTS**

Nil.



**Item No:** LTC1018 Item 2

**Subject:** Heighway Avenue, Ashfield-Annual Road Occupancy (Christmas Street Party) on Saturday 8 December 2018. (Ashfield Ward/Stathfield Electorate/Ashfield LAC)

**Prepared By:** Boris Muha - Engineer – Traffic and Parking Services

**Authorised By:** John Stephens - Traffic and Transport Services Manager

### **SUMMARY**

Council seeks the support of the committee for a temporary full road closure of Heighway Avenue Ashfield, between Walter Street and Frederick Street, to conduct an annual Christmas Street party on Saturday, 8 December 2018 as recommended below.

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### **RECOMMENDATION**

#### **THAT:**

Support be provided for the temporary full road closure of Heighway Avenue, Ashfield, between Walter Street and Frederick Street, to conduct an annual Christmas Street Party on the Saturday 8 December 2018, from 5.00pm – 9.00pm, subject to the following conditions:

1. The organiser is responsible to erect the signs and barricades in accordance of the Traffic Control Plan (TCP) attached, and arrange the management of the closure with RMS accredited traffic controllers;
2. Council Rangers be requested to oversee the event to assure that the traffic control arrangements are correctly in place;
3. The event would only entail the placement of tables and chairs upon the public footway or street, and that it be covered under Council (Casual Hire) insurance;
4. A clear passage of at least 4.0m must be provided for emergency vehicle access as required by Police;
5. The organiser is to arrange waste bins for litter control and make the area neat and tidy prior to the re-opening of the road;
6. The organiser is to arrange the dismantling of the temporary signs and barricades, and place the material in a designated area for Council to pick up after the completion of the event;
7. The organiser be responsible for notifying the residents in the area at least one week prior to the event; and
8. Council will arrange notification of the temporary full road closure of Heighway Avenue in the local newspaper, for a period of at least 28 days prior to the event.

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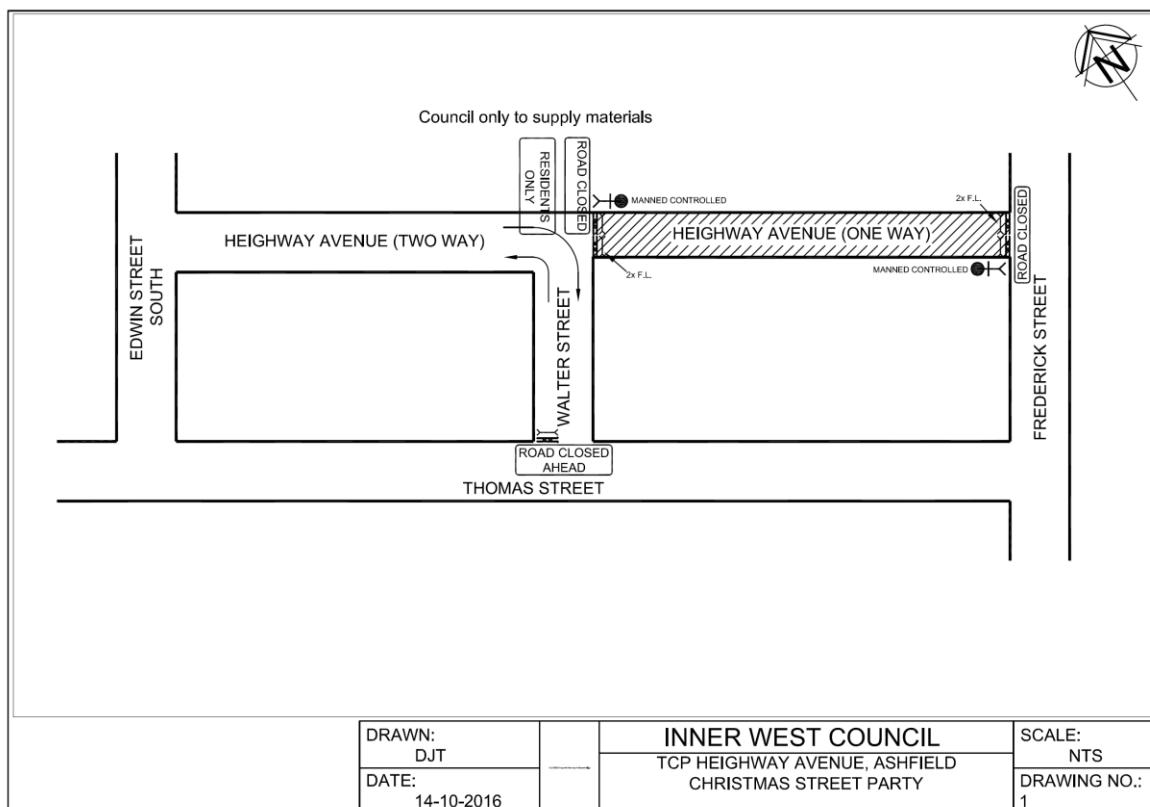
### **BACKGROUND**

Correspondence has been received from a resident of Heighway Avenue on behalf of residents requesting the temporary full road closure of Heighway Avenue, between Walter Street and Frederick Street, to conduct an annual Christmas Street party on the Saturday, 8 December 2018.

This event is held annually with road closure arrangements being no different to past years. The road closure is a category type "Class 3" minor event under the RMS format for special events. Concurrence is only required from the Council and Police and that RMS be only notified of the event.

Heighway Avenue between Walter Street and Frederick Street is a narrow one-way Local Road, which carries low volumes of traffic in the easterly direction from Walter to Frederick Street. Detouring can be made via the surrounding streets of Thomas Street and Frederick Street. Local traffic access can be maintained in the adjoining section of Heighway Avenue and Walter Street.

Resident access through the closed easterly one-way section of Heighway Avenue can be maintained from the Walter Street end.-see the attached Traffic Control Plan.



### FINANCIAL IMPLICATIONS

Council will supply material (signs and barricades) to the event organiser. Funds will be provided under Council budget.

### OTHER STAFF COMMENTS

This event is of similar arrangements as in previous years and approved by the Traffic Committee. Police and RMS have raised no objection in the past to the above special event road closure.

For this type Class 3 minor event the main conditions of the road closure are:

- Council supplies material (signs and barricades) to the event organiser. The organiser is responsible to erect the signs and barricades according to the Traffic Control Plan (TCP), and arrange the management of the closure with RMS accredited traffic controllers. Council Rangers would be requested to oversee the event to assure that the traffic control arrangements are in order.

- The event only entails the placement of tables and chairs upon the public footway or street, and is assessed as a low risk event to have it requested and covered under Council (Casual Hire) insurance.
- A clear passage of at least 4.0m is provided for emergency vehicle access. (Police condition)
- The organiser is responsible to arrange bins for litter control, and make the area neat and tidy following the re-opening of the road.
- The organiser is responsible to dismantle the signs and barricades and place the material in a designated area for Council to pick up after the completion of the event.

### **PUBLIC CONSULTATION**

The organiser is responsible for notifying the residents in the area at least one week prior to the event. Council will arrange notification of the temporary full road closure of Heighway Avenue in the local newspaper, for a period of at least 28 days prior to the event. The proposal was advertised in the local paper on Tuesday 11 September 2018 and no comments have been received to date.

### **CONCLUSION**

It is recommended that support be provided for the temporary full road closure of Heighway Avenue, Ashfield, between Walter Street and Frederick Street, to conduct an annual Christmas Street Party on Saturday, 8 December 2018, from 5.00pm - 9.00pm. The closure will be subject to relevant conditions as imposed by Council together with any other conditions from the RMS and Police.

### **ATTACHMENTS**

Nil.

**Item No:** LTC1018 Item 3

**Subject:** Anthony Street, Croydon-Annual Road Occupancy (Christmas Street Party) on Saturday 22 December 2018.

**Prepared By:** Boris Muha - Engineer – Traffic and Parking Services

**Authorised By:** John Stephens - Traffic and Transport Services Manager

### **SUMMARY**

Council seeks the support of the Committee for a temporary full road closure of Anthony Street, Croydon, between Croydon Road and Etonville Parade, in order to conduct an annual Christmas Street party on Saturday, 22 December 2018 as recommended below.

---

### **RECOMMENDATION**

#### **THAT:**

Support be provided for the temporary full road closure of Anthony Street, Croydon, between Croydon Road and Etonville Parade, to conduct an annual Christmas Street Party on the Saturday 22 December 2018 from 4.00pm - 9.00pm, subject to the following conditions:

1. The organiser is responsible to erect the signs and barricades in accordance of the Traffic Control Plan (TCP) attached, and arrange the management of the closure with RMS accredited traffic controllers;
2. Council Rangers be requested to oversee the event to assure that the traffic control arrangements are correctly in place;
3. The event would only entail the placement of tables and chairs upon the public footway or street, and that it be covered under Council (Casual Hire) insurance;
4. A clear passage of at least 4.0m must be provided for emergency vehicle access as required by Police;
5. The organiser is to arrange waste bins for litter control and make the area neat and tidy prior to the re-opening of the road;
6. The organiser is to arrange the dismantling of the temporary signs and barricades, and place the material in a designated area for Council to pick up after the completion of the event;
7. The organiser is responsible for notifying the residents in the area at least one week prior to the event; and
8. Council will arrange notification of the temporary full road closure of Anthony Street in the local newspaper, for a period of at least 28 days prior to the event.

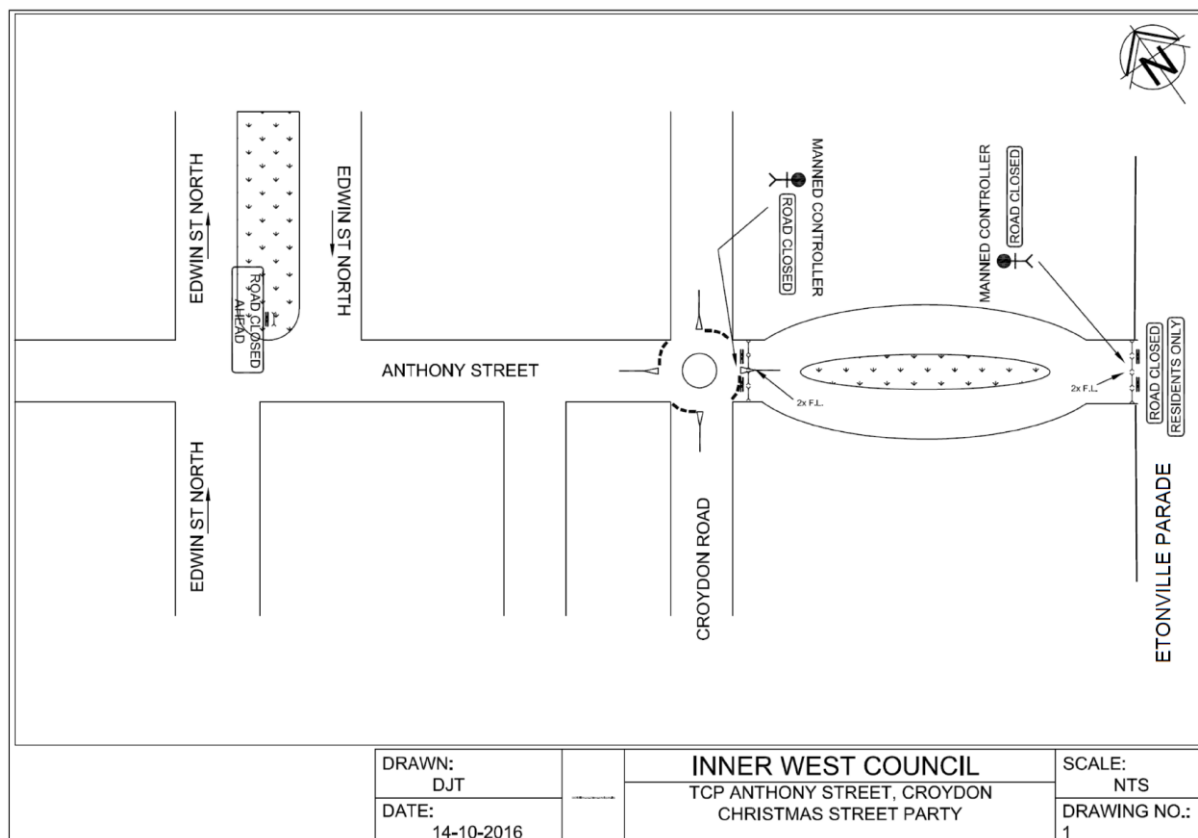
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### **BACKGROUND**

Representation has been received from a resident in Anthony Street, Croydon, requesting the temporary closure of Anthony Street, Croydon, between Croydon Road and Etonville Parade, to conduct an annual Christmas Street party from 4.00pm-9.00pm on Saturday 22 December 2018.

This Christmas street party closure has been held the last few years. The road closure is a category type “Class 3” under the RMS format for special events. Concurrence is only required from the Council and Police and that RMS be only notified of the event.

The above section of Anthony Street is two way Local Road that carries low volumes of traffic. Detouring of traffic can be made via the surrounding streets of Croydon Road/Elizabeth Street and Etonville Parade/Hunt Street. Resident access will be allowed from the Etonville Parade end of the closure - see attached Traffic Control Plan.



### FINANCIAL IMPLICATIONS

Council will supply material (signs and barricades) to the event organiser. Funds will be provided under Council budget.

### OTHER STAFF COMMENTS

This event is of similar arrangements as in previous years and approved by the Traffic Committee. Police and RMS have raised no objection in the past to the above special event road closure.

For this type Class 3 minor event the main conditions of the road closure are:

- Council supplies material (signs and barricades) to the event organiser. The organiser is responsible to erect the signs and barricades according to the Traffic Control Plan (TCP), and arrange the management of the closure with RMS accredited traffic controllers. Council Rangers would be requested to oversee the event to assure that the traffic control arrangements are in order.
- The event only entails the placement of tables and chairs upon the public footway or street, and is assessed as a low risk event to have it requested and covered under Council (Casual Hire) insurance.

- A clear passage of at least 4.0m is provided for emergency vehicle access. (Police condition)
- The organiser is responsible to arrange bins for litter control, and make the area neat and tidy following the re-opening of the road.
- The organiser is responsible to dismantle the signs and barricades and place the material in a designated area for Council to pick up after the completion of the event.

**PUBLIC CONSULTATION**

The organiser is responsible for notifying the residents in the area at least one week prior to the event. Council officers will arrange notification of the temporary full road closure of Anthony Street in the local newspaper, for a period of at least 28 days prior to the event. The proposal was advertised in the local paper on Tuesday 11 September 2018 and no comments have been received to date.

**CONCLUSION**

It is recommended that support be provided for the temporary full road closure of Anthony Street, Croydon, between Croydon Road and Etonville Parade, to conduct an annual Christmas Street Party on Saturday, 22 December 2018, from 4.00pm - 9.00pm. The closure will be subject to relevant conditions as imposed by Council together with any other conditions from the RMS and Police.

**ATTACHMENTS**

Nil.

**Item No:** LTC1018 Item 4

**Subject:** James Street, Leichhardt - Christmas Street Party (Road Occupancy)  
(Leichhardt Ward/ Balmain Electorate/ Leichhardt LAC)

**Prepared By:** Felicia Lau - Engineer - Traffic and Parking Services

**Authorised By:** John Stephens - Traffic and Transport Services Manager

### **SUMMARY**

Council has received an application for approval of a Christmas Street Party in James Street between William Street and Allen Street, Leichhardt to be held on Saturday, 15 December 2018 between 2:00pm and 7:00pm.

### **RECOMMENDATION**

#### **THAT:**

1. The temporary road closure of James Street between William Street and Allen Street, Leichhardt on Saturday, 15 December 2018 between 2:00pm and 7:00pm be supported;
2. A minimum four (4) metre unencumbered passage be available for emergency vehicles through the closed section of James Street, Leichhardt;
3. The occupation of the road carriageway must not occur until the road has been physically closed;
4. The applicant notifies all affected businesses, residents and other occupants of the temporary road closure. Any concern raised by business proprietors, residents and other occupants must be resolved or accommodated. The notification shall involve at the minimum an information letterbox drop distributed one week prior to the commencement of the event. The proposed information, distribution area and period must be submitted to Council's Traffic section for approval two weeks before the event;
5. The supported Traffic Control Plan (TCP) be implemented at the applicant's expense;
6. NSW Fire and Rescue (Leichhardt) be notified of the intended closure by the applicant;
7. The applicant to provide and erect barricades and signs, in accordance with the current Australian Standard AS1742.3: Traffic Control Devices for Works on Roads. As a minimum the following must be erected at both ends of the road closure area:
  - a. Barrier Boards.
  - b. Road Closed (T2-4) signs.
  - c. Detour (T5-1) signs.
8. The applicant be advised that Council provides barricades and 'Road Closed' signs free or at minimum cost. The applicant is required to arrange delivery by Council at cost, or arrange pickup from and return to Council's Depot at no cost. Any non-standard signs may be provided at cost;
9. The areas to be used for the activities must be maintained in a clean and tidy condition to the satisfaction of Council's Group Manager Roads & Stormwater, or else the applicant will be required to reimburse Council for any extraordinary cleaning costs;
10. The conduct of any activities or use of any equipment required in conjunction with the road occupancy and temporary road closure not results in any 'offensive noise' as defined by the Protection of the Environment Operations Act 1997;
11. A copy of the Council approval be available on site for inspection by relevant authorities;
12. Council reserves the right to cancel the approval at any time;

- 
13. The applicant complies with any reasonable directive from Council Officers and NSW Police; and
14. The applicant be advised of the Committee's recommendation.
- 

## **BACKGROUND**

Council has received an application for approval of an annual Christmas street party in James Street between William Street and Allen Street from a resident of James Street, Leichhardt.

The street party is proposed to be held on Saturday, 15 December 2018 between 2:00pm and 7:00pm. The applicant is seeking permission for a temporary full road closure of James Street between William Street and Allen Street.

The Traffic Control Plan for the temporary road closure is shown in Attachment 1.

## **FINANCIAL IMPLICATIONS**

The street party coordinator will bear all costs associated with the road closure.

## **OTHER STAFF COMMENTS**

According to the RMS 'Guide to Traffic and Transport Management for Special Events' (version 3.4) a small street party is considered as a 'Class 3' event.

Council encourages properly conducted neighborhood street parties as a means of building community spirit and improving neighborhood security. Fees for road occupancy are waived by Council for small community street parties.

Where the following conditions apply, organisers are only required to obtain approval for a street party involving a temporary road closure:

- The party is to be held outdoors for fewer than 100 people.
- No temporary structures or jumping castles are to be erected.
- Participants are to bring their own food and drinks, and food and drinks are not for sale.
- There will be no performers or amplified music involved.

For approved street parties, Council will provide barricades and signs free or at minimum cost. Any non-standard signs may be provided at cost. The street party coordinator will need to arrange delivery by Council at cost, or arrange pickup from and return to Council's depot at no cost.

## **PUBLIC CONSULTATION**

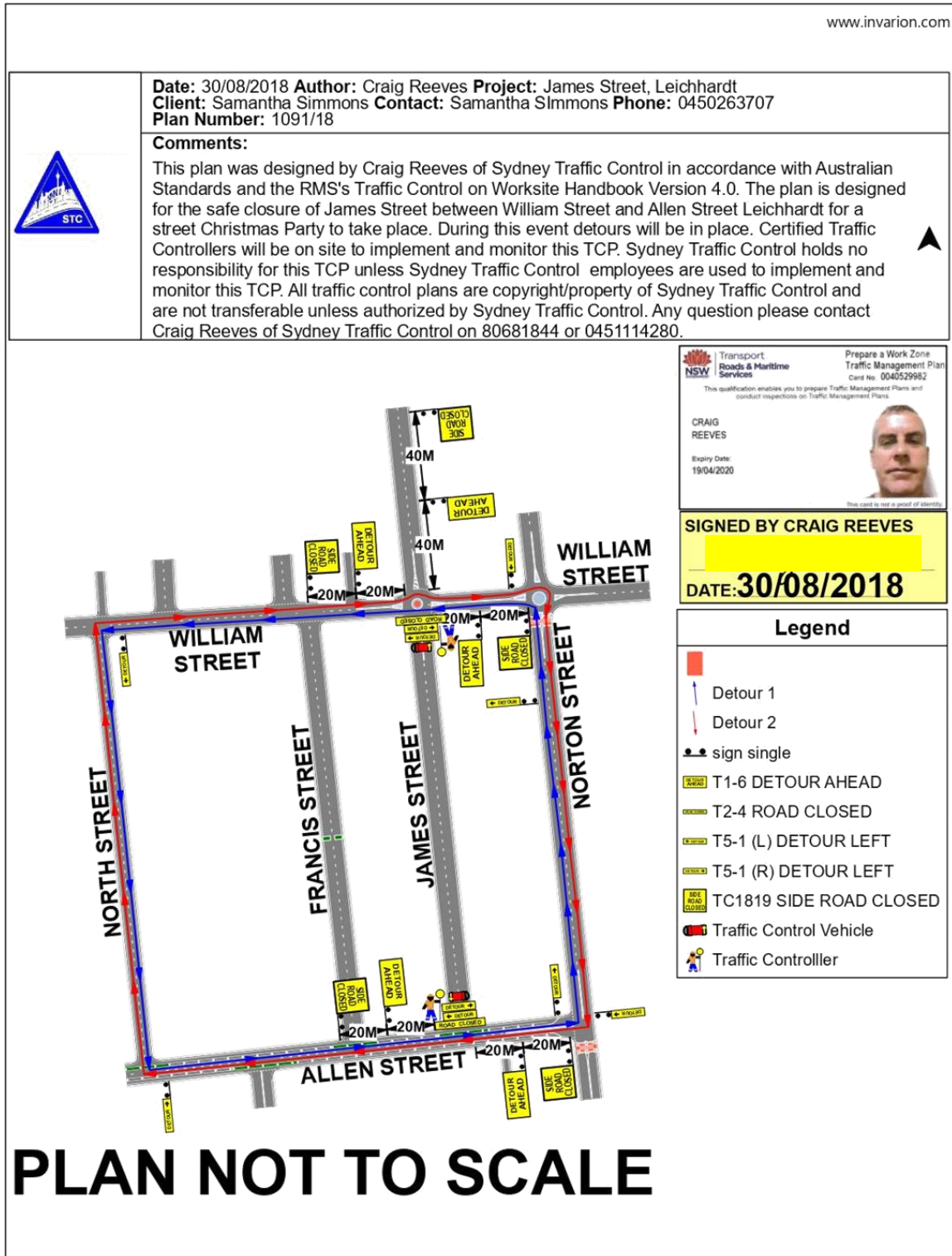
The proposed road closure of James Street, between William Street and Allen Street, Leichhardt has been advertised in the local newspaper for a period of 28 days commencing Tuesday, 11 September 2018.

Any responses received will be tabled at the meeting.

## **ATTACHMENTS**

1. [Traffic Control Plan](#)





**Item No:** LTC1018 Item 5

**Subject:** Manning Street at Darling Street, Rozelle - Pedestrian and Traffic Improvements LATM (Balmain Ward/ Balmain Electorate/ Leichhardt LAC)

**Prepared By:** David Yu - Engineer - Traffic and Parking Services

**Authorised By:** John Stephens - Traffic and Transport Services Manager

### **SUMMARY**

Detailed design plans have been finalised for the proposed pedestrian and traffic improvements in Manning Street, Rozelle as part of the Pedestrian Access and Mobility Plan (PAMP) adopted by the former Leichhardt Council in February 2014.

The proposed works includes kerb extension with garden beds, pedestrian ramps with associated signposting and line marking on Manning Street at Darling Street, Rozelle.

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### **RECOMMENDATION**

**THAT the detailed design plan for the kerb extension with associated garden beds, pedestrian ramps, associated signposting and line marking in Manning Street, Rozelle (as per the attached plan No. 10029) be approved.**

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### **BACKGROUND**

At the Traffic Committee meeting held on 6 February 2014, the Final Draft Pedestrian Access and Mobility Plan was supported and subsequently adopted by Council.

The intersection of Manning Street and Darling Street was identified in the PAMP as requiring kerb ramps to allow pedestrian access across Manning Street. There is currently no kerb ramp on the northern side of the intersection due to the presence of service pits on the footpath in close proximity to the kerb alignment.

The proposed works on Manning Street at Darling Street include road narrowing with a kerb extension with garden beds, pedestrian ramps with associated signposting and line marking.

The detailed design plans have been finalised for the proposed works together with community consultation and are presented in this report for consideration.

### **FINANCIAL IMPLICATIONS**

Funding of \$25,000 has been allocated to this project for construction in the 2018/19 Financial Year.

### **OTHER STAFF COMMENTS**

This detailed design plan shown in **Attachment 1** outlines the proposed works on Manning Street at Darling Street and includes the following treatments:

- Construction of kerb extensions with associated garden beds
- Relocation of existing speed cushion
- Construction of new kerb ramps
- Installation of associated line-marking and signage

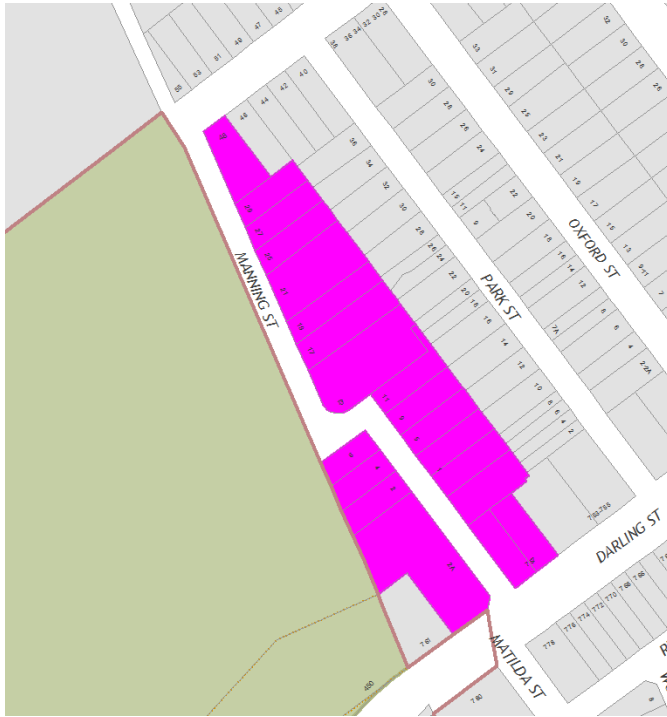
All current vehicular access to adjoining properties will be retained.

There will be no loss of parking spaces associated with the construction of the kerb extensions and associated works.

It has been noted that the existing speed cushion would need to be relocated in Manning Street to fit with the new kerb alignment.

### **PUBLIC CONSULTATION**

A letter outlining this pedestrian improvement proposal was mailed out to the affected properties (39 properties) in Manning Street, Darling Street and Moodie Street, Rozelle, requesting residents' views regarding the proposal (as indicated on the below plan).



A total of one (1) response was received, in support of the proposal.

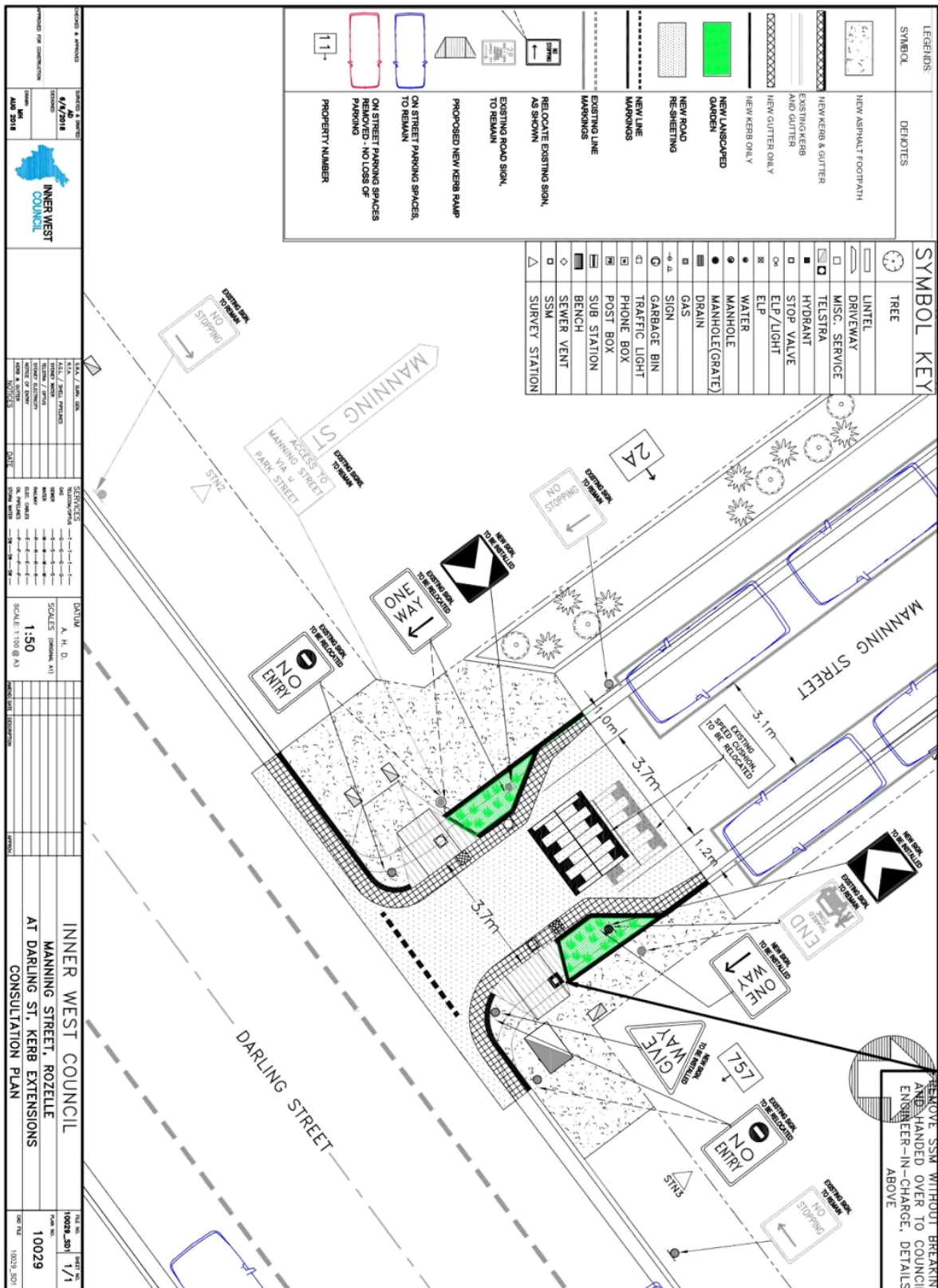
Residents' Comments	Officer Comments
A resident in Manning Street commented on their support for proposal to improve pedestrian safety and reduce traffic speed.	Support noted.

### **CONCLUSION**

It is recommended that the detailed design plan of the proposed treatments and associated signs and line markings be approved, to improve pedestrian conditions at the intersection of Manning Street and Darling Street, Rozelle.

### **ATTACHMENTS**

- [1. Manning Street at Darling Street, Rozelle - Design Plan](#)



**Item No:** LTC1018 Item 6

**Subject:** Wharf Road, Lilyfield - Temporary Road Closure for Balmain Fun Run 2018 (Leichhardt Ward / Balmain Electorate / Leichhardt LAC)

**Prepared By:** Felicia Lau - Engineer - Traffic and Parking Services

**Authorised By:** John Stephens - Traffic and Transport Services Manager

### **SUMMARY**

Council has received an application for approval of a temporary road closure in Wharf Road, Lilyfield north of Balmain Road on Sunday, 18 November 2018 between 6:30am and 10:30am.

The road closure has been requested to facilitate the Balmain Fun Run through Callan Park.

### **RECOMMENDATION**

#### **THAT:**

1. The temporary road closure of Wharf Road, Lilyfield north of Balmain Road be supported, subject to the following conditions:
  - a. That an unencumbered passage minimum 4.0m wide be available for emergency vehicles through the closed section of Wharf Road, Lilyfield.
  - b. The occupation of the road carriageway must not occur until the road has been physically closed.
  - c. That the organiser be advised to arrange accredited traffic controllers to manage the road closure.
  - d. That the applicant notifies all affected businesses, residents and other occupants of the temporary road closure prior to the event. Any concerns or requirements in relation to the road closure raised by business proprietors, residents and other occupants must be resolved or accommodated. The notification shall involve at the minimum an information letterbox drop distributed one week prior to the commencement of the event. The proposed information, distribution area and period must be submitted to Council's Traffic section for approval two weeks before the event.
  - e. That the supported Traffic Control Plan (TCP) be implemented at the applicant's expense.
  - f. That Fire and Rescue NSW (Leichhardt) be notified of the intended closure by the applicant.
  - g. That the applicant provide and erect barricades and signs, in accordance with the current Australian Standard AS1742.3: Traffic Control Devices for Works on Roads. As a minimum the following must be erected at both ends of the road closure area:
    - I. Barrier Boards.
    - II. 'Road Closed' (T2-4) signs.
    - III. 'Detour' (T5-1) signs.
  - h. All traffic controllers must hold RMS certification.
  - i. That the areas to be used for the activities must be maintained in a clean and tidy condition to the satisfaction of Council's Group Manager Roads & Stormwater, or else the applicant will be required to reimburse Council for any extraordinary cleaning costs.
  - j. That the conduct of any activities or use of any equipment required in conjunction with the road occupancy and temporary road closure not results in any 'offensive noise' as defined by the Protection of the Environment Operations Act 1997.
  - k. Copies of approvals from Council, NSW Police, RMS and the approved Traffic Management Plan must be available on the site for inspection by NSW Police,

**WorkCover Inspectors, RMS Inspectors, or Council Officers.**

- l. Council and RMS must be indemnified against all claims for damage or injury that may result from either the activities or from the occupation of part of the public way during the road closures. The applicant must produce evidence of public risk insurance cover (under which the Council and RMS are indemnified) with a minimum policy value of at least \$20,000,000.**
- m. That Council reserves the right to cancel the approval at any time.**
- n. That the applicant complies with any reasonable directive from Council Officers and NSW Police; and**

- 2. The applicant be advised of the Committee's recommendation.**

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## **BACKGROUND**

A request for approval to conduct a temporary road closure for the Balmain Fun Run on Sunday, 18 November 2018 between 6:30am and 10:30am has been received from the organiser of the event, Balmain Public School P&C and Mildren Events.

## **FINANCIAL IMPLICATIONS**

The supported Traffic Control Plan (TCP) be implemented at the applicant's expense.

## **OTHER STAFF COMMENTS**

This event involves the temporary closure of Wharf Road, north of Balmain Road. It should be noted that only the first 170m of Wharf Road, north of Balmain Road is public road. After this point Wharf Road forms part of Callan Park (under the jurisdiction of the Office of Environment and Heritage).

In accordance with the RMS "Guide to Traffic and Transport Management for Special Events", and based on information supplied by the organiser, the event is classified as a Special Event Class 3.

A Traffic Control Plan and Traffic Management Plan are attached.

## **PUBLIC CONSULTATION**

The proposed temporary full road closure has been advertised in the local newspaper for a period of 28 days commencing 28 August 2018. No submission was received during this period.

All affected businesses, residents and other occupants will be notified of the road closure. The notification will be distributed at least two weeks prior to the commencement of the event. The proposed information, distribution area and distribution period will be reviewed and approved by Inner West Council's Traffic Section two weeks prior to distribution.

## **ATTACHMENTS**

- 1.  Balmain Fun Run 2018 Traffic Management Plan**



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*Belle Property Balmain Fun Run 2018  
Traffic Management Plan*



**TMP OVERVIEW**

**Event Name:** Belle Property Balmain Fun Run

**Event Date:** Sunday 18 November 2018

**Time:** 6am to 2pm

**Location:** Sydney Inner West, Callan Park, King George Oval, Rozelle, NSW

**Event Boundaries:** Inner West Council & Office of Environment & Heritage

**Event Organiser:** Balmain Public School P&C and Mildren Events

**TMP Version:** Version 1

**Revision Date:** -

**Authority of the TMP**

This Traffic Management Plan (TMP) is being submitted to Inner West Council and Office of Environment & Heritage. When approved by the relevant authorities becomes the prime document detailing the traffic arrangements under which the 2018 Belle Property Balmain Fun Run will proceed.

In case of emergencies, or for the management of incidents, the NSW Police Force are not subject to the conditions of the TMP but will make every effort to inform the other agencies of the nature of the incident and the Police response.



## 1 EVENT DETAILS

### 1.1 Event summary

Event Name: Belle Property Balmain Fun Run  
 Event Format: 10km (2 laps of 5km ; 5km ; Kids 2km)  
 Event Location: Sydney Inner West, Callan park, King George Oval, Rozelle, NSW  
 Event Date: Sunday 18 November 2018  
 Event Start Time: 0800 (0800 10km start ; 0810 5km start ; 0930 2km start)  
 Event Finish Time: 1300  
 Event Setup Start: Saturday November 17  
 Event Packdown: Sunday November 18

### 1.2 Contact names

Event Director: Ben Mildren  
 Mobile: 0401 589 630  
 E-mail: [ben@mildrenevents.com.au](mailto:ben@mildrenevents.com.au)

Balmain Public School P&C committee\* (made up of the following members) has commissioned the services of a professional event management company – Mildren Events, to assist with logistics elements of the event in 2018.

Name	Email	Contact Number
Ben Mildren	<a href="mailto:ben@mildrenevents.com.au">ben@mildrenevents.com.au</a>	0401 589 630
Kylie Mildren	<a href="mailto:kylie@mildrenevents.com.au">kylie@mildrenevents.com.au</a>	0407 893 221
Doug Talbot*	<a href="mailto:dougptalbot@gmail.com">dougptalbot@gmail.com</a>	0404 073 034
Brenton Anderson*	<a href="mailto:brenton.tnderson@dentons.com">brenton.tnderson@dentons.com</a>	0423 986 512
Emma Weir*	<a href="mailto:emweir79@gmail.com">emweir79@gmail.com</a>	0422 921 277
Margaret Tyson*	<a href="mailto:Mags.tyson@gmail.com">Mags.tyson@gmail.com</a>	0405 072 450

\*Note: The 2018 Belle Property Balmain Fun Run insurance is taken out by the Balmain Public School.

### 1.3 Brief description of the event

2018 will be the 10th anniversary of the *Balmain Fun Run* community run which is the pre-eminent running event of the inner-west, with approximately 1,550 entrants in 2017. Belle Property is the 2018 principal supporter of Balmain Fun Run.

The race attracts runners from all over Sydney, with age ranges from 5 to 80 years, and abilities from Olympians, weekend warriors and students from various public schools in and around Sydney.

The emphasis is on participation rather than athletic performance. The start area is on King George Oval. The course runs from King George Oval, through Waterfront Drive,

through North Cres, through areas within the Sydney College of Arts, South Cres, Garden Way, Cottage way, Supply Road, Military Drive, Wharf Road, Broughton Circuit, past Callan Park through Waterfront Drive and back to King Georges Oval

The event is one of the last major annual fun run events on Sydney's sporting calendar.

## **2 RISK MANAGEMENT – TRAFFIC**

### **2.1 Public Liability Insurance**

Public liability insurance arranged. Certificate of currency will be forwarded as soon as possible.

### **2.2 Police**

The Leichhardt Local Area Command (LAC) will attend the event.

### **2.3 Fire Brigades and Ambulance**

NSW Ambulance is being notified of this event. The medical support is staffed by St John's Ambulance.

Fire brigades notified.

### **3 TRAFFIC MANAGEMENT**

#### **3.1 The route or location**

##### **The starting areas:**

King George Oval

The runners leave the start position and proceed along or turn into:

Waterfront Drive  
North Cres  
Kirkbribe Way  
South Cres  
Garden way  
Cottage way  
Supply road  
Military Drive  
Wharf Road  
Broughton Circuit,  
Past Callan Park through Waterfront Drive

Finish back at King Georges Oval (Each lap is 5km 2 laps for the 10km event)

#### **3.2 Parking**

At all times Public Transport is promoted as the best method of transport, due to the limited parking in the Rozelle and Lilyfield areas. Majority of the event participants are local residents. In pre-event communication to registered entrants, they will be encouraged to walk to the start venue.

It is expected that most motor vehicles will park at the end of Manning Street in Rozelle.

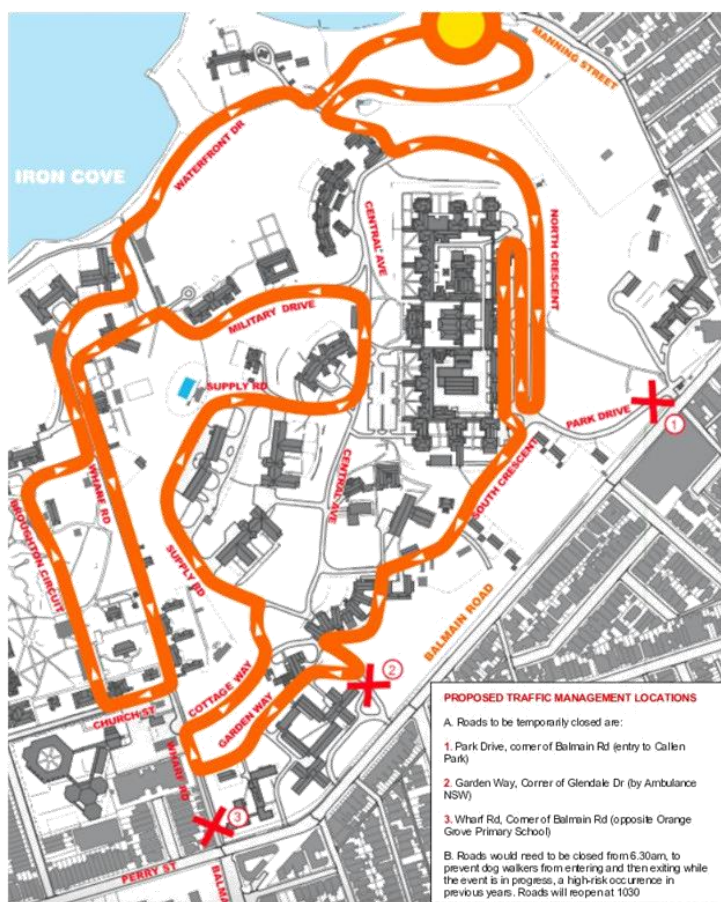
#### **3.3 Trusts, authorities or Government enterprises**

This event uses facilities managed by the Inner West Council and Office of Environment and Heritage. Approval has been received by the Inner West Council for the event, as well as use of King George Oval. An application has been lodged with Office of Environmental and Heritage for use of Callan Park.

### 3.4 Proposed Road Closures

The proposed closures are the following: Wharf Road at Balmain Road (residents excepted) and hard closures of Wharf Road at Garden Way (south side) and Wharf Road and Church Street. This area will be staffed by STAGED EVENTS traffic controllers (\*See Note 3. in the figure below)

Other closures are: Park Drive, off Balmain Road (\*See Note 1. in the figure below) and Garden Way, Corner of Glendale Drive (by Ambulance NSW) (\*See Note 2. in the figure below). Both of these fall under Office of Environment and Heritage.



The remaining course route is being staffed with event course marshals across the 5km distance within the race venue. Their positions are attached in figure 1.

Participant cut off points are implemented at one location along the course to ensure traffic flow is operating normally.

**1. Wharf Road / Military Dr - 9:30am**

The start / finish area will be set up from 2pm on Saturday 17th November. Professional security will secure the site overnight for assets protection in preparation for the race the next day. The first race commences at 8am. The last runner/walker completes the course at approximately 10.00am.

After the prize giving, the start / finish area is dismantled by 1pm.

**3.5 Signage**

Event signage highlighting that runners will be on the road will be installed on 11 November 2018 by event staff. They will be located in the following areas:

- Junction of Balmain Road / Park Drive
- Junction of Balmain Road / Wharf Road
- Junction of Balmain Road / Glendale Drive

**3.6 VMS**

A total of two VMS systems will be installed for this year's event.

1. Perry Street before Fredbert Street (East Bound) in on-street parking space.

FUN RUN  
18 NOV  
WHARF ROAD CLOSED  
LOCAL RESIDENTS ONLY

(12th to 18th Nov 18 0800 - 0630)

FUN RUN TODAY  
WHARF ROAD CLOSED  
LOCAL  
RESIDENTS ONLY  
(18th Nov 18 0630 - 1030)

2. Balmain Road after The Boulevarde (west Bound) in on-street parking space.

FUN RUN  
18 NOV  
WHARF ROAD CLOSED  
LOCAL RESIDENTS ONLY

(12th to 17th Nov 18 0800 - 0630)

FUN RUN TODAY  
WHARF ROAD CLOSED  
LOCAL RESIDENTS ONLY

(18th Nov 0630 - 1030)

See map below



#### **4. Emergency Vehicle, Local Residents, Disability & Cyclist Access**

There will be no restrictions on emergency vehicle access to the site on Sunday morning. A truck from the Balmain fire station will be on-site at the event venue. Its presence is part of the community engagement program. It will be situated on the edge of the event venue and will respond to emergency calls accordingly from that site.

The Road closures in place will not impact local residents. Any event participants who drive will be encouraged to park in dedicated public parking spaces rather than in surrounding streets. However, it is likely that some participants will park in nearby local streets between 7am – 9.30am.

**5. Event Notification**

The Balmain Fun Run is an annual event. It is publicised via a range of public media in the lead up to the event including local banners, local media and social media. Final approval for the event and for the use of Callan Park is being finalised by Inner West Council and OEH respectively. Local residents will be notified prior to the event via a letterbox drop, consistent with the anticipated requirements of Council approval & OEH.

The following specifies the letter box drops area

- Residents on King George Oval area
- Residents on the perimeter of Callan Park informing them of the event and road closures; and
- All NGO and education groups in Callan Park (Writer's Centre, NSW Ambulance, University of Tasmania, WHOS, Sydney College of Arts, Nurse's Quarters near Manning Street.

**7. Event Marshals**

There are approximately 25-30 course marshals on the day covering the start / finish area and the course. Their role is to ensure the safety of the event participants and also the general public. There are a number of other volunteers who will assist in the monitoring of the start / finish area to ensure the public and event participants are kept safe.

The course marshals will all be wearing high-visibility vests while out on course.

**8. Public Liability Insurance**

Balmain Public School has obtained public liability insurance to the amount of \$50million. A copy of the insurance is as attached. As part of obtaining the public liability insurance a risk management plan has been prepared.



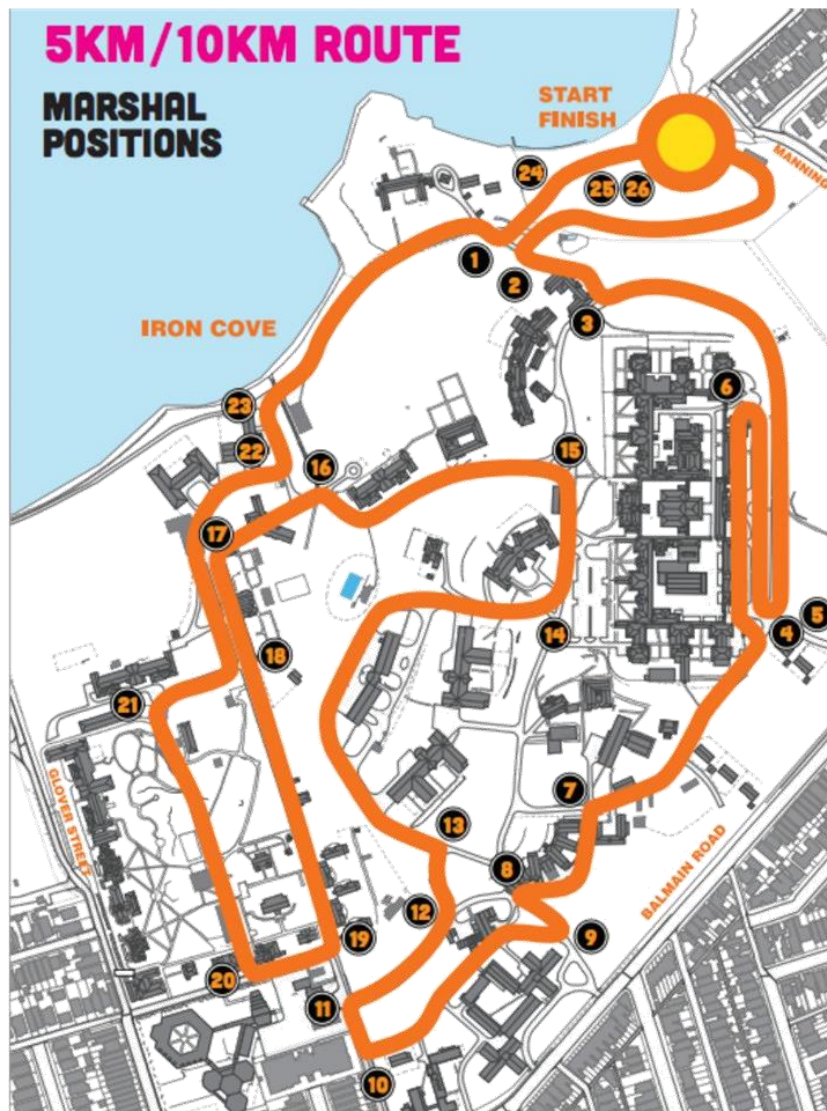


Figure 1 - Balmain Fun Run 2018 Course Marshals position (10km & 5km race)

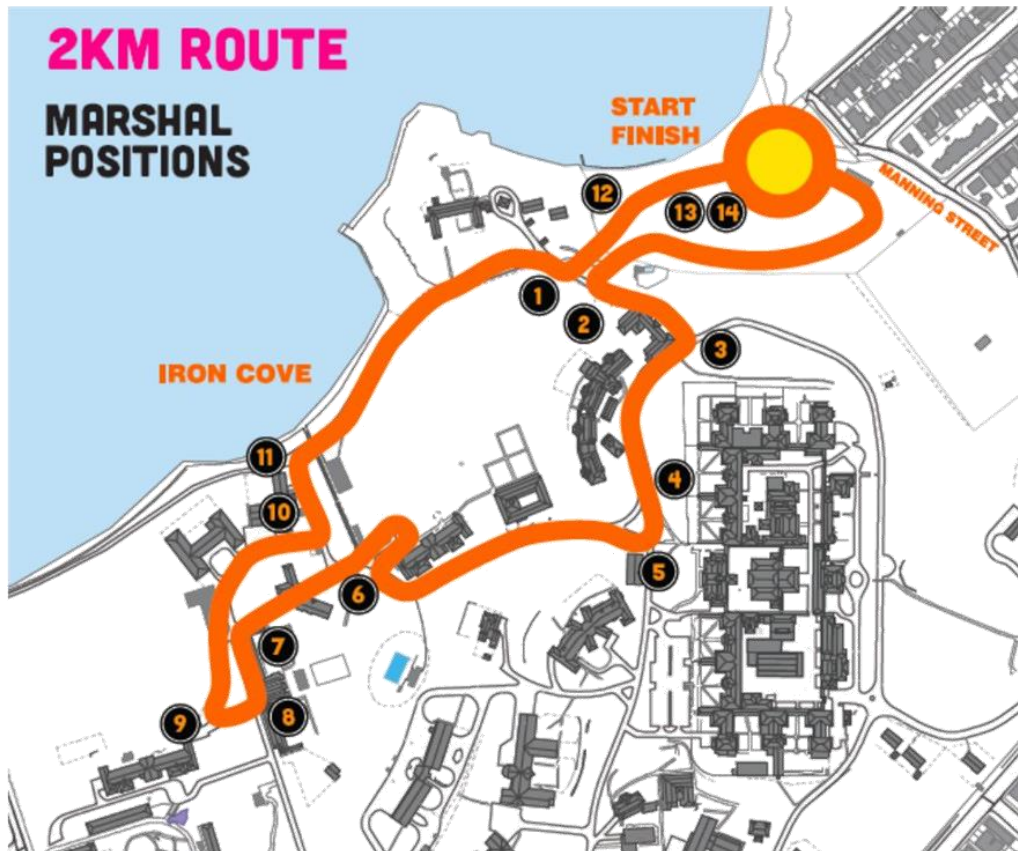


Figure 2 - Balmain Fun Run 2018 Course Marshals position (2km race)



**Item No:** LTC1018 Item 7

**Subject:** **Pidcock Street, Camperdown - Proposed footpath reconstruction and formalisation of existing angled parking – Design Plan 6203 (Stanmore Ward / Newtown Electorate/ Inner West LAC)**

**Prepared By:** Jennifer Adams - Engineer – Traffic and Parking Services

**Authorised By:** John Stephens - Traffic and Transport Services Manager

### **SUMMARY**

A detailed design plan has now been finalised for the proposed footpath reconstruction and formalisation of the existing angled parking improvements in Pidcock Street, Camperdown along its entire length as part of Council's identified asset improvements program.

Consultation was undertaken with owners and occupiers of properties in Pidcock Street regarding the proposal. A summary of the consultation results are presented in this report for consideration. It is recommended that the proposed detailed design plan be approved.

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### **RECOMMENDATION**

**That the detailed design plan (Design Plan No.6203) for the proposed footpath reconstruction and formalisation of the existing angled parking improvements in Pidcock Street, Camperdown along its entire length be APPROVED.**

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### **BACKGROUND**

Council is proposing to construct new footpaths and formalise the existing angled parking using in-road landscape kerb blisters in Pidcock Street, Camperdown to improve access for pedestrians and streetscape. The project was identified during asset inspections in 2013/14 as being in poor condition and was prioritised based on adopted Asset Planning criteria.

The street was identified as being in poor condition, in need of footpath reconstruction, greening opportunities and formalisation of the existing angled parking using in-road landscape kerb blisters and line marking.

The design plan has now been finalised for the proposed works and public notification of the works went out for consultation in August 2018. The plan and the results of the consultation are presented in this report for consideration.

### **FINANCIAL IMPLICATIONS**

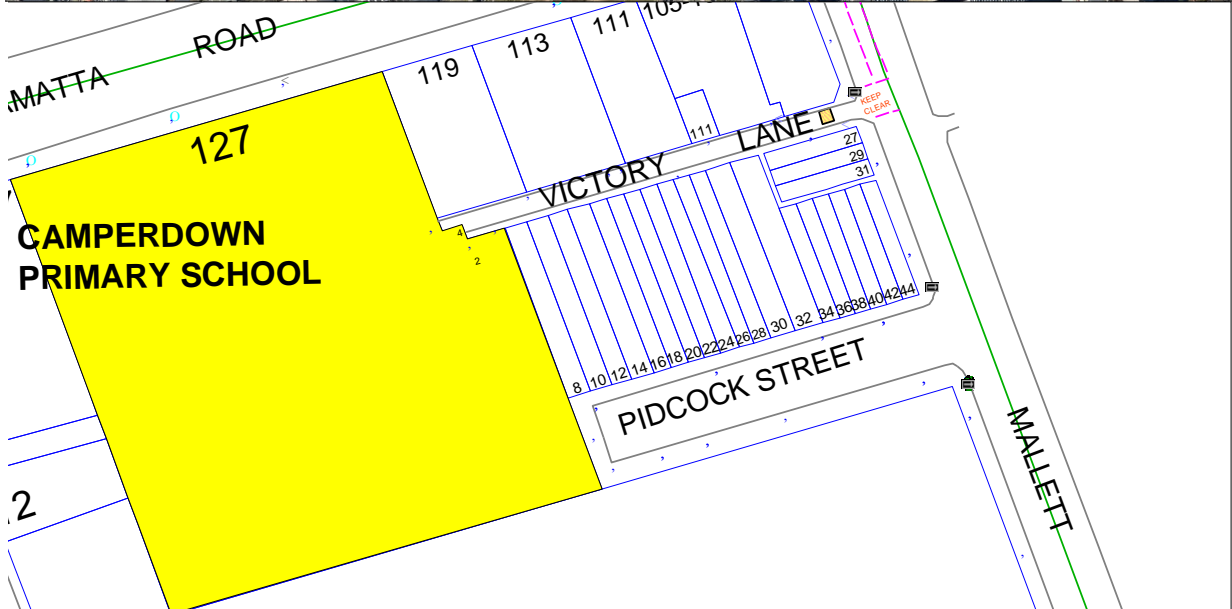
Funding of \$190,000 has been allocated in Council's 2018/19 capital works program for the projects.

### **OFFICER COMMENTS**

#### Site location & road network

Pidcock Street is a two-way local residential street, running east-west between Mallet Street and a dead-end. Pidcock Street is approximately 75 metres in length and 12.8 metres in width. At present, a mixture of 90 degree angle and parallel parking time-limit restrictions are in place on both sides of the street (Refer to the attached locality maps).





In 2000, Council installed '1P - 8.30AM-6.00PM Mon-Fri - Permit Holders Excepted - Area M1' parking restrictions on the northern side of Pidcock Street (90 degree angle parking) accommodating 22 parking spaces and on the southern side of the street (parallel to kerb) accommodating 8 parking spaces, including one 'mobility parking' space.

Existing land use in Pidcock Street includes 19 residential dwellings on the northern side and bowling greens, tennis courts and the Chrissie Cotter Art Gallery on the southern side. Camperdown Primary School is located at the western end of Pidcock Street. The residential dwellings in Pidcock Street have no off-street parking facilities accessed from Pidcock Street however a number have off-street parking facilities accessed off Victory Lane, Camperdown.

In 2010 Council installed "1P - 8.30am-10.00pm Mon-Sun 7 Days - Permit Holders Excepted - Area M1" parking restrictions on only the northern side of Pidcock Street, Camperdown.

Design plan No. 6203

The proposed works include:

- Replace damaged sections of the footpath on both sides of the street and widen a small section of footpath on the southern side of Pidcock Street that intersects at Mallet Street to improve accessibility;
- Expand the pits around all street trees to create landscaped verge gardens;
- Re-lay sandstone kerb, provide new concrete gutter, and replace or relocate existing street signs;
- Resurfacing the road in the vicinity of the works;
- Provide two in-road landscaped traffic islands to define angled parking zone and improve streetscape;
- Constructing kerb ramps at the kerb extension locations;
- Line mark angle parking bays on the northern side of Pidcock Street to maximise parking availability; and
- Adjust "No Parking" restrictions at the end of the street to provide space for vehicles to turn around.

This proposal would result in the loss of three on-street parking spaces. Please refer to the attached plan for more details.







**PUBLIC CONSULTATION**

Consultation was conducted between 20 August 2018 and 31 August 2018. A letter as well as a copy of the design plan was sent to the local residents in Pidcock Street, Camperdown. A total of 31 letters were distributed.

There were four (4) responses generally supporting the proposed footpath improvement works in Pidcock Street, Camperdown however all objected to the loss of three on-street parking spaces. The results received are detailed below.

<b>Residents' Comments</b>	<b>Officer's Response</b>
<p>A resident of Pidcock Street is supportive of the general upgrading works however opposes the loss of three on-street car parking spaces and having the "No Parking" zone extended.</p> <p>Parking concerns with the current parking restrictions in Pidcock Street have been raised by the resident. It is stated that it is already extremely difficult to park in Pidcock Street in the evenings (around 6pm) or on weekends. This situation is compounded with visitors often overstaying the allocated time. So to lose 3 car spaces will increase residents problems not ameliorate them.</p> <p>The resident proposes that Council do an audit of how many cars are parked in Pidcock Street overnight (about 10) and reserve a zone for "Permit Only" parking for peak times. Failing this, parking should be reduced to 30 minute parking.</p>	<p>Improvement of the streetscape and pedestrian safety and accessibility were major considerations during the development of the design plans. The proposal aims to upgrade and extend the footpath in order to accommodate a kerb ramp to improve accessibility and safety for pedestrians in Pidcock Street.</p> <p>The purpose of extending the 'No Parking' zone is to provide manoeuvring space at the cul-de-sac end of Pidcock Street for various vehicle types to undertake a safe 3-point-turn at the end of Pidcock Street without being obstructed by parked vehicles.</p> <p>Council has provided a Residential Permit Parking Scheme in the street since 2000 where eligible properties can apply for up to two permits per household subject to off-street parking availability. The restrictions were put into place to assist residents with parking issues and those with no off-street parking facilities. Residents with valid permits may park their vehicles indefinitely within these 'M1' sign posted zones. Non permit-holders may only park for a one-hour period.</p> <p>Council commissioned the Parramatta Road Corridor and Camperdown Parking Study which was reported in July 2016. Parking utilisation surveys were undertaken in Pidcock Street. It should be noted that the survey shows that the parking in the street on a weekday varied between 50-85% utilisation and parking during weekends predominantly were between 75-85% utilisation, peaking on Sunday when utilisation was greater than 85%. It is also noted that there was little feedback from the public exhibition from the affected properties in Pidcock Street.</p>
<p>A resident of Pidcock Street objects to having the "No Parking" zone extended and has issues with the current parking restrictions at</p>	<p>The purpose of extending the 'No Parking' zone is to provide manoeuvring space at the cul-de-sac end of Pidcock Street for various</p>



Residents' Comments	Officer's Response
<p>Pidcock Street.</p> <p>The resident is concerned about the loss of 3 parking spaces stating that residents already struggle for resident parking in the street.</p> <p>The resident suggested that it would be great to have total residential parking restrictions in the street only or at least for the weekends and evenings when it is impossible for residents to park their cars due to all the non-local visitors to Acre/Camperdown Commons.</p>	<p>vehicle types to undertake a safe 3-point-turn at the end of Pidcock Street without being obstructed by parked vehicles.</p> <p>Council has provided a Residential Permit Parking Scheme in the street since 2000 where eligible properties can apply for up to two permits per household subject to off-street parking availability. The restrictions were put into place to assist residents with parking issues and those with no off-street parking facilities. Residents with valid permits may park their vehicles indefinitely within these 'M1' sign posted zones. Non permit-holders may only park for a one-hour period.</p>
<p>A resident of Pidcock Street generally supports the footpath improvement works however objects to the loss of three on-street car parking spaces and the extension to the "No Parking" restrictions.</p> <p>The resident has issues with the current parking restrictions at Pidcock Street stating that residents struggle now with finding parking in Pidcock Street. The resident also states that drivers seem to be able to turn around fairly easily in the street as it is and that parking rear to kerb may increase safety.</p> <p>The resident states that narrowing the entrance of Pidcock Street in front of No. 42 and 44 will also create issues as currently the larger width enables some cars to turn left while some are stationary waiting to turn right onto Mallet Street. Having only 6m in width will not work for example when a delivery truck drives in and has to pass a car.</p>	<p>Improvement of the streetscape and pedestrian safety and accessibility were major considerations during the development of the design plans. The proposal aims to upgrade and extend the footpath in order to accommodate a kerb ramp to improve accessibility and safety for pedestrians in Pidcock Street.</p> <p>The purpose of extending the 'No Parking' zone is to provide manoeuvring space at the cul-de-sac end of Pidcock Street for various vehicle types to undertake a safe 3-point-turn at the end of Pidcock Street without being obstructed by parked vehicles.</p> <p>It is noted also that there are a number of unobstructed off-street parking facilities with access from Victory Lane for 13 properties located on the northern side of Pidcock Street. Rear to kerb parking is typically reserved for areas that have high level of conflict with pedestrians, motorists and cyclists. Since Pidcock Street is a short street leading to a dead-end, rear to kerb parking is not recommended.</p> <p>A swept path analysis has determined that the proposed 6m carriageway at the street entrance can accommodate 2 delivery trucks entering and leaving Pidcock street simultaneously while keeping in their lanes.</p> <p>The kerb blisters are proposed to protect parked vehicles at the end of the parking zone, shorten the pedestrian crossing</p>

Residents' Comments	Officer's Response
<p>The resident states that the T-junction at Pidcock Street and Mallett Street is quite dangerous for multiple reasons:</p> <ul style="list-style-type: none"> <li>- pedestrians walk up and down Mallet Street, crossing Pidcock Street without looking and/or as if they had right of way; and</li> <li>- when drivers leave Pidcock Street wanting to turn right onto Mallet Street, there is very poor visibility to the right, due to cars parked on Mallet Street blocking the vision and suggested that a mirror may enhance visibility.</li> </ul>	<p>distance and to provide additional landscaping.</p> <p>Pedestrian safety was a major consideration during the development of the design plans. Both motorists and pedestrians have a responsibility to exercise due caution at all times when walking across the road and/or entering/exiting a road where pedestrian cross. Statutory 'No Stopping' restrictions are in place on Mallett Street to aid sightlines for motorists exiting Pidcock Street and the new kerb blister will improve safety for pedestrians. The kerb blisters are also proposed to protect parked vehicles at the end of the parking zone, shorten the pedestrian crossing distance and to provide additional landscaping.</p> <p>Council does not install traffic mirrors, as convex mirrors provide a distorted image of on-coming vehicles, possibly leading to misinterpretation by the reliant motorist. Also, at night, the lights from travelling vehicles and other sources, being reflected from these types of mirrors can cause confusion for motorists as to the location of oncoming traffic. This is exacerbated by the unnatural way these convex mirrors reflect images.</p>
<p>The resident notes that losing 3 parking spots at the end of Pidcock Street would be a major inconvenience for all residents.</p> <p>The resident also notes that reversing out of nose-to-kerb parking is particularly dangerous, as you are reversing uphill and many pedestrians choose to walk on the street, including with prams, small children and dogs. There have been quite a few near misses and</p>	<p>Improvement of the streetscape and pedestrian safety and accessibility were major considerations during the development of the design plans. The proposal aims to upgrade and extend the footpath in order to accommodate a kerb ramp to improve accessibility and safety for pedestrians in Pidcock Street.</p> <p>The purpose of extending the 'No Parking' zone is to provide manoeuvring space at the cul-de-sac end of Pidcock Street for various vehicle types to undertake a safe 3-point-turn at the end of Pidcock Street without being obstructed by parked vehicles.</p> <p>Rear to kerb parking is typically reserved for areas that have high level of conflict with pedestrians, motorists and cyclists. Since Pidcock Street is a short street leading to a dead-end, rear to kerb parking is not recommended.</p>

<b>Residents' Comments</b>	<b>Officer's Response</b>
<p>accidents between cars.</p> <p>The resident notes also that turning right out of Pidcock Street into Mallett Street is incredibly tricky with pedestrians continuously crossing and the last couple of cars parked on Mallett Street blocking out all visibility to the right.</p>	<p>The kerb blisters are proposed to protect parked vehicles at the end of the parking zone, shorten the pedestrian crossing distance and to provide additional landscaping.</p>

### **CONCLUSION**

It is recommended that the design of the proposed footpath upgrade works and formalisation of the existing angled parking and associated signs and line markings be approved in Pidcock Street, Camperdown to improve pedestrian safety and traffic conditions.

### **ATTACHMENTS**

Nil.

**Item No:** LTC1018 Item 8

**Subject:** Local Bicycle Route 3 (LR3) - Detailed Design Plans (Marrickville Ward/Summer Hill Electorate/Inner West LAC)

**Prepared By:** Predrag Gudelj - Project Manager

**Authorised By:** John Stephens - Traffic and Transport Services Manager

### **SUMMARY**

In November 2016, Council approved final concept plan for proposed improvement to Local Route 3 (LR3) bicycle route, identified in Council's Bicycle Plan. LR3 is located along Livingstone Road, from Randall Street to Marrickville Park. The aim of the proposal is to make LR3 bicycle route safer, convenient and more enjoyable for people of all ages and ability to ride.

The draft design plans are based on the approved concept plan and are presented in this report for the Local Traffic Committee's consideration. The proposed improvements will complete missing links in Council's bicycle network and enhance bicycle access to public transport, local shops and other destinations.

It is recommended that the detail design for LR03 to enhance bicycle connectivity to public transport, local shops and other destination be APPROVED, and subsequently, Council submits Traffic Signal Design plans for Marrickville Road intersection to RMS for consideration and approval.

---

### **RECOMMENDATION**

#### **THAT:**

- 1. The detailed design plan (Design Plan No 6176) for Local Bicycle Route 3 be APPROVED; and**
  - 2. Council submits design plans to the Roads and Maritime Services (RMS) for bicycle upgrades to the signalised intersection of Marrickville Road and Livingstone Road for their consideration and approval.**
- 

### **BACKGROUND**

In February and March 2016, Council invited the community to provide feedback about riding a bike along this route. The feedback received, along with technical assessments of the study area, was used to develop a draft concept plan. The community was then invited to give feedback on the draft concept plan in June and August 2016 and the comments received informed a final concept plan. The final concept plan was then considered and approved by Council in November 2016.

Following approval of the concept plans draft detailed design plans were developed for community engagement. The community was again invited to provide feedback on the plans from 6 August 2018 to 7 September 2018. The feedback received was predominantly positive and, with a few exceptions, only minor adjustments to the plans were requested.

Detailed design plans (excluding traffic signal designs for Marrickville Road/Livingstone Road intersection) are presented in this report for Committee consideration.

### **PROPOSED WORKS**

The draft design plans are based on the approved concept plan and proposed works include:

- Provision of a 2m wide bi-directional separated cycleway on the western side of Livingstone Road. The cycleway would be built between the nature strip and the road to provide a dedicated space for people to ride bikes. It would occupy part of the parking lane while retaining most of the existing parking. The location of the parking and traffic lanes would move toward the eastern side of the road to allow for the cycleway. Traffic lanes in both directions would be retained.

- Widening sections of footpath to create shared paths

Shared paths would be created near the intersections of Livingstone Road at Randall Street Robert Street, Marrickville Road, Enfield Street, George Street and Pile Street. This would provide continuity of the route in places where there isn't enough space to build a separated cycleway. The width of the shared path is generally 2.5m, although there are some isolated sections which have been reduced along the length to account for existing trees and other constraints. Where site conditions allow, the path width is increased up to 3.3m.

- Installing shared environment intersections

Shared environments would be created at the intersections of Livingstone Road at Marrickville Avenue, Hollands Avenue, Hastings Lane and Hastings Street to improve safety and convenience for people walking and on bikes. At these intersections motorists need to give way to pedestrians and cyclists.

- Increasing safety outside Kidsville Early Learning Centre

A textured, yellow surface would be installed on the path outside Kidzville near Marrickville Road to warn bike riders that they need to slow down. Signs and pavement markings would reinforce the message for cyclists to reduce speed.

- Improving access and safety on the eastern side of Livingstone Road

The grass verge would be lowered in places where it is too high for people to safely and easily park near the kerb.

- Extending kerbs

Kerb extensions would be built at the intersections of Livingstone Road at Robert Street, George Street and Pile Street to reduce the crossing distances for pedestrians and cyclists.

#### **Other proposed features:**

- Street tree replacement and removal – trees that are ailing or have been identified by Council for replacement would be removed as part of this proposal. New trees and additional landscaping would be investigated to balance the impact of any trees removed.
- Bus stops – the location of bus stops will be mostly unaffected however some will be slightly repositioned which is outlined in the table below.

Location	Comment
Parish of St Nicholas, Livingstone Rd	Relocated closer to intersection of Robert St and realigned to new kerb
Livingstone Rd, opposite Brigid's Church	Location unaffected, realigned to new kerb
Livingstone Rd at Enfield St	Relocated further from intersection and realigned to new kerb

Livingstone Rd at Pile St	Relocated closer to intersection and realigned to new kerb
Livingstone Rd opposite Pile St	Relocated to be opposite bus stop on other side of the road

- Signs and road marking – would be installed to improve motorists' awareness of people on bikes and keep pedestrians and bike riders aware of each other on shared paths.
- Lighting – some sections of lighting will be upgraded on this route to improve safety.

## FINANCIAL IMPLICATIONS

The concept design and detail design of this project has been funded (75%) by the NSW Government's Active Transport Program (Priority Cycleways) and (25%) by Council. Council will also be seeking funding from RMS for construction.

## PUBLIC CONSULTATION

Approximately 350 consultation letters were mailed out on 5 August 2018 to all property owners and occupiers to potentially directly affected residents and stakeholders. Community consultation concluded on 7 September 2018. During the 4 week community consultation period, the draft detail design plans were available for viewing by community members on Council's website and at two drop-in sessions held at Marrickville Town Hall. Council received 68 submissions of which 49 indicated support, 15 support with changes and 4 submissions objecting proposal.

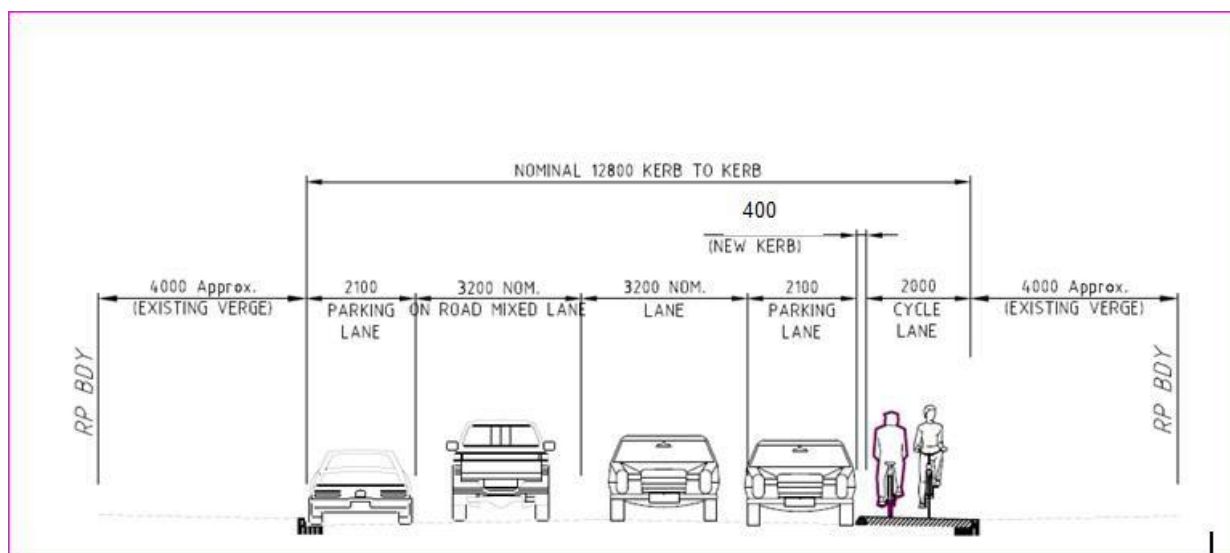
Full details on the outcomes of the Public Engagement can be found in the attached **LR3 - summary of feedback from public exhibition** report.

## OTHER STAFF COMMENTS

The road characteristics are outlined below.

Road name	Local road	AADT veh/day	Posted speed limit Km/h	Road width	Bus route	Heavy traffic (%)	Kerb height mm	Proposed cycleway treatment
Livingstone Road	yes	12,000 - 18,500	50	12.8m	Yes	3.7	150-220	Separated cycleway

As Livingston Road has high traffic volumes bi-directional separated cycleway treatment has been proposed (refer to Figure 1)



**Figure 1:** Typical cross-section on Livingstone Road (LR3) with 2.0m bike path and 2.1m parking lanes.

### **Parking close to the kerb on the eastern side**

The kerb height was identified as a potential risk which might encourage drivers to park far away from the kerb which would decrease the safe buffer zone between parked vehicles and vehicular traffic.

An assessment of the kerb heights on eastern side of Livingstone Road (opposite of proposed cycle way) has been undertaken and remedial measures have been identified and discussed below.

Given the existing road width of 12.8m and the requirement to maintain 3.2m traffic lane width, parking lane of 2.1m is proposed. AS2890 states that 2.1m parking lane width is within the acceptable range.

### **Assessment of the eastern Livingstone Road kerbline**

In modifying the cross-sectional profile of the parking lanes and traffic lanes on Livingstone Road, an assessment of the kerb heights on the eastern side (opposite the proposed cycleway) has been undertaken.

The assessment concluded that, whilst kerb heights were generally acceptable, there were situations where an increased kerb height, together with the presence of a rolled grass verge meant that vehicle door opening may be an issue. The rolling of the verge resulted in an elevated section of grass immediately behind the kerb which would potentially compound any kerb height issue. Refer to table below and attached plans for locations.

The assessment found that the locations with higher kerbs had kerb heights in the order of 200- 220 mm. This height in itself is not considered an issue for the majority of standard vehicles, but when combined with a rolled verge with an increased level immediately behind the kerb, full door opening could be problematic.

The presence of trees immediately adjacent the kerb also created an issue, by either the trunk restricting full door opening, or the tree roots resulting in an elevated grass verge adjacent.

### **Remedial measures**

Remedial measures have been identified to improve the ability of car doors to open when parked on the eastern side of Livingstone Road. In most situations, re-grading the grass verge was identified as feasible and has been proposed as part of the design plans (**refer to attached Design Plans No 6176**). This would result in a reduced height behind the kerb and facilitate improved door opening. On some sections where this measure is proposed, existing mature trees would limit the extent of any verge re-grading, but it is considered that these trees cause a similar issue for the current road layout.

In one location, immediately south of Hawkhurst Street, the "No Stopping" zone has been extended, resulting in the loss of two car parking spaces. Verge re-grading was considered less feasible at this location as there are a number of mature trees closely spaced. The loss of parking at this location also improves the visibility to and from the adjacent pedestrian refuge where the existing "No Stopping" setbacks are below current standards.

Below is summary of the proposed measures to improve the overall accessibility to and from vehicles parked adjacent to the eastern kerbline. The assessment only considers locations where an issue has been identified, at all other locations there is considered to be no issues

with car door opening.

## Item 8

Location	Remedial Measure	Comment
Arthur St to Frances St	Re-grade grass verge to achieve a constant cross fall and to reduce height of the verge immediately behind the kerb.	There will be a couple of locations where existing trees make the verge reduction less effective.
Immediately South of Hawkhurst St	Extend No Stopping to remove 2 car parking spaces.	Trees here are tightly spaced so re-grading the verge to achieve an improvement is difficult. Suggest remove parking which will also improve visibility to the existing pedestrian refuge. Parking is removed from in front of a single corner property, meaning the resident could still park outside their house, albeit on Hawkhurst St.
Immediately North of Hawkhurst St	Re-grade grass verge to achieve a constant cross fall and to reduce height of the verge immediately behind the kerb (outside No. 136 to 144).	There will be a few locations where existing trees make the verge reduction less effective.
North of Pile Street	Re-grade grass verge to achieve a constant cross fall and to reduce height of the verge immediately behind the kerb (outside No. 92-96, 100 and 106).	There will be a few locations where existing trees make the verge reduction less effective

### Parking Impact

The proposed route improvements have been carefully considered to minimise/avoid parking impacts where possible, in response to community concerns raised in previous consultation.

The draft plans would create some new on-street parking and remove some existing parking spaces. All vehicle access to properties along the route will remain. The following represents the parking impact of the scheme after the kerb height assessment:

The below table indicates that there is now a net loss of 1 parking space across the whole of the proposed project.

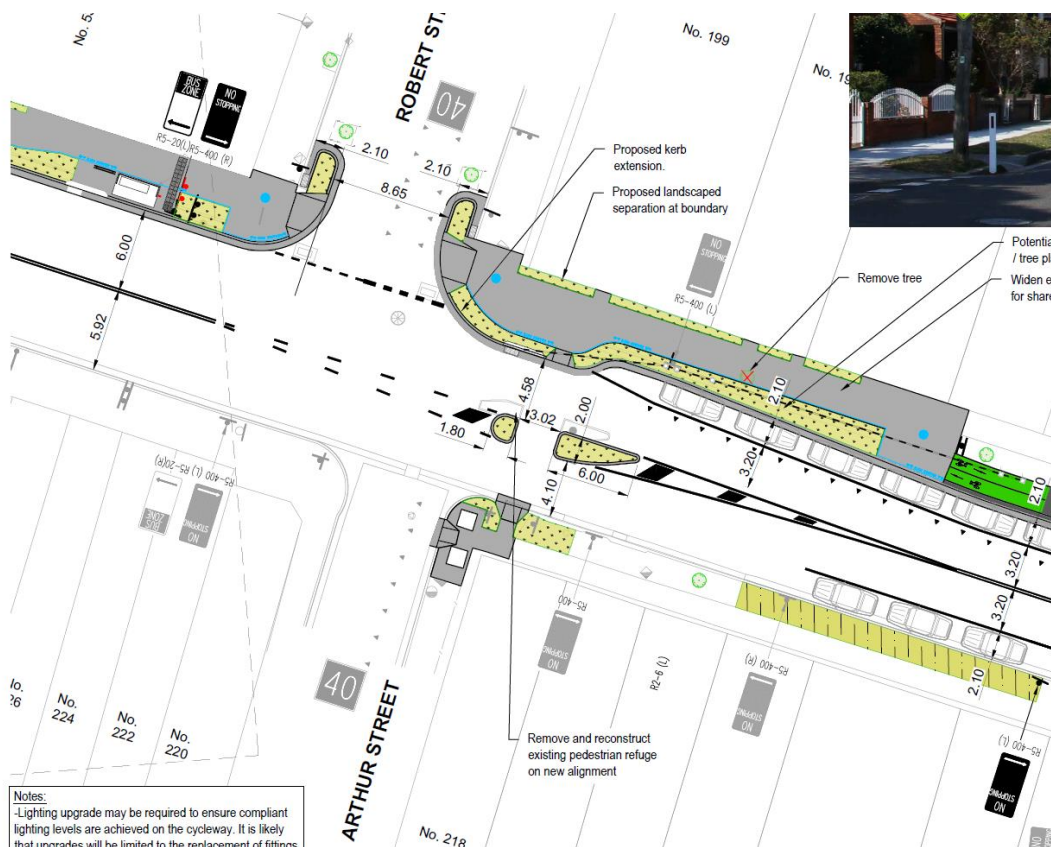
Location	Western Side of Road		Eastern Side of Road		Overall Parking Impact
	Gain	Loss	Gain	Loss	
Randall Street (north side)	3	0			+3
<b>Livingstone Road;</b>					
- Randall to Robert	5	4	0	0	0
- Robert to Marrickville	1	2	1	0	0
- Marrickville to Enfield	0	2	0	0	-2
- Enfield to Pile	0	4	1	3	-6
- Pile to Marrickville Park	0	3	0	0	-3
Hastings Street (north side)	1	0			+1



Hastings Street (south side)	1	0			+1
Enfield Street	4	0			+4
<b>Overall Parking Impact</b>					<b>-1</b>

### Pedestrian refuge Impacts

The detailed design plans propose no amendments to the existing pedestrian refuge islands along Livingstone Road as they are not impacted by the cycleway proposal. However, following feedback from the community and stakeholder engagement process it was found that a proposed kerb extension at the corner of Arthur Street and Livingstone Road could exacerbate a storm water issues at this intersection. Therefore, Council is proposing to amend the existing proposal to alleviate the stormwater flooding issue. To accommodate the required changes a kerb line on north corner of Robert Street and Livingstone Road intersection will be extended into Livingstone Road together with an upgrade of the existing pedestrian refuge island to the current RMS standards. A slight shift of the new island further south-east is proposed. The new proposal will result in a gain of one parking space from the current arrangement. A sketch of the new proposal is shown below:



It is to be noted that residents directly affected by this amendment will be notified about the changes.

### Shared environment Intersections

Shared environment intersections (SEI) are proposed along this route at few locations: Marrickville Avenue, Hollands Avenue, Hastings Lane and Hastings Street. This was previously communicated to RMS at concept design stage. The following traffic counts for these intersections were collected previously and the summary is below:

Street	Counts collected:	Busiest day	# vehicles on peak day	# vehicles in peak hour	# hours with 30-45vph	# hours with >45vph	# Vehicles in peak ¼ hour	Number of ¼ hours with >15vph	Meets RMS threshold for SEI?	Comment
<b>LR3 (Livingstone Road)</b>										
Marrickville Ave	25/11 – 8/12/2016	Sun 4/12	344	36 (12-1pm)	4	0	14	0	No	Minor non-compliance with RMS 30vph threshold. SEI approved.
Hollands Ave	14/11 – 21/11/2016	Fri 18/11	569	58 (3-4pm)	8	2	18	4	No	Has <60vph and SEI is proposed. SEI trial required
Hastings St	14/11 – 21/11/2016	Wed 16/11	463	55 (8-9am)	2	3	55	2	No	Has <60vph and SEI is proposed. SEI trial required

RMS did not have objections to these SEIs; however RMS advised that two intersections (at Hollands Avenue and Hastings Street) would require a trial of this treatment at those intersections before final approval is issued.

### Traffic Signal Design

As part of the LR03 bike route improvement, traffic signalised intersection between Livingstone Road and Marrickville Road is proposed to be upgraded to improve cyclist and pedestrian safety at the crossing. During the concept design development RMS requested modelling of any changes to the intersections, which potentially could affect traffic flows. Council completed modelling and submitted plans to RMS for approval. RMS accepted the proposed signalized intersection changes in general subject to final RMS approval. Council will be submitting final Traffic Signal design plans to RMS in due course for final approval.

### CONCLUSION

It is considered that the proposed Livingstone Road Cycleway (LR3) will assist to complete the missing links within the bicycle network for this area. It will also enhance bicycle connectivity to public transport, local destinations and shops and provide a safer cycling environment for those who will use the facility.

Accordingly, it is recommended that the detail design for the Livingstone Road Cycleway (LR3) as per the Design Plan 6176 be approved. Following the completion of Traffic Signal design plan for Marrickville Road/Livingstone Road intersection, a separate report will be prepared and presented to a future Traffic Committee meeting for consideration and approval.

### ATTACHMENTS

1. [Download](#) Attachment 1 LR3 - summary of feedback from public exhibition
2. [Download](#) Attachment 2 LR3 Consultation Plans
3. [Download](#) Attachment 3 LR3 Signage and Line Markings Plan

**LOCAL ROUTE 3 (RANDALL STREET TO MARRICKVILLE PARK) DRAFT DETAILED PLAN: CONSULTATION SUMMARY**

The Local Route 3 (LR3) draft detailed plan was placed on public exhibition from 06 August to 07 September 2018. Following public exhibition, issues raised in submissions were considered, and where feasible have informed modifications to the proposal.

Issues raised in submissions from community members and other stakeholders, are outlined in this report, along with a Council officer response.

**PUBLIC EXHIBITION OF THE DRAFT DETAILED PLAN**

During the public exhibition period:

- Approximately 350 letters were sent to residents, businesses and property owners along the proposed route
- Public exhibition of the draft detailed plan was advertised to the wider community on Council's website and via Council's social media
- Information about the proposal was accessed 443 times from Council's website
- 68 community submissions were received by Council

**94% of all respondents stated "support" (72%) or "support with changes" (22%) for the proposal. 6% of respondents stated they did "not support" the proposal**

**Of the 68 submissions received, 25 (37% of all submissions) were from residents in Marrickville. Of these, 84% indicated either "support" (56%) or "support with changes" (28%) for the draft detailed plan. 16% of respondents from the local area indicated they did "not support" the changes.**

**Do you support the LR3 draft concept plan?**

**ISSUES RAISED IN COMMUNITY SUBMISSIONS DURING PUBLIC EXHIBITION**

94% of submissions by community members during the public exhibition period indicated support for the draft concept plan. The issues most frequently raised in submissions by community members were:

- Other more quieter routes should be considered
- More separated bicycle paths should be provided – remove shared path sections
- The proposed shared paths will be unsafe for pedestrians
- Cycleway needs to be designed to give priority to cyclist at side streets intersections
- Loss of parking along Livingstone Road

Issues raised in public exhibition submissions, and a Council officer response, have been tabled in the following pages to accompany the revised concept plan, for review by Council's Local Traffic Committee and decision by Council on whether to approve the proposal.

COMMUNITY FEEDBACK RECEIVED DURING PUBLIC EXHIBITION		
Topic	Community comments	Council officer response
Route options		
	<p>Proposal fails to address the fundamental flaw that the road will be too narrow as a result of the changes and will gridlock at school drop off and pick up times. The route to Marrickville Park to link with the regional route should use Wardell Road which has no buses, only one school and is an existing route.</p>	<p>LR03 Route was nominated in Marrickville Bicycle Strategy as one of the main north-south Local Routes. The route aims to encourage more people to travel by bicycle for short trips to local destinations (such as parks, schools, shops and train stations). This route was designed in line with Council's Marrickville Bicycle Strategy principles. The proposed improvements are intended not only for those already riding, but also for new riders of all ages and abilities. Council's Marrickville Bicycle Strategy acknowledges that in instances confident or experienced riders will prefer the use of current infrastructure.</p> <p>The proposed route would not preclude the use of other local street options by riders as desired. Marrickville Bicycle Strategy proposes Wardell Road to be used for designated Regional route. Wardell Road would offer a circuitous route to Marrickville station and Marrickville south that would not encourage trips to be taken by bike given the detour and time delays involved.</p> <p>It is considered that there is already some form of gridlock at school drop off and pick up times and that the design will have a negligible impact on this. The design does not alter the lane configurations, but does reduce the traffic lane width. Parking lane and traffic lane widths are compliant, and should allow for drop off and pick up without impacting through traffic movements.</p> <p>Council acknowledges that fitting new cycleways within current infrastructure is challenging task. While every effort was made to minimise impacts to the current users, a minor compromise had to be made to have the proposal designed in accordance with minimum standards' requirements.</p>

		It was considered that the benefits for the community would significantly prevail over the minor compromise other users had to make to fit the separated cycleway.
	This is an important connecting route for school students and many others.	Noted. The proposed route would connect to a number of local destinations along the route, including train stations, parks, schools and local shops.
	The cycle route planning needs to be integrated with other local traffic management.	Noted. Subject to available funding and proposed timeframes the construction of the cycleway will include other proposed traffic management facilities where possible.
	Needs to extend to Albemarle street to link up with the existing route through to Dulwich Hill, especially now since the metro cycleway has been dropped	The proposal does not remove current link to Albemarle Street route. Council will continue working with state government agencies to pursue link through Randall St and along light line corridor which would provide safer and better cycleway. Council is currently finalising plans for a route between Dulwich Hill and Marrickville stations that will connect the Livingstone Road bike path at Randall Street/Jersey Street to local shops and train stations.
	Please extend this to at least Marrickville West Public School so local kids can ride there safely.	Proposed routes connecting to Marrickville West PS are identified in Council's Bike Plan and may be considered at a later stage. It is also to be noted that road rules state that children under the age of 16 years can ride on the footpath unless there is a NO BICYCLES sign.
<b>Route design and treatments</b>		
	In front of 181 Livingstone Road there are currently 2 ample parking spaces. The Driveway entrance shared with 183 is too wide on the side of 181 Livingstone Road. Please adjust the plans to reflect the actual dimensions of the driveway	Noted. The final detailed plans will be amended to reflect the correct dimensions.
	The plan should also consider Bike parking racks near the corner of Marrickville and Livingstone Road as well in front of Casimir to encourage more kids to ride their bikes to	Noted. Opportunities for bike parking will be considered before finalising the detailed plans.

	<p>school.</p> <p>The design should support the road rule by continuing the cycleway and footpath across the side streets entrances.</p> <p>This intersection arrangement is crucial to level of use &amp; safety of the proposed cycleway.</p> <p>Need to make sure there is space for 2 bikes going in opposite directions to get around behind a large car camped on the shared environment entry to Livingstone Rd.</p> <p>People on bikes and people walking need to have greater priority when passing side streets.</p>	<p>The proposal exercised design in accordance with design criteria set out for such treatments, road rules and current standards. Wherever possible, the proposal includes “Shared Environment’ intersection treatment to give priority to cyclists and pedestrians. Shared environment intersections will improve pedestrian and bike rider safety and amenity. This treatment was not proposed due to the constraints which could not be eliminated, at locations where traffic volumes are higher than the design criteria and do not meet RMS criteria for such treatments. Alternative treatments have been provided and pedestrian and cycleway crossing distance was reduced to its maximum. All road users are expected to exercise courtesy and give way to other users as required.</p> <p>The treatments feature raised thresholds to reduce vehicle speeds; and a distinctive pavement and signage to signify changed conditions and warn motorists of pedestrian and bicycle movements across the side streets.</p> <p>Appropriate markings and signage will be used to increase awareness for motorists when crossing the shared environment intersections.</p>
	<p>Shared paths will be great for the young and inexperienced riders. Those that are using the bike as a primary mode of transport will likely take the road instead of shared spaces.</p> <p>I have some concerns about the safety of pedestrians and cyclists in the shared path areas. Consideration should be given to how this shared area can be made wider?</p> <p>Shared paths should not be a part of the proposal. They create conflict between pedestrians and cyclists.</p> <p>Shared pathways are extremely dangerous for visually impaired people.</p> <p>Excessively wide road lanes near major intersections (eg Marrickville Rd) to be narrowed to widen the shared path, also at Marrickville Park;</p>	<p>The road width and presence of bus stops, combined with the need to maintain parking and trees as much as possible, mean that shared paths are required in some locations. The use of these has been minimised and they are proposed only where alternatives are not feasible without significant traffic or parking impacts or would deter less experienced bicycle riders from using the route. The current proposal aims to encourage more people to travel by bicycle for short trips by catering for riders of all ages and abilities, particularly more vulnerable, inexperienced and less confident riders. In such situation, the shared path is preferred as it would contribute to a continuous off-road link. A mixed traffic option would less adequately cater for vulnerable or inexperienced riders.</p> <p>The approaches to Marrickville Road include 2 traffic lanes to accommodate for the turning movements. It is not possible to reduce these without</p>

	<p>The proposed bike path seems to change from dedicated bike path, to shared path a lot. This could cause a significant disincentive for cyclists to use the path because it will be significantly slower than the road.</p> <p>Shared spaces don't work well with pedestrians mostly on their phones and not aware of their surroundings.</p>	<p>significantly impacting intersection operation.</p> <p>Appropriate shared path markings and signage would be used to increase awareness for bike riders and pedestrians when sharing the path.</p> <p>Widening of the footpath to sufficient width to accommodate pedestrians and bike riders would require extensive removal of street trees along most sections of Livingstone Road and reduce pedestrian amenity on the path. Shared paths are proposed only where sufficient widening of the path can be achieved without significant impacts to existing street trees.</p> <p>Bicycle riders have the same rights and responsibilities on the road as other road users in NSW, therefore more experienced and confident riders are able to join the current mixed traffic where in accordance to these rules.</p>
	<p>Bi-directional paths are dangerous and should be avoided. Better solution - single direction on either side along traffic flow.</p> <p>Separated cycle paths I would think would be the single biggest encouragement to get more people cycling than anything else.</p> <p>Separated cycleways are great to encourage more people to take up sustainable transport and protect the most vulnerable road users.</p> <p>I applaud council for building a separated cycleway.</p>	<p>Bi-directional separated cycle paths are the accepted treatment based on safety.</p> <p>Providing separated bike infrastructure on Livingstone Road is consistent with RMS guidelines, given existing traffic volumes.</p> <p>Consistent with Council's Marrickville Bicycle Strategy, the proposed improvements are intended not only for those already riding, but also for new riders of all ages and abilities. The route aims to encourage more people to travel by bicycle for short trips to local destinations (such as parks, schools, shops and train stations). Council's Marrickville Bicycle Strategy acknowledges that in instances confident or experienced riders will prefer to use current infrastructure.</p>
	<p>It would be good if some of the areas around the bus stops and driveways had better defined markings to indicate where the bicycles should be going.</p>	<p>Noted. Bus stops are marked in accordance with the City of Sydney Shared Pathway Markings Guide.</p> <p>A distinctive pavement and signage to signify changed conditions and warn motorists of pedestrian and bicycle movements across the driveways is used.</p> <p>Motorists entering/exiting driveways are required to give way to bike riders</p>

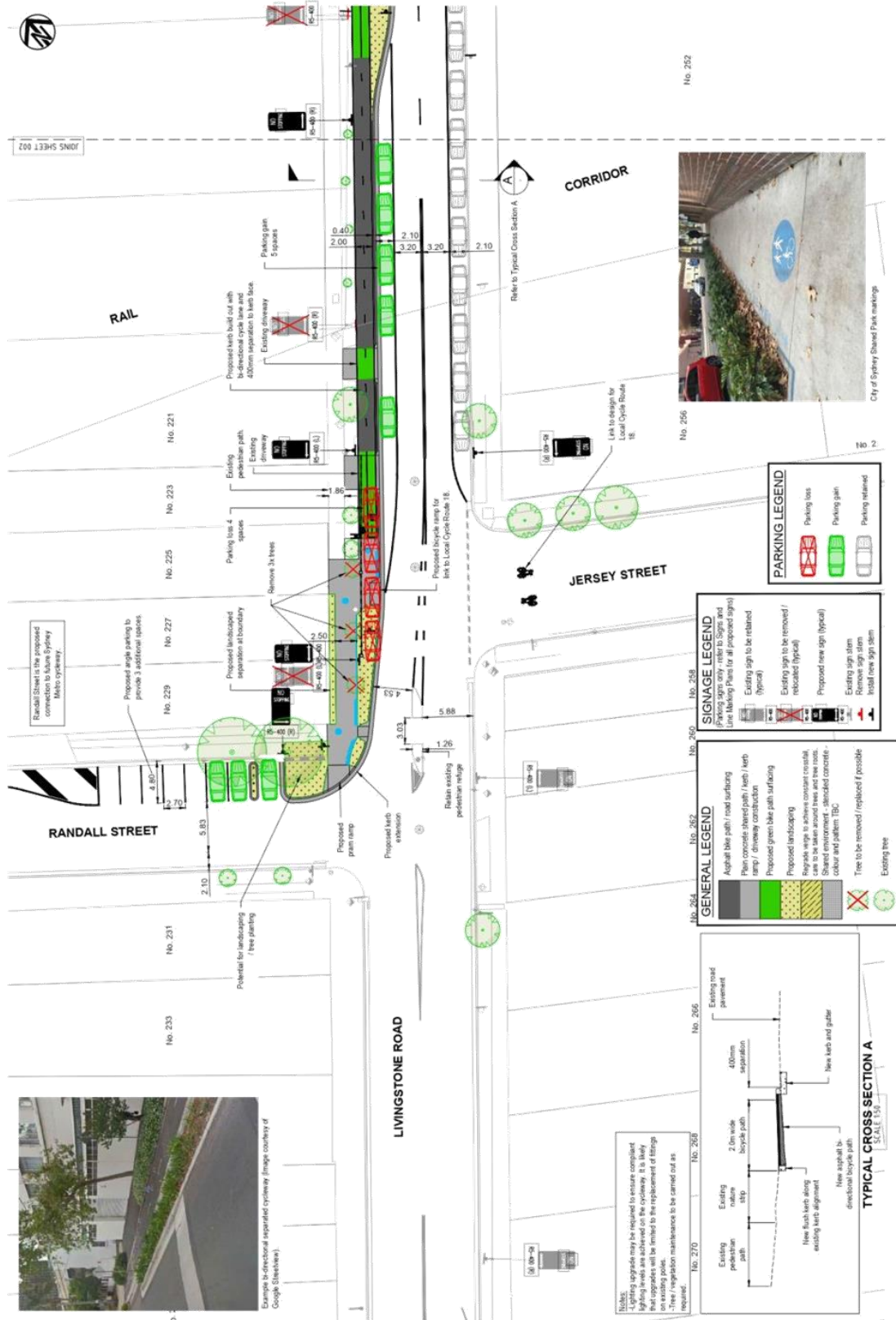


		when crossing the bike path just as they are required to give way to pedestrians when crossing the footpath and to vehicles when entering the roadway.
	Remove reference to signage within Marrickville Park	Noted. The final plans will be amended to address the excessive signage.
	Refuges across the road to be wider to safely accommodate families riding;	Current infrastructure is proposed to be upgraded wherever possible to cater for the new proposed cycleway. Infrastructure upgrade is not proposed at the locations with current road configuration limitations.  Where not impacted by the design, existing refuges are retained.  Once the cycleway is constructed, Council will monitor the operation of the cycleway to confirm the new infrastructure configuration adequacy.
	Install major signage to reinforce that it is active transport priority.	Noted. Regulatory and direction signage is to be installed as per the design guidance.
	Maximize width of cycleway where possible to allow for wider bikes (cargo bikes/trikes etc) that are becoming more prevalent.  The 2.0m width is significantly below the minimum standard. It is appreciated that due to the bus route and the road's role and width between kerb means the space generally available is limited. However there is some scope to widen the separated cycleway at approaches to some intersections and bend-out, in between some driveways to allow cyclists to pass each other more comfortably.	Overall road width is limited, the cycleway has been provided at the maximum width possible in consideration of the site constraints. The proposed bike path is consistent with RMS guidelines for two-way bike paths and allows two bike riders to safely pass one another. While a wider bike path would be more attractive for bike riders, it would require the removal of a parking lane and would not have the support of the local community. The proposed 2.0m wide bike path is wide enough to accommodate standard bicycles and most cargo bikes. Widening of the footpath would require extensive removal of street trees along most sections of Livingstone Road and reduce community and pedestrian amenity on the path. Also, it would require relocation of power poles, which would significantly increase cost of the project with limited budget.
<b>Pedestrians</b>		
	I think it is too dangerous opposite a school with kids around to have this cycleway.	The cycleway is located on the opposite side of two schools located on Livingstone Road. The proposal was designed in accordance to the current standards. The proposed bike path is consistent with RMS guidelines for two-way bike paths. It is to be noted that the proposal is not different to any other cycleway proposal in Sydney.  It is suggested that the school undertake education of students and parents

		<p>in relation to the cycleway.</p> <p>It is considered that the provision of a cycle facility adjacent to a school provides safe cycling opportunities for students.</p> <p>Appropriate bike path markings and signage will be used to increase awareness for bike riders and pedestrians when using/crossing the path.</p>
<b>Residential amenity/safety</b>		
	<p>Proposal will improve cycling infrastructure around this area.</p> <p>More work needed around DH - Marrickville - Sydenham as safe cycling is very patchy still.</p>	<p>Council has committed to encouraging bicycle riding and improving bicycle paths and networks.</p> <p>Council's Bike Plan sets out a network of proposed routes to provide improved links to local destinations including shops, schools, parks and train stations. The Bike Plan identifies a number of routes that will link with the Livingstone Road bike path such as LR16, LR18 and RR02.</p>
	This project is an excellent step towards improving the safety and appeal of healthy transport options in the Inner West, especially for children and less confident riders.	Noted. Council has committed to encouraging bicycle riding and improving bicycle paths and networks.
	Very supportive of this. It would encourage me and others in Petersham to cycle to Marrickville instead of to Newtown	Noted. Council has committed to encouraging bicycle riding and improving bicycle paths and networks.
<b>Streetscape / Trees</b>		
	Consideration should be used to improve streetscape/trees for existing residences	New landscaping and potential locations for tree plantings are proposed at numerous locations along Livingstone Road route. New landscaped areas are proposed at the following integrations with Livingstone Road – Randall Street, Marrickville Avenue, Hollands avenue, Robert St, Arthur Street, Hastings Lane, Hastings Street, Enfield Street, Georges Street, Pile Street and Marrickville Park.
<b>Parking</b>		
	<p>Consideration should be used to improve parking for existing residence impacted by all the approved high rise multiple residual developments</p> <p>Parking will be on demand due to new residential towers</p>	<p>The concept plan has been amended in response to community concerns to reduce proposed parking impacts on Livingstone Road. The final concept plan proposes an <b>overall loss of 1 on-street parking spaces</b>. Where removal of parking is proposed, new opportunities for parking have been identified nearby where feasible.</p>

	<p>which will flood our streets with hundreds of cars.</p> <p>Parking is a serious issue with multi residential developments being approved.</p> <p>Parking will be impacted on side streets</p> <p>Increase the width of proposed angle parking bays.</p>	<p>In addition, angled parking on Pile Street was recently installed by Council as a separate project which created approximately 20 new parking spaces on the northern side of Pile Street.</p> <p>Council will be investigating opportunities to increase angle parking width from 2.5m to 2.7m.</p>
	<p>There is fierce competition for car spaces and there will be loss of 3 parking spots on small stretch of Livingstone Rd between George St and Pile St.</p> <p>There aren't enough car spots on Livingstone Rd, George St and Pile St for current residents and council continues to allow developments (see George St development) and there will only be increased demand for parking spots, as future developments are approved.</p> <p>It is not realistic to think that future parking issues can be solved by getting residents to ride bicycles because no one who drives will give up their car for a bicycle. They are not practical in the rain, for carting shopping or for the elderly and the majority of residents don't have bikes that they use regularly.</p> <p>The Leichardt cycle model uses quite residential streets that this doesn't pose a danger to cyclists or drivers and therefore if the buke route is to go ahead a quieter residential street should be used instead.</p> <p>The actual number of new bike riders in numerical terms is very low and does not justify the cost and inconvenience.</p>	<p>The concept plan has been amended in response to community concerns to reduce proposed parking impacts on Livingstone Road. The final concept plan proposes an <b>overall loss of 1 on-street parking spaces</b>. Where removal of parking is proposed, new opportunities for parking have been identified nearby where feasible.</p> <p>Council acknowledges loss of 3 spots in front of No.113 Livingstone Road. To accommodate for parking loss in this section (between George St and Pile St) Council has recently introduced angle parking in Pile Street near Livingstone Road intersection which created approximately 20 additional parking spots.</p> <p>Alternative options have been considered. Routes using low-volume side streets nearby would be circuitous given the irregular and indirect layout of the side streets.</p> <p>As routes become more connected and continuous, ease of travel by bike will improve and more local trips by bike become possible.</p> <p>The NSW Government policy Sydney's Cycling Future states that 70% of people in NSW would ride more if bike riding was made safer for them, and that more than half of residents in inner Sydney would ride a bike to work at least once a week if they could use a bike path that is separated from motor vehicles.</p> <p>This is supported by evidence where other bike paths have been constructed in Sydney. For example, the number of bike riders on Carrington Road increased by nearly 50% in the first year following construction of the separated bike path in 2014. George Street, Redfern has seen the number of bike riders grow 400% since a separated bike path was installed; on Bowden Street Alexandria there has been a 250% growth in the number of bike riders in the last five years.</p>
	<p>The angle parking in side streets must be rear to kerb.</p>	<p>Noted. This will be considered and specified on the final detailed plans.</p>

<b>Traffic</b>		
	Traffic calm to reduce speed along Livingstone Rd to make up for changing pedestrian facilities. Include landscaping.	It is considered that the reduction in traffic lane width will have a traffic calming impact on Livingstone Road. Installation of the new separated cycleway along Livingstone Road would naturally slow traffic down by narrowing the traffic lane to 3.2m. This will be enhanced at the location of the current pedestrian refuges and kerb extensions. Additional landscaping will be provided where feasible, e.g. within proposed kerb extensions.
	Consideration needs to be given to minimising traffic in Pile St to make the intersection workable. Currently traffic at peak hours is pretty constant with people using it to avoid lights at Fraser St so in the mornings traffic request to turn left into Livingstone Road which will create a difficulty for cyclists to navigate	Council was proposing to install traffic management facilities in Pile Street to assist with management of traffic in this street. Unfortunately, Council was unsuccessful in receiving funding for it. Council will continue requesting funding support to undertake this project in the upcoming years.
<b>Road rules</b>		
	The government and/or council legislate that bicycles must use the dedicated bike paths/ bike lanes where they are provided.	NSW road rules states: "Bicycle riders must use a bicycle lane where one is available." and "Where there is a marked bicycle lane in their direction, bicycle riders must use the lane - unless it is impracticable to do so."
	Inner West Council to fund bike safety programs in the local Primary Schools in proximity to the bike paths.	Council and the NSW Government continue to take part in education campaigns for all road users including bike riders.
<b>Other</b>		
	Some enforcement presence for the first few months.	Council aims to send this request to police once the cycleway is built.









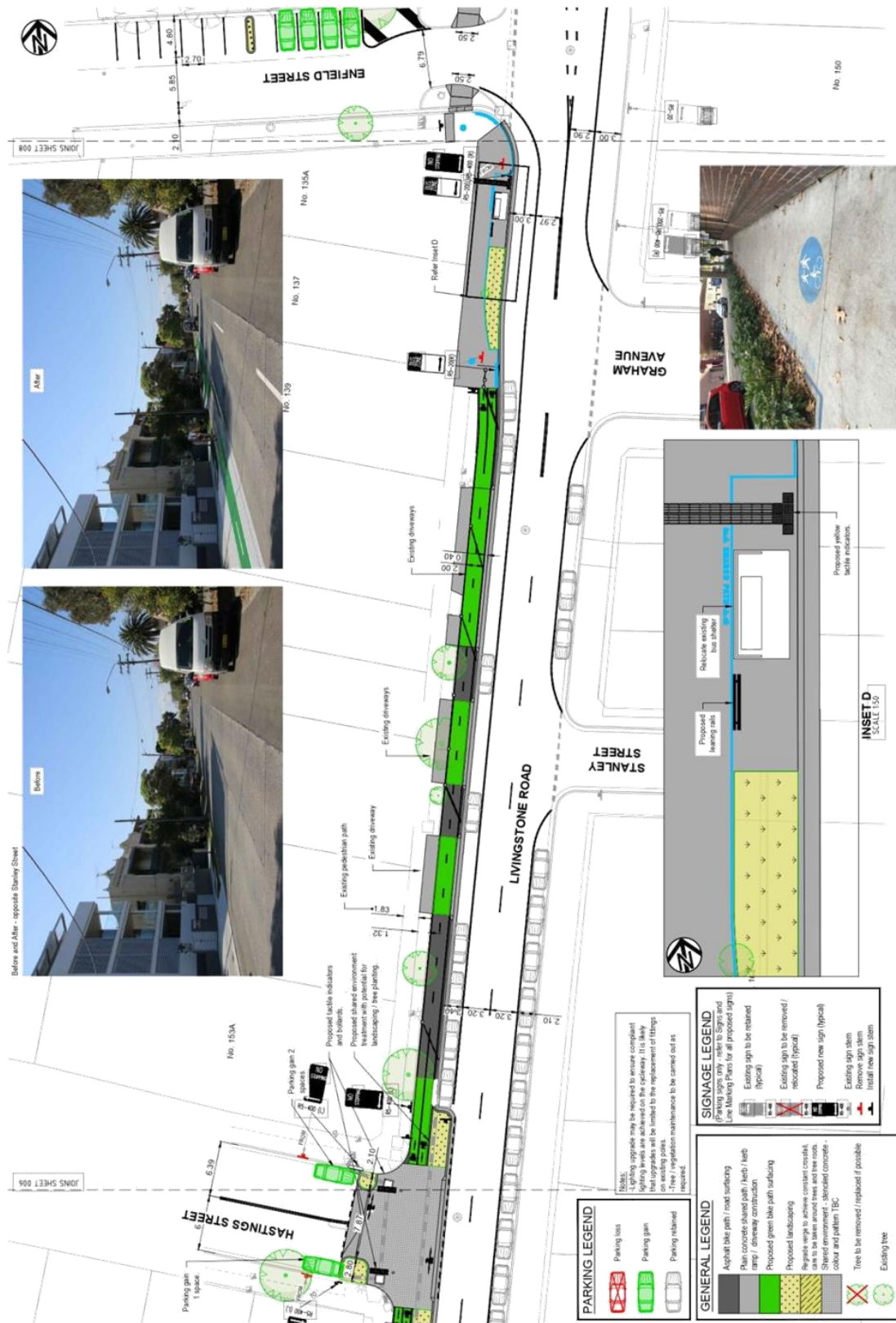












**PARKING LEGEND**

	Parking lot
	Parking gain
	Parking retained

**GENERAL LEGEND**

	Asphalt bike path / road surfacing
	Plain concrete shared path / foot / path ramp / driveway construction
	Proposed green bike path surfacing
	Proposed landscaping
	Regrade verge to achieve constant crossfall can to be seen around trees and tree roots
	Remove tree to be removed / replaced if possible
	Existing tree

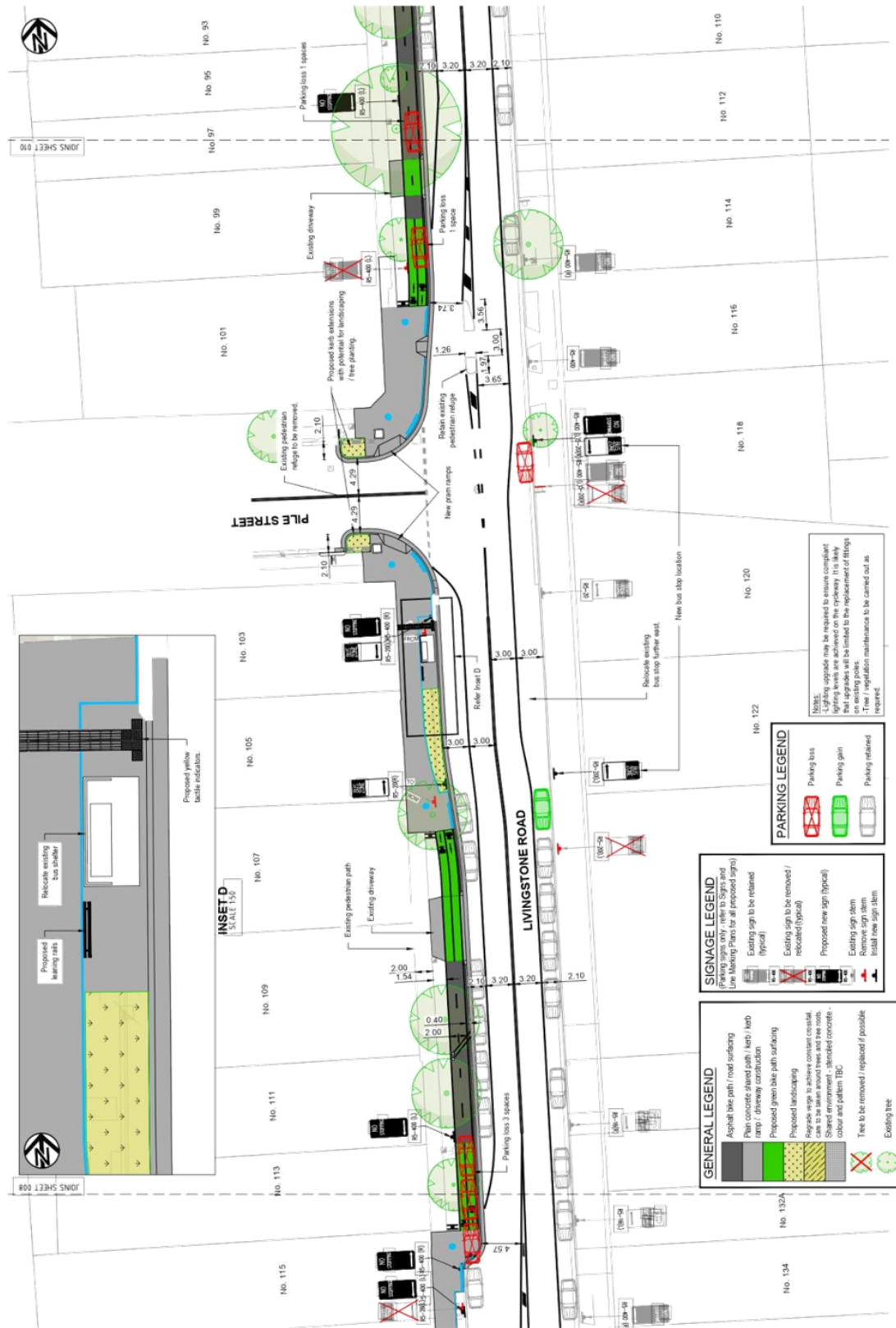
**SIGNAGE LEGEND**  
(Paving signs only - refer to Signs and Line Marking Plans for all proposed signs)

	Existing sign to be retained (typical)
	Existing sign to be removed / relocated (typical)
	Proposed new sign (typical)
	Existing sign skem
	Remove sign skem
	Install new sign skem

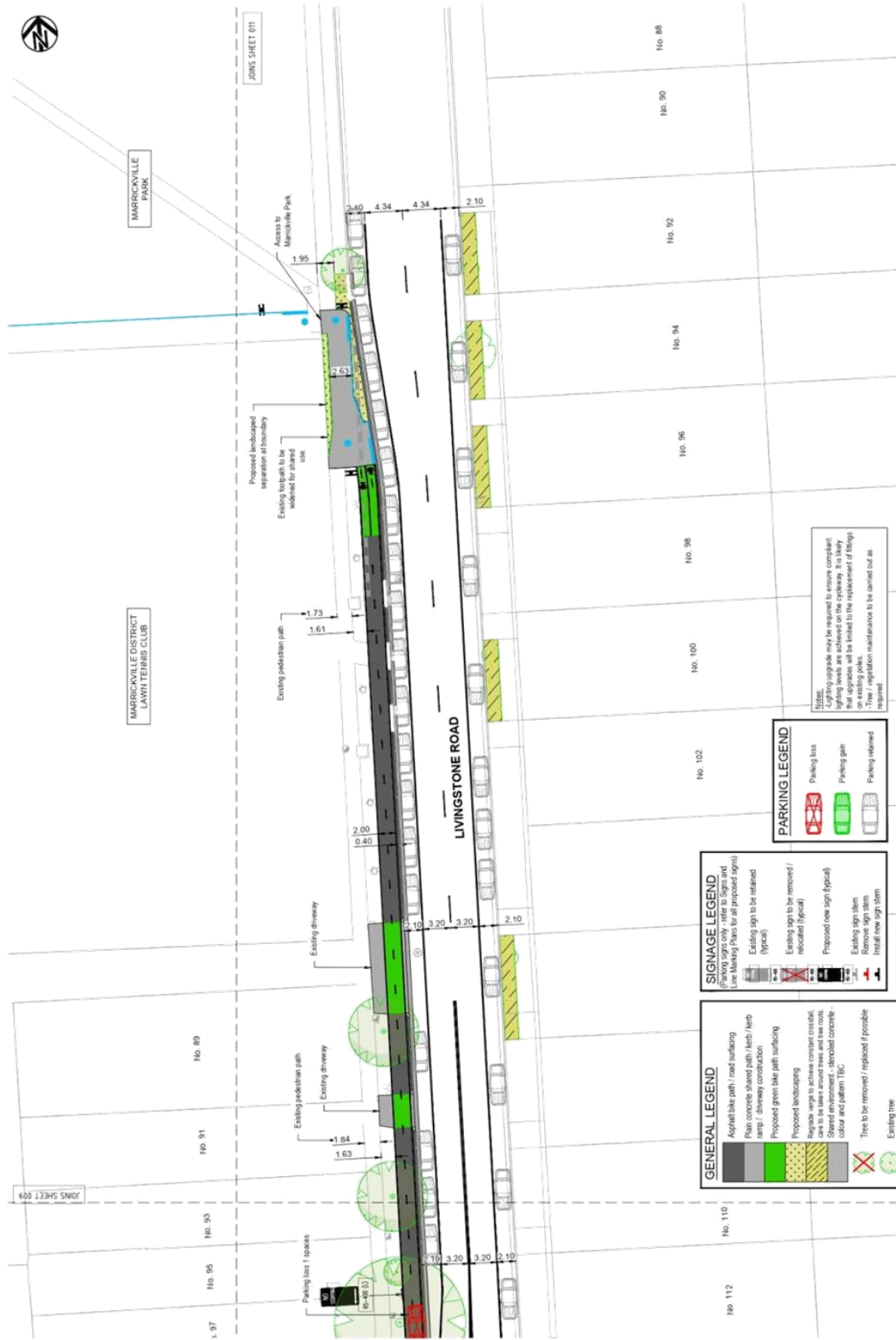
**COMPLETE**  
ARCHITECTURE  
LANDSCAPE  
ENGINEERING  
MANAGEMENT

**LR3 BICYCLE ROUTE  
COMMUNITY CONSULTATION PLAN**

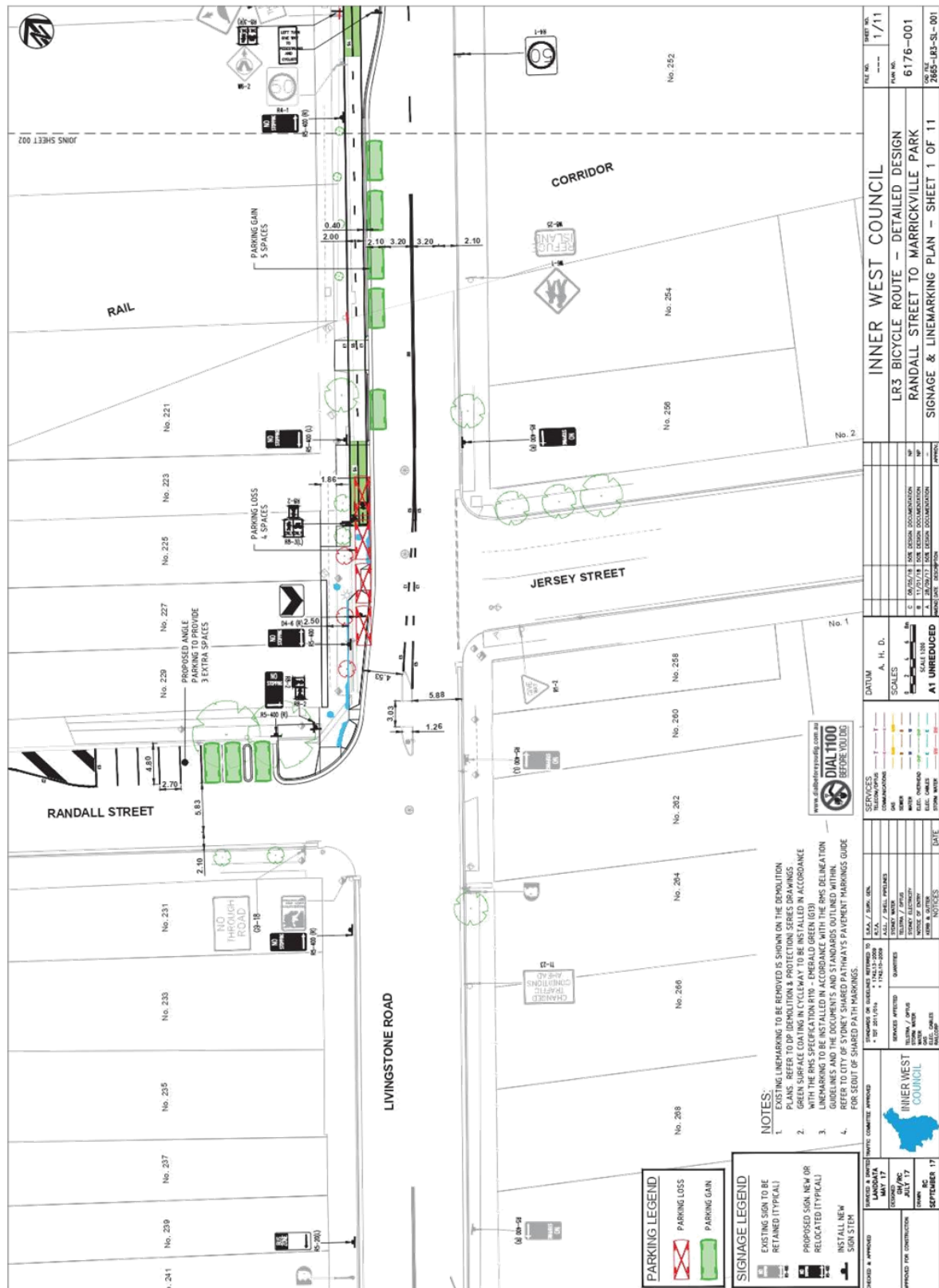




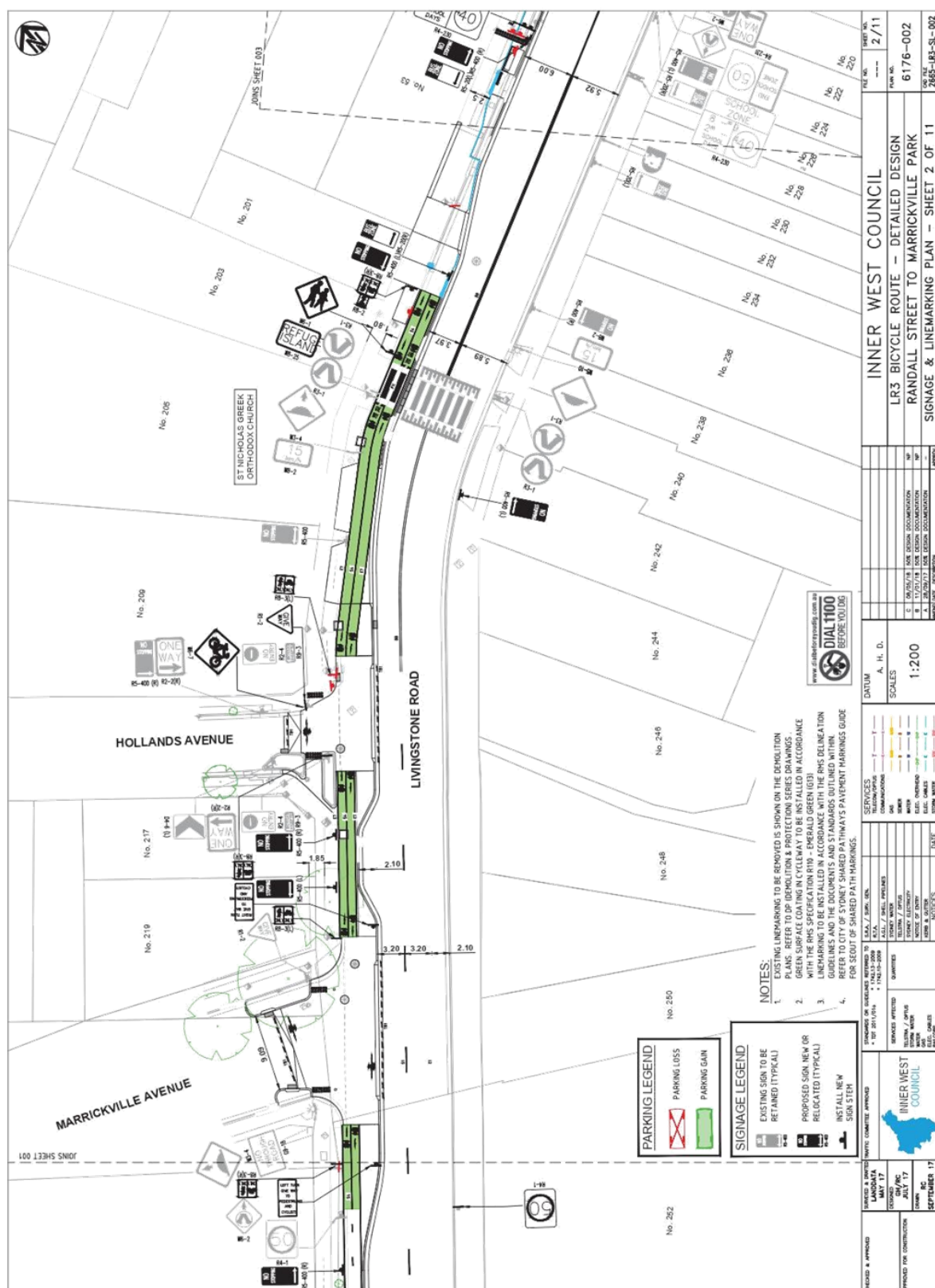


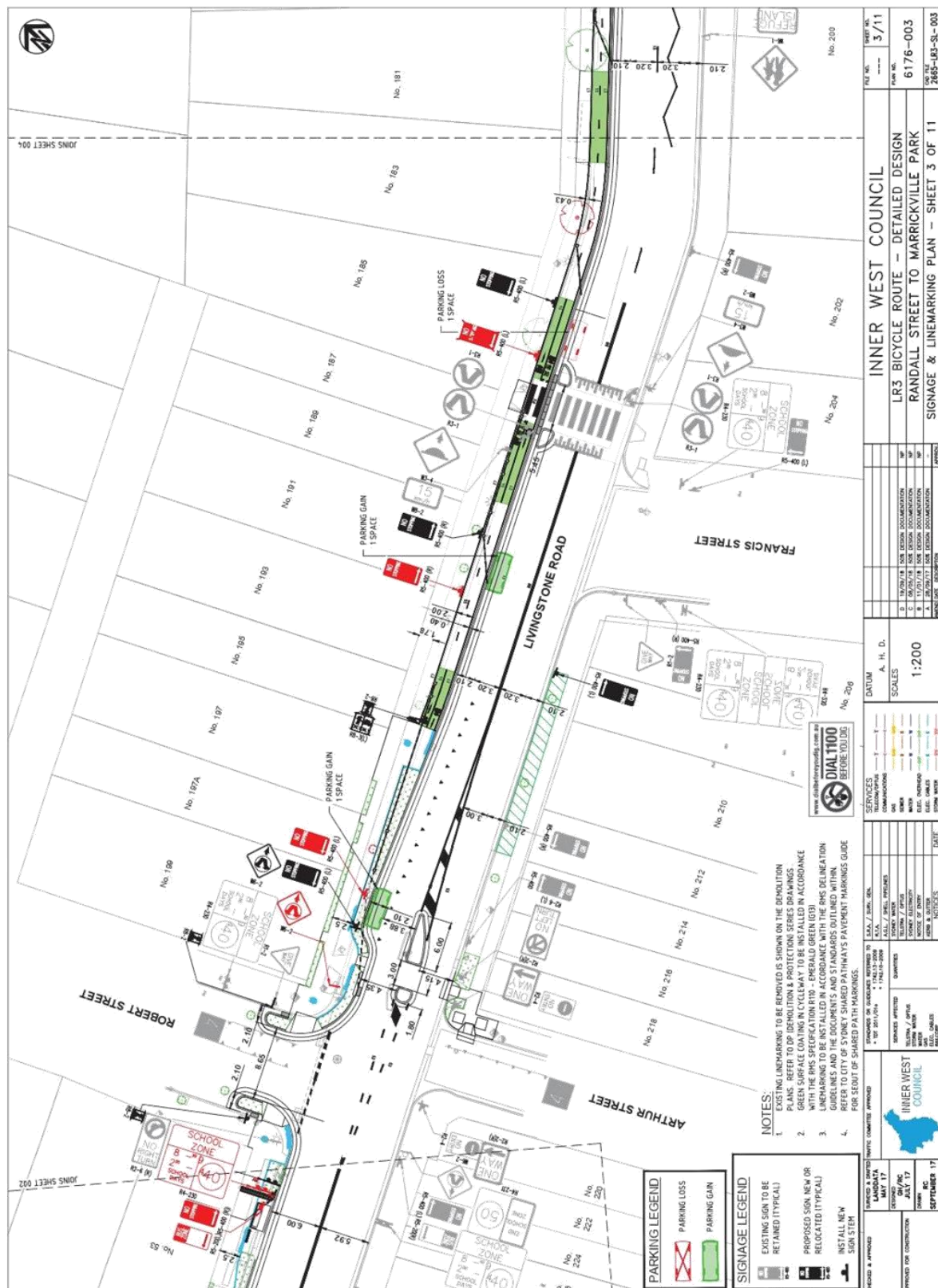






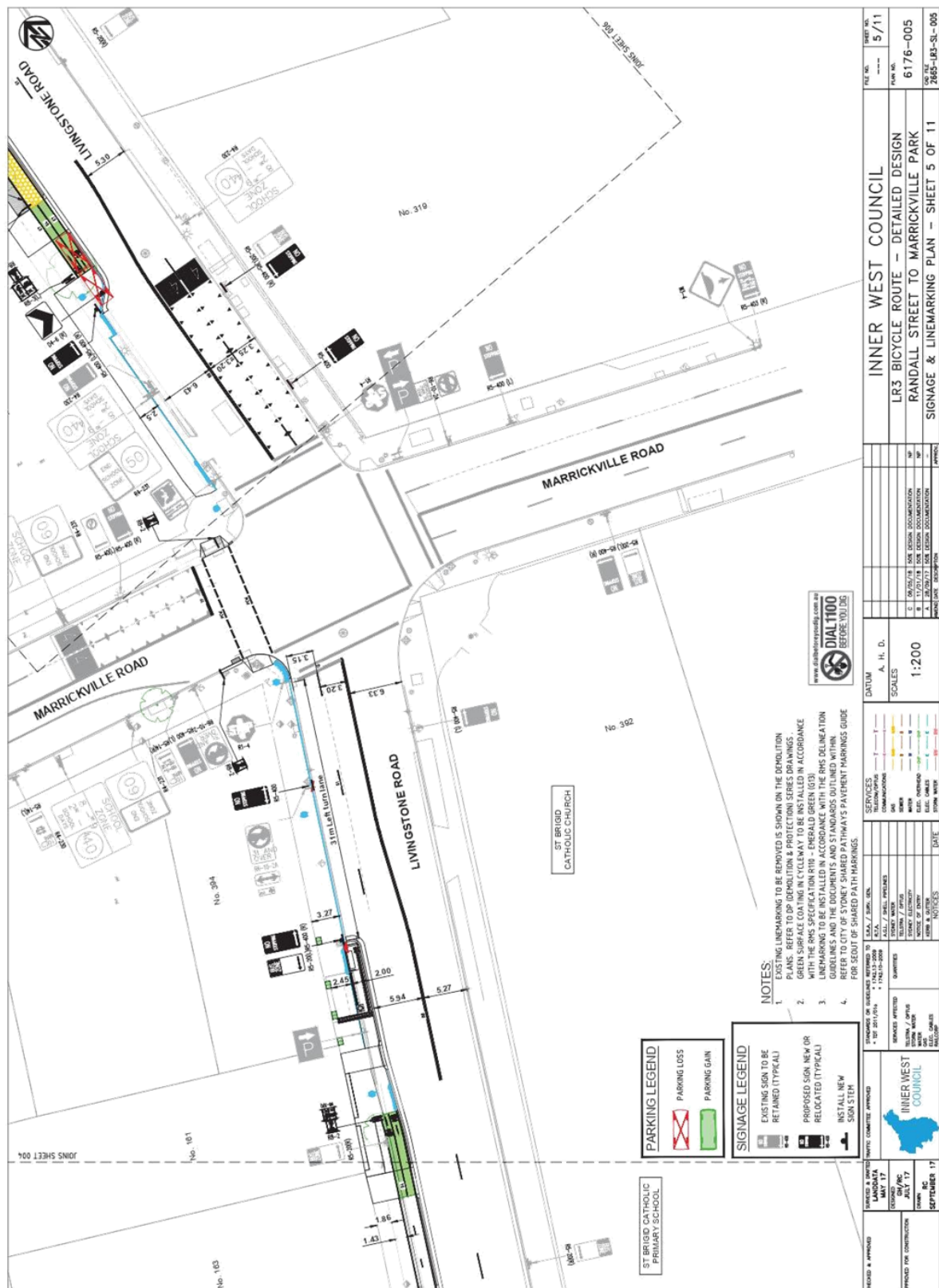






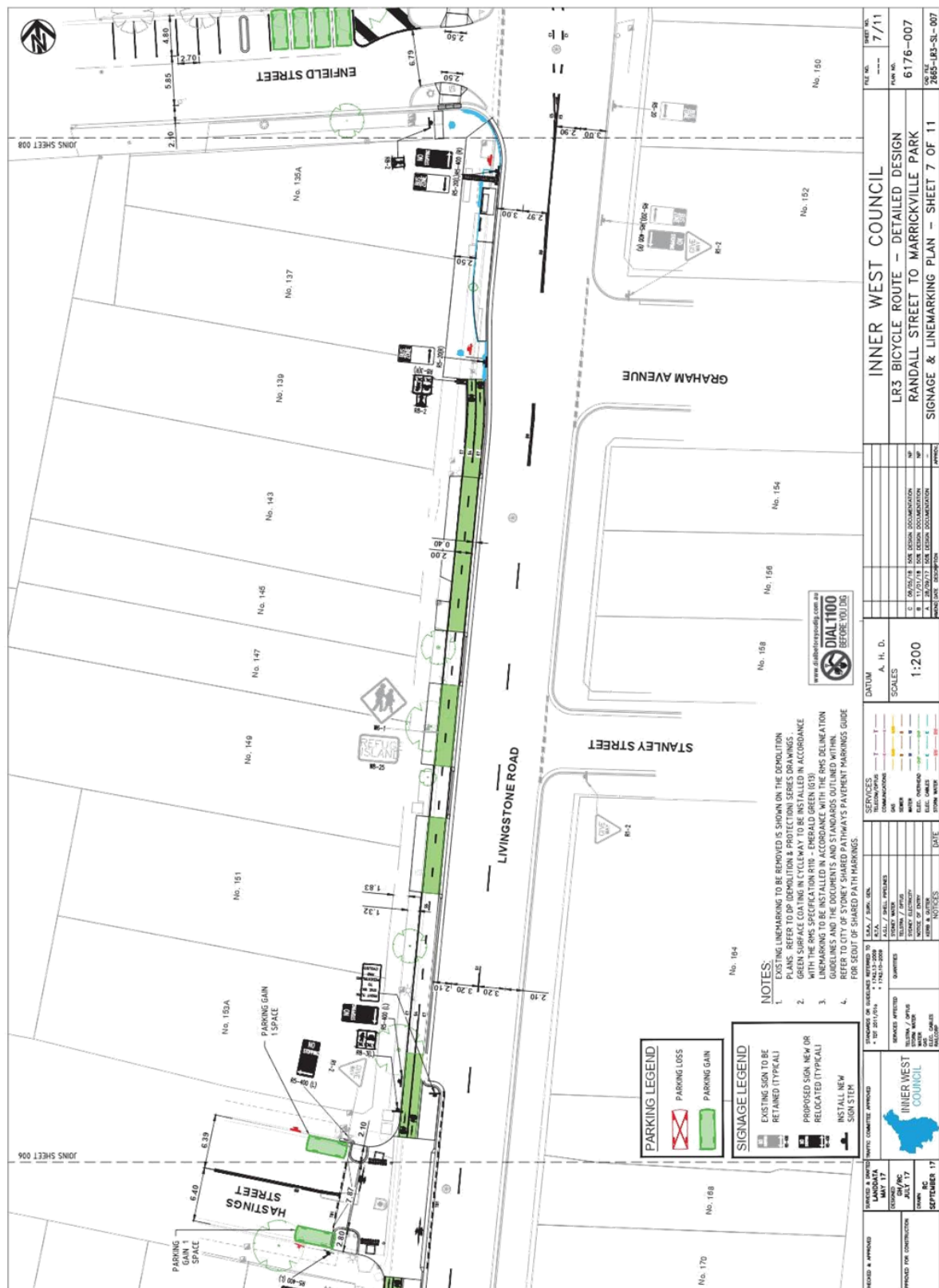


## Item 8



















**Item No:** LTC1018 Item 9

**Subject:** Temporary Road Closure to carryout sewer works on Applebee Street, St Peters (Marrickville Ward/ Heffron Electorate/ Newtown LAC)

**Prepared By:** Manod Wickramasinghe - Coordinator – Traffic and Parking Services and Helal (Henry) Uddin - Assistant Engineer

**Authorised By:** John Stephens - Traffic and Transport Services Manager

### **SUMMARY**

An application has been received from GJ Building and Contracting for the temporary full road closure of Applebee Street (between Lackey Street and Hutchinson Street), St Peters periodically between 6:00pm to 11:00pm from Hutchinson Street to Short Street and/or 7:00am to 5:00pm from Short Street to Lackey Street from 29/10/2018 till 16/11/2018, with a further 4 weeks contingency thereafter, in order to carryout sewer works on Applebee Street, St Peters. It is recommended that the proposed temporary road closure be approved, subject to the conditions outlined in this report.

### **RECOMMENDATION**

**THAT the proposed temporary full road closure of Applebee Street (between Lackey Street and Hutchinson Street) St Peters periodically between 6:00pm to 11:00pm from Hutchinson Street to Short Street and/or 7:00am to 5:00pm from Short Street to Lackey Street from 29/10/2018 till 16/11/2018, with a further 4 weeks contingency thereafter, in order to carryout sewer works on Applebee Street, St Peters, subject to the following conditions:**

- a. A fee of \$1,578.50 for the temporary full road closure is payable by the applicant in accordance with Council's Fees and Charges;
- b. The temporary full road closure be advertised in the local newspaper starting on 25 September 2018 providing 28 days' notice for submissions, in accordance with the Roads Act;
- c. A Traffic Management Plan (TMP) be submitted by the applicant to the Roads and Maritime Services for consideration and approval;
- d. A Traffic Control Plan (TCP) which has been prepared by a certified Traffic Controller, is to be submitted to Council for review with a copy of the Traffic Controllers certification number attached to the plan, not less than 5 days prior to implementation of closure;
- e. A Road Occupancy License be obtained by the applicant from the Roads and Maritime Services' Transport Management Centre;
- f. Notice of the proposed closure be forwarded by the applicant to the NSW Police, the NSW Fire Brigades and the NSW Ambulance Services;
- g. Notification signs advising of the proposed road closures and new traffic arrangements to be strategically installed and maintained by the applicant at each end of the street at least 7 days prior to the closure;
- h. All affected residents and businesses shall be notified in writing, by the applicant, of the proposed temporary road closure at least 7 days in advance of the closure with the applicant making reasonable provision for residents;
- i. Vehicular and pedestrian access for residents and businesses to their off-street car parking spaces be maintained where possible whilst site works are in progress;
- j. Adequate vehicular traffic control shall be provided for the protection and convenience of pedestrians and motorists including appropriate signage and

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flagging. Workers shall be specially designated for this role, as necessary to comply with this condition. This is to be carried out in accordance with the Australian Standard AS 1742.3 - Traffic Control Devices for works on roads;

- k. The holder of this approval shall indemnify the Council against all claims, damages and costs incurred by, or charges made against, the Council in respect to death or injury to any person or damage in any way arising out of this approval. In this regard, a public liability insurance policy for an amount not less than \$20,000,000 for any one occurrence is to be obtained and is to note the Council as an interested party. The holder of this approval shall inform its insurer of the terms of this condition and submit a copy of the insurance policy to the Council prior to commencement of the work the subject of this approval;
- l. The operator of any unit exercising this approval shall have this approval with them and produce it if required along with any other relevant authority approvals granted in the connection with the work;
- m. Mobile cranes, cherry packers or concrete boom pumps shall not stand within the public way for extended periods when not in operation under this approval;
- n. The operation of the mobile crane shall not give rise to an "offensive noise" as defined in the Protection of Environment Operations Act, 1997. Furthermore, vibrations and/or emission of gases that are created during its operations and which are a nuisance, or dangerous to public health are not permitted;
- o. All work is to be carried out in accordance with Work Cover requirements; and
- p. The costs to repair damages, as a result of these works, to Council's footway and roadway areas will be borne by the applicant.

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## **BACKGROUND**

An application has been received from GJ Building and Contracting for the temporary full road closure of Applebee Street (between Lackey Street and Hutchinson Street) St Peters periodically between (6:00pm to 11:00pm) from Hutchinson Street to Short Street and/or (7:00am to 5:00pm) from Short Street to Lackey Street from 29/10/2018 till 16/11/2018, with a further 4 weeks contingency, in order to carryout sewer works on Applebee Street, St Peters.

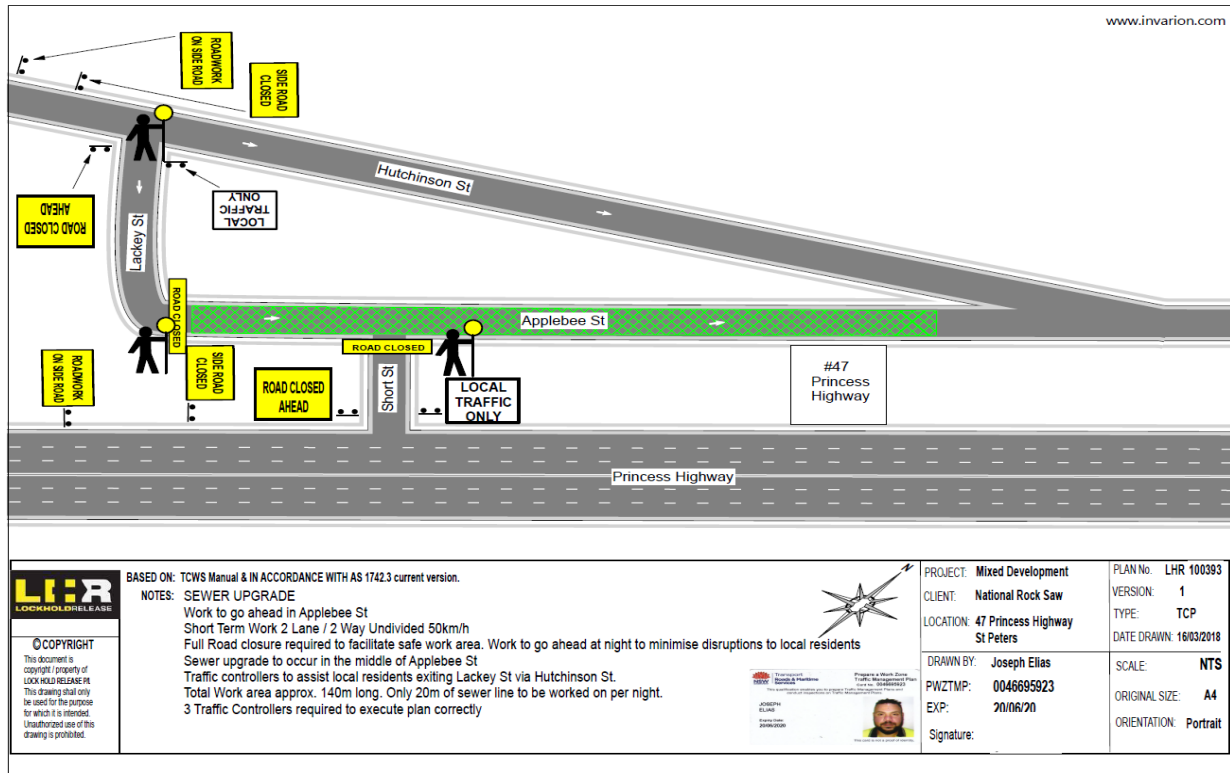
Please note that the temporary full road closure of Applebee Street was previously approved from 30/7/2018 till 16/8/2018 with a further two weeks of contingency from 17/8/2018 till 31/8/2018, this period has now lapsed and a new contractor has been engaged to carry out the works.

## **FINANCIAL IMPLICATIONS**

Under Council's Fees & Charges, the applicant is to pay a fee of \$1,578.50 for the temporary full road closure. This fee includes advertising the proposal in accordance with the Roads Act 1993.

## **OTHER STAFF COMMENTS**

**Traffic Control Plan submitted by the applicant – Applebee Street, St Peters**



## PUBLIC CONSULTATION

The applicant is to notify all affected residents and businesses on 25 September 2018. The proposed road closure is to be advertised in the local newspaper in accordance with the Roads Act 1993.

## CONCLUSION

It is recommended that the proposed temporary road closures be approved, subject to the conditions outlined in this report.

## ATTACHMENTS

Nil.



**Item No:** LTC1018 Item 10

**Subject:** Temporary road closure to carry out sewer works - North Street, Balmain (Balmain Ward/ Balmain Electorate/ Leichhardt LAC)

**Prepared By:** Manod Wickramasinghe - Coordinator – Traffic and Parking Services

### **SUMMARY**

An application has been received from Ozzy States Pty Ltd for the temporary full road closure of North Street (between Cardwell Street and Darling Street), Balmain between 7am and 5pm, Thursday, 25 October to Saturday, 24 November 2018 (approx. 4 weeks total, including 2 weeks of contingency) in order to carryout sewer works on North Street, Balmain. It is recommended that the proposed temporary road closure be approved, subject to the conditions outlined in this report.

### **RECOMMENDATION**

**THAT the proposed temporary full road closure of North Street (between Cardwell Street and Darling Street), Balmain between 7am and 5pm, Thursday, 25 October to Saturday, 24 November 2018 (approx. 4 weeks total, including 2 weeks of contingency) be approved, in order to carryout sewer works on North Street, Balmain, subject to the following conditions:**

- a. A Traffic Management Plan (TMP) be submitted by the applicant to the Roads and Maritime Services for consideration and approval;
- b. A Traffic Control Plan (TCP) which has been prepared by a certified Traffic Controller, is to be submitted to Council for review with a copy of the Traffic Controllers certification number attached to the plan, not less than 5 days prior to implementation of closure;
- c. A Road Occupancy License be obtained by the applicant from the Transport Management Centre;
- d. Notice of the proposed closure be forwarded by the applicant to the NSW Police, Fire and Rescue NSW and the NSW Ambulance Services;
- e. Notification signs advising of the proposed road closures and new traffic arrangements to be strategically installed and maintained by the applicant at each end of the street at least 7 days prior to the closure;
- f. All affected residents and businesses shall be notified in writing, by the applicant, of the proposed temporary road closure at least 28 days in advance of the closure with the applicant making reasonable provision for residents;
- g. Vehicular and pedestrian access for residents and businesses to their off-street car parking spaces be maintained where possible whilst site works are in progress;
- h. Adequate vehicular traffic control shall be provided for the protection and convenience of pedestrians and motorists including appropriate signage and flagging. Workers shall be specially designated for this role, as necessary to comply with this condition. This is to be carried out in accordance with the Australian Standard AS 1742.3 - Traffic Control Devices for works on roads;
- i. The holder of this approval shall indemnify the Council against all claims, damages and costs incurred by, or charges made against, the Council in respect to death or injury to any person or damage in any way arising out of this approval. In this regard, a public liability insurance policy for an amount not less than \$20,000,000 for any one occurrence is to be obtained and is to note the Council as an interested party. The holder of this approval shall inform its insurer of the terms of

- 
- this condition and submit a copy of the insurance policy to the Council prior to commencement of the work the subject of this approval;
- j. The operator of any unit exercising this approval shall have this approval with them and produce it if required along with any other relevant authority approvals granted in the connection with the work;
  - k. Mobile cranes, cherry pickers or concrete boom pumps shall not stand within the public way for extended periods when not in operation under this approval;
  - l. The operation of the mobile crane shall not give rise to an "offensive noise" as defined in the Protection of Environment Operations Act, 1997. Furthermore, vibrations and/or emission of gases that are created during its operations and which are a nuisance, or dangerous to public health are not permitted;
  - m. All work is to be carried out in accordance with Work Cover requirements; and
  - n. The costs to repair damages, as a result of these works, to Council's footway and roadway areas will be borne by the applicant.
- 

**BACKGROUND**

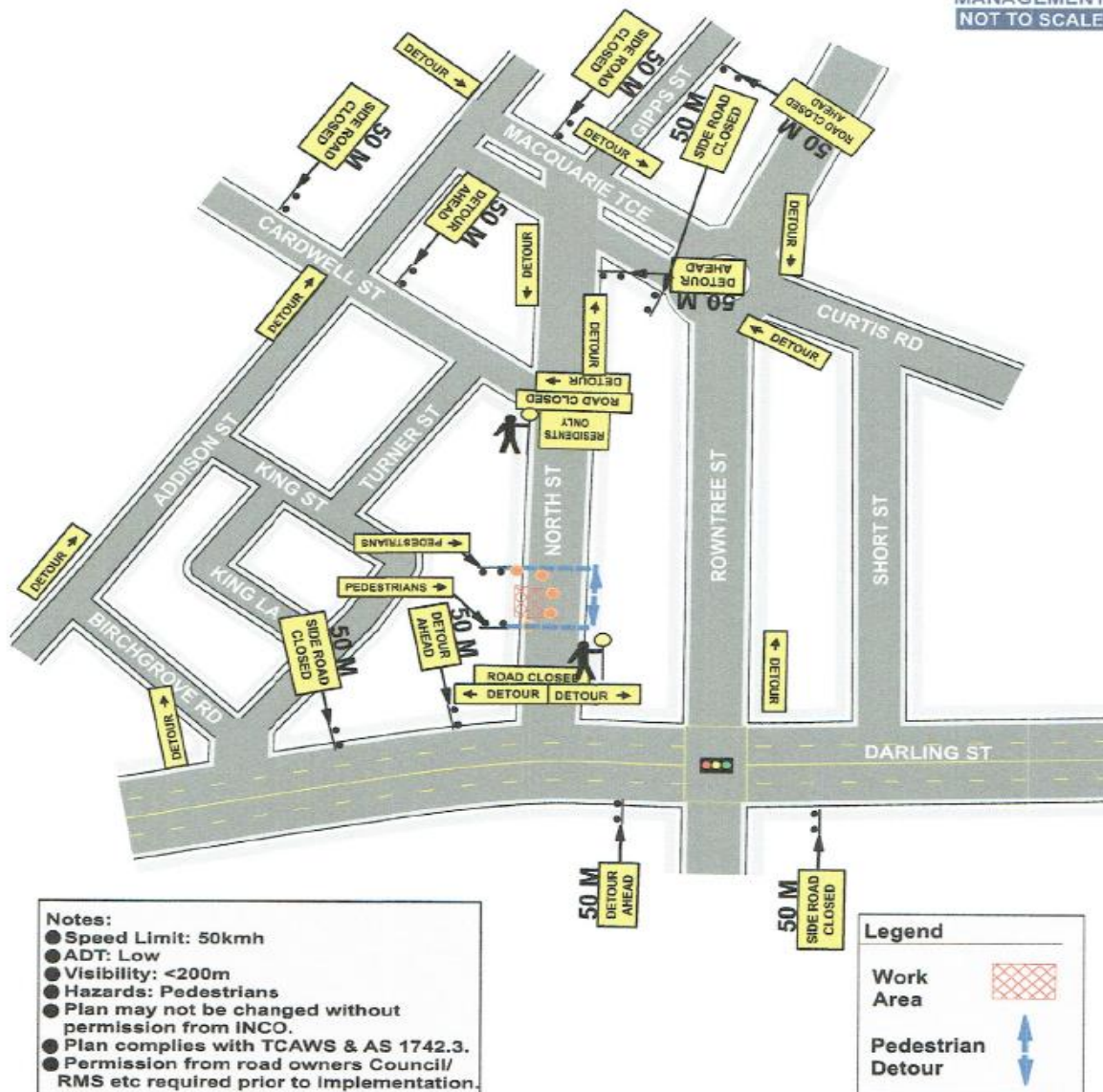
An application has been received from Ozzy States Pty Ltd for the temporary full road closure of North Street (between Cardwell Street and Darling Street), Balmain between 7am - 5pm, Thursday, 25 October to Saturday, 24 November 2018 (approx. 4 weeks total, including 2 weeks of contingency) in order to carryout sewer works on North Street, Balmain.

**FINANCIAL IMPLICATIONS**

Under Council's Fees & Charges, the applicant is to pay a fee of \$1,540.00 for the temporary full road closure. This fee includes advertising the proposal in accordance with the Roads Act 1993.

**OTHER STAFF COMMENTS**

The Traffic Control Plan submitted by the applicant is shown below:



Plan by: K Jahromi INCO TRAFFIC MGT Ph: 0404 349 000 RMS #00241435599 Expiry 06/08/2018 TC Plan No 4572	Client: Mainflow Contact: Michael Ph: 0416 177 217 Loc: North St Balmain Date: 15 May 2017	Project: Client is installing mains/sewer. Work area as depicted. Road closed. Detour in place. RMS accredited traffic controllers to be used.  UBD Ref: 10/M16      Council Road: <input type="text"/>
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## PUBLIC CONSULTATION

The applicant is to notify all affected residents and businesses in writing at least 28 days prior to the commencement of works.

The proposed road closure has been advertised in the local newspaper in accordance with the Roads Act 1993.

## CONCLUSION

It is recommended that the proposed temporary road closures be approved, subject to the conditions outlined in this report.

## ATTACHMENTS

Nil.



**Item No:** LTC1018 Item 11

**Subject:** Fitzroy Street, Marrickville - Proposed Permit Parking (Marrickville Ward/Summer Hill Electorate/Inner West LAC)

**Prepared By:** Mary Bailey - Parking Planner

**Authorised By:** John Stephens - Traffic and Transport Services Manager

### **SUMMARY**

Fitzroy Street between Edinburgh Road and Smith Street contains a section of residential dwellings that are surrounded by a busy light industrial business area. Council has received recent representations from residents in Fitzroy Street, Marrickville regarding difficulty finding parking due to parking by businesses in the area, reducing parking opportunities for residents. There have also been historical issues reported regarding friction between the parking demands for residents and businesses in the area. Council is proposing to implement permit parking in the section of Fitzroy Street where there are residential dwellings.

### **RECOMMENDATION**

#### **THAT:**

1. **'2P Permit Holders Excepted 8:30am-6:30pm Monday to Friday Area M19'** in Fitzroy Street (western side) between Smith Street and Edinburgh Road, Marrickville; and
2. **Statutory 10m 'No Stopping'** in Fitzroy Street (western side) at Smith Street, Marrickville; be approved.

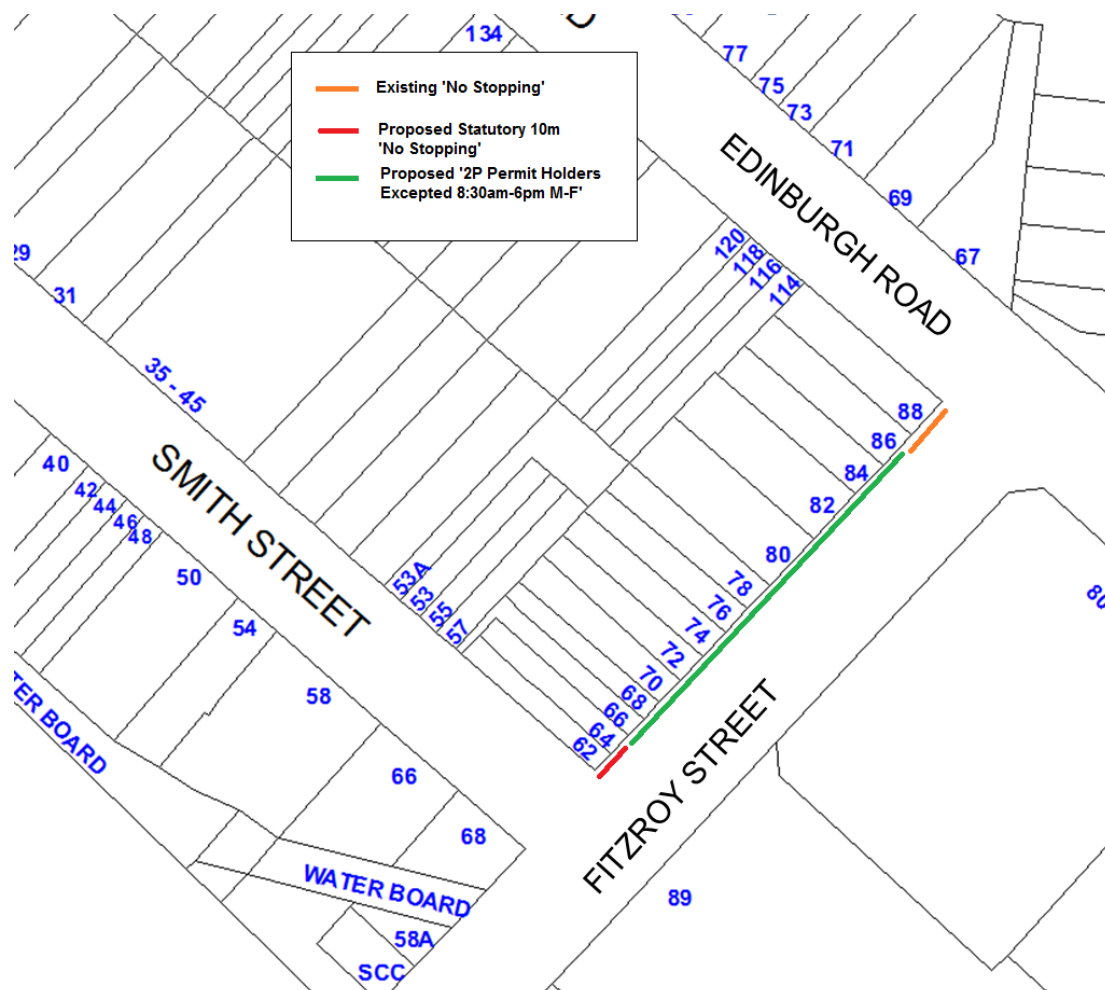
### **BACKGROUND**

The subject section of Fitzroy Street (between Edinburgh Road and Smith Street) contains residential dwellings and is significantly impacted by business related parking associated with a number of nearby businesses. Residents have made numerous complaints to Council regarding the impact of business related parking on the availability of parking for residents.

The majority of residences in the subject section of Fitzroy Street do not have access to any off-street parking at the front of the residence nor is there rear lane access.

In order to address the parking concerns of residents, Council is proposing permit parking restrictions **'2P Permit Holders Excepted 8:30am-6:30pm Monday to Friday Area M19'** as illustrated in **Figure 1** below.

The permit parking is proposed for one side of the street only, thereby providing a balance of parking for residents, visitors and business users.



Parking occupancy surveys were carried out on Wednesday 25 July 2018 and Thursday 26 July 2018. The threshold for the consideration of permit parking is 85% occupancy consistently across the hours of the proposed restrictions. The parking occupancy surveys indicated that on both days occupancy was high and there was sufficient parking demand across the period of the survey to consider permit parking. Parking occupancy is detailed in **Figure 2** below.

	Description	Supply	7:00 AM		9:00 AM		11:00 AM		1:00 PM		3:00 PM		5:00 PM		7:00 PM		Avg Spaces Occ'd 7am - 7pm	Max Spaces Occ'd 7am - 7pm
			Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%		
25/7/18	Fitzroy St from Smith St to Edinburgh Rd (western side)	11	10	91%	11	100%	11	100%	10	91%	9	82%	8	73%	9	82%	10	11
26/7/18	Fitzroy St from Smith St to Edinburgh Rd (western side)	11	8	73%	11	100%	11	100%	11	100%	10	91%	7	64%	10	91%	10	11

## FINANCIAL IMPLICATIONS

The costs of the supply and installation of the signage can be funded from Council's signs and line markings budget.

## PUBLIC CONSULTATION

Council's guidelines in relation to permit parking state that, "There should be a response rate of 30% of surveys sent out with 65% respondents supporting the proposal."

Letters were sent to the residents and owners of the subject section of Fitzroy Street as well as nearby areas in Smith Street and Edinburgh. No responses were received from residents of Smith Street and Edinburgh Road. A total of fourteen (14) residences were canvassed in Fitzroy Street.

There were four (5) responses in total representing 35% response rate (exceeding the required 30% to support consideration). Of the 5 responses, four (4) supported the proposal and one (1) objected, representing a 80% support rate, which exceeds the required 65% support rate.

Respondents	Residents' feedback	Officer Comments
Support (4)	Residents express support for the proposal due to lack of parking near their homes as a result of business related parking during the hours of the proposed restrictions as well as long stay parking by commercial vehicles	The proposal will address residents need for increased parking opportunities near their homes and reduce the reported long stay parking by commercial vehicles
Object (1)	One resident was concerned that there would not be sufficient parking for visitors to their home	The proposal is for permit parking on one side of the street only and all parking in surrounding areas is unrestricted thereby allowing for a balance of uses by residents, visitors, and business related parking. Furthermore, visitor parking permits will also be available (at a cost) for extended stays within the permit parking zone by visitors.

## CONCLUSION

Given the history of complaints from residents, and the high demand for parking as indicated by the parking occupancy surveys it is recommended that the proposal for permit parking be supported.

## ATTACHMENTS

Nil.

**Item No:** LTC1018 Item 12

**Subject:** Cowper Street, Marrickville - proposed 10m 'No Stopping' (Stanmore Ward/ Newtown Electorate/ Inner West LAC)

**Prepared By:** Mary Bailey - Parking Planner

**Authorised By:** John Stephens - Traffic and Transport Services Manager

### **SUMMARY**

Following community representation, Council is proposing to implement 'No Stopping' in Cowper Street to improve vehicle and pedestrian safety and access at the intersection. Due to the placement of a service pit, the kerb ramp is offset from the intersection and reportedly vehicles park too close to the intersection obstructing pedestrian access via the kerb ramp as well as creating access and safety issues for vehicles turning left and right from Enmore Road into Cowper Street. Following consultation with affected residents, there have been no objections received to the proposal.

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### **RECOMMENDATION**

**That the installation of 10m 'No Stopping' restrictions in Cowper Street (northern side) at Enmore Road be approved.**

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### **BACKGROUND**

Concerns have been raised to Council regarding vehicles parking too close to the intersection of Cowper Street and Enmore Road, Marrickville. The illegal parking behaviour obstructs sight lines as well as obstructing pedestrian access across the kerb ramp in Cowper Street at Enmore Road. See **Figure 1**.

Council is proposing to implement 'No Stopping' in Cowper Street at Enmore Road to improve vehicle and pedestrian safety and access at the intersection.

Cowper Street is a 5.5m wide kerb-to-kerb and is a 'One Way' street running east to west between Enmore Road and Perry Street. There is unrestricted parking on the northern side and 'No Parking' along the length of the southern side.

On Cowper Street at its intersection with Enmore Road there is a service pit which necessitates the kerb ramp to be offset from the intersection as shown in **Figure 1**. Concerns have been expressed that vehicles parking too close to the intersection obstruct the passage of pedestrians via the kerb ramp. Given the narrowness of Cowper Street, in order to allow for turning movements of vehicles (either left or right turns) it is proposed that a 10m 'No Stopping' zone on the northern side would improve safety and access for vehicles including service and emergency vehicles. The conditions and proposed restrictions are illustrated below in **Figure 1** and **2**.



Figure 1: Graphic illustration of proposed restrictions (showing location of kerb ramp)

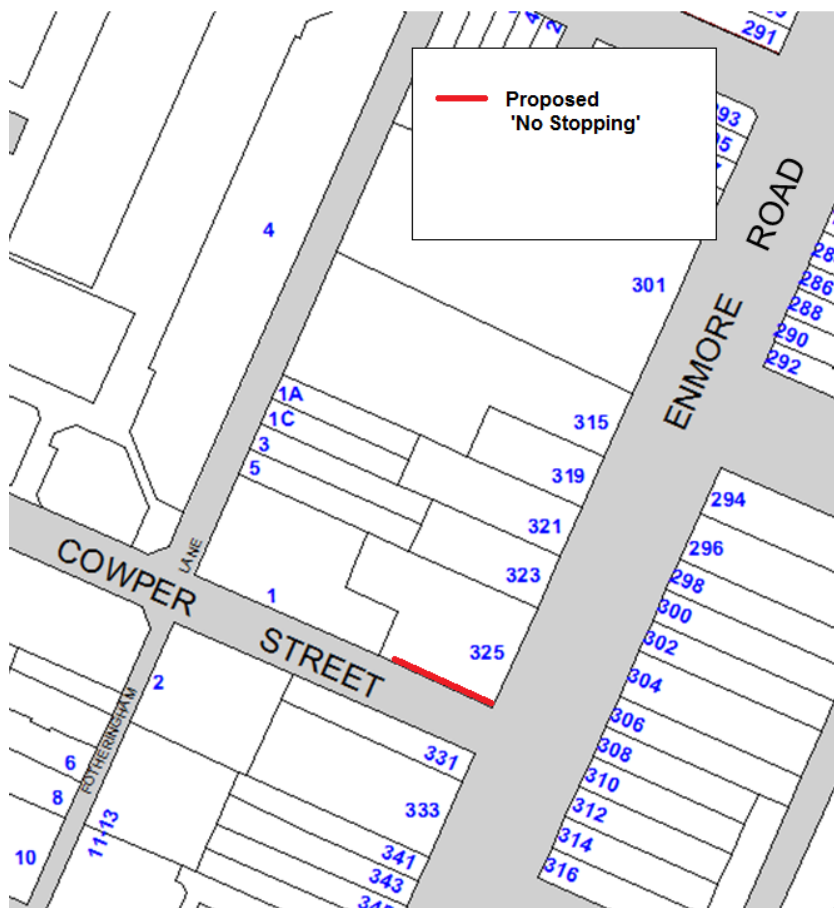


Figure 2: Proposed restrictions in Cowper Street, Enmore

### FINANCIAL IMPLICATIONS

The cost of the supply and installation of the signage will be funded from Council's signs and line markings budget.

### PUBLIC CONSULTATION

On 28 August nineteen (19) letters were sent to affected properties as illustrated in **Figure 3** below. Submissions closed at 5pm on Wednesday 12 September 2018.

There were no submissions received. The proponent did contact Council and express satisfaction that Council is considering this proposal.

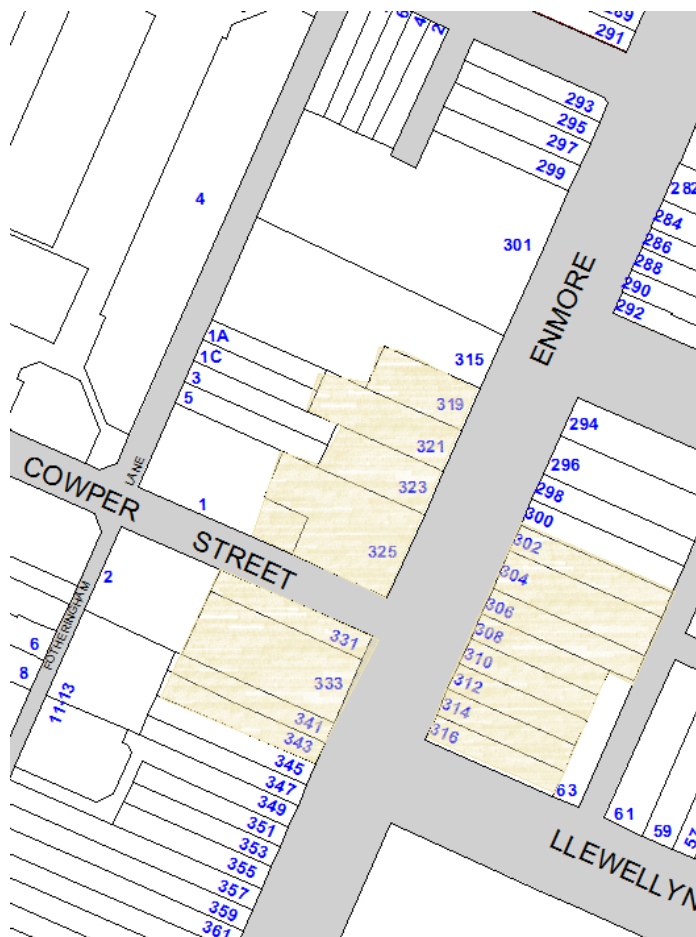


Figure 3: Highlighted properties consulted on the proposal

## CONCLUSION

Given the narrowness of the street and the reported obstruction of the pedestrians using the kerb ramp, the proposal to implement a 10m 'No Stopping' zone will improve safety and access for pedestrians and vehicles at the intersection.

## ATTACHMENTS

Nil.

**Item No:** LTC1018 Item 13

**Subject:** Victoria Road, Marrickville - Proposed 1P restrictions (Marrickville Ward/Summer Hill Electorate/Inner West LAC)

**Prepared By:** Mary Bailey - Parking Planner

**Authorised By:** John Stephens - Traffic and Transport Services Manager

### **SUMMARY**

Following representations from small business owners in Victoria Road, Marrickville; Council is proposing to implement a 13m section of '1P 9am to 3:30pm Monday to Friday'. The restrictions are proposed for the section of roadway directly outside the Marrickville Liquor Centre and in close proximity to a number of other small businesses in this section of Victoria Road. Small business owners have supported the proposal as a means to create parking turnover.

### **RECOMMENDATION**

**That conversion of a 12m section of 'No Parking 3:30pm-7pm Monday to Friday' to '1P 9am-3:30pm Monday to Friday' outside property Nos. 284A-286 Victoria Road, Marrickville be approved.**

### **BACKGROUND**

Council is proposing to convert a section of unrestricted parking in Victoria Road to 1P parking restriction (See Figure 1 for an illustration of the proposal and existing conditions in the subject section of Victoria Road).

The section of Victoria Road between Sydenham Road and Marrickville Road is a regional road which has clearway restrictions. Outside the 'No Parking' restrictions 7am-9am Monday to Friday' (western side) and 'No Parking 3:30pm-7pm Monday to Friday' (eastern side) parking remains unrestricted on both sides (with the exception adjacent to business premises near Marrickville Road).

Council has received representations that there is insufficient turnover of parking to facilitate the small businesses in the area. A number of small businesses owners in the area have sought consideration from Council for short term parking to allow for more parking turnover for their businesses.

The proposal for '1P 9am-3:30pm' will provide some turnover for a number of small businesses in the middle section of Victoria Road. The proposal does not have any significant impact on residential parking in the area as it is located directly outside a business.



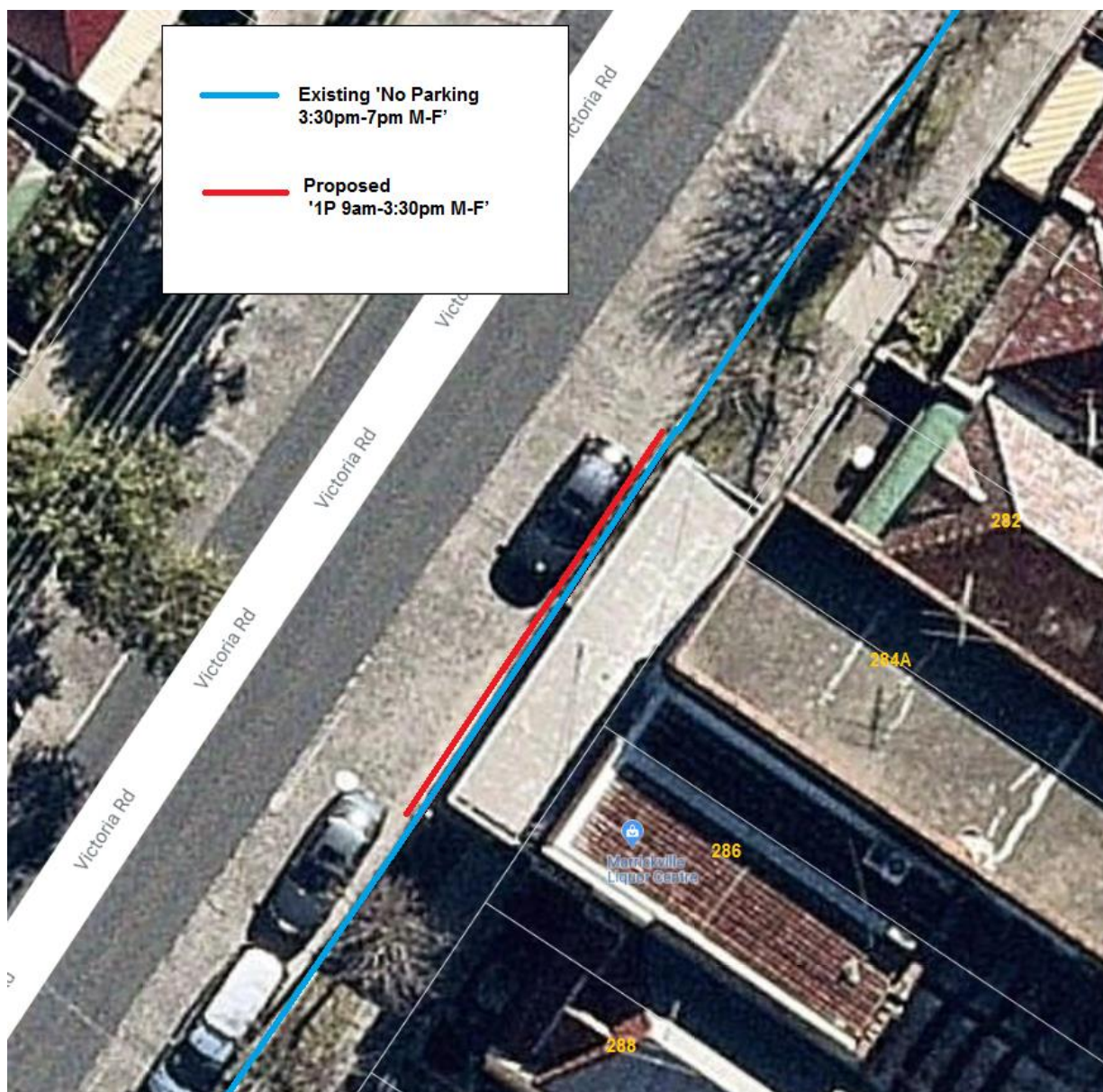


Figure 1 – Proposed 1P parking restrictions

## FINANCIAL IMPLICATIONS

The cost of the supply and installation of the signage can be funded from Council's signs and line markings budget.

## PUBLIC CONSULTATION

On 3 September twenty nine (29) letters were delivered to affected residents and owners advising them of the proposal and seeking feedback. Two (2) responses were received in support of the proposal and there were no objections. Both respondents supported the positive impact of additional short term parking for small businesses in the area. One respondent supported the proposal but indicated a desire to have short term parking of 1/4P for pickup and delivery.

## CONCLUSION

The proposal for a '1P 9am-3:30pm' restriction will provide some turnover for a number of small businesses in the middle section of Victoria Road. The proposal does not have any significant impact on residential parking in the area as it is located directly outside a business. The proposal will have a positive impact on the area and it is therefore recommended.



**ATTACHMENTS**

Nil.

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**Item No:** LTC1018 Item 14

**Subject:** **Marian Street at Cross Lane, Enmore - Proposed 10m 'No Stopping' (Stanmore Ward/ Newtown Electorate/ Inner West LAC)**

**Prepared By:** Mary Bailey - Parking Planner

**Authorised By:** John Stephens - Traffic and Transport Services Manager

### **SUMMARY**

Council has received concerns which have been expressed by residents regarding access and safety issues at the intersection of Marian Street and Cross Lane, Enmore. Residents were seeking parking for parking restrictions to be implemented to improve safety and access at the intersection. Therefore, it is proposed to implement 'No Stopping' in Marian Street (western side) north and south of the intersection with Cross Lane.

The results from the community consultation process indicated that residents are concerned about the perceived loss of parking, however the implementation of the proposal is in keeping with the Australia Road Rules and will improve safety and access including for service and emergency vehicles.

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### **RECOMMENDATION**

**THAT the installation of the below points be approved:**

- 1. 10m 'No Stopping' restrictions in Marian Street (western side), north of Cross Lane; and**
- 2. 10m 'No Stopping' restrictions in Marian Street (western side), south of Cross Lane.**

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### **BACKGROUND**

Concerns have been raised to Council regarding vehicles parking too close to the intersection of Cross Lane and Marian Street, Enmore. The illegal parking behaviour obstructs sight lines as well as access into and out of Marian Street/Cross Lane.

Council is proposing to implement 'No Stopping' in Marian Street at Cross Lane to improve safety and vehicle access at the intersection.

The carriageway in Marian Street is 7.9m wide. Currently there is unrestricted parking on the western side and '1P Permit Holders Excepted 6pm-10pm' on the eastern side. Given the narrowness of the street, the conditions are very constrained for vehicle, particularly at intersections.

Reportedly vehicles park too close to the intersection on a regular basis creating difficulty for access and safety at the intersection with Cross Lane. Previously restrictions have been introduced at the intersection of Cross Lane with Metropolitan Road, Edgeware Lane and Marian Lane. The introduction of 'No Stopping' at Marian Street and Cross Lane is consistent with the restrictions introduced at other intersections in the area and also reinforces the Australian Road Rules regarding stopping too close to intersections.

The conditions and proposed restrictions are illustrated below in **Figure 1, 2 and 3**.



Figure 1: Graphic representation of proposed 10m 'No Stopping' Marian Street north of Cross Lane

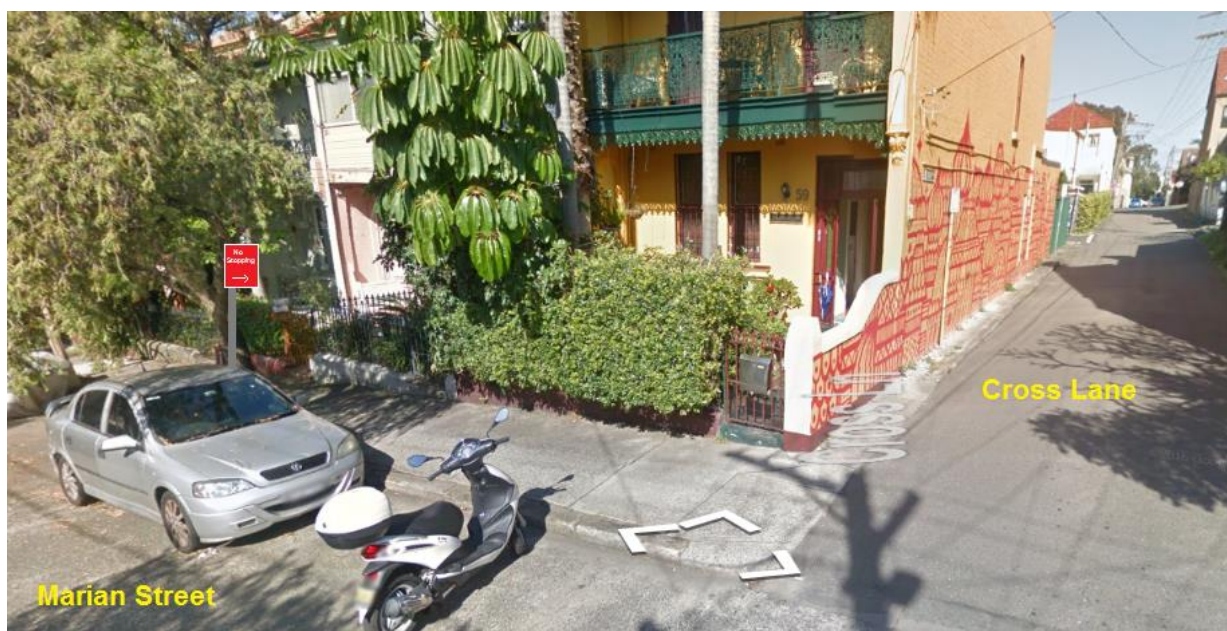


Figure 2: Graphic representation of proposed 10m 'No Stopping' Marian Street south of Cross Lane

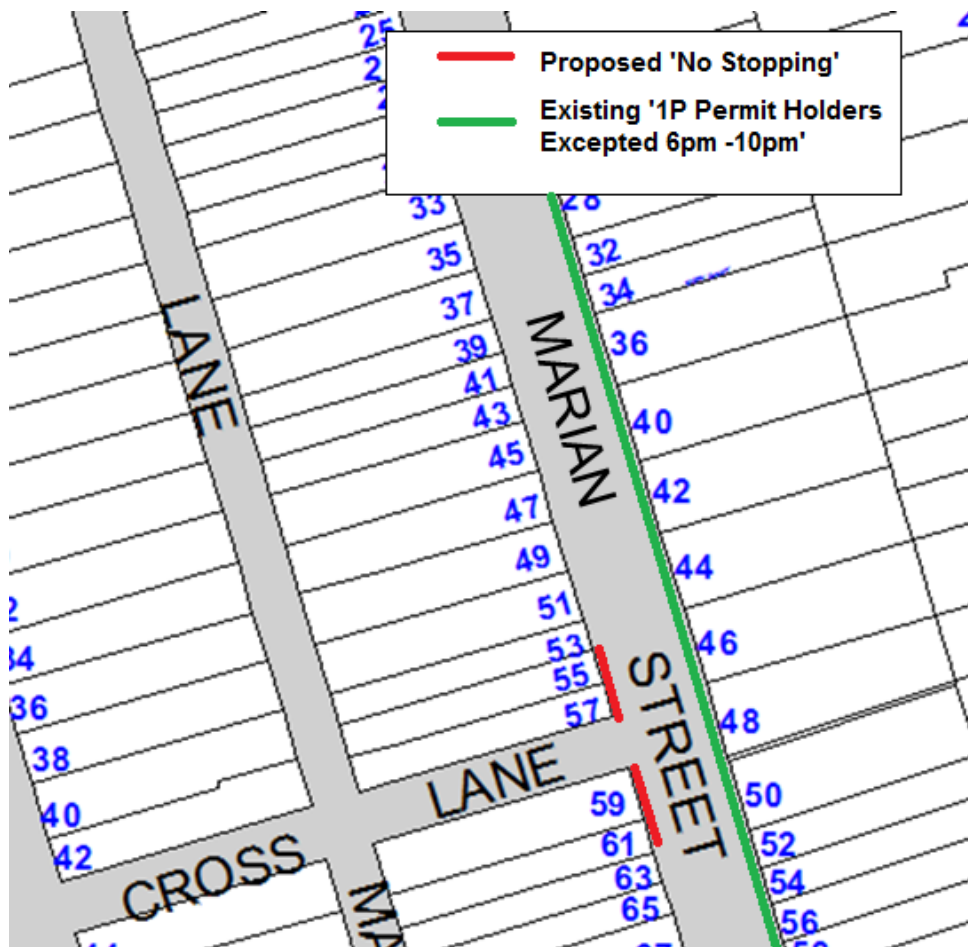


Figure 3: Proposed 'No Stopping' restrictions in Marian Street at Cross Lane

### FINANCIAL IMPLICATIONS

The cost of the supply and installation of the signage can be funded from Council's signs and line markings budget.

### PUBLIC CONSULTATION

On 28 August 2018, forty seven (47) letters were posted to owners and occupiers in Marian Street as illustrated in **Figure 4** below. Recipients were advised that the closing date for submission was 12 September 2018.

Submissions were received from eight (8) households.



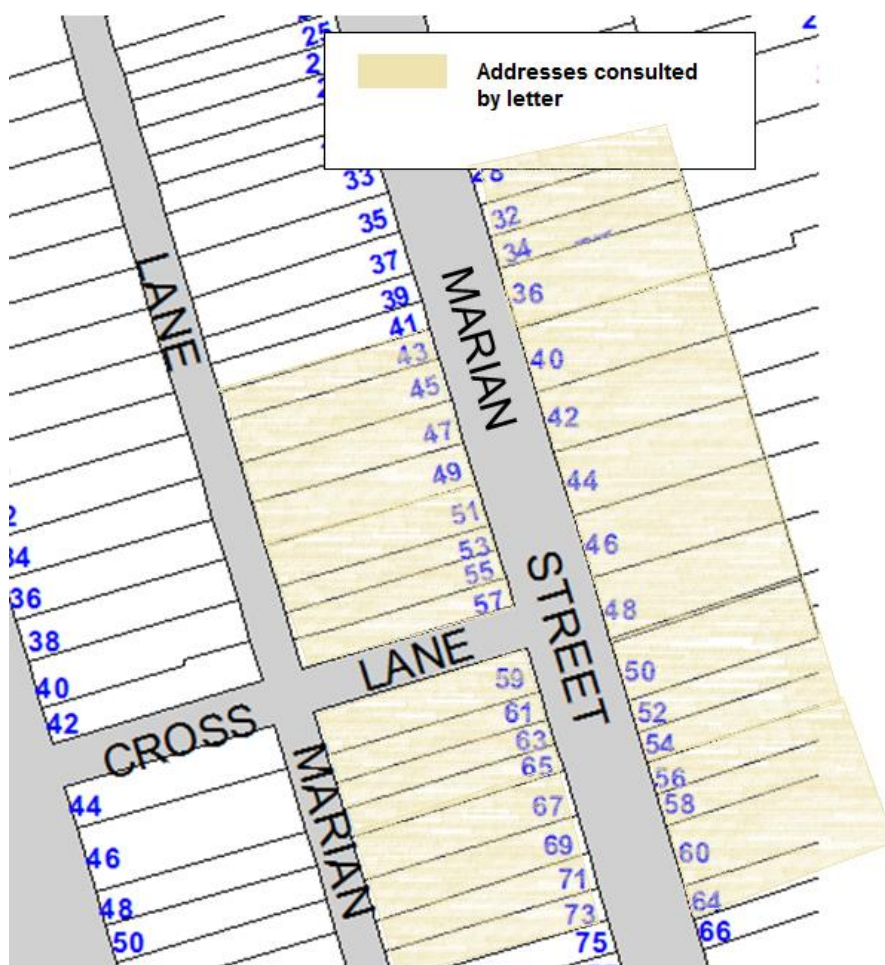


Figure 4: Mailing list for Marian Street proposals

A total of seven (7) submissions were received. Of those three (3) objected outright to any loss of parking in the area and four (4) agreed in principle that there were safety and access issues at the location but sought to mitigate the perceived loss of parking by calling for the introduction of a shorter 'No Stopping' zone. There was no submission from the proponent.

Submissions		
3	Objected outright to any reduction in parking in the area	The proposal is in keeping with other intersections in the area and with the Australian Road Rules
4	Agreed that access and sightlines were an issue but sought to have a shorter 'No Stopping' zone implemented (3m-6m)	

## CONCLUSION

Introduction of 'No Stopping' zones in Marian Street at Cross Lane would improve safety and access at this location and is consistent with the requirements of the Australian road Rules.

## ATTACHMENTS

Nil.

**Item No:** LTC1018 Item 15

**Subject:** Petersham Area M5 extension of Permit Parking (Stanmore Ward/Newtown Electorate/Inner West LAC)

**Prepared By:** Mary Bailey - Parking Planner

**Authorised By:** John Stephens - Traffic and Transport Services Manager

### SUMMARY

Following representation to Council a proposal for an extension of the existing M5 permit parking area was circulated to residents for comment. Given the feedback from residents a revised proposal has been developed. The revised proposal addresses concerns raised by residents and offers a balanced approach to providing permit parking and unrestricted parking in the area. To allow the committee additional time to review the proposal, the report has been deferred from the 4 September meeting of the Local Traffic Committee to be considered at the 2 October meeting.

### RECOMMENDATION

#### THAT:

1. '2P Permit Holders Excepted 8:30am-10pm Monday to Friday Area M5' be installed on Brighton Street (southern side) between property no. 93 and West Street;
2. '2P Permit Holders Excepted 8:30am-10pm Monday to Friday Area M5' be installed on Brighton Street (southern side) between Palace Street and Station Street;
3. '2P Permit Holders Excepted 8:30am-10pm Monday to Friday Area M5' be installed on Brighton Street (northern side) between property no. 92 and Station Street;
4. '2P Permit Holders Excepted 8:30am-10pm Monday to Friday Area M5' be installed on Wentworth Street (western side) between Brighton Street and the cul de sac;
5. '2P Permit Holders Excepted 8:30am-10pm Monday to Friday Area M5' be installed on West Street (western side) between Brighton Street and the cul de sac; and
6. Implement Statutory No Stopping in conjunction with resident parking where required.

### BACKGROUND

Council is proposing to introduce 2P Permit Holders Excepted parking in a number of streets in Petersham as an extension to the existing M5 permit parking area. The proposals are detailed in **Table 1** below and illustrated in **Figure 1** below.

Table 1: Proposed restrictions

Convert unrestricted parking to '2P Permit Holders Excepted 8:30am-10pm Monday to Friday Area M5'	1. Brighton Street (southern side) between property no. 93 and West Street
	2. Brighton Street (southern side)

	between Palace Street and Station Street
	<b>3.</b> Brighton Street (northern side) between property no. 92 and Station Street
	<b>4.</b> Wentworth Street (western side) between Brighton Street and the cul de sac
	<b>5.</b> West Street (western side) between Brighton Street and the cul de sac
Implement Statutory No Stopping in conjunction with resident parking where required	

Council had developed a proposal which was circulated to affected residents for consideration,(see **Figure 1** below). Based on the responses from residents, a revised proposal has been developed which is illustrated in **Figure 2** below.



Figure 1: Original proposal for extension of M5 Permit parking area





Figure 2: Proposal for extension to M5 Permit Parking area

### Parking Surveys

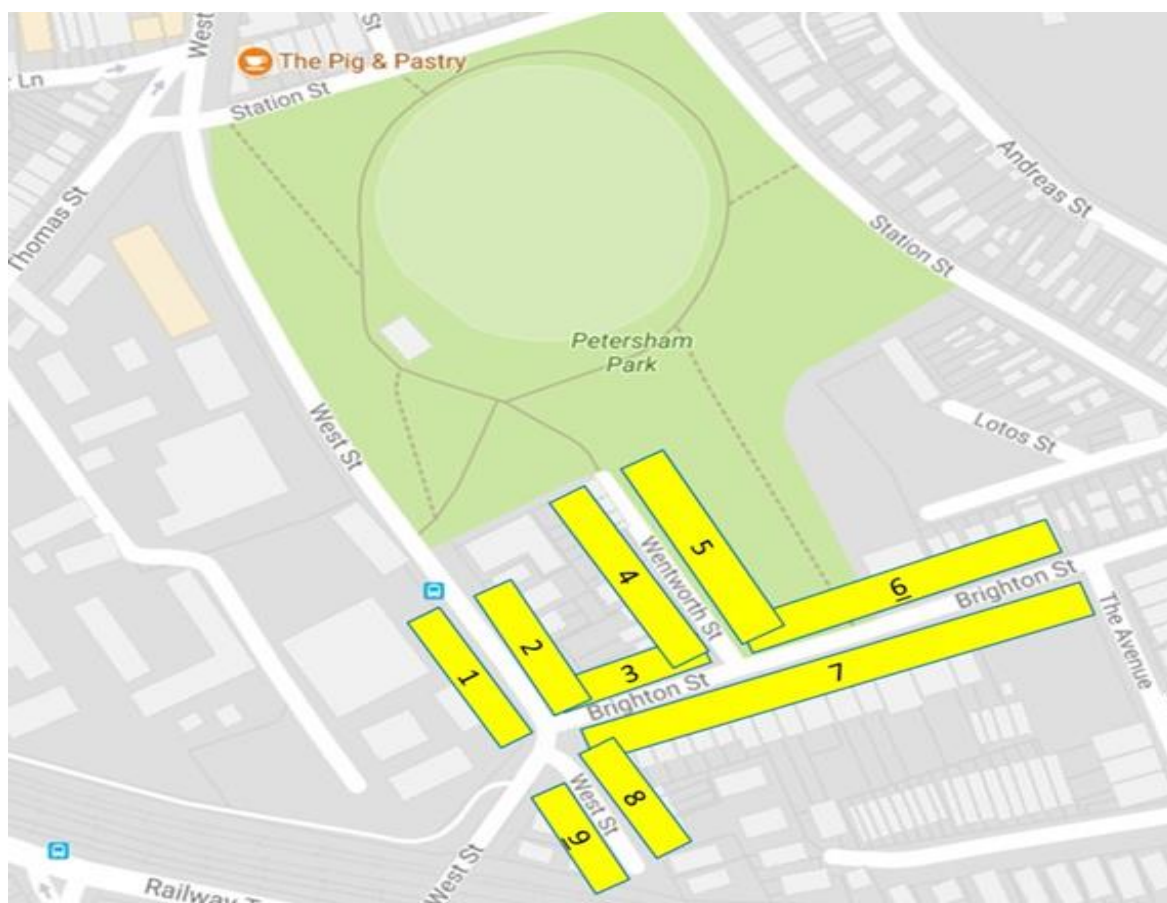
Parking surveys were carried out in West Street, Brighton Street and Wentworth Avenue in October 2017. (See **Table 2** and **Table 3** and **Figure 3** below). The pattern of occupancy shows that West Street between Brighton Street and the cul de sac has a high occupancy during the weekday daytime hours.

Table 2: Parking Survey Results Tuesday 24 October 2017

Street Section ID	Tuesday 24th October 2017		8:00 AM		12:00 PM		4:00 PM		8:00 PM		Average Space Occupied 8:00am - 8:00pm	Max Space Occupied 8:00am - 8:00pm
	Description	Supply	Occ	%	Occ	%	Occ	%	Occ	%		
1	West St from bus stop to opposite Brighton St	7	4	57%	6	86%	3	43%	2	29%	4	6
2	West St from bus stop to Brighton St	4	1	25%	1	25%	0	0%	0	0%	1	1
3	Brighton St from West St to Wentworth St	8	5	63%	8	100%	5	63%	6	75%	6	8
4	Wentworth St from Brighton St park entrance	15	6	40%	14	93%	14	93%	11	73%	11	14
5	Wentworth St from park entrance to Brighton St	15	8	53%	13	87%	13	87%	8	53%	11	13
6	Brighton St from Wentworth St to opposite The Avenue	21	18	86%	13	62%	19	90%	16	76%	17	19
7	Brighton St from The Avenue to West St	22	15	68%	13	59%	16	73%	15	68%	15	16
8	West St from Brighton St to end of street	8	8	100%	7	88%	7	88%	6	75%	7	8
9	West St (southern side)	11	10	91%	10	91%	11	100%	11	100%	11	11

**Table 3: Parking Survey Results Thursday 26 October 2017**

Street Section ID	Thursday 26th October 2017		8:00 AM		12:00 PM		4:00 PM		8:00 PM		Average Spaces Occupied 8:00am - 8:00pm	Max Spaces Occupied 8:00am - 8:00pm
	Description	Supply	Occ	%	Occ	%	Occ	%	Occ	%		
1	West St from bus stop to opposite Brighton St	7	3	43%	6	86%	3	43%	0	0%	3	6
2	West St from bus stop to Brighton St	4	0	0%	0	0%	0	0%	0	0%	0	0
3	Brighton St from West St to Wentworth St	8	5	63%	8	100%	7	88%	5	63%	6	8
4	Wentworth St from Brighton St park entrance	15	7	47%	10	67%	12	80%	11	73%	10	12
5	Wentworth St from park entrance to Brighton St	15	7	47%	13	87%	7	47%	11	73%	10	13
6	Brighton St from Wentworth St to opposite The Avenue	21	11	52%	13	62%	16	76%	14	67%	14	16
7	Brighton St from The Avenue to West St	22	12	55%	16	73%	16	73%	20	91%	16	20
8	West St from Brighton St to end of street	8	8	100%	7	88%	7	88%	6	75%	7	8
9	West St (southern side)	11	11	100%	11	100%	10	91%	10	91%	11	11


**Figure 3: Map showing parking survey references**

Parking surveys carried out in The Avenue and Station Street as part of the Petersham Parking Study which was endorsed by Council in October 2016, showed that parking occupancy in The Avenue and Station Street were between 50% and 75% during the weekday daytime hours and as a result no recommendations were made at that time to introduce permit

parking in those streets. Given the proposal to extend permit parking in nearby streets, the option was presented to the residents to participate in the scheme but there is insufficient support from residents for that at this time.

## FINANCIAL IMPLICATIONS

The costs of the supply and installation of the signage can be funded from Council's signs and line markings budget.

## PUBLIC CONSULTATION

One hundred and sixty four (164) letters were sent to owners and occupiers in the affected area of on 7 July 2018 with a closing date for submissions being 10 August 2018. A map of the distribution of the surveys is shown in **Figure 4** below.

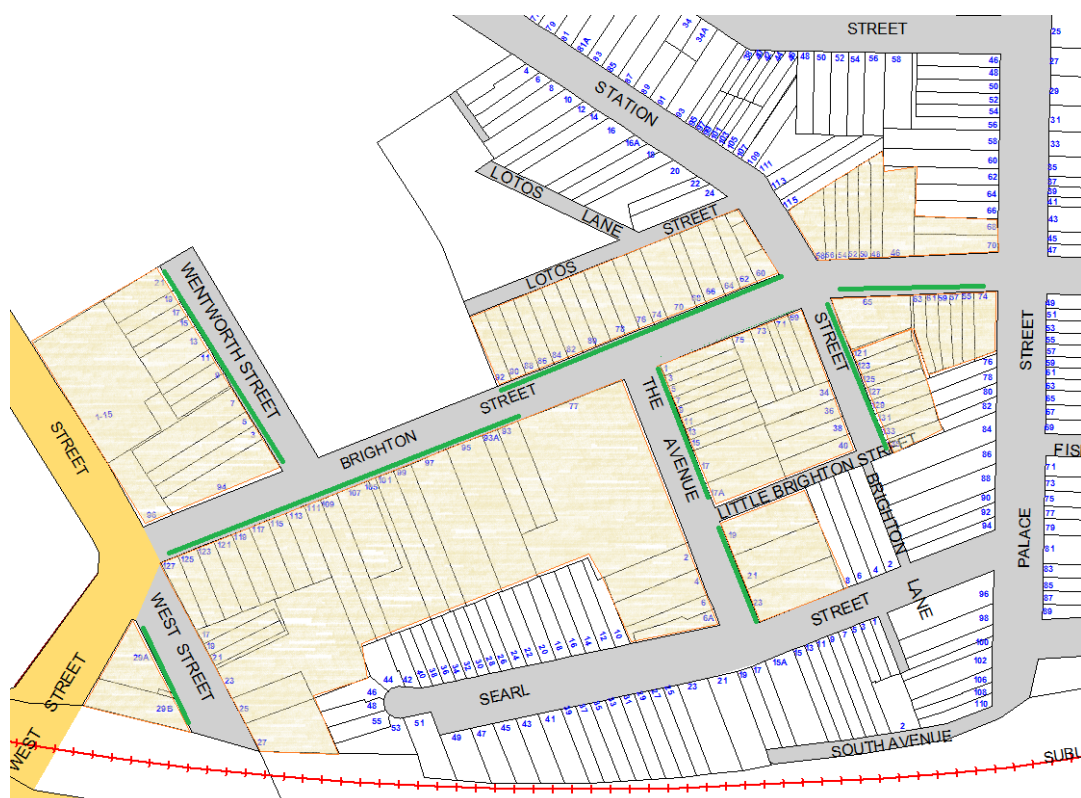


Figure 4: Map of survey distribution

Council's guidelines for determining whether a proposal is supported sufficiently are that, "There should be a response rate of 30% of surveys sent out with 65% respondents supporting the proposal." Thirty (33) responses were received. There were twenty one (21) respondents in favour and twelve (12) respondents opposed.

One hundred and five (105) properties were canvassed as part of the consultation. The thirty three (33) responses represent a response rate of 32% which meets the criteria for consideration of a permit parking scheme.

On review of the resident responses, it was decided to remove Station Street and The Avenue from the proposal to address the objections raised by residents of those streets. The streets in which Council is proposing to introduce the 2P permit parking scheme did meet Council's criteria for the number of respondents in support of the proposed scheme (i.e. 65% support rate). In total there was 83% support rate from the responding residents in these streets.

Responses to the proposal were split with a low level of responses and support from residents of The Avenue and Station Street. There was a higher level of response and support from

residents of West Street, Wentworth Street and Brighton Street (particularly in the western end). Details of the percentage of support from the respondents for each subject street are illustrated in **Table 4** below:

Table 4: Total households and % of support by street

	# Households	Total households responding	% of responses in support	% of responses against
Brighton Street (btwn Station St @ West St	42	13	9 (69%)	4 (31%)
Brighton Street (btwn Station St @ Palace St	7	1	0	1 (100%)
West Street	8	4	3 (75%)	1 (25%)
Wentworth Street	10	6	6 (100%)	0
The Avenue	17	3	2 (66%)	1 (33%)
Station Street	12	6	1 (16%)	5 (84%)

The pattern of response is reflected in the revised proposal illustrated in **Figure 1**.

Reasons given for supporting the proposal are that there is a high demand during the daytime weekday hours from the St Vincent's de Paul complex at 2C West Street, Lewisham creating demand in the cul de sac of West Street, Wentworth Avenue and Brighton Street.

The reasons given for objecting to the proposal especially by residents in The Avenue and Station Street were that permit parking would impact on visitors and make it difficult for multiple car households.

By providing a revised proposal which caters for an extension of permit parking to address the area where there is a demand and support, but only introducing it on one side of the road; there is a balance of restricted and unrestricted parking which will allow for visitors, and residents who either are not eligible or choose not to participate in the scheme.

## CONCLUSION

Following representations from the community, Council has undertaken consultation and parking surveys in the relevant streets. The original proposal (**Figure 2**) was not supported by residents of Station Street and The Avenue. A revised proposal (**Figure 1**) has been developed which addresses the concerns of respondents and provides both continuity of conditions with permit parking conditions in nearby streets in the M5 permit parking area; as well as providing a balance of unrestricted areas for those who are either not eligible or do not wish to participate in a permit parking scheme. With the majority of streets now surrounding The Avenue and Station Street being treated with 2P resident parking restrictions it is possible that 'Knock on' effects may eventually lead to Council Officers to undertaking a review of parking in these two streets. However, any review should be undertaken at least 6 months following implementation of the proposed restrictions within this report.

## ATTACHMENTS

Nil.

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**Item No:** LTC1018 Item 16

**Subject:** Darling Street, Balmain - Modification of Taxi Zone Operational Hours (Balmain Ward/ Balmain Electorate/ Leichhardt LAC)

**Prepared By:** David Yu - Engineer - Traffic and Parking Services

**Authorised By:** John Stephens - Traffic and Transport Services Manager

### **SUMMARY**

Council has received a request to change the existing operational hours of the 'Taxi Zone' in front of No. 366B Darling Street (Post Office / Court House), Balmain to increase the unrestricted parking between 7pm and 10pm.

---

### **RECOMMENDATION**

**THAT the existing '1/2P ticket, 8am-7pm' and 'Taxi Zone, At Other Times' parking restrictions on the southern side of Darling Street outside No. 366B Darling Street, Balmain be modified to '1/2P ticket, 8am-7pm and Taxi Zone, 10pm-8am' parking restrictions.**

---

### **BACKGROUND**

A resident raised concerns that the existing operational time of the 'Taxi Zone' in front of No. 366B Darling Street; Balmain does not cater for the current parking demands of the area. In particular, it was requested that the operational hours of the Taxi Zone be reduced to accommodate unrestricted parking when the Taxi Zone was not in use.

There are currently 3 car spaces in this subject section of the street, which is located on the southern side of Darling Street, west of Montague Street.

A previous car parking occupancy analysis identified that the peak demand for taxis at this location occurred between 11pm to 1:30am. The 'Taxi Zone, At Other Times' restriction was subsequently installed with the ticket parking restrictions, which operated from 8am to 10pm. The 'Taxi Zone' therefore effectively operated from 10pm to 8am, each day.

In early 2018, the parking meter operational hours were reduced in Darling Street at this location and are currently signposted with '1/2P ticket, 8am-7pm'. Therefore, the 'Taxi Zone, At Other Times' restriction effectively started operating from 7pm to 8am the next day. This prevents these spaces from being used by the general public between 7pm and 10pm which was previously possible when ticket parking restrictions operated to 10pm.

### **FINANCIAL IMPLICATIONS**

The proposal can be funded from Council's operational budget.

### **OTHER STAFF COMMENTS**

Based on the peak demand for taxis at this location occurring between 11pm to 1:30am, it is proposed to alter the existing operational times of the 'Taxi Zone' to meet the actual on-site demands, as detailed below.

**Current:** "1/2P ticket, 8am-7pm' and 'Taxi Zone, At Other Times"

**Proposed:** "1/2P ticket, 8am-7pm' and 'Taxi Zone, 10pm-8am"

The location of the subject car spaces is shown in the following figure.





### **PUBLIC CONSULTATION**

A letter outlining the above proposal was mailed out to the affected properties (7 properties) in Darling Street, Balmain.

No responses were received.

Council officers also consulted the NSW Taxi Council regarding the proposal and received no objection to the proposal, provided that there was no loss of car spaces available for taxis.

### **CONCLUSION**

Nil.

### **ATTACHMENTS**

Nil.

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**Item No:** LTC1018 Item 17

**Subject:** Wharf Road, Birchgrove - 'No Parking' restrictions (Balmain Ward/ Balmain Electorate/ Leichhardt LAC)

**Prepared By:** Manod Wickramasinghe - Coordinator – Traffic and Parking Services

**Authorised By:** John Stephens - Traffic and Transport Services Manager

### **SUMMARY**

Concerns have been raised regarding vehicles parking on the footpath and obstructing pedestrian access to No. 40 Wharf Road, Birchgrove.

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### **RECOMMENDATION**

**THAT a 5.2m 'No Parking' zone be installed on the southern side of Wharf Road, Birchgrove extending east of the driveway of No. 40 Wharf Road, Birchgrove.**

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### **BACKGROUND**

Concerns have been raised regarding vehicles parking on the footpath in Wharf Road and obstructing pedestrian access to No.40 Wharf Road, Birchgrove.



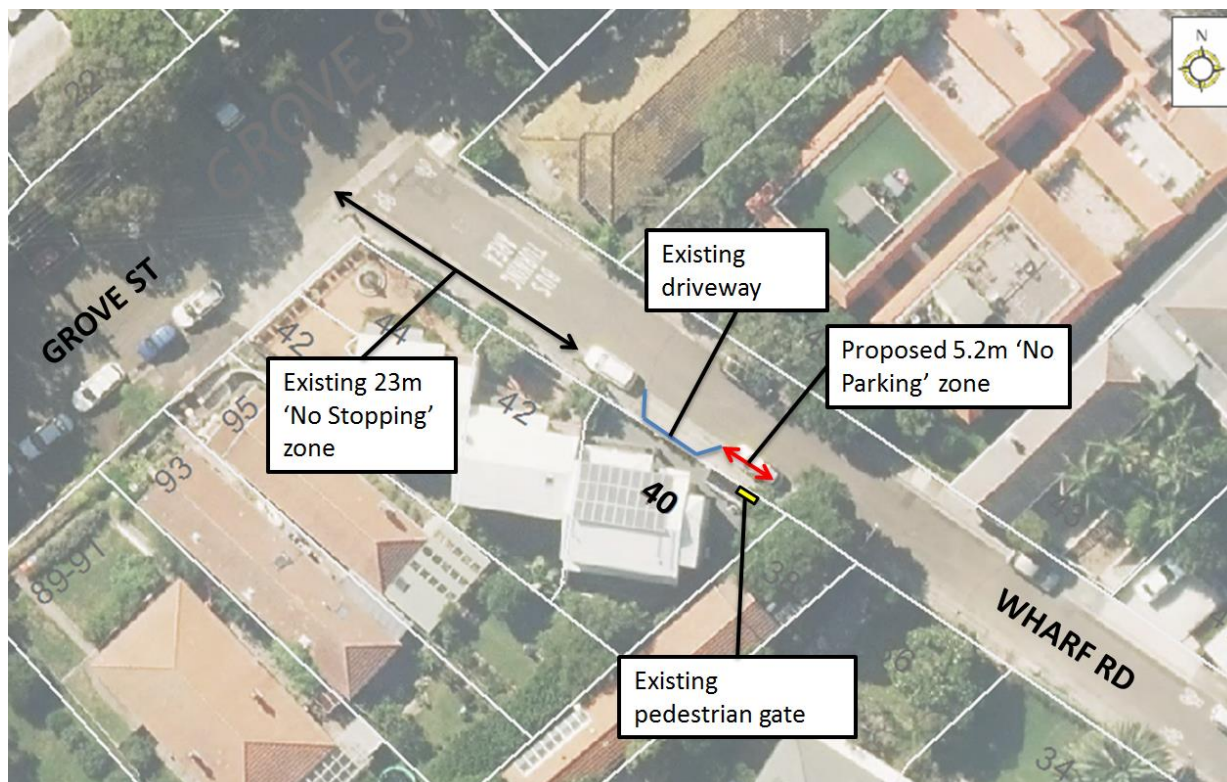
### **FINANCIAL IMPLICATIONS**

Nil.

### **OTHER STAFF COMMENTS**

In order to alleviate this issue, it is proposed to install a 5.2m 'No Parking' zone on the southern side of Wharf Road. The zone would extend across the subject pedestrian access as well as the kerb space between the pedestrian access and driveway of No. 40 Wharf Street which would be too short to accommodate a standard vehicle. The restrictions are shown on the figure enclosed.





## **PUBLIC CONSULTATION**

A letter outlining the above proposal was mailed out to the affected properties (35 properties) in Wharf Road, Birchgrove with consultation finishing Friday, 28 September 2018.

Any comments received will be tabled at the Traffic Committee meeting.



## **CONCLUSION**

Nil.

## **ATTACHMENTS**

Nil.

**Item No:** LTC1018 Item 18  
**Subject:** Minor Traffic Facilities (All Wards/ All Electorates/ All LACs)  
**Prepared By:** Vinoth Srinivasan - Engineer - Traffic and Parking Services  
**Authorised By:** John Stephens - Traffic and Transport Services Manager

### **SUMMARY**

This report considers minor traffic facility applications received by Inner West Council, including 'Disabled Parking' and 'Work Zone' requests.

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### **RECOMMENDATION**

#### **THAT:**

1. A 6m 'Disabled Parking' zone be installed in front of No. 84 Edith Street, Leichhardt; and
  2. A 12m 'Works Zone 7.00am – 6.00pm Mon-Fri and 7.00am – 1.00pm Sat' be installed in front of No. 21 and No. 19 Hartley Street, Rozelle.
- 

### **BACKGROUND**

This report considers minor traffic facility applications by Inner West Council, and includes 'Disabled Parking' and 'Works Zone' requests.

### **FINANCIAL IMPLICATIONS**

Nil.

### **OFFICER COMMENTS**

#### **1. Installation of a 'Disabled Parking' Restriction – Edith Street, Leichhardt**

The resident of No. 84 Edith Street, Leichhardt has requested the installation of a 'Disabled Parking' zone in front of the resident's property.

A site investigation has revealed the property does not have off street parking.

The applicant does require the use of a wheelchair.

It is recommended that a 6m 'Disabled Parking' zone be installed in front of No. 84 Edith Street, Leichhardt.



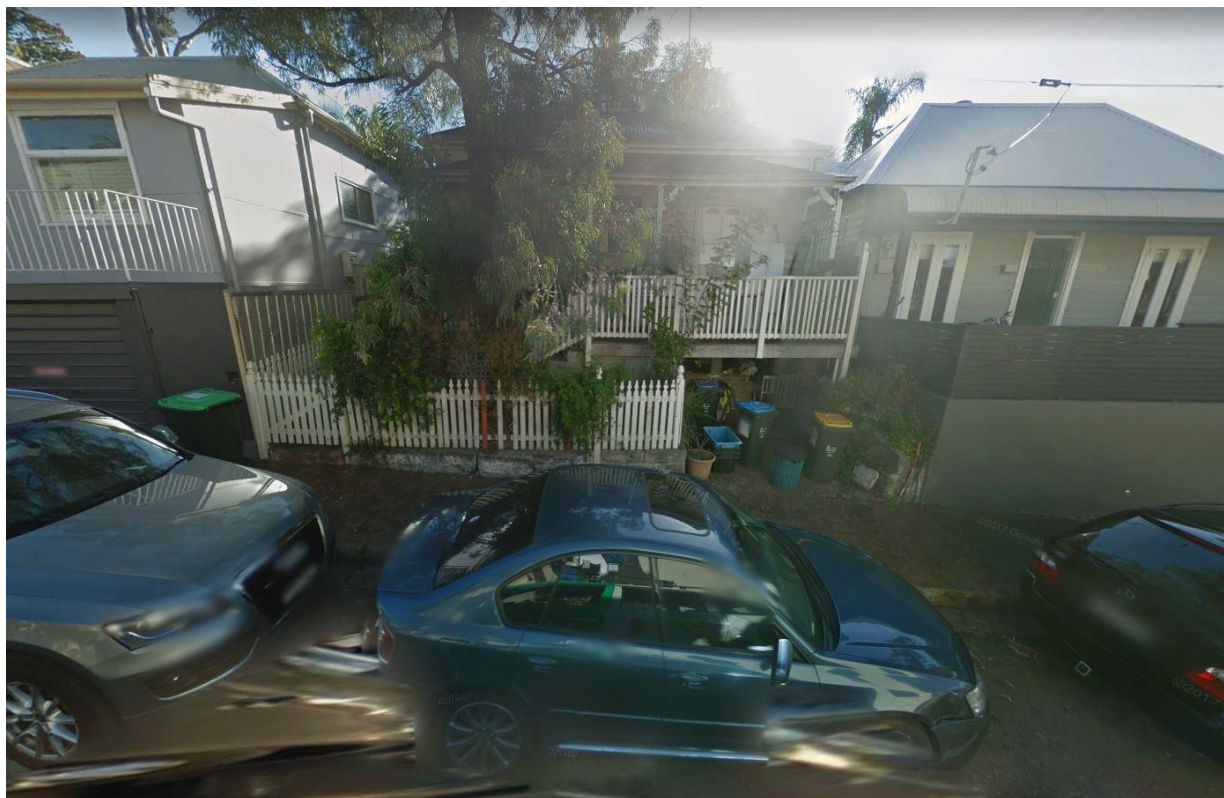
No. 84 Edith Street, Leichhardt

## **2. Installation of 'Works Zone' Restriction – Hartley Street, Rozelle**

The applicant has requested the installation of a temporary 12m 'Works Zone 7.00am – 5.00pm Mon-Fri, 7.00am – 1.00pm Sat' in front of No. 21 and No. 19 Hartley Street, Rozelle.

It is recommended that a 12m "Works Zone 7.00am – 5.00pm Mon-Fri, 7.00am – 1.00pm Sat" be installed in front of No. 21 and No. 19 Hartley Street, Rozelle for 12 weeks subject to concurrence being received from the residents of No.19 Hartley Street, Rozelle.





No. 21 Hartley Street, Rozelle

**PUBLIC CONSULTATION**

Nil.

**ATTACHMENTS**

Nil.

**Item No:** LTC1018 Item 19

**Subject:** Church Street, St Peters - Proposed 'No Parking' restrictions (Marrickville Ward/Heffron Electorate/Inner west LAC)

**Prepared By:** Mary Bailey - Parking Planner

**Authorised By:** John Stephens - Traffic and Transport Services Manager

### **SUMMARY**

Council received representations from residents in Church Street, St Peters indicating that parking on both sides of the street in some sections is obstructing the safe passage of vehicles including service vehicles and potentially emergency vehicles. Council is proposing to restrict parking in order to improve access and allow for service and emergency vehicles to pass safely along the road. The proposal will result in the loss of one permit parking space on the southern side of Church Street. The signposting of 'No Parking' on the northern side is largely to reinforce "No Parking" as there is a practice of people parking across their own driveways obstructing the flow of traffic in the street.

### **RECOMMENDATION**

#### **THAT:**

1. **Implementation of 'No Parking' restrictions from property No. 81 to property No. 91D Church Street, St Peters (northern side); and**
2. **Conversion of one existing parking space from "2P Permit Holders Excepted 8:30am-6:30pm Mon-Fri" restrictions to 'No Parking' outside property No. 112 Church Street, St Peters be approved.**

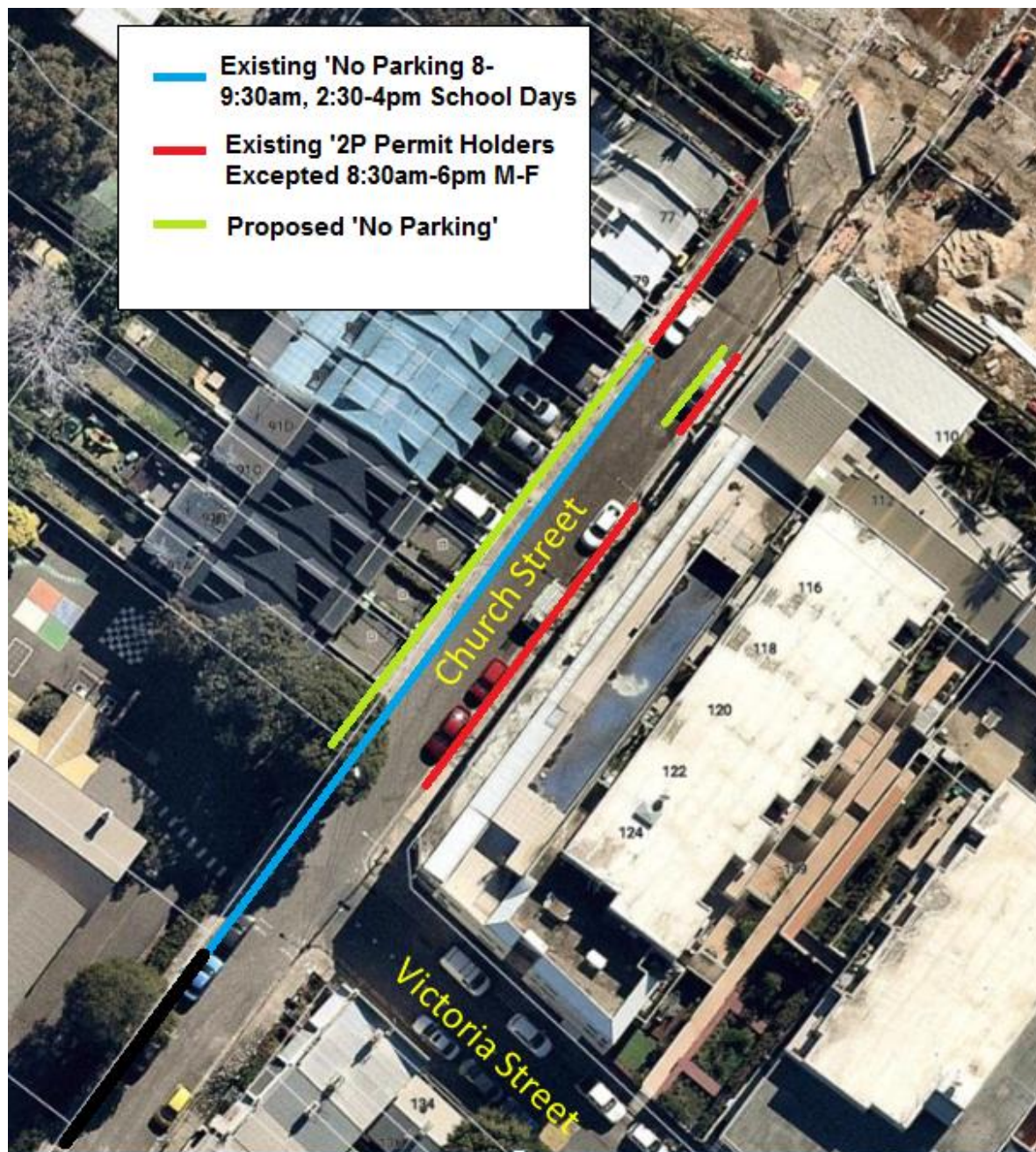
### **BACKGROUND**

Church Street is a two-way street which is 6.8 meters wide. The carriageway width along Church Street is not sufficiently wide to accommodate parking on both sides. The proposal takes into account the narrowness of the street and the demand for parking in the area by allowing for parking in some sections and removing only parking that is obstructing access and the movement of vehicles along the thoroughfare.

Businesses in the street have provided photographic evidence to Council of the current parking restrictions and practices in the street preventing the passage of service vehicles.

The occupiers of one premise have also indicated that there is difficulty accessing their off street parking as a result on the current parking configuration. The proponent of this premise requested removal of 2-3 permit parking spaces on the northern side (opposite 110 Church outside 75-81 Church Street); however Council proposes to remove one space which is immediately to west of the driveway of 112 Church Street thereby allowing for access and egress for the off street parking at 110 and 112 Church Street and for the passage of vehicles including service and emergency vehicles along the thoroughfare.

The proposal to implement 'No Parking' on the northern side is largely along the driveways of properties no's 81 and 91D Church Street. The proposal is designed to reinforce the Australian Road Rule prohibiting parking across driveways and obstructing the passage of vehicles including service and potential emergency vehicles. The proposal is illustrated in **Figure 1** below.



## **FINANCIAL IMPLICATIONS**

The cost of the supply and installation of the signage can be funded from Council's signs and line markings budget.

## **PUBLIC CONSULTATION**

Letters were delivered to owners and occupiers of the affected properties in Church Street. Four (4) responses were received. None of the respondents were in support of the proposal as it stands. The residents who objected to any loss of parking cited the general lack of parking available in the Inner West area. One respondent requested that 2 parking spaces be removed outside 77-81 Church Street.



<b>Responses</b>		
Support (0)		
Object (4)	<p>2 respondents requested that 2-3 permit parking spaces be removed outside 75-81 Church Street</p> <p>2 respondent cited general loss of parking</p>	<p>By removing only one parking space immediately adjacent to the off street parking at 112 Church Street, the proposal will address access and egress to off street parking for that premises as well as allow for sufficient space in the thoroughfare for vehicles to pass, including service and emergency vehicles with the loss of the minimum number of parking spaces.</p>

### **CONCLUSION**

Given the narrowness of the street, the proposal addresses the need for access and the safe use of the thoroughfare with the loss of the minimum number of legal parking spaces; it is therefore recommended that the proposal be supported.

### **ATTACHMENTS**

Nil.

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**Item No:** LTC1018 Item 20

**Subject:** Carlisle Street, Leichhardt - Road Occupancy (Leichhardt Ward/Balmain Electorate/Leichhardt LAC)

**Prepared By:** Vinoth Srinivasan - Engineer - Traffic and Parking Services

**Authorised By:** John Stephens - Traffic and Transport Services Manager

### **SUMMARY**

Council has received an application from the licensee of the Royal Hotel in Leichhardt for approval of a temporary full road closure in Carlisle Street between Norton Street and the Unnamed Laneway adjacent to No. 2 Carlisle Street to be held on Saturday, 17 and Sunday, 18 November 2018 between the hours of 12pm-8pm and 12pm-6pm respectively.

The road closure has been requested to facilitate the Royal Hotel Inner West Beer festival.

---

### **RECOMMENDATION**

#### **THAT:**

The temporary road closure of Carlisle Street, Leichhardt between Norton Street and the Unnamed Laneway adjacent to No. 2 Carlisle Street to be held on Saturday, 17 and Sunday, 18 November 2018 between the hours of 12pm-8pm and 12pm-6pm respectively be supported, subject to the following conditions:

- a. That an unencumbered passaged minimum of 4.0m wide be available for emergency vehicles through the closed section of Carlisle Street, Leichhardt;
- b. The occupation of the road carriageway must not occur until the road has been physically closed;
- c. That the organiser be advised to arrange accredited traffic controllers to manage the road closure;
- d. That the applicant notifies all affected businesses, residents and other occupants of the temporary road closure prior to the event. Any concerns or requirements in relation to the road closure raised by business proprietors, residents and other occupants must be resolved or accommodated. The notification shall involve at the minimum an information letterbox drop distributed one week prior to the commencement of the event. The proposed information, distribution area and period must be submitted to Council's Traffic section for approval two weeks before the event;
- e. That the supported Traffic Control Plan (TCP) be implemented at the applicant's expense;
- f. That Fire and Rescue NSW (Leichhardt) be notified of the intended closure by the applicant;
- g. That the applicant provide and erect barricades and signs, in accordance with the current Australian Standard AS 1742.3: Traffic Control Devices for Works on Roads. As a minimum the following must be erected at both ends of the road closure area:
  - (a) Barrier Boards;
  - (b) 'Road Closed' (T2-4) signs; and
  - (c) 'Detour' (T5-1) signs;
- h. All traffic controllers must hold RMS certification;
- i. That the areas to be used for the activities must be maintained in a clean and tidy condition to the satisfaction of Council's Group Manager Roads & Stormwater, or else the applicant will be required to reimburse Council for any extraordinary cleaning costs;
- j. That the conduct of any activities or use of any equipment required in

conjunction with the road occupancy and temporary road closure does not result in any 'offensive noise' as defined by the Protection of the Environment Operations Act 1997;

- k. Copies of approvals from Council, NSW Police, RMS and the approved Traffic Management Plan must be available on the site for inspection by NSW Police, WorkCover Inspectors, RMS Inspectors, or Council Officers;
- l. Council and RMS must be indemnified against all claims for damage or injury that may result from either the activities or from the occupation of part of the public way during the road closures. The applicant must produce evidence of public risk insurance cover (under which the Council and RMS are indemnified) with a minimum policy value of at least \$20,000,000;
- m. That Council reserves the right to cancel the approval at any time;
- n. That the applicant complies with any reasonable directive from Council Officers and NSW Police; and
- o. That the applicant be advised of the Committee's recommendation.

## BACKGROUND

A request for approval to conduct the annual Royal Hotel Inner West Beer festival on Saturday, 17 and Sunday 18 November 2018 between the hours of 12pm-8pm and 12pm-6pm respectively has been received from the organiser of the event, the Licensee of The Royal Hotel.

This event involves the temporary closure of Carlisle Street between Norton Street and the Unnamed Laneway adjacent to No. 2 Carlisle Street.

In accordance with the RMS "Guide to Traffic and Transport Management for Special Events V3.4 August, 2006", and based on information supplied by the organiser, the event is classified as a Special Event Class 2.

A Traffic Control Plan and Traffic Management Plan are attached in **Attachment 1**.

## Detour Routes

All traffic is expected to detour via Cromwell Street and Marlborough Street as shown on the attached TCPs.

## FINANCIAL IMPLICATIONS

Nil, the supported Traffic Control Plan (TCP) be implemented at the applicant's expense.

## OTHER STAFF COMMENTS

Nil.

## PUBLIC CONSULTATION

All affected businesses, residents and other occupants will be notified of the road closure, activities, parking changes and changes to public transport arrangements. The notification will be distributed at least two weeks prior to the commencement of the event. The proposed information, distribution area and distribution period will be reviewed and approved by Inner West Council's Traffic Section one week prior to distribution.

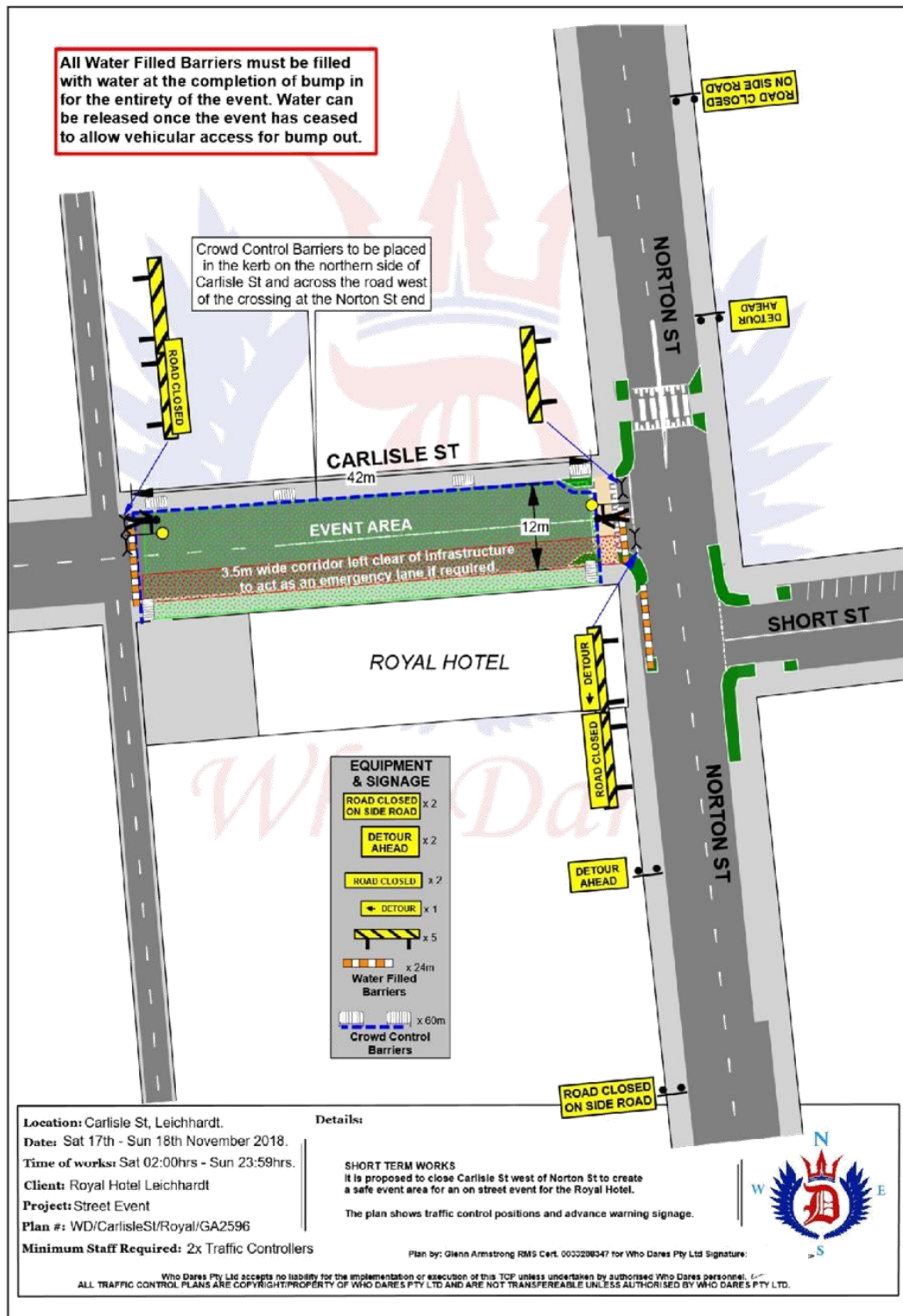
The proposed temporary full-road closure has been advertised in the local newspaper for a period of 28 days. No comments were received.

**CONCLUSION**

It is recommended that the temporary closure of Carlisle Street between Norton Street and the Unnamed Laneway be supported subject to the conditions listed in the recommendation.

**ATTACHMENTS**

1. [↓](#) Traffic Control Plan
2. [↓](#) Traffic Management Plan



# **TRAFFIC MANAGEMENT PLAN CARLISLE STREET (NORTON STREET-UNNAMED LANEWAY), LEICHHARDT**

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

As part of the Royal Hotel Inner West Beer festival, the licensee of the Royal Hotel in Leichhardt has requested a temporary closure of Carlisle Street at Norton Street.

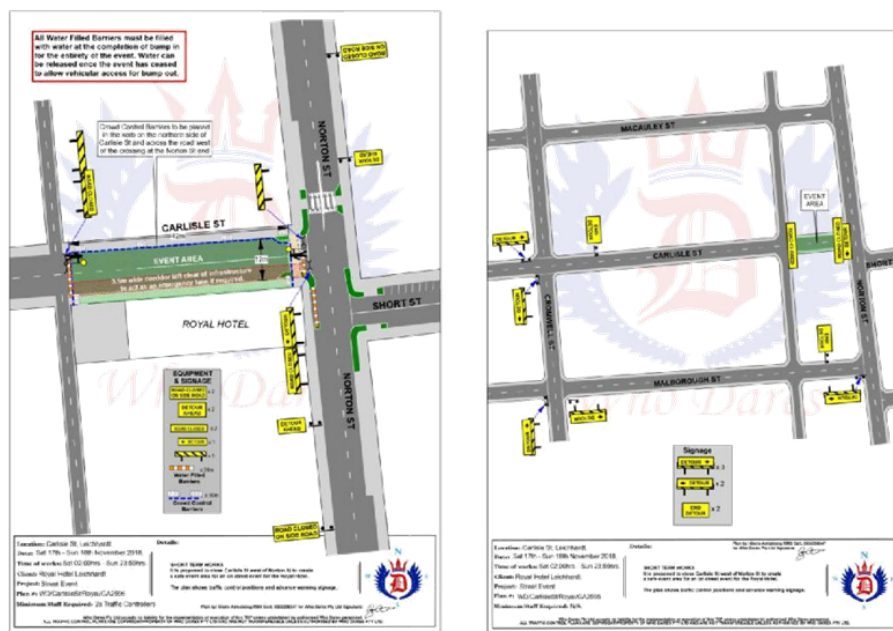
The details of the event are as follows:

**Date & time:** Saturday 17th and Sunday 18th November 2018 between the hours of 12pm-8pm and 12pm-6pm respectively

**Closure section:** Carlisle Street between Norton Street and the unnamed Laneway

The Licensee (event organiser) is proposing a temporary full road closure of 45 metres in Carlisle Street, west of Norton Street, for hotel patrons' use.

The traffic control plans are shown below.



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

The proposed road closure section within Carlisle Street is towards the eastern end of the road between Norton Street and the Unnamed Laneway. The land uses in the subject section of Carlisle Street/Norton Street consist of a mix of retail/commercial and residential properties.

Access to a small number of off-street parking spaces will be lost during this period.



Traffic diversion routes are as follows:

- Traffic on Norton Street (southbound): via Allen Street-Cromwell Street-Carlisle Street
- Traffic on Norton Street (northbound): via Marlborough Street-Cromwell Street-Carlisle Street
- Traffic on Carlisle Street (eastbound): via Cromwell Street-Marlborough Street-Norton Street

**C) Measure to ameliorate the impact of re-assigned traffic**

Through traffic is required to use alternate routes via Cromwell Street, Marlborough Street and Allen Street. As this event takes place on the weekend afternoon/early evening, the impact on reassigned traffic is minimal and can be catered for in the local road network.

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

There are no bus routes along Carlisle Street. Bus services along Norton Street are not affected. STA will be advised of the road closure details.

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

During the road closure time, heavy vehicles and cyclists will be detoured around the closure via Macauley Street, Allen Street and Cromwell Street. As this event takes place on the weekend, heavy vehicle volumes are expected to be minimal. Emergency vehicle access will be provided by provision of a 4m emergency vehicle path that will be maintained by the applicant. Pedestrian Access will be maintained through the closed section of Carlisle Street.

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

There are no impacts to existing and future developments.

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

There are no impacts on adjoining Council areas

**H) Public consultation process.**

All affected properties will be advised in writing of the proposed temporary road closure two weeks or more in advance by the organiser.

Temporary advisory signs will be erected 1 week in advance within the road closure area to inform the public of the road closure event and relocate their vehicles during those times.

The temporary road closure will also be advertised in the Inner West Courier for a period of 28 days.

**Item No:** LTC1018 Item 21  
**Subject:** 2018 Spring Cycle Event (Leichhardt and Balmain Ward/ Balmain and Summer Hill Electorate/ Leichhardt and Ashfield LAC)  
**Prepared By:** Vinoth Srinivasan - Engineer - Traffic and Parking Services  
**Authorised By:** John Stephens - Traffic and Transport Services Manager

### **SUMMARY**

The Spring Cycle supported by Transport for NSW, is Sydney's largest recreational mass community bike riding event and provides a unique opportunity to travel through Sydney by bike, capturing the city's iconic attractions, landscape and views. Every year, around 10,000 people join the Spring Cycle for a celebration of cycling that starts in North Sydney and continues across the Sydney Harbour Bridge main deck through Glebe, Annandale, Leichhardt and Haberfield and onto the festival-style atmosphere at the finish at Sydney Olympic Park, Homebush.

The Spring Cycle is organised by Bicycle NSW with the support of the NSW Government, Transport for NSW, Transport Management Centre, Roads & Maritime Services, NSW Police, New South Wales Ambulance Service, St John First Aid, City of Sydney, Sydney Olympic Park, Local Councils and more than 500 trained Bicycle NSW volunteers.

Bicycle NSW has requested approval from the Local Traffic Committee and Council to conduct the 2018 Bicycle NSW Spring Cycle Event (its 35<sup>th</sup> year) on Sunday, 14 October 2018.

It is recommended that the 2018 Bicycle NSW Spring Cycle event to be held on Sunday, 14 October 2018 be supported.

---

### **RECOMMENDATION**

#### **THAT:**

1. **The 2018 Bicycle NSW Spring Cycle event to be held on Sunday, 14 October 2018 be supported, subject to:**
  - (a) **The Traffic Management Plan and Traffic Control Plans being approved by the Transport Management Centre;**
  - (b) **The event organiser producing a current Public Liability Insurance Policy with Inner West Council being included as an Interested Party;**
2. **The organiser of the event be requested to advise the affected properties in Canal Road, Leichhardt regarding the event details to discourage traffic movements through the narrow section of Canal Road during the critical period of the event; and**
3. **The representative of Bicycle New South Wales be advised of the Committee's recommendation.**

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### **BACKGROUND**

This is the 35<sup>th</sup> running of the NSW Spring Cycle event. The event in 2018 will offer four options:

*Sydney City Ride – North Sydney to Pyrmont (10km)*

Start: 8.00am-8.30am

Ideal for families and novice riders who want to experience the thrill of riding over the Harbour Bridge and past some of Sydney's most iconic landmarks including the Sydney Opera House and historic Rocks area. Riders celebrate their Spring Cycle ride with a festival finish at Pirrama Park, Pyrmont.

*Challenge Ride – North Sydney to Olympic Park (105km)*

Start: 6.30am-6.45am

This ride is for those looking to challenge their cycling performance by riding the greater Sydney. Riders will clock up 50kms riding across the Harbour Bridge, past the Sydney Opera House and traversing the diverse Inner West before heading out to Western Sydney Parklands via picturesque Parramatta and Prospect Dam, then back to Sydney Olympic Park.

*River Ride – Parramatta Park (16 Km)*

Start: 10.00am-10.30am

This ride will be ideal for families out in the Western Suburbs of Sydney as it will explore the cycleway along the Parramatta River. The ride will start at Parramatta Park and conclude at the big finish festival site in Cathy Freeman Park, Sydney Olympic Park.

*Classic Ride – North Sydney to Sydney Olympic Park (50km)*

Start: 7:00am-7:30am

For those looking for an adventure, this route takes in the best of the 10km Sydney City Ride - over the spectacular Harbour Bridge, past the Opera House and historic Rocks area, before exploring the diverse Inner West and venturing out to Sydney Olympic Park.

**Bicycle Route through Inner West Council**

The route via Inner West Council is summarised below:

- Arriving Annandale through Bicentennial Park (Glebe – City of Sydney)
- Turn into Johnston Street from Chapman Road (Annandale)
- Turn right onto Weynton Street (Annandale)
- Turn left onto Annandale Street (Annandale)
- Turn right onto Booth Street-Moore Street (Leichhardt)
- Cross Balmain Road at the Balmain Road/Moore Street intersection (Leichhardt) –
- BNSW to arrange opening of fence panels in Balmain Road opposite Moore Street as per TCP 73, with RMS.
- Use off-road shared path adjacent to the Leichhardt Secondary School (Leichhardt)
- Turn right onto Derbyshire Road (Leichhardt)
- Turn left onto William Street (Leichhardt) at bus depot entry/exit.
- Turn right onto Charles Street (Leichhardt)
- Cross Darley Road at Charles Street (Leichhardt)
- Use Canal Road (Leichhardt)
- Use the bridge across Hawthorne Canal to Hawthorne Parade
- Turn right onto Waratah Street (Haberfield)
- Turn right onto Boomerang Street (Haberfield) at the roundabout.
- Turn left onto Mortley Avenue (Haberfield)
- Cross Dobroyd Parade at the Mortley Avenue/Timbrell Drive intersection (Haberfield) continue onto Timbrell Drive (Five Dock – Canada Bay Council)

The TMP and TCPs submitted by the event organiser is attached and has been forwarded to RMS for approval.

All traffic signal intersections along the route will be supervised by Police.

The section of Canal Road which is part of the event route is relatively narrow and part of this section also has a 'Shared Zone'. Currently parking is not permitted in the subject section of Canal Road.

**FINANCIAL IMPLICATIONS**

Nil, the supported Traffic Control Plan (TCP) be implemented at the applicant's expense.

**OTHER STAFF COMMENTS**

The Committee's recommendation will be reported to the 9 October 2018 Council Meeting to consider approving that section of the Event through Council's area.

**PUBLIC CONSULTATION**

The Bicycle NSW organisers have advised that as in previous years, a detailed community consultation and event notification strategy will be delivered and executed to ensure minimum disruption is caused and all non-event stakeholders are well informed about the potential impact and alternate arrangements can be made.

**CONCLUSION**

It is recommended that 2018 Bicycle NSW Spring Cycle event scheduled for Sunday, 14 October 2018 be supported as per the submitted TMP and TCPs.

**ATTACHMENTS**

1. [↓](#) The Spring Cycle Event TMP
2. [↓](#) The Spring Cycle Event TCP



**Spring Financial Group  
SPRING CYCLE  
Transport Management Plan**

**Sunday 14<sup>th</sup> October 2018**

Version 1.0  
28<sup>th</sup> May 2018

TRAFFIC PLANNERS  
SAFETY CONSULTANTS  
SECURITY CONSULTANTS

WHO DARES PTY LTD  
SHED 8 / 1 CANAL ROAD  
LEICHHARDT 2040  
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Event Organiser: **Bicycle NSW**

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Reviewed by: **Greg Mooney  
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**Version Control**

Version	Date	Status	Comments
V 1.0	28 May, 2018	Draft	First Draft

BICYCLE NSW SPRING CYCLE TMP  
VERSION 1.0



## 1. EVENT DETAILS

### 1.1. Event summary

Event Name	<b>SPRING CYCLE</b>
Event Date:	Sunday 14th October 2018
Organisation:	Bicycle NSW
Event Type:	On-street bicycle ride from St Leonards Park NORTH SYDNEY to Cathy Freeman Park OLYMPIC PARK
Start Area:	
City/Classic/Challenge Rides	St Leonards Park – Miller Street, NORTH SYDNEY
First Rider Starts:	06:30
Last Riders Start:	08:30
Start Area: River Ride	Parramatta Park – O’Connell Street, PARRAMATTA
First Rider Starts:	10:00
Last Riders Start:	10:30
Start Area: Prospect Ride	Cathy Freeman Park – Olympic Boulevard, OLYMPIC PARK
First Rider Starts:	07:00
Last Riders Start:	07:15
Finish Area: City Ride	Pirrama Park – Pirrama Road, PYRMONT
First Rider Finishes:	08:30 (Approx)
Last Rider Finishes:	10:45 (Approx)
Finish Area: All other Rides	Cathy Freeman Park – Olympic Boulevard, OLYMPIC PARK
First Rider Finishes:	08:30 (Approx)
Last Rider Finishes:	13:45 (Approx)
Roads Open:	All roads returned to normal operation by 14:00 hours, Sunday 14th October 2018.

Ride	Route	Start & Finish Times	Maximum Patronage
105km Challenge Ride	North Sydney to Sydney Olympic Park via Western Sydney	06:30am – 01:30pm	3,000
75km Prospect Ride	Sydney Olympic Park to Sydney Olympic Park via Western Sydney	07:00am – 12:45pm	2,000
50km Classic Ride	North Sydney to Sydney Olympic Park	07:00am – 02:00pm	10,000
10km City Ride	North Sydney to Pyrmont	08:00am – 11:00am	6,000
16km River Ride	Parramatta to Sydney Olympic Park	10:00am – 01:45pm	2,000
<b>Total:</b>			<b>23,000</b>

### 1.2. Contact Names

#### **BICYCLE NSW**

**Carlijn Kerdijk**  
Events Manager

**Phone** 02 9704 0809  
**Mobile** 0423 137 971  
**E-mail** [carlijn.kerdijk@bicyclensw.org.au](mailto:carlijn.kerdijk@bicyclensw.org.au)

#### **FAIRFAX EVENTS**

**Ion Hadjihambi**  
Senior Event Manager  
Sports Operations

**Phone** 02 9282 2872  
**Mobile** 0401440 873  
**E-mail** [ion.hadjihambi@fairfaxmedia.com.au](mailto:ion.hadjihambi@fairfaxmedia.com.au)

#### **NSW POLICE -**

**Chief Inspector Paul Carrett**  
State Planning Unit  
Police Transport & Public Safety  
Command

**Phone** 02 9265 4720  
**Mobile**  
**E-mail** [carr1pau@police.nsw.gov.au](mailto:carr1pau@police.nsw.gov.au)

**Senior Constable Andrew Hunt**  
State Planning Unit  
Police Transport & Public Safety  
Command

**Phone** 02 9265 4545  
**Mobile** 0423 550 887  
**E-mail** [hunt1and@police.nsw.gov.au](mailto:hunt1and@police.nsw.gov.au)

#### **Transport for NSW – Transport Management Centre, 25 Garden St, Eveleigh, NSW, 1430**

Karen Crawshaw

**Phone** 02 8396 1654  
**Mobile** 0477 350 719  
**E-mail** [Karen.CRAWSHAW@tmc.transport.nsw.gov.au](mailto:Karen.CRAWSHAW@tmc.transport.nsw.gov.au)

#### **Traffic Contractor – Who Dares Pty Ltd**

**Greg Mooney**  
Operations Manager - Major Events

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**Tim Emslie**  
Events Manager

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### 1.3. Description of the event

The Spring Cycle provides a unique opportunity to travel through Sydney by bike, capturing the city's iconic attractions, landscape and views. Every year, up to 20,000 people join the Spring Cycle for a celebration of cycling that starts in North Sydney and continues across the Sydney Harbour Bridge main deck and on to the festival-style atmosphere at the finish-line.

The event commenced in 1983 and has been attracting riders of all ages and abilities, on bikes of all shapes and sizes ever since. By showcasing Sydney's growing cycling infrastructure and facilities, the event promotes cycling as a viable, sustainable recreation and transport option.

**1.4. Event Route Map & Profile**

Refer Annex 1

**1.5. Event Route Cues & Estimated Rider Timings**

Refer Annex 2

**1.6. Event Route Signage**

Refer Annex 3

**1.7. Event Course Sectors & Marshals**

The route is broken up into 19 Sectors with marshals allocated to each sector as listed on the traffic plan.

<b>Sector A</b>	TCP 1 to 21	<b>Sector W1</b>	TCP 201 to 208
<b>Sector B</b>	TCP 22 to 25	<b>Sector W2</b>	TCP 209 to 216
<b>Sector C</b>	TCP 26 to 37	<b>Sector W3</b>	TCP 217 to 232
<b>Sector D</b>	TCP 38 to 54	<b>Sector W4</b>	TCP 233 to 239
<b>Sector E</b>	TCP 55 to 67	<b>Sector W5</b>	TCP 240 to 242
<b>Sector F</b>	TCP 68 to 77	<b>Sector W6</b>	Bike Paths – NO TCP's
<b>Sector G</b>	TCP 78 to 91	<b>Sector W7</b>	TCP 243 to 255
<b>Sector H</b>	TCP 92 to 97		
<b>Sector I</b>	TCP 98 to 105		
<b>Sector J</b>	TCP 106 to 114		
<b>Sector K</b>	TCP 115 to 119		
<b>Sector L</b>	TCP 120 to 121		

**1.8. Event Rest Stops**

Location	Purpose	Opening & Closing Times
St Leonards Park, North Sydney	Start Site for City Ride, Classic Ride & Challenge Ride	06:00am – 08:30am
Pirrama Park, Pyrmont	Finish Site for City Ride	08:00am – 12:45pm
Richard Murden Reserve, Haberfield	Rest Stop (Challenge & Classic Rides)	05:55am – 10:00am
Meadowbank Park, Meadowbank	Rest Stop (Challenge & Classic Rides)	07:15am – 11:45am
Parramatta Park, Parramatta	Start Site for River Ride	09:00am – 10:45pm
Rita St & Morgan St Grass, Merrylands	Rest Stop (Challenge Ride)	07:45am – 01:15pm
The Dairy Picnic Area, Western Sydney Parklands	Rest Stop (Challenge Ride)	08:30am – 11:45am
Cathy Freeman Park, Olympic Park	Start Site for Prospect Ride Finish Site for River Ride, Classic Ride, Prospect Ride & Challenge Ride	06:00am – 03:00pm

### 1.9. Rider Cutoffs

Location	Rider Cutoff
North Sydney Railway Station – TCP 2	08:15am (All North Sydney Rides)
St Leonards Park Start Site – TCP 8	08:30am (All North Sydney Rides)
Mount Street On-Ramp, North Sydney – TCP 18	09:00am (All North Sydney Rides)
King Street & Sussex Street, Sydney – TCP 37	10:30am (All North Sydney Rides)
Murray Street & Darling Drive, Pyrmont – TCP 45	08:50am (Classic Ride)
Richard Murden Reserve, Haberfield – TCP 77	10:00am (Classic Ride)
Observation Tower Cycleway, Sydney Olympic Park – TCP 105	11:30am (Classic Ride)
Silverwater Bridge, Ermington – TCP 113	09:15am (Challenge Ride)
The Crescent, Parramatta Park – TCP 208	09:25am (Prospect & Challenge Rides)
Rita St & Morgan St Grass, Merrylands – TCP 218	10:00am (Prospect & Challenge Rides)
Pipeline Shared Path, Guildford – TCP 230	10:15am (Prospect & Challenge Rides)
Prospect Highway & Lower Canal Cycleway – TCP 240	10:50am (Prospect & Challenge Rides)
Parramatta Park Start Site – TCP 208	10:30am (River Ride)

## **2. RISK MANAGEMENT - TRAFFIC**

### **2.1. Occupational Health & Safety – Traffic Control**

Refer Annex 4

### **2.2. Public Liability Insurance**

A \$20,000,000 Public Liability Insurance Certificate has been undertaken on behalf of the organisers of the event, Bicycle NSW. The Transport Management Centre (TMC), Roads and Maritime Services (RMS), Transport for NSW (TfNSW) & NSW Police, must be listed as interested parties on this policy.

Refer Annex 5.

### **2.3. Police**

All aspects of the ride have been coordinated with NSW Police's Major Events & Incidents Group and on event day, Police Operations will be located in the Government Coordination Centre (GCC).

### **2.4. Fire and Rescue NSW and NSW Rural Fire Service**

Fire & Rescue NSW and NSW Rural Fire Service have been notified of the event through the stakeholder's coordination meetings facilitated by the Protocol and Special Events Division in the NSW Department of Premier and Cabinet.

### **2.5. NSW Ambulance**

NSW Ambulance will have vehicles and staff on hand at appropriate times and locations throughout the event.

The Ambulance Liaison will be located within the Government Coordination Centre (GCC) and Forward Command along with the call centre and dispatch will be located within the Police Operations Centre (POC).

The Ambulance Service of NSW will allocate stand by services to the following staging locations:

- **Event Responder 1 (motorbike)**, St Leonards Oval NORTH SYDNEY
- **Event Crew 1**, St Leonards Oval NORTH SYDNEY
- **Event Crew 2**, Pirrama Park PYRMONT
- **Event Crew 3**, Cathy Freeman Park OLYMPIC PARK

### **2.6. Rider Safety Briefing**

Refer Annex 6

### **2.7. Emergency Response Plan**

Refer Annex 7

### 2.8. Event Safety Services

In addition to NSW Ambulance, event first aid will be provided by Event Safety Services. They will be located at the following sites throughout the event:

- St Leonards Park, North Sydney – 10km/50km/105km Start Site
- Pirrama Park, Pyrmont – 10km Finish Site
- Halliday Park, Five Dock – Rest Stop
- Rita St & Morgan St Grass, Merrylands – Rest Stop
- The Dairy Picnic Area, Western Sydney Parklands – Rest Stop
- Cathy Freeman Park, Olympic Park – 16km/50km/105km Finish Site

Event Site Location	Times
St Leonards Park, North Sydney	05:30am – 08:30am
Pirrama Park, Pyrmont	07:00am – 12:45pm
Richard Murden Reserve, Haberfield	06:45am – 10:00am
Rita St & Morgan St Grass, Merrylands	07:30am – 01:15pm
Parramatta Park, Parramatta	08:45am – 10:45am
Cathy Freeman Park, Olympic Park	07:00am – 03:00pm
Mobile by Car	Times
Area 1: Start to Richard Murden Reserve	06:30am – 10:45pm
Area 2: Richard Murden Reserve to Silverwater Bridge	07:00am – 01:30pm
Mobile by Bicycle	Times
Area 3: Silverwater Bridge to Rita St & Morgan St Grass	07:45am – 11:45am
Area 4: Rita St & Morgan St Grass to Sydney Olympic Park / Guildford	07:45am – 01:00pm
Area 5: Guildford to Woodpark	08:15am – 12:45pm
Area 6: Western Sydney Parklands	08:30am – 12:15pm



### 3. TRAFFIC AND TRANSPORT MANAGEMENT

#### 3.1. Road Closures Sunday 14th October 2018

In order to facilitate the start areas, participant and pedestrian safety, the following roads will be closed at the times shown:

##### **NORTH SYDNEY**

###### **0400 till 1100**

- Angelo Street between McLaren Street and Berry Street
- Arthur Street between Berry Street and Mount Street
- Berry Street between Pacific Highway and Arthur Street North \*1
- Blue Street between Pacific Highway and Miller Street west bound
- Bullivant Lane from Berry Street
- Carlow Street between West Street and Miller Street
- Denison Street between Berry Street and Spring Street \*2
- Little Spring Street from Berry Street to Spring Street
- Little Walker Street from Berry Street to Mount Street
- Miller Street between Falcon Street and Pacific Highway \*3
- Mount Street between Arthur Street North and Cahill Expressway
- Ward Street from Berry Street

###### **Notes:**

1. Cross Berry Street via Walker Street.
2. Local access available from Spring Street to Denison Street. No access to Berry Street from Denison Street.
3. Cross Miller Street via Ridge Street and McLaren Street from 4am to 6am and from 9am to 11am.

##### **SYDNEY CBD**

###### **0400 till 1100**

- Cahill Expressway between Bradfield Highway and Conservatorium Road
- Conservatorium Road between Macquarie Street and Cahill Expressway on/off ramps
- Grosvenor Street between Lang Street and York Street (westbound)

##### **SYDNEY CBD / THE ROCKS / MILLERS POINT**

###### **0400 till 1100**

- Argyle Place between Kent Street and Bettington Street (westbound) \*1
- Argyle Street between Lower Fort Street and Kent Street (westbound)
- Dalgety Road between Bettington Street and Towns Place (westbound)
- Hickson Road between Towns Place and Napoleon Street (southbound) \*2
- Napoleon Street between Kent Street and Sussex Street (westbound) \*3
- Merriman Street from Bettington Street \*1
- Rodens Lane from Bettington Street \*1
- Sussex Street between Napoleon Street and King Street (southbound) \*4
- Towns Place between Dalgety Road and Hickson Road (eastbound)
- Upper Fort Street between Watson Road and Sydney Observatory \*5
- Watson Road between Upper Fort Street and Argyle Street \*5

###### **Notes:**

1. Managed access to Bettington Street, Merriman Street and Rodens Lane via Dalgety Road southbound. No access to Argyle Place from High Street.
2. Local access to Hickson Road south of Towns Place managed by NSW Police.
3. Managed local access to Napoleon Street.
4. Cross Sussex Street via Erskine Street. Managed access to Slip Street via Erskine Street.
5. Managed local access to Observatory Hill under traffic control at Argyle Street and Watson Road.

**SYDNEY CBD / HAYMARKET / PYRMONT**
**0400 till 1130**

- Darling Drive between Ultimo Road and Pier Street offramp (northbound)
- Western Distributor between Pyrmont Street and Sussex Street
- Pyrmont Street between Pyrmont Bridge Road & Western Distributor
- Pyrmont Bridge Road between Harris Street & Murray Street

**0700 till 1130**

- Darling Drive between Harbourside and Murray Street (northbound) \*1
- Harris Street north of Bowman Street \*2
- Murray Street between Darling Drive and Pirrama Road (northbound)
- Pirrama Road between Murray Street and Jones Bay Road (northbound)
- Pirrama Road between Jones Bay Road and Harris Street \*3

**Notes:**

1. Managed local access to Harbourside carpark and hotels on Murray Street
2. Managed local access to Harris Street north of Bowman Street
3. Managed local access for Pirrama Road residents via Jones Bay Road

**ULTIMO**
**0630 till 1100**

- Kelly Street between Mountain Street and Bay Street Eastbound
- Mountain Lane between West End Lane and Kelly Street

**3.2. Lane Closures Sunday 14th October 2018**

In order to facilitate the start areas, participant and pedestrian safety, the following lanes will be closed at the times shown:

**SYDNEY HARBOUR BRIDGE and Cahill Expressway**
**0400 till 1100**

- Sydney Harbour Bridge - Bradfield Highway (Lanes 3 and 6)
- Sydney Harbour Bridge - Bradfield Highway (Grosvenor Street on-ramp - northbound)
- Sydney Harbour Bridge - Bradfield Highway (Clarence Street on-ramp northbound)
- Sydney Harbour Bridge - Cahill Expressway (Lanes 7 and 8)
- Cahill Expressway (High Street on-ramp southbound)
- Cahill Expressway (Mount Street on-ramp southbound)

**Sydney Harbour Bridge access:**

- Lane 1 and lane 2 open northbound.
- Lane 4 and lane 5 open southbound.
- Access to Sydney Harbour Bridge from Sydney CBD via Kent Street and the Western Distributor.
- Access to Sydney Harbour Bridge from North Sydney via Arthur Street and the Mount Street on ramp.

**3.3. Speed Reduction to 40Kph ROAD WORK**

- Sydney Harbour Bridge - Bradfield Highway (Lanes 1,2,4 and 5)
- Johnston St ANNANDALE between The Crescent & Rose Street
- Darley Road LEICHHARDT between Francis Street & Falls Street

### **3.4. Cleaning**

Prior to the reopening of the roads on Sunday 14th October 2018, event organiser will complete cleaning operations.

### **3.5. Construction, traffic calming and traffic generating developments**

Bicycle NSW as not been notified of any other construction or maintenance works that will coincide with the cycle route, road closures and/or diversions. It will be necessary for the TMC to determine whether any approvals issued for road occupancies are in direct conflict with the associated measures imposed by the ride (such as clearways). All conflicts should be avoided, and new approval dates/times negotiated with the applicants.

### **3.6. Trusts, Authorities or Government Enterprises**

The Spring Cycle uses and/or affects roads owned and/or operated by the RMS, North Sydney Council, City of Sydney Council, Inner West Council, City of Canada Bay Council, City of Ryde Council, Parramatta City Council, Cumberland City Council, Fairfield City Council, Sydney Water, Parramatta Park Trust, Western Sydney Parklands Trust & Barangaroo Delivery Authority.

Permission has been sought from the local council traffic committees and through sign off of this TMP, the TMC authorises use of the roads concerned.

### **3.7. Re-opening roads after the ride**

As this is a moving event, the start areas and roads along and around the cycle route will be progressively opened to traffic by NSW Police and TMC when they are deemed safe to re-open.

Re-opening the roads will be coordinated by NSW Police and TMC.

### **3.8. Traffic Management requirements unique to this event**

Traffic Police will be deployed throughout the affected area and will be under the Command of the Traffic Tactical Commander working from the Police Operation Centre. Police are responsible for all road closures in coordination with and assisted by staff from the Roads & Maritime Service (RMS), the Transport Management Centre (TMC) & Authorised traffic controllers.

### **3.9. Public Transport**

Bicycle NSW encourages travel to the start lines on public transport.

**Public transport Information visit [transportnsw.info](http://transportnsw.info) or call 131 500**

The Transport Management Centre will provide Special event notification letters & maps to the major public transport authorities and other smaller local charter businesses to notify them that the event is taking place, all special event traffic information, to expect an increase in activity in and around the event area and in some cases to expect that their services may be utilised by our event participants.

**3.10. Sydney Buses**

Sydney Buses to advise if they will operate to a normal Sunday timetable. Participants are advised that Sydney Buses does not allow bikes to be transported on buses.

Due to road and or lane closures associated with the Spring Cycle, some bus services will be re-routed and stop at temporary termini due to the program of light rail construction works within the CBD. The Transport Management Centre will install Bus Stop Signage at all bus stops and termini impacted by road closures and bus diversions. TMC to supply a bus stop signage installation summary.

State Transit's "Operational Arrangements - Spring Cycle" outlines bus diversions during the Spring Cycle ( **Refer Annex 8** ).

**3.11. BusNSW**

The TMC will provide Bus NSW with the maps and lists of road closures, Special Event Clearways, and heavy vehicle detours published on the Live Traffic website. BusNSW is responsible for supplying the information to its member database.

**3.12. Sydney Trains & NSW TrainLink Intercity Services**

As in recent years there will be some additional train services on the day of the event.

**Refer Annex 9**

**3.13. Sydney Ferries**

Sydney Ferries to advise if there will be any changes made to the timetabled services.

**3.14. Light Rail**

Transdev to advise if there will be any changes made to the timetabled services.

### 3.15. Free Travel on Trains, Buses & Ferries

Transport for NSW has approved free public transport for all event participants and volunteers in this year's event. All participants and volunteers are encouraged to use public transport to get to and from the event. To obtain free travel participants must show their rider number and volunteers must show their volunteer ID card.

This years the free public transport will apply with the following conditions:

#### Trains

This is the best mode of free travel for participants and volunteers. Participants and volunteers must show their rider number or Volunteer ID before boarding any train to station staff. Bicycles are permitted, but must not block any access way or emergency exits. Bicycle NSW will work with Sydney Trains to organise extra services to assist with the increase in demand.

- The closest train station for the start of the 10km, 50km and 105km at St Leonards Park in North Sydney is North Sydney Railway Station.
- The closest train station for the start of the 16km at Parramatta Park in Parramatta is Parramatta Railway Station
- The closest train station for the Pirrama Park Finish at Pyrmont is Town Hall Railway Station
- The closest train station for the Cathy Freeman Park Finish at Sydney Olympic Park is Olympic Park Railway Station

#### Ferries

Harbour City Ferries has limited capacity and bicycles are only permitted at the discretion of the operator. It is also to be noted that Sunday is the busiest day on ferries and it is advised that participants and volunteers seek different mode of public transport if available.

#### Buses

Bicycles are not permitted on buses and is therefore inappropriate for participants to travel on to get to or home from the event. This mode of public transport is however available to volunteers (without bicycles) and they are welcome to use the bus network to get to or home from their volunteer position.

#### Light Rail

This mode of public transport is available to volunteers (without bicycles) and they are welcome to use the light rail network to get to or home from their volunteer position.

### 3.16. Major Projects overseen by Sydney Coordination Office

The Spring Cycle route takes into consideration *"the program of Light Rail construction works within Sydney CBD"* and other Major Project works in the Sydney Metropolitan Area. The TMC liaises with the Sydney Coordination Office throughout planning to identify any conflicts and the combined impact of the event and major projects on the non-event community



### 3.17. Contingency Plans

This section of the Transport Management Plan describes the contingency plans for the event. The contingency plan checklist identifies possible issues/risks that may interfere with the event and the action to be taken to minimise the disturbance of the event.

Spring Cycle will follow established protocols and direction from the Police Operations Centre and Government Coordination Centre and if established the State Emergency Operations Centre (SEOC) in the event of a major incident or city-wide/regional development that would have impact on public safety during the event. Situational event contingencies will be communicated to the JOC & relevant stakeholders/agencies for action as circumstances require.

Issues/Risks	Applicable	Action Taken
Heavy Weather	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	If heavy weather causes crowds to depart early, transport for the egresses would be required to be brought into earlier operation.
Lightning, hail, etc.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Transport outbound would need to be activated earlier to accommodate the mass egress.
Flood hazard on the route	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	RMS and Police provide diversions around flooded area.
Flood hazard at the parking area	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	RMS and Police provide diversions around flooded area. There is no event-specific parking for general public.
Parking during Wet weather	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	General public are encouraged to utilise public transport.
Bush fire hazard	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	For major local/regional bushfire hazard affecting general public health or transport to greater Sydney, take direction from Fire Service
Accident on the route	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	RMS CCTV monitored by GCC.
Breakdown	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	RMS CCTV monitored by GCC.
Absence of marshals and volunteers	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Re-deploy existing staff as required.
Block public transport access	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Divert general public to next available transport, considering safety and circumstances. Relevant transport agency to employ appropriate steps to accommodate.
Slow participants	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Police to remove from ride
Delayed Event	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Transport outbound would need to be activated earlier to accommodate the mass egress.
Cancellation of Event	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Cancellation of any aspect of the event will be communicated via the GCC for action by relevant transport agencies.
Security of participants/general public	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Communicate details to NSW Police and Emergency Services as required.
Security of very important persons (VIP's)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	NSW Police and Security provider.

Refer Annex 10

BICYCLE NSW SPRING CYCLE TMP  
VERSION 1.0



### 3.18. Risk Management

A Risk Management approach shall be an integral part of the planning for Spring Cycle. The risk, identification, assessment and control process is a legal obligation (as per the Work Health and Safety Act and Regulation 2011) and should be compliant with ISO/IEC 31010:2009

It shall be noted that Transport Management Plan (TMP) and particularly Traffic Control Plans (TCP's) are seen as risk control measures, but alone they cannot substitute for a compliant and detailed event Risk Assessment.

Contingency form part of the risk assessment and management plan and are attached: **Refer Annex 11 (Overall Event Risk Assessment).**

### 3.19. Bushfire Response Plan

**Refer Annex 12**

### 3.20. Heavy Vehicle impacts

The Spring Cycle event will cause some impacts to Heavy Vehicles with the primary impacts being:

- Cahill Expressway closure requires heavy vehicles approaching the city from the north to detour via the Western Distributor or York Street.
- Closure of the Western Distributor between Pyrmont Street on ramp and King Street off ramp will detour heavy vehicles as well as other traffic

The TMC will utilise variable message warning signs as well as static signage to alert drivers to the delays which may be experienced.

### 3.21. Special Event Clearways Sunday 14th October 2018

Special Event Clearways (SEC) will operate along the cycle route to ensure no vehicles are parked on the carriageway prior to the event commencing and along diversionary routes to ensure these roadways are able to accommodate the extra vehicles that have been diverted to these locations.

All SECs will be managed by the TMC, and contracted tow truck companies. Police will be able to report illegally parked vehicles to the TMC, which has direct contact with the tow truck drivers. In addition, the tow company will be observing conditions along the SECs and will remove any offending vehicles they may locate.

Signage associated with the SECs will be erected by the TMC, at least 7 days prior to the event. These signs indicate the period in which the SEC is in force

The roads affected by special event clearways are shown on **Annex 13.**

### 3.22. Special Event Clearway Definition

You must not stop or park on a length of road to which a 'Special Event Clearway' sign applies. The drivers of public buses, taxis and private hire vehicles are permitted to stop when dropping off or picking up passengers. If your vehicle is left on a clearway, it may be towed away to a nearby street where it may lawfully stand.

Special Event Clearways are enforceable current fine in excess of \$290.00.

#### **4. MINIMISING IMPACT ON THE NON-EVENT COMMUNITY AND EMERGENCY SERVICES**

##### **4.1. Emergency Lane**

A minimum 4 metre emergency lane will be maintained on closed roads. Traffic controllers will be onsite to assist emergency vehicle through the closure points.

##### **4.2. Advertise the traffic management arrangements**

The Transport Management Centre will arrange for all residents will be notified of the event through:

- Notice in the local paper, at least two weeks prior to the event.
- Letterbox drop will be conducted for impacted residents within and near the road closure precinct at least two weeks prior to the event

##### **4.3. Special event warning signs**

Road closure signage will be installed at least one week prior to warn the public of the closure. TMC contractor will install regulatory signage and Special Event clearway warning signage.

##### **4.4. Waste Management Plan**

**Refer Annex 14**

##### **4.5. Permanent variable message signs**

The TMC will notify motorists about the event using a series of permanent VMS boards.

##### **4.6. Portable variable message signs**

In addition to the use of Permanent VMS boards, several Portable VMS Boards will be installed on the day by TMC to advise the motorists of changed traffic conditions.

**Refer Annex 15**

#### **5. PRIVACY NOTICE**

The "Personal Information" contained in the completed Transport Management Plan may be collected and held by the NSW Police, the NSW Roads and Maritime Services (RMS), or Local Government.

**I declare that the details in this application are true and complete. I understand that:**

The "personal information" is being collected for submission of the Transport Management Plan for the event described in Section 1 of this document;

I must supply the information under the Road Transport Legislation (as defined in the Road Transport (General) Act 1999) and the Roads Act 1993;

Failure to supply full details and to sign or confirm this declaration can result in the event not proceeding;

The "personal information" being supplied is either my own or I have the approval of the person concerned to provide his/her "personal information";

The "personal information" held by the Police, RMS or Local Government may be disclosed inside and outside of NSW to event managers or any other person or organisation required to manage or provide resources required to conduct the event or to any business, road user or resident who may be impacted by the event;

The person to whom the "personal information" relates has a right to access or correct it in accordance with the provisions of the relevant privacy legislation.

## 6. APPROVAL

TMP Approved by: ..... Date:.....  
Bicycle NSW

## 7. AUTHORITY 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 attached to this TMP.

Regulation of traffic authorised by: ..... Date:.....

**North Sydney Council**

Regulation of traffic authorised by: ..... Date:.....

**City of Sydney Council**

Regulation of traffic authorised by: ..... Date:.....

**Inner West Council (Previously Marrickville Council)**

Regulation of traffic authorised by: ..... Date:.....

**City of Canada Bay Council**

Regulation of traffic authorised by: ..... Date:.....

**Strathfield Council**

Regulation of traffic authorised by: ..... Date:.....

**City of Ryde Council**

Regulation of traffic authorised by: ..... Date:.....

**Parramatta City Council**

Regulation of traffic authorised by: ..... Date:.....

**Cumberland Council**

Regulation of traffic authorised by: ..... Date:.....

**Fairfield City Council**

The RMS's traffic management requirements have been met. Regulation of traffic is therefore authorised for all classified roads described in the risk management plans attached to this TMP.

Regulation of traffic authorised by:..... Date:.....

**Road and Maritime Services**

\* "Regulate traffic" means restrict or prohibit the passage along a road of persons, vehicles or animals (Roads Act, 1993). Council and RMS require traffic to be regulated as described in the risk management plans with the layouts installed under the direction of a qualified person.

## 8. PHYSICAL SURVEY OF THE ROUTE

Item	Verified	Action Taken
All one way Sts are as described	<input checked="" type="checkbox"/>	
Blocked access to local businesses	<input checked="" type="checkbox"/>	Local Businesses will be aware of the road closures
Blocked Ambulance access	<input checked="" type="checkbox"/>	All Emergency Services notified of event. Police to facilitate emergency vehicle access
Blocked local resident access	<input checked="" type="checkbox"/>	Limited access provided under police or nominated traffic management contractor
Blocked Police vehicle access	<input checked="" type="checkbox"/>	Police to facilitate access
Blocked public transport access	<input checked="" type="checkbox"/>	Some delays due to traffic. Bus stop closure signs installed, including nearest bus stop or terminal. Bus termini impacted by road closures relocated
Restricted movements – banned turns, heavy/high vehicles	<input checked="" type="checkbox"/>	Intersections under Police/Traffic Controller
Road signage – existing/temporary	<input checked="" type="checkbox"/>	Site survey undertaken by Who Dares
Signalised intersections	<input checked="" type="checkbox"/>	To be managed by TMC or Police
Traffic generators – shopping centres, schools, churches, industrial area, hospitals	<input checked="" type="checkbox"/>	Traffic generators are aware of standard road closures

### Attachments

- Annex 1 – Event Route Map & Profile
- Annex 2 – Event Route Cues and Estimated Rider Timings
- Annex 3 – Event Route Signage
- Annex 4 – Traffic Control Measures Checklist
- Annex 5 – Public Liability Insurance
- Annex 6 – Rider Safety Briefing
- Annex 7 – Emergency Response Plan
- Annex 8 – State Transit's "Operational Arrangements - Spring Cycle"
- Annex 9 – Sydney Trains' Train Plan
- Annex 10 – Event Contingency Plan
- Annex 11 – Event Overall Risk Management Plan
- Annex 12 – Bushfire Response Plan
- Annex 13 – Special Event Clearways
- Annex 14 – Waste Management Plan
- Annex 15 – Portable VMS Plan
- Annex 16 – Road Occupancy License Application
- Annex 17 – Vehicle Access Passes

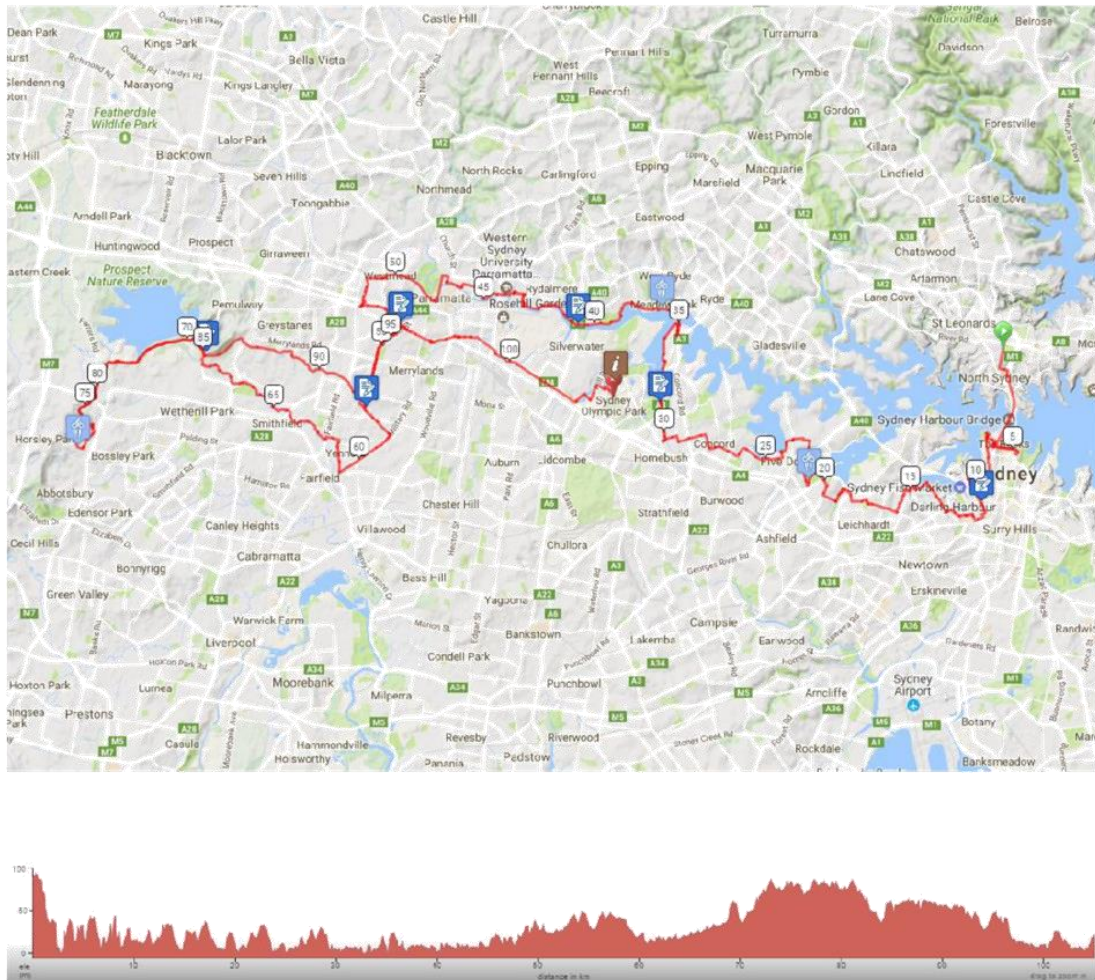
### Traffic Control Plans

- 01 to 121
- 201 to 255



**ANNEX 1**

**ROUTE MAP & PROFILE**



BICYCLE NSW SPRING CYCLE TMP  
VERSION 1.0



Annex 2

### SPRING CYCLE 2018

#### 10KM CITY RIDE - ROUTE CUES

Distance	Type	Notes	Arrival of First Rider (20km/h)	Arrival of Last Rider (5km/h)	Ride Sector	Event Personnel					TCP
						BNSW Marshal	BNSW TC	NSW Police	Traffic Controller		
0	START	ST LEONARDS PARK	8:00:00 AM	8:30:00 AM	A	2		2		8	
0.2	Straight	Cross Ridge St and continue straight on Miller St	8:00:36 AM	8:32:24 AM	A	2		2		9	
0.46	Straight	Cross McLaren St and continue straight on Miller St	8:01:23 AM	8:35:31 AM	A	2		2		12	
0.69	Left	Turn left onto Berry St	8:02:04 AM	8:38:17 AM	A	2		1		14	
0.77	Straight	At intersection with Denison St, Continue straight on Berry St	8:02:19 AM	8:39:14 AM	A	1				15	
0.87	Straight	Cross Walker St and continue Straight on Berry St	8:02:37 AM	8:40:26 AM	A	2		2		16	
0.93	Right	Slight right onto Arthur St	8:02:47 AM	8:41:10 AM	A	2				17	
1.17	Left	Arthur St turns left and becomes Mount St (signs for City East/Airport)	8:03:31 AM	8:44:02 AM	A	1		1		18	
CUT OFF		09:00AM - Any Riders reaching this point after 09:00am will be directed to the Sydney Harbour Bridge Cycleway to rejoin the course at Observatory Hill									
1.24	Right	Veer Right onto Cahill Expressway ramp towards Harbour Bridge	8:03:43 AM	8:44:53 AM	A	1		2		18	
1.6	Straight	Merge onto Cahill Expy	8:04:48 AM	8:49:12 AM	A						
2.1	Straight	Continue straight past the Toll Booths on Cahill Expressway	8:06:18 AM	8:55:12 AM	A	1				20	
2.5	Straight	Continue straight over Harbour Bridge Main Deck	8:07:30 AM	9:00:00 AM	A	1				21	
3.8	Left	Veer left to stay on Cahill Expy	8:11:24 AM	9:15:36 AM	A	1		1		22	
4.45	Straight	Take exit Macquarie Street Exit towards City/Macquarie Street Exit	8:13:21 AM	9:23:24 AM	B	1	1	1		24	
4.7	Right	Sharp Right onto Cahill Expressway ramp towards Harbour Bridge	8:14:06 AM	9:26:24 AM	B	2	1	2		25	
4.97	Straight	Continue onto Cahill Expy	8:14:55 AM	9:29:38 AM	B					24	
6.01	Straight	Merge onto Bradfield Hwy	8:18:02 AM	9:42:07 AM	C					28	
6.04	Right	Ride through access gate and Turn Right onto Upper Fort St	8:18:07 AM	9:42:29 AM	C	1			1	28	
6.16	Left	Upper Fort St turns slightly left and becomes Watson Rd	8:18:29 AM	9:43:55 AM	C						
6.31	Left	Turn left onto Argyle St	8:18:56 AM	9:45:43 AM	C			1	1	29	
6.4	Straight	Cross Kent St and continue straight onto Argyle Pl	8:19:12 AM	9:46:48 AM	C	1	2	2		30	
6.48	Straight	Continue onto Dalgety Rd	8:19:26 AM	9:47:46 AM	C	1			2	31	
6.67	Right	Turn Right onto Towns Pl	8:20:01 AM	9:50:02 AM	C				1	31	
6.81	Right	Turn right onto Hickson Rd	8:20:26 AM	9:51:43 AM	C		1	2		31	
7.6	Straight	At intersection with Watermans Quay, Continue straight on Hickson Rd	8:22:48 AM	10:01:12 AM	C				1	32	
7.68	Straight	Continue onto Sussex St	8:23:02 AM	10:02:10 AM	C				1	33	
7.8	Straight	Cross Exchange Pl & continue straight on Sussex St	8:23:24 AM	10:03:36 AM	C					35	
8	Straight	Cross Erskine St & continue straight on Sussex St	8:24:00 AM	10:06:00 AM	C	1		2		36	
8.2	Right	Turn right onto Western Distributor	8:24:36 AM	10:08:24 AM	C	1	1		1	37	
CUT OFF		10:30AM - Any Riders reaching this point after 10:30am will be directed to the finish via the Western Distributor shared path and Pyrmont Bridge									
9.02	Right	Veer Right onto Pyrmont St Slip Road	8:27:04 AM	10:18:14 AM	D	1				38	
9.32	Straight	Continue Straight onto Pyrmont St	8:27:58 AM	10:21:50 AM	D			2		41	
9.54	Right	Turn right onto Pyrmont Bridge Rd	8:28:37 AM	10:24:29 AM	D	1		2		42	
9.7	Straight	At intersection with Union St, Continue straight on Pyrmont Bridge Rd	8:29:06 AM	10:26:24 AM	D		1	3	1	44	
9.77	Left	Turn left onto Murray St	8:29:19 AM	10:27:14 AM	D		1	5		45	
9.92	Left	Murray St veers left and becomes Pirrama Rd	8:29:46 AM	10:29:02 AM	D		1		1	46	
10.3	Straight	Cross Jones Bay Rd and continue Straight on Pirrama Rd	8:30:54 AM	10:33:36 AM	D			2		47	
10.75	FINISH	PIRRAMA PARK	8:32:15 AM	10:39:00 AM	D	1	1		1	48	



SPRING CYCLE 2018										
16KM RIVER RIDE - ROUTE CUES										
Distance	Type	Notes	Arrival of First Rider (20km/h)	Arrival of Last Rider (5km/h)	Ride Sector	Event Personnel				TCP
						BNSW Marshal	BNSW TC	NSW Police	Traffic Controller	
0	START	PARRAMATTA PARK	10:00:00 AM	10:30:00 AM	W1					208
0.11	Left	Cross Brynes Ave and turn Left onto Noller Bridge	10:00:20 AM	10:31:19 AM	W1	1			1	208
0.19	Right	Turn Right onto Parramatta Valley Cycleway	10:00:34 AM	10:32:17 AM	W1					
0.57	Straight	Continue straight under O'Connell St to stay on Parramatta Valley Cycleway	10:01:43 AM	10:36:50 AM	W1	1				207
0.77	Straight	Pass under Marsden St on Parramatta Valley Cycleway	10:02:19 AM	10:39:14 AM	W1	1				206
1.36	Left	Turn slight left onto Elizabeth Street	10:04:05 AM	10:46:19 AM	W1					205
1.49	Right	Turn right onto Thomas St	10:04:28 AM	10:47:53 AM	W1		1			205
1.95	Straight	Cross MacArthur St and continue Straight on Thomas St	10:05:51 AM	10:53:24 AM	W1			2		204
2.26	Right	Turn right onto Morton St	10:06:47 AM	10:57:07 AM	W1	1				203
2.64	Left	Turn left on Parramatta Valley Cycleway	10:07:55 AM	11:01:41 AM	W1	1				203
3.37	Right	Turn right to stay on Parramatta Valley Cycleway	10:10:07 AM	11:10:26 AM	W1					
3.51	Right	Turn right to stay on Parramatta Valley Cycleway	10:10:32 AM	11:12:07 AM	W1					
3.92	Straight	Cross Brodie St and stay on Parramatta Valley Cycleway	10:11:46 AM	11:17:02 AM	W1		1			202
4	Straight	Cross Alan St and stay on Parramatta Valley Cycleway	10:12:00 AM	11:18:00 AM	W1					202
4.38	Right	Turn Right to stay on Parramatta Valley Cycleway	10:13:08 AM	11:22:34 AM	W1		1			201
6.04	Right	Turn right at Jean St to stay on Parramatta Valley Cycleway	10:18:07 AM	11:42:29 AM	W1					
7.03	Left	Turn left onto Silverwater Bridge Ramp	10:21:05 AM	11:54:22 AM	K		1			118
7.16	Right	Turn Right onto Silverwater Bridge Shared Path	10:21:29 AM	11:55:55 AM	K		1			118
7.58	Right	Turn sharp right into Silverwater Park	10:22:44 AM	12:00:58 PM	L		1			119
7.62	Right	Turn Right onto Foreshore Shared Path	10:22:52 AM	12:01:26 PM	L					119
9	Straight	Continue Straight through Armory Wharf Precinct and continue onto Foreshore Shared Path	10:27:00 AM	12:18:00 PM	L					
10.11	Right	Turn right onto Louise Sauvage Pathway	10:30:20 AM	12:31:39 PM	L	1				
11.05	Left	Turn left to stay on Louise Sauvage Pathway	10:33:09 AM	12:42:36 PM	L					
11.47	Right	Turn right to stay on Louise Sauvage Pathway	10:34:25 AM	12:47:38 PM	L	1				
12.71	Straight	Cross Avenue of Oceania and continue Straight on Louise Sauvage Pathway	10:38:08 AM	1:02:31 PM	L					
13.4	Left	Veer left to stay on Louise Sauvage Pathway	10:40:12 AM	1:10:48 PM	L					
13.56	Right	Veer Right to stay on Louise Sauvage Pathway	10:40:41 AM	1:12:43 PM	L					
13.77	Left	Turn left onto John Ian Wing Parade	10:41:19 AM	1:15:14 PM	L					
14.08	Left	Turn left onto Hill Rd	10:42:14 AM	1:18:58 PM	L					
14.31	Straight	At intersection with Old Hill Link, Continue straight on Hill Rd	10:42:56 AM	1:21:43 PM	L	1		3		120
14.63	Right	Turn right onto Pondage Link	10:43:53 AM	1:25:34 PM	L	1		2		121
14.91	Left	Turn left onto Edwin Flack Ave	10:44:48 AM	1:28:55 PM	L				1	121
15.03	Right	Turn right onto Olympic Blvd	10:45:05 AM	1:30:22 PM	L					
15.46	FINISH	CATHY FREEMAN PARK	10:46:23 AM	1:35:31 PM	L					



SPRING CYCLE 2018										
50KM CLASSIC RIDE - ROUTE CUES										
Distance	Type	Notes	Arrival of First Rider (30km/h)	Arrival of Last Rider (10km/h)	Ride Sector	Event Personnel				TCP
						BNSW Marshal	BNSW TC	NSW Police	Traffic Controller	
0	START	ST LEONARDS PARK	7:00:00 AM	7:50:00 AM	A			2		8
0.2	Straight	Cross Ridge St and continue straight on Miller St	7:00:24 AM	7:51:12 AM	A	2		2		9
0.46	Straight	Cross McLaren St and continue straight on Miller St	7:00:55 AM	7:52:46 AM	A	2		2		12
0.68	Left	Turn left onto Berry St	7:01:22 AM	7:54:05 AM	A		1	1		14
0.77	Straight	At intersection with Denison St, Continue straight on Berry St	7:01:32 AM	7:54:37 AM	A	1				15
0.87	Straight	Cross Walker St and continue straight on Berry St	7:01:44 AM	7:55:13 AM	A	1		2		16
0.92	Right	Slight right onto Arthur St	7:01:50 AM	7:55:31 AM	A	1				17
1.17	Left	Arthur St turns left and becomes Mount St (signs for City East/Airport)	7:02:20 AM	7:57:01 AM	A	1		1		18
1.23	Right	Veer Right onto Cahill Expressway ramp towards Harbour Bridge	7:02:28 AM	7:57:23 AM	A	1		2		18
1.59	Straight	Merge onto Cahill Expy	7:03:11 AM	7:59:32 AM	A					
2.1	Straight	Continue straight past the Toll Booths on Cahill Expressway	7:04:12 AM	8:02:36 AM	A	1				20
2.5	Straight	Continue straight over Harbour Bridge Main Deck	7:05:00 AM	8:05:00 AM	A	1				21
3.8	Left	Veer left to stay on Cahill Expy	7:07:36 AM	8:12:48 AM	A	1		1		22
4.44	Straight	Take exit Macquarie Street Exit towards City/Macquarie Street Exit	7:08:53 AM	8:16:38 AM	B	1	1	1		24
4.69	Right	Sharp Right onto Cahill Expressway ramp towards Harbour Bridge	7:09:23 AM	8:18:08 AM	B	2	1	2		25
4.96	Straight	Continue onto Cahill Expy	7:09:55 AM	8:19:46 AM	B					24
6	Straight	Merge onto Bradfield Hwy	7:12:00 AM	8:26:00 AM	C					28
6.04	Right	Ride through access gate and Turn Right onto Upper Fort St	7:12:05 AM	8:26:14 AM	C	1			1	28
6.15	Left	Upper Fort St turns slightly left and becomes Watson Rd	7:12:18 AM	8:26:54 AM	C					
6.31	Left	Turn left onto Argyle St	7:12:37 AM	8:27:52 AM	C			1	1	29
6.4	Straight	Cross Kent St and continue straight onto Argyle Pl	7:12:48 AM	8:28:24 AM	C	1	2	2		30
6.47	Straight	Continue onto Dalgety Rd	7:12:56 AM	8:28:49 AM	C	1			2	31
6.67	Right	Turn Right onto Towns Pl	7:13:20 AM	8:30:01 AM	C				1	31
6.8	Right	Turn right onto Hickson Rd	7:13:36 AM	8:30:48 AM	C		1	2		31
7.6	Straight	At intersection with Watermans Quay, Continue straight on Hickson Rd	7:15:12 AM	8:35:36 AM	C				1	32
7.64	Straight	Continue onto Sussex St	7:15:17 AM	8:35:50 AM	C				1	33
7.8	Straight	Cross Exchange Pl & continue straight on Sussex St	7:15:36 AM	8:36:48 AM	C					35
8	Straight	Cross Erskine St & continue straight on Sussex St	7:16:00 AM	8:38:00 AM	C	1		2		36
8.2	Right	Turn right onto Western Distributor	7:16:24 AM	8:39:12 AM	C	1	1		1	37
9.03	Right	Veer Right onto Pyrmont St Slip Road	7:18:04 AM	8:44:11 AM	D	1				38
9.31	Straight	Continue Straight onto Pyrmont St	7:18:37 AM	8:45:52 AM	D			2		41
9.53	Right	Turn right onto Pyrmont Bridge Rd	7:19:04 AM	8:47:11 AM	D	1		2		42
9.7	Straight	At intersection with Union St, Continue straight on Pyrmont Bridge Rd	7:19:24 AM	8:48:12 AM	D		1	3	1	44
9.76	Straight	Continue onto Darling Dr	7:19:31 AM	8:48:34 AM	D		1	5		45
CUT OFF 08:50AM - Any Riders reaching this point after 08:40am will be directed left onto Murray Street towards the City Ride finish at Pirrama Park										
10.02	Straight	At the roundabout, take the 1st exit and stay on Darling Dr	7:20:02 AM	8:50:07 AM	D					50
10.66	Straight	At the roundabout, take the 3rd exit and stay on Darling Dr	7:21:19 AM	8:53:58 AM	D		1	2		51
11.13	Right	Turn right onto Ultimo Rd	7:22:16 AM	8:56:47 AM	D					52
11.25	Left	Turn left onto Harris St	7:22:30 AM	8:57:30 AM	D			1		53
11.34	Right	Turn right onto Thomas St	7:22:41 AM	8:58:02 AM	D		1	1		53
11.53	Straight	Cross Jones St and continue straight on Thomas St	7:23:04 AM	8:59:11 AM	D					54
11.64	Right	Turn right onto Wattle St	7:23:17 AM	8:59:50 AM	E			3		55
11.87	Left	Turn left onto Kelly St	7:23:44 AM	9:01:13 AM	E	1		1		56
11.98	Straight	Cross Mountain St and continue straight on Kelly St	7:23:58 AM	9:01:53 AM	E		1	2	1	57
12.11	Straight	Continue straight onto Glebe St	7:24:13 AM	9:02:40 AM	E			1		57
12.32	Straight	Continue Straight through path and continue on Glebe St	7:24:38 AM	9:03:55 AM	E	1				58
12.52	Straight	Cross Mitchell St and continue straight on Glebe St	7:25:02 AM	9:05:07 AM	E					59
12.69	Left	Turn left onto St Johns Rd	7:25:23 AM	9:06:08 AM	E		1			59
12.85	Right	Turn right onto Glebe Point Rd	7:25:42 AM	9:07:06 AM	E			2		60
12.99	Straight	Cross Bridge Rd and continue straight on Glebe Point Rd	7:25:59 AM	9:07:56 AM	E			2		61
13.17	Straight	At intersection with Hereford St, Continue straight on Glebe Point Rd	7:26:20 AM	9:09:01 AM	E	1				62
13.31	Straight	At intersection with Wigram Rd, Continue straight on Glebe Point Rd	7:26:37 AM	9:09:52 AM	E	1				63
13.4	Straight	At intersection with Boyce St, Continue straight on Glebe Point Rd	7:26:48 AM	9:10:24 AM	E					64
13.5	Straight	At intersection with Toxteth Rd, Continue straight on Glebe Point Rd	7:27:00 AM	9:11:00 AM	E	1				65
13.84	Straight	At intersection with Pendrill St, Continue straight on Glebe Point Rd	7:27:41 AM	9:13:02 AM	E	1				66
13.93	Straight	At intersection with Eglinton Rd, Continue straight on Glebe Point Rd	7:27:52 AM	9:13:35 AM	E			2		66
14.08	Left	Turn left onto Federal Rd	7:28:10 AM	9:14:29 AM	E					67
14.19	Right	Turn right onto Jubilee Park Path	7:28:23 AM	9:15:08 AM	E		1			67
14.53	Right	Turn right towards Chapman Rd	7:29:04 AM	9:17:11 AM	F		1			68
14.66	Right	Turn right at Chapman Rd	7:29:19 AM	9:17:58 AM	F					68
14.85	Straight	Continue onto Johnston St	7:29:42 AM	9:19:06 AM	F	1		2		68
15.04	Right	Turn right onto Weynton St	7:30:05 AM	9:20:14 AM	F				3	69
15.18	Left	Turn left onto Annandale St	7:30:22 AM	9:21:05 AM	F	1				69
15.68	Straight	Cross Piper St and continue straight on Annandale St	7:31:22 AM	9:24:05 AM	F	1				70
16.02	Right	Turn right onto Booth St	7:32:02 AM	9:26:07 AM	F			2		71
16.13	Straight	Cross Young St and continue straight on Booth St	7:32:16 AM	9:26:47 AM	F	1				71
16.23	Straight	Continue onto Moore St	7:32:28 AM	9:27:23 AM	F					
16.54	Straight	Cross Catherine St and continue straight on Moore St	7:33:05 AM	9:29:14 AM	F			2		72
16.98	Left	Turn left onto Balmain Rd	7:33:58 AM	9:31:53 AM	F		1	1		73
17	Right	Turn right onto Shared Path	7:34:00 AM	9:32:00 AM	F			1		73
17.11	Right	Turn Right onto Derbyshire Rd	7:34:13 AM	9:32:40 AM	F					74
17.22	Left	Turn left onto William St	7:34:26 AM	9:33:19 AM	F	1				74
17.41	Straight	Cross Norton St and continue straight on William St	7:34:49 AM	9:34:28 AM	F			2		74
17.58	Straight	At intersection with Francis St, Continue straight on William St	7:35:10 AM	9:35:29 AM	F					75
17.68	Straight	At intersection with Hubert St, Continue straight on William St	7:35:22 AM	9:36:05 AM	F					75
17.77	Right	Turn right onto Charles St	7:35:32 AM	9:36:37 AM	F		1			75
18	Straight	Continue Straight at the roundabout onto Canal Road	7:36:00 AM	9:38:00 AM	F				3	76
18.36	Right	Turn right onto Bridge	7:36:43 AM	9:40:10 AM	F	2			1	77
18.43	Left	Turn left onto The Greenway Shared Path	7:36:52 AM	9:40:35 AM	G					77
18.5	REST STOP	RICHARD MURDEN RESERVE	7:37:00 AM	9:51:00 AM	G					77
CUT OFF 10:00AM - Any Riders reaching this point after 10:00am will not be allowed to continue under event conditions										
18.65	Right	Turn right towards Hawthorne Parade	7:37:18 AM	9:51:54 AM	G		1			78
18.66	Left	Turn left onto Hawthorne Parade	7:37:19 AM	9:51:58 AM	G					78
18.92	Right	Turn Right onto Waratah St	7:37:50 AM	9:53:31 AM	G			2		78
19.42	Right	At the roundabout, turn Right onto Boomerang St	7:38:50 AM	9:56:31 AM	G			2		79
19.81	Left	Turn left onto Mortley Ave	7:39:37 AM	9:58:52 AM	G	1				80
20.08	Straight	Continue onto Timbrell Dr	7:40:10 AM	10:00:29 AM	G			2		81

50KM CLASSIC RIDE - ROUTE CUES										
Distance	Type	Notes	Arrival of First Rider (30km/h)	Arrival of Last Rider (10km/h)	Ride Sector	Event Personnel				
						BNSW Marshal	BNSW TC	NSW Police	Traffic Controller	TCP
20.42	Left	Turn left onto Arthur St	7:40:50 AM	10:02:31 AM	G	1		2		82
20.63	Left	Turn left onto First Ave	7:41:16 AM	10:03:47 AM	G	1				83
21.16	Right	Turn right onto Ingham Ave	7:42:19 AM	10:06:58 AM	G			2		84
21.6	Straight	Cross Barnstaple Rd and continue straight on Ingham Ave	7:43:12 AM	10:09:36 AM	G	1				85
21.9	Straight	Continue Straight onto Myalora St	7:43:48 AM	10:11:24 AM	G			2		86
22.23	Left	Turn left onto Russell St	7:44:28 AM	10:13:23 AM	G	1				87
22.45	Right	Turn right onto Pine Ave	7:44:54 AM	10:14:42 AM	G	1				88
22.52	Left	Turn left onto Waremba St	7:45:02 AM	10:15:07 AM	G				1	88
22.86	Left	Turn left onto Great North Rd	7:45:43 AM	10:17:10 AM	G			1		89
22.9	Right	Turn right onto Cecil St	7:45:48 AM	10:17:24 AM	G		1	1		89
23.13	Left	Turn left onto Wymston Parade	7:46:16 AM	10:18:47 AM	G		1			90
23.16	Right	Turn Right and then Left onto Shared Path	7:46:19 AM	10:18:58 AM	G					90
23.59	Left	Turn left onto Udall Ave	7:47:11 AM	10:21:32 AM	G		1			91
23.84	Right	Turn right onto Lyons Rd West	7:47:41 AM	10:23:02 AM	H			2		92
24.21	Straight	At intersection with Harris Rd, Continue straight on Lyons Rd West	7:48:25 AM	10:25:16 AM	H					93
25.32	Straight	Continue onto Crane St	7:50:38 AM	10:31:55 AM	H					
25.99	Straight	Cross Burwood Rd and continue straight on Crane St	7:51:59 AM	10:35:56 AM	H			2		94
26.42	Left	At the roundabout, turn Left onto Patterson St	7:52:50 AM	10:38:31 AM	H	1				95
26.78	Right	Turn right onto Flavelle St	7:53:34 AM	10:40:41 AM	H	1				96
27.3	Left	At the roundabout, turn Left onto Wellbank St	7:54:36 AM	10:43:48 AM	H	1				97
27.92	Straight	Cross Concord Rd and continue Straight onto Wellbank St	7:55:50 AM	10:47:31 AM	I			2		98
28.26	Right	Turn right onto Queen St	7:56:31 AM	10:49:34 AM	I					99
28.48	Left	At the roundabout, turn Left onto Pomeroy St	7:56:58 AM	10:50:53 AM	I	1				100
28.65	Straight	Cross George St and continue straight on Pomeroy St	7:57:18 AM	10:51:54 AM	I	1		1		101
29.01	Uturn	At the roundabout, perform a U-Turn and stay on Pomeroy St	7:58:01 AM	10:54:04 AM	I		1	2		102
29.41	Left	Turn left onto George St	7:58:49 AM	10:56:28 AM	I			1		101
29.62	Straight	Cross Lorraine Street and continue straight on George Street	7:59:14 AM	10:57:43 AM	I					103
30.06	Straight	Cross Conway Avenue and continue straight on George Street	8:00:07 AM	11:00:22 AM	I					104
30.24	Right	At the roundabout turn Right to stay on George St	8:00:29 AM	11:01:26 AM	I	1				104
30.64	Left	Turn left onto Victoria Ave	8:01:17 AM	11:03:50 AM	I	1				105
30.83	Right	Turn right onto Cooks River Cycleway	8:01:40 AM	11:04:59 AM	I	2				105
31.31	Straight	Cooks River Cycleway & Observation Tower Shared Pathway	8:02:37 AM	11:07:52 AM	I	1				
<b>CUT OFF</b> 11:30AM - Any Riders reaching this point after 11:30am will be directed left on a shortcut route towards the finish										
32.12	Straight	Continue straight onto Rider Boulevard Shared Path	8:04:14 AM	11:12:43 AM	J	1				106
32.17	Left	Turn left onto Rider Boulevard	8:04:20 AM	11:13:01 AM	J			2		106
32.38	Left	Turn left onto Shoreline Drive	8:04:46 AM	11:14:17 AM	J	1				107
32.75	Straight	Cross Sevier Avenue and continue straight on Shoreline Drive	8:05:30 AM	11:16:30 AM	J					108
32.85	Straight	Cross Mary Street and continue straight on Shoreline Drive	8:05:42 AM	11:17:06 AM	J					109
33.15	Straight	Cross Gauthorpe Street and continue straight on Shoreline Drive	8:06:18 AM	11:18:54 AM	J	1				110
33.66	Left	Turn Left onto Meredith Avenue	8:07:19 AM	11:21:58 AM	J	1				111
33.72	Right	Turn Right onto Rhodes Foreshore Cycleway	8:07:26 AM	11:22:19 AM	J	1				111
34.05	Right	Turn Right onto Blaxland Rd	8:08:06 AM	11:24:18 AM	J	1				112
34.16	Straight	Cross Leeds St and continue straight on Blaxland Rd	8:08:19 AM	11:24:58 AM	J			2		112
34.42	Uturn	Perform a U-Turn onto Shared Path at the Rail Works Gate	8:08:50 AM	11:26:31 AM	J	1			1	113
34.55	Left	Turn left onto John Witton Bridge	8:09:06 AM	11:27:18 AM	J					113
35.43	Right	Turn right onto Bay Dr	8:10:52 AM	11:32:35 AM	J		1	2		114
35.79	Right	At the roundabout, turn Right onto Bowden St	8:11:35 AM	11:34:44 AM	K					115
36.09	Straight	Continue Straight onto Parramatta Valley Cycleway	8:12:11 AM	11:36:32 AM	K					
36.72	REST STOP	MEADOWBANK PARK	8:13:26 AM	11:50:19 AM	K					
36.94	Left	Turn left to stay on Parramatta Valley Cycleway	8:13:53 AM	11:51:38 AM	K					116
37.05	Left	Turn left onto Lancaster Ave	8:14:06 AM	11:52:18 AM	K		1			116
37.45	Left	Turn left onto Parramatta Valley Cycleway	8:14:54 AM	11:54:42 AM	K					
37.64	Right	Turn right onto Wharf Rd	8:15:17 AM	11:55:50 AM	K					
37.72	Left	Turn left onto Waratah St	8:15:26 AM	11:56:19 AM	K					
37.83	Straight	Continue Straight onto Parramatta Valley Cycleway	8:15:40 AM	11:56:59 AM	K					
37.97	Left	Turn Left to stay on Parramatta Valley Cycleway	8:15:56 AM	11:57:49 AM	K					
38.67	Left	Turn Left to stay on Parramatta Valley Cycleway	8:17:20 AM	12:02:01 PM	K					117
40.46	Right	Turn right onto Silverwater Bridge Path	8:20:55 AM	12:12:46 PM	K		1			118
40.59	Right	Turn right to stay on Silverwater Bridge path	8:21:11 AM	12:13:32 PM	K		1			118
41.01	Right	Turn right into Silverwater Park Path	8:22:01 AM	12:16:04 PM	L		1			119
41.05	Right	Turn Right towards Foreshore	8:22:06 AM	12:16:18 PM	L					119
42.43	Straight	Continue Straight through Armory Wharf Cafe Predinct to stay on Foreshore Path	8:24:52 AM	12:24:35 PM	L					
43.53	Right	Turn right onto Louise Sauvage Pathway	8:27:04 AM	12:31:11 PM	L	1				
44.47	Left	Turn left to stay on Louise Sauvage Pathway	8:28:56 AM	12:36:49 PM	L					
44.89	Right	Turn right to stay on Louise Sauvage Pathway	8:29:47 AM	12:39:20 PM	L	1				
46.13	Straight	Cross Avenue of Oceania and stay on Louise Sauvage Pathway	8:32:16 AM	12:46:47 PM	L					
46.82	Left	Veer Left to stay on Louise Sauvage Pathway	8:33:38 AM	12:50:55 PM	L					
46.99	Right	Veer Right to stay on Louise Sauvage Pathway	8:33:59 AM	12:51:56 PM	L					
47.19	Left	Turn left onto John Ian Wing Parade	8:34:23 AM	12:53:08 PM	L					
47.5	Left	Turn left onto Hill Rd	8:35:00 AM	12:55:00 PM	L					
47.73	Straight	At intersection with Old Hill Link, Continue straight on Hill Rd	8:35:28 AM	12:56:23 PM	L	1		3		120
48.05	Right	Turn right onto Pondage Link	8:36:06 AM	12:58:18 PM	L	1		2		121
48.33	Left	Turn left onto Edwin Flack Ave	8:36:40 AM	12:59:59 PM	L				1	121
48.45	Right	Turn right onto Olympic Blvd	8:36:54 AM	1:00:42 PM	L					
48.88	FINISH	CATHY FREEMAN PARK	8:37:46 AM	1:03:17 PM	L					





SPRING CYCLE 2018										
75KM PROSPECT RIDE - ROUTE CUES										
Distance	Type	Notes	Arrival of First Rider (30km/h)	Arrival of Last Rider (15km/h)	Ride Sector	Event Personnel				
						BNSW Marshal	BNSW TC	NSW Police	RMS Traffic Controller	TCP
0	START	CATHY FREEMAN PARK	7:00:00 AM	7:15:00 AM	L					
0.44	Left	Turn left onto Edwin Flack Ave	7:00:53 AM	7:16:46 AM	L					
0.56	Right	Turn right onto Pondage Link	7:01:07 AM	7:17:14 AM	L				1	121
0.86	Right	Turn right onto Hill Rd	7:01:43 AM	7:18:26 AM	L	1		2		121
1.41	Left	Turn left onto Ave of Oceania	7:02:49 AM	7:20:38 AM	L					
1.59	Right	Turn right onto Louise Sauvage Pathway	7:03:11 AM	7:21:22 AM	L					
2.83	Left	Turn left to stay on Louise Sauvage Pathway	7:05:40 AM	7:26:19 AM	L					
3.26	Right	Turn right to stay on Louise Sauvage Pathway	7:06:31 AM	7:28:02 AM	L					
4.19	Left	Turn left at River Walk	7:08:23 AM	7:31:46 AM	L					
5.16	Straight	Continue Straight through Armony Wharf Cafe Precinct to stay on Foreshore Path	7:10:19 AM	7:35:38 AM	L					
6.47	Straight	Continue Straight under Silverwater Bridge and continue on cycleway	7:12:56 AM	7:40:53 AM	L					
6.66	Left	Turn left onto Silverwater Park Path	7:13:19 AM	7:41:38 AM	L					
6.7	Left	Turn left onto Silverwater Bridge Path	7:13:24 AM	7:41:48 AM	L		1			119
7.13	Left	Sharp left and continue on path towards Parramatta Valley Cycleway	7:14:16 AM	7:43:31 AM	K		1			118
7.27	Right	Turn right onto Parramatta Valley Cycleway	7:14:32 AM	7:44:05 AM	K		1			118
8.22	Left	Turn Left to stay on Parramatta Valley Cycleway	7:16:26 AM	7:47:53 AM	W1					
8.45	Left	Turn Left to stay on Parramatta Valley Cycleway	7:16:54 AM	7:48:48 AM	W1					
9.93	Left	Turn Left onto Subiaco Creek Bridge	7:19:52 AM	7:54:43 AM	W1		1			201
10.33	Straight	Cross Alan St and stay on Parramatta Valley Cycleway	7:20:40 AM	7:56:19 AM	W1		1			202
10.41	Straight	Cross Brodie St and stay on Parramatta Valley Cycleway	7:20:49 AM	7:56:38 AM	W1	1				202
10.83	Left	Turn left to stay on Parramatta Valley Cycleway	7:21:40 AM	7:58:19 AM	W1					
10.96	Left	Turn left to stay on Parramatta Valley Cycleway	7:21:55 AM	7:58:50 AM	W1	1				
11.69	Right	Turn right towards Morton St	7:23:23 AM	8:01:46 AM	W1		1			203
11.79	Straight	Continue onto Morton St	7:23:34 AM	8:02:07 AM	W1					203
12.07	Left	Turn left onto Thomas St	7:24:08 AM	8:03:17 AM	W1	1				203
12.38	Straight	Cross MacArthur St and continue Straight on Thomas St	7:24:46 AM	8:04:31 AM	W1			2		204
12.84	Left	Turn left onto Elizabeth St	7:25:41 AM	8:06:22 AM	W1		1			205
12.97	Right	Turn right down ramp and onto Parramatta Valley Cycleway	7:25:56 AM	8:06:53 AM	W1					205
13.56	Straight	Continue Straight under Marden St to stay on Parramatta Valley Cycleway	7:27:07 AM	8:09:14 AM	W1	1				206
13.85	Straight	Continue straight under O'Connell St to stay on Parramatta Valley Cycleway	7:27:42 AM	8:10:24 AM	W1	1				207
14.14	Left	Turn left onto Nollie Bridge	7:28:17 AM	8:11:34 AM	W1					208
14.22	Left	Turn left onto Byrnes Avenue	7:28:26 AM	8:11:53 AM	W1				1	208
14.64	Straight	Continue straight onto Railway Pde	7:29:17 AM	8:13:34 AM	W2	1				209
15.59	Left	Turn left onto Queens Rd	7:31:11 AM	8:17:22 AM	W2					210
15.97	Left	Turn left onto Hawkesbury Rd	7:31:56 AM	8:18:53 AM	W2	1				211
16.08	Straight	At intersection with Darcy Rd continue Straight on Hawkesbury Rd	7:32:10 AM	8:19:19 AM	W2			2		211
16.27	Straight	At intersection with Railway Pde continue straight on Hawkesbury Rd	7:32:32 AM	8:20:05 AM	W2			1		212
16.32	Right	Turn right onto Alexandra Ave	7:32:38 AM	8:20:17 AM	W2			1		212
16.91	Left	Turn left into Laneway	7:33:49 AM	8:22:38 AM	W2	1				213
17	Right	Turn right onto Grand Ave	7:34:00 AM	8:23:00 AM	W2					213
17.08	Straight	Continue onto Veron St	7:34:05 AM	8:23:12 AM	W2		1			213
17.54	Straight	At intersection of Lytton St, continue straight on Veron St	7:35:05 AM	8:25:10 AM	W2					214
17.67	Left	Turn left onto Finlaysons Creek Shared Path	7:35:20 AM	8:25:41 AM	W2	1				214
18.29	Right	Turn right onto Fullagar Rd	7:36:35 AM	8:28:10 AM	W2		1			215
18.31	Left	Turn left onto Finlaysons Creek Shared Path	7:36:37 AM	8:28:14 AM	W2					215
18.56	Straight	Cross Great Western Hwy	7:37:07 AM	8:29:14 AM	W2			2		216
18.78	Right	Turn right towards Allen St	7:37:34 AM	8:30:07 AM	W3	1				
18.87	Left	Turn left onto M4 Shared Path	7:37:44 AM	8:30:29 AM	W3	1				
19.96	Straight	Cross Coleman St	7:39:55 AM	8:34:50 AM	W3					217
20.54	Right	Turn right onto Margaret Street	7:41:05 AM	8:37:10 AM	W3	1	1			218
20.55	REST STOP	RITA & MORGAN STREET GRASS	7:41:06 AM	8:47:12 AM	W3					218
20.58	Left	Turn left onto Rita Street	7:41:10 AM	8:47:19 AM	W3	1				218
20.89	Right	Turn right onto Burnett St	7:41:47 AM	8:48:34 AM	W3				2	219
21.1	Straight	Cross Hilltop Rd and continue straight on Burnett St	7:42:12 AM	8:49:24 AM	W3					220
22.13	Straight	Continue onto Fowler Rd	7:44:16 AM	8:53:31 AM	W3			2		221
22.32	Straight	At intersection of Kenyons Rd, continue straight on Fowler Rd	7:44:38 AM	8:54:17 AM	W3					222
22.47	Straight	At intersection of Price St, continue straight on Fowler Rd	7:44:56 AM	8:54:53 AM	W3					223
22.63	Straight	Cross Desmond St and continue straight on Fowler Rd	7:45:16 AM	8:55:31 AM	W3					224
22.79	Straight	At intersection of Morris St, continue straight on Fowler Rd	7:45:35 AM	8:56:10 AM	W3					225
22.97	Straight	At intersection of Matthew St, continue straight on Fowler Rd	7:45:56 AM	8:56:53 AM	W3	1				226
23.18	Straight	At intersection of Bristol St, continue straight on Fowler Rd	7:46:22 AM	8:57:43 AM	W3					227
23.37	Straight	At intersection of Hawksview St, continue straight on Fowler Rd	7:46:44 AM	8:58:29 AM	W3	1				228
23.75	Straight	At intersection of Frank St, continue straight on Fowler Rd	7:47:30 AM	9:00:00 AM	W3					229
23.91	Left	Turn left onto Pipeline Shared Path	7:47:49 AM	9:00:38 AM	W3	2				230
24.22	Straight	Cross Harris St and continue straight on Pipeline Shared Path	7:48:26 AM	9:01:53 AM	W3		1			231
24.35	Straight	Cross Guildford Rd and continue straight on Pipeline Shared Path	7:48:42 AM	9:02:24 AM	W3					231
24.57	Straight	Cross Byron Rd and continue straight on Pipeline Shared Path	7:49:08 AM	9:03:17 AM	W3		1			232
25.19	Right	Turn right onto Parramatta Liverpool Cycleway	7:50:23 AM	9:05:46 AM	W4		1			233
25.97	Left	Veer left to stay on Parramatta Liverpool Cycleway	7:51:56 AM	9:08:53 AM	W4	1				234
27.39	Right	Turn right onto Pine Rd	7:54:47 AM	9:14:34 AM	W4	1				235
28.57	Straight	Continue onto Dursley Rd	7:57:08 AM	9:19:17 AM	W4					236
28.99	Left	Turn left onto Fairfield Rd	7:57:59 AM	9:20:58 AM	W4	1				237
29.08	Right	Turn right onto Prospect Creek Shared Path	7:58:10 AM	9:21:19 AM	W4				2	237
30.98	Straight	Pass Under Cumberland Hwy and continue straight on Prospect Creek Shared Path	8:01:58 AM	9:28:55 AM	W4					
32.26	Left	Turn left to stay on Prospect Creek Shared Path	8:06:31 AM	9:38:02 AM	W4					238
33.36	Left	Pass under Glatts Rd and turn left to stay on Prospect Creek Shared Path	8:06:43 AM	9:38:26 AM	W4					238
34.69	Left	Turn left to stay on Prospect Creek Shared Path	8:09:23 AM	9:43:46 AM	W4					
35.11	Right	Turn right onto Widemere Rd Shared Path	8:10:13 AM	9:45:26 AM	W4					
35.28	Straight	Cross T-Way and continue straight on Widemere Rd Shared Path	8:10:34 AM	9:46:07 AM	W4	1				239
35.49	Left	Turn left onto Lower Canal Shared Path	8:10:59 AM	9:46:58 AM	W5		1			240
36.45	Right	Turn right onto Prospect Reservoir Service Rd	8:12:54 AM	9:50:48 AM	W5	1				
38.53	Straight	Continue onto Lower Canal Shared Path	8:17:04 AM	9:59:07 AM	W5					
39.61	Straight	Cross Chandos Rd and continue straight on Lower Canal Shared Path	8:19:13 AM	10:03:26 AM	W5	1			2	241
41.23	Straight	Cross The Horsley Dr and continue straight on Lower Canal Shared Path	8:22:28 AM	10:09:55 AM	W5	1		2		242
42.3	Left	Turn left onto Bridge towards Liard Log	8:24:36 AM	10:14:12 AM	W5					
42.41	Right	Turn right onto Pimelea Loop	8:24:49 AM	10:14:38 AM	W5					
42.8	Right	Turn right onto cycleway towards The Dairy	8:25:36 AM	10:16:12 AM	W5					
43.92	REST STOP	THE DAIRY	8:27:50 AM	10:30:41 AM	W5					
43.98	Right	Turn right onto Lower Canal Cycleway	8:27:58 AM	10:30:55 AM	W5					
46.05	Straight	Cross The Horsley Dr and continue straight on Lower Canal Shared Path	8:32:06 AM	10:39:12 AM	W5	1		2		242
47.66	Straight	Cross Chandos Rd and continue straight on Lower Canal Shared Path	8:35:19 AM	10:45:38 AM	W5	1			2	241
48.74	Straight	Continue onto Prospect Reservoir Service Rd	8:37:29 AM	10:49:58 AM	W5					
50.83	Left	Turn left onto Lower Canal Shared Path	8:41:40 AM	10:58:19 AM	W5					
51.77	Straight	Cross Reconciliation Rd	8:43:32 AM	11:02:05 AM	W5		1			240
53.57	Straight	Pass under Glatts Rd and continue straight on Lower Canal Cycleway	8:47:08 AM	11:09:17 AM	W6					
55.53	Straight	Pass under Bayfield Rd and continue straight on Lower Canal Cycleway	8:51:04 AM	11:17:07 AM	W6					
56.81	Straight	Pass under Cumberland Hwy and continue straight on Lower Canal Cycleway	8:53:37 AM	11:22:14 AM	W6					
57.72	Straight	Pass under Sherwood Rd and continue straight on Lower Canal Cycleway	8:55:26 AM	11:25:53 AM	W6					
58.21	Straight	Pass under Albert St and continue straight on Lower Canal Cycleway	8:56:25 AM	11:27:50 AM	W6					
58.45	Straight	Continue straight on Lower Canal Cycleway	8:56:54 AM	11:28:48 AM	W6					

75KM PROSPECT RIDE - ROUTE CUES										
Distance	Type	Notes	Arrival of First Rider (30km/h)	Arrival of Last Rider (15km/h)	Ride Sector	Event Personnel				
						BNSW Marshal	BNSW TC	NSW Police	RMS Traffic Controller	TCP
58.58	Right	Veer right to stay on Lower Canal Cycleway	8:57:10 AM	11:29:19 AM	W6					
58.91	Left	Turn left onto Fowler Rd	8:57:49 AM	11:30:38 AM	W3	1				230
59.02	Straight	At intersection of Frank St, continue straight on Fowler Rd	8:58:02 AM	11:31:05 AM	W3					229
59.38	Straight	At intersection of Hawksview St, continue straight on Fowler Rd	8:58:46 AM	11:32:31 AM	W3	1				228
59.58	Straight	At intersection of Bristol St, continue straight on Fowler Rd	8:59:10 AM	11:33:19 AM	W3					227
59.79	Straight	At intersection of Matthew St, continue straight on Fowler Rd	8:59:35 AM	11:34:10 AM	W3	1				226
59.96	Straight	At intersection of Barcom St, continue straight on Fowler Rd	8:59:55 AM	11:34:50 AM	W3					225
60.13	Straight	Cross Desmond St and continue straight on Fowler Rd	9:00:16 AM	11:35:31 AM	W3					224
60.22	Straight	At intersection of Wariata St, continue straight on Fowler Rd	9:00:26 AM	11:35:53 AM	W3					223
60.44	Straight	At intersection of Kenyons Rd, continue straight on Fowler Rd	9:00:53 AM	11:36:46 AM	W3					222
60.63	Straight	Continue onto Burnett St	9:01:16 AM	11:37:31 AM	W3			2		221
61.67	Straight	Cross Hilltop Rd and continue straight on Burnett St	9:03:20 AM	11:41:41 AM	W3					220
61.87	Left	Turn left onto Rita St	9:03:44 AM	11:42:29 AM	W3					219
62.02	Right	Turn right onto Morgan St	9:04:02 AM	11:43:05 AM	W3	1				218
62.18	REST STOP	RITA & MORGAN STREET GRASS	9:04:22 AM	11:53:43 AM	W3					218
62.21	Right	Turn right onto M4 Shared Path	9:04:25 AM	11:53:50 AM	W3	1				218
62.33	Straight	Cross Burnett St and continue straight on M4 Shared Path	9:04:40 AM	11:54:19 AM	W7	1				243
63.46	Straight	At Holroyd Sportground continue straight on M4 Shared Path	9:06:55 AM	11:58:50 AM	W7					244
64.23	Straight	Pass under M4 and continue straight on M4 Shared Path	9:08:28 AM	12:01:55 PM	W7	1				245
64.85	Straight	Cross Good St and continue straight on M4 Shared Path	9:09:42 AM	12:04:24 PM	W7					246
65.12	Straight	Cross Alfred St and continue straight on M4 Shared Path	9:10:14 AM	12:05:29 PM	W7					247
65.39	Straight	Cross Arthur St and continue straight on M4 Shared Path	9:10:47 AM	12:06:34 PM	W7					248
65.91	Left	Turn left onto Martha St	9:11:49 AM	12:08:38 PM	W7					249
66	Straight	Cross Westworth St and continue straight on Martha St	9:12:00 AM	12:09:00 PM	W7		1			250
66.33	Right	Turn right to rejoin M4 Shared Path	9:12:40 AM	12:10:19 PM	W7		1			250
67.01	Straight	Continue straight onto Adderley St West	9:14:01 AM	12:13:02 PM	W7	1				251
67.66	Straight	Cross Stubbs St and continue straight on Adderley St West	9:15:19 AM	12:15:38 PM	W7					252
68.07	Straight	At intersection with Melton St South, Continue straight on Adderley St West	9:16:08 AM	12:17:17 PM	W7					253
68.43	Straight	Cross Silverwater Rd and continue straight on M4 Shared Path	9:16:52 AM	12:18:43 PM	W7		1			254
68.89	Straight	Continue straight to stay on M4 Shared Path	9:17:47 AM	12:20:34 PM	W7	1				255
69.45	Straight	Continue straight onto Louise Sauvage Pathway	9:18:54 AM	12:22:48 PM	W7					
69.79	Right	Turn right onto John Ian Wing Parade	9:19:35 AM	12:24:10 PM	L					
70.1	Left	Turn left onto Hill Rd	9:20:12 AM	12:25:24 PM	L					
70.33	Straight	At intersection with Old Hill Link, Continue straight on Hill Rd	9:20:40 AM	12:26:19 PM	L	1		3		120
70.65	Right	Turn right onto Pondage Link	9:21:18 AM	12:27:36 PM	L	1		2		121
70.94	Left	Turn left onto Edwin Flack Ave	9:21:53 AM	12:28:46 PM	L				1	121
71.05	Right	Turn right onto Olympic Blvd	9:22:06 AM	12:29:12 PM	L					
71.47	FINISH	CATHY FREEMAN PARK	9:22:56 AM	12:30:53 PM	L					

SPRING CYCLE 2018										
105KM CHALLENGE RIDE - ROUTE CUES										
Distance	Type	Notes	Arrival of First Rider (B06m/h)	Arrival of Last Rider (12km/h)	Ride Sector	Event Personnel				TCP
						BNSW Marshal	BNSW TC	NSW Police	RMS Traffic Controller	
		<b>START</b>	<b>6:30:00 AM</b>	<b>6:45:00 AM</b>	<b>A</b>	<b>2</b>	<b>2</b>	<b>2</b>		<b>8</b>
0.23	Straight	Cross Ridge St and continue straight on Miller St	6:30:28 AM	6:45:46 AM	A			2		9
0.45	Straight	Cross McLaren St and continue straight on Miller St	6:30:54 AM	6:46:30 AM	A	2		2		12
0.68	Left	Turn left onto Berry St	6:31:22 AM	6:47:16 AM	A		1	1		14
0.76	Straight	At intersection with Denison St, Continue straight on Berry St	6:31:31 AM	6:47:32 AM	A	1				15
0.86	Straight	Cross Walker St and continue straight on Berry St	6:31:43 AM	6:47:52 AM	A	1		2		16
0.92	Right	Slight right onto Arthur St	6:31:50 AM	6:48:04 AM	A	1				17
1.16	Left	Arthur St turns left and becomes Mount St (signs for City East/Airport)	6:32:19 AM	6:48:52 AM	A	1		1		18
1.23	Right	Veer Right onto Cahill Expressway ramp towards Harbour Bridge	6:32:28 AM	6:49:06 AM	A	1		2		18
1.59	Straight	Merge onto Cahill Expy	6:33:11 AM	6:50:18 AM	A					
2.1	Straight	Continue straight past the Toll Booths on Cahill Expressway	6:34:12 AM	6:52:00 AM	A	1				20
2.5	Straight	Continue straight over Harbour Bridge Main Deck	6:35:00 AM	6:53:20 AM	A	1				21
3.75	Left	Veel left to stay on Cahill Expy	6:37:30 AM	6:57:30 AM	A	1		1		22
4.44	Straight	Take exit Macquarie Street Exit towards City/Macquarie Street Exit	6:38:53 AM	6:59:48 AM	B	1	1	1		24
4.69	Right	Sharp Right onto Cahill Expressway ramp towards Harbour Bridge	6:39:23 AM	7:00:38 AM	B	2	1	2		25
4.96	Straight	Continue onto Cahill Expy	6:39:55 AM	7:01:32 AM	B					24
6.01	Straight	Merge onto Bradfield Hwy	6:42:01 AM	7:05:02 AM	C					28
6.04	Right	Ride through access gate and Turn Right onto Upper Fort St	6:42:05 AM	7:05:08 AM	C	1			1	28
6.16	Left	Upper Fort St turns left and becomes Watson Rd	6:42:19 AM	7:05:32 AM	C					
6.32	Left	Turn left onto Argyle St	6:43:38 AM	7:06:04 AM	C			1	1	29
6.4	Straight	Cross Kent St and continue straight onto Argyle Pl	6:43:48 AM	7:06:20 AM	C	1	2	2		30
6.48	Straight	Continue onto Dalgety Rd	6:43:58 AM	7:06:36 AM	C	1			2	31
6.69	Right	Turn Right onto Towns Pl	6:43:23 AM	7:07:18 AM	C				1	31
6.85	Right	Turn right onto Hickson Rd	6:43:42 AM	7:07:50 AM	C		1	2		31
7.59	Straight	At intersection with Watermans Quay, Continue straight on Hickson Rd	6:45:11 AM	7:10:18 AM	C				1	32
7.69	Straight	Continue onto Sussex St	6:45:23 AM	7:10:38 AM	C				1	33
7.82	Straight	Cross Exchange Pl & continue straight on Sussex St	6:45:38 AM	7:11:04 AM	C					35
7.99	Straight	Cross Erskine St & continue straight on Sussex St	6:45:59 AM	7:11:38 AM	C	1		2		36
8.2	Right	Turn Right onto Western Distributor	6:46:24 AM	7:12:20 AM	C	1	1		1	37
9.03	Right	Veel Right onto Pyrmont St Slip Road	6:48:04 AM	7:15:06 AM	D	1				38
9.32	Straight	Continue Straight onto Pyrmont St	6:48:38 AM	7:16:04 AM	D			2		41
9.55	Right	Turn right onto Pyrmont Bridge Rd	6:49:06 AM	7:16:50 AM	D	1		2		42
9.71	Straight	At intersection with Union St, Continue straight on Pyrmont Bridge Rd	6:49:25 AM	7:17:22 AM	D		1	3	1	44
9.77	Straight	Continue onto Darling Dr	6:49:32 AM	7:17:34 AM	D		1	5		45
10.03	Straight	At the roundabout, take the 1st exit and stay on Darling Dr	6:50:04 AM	7:18:26 AM	D					50
10.67	Straight	At the roundabout, take the 3rd exit and stay on Darling Dr	6:51:20 AM	7:20:34 AM	D		1	2		51
11.14	Right	Turn right onto Ultimo Rd	6:52:17 AM	7:22:08 AM	D					52
11.26	Left	Turn left onto Harris St	6:52:31 AM	7:22:32 AM	D			1		53
11.35	Right	Turn right onto Thomas St	6:52:42 AM	7:22:50 AM	D		1	1		53
11.54	Straight	Cross Jones St and continue straight on Thomas St	6:53:05 AM	7:23:28 AM	D					54
11.65	Right	Turn right onto Watlie St	6:53:18 AM	7:23:50 AM	E			3		55
11.88	Left	Turn left onto Kelly St	6:53:46 AM	7:24:36 AM	E	1		1		56
11.99	Straight	Cross Mountain St and continue straight on Kelly St	6:53:59 AM	7:24:58 AM	E		1	2	1	57
12.12	Straight	Continue straight onto Glebe St	6:54:14 AM	7:25:24 AM	E			1		57
12.33	Straight	Continue Straight through path and continue on Glebe St	6:54:40 AM	7:26:06 AM	E	1				58
12.53	Straight	Cross Mitchell St and continue straight on Glebe St	6:55:04 AM	7:26:46 AM	E					59
12.7	Left	Turn left onto St Johns Rd	6:55:24 AM	7:27:20 AM	E		1			59
12.86	Right	Turn right onto Glebe Point Rd	6:55:43 AM	7:27:52 AM	E			2		60
13	Straight	Cross Bridge Rd and continue straight on Glebe Point Rd	6:56:00 AM	7:28:20 AM	E					61
13.18	Straight	At intersection with Hereford St, Continue straight on Glebe Point Rd	6:56:22 AM	7:28:56 AM	E	1				62
13.32	Straight	At intersection with Wigram Rd, Continue straight on Glebe Point Rd	6:56:38 AM	7:29:24 AM	E	1				63
13.41	Straight	At intersection with Boyce St, Continue straight on Glebe Point Rd	6:56:49 AM	7:29:42 AM	E					64
13.51	Straight	At intersection with Tuxteith Rd, Continue straight on Glebe Point Rd	6:57:01 AM	7:30:02 AM	E	1				65
13.86	Straight	At intersection with Pendrill St, Continue straight on Glebe Point Rd	6:57:43 AM	7:31:12 AM	E	1				66
13.94	Straight	At intersection with Eglinton Rd, Continue straight on Glebe Point Rd	6:57:53 AM	7:31:28 AM	E			2		66
14.09	Left	Turn left onto Federal Rd	6:58:11 AM	7:31:58 AM	E					67
14.2	Right	Turn right into Jubilee Park Path	6:58:24 AM	7:32:20 AM	E		1			67
14.54	Right	Turn right towards Chapman Rd	6:59:05 AM	7:33:28 AM	F		1			68
14.67	Right	Turn right onto Chapman Rd	6:59:20 AM	7:33:54 AM	F					68
14.86	Straight	Continue onto Johnston St	6:59:43 AM	7:34:32 AM	F	1		2		68
15.06	Right	Turn right onto Weynton St	7:00:07 AM	7:35:12 AM	F				3	69
15.19	Left	Turn left onto Annandale St	7:00:23 AM	7:35:38 AM	F	1				69
15.69	Straight	Cross Piper St and continue straight on Annandale St	7:01:23 AM	7:37:18 AM	F	1				70
16.04	Right	Turn right onto Booth St	7:02:05 AM	7:38:28 AM	F			2		71
16.14	Straight	Cross Young St and continue straight on Booth St	7:02:17 AM	7:38:48 AM	F	1				71
16.24	Straight	Continue onto Moore St	7:02:29 AM	7:39:08 AM	F					
16.56	Straight	Cross Catherine St and continue straight on Moore St	7:03:07 AM	7:40:12 AM	F			2		72
16.99	Left	Turn left onto Balmain Rd	7:03:59 AM	7:41:38 AM	F		1	1		73
17.01	Right	Turn right onto Shared Path	7:04:01 AM	7:41:42 AM	F			1		73
17.12	Right	Turn Right onto Derbyshire Rd	7:04:14 AM	7:42:04 AM	F					74
17.23	Left	Turn left onto William St	7:04:28 AM	7:42:26 AM	F	1				74
17.42	Straight	Cross Norton St and continue straight on William St	7:04:50 AM	7:43:04 AM	F			2		74
17.59	Straight	At intersection with Francis St, Continue straight on William St	7:05:11 AM	7:43:38 AM	F					75
17.69	Straight	At intersection with Hubert St, Continue straight on William St	7:05:23 AM	7:43:58 AM	F					75
17.78	Right	Turn right onto Charles St	7:05:34 AM	7:44:16 AM	F		1			75
18.01	Straight	Continue Straight at the roundabout onto Canal Road	7:06:01 AM	7:45:02 AM	F				3	76
18.38	Right	Turn right onto Bridge	7:06:46 AM	7:46:16 AM	F	2			1	77
18.45	Left	Turn left onto The Greenway Shared Path	7:06:54 AM	7:46:30 AM	G					77
18.51	REST STOP	<b>RICHARD MURDOEN RESERVE</b>	<b>7:07:01 AM</b>	<b>7:51:42 AM</b>	<b>G</b>					<b>77</b>
18.66	Right	Turn right towards Hawthorne Parade	7:07:19 AM	7:52:12 AM	G		1			78
18.67	Left	Turn left onto Hawthorne Parade	7:07:20 AM	7:52:14 AM	G					78
18.94	Right	Turn right onto Waratah St	7:07:53 AM	7:53:08 AM	G			2		78
19.43	Right	At the roundabout, turn Right onto Boomerang St	7:08:52 AM	7:54:46 AM	G			2		79
19.82	Left	Turn left onto Mortley Ave	7:09:38 AM	7:56:04 AM	G	1				80
20.1	Straight	Continue onto Timbrel Dr	7:10:12 AM	7:57:00 AM	G			2		81
20.43	Left	Turn left onto Arthur St	7:10:52 AM	7:58:06 AM	G	1		2		82
20.65	Left	Turn left onto First Ave	7:11:18 AM	7:58:50 AM	G	1				83
21.18	Right	Turn right onto Ingham Ave	7:12:22 AM	8:00:36 AM	G			2		84
21.61	Straight	Cross Barnstaple Rd and continue straight on Ingham Ave	7:13:13 AM	8:02:02 AM	G	1				85
21.91	Straight	Continue Straight onto Myalora St	7:13:49 AM	8:03:02 AM	G			2		86
22.25	Left	Turn left onto Russell St	7:14:30 AM	8:04:10 AM	G	1				87
22.47	Right	Turn right onto Pine Ave	7:14:56 AM	8:04:54 AM	G	1				88
22.54	Left	Turn left onto Waremba St	7:15:05 AM	8:05:08 AM	G				1	88
22.88	Left	Turn left onto Great North Rd	7:15:46 AM	8:06:16 AM	G			1		89
22.92	Right	Turn right onto Cecil St	7:15:50 AM	8:06:24 AM	G		1	1		89
23.15	Left	Turn left onto Wymston Parade	7:16:18 AM	8:07:10 AM	G	1				90
23.19	Right	Turn Right and then Left onto Shared Path	7:16:23 AM	8:07:18 AM	G					90
23.61	Left	Turn left onto Udall Ave	7:17:13 AM	8:08:42 AM	G		1			91
23.86	Right	Turn right onto Lyons Rd West	7:17:43 AM	8:09:32 AM	H			2		92
24.23	Straight	At intersection with Harris Rd, Continue straight on Lyons Rd West	7:18:28 AM	8:10:46 AM	H					93



105KM CHALLENGE RIDE - ROUTE CUES										
Distance	Type	Notes	Arrival of First Rider (30km/h)	Arrival of Last Rider (18km/h)	Ride Sector	Event Personnel				
						BNSW Marshal	BNSW TC	NSW Police	RMS Traffic Controller	TCP
25.34	Straight	Continue onto Crane St	7:20:41 AM	8:14:28 AM	H					
26.01	Straight	Cross Burwood Rd and continue straight on Crane St	7:22:01 AM	8:16:42 AM	H			2		94
26.44	Left	At the roundabout, turn Left onto Patterson St	7:22:53 AM	8:18:08 AM	H	1				95
26.8	Right	Turn right onto Fiavelle St	7:23:36 AM	8:19:20 AM	H	1				96
27.33	Left	At the roundabout, turn Left onto Wellbank St	7:24:40 AM	8:21:06 AM	H	1				97
27.95	Straight	Cross Concord Rd & continue Straight onto Wellbank St	7:25:54 AM	8:23:10 AM	I			2		98
28.28	Right	Turn right onto Queen St	7:26:34 AM	8:24:16 AM	I					99
28.5	Left	At the roundabout, turn Left onto Pomeroy St	7:27:00 AM	8:25:00 AM	I	1				100
28.68	Straight	Cross George St and continue straight on Pomeroy St	7:27:22 AM	8:25:36 AM	I	1		1		101
29.03	Uturn	At the roundabout, perform a U-Turn and stay on Pomeroy St	7:28:04 AM	8:26:46 AM	I		1	2		102
29.44	Left	Turn left onto George St	7:28:53 AM	8:28:08 AM	I			1		101
29.64	Straight	Cross Lorraine Street and continue straight on George Street	7:29:17 AM	8:28:48 AM	I					103
30.09	Straight	Cross Conway Avenue and continue straight on George Street	7:30:11 AM	8:30:18 AM	I					104
30.26	Right	At the roundabout turn Right to stay on George St	7:30:31 AM	8:30:52 AM	I	1				104
30.66	Left	Turn left onto Victoria Ave	7:31:19 AM	8:32:12 AM	I	1				105
30.85	Right	Turn right onto Cooks River Cycleway	7:31:42 AM	8:32:50 AM	I	2				105
32.15	Straight	Continue straight onto Rider Boulevard Shared Path	7:34:18 AM	8:37:10 AM	J	1				106
32.2	Left	Turn left onto Rider Boulevard	7:34:24 AM	8:37:20 AM	J			2		106
32.41	Left	Turn left onto Shoreline Drive	7:34:49 AM	8:38:02 AM	J	1				107
32.77	Straight	Cross Sevier Avenue and continue straight on Shoreline Drive	7:35:32 AM	8:39:14 AM	J					108
32.87	Straight	Cross Mary Street and continue straight on Shoreline Drive	7:35:44 AM	8:39:34 AM	J					109
33.18	Straight	Cross Gauthorpe Street and continue straight on Shoreline Drive	7:36:22 AM	8:40:36 AM	J	1				110
33.68	Left	Turn Left onto Meredith Avenue	7:37:22 AM	8:42:16 AM	J	1				111
33.74	Right	Turn Right onto Rhodes Foreshore Cycleway	7:37:29 AM	8:42:28 AM	J	1				111
34.08	Right	Turn right onto Blaxland Rd	7:38:10 AM	8:43:36 AM	J	1				112
34.19	Straight	Cross Leeds St and continue straight on Blaxland Rd	7:38:23 AM	8:43:58 AM	J			2		112
34.45	Uturn	Perform a U-Turn onto Shared Path at the Rail Works Gate	7:38:54 AM	8:44:50 AM	J	1			1	113
34.58	Left	Turn left onto John Wilton Bridge	7:39:10 AM	8:45:16 AM	J					113
35.46	Right	Turn right onto Bay Dr	7:40:55 AM	8:48:12 AM	J			1	2	114
35.82	Right	At the roundabout, turn Right onto Bowden St	7:41:38 AM	8:49:24 AM	K					115
36.11	Straight	Continue Straight onto Parramatta Valley Cycleway	7:42:13 AM	8:50:22 AM	K					
36.75	REST STOP	MEADOWBANK PARK	7:43:30 AM	8:57:30 AM	K					
36.97	Left	Turn left to stay on Parramatta Valley Cycleway	7:43:56 AM	8:58:14 AM	K					116
37.08	Left	Turn left onto Lancaster Ave	7:44:10 AM	8:58:36 AM	K		1			116
37.48	Left	Turn left onto Parramatta Valley Cycleway	7:44:58 AM	8:59:56 AM	K					
37.67	Right	Turn right onto Wharf Rd	7:45:20 AM	9:00:34 AM	K					
37.75	Left	Turn left onto Waratah St	7:45:30 AM	9:00:50 AM	K					
37.86	Straight	Continue Straight onto Parramatta Valley Cycleway	7:45:43 AM	9:01:12 AM	K					
38	Left	Turn Left to stay on Parramatta Valley Cycleway	7:46:00 AM	9:01:40 AM	K					
38.7	Left	Turn Left to stay on Parramatta Valley Cycleway	7:47:24 AM	9:04:00 AM	K					117
40.43	Straight	Pass Under Silverwater Bridge and continue Straight on Parramatta Valley Cycleway	7:50:52 AM	9:09:46 AM	K		1			118
<b>CUT OFF 09:15AM - Any Riders reaching this point after 09:15am will be directed right onto Silverwater Bridge Shared Path, following the Classic Ride course to the finish at Cathy Freeman Park</b>										
41.44	Left	Turn Left to stay on Parramatta Valley Cycleway	7:52:53 AM	9:13:08 AM	W1					
41.66	Left	Turn Left to stay on Parramatta Valley Cycleway	7:53:19 AM	9:13:52 AM	W1					
43.14	Left	Turn Left onto Subiaco Creek Bridge	7:56:17 AM	9:18:48 AM	W1		1			201
43.55	Straight	Cross Alan St and stay on Parramatta Valley Cycleway	7:57:06 AM	9:20:10 AM	W1		1			202
43.63	Straight	Cross Brodie St and stay on Parramatta Valley Cycleway	7:57:16 AM	9:20:28 AM	W1	1				202
44.04	Left	Turn Left to stay on Parramatta Valley Cycleway	7:58:05 AM	9:21:48 AM	W1					
44.18	Left	Turn left to stay on Parramatta Valley Cycleway	7:58:22 AM	9:22:16 AM	W1	1				
44.9	Right	Turn right towards Morton St	7:59:48 AM	9:24:40 AM	W1	1				203
45	Straight	Continue onto Morton St	8:00:00 AM	9:25:00 AM	W1					203
45.29	Left	Turn left onto Thomas St	8:00:35 AM	9:25:58 AM	W1	1				203
45.6	Straight	Cross MacArthur St and continue Straight on Thomas St	8:01:12 AM	9:27:00 AM	W1			2		204
46.06	Left	Turn left onto Elizabeth St	8:02:07 AM	9:28:32 AM	W1		1			205
46.19	Right	Turn right down ramp and onto Parramatta Valley Cycleway	8:02:23 AM	9:28:58 AM	W1					205
46.78	Straight	Continue Straight under Marden St to stay on Parramatta Valley Cycleway	8:03:54 AM	9:30:56 AM	W1	1				206
47.05	Straight	Continue straight under O'Connell St to stay on Parramatta Valley Cycleway	8:04:06 AM	9:31:50 AM	W1	1				207
47.36	Left	Turn left onto Nollie Bridge	8:04:43 AM	9:32:52 AM	W1					208
47.44	Left	Turn left onto Byrnes Avenue	8:04:53 AM	9:33:08 AM	W1	1			1	208
<b>CUT OFF 09:35AM - Any Riders reaching this point after 09:35am will be directed across towards the River Ride Start site so that they can join the River Ride course to the finish at Cathy Freeman Park</b>										
47.85	Straight	Continue straight onto Railway Pde	8:05:42 AM	9:34:30 AM	W2					209
48.81	Left	Turn left onto Queens Rd	8:07:37 AM	9:37:42 AM	W2	1				210
49.19	Left	Turn left onto Hawkesbury Rd	8:08:23 AM	9:38:58 AM	W2	1				211
49.3	Straight	At intersection with Darcy Rd continue Straight on Hawkesbury Rd	8:08:36 AM	9:39:20 AM	W2			2		211
49.5	Straight	At intersection with Railway Pde continue straight on Hawkesbury Rd	8:09:00 AM	9:40:00 AM	W2			1		212
49.54	Right	Turn right onto Alexandra Ave	8:09:05 AM	9:40:08 AM	W2			1		212
50.13	Left	Turn left into Laneview	8:10:16 AM	9:42:06 AM	W2	1				213
50.22	Right	Turn right onto Grand Ave	8:10:26 AM	9:42:24 AM	W2					213
50.26	Straight	Continue onto Veron St	8:10:31 AM	9:42:32 AM	W2		1			213
50.76	Straight	At intersection of Iynton St, continue straight on Veron St	8:11:31 AM	9:44:12 AM	W2					214
50.88	Left	Turn left onto Finlaysons Creek Shared Path	8:11:46 AM	9:44:36 AM	W2	1				214
51.51	Right	Turn right onto Fullagar Rd	8:13:01 AM	9:46:42 AM	W2		1			215
51.52	Left	Turn left onto Finlaysons Creek Shared Path	8:13:02 AM	9:46:44 AM	W2					215
51.78	Straight	Cross Great Western Hwy	8:13:34 AM	9:47:36 AM	W2		2			216
52	Right	Turn right towards Allen St	8:14:00 AM	9:48:20 AM	W3	1				217
52.09	Left	Turn left onto M4 Shared Path	8:14:11 AM	9:48:38 AM	W3	1				217
53.18	Straight	Cross Coleman St	8:16:22 AM	9:52:16 AM	W3	1				217
53.75	Right	Turn right onto Margaret Street	8:17:30 AM	9:54:10 AM	W3	1	1			218
<b>CUT OFF 10:00AM - Any Riders reaching this point after 10:00am will be directed straight to continue on M4 Shared Path towards the finish at Cathy Freeman Park</b>										
53.77	REST STOP	RITA & MORGAN STREET GRASS	8:17:32 AM	9:59:14 AM	W3					218
53.8	Left	Turn left onto Rita Street	8:17:36 AM	9:59:20 AM	W3	1				218
54.11	Right	Turn right onto Burnett St	8:18:13 AM	10:00:22 AM	W3				2	219
54.31	Straight	Cross Hiltop Rd and continue straight on Burnett St	8:18:37 AM	10:01:02 AM	W3					220
55.35	Straight	Continue onto Fowler Rd	8:20:42 AM	10:04:30 AM	W3			2		221
55.53	Straight	At intersection of Kenyons Rd, continue straight on Fowler Rd	8:21:04 AM	10:05:06 AM	W3					222
55.68	Straight	At intersection of Price St, continue straight on Fowler Rd	8:21:22 AM	10:05:36 AM	W3					223
55.84	Straight	Cross Desmond St and continue straight on Fowler Rd	8:21:41 AM	10:06:08 AM	W3					224
56	Straight	At intersection of Morris St, continue straight on Fowler Rd	8:22:00 AM	10:06:40 AM	W3					225
56.19	Straight	At intersection of Matthew St, continue straight on Fowler Rd	8:22:23 AM	10:07:18 AM	W3	1				226
56.4	Straight	At intersection of Bristol St, continue straight on Fowler Rd	8:22:48 AM	10:08:00 AM	W3					227
56.59	Straight	At intersection of Hawksview St, continue straight on Fowler Rd	8:23:11 AM	10:08:38 AM	W3	1				228
56.97	Straight	At intersection of Frank St, continue straight on Fowler Rd	8:23:56 AM	10:09:54 AM	W3					229
57.13	Left	Turn left onto Pipeline Shared Path	8:24:16 AM	10:10:26 AM	W3	2				230
<b>CUT OFF 10:15AM - Any Riders reaching this point after 10:15am will be directed back up Fowlers Road towards the M4 Shared Path</b>										
57.43	Straight	Cross Harris St and continue straight on Pipeline Shared Path	8:24:52 AM	10:11:26 AM	W3		1			231

105KM CHALLENGE RIDE - ROUTE CUES									
Distance	Type	Notes	Arrival of First Rider (10km/h)	Arrival of Last Rider (18km/h)	Ride Sector	Event Personnel			
						BNSW Marshal	BNSW TC	NSW Police	RMS Traffic Controller
									TCP
57.56	Straight	Cross Guildford Rd and continue straight on Pipeline Shared Path	8:25:07 AM	10:11:52 AM	W3				231
57.78	Straight	Cross Byron Rd and continue straight on Pipeline Shared Path	8:25:34 AM	10:12:36 AM	W3		1		232
58.41	Right	Turn right onto Parramatta Liverpool Cycleway	8:26:49 AM	10:14:42 AM	W4		1		233
59.15	Left	Veer left to stay on Parramatta Liverpool Cycleway	8:28:23 AM	10:17:18 AM	W4	1			234
60.6	Right	Turn right onto Pine Rd	8:31:12 AM	10:22:00 AM	W4	1			235
61.79	Straight	Continue onto Dursley Rd	8:33:35 AM	10:25:58 AM	W4				236
62.2	Left	Turn left onto Fairfield Rd	8:34:24 AM	10:27:20 AM	W4	1			237
62.3	Right	Turn right onto Prospect Creek Shared Path	8:34:36 AM	10:27:40 AM	W4			2	237
64.19	Straight	Pass Under Cumberland Hwy and continue straight on Prospect Creek Shared Path	8:36:23 AM	10:33:58 AM	W4				
66.48	Left	Turn left to stay on Prospect Creek Shared Path	8:42:58 AM	10:41:36 AM	W4				238
66.58	Left	Pass under Gipps Rd and turn left to stay on Prospect Creek Shared Path	8:43:10 AM	10:41:56 AM	W4				238
67.91	Left	Turn left to stay on Prospect Creek Shared Path	8:45:49 AM	10:46:22 AM	W4				
68.33	Right	Turn right onto Widemere Rd Shared Path	8:46:40 AM	10:47:46 AM	W4				
68.5	Straight	Cross T-Way and continue straight on Widemere Rd Shared Path	8:47:00 AM	10:48:20 AM	W4	1			239
68.7	Left	Turn left onto Lower Canal Shared Path	8:47:24 AM	10:49:00 AM	W5		1		240
CUT OFF 10:50AM - Any Riders reaching this point after 10:50am will be directed right onto the Lower Canal Shared Path back towards Guildford									
69.67	Right	Turn right onto Prospect Reservoir Service Rd	8:49:20 AM	10:52:14 AM	W5	1			
71.75	Straight	Continue onto Lower Canal Shared Path	8:53:30 AM	10:59:10 AM	W5				
72.82	Straight	Cross Chandos Rd and continue straight on Lower Canal Shared Path	8:55:38 AM	11:02:44 AM	W5	1			241
74.44	Straight	Cross The Horsley Dr and continue straight on Lower Canal Shared Path	8:58:53 AM	11:08:08 AM	W5	1	2		242
75.52	Left	Turn left onto Bridge towards Lizard Log	9:01:02 AM	11:14:44 AM	W5				
75.63	Right	Turn right onto Pimelea Loop	9:01:16 AM	11:12:06 AM	W5				
76.02	Right	Turn right onto Cycleway towards The Dairy	9:02:02 AM	11:13:24 AM	W5				
77.13	REST STOP	THE DAIRY	9:04:16 AM	11:27:06 AM	W5				
77.2	Right	Turn right onto Lower Canal Cycleway	9:04:24 AM	11:27:20 AM	W5				
79.27	Straight	Cross The Horsley Dr and continue straight on Lower Canal Shared Path	9:08:32 AM	11:34:14 AM	W5	1		2	242
80.87	Straight	Cross Chandos Rd and continue straight on Lower Canal Shared Path	9:11:44 AM	11:39:34 AM	W5	1			241
81.96	Straight	Continue onto Prospect Reservoir Service Rd	9:13:55 AM	11:43:12 AM	W5				
84.04	Left	Turn left onto Lower Canal Shared Path	9:18:05 AM	11:50:08 AM	W5				
84.99	Straight	Cross Reconciliation Rd	9:19:59 AM	11:53:18 AM	W5		1		240
86.79	Straight	Pass under Gipps Rd and continue straight on Lower Canal Cycleway	9:23:35 AM	11:59:18 AM	W6				
88.75	Straight	Pass under Bayfield Rd and continue straight on Lower Canal Cycleway	9:27:30 AM	12:05:50 PM	W6				
90.03	Straight	Pass under Cumberland Hwy and continue straight on Lower Canal Cycleway	9:30:04 AM	12:10:06 PM	W6				
90.94	Straight	Pass under Sherwood Rd and continue straight on Lower Canal Cycleway	9:31:53 AM	12:13:08 PM	W6				
91.43	Straight	Pass under Albert St and continue straight on Lower Canal Cycleway	9:32:52 AM	12:14:46 PM	W6				
91.67	Straight	Continue straight on Lower Canal Cycleway	9:33:20 AM	12:15:34 PM	W6				
91.79	Right	Veer right to stay on Lower Canal Cycleway	9:33:35 AM	12:15:58 PM	W6				
92.12	Left	Turn left onto Fowler Rd	9:34:14 AM	12:17:04 PM	W3	1			230
92.23	Straight	At intersection of Frank St, continue straight on Fowler Rd	9:34:28 AM	12:17:26 PM	W3				229
92.6	Straight	At intersection of Hawksview St, continue straight on Fowler Rd	9:35:12 AM	12:18:40 PM	W3	1			228
92.8	Straight	At intersection of Bristol St, continue straight on Fowler Rd	9:35:36 AM	12:19:20 PM	W3				227
93	Straight	At intersection of Matthew St, continue straight on Fowler Rd	9:36:00 AM	12:20:00 PM	W3	1			226
93.18	Straight	At intersection of Barcom St, continue straight on Fowler Rd	9:36:22 AM	12:20:36 PM	W3				225
93.35	Straight	Cross Desmond St and continue straight on Fowler Rd	9:36:42 AM	12:21:10 PM	W3				224
93.44	Straight	At intersection of Warialda St, continue straight on Fowler Rd	9:36:53 AM	12:21:28 PM	W3				223
93.65	Straight	At intersection of Kenyons Rd, continue straight on Fowler Rd	9:37:18 AM	12:22:10 PM	W3				222
93.85	Straight	Continue onto Burnett St	9:37:42 AM	12:22:50 PM	W3			2	221
94.89	Straight	Cross Hilltop Rd and continue straight on Burnett St	9:39:47 AM	12:26:18 PM	W3				220
95.09	Left	Turn left onto Rita St	9:40:11 AM	12:26:58 PM	W3				219
95.24	Right	Turn right onto Morgan St	9:40:29 AM	12:27:28 PM	W3	1			218
95.39	REST STOP	BITA & MORGAN STREET GRASS	9:40:47 AM	12:27:58 PM	W3				
95.42	Right	Turn right onto M4 Shared Path	9:40:50 AM	12:28:04 PM	W3	1			218
95.54	Straight	Cross Burnett St and continue straight on M4 Shared Path	9:41:06 AM	12:28:30 PM	W7	1			243
96.68	Straight	At Holroyd Sportsground continue straight on M4 Shared Path	9:43:22 AM	12:42:16 PM	W7				244
97.44	Straight	Pass under M4 and continue straight on M4 Shared Path	9:44:53 AM	12:44:48 PM	W7	1			245
98.07	Straight	Cross Good St and continue straight on M4 Shared Path	9:46:08 AM	12:46:54 PM	W7				246
98.34	Straight	Cross Alfred St and continue straight on M4 Shared Path	9:46:41 AM	12:47:48 PM	W7				247
98.61	Straight	Cross Arthur St and continue straight on M4 Shared Path	9:47:13 AM	12:48:42 PM	W7				248
99.13	Left	Turn left onto Martha St	9:48:16 AM	12:50:26 PM	W7				249
99.22	Straight	Cross Wentworth St and continue straight on Martha St	9:48:26 AM	12:50:44 PM	W7		1		249
99.54	Right	Turn right to rejoin M4 Shared Path	9:49:05 AM	12:51:48 PM	W7		1		250
100.23	Straight	Continue straight onto Adderley St West	9:50:28 AM	12:54:06 PM	W7	1			251
100.88	Straight	Cross Stubbs St and continue straight on Adderley St West	9:51:46 AM	12:56:16 PM	W7				252
101.29	Straight	At intersection with Melton St South, Continue straight on Adderley St West	9:52:35 AM	12:57:38 PM	W7				253
101.65	Straight	Cross Silverwater Rd and continue straight on M4 Shared Path	9:53:18 AM	12:58:50 PM	W7		1		254
102.11	Straight	Continue straight to stay on M4 Shared Path	9:54:13 AM	1:00:22 PM	W7	1			255
102.67	Straight	Continue straight onto Louise Sauvage Pathway	9:55:20 AM	1:02:14 PM	W7				
103.01	Right	Turn right onto John Ian Wing Parade	9:56:01 AM	1:03:22 PM	L				
103.31	Left	Turn left onto Hill Rd	9:56:37 AM	1:04:22 PM	L				
103.55	Straight	At intersection with Old Hill Link, Continue straight on Hill Rd	9:57:06 AM	1:05:10 PM	L	1		3	120
103.86	Right	Turn right onto Pondage Link	9:57:43 AM	1:06:12 PM	L	1		2	121
104.15	Left	Turn left onto Edwin Flack Ave	9:58:18 AM	1:07:10 PM	L				1
104.27	Right	Turn right onto Olympic Blvd	9:58:32 AM	1:07:34 PM	L				
104.69	FINISH	CATHY FREEMAN PARK	9:59:23 AM	1:08:58 PM	L				

**ROUTE SIGNAGE**

ANNEX 3

Refer Spring Cycle 2018  
Route Signage Plan

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**Item 21**

**Attachment 1**

**ANNEX 4**
**TRAFFIC CONTROL MEASURES CHECKLIST**

This checklist can help you implement effective control measures in your workplace.

Using this checklist is not mandatory—you can use whatever means are most useful and practical to identify the traffic control measures to be used specific to your workplace.

CONSIDER THE FOLLOWING	Yes	No	Comments Action
<b>Separation</b>			
Are separate entries and exits provided for vehicles and pedestrians including visitors?			
Do the entries and exits protect pedestrians from being struck by vehicles?			
Does the layout of the workplace effectively separate pedestrians, vehicles and powered mobile plant?			
Are systems in place to keep pedestrians and moving vehicles or plant apart like physical barriers, exclusion zones and safety zones?			
<b>Vehicle routes</b>			
Are the roads and pathways within the workplace suitable for the types and volumes of traffic?			
Are loading zones clearly marked?			
Do vehicle route designs take into account vehicle characteristics under all conditions, for example emergency braking, running out of fuel or adverse weather?			
Are there enough parking places for vehicles and are they used?			
Are traffic directions clearly marked and visible?			
If a one-way system is provided for vehicle routes within the workplace is it properly designed, signposted and used?			
Are vehicle routes wide enough to separate vehicles and pedestrians and for the largest vehicle using them?			
Do vehicle routes have firm and even surfaces?			
Are vehicle routes kept clear from obstructions and other hazards?			
Are vehicle routes well maintained?			
Do vehicle routes avoid sharp or blind corners?			
<b>Pedestrian routes</b>			
Are pedestrian walkways separated from vehicles?			
Where necessary are there safe pedestrian crossings on vehicle routes?			
Is there a safe pedestrian route which allows visitors to access the site office and facilities?			
Are pedestrian walkways clearly marked?			

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CONSIDER THE FOLLOWING	Yes	No	Comments Action
Are pedestrian walkways well maintained?			
<b>Vehicle movement</b>			
Have drive-through, one-way systems been used to reduce the need for reversing?			
Are non-essential workers excluded from areas where reversing occurs?			
Are vehicles slowed to safe speeds, for example speed limiters on mobile plant or chicanes on vehicle routes?			
Do drivers use the correct routes, drive within the speed limit and follow site rules?			
<b>Signs</b>			
Are there speed limit signs?			
Are there clear warnings of powered mobile plant hazards?			
Is there clear signage of pedestrian and powered mobile plant exclusion zones?			
Is there enough lighting to ensure signs are visible, particularly at night?			
<b>Warning devices</b>			
Are flashing lights, sensors and reversing alarms installed on powered mobile plant?			
<b>Information, training and supervision</b>			
Do powered mobile plant operators have relevant high risk work licences? Are they trained in operating the particular model of plant being used?			
Have workers received site specific training and information on traffic hazards, speed limits, parking and loading areas?			
Is information and instruction about safe movement around the workplace provided to visitors and external delivery drivers?			
Is the level of supervision sufficient to check traffic movement and ensure safety of pedestrians and drivers?			
<b>Personal Protective Equipment</b>			
Is PPE like high visibility clothing provided and used where necessary?			
<b>Vehicle safety</b>			
Have vehicles and powered mobile plant been selected which are suitable for the tasks to be done?			

CONSIDER THE FOLLOWING	Yes	No	Comments Action
Do vehicles have direct visibility or devices for improving vision like external and side mirrors and reversing sensors?			
Are vehicles fitted with effective service and parking brakes?			
Do vehicles and powered mobile plant have seatbelts where necessary?			
Is there a regular maintenance program for all vehicles and powered mobile plant?			
Is there a system for reporting faults on all vehicles and powered mobile plant?			
Do drivers carry out basic safety checks before using vehicles?			
Are there any other control measures that should be implemented to manage risks at your workplace?			



ANNEX 5

**PUBLIC LIABILITY INSURANCE**



ATC Insurance Solutions Pty. Ltd.  
Address: Level 4, 451 Little Bourke Street,  
Melbourne VIC 3000

ABN: 25 121 360 978

AFS Licence No. 305802

Certificate of Currency

This document certifies that the policy referred to below is currently intended to remaining force until 4:00pm on the expiry date shown and will remain in force until that date, unless the policy is cancelled, lapsed, varied or otherwise altered in accordance with the relevant policy conditions or the provisions of the 'Insurance Contracts Act 1984'.

Insurer:	Certain Underwriters at Lloyd's of London (UMR B087516Y135021)						
Product Issuer:	This policy is issued by ATC Insurance Solutions Pty. Ltd. (ACN 121 360 978, AFS Licence No. 305802) acting on behalf of Certain Underwriters at Lloyd's of London.						
Insured:	Bicycle NSW Inc, including affiliated Bicycle User Groups (BUGs), members, temporary members (for events), officials, accredited coaches and volunteers						
Bicycle User Group:	N/A						
Policy No.	ATCSL00748						
Class of Insurance:	Combined Liability Insurance						
Policy Wording:	Combined Liability Insurance Policy Wording WRD112						
Period of Insurance:	1/07/2017 at 4:00 pm to 1/07/2018 at 4:00pm						
Business Activities:	Bicycle NSW is a member based association with a substantial history of representing bicycle users in New South Wales						
Address/Situation:	At and From Concord West, NSW 2138						
Limit of Liability:	<table border="0"> <tr> <td>Professional Indemnity</td> <td>\$5,000,000 each and every occurrence and in the aggregate</td> </tr> <tr> <td>Public</td> <td>\$20,000,000 each and every occurrence</td> </tr> <tr> <td>Products</td> <td>\$20,000,000 each and every occurrence and in the aggregate</td> </tr> </table>	Professional Indemnity	\$5,000,000 each and every occurrence and in the aggregate	Public	\$20,000,000 each and every occurrence	Products	\$20,000,000 each and every occurrence and in the aggregate
Professional Indemnity	\$5,000,000 each and every occurrence and in the aggregate						
Public	\$20,000,000 each and every occurrence						
Products	\$20,000,000 each and every occurrence and in the aggregate						
Policy Territory:	Worldwide						
Interested Party:	North Sydney Council, City of Sydney Council, Inner West Council, City of Canada Bay Council, Strathfield Council, City of Ryde Council, Parramatta City Council, Cumberland Council, Fairfield City Council, Parramatta Park Trust, Western Sydney Parklands Trust, Sydney Water, Barangaroo Delivery Authority, NSW Police, Ambulance NSW, Transport for NSW, Transport Management Centre, Roads & Maritime Services						

Signature: \_\_\_\_\_  
Tim Martin

Date: 5/09/2017

**IMPORTANT:** In arranging this certificate, we are acting under an authority given to us by the insurer named above to issue certificates on their behalf. It does not reflect in detail the policy terms or conditions and merely provides a very brief summary of the insurance that is, to the best of our know knowledge, in existence at the date we have issued this certificate. If you wish to obtain details of the policy terms, conditions, restrictions, exclusions or warranties, you must refer to the policy contract.

**DISCLAIMER:** In arranging this certificate, we do not guarantee that the insurance outlined will continue to remain in force for the period referred to as the policy may be cancelled or altered by either party to the contract at any time in accordance with the terms and conditions of the policy or in accordance with the terms of the 'Insurance Contracts Act 1984'. We accept no responsibility or liability to advise any party who may be relying on this certificate of such an alteration to or cancellation of the policy of insurance.

P: (03) 9258 1777      f: (03) 9867 5540      e: info@atcis.com.au      w: www.atcis.com.au

TEMP726250

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**RIDER SAFETY BRIEFING**

## For your Safety

To ensure that you and your fellow riders have an enjoyable and safe 2018 Spring Cycle, please adopt safe, courteous riding at all times by following these basic principles:

- Obey instructions by police and event staff.
- Please start with your ride start time and follow route signage.
- Not all roads are closed for the event.
- Stop at red traffic lights.
- Stop at pedestrian crossings.
- No stopping on the Sydney Harbour Bridge and Cahill Expressway at any time. This includes to take photos. Keep riding at all times!
- There are no road closures west of Pymont. So riders from the age of 12 will be sharing the road with LIVE traffic from Pymont to Olympic Park.
- Be mindful of motorists!
- Riders not obeying road rules will be asked to leave the event by Police or Event staff.
- Ride on the left-hand side of the road AT ALL TIMES.
- Give hand signals when turning or stopping.
- Look around you, remember if you STOP you do not have a brake light!
- Call "stopping"
- Or "passing" when passing another rider.
- Watch your speed, it's not a race – it's a community bike ride.

### There are Steep Descents and Sharp Turns!

- Watch your speed when going downhill! Look after the people around you! Especially the Cahill Express Way, In North Strathfield The turn from Queen Street into Pomeroy Street is at a busy roundabout, then followed by a downhill with traffic lights – keep left! Slow Down!
- Ride single file and slowly on the cycleway under Homebush Bay Drive.
- There are sharp turns at the end of John Whitton Bridge AND on the cycleway at Silverwater Bridge. You will need to approach both turning points SLOWLY and ride in single file.
- AT ALL TIMES Follow the direction of Police, event marshals and event staff to ensure your safety.

### 105km

- For the safety of all there are 2 lead riders - wearing fluoro yellow safety vests!
- Don't pass them,
- They will only stop at the first time they pass Rita & Morgan St (53.5km)
- Please stop and refresh!
- If you pass the lead riders, you will be asked to leave the event by Police or Event staff.
- Take Care!

Ride cut off times will be strictly enforced by Police and course marshals. Riders missing these cut off times will not be able to continue riding as part of the event.

Remember to thank the friendly volunteers you pass along the way and look out for your fellow cyclists.

**BE SAFE – HAVE FUN – SEE YOU AT THE FINISH**

## Cycling Etiquette

### On Shared Paths

- Give way to pedestrians AT ALL TIMES.
- Move off the path if you need to stop.
- Be courteous and always show mutual respect to other path users.
- Slow down near children, playgrounds, shops etc.
- Ring your bell to warn others you are approaching.
- Give clear hand signals.
- Keep left where possible.
- Be predictable.
- Indicate hazards to other riders. For example, a bollard that they may not see because you're in front.

### On Roads

- You will be mixing with traffic at times, let our marshals guide you into the organised Spring Cycle lanes.
- Be courteous and show mutual respect to all other road users
- Constantly scan the road ahead and the surrounding environment.
- Avoid riding in driver's blind spots. If you cannot see the driver, the driver cannot see you.
- Do not hold onto vehicles.
- Keep left when not overtaking.
- Use the road shoulder or left-hand lane to avoid obstructing other road users.
- Avoid riding too close to parked cars to reduce the chance of colliding with pedestrians or the opening of car doors.
- NEVER ride more than two abreast.
- If riding uphill in a group, be considerate of other road users and ride in single file.
- Give clear hand signals.
- Be predictable.
- Do not use your phone or listen to music while riding.
- Indicate hazards to other riders.
- Use bicycle lanes where available.
- **Red Lights, Stop Signs and Give Way Signs must be obeyed!**

**EMERGENCY RESPONSE PLAN**

**KIDS RIDE FREE**
**EMERGENCY RESPONSE PLAN**

- For **LIFE THREATENING** injuries or medical conditions call 000.
- **THEN** notify team leader who will report incident to Event Director (via mobile phone).
- Provide accurate detail of incident and **EXACT LOCATION** (see ref to app below).
- In National Parks or place on route where no phone reception ask nearest riders to rely message to nearest volunteer marshal, team leader or Bicycle NSW Staff Member.
- First Aid will be at the start, finish sites and select rest sites on the ride.
- Render assistance **WITHOUT** putting yourself in danger.
- **DO NOT ATTEMPT TO MOVE THE VICTIM** unless they are in danger.
- Remove any danger if it is safe to do so but do not move anything that is unnecessary to move until police authorise you to do so.

- For **NON LIFE THREATENING** injuries or incidents call your team leader.
- First Aid will be at Spring Cycle start, finish and select rest sites
- Dehydration or Low Blood Sugar Levels may cause riders to be unfit to ride. Please keep them off the road and call Team Leader for assistance.
- First Aid vehicles and Bicycle First Aid will be on the course.
- Complete an Incident Report Form (Team Leaders have copies) for each incident. These should be given to Bicycle NSW Staff immediately at the end of the event.

**Suggestion:** Load "Emergency+" app by Fire Rescue New South Wales onto mobile phone, this provides GPS coordinates of your current location to aid rescue services in NSW.

**EXTENDED ACTIONS**

These actions are to be undertaken by the Marshal/Team Leader in cases where a rider is

**TRANSPORTED TO HOSPITAL:**

- The Team Leader should ascertain which hospital the rider is being taken to.
- The rider's property (bike etc.) should be transported to the Finish Site and left with a Bicycle NSW Staff member at the Bicycle NSW Marquee. Except when the bike or rider's property is part of any Police investigation as a result of the accident. The sweep vehicle may be useful.
- The Event Director (or delegate) will contact Next of Kin about the accident and hospital details.
- All inquiries concerning the wellbeing of the rider should be referred to the Event Director.
- The Team Leader should report to the Event Director the names of any witnesses or Marshal involved in the incident response so that they can be followed up with counselling if required. (Use the Incident Report Form).

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**KIDS RIDE FREE****TRAUMATIC INJURY OR DEATH**

- The Event Director may consider curtailing or stopping the event in case of any traumatic injury or rider death. This decision will be taken in consultation with the NSW Police and other key event stakeholders.
- The Event Director will then make this decision known. The Event Director will implement the changes.
- The Event Director will liaise with any Public Authority (Police etc.), and handle any media inquiries and Spring Cycle web/Facebook announcements.
- The Event Director will liaise with Public Authorities about informing Next of Kin.
- The Event Director will follow up with Hospital/Next of Kin about the incident in the days following the incident and provide progress reports to the media (both internal & external).

**COUNSELLING**

- The Event Director in consultation with Lifeline will provide counselling to any rider, Bicycle NSW staff or volunteer.



**STATE TRANSIT'S "OPERATIONAL ARRANGEMENTS – SPRING CYCLE"** ANNEX 8

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ANNEX 9

**SYDNEY TRAINS' TRAIN PLAN****T1 North Shore, T2 Inner West and T7 Olympic Park lines:**

2 additional services per hour operating between Olympic Park and Lindfield from 05:30 to 15:30 stopping at Strathfield, Redfern, Central, North Sydney, St Leonards, Chatswood and Lindfield

**T2 Inner West Line:**

1 additional service will depart Homebush at 06:48 stopping all stations to North Sydney

**T2 Airport Line:**

1 additional service will depart Campbelltown at 05:41 stopping all stations to North Sydney via East Hills and Sydenham

**T3 Bankstown Line:**

1 additional service will depart Liverpool at 05:49 stopping all stations to North Sydney via Bankstown

*Final plan will be supplied by Sydney Trains closer to the event.*

**EVENT CONTINGENCY PLAN**
**Event Emergency Procedures: Event Staff, Volunteers and Riders**


It is possible that an extreme situation may arise during the conduct of the Spring Cycle event that would require all or part of the route to be closed and all or part of the event to be cancelled. This may arise due to changes in road conditions, extreme weather or other unforeseen circumstances such as natural disaster, terrorist attacks, technological crises or serious injury or death.

Obviously, the main priority is ensuring the safety of event participants, staff and Volunteers, while on the road and also during their journey home if cancellation is necessary. In almost all foreseeable conditions, it is considered safer to continue the event under the stated plan.

Even in extreme weather, the support offered by the Traffic Management Plan (TMP) and all the associated staff, resources and Traffic Management provided on the set cycle route offer a significantly reduced likelihood of serious incident compared with cancelling the event and sending up to 20,000 cyclists off to make their own way home.

In the event of an emergency of any nature, the follow emergency procedure will be followed by event staff and volunteers:

1. For all emergencies - Call 000
2. Report the incident immediately to a Bicycle NSW staff member or Event Team Leader or who have contact with event medical staff, Police and RMS (Roads and Maritime Services) via radio.
3. First Aid provided by Event Safety Services are based at the certain rest stops, start and finish sites. There are also six mobile crews that cover the entire 105km route of the event.
4. Team leaders and staff must report the incident immediately to the First Aid Manager or Event Director via radio.
5. First Aid Manager / Event Director to relay information to NSW Police Event Commander and RMS Event Commander in the POC, for further instruction 2.

In the case of emergency conditions in which it is simply not possible to complete the event as planned, the event may be announced cancelled by the NSW Police Event Commander and the Event Director jointly. In this situation, all event staff will be notified of the cancellation via radio immediately. The contingency plan for cancellation of the ride will be activated and riders will be directed to one of the meeting points listed below.

- St Leonard's Park (Start Site), North Sydney (for all participants yet to begin)
- Outside Kings Car parks on Sussex Street between King and Market Streets
- Pirrama Park, Pyrmont (Finish of City Ride)
- Richard Murden Reserve, Haberfield (Rest Stop Classic & Challenge Ride)
- Halliday Park, Five Dock
- North Strathfield train station, Queen Street, North Strathfield
- Riverside Park, University of Western Sydney campus (northern bank of Parramatta River)
- Westmead train station, Westmead
- Merrylands Swimming Centre, Chelsea and Merrylands St, Merrylands
- Meadowbank train station, Meadowbank

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- Guildford train Station, Guildford
- Mah-Rong Reserve (western end) Reconciliation Rd entrance, Pemulwuy
- Dairy Picnic Area, Western Sydney Parklands (Rest Stop)
- Cathy Freeman Park, Olympic Park (Finish Site)

Depending on the location and timing of the incident that causes the cancellation, any number of these points may be utilised. Any participants already past the danger zone would continue as planned. At these emergency points the participants will be told the nearest Train Station where they will be asked to proceed.

NSW Police will then proceed to deal with the emergency in terms of wider community impact. Bicycle NSW event staff and volunteers will have the responsibility of relaying information about the emergency cancellation to participants as they activate the contingency plan. Bicycle NSW will also be responsible for all post event communication with participants and the media following the emergency cancellation.

**EVENT OVERALL RISK MANAGEMENT PLAN**

ANNEX 11

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ANNEX 12

**BUSHFIRE RESPONSE PLAN****Air pollution (Bushfire)**

The NSW Government Health Department's fact sheet on Bushfire Smoke warns that the smoke can adversely affect the human breathing system. Itchy or burning eyes, throat irritation, runny nose and illnesses such as bronchitis can be created from inhaling the smoke. Existing lung conditions, such as chronic bronchitis, emphysema and asthma can also be aggravated by inhaling smoke from bushfires. It is recommended to avoid inhaling bushfire smoke.

Recommended actions vary in relation to the degree of air pollution. You can check air quality by visiting <http://www.environment.nsw.gov.au/AQMS/aqi.htm>. If the air quality is 'very good' or 'good' with an Air Quality Index (AQI) at 0 – 66, air pollution poses little or no risk. If the air pollution is 'fair' with an AQI of 67 -99 or higher then actions are recommended. For mid-range index readings of 100 – 149, 'poor' air quality, it is recommended that sensitive groups consider cutting back or rescheduling strenuous activity. As the index increases to 'very poor' and 'hazardous' being an AQI of 150+ then actions for everyone are recommended. Actions should be taken which suit each individual's circumstances.

A guide of actions to take based on air quality conditions can be found at <http://www.health.nsw.gov.au/environment/air/Pages/aqi.aspx>.

Bicycle NSW will make a judgement based on the environmental conditions at the time as to whether it is safe to hold the event. Individuals should make an independent decision that suits their individual situation. Conditions can change daily.

**ANNEX 13****SPECIAL EVENT CLEARWAYS**

Signage associated with the SECs will be erected by the TMC, at least 7 days prior to the event. These signs indicate the period in which the SEC is in force, as shown below.

**NORTH SYDNEY****0300 till 1100**

- Arthur Street between Pacific Highway and Mount Street (western side)
- Arthur Street between Mount Street and Berry Street (both sides)
- Berry Street between Miller Street and Arthur Street North (both sides)
- Miller Street between Blue Street and Berry Street (western side)
- Miller Street between Berry Street and Falcon Street (both sides)
- Carlow Street between Miller Street and Tucker Street (both sides)

**SYDNEY CBD / HAYMARKET / PYRMONT****0300 till 1100**

- Dalgety Road between Argyle Place and Towns Place (northbound)
- Erskine Street between Shelley Street and York Street (eastbound)
- Towns Place between Dalgety Road and Hickson Road (eastbound)
- Pyrmont Street between Western Distributor & Pyrmont Bridge Road

**ULTIMO****0300 till 1000**

- Wattle Street between Thomas Street and Kelly Street (northbound)

**FIVE DOCK / CANADA BAY / CONCORD****0500 till 1200**

- Crane Street between Edith Avenue and Patterson Street (westbound)
- First Avenue between Arthur Street and Ingham Avenue (westbound)
- Lyons Road West between Udall Avenue and Edith Avenue (westbound)



**WASTE MANAGEMENT PLAN**

**KIDS RIDE FREE**
**Waste Management**
**Waste disposal measures.**

All Bicycle NSW cycling events work towards promoting cycling as an alternative to motorised transportation to reduce the damage the latter causes to the environment. They also respect and encourage waste management, using recyclable products and safer alternatives at all cycling events.

**Bicycle NSW aims to:**


The aim of the Waste Management plan is to prevent build-up of waste on site and to provide for the efficient and safe removal of waste.

Instructions and training is given to staff on the hazards associated with waste and safe handling methods. All staff are provided with appropriate protective equipment.

All event volunteers are provided with waste management training at the event volunteer briefings. Plus information about waste management is provided in their event information pack. Volunteers will also be assigned to the Environmental team which includes tasks like loose litter pick up, removal of recycle waste i.e. cardboard and paper.

Contractors, councils and all other stakeholders partaking in a Bicycle NSW event must also respect and honour our waste management obligations by agreeing to our waste management clauses listed in any contract, agreement and application.

**Types of Waste**

- *Food Premises* - Food waste has the potential to attract pests and animals and cause odours. Waste should be placed in bins then removed to a separate, covered waste collection location that is well away from any food consumption, preparation or storage areas.
- *Patron waste* - Bins should be provided around the site. If the event is outdoors, covers should be provided. If possible, recycling facilities should be provided.
- *First Aid Posts* - First Aid Posts will generate their own waste and may need biohazard waste removal. Arrangements must be made for its disposal.

[bicyclensw.org.au](http://bicyclensw.org.au)
[springcycle.com.au](http://springcycle.com.au)

**T** (02) 9704 0800 **A** Bicentennial Drive, Bicentennial Park, Sydney Olympic Park NSW 2138

ABN 26 511 801 801

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**KIDS RIDE FREE**

Local Councils will provide Bicycle NSW with garbage bins. Councils will have the bins available for use from Set up to event day and pack down of all sites, once complete all bins will be removed from site at the conclusion of the event. It will be the responsibility of all patrons, staff and contractors to dispose of their rubbish in the correct bins provided.

Bicycle New South Wales aims to ensure that waste is controlled and disposed of appropriately during the *Spring Cycle* in the following ways:

- At all Start, Finish and Rest Stop sites along the route, extra garbage bins will be supplied by the appropriate authority on or before the morning of the event. The appropriate authority will remove the bins after the event.
- Participants will be requested to use their own water bottles to fill from tap manifold systems at the Start, Rest Stops and Finish sites.
- Additional portable toilets (when required) will be placed at the Start, Rest Stops and Finish sites to ensure provision is adequate for the number of participants.
- Bicycle New South Wales volunteers at sites and along the route will clean up the area around them prior to leaving their location at the end of the day. Site and Sector Team Leaders will monitor this clean up.

• [bicyclensw.org.au](http://bicyclensw.org.au)

• T (02) 9704 0800 A Bicentennial Drive, Bicentennial Park, Sydney Olympic Park NSW 2138

• [springcycle.com.au](http://springcycle.com.au)

• ABN 26 511 801 801

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**EVENT VMS PLAN**

ANNEX 15

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**ROAD OCCUPANCY LICENCE (ROL)**

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ANNEX 17

**VEHICLE ACCESS PASSES**

		<b>OFFICIAL EVENT VEHICLE PASS</b>	
			
<b>DATE:</b> 15 October 2017		<b>ORGANISATION:</b>	
<b>SITE:</b>  <b>ALL SITES</b>			
<b>REGO:</b>  <b>MOBILE NUMBER:</b>		<b>AUTHORISED BY:</b> <small>Jane Robertson – Bicycle NSW Events Director</small>  	
<p>***Please note this pass is for access to the event site for loading &amp; unloading only, it does NOT cover parking***</p>			

<p align="center"> <b>Vehicle Access</b>  <b>Terms and Conditions</b>  <b>VALID SUNDAY 15 OCTOBER 2017 ONLY</b> </p> <ul style="list-style-type: none"> <li>• Access as per the front of this VAPP</li> <li>• Write driver's name, mobile number, and vehicle registration on VAPP before entering restricted area for identification</li> <li>• Display VAPP on left side of windscreen with terms and conditions facing in</li> <li>• Enter and exit restricted areas via access point shown in site map</li> <li>• Hazard lights to remain on at all times when driving in restricted areas</li> <li>• Maximum 10km/hr in restricted areas where roads shared by vehicles and pedestrians</li> <li>• The bearer of this permit drives and operates in restricted areas at own risk</li> <li>• This permit must not be duplicated</li> <li>• A driver operating dangerously within a restricted area may have their VAPP confiscated and be escorted from the area immediately</li> <li>• A vehicle displaying a duplicated permit will be escorted from the restricted areas immediately</li> </ul>
--

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Attachment 1



### SPRING CYCLE 2018- TCP INDEX

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#### Ride Sector A

TCP 01 Pacific Hwy & Blue St NORTH SYDNEY  
TCP 02 Miller St & Blue St NORTH SYDNEY  
TCP 03 Miller St & Falcon St NORTH SYDNEY  
TCP 04 Miller St & Pacific Hwy NORTH SYDNEY  
TCP 05 Berry St & Pacific Hwy NORTH SYDNEY  
TCP 06 High St & Cahill onramp NORTH SYDNEY  
TCP 07 Carlow St & West St NORTH SYDNEY  
TCP 08 Miller St & Carlow St NORTH SYDNEY  
TCP 09 A Miller St & Ridge St PHASE 1 NORTH SYDNEY  
TCP 09 B Miller St & Ridge St PHASE 2 NORTH SYDNEY  
TCP 09 C Miller St & Ridge St PHASE 3 NORTH SYDNEY  
TCP 09 D Miller St & Ridge St PHASE 4 NORTH SYDNEY  
TCP 10 West St & Ridge St NORTH SYDNEY  
TCP 11 Ridge St & Walker St NORTH SYDNEY  
TCP 12 A Miller St & McLaren St PHASE 1 NORTH SYDNEY  
TCP 12 B Miller St & McLaren St PHASE 2 NORTH SYDNEY  
TCP 12 C Miller St & McLaren St PHASE 3 NORTH SYDNEY  
TCP 13 Berry St, Angelo St & McLaren St NORTH SYDNEY  
TCP 14 Miller St & Berry St NORTH SYDNEY  
TCP 15 Berry St, Bullivant La & Denison St NORTH SYDNEY  
TCP 16 A Berry St & Walker St PHASE 1 NORTH SYDNEY  
TCP 16 B Berry St & Walker St PHASE 2 NORTH SYDNEY  
TCP 16 C Berry St & Walker St PHASE 3 NORTH SYDNEY  
TCP 17 Berry St & Arthur St NORTH SYDNEY  
TCP 18 Arthur St & Mount St overpass NORTH SYDNEY  
TCP 19 Harbour Bridge Approach NORTH SYDNEY  
TCP 20 Cahill Expressway SYDNEY  
TCP 21 Harbour Bridge Deck SYDNEY

#### Ride Sector B

TCP 22 A Cahill & Harbour Bridge PHASE 1 SYDNEY  
TCP 22 B Cahill & Harbour Bridge PHASE 2 SYDNEY  
TCP 23 Cahill Exit Ramp Domain Tunnel SYDNEY  
TCP 24 Cahill Expressway to Conservatorium Rd SYDNEY  
TCP 25 Conservatorium Rd & Macquarie St SYDNEY

#### Ride Sector C

TCP 26 York St & Grosvenor St SYDNEY  
TCP 27 Bradfield Hwy & The Cork Screw SYDNEY  
TCP 28 Watson Rd, Argyle St & Lower Fort St SYDNEY  
TCP 29 A Argyle St & Kent St SYDNEY  
TCP 29 B Argyle St & Kent St SYDNEY  
TCP 30 A Hickson Rd, Windmill St & Town Pl SYDNEY  
TCP 30 B Hickson Rd, Windmill St & Town Pl SYDNEY  
TCP 31 Hickson Rd & Watermans Quay SYDNEY  
TCP 32 Hickson Rd Sussex St & Napoleon St SYDNEY  
TCP 33 Napoleon St & Kent St SYDNEY  
TCP 34 Sussex St & Shelley St SYDNEY  
TCP 35 Sussex St & Erskine St SYDNEY  
TCP 36 Sussex St, Slip St & King St SYDNEY

#### Ride Sector D

TCP 37 Western Dist & Pyrmont St on ramp PYRMONT  
TCP 38 Harris St & Figg St PYRMONT  
TCP 39 Western Dist & Bathurst St off ramp PYRMONT  
TCP 40 Pyrmont St & Murray St PYRMONT  
TCP 41 Pyrmont St on ramp PYRMONT  
TCP 42 Pyrmont St & Pyrmont Bridge Rd PYRMONT  
TCP 43 Pyrmont Bridge Rd & Harris St PYRMONT  
TCP 44 Pyrmont Bridge Rd Edward St & Union St PYRMONT  
TCP 45 A Union St Murray St & Darling Dr PYRMONT  
TCP 45 B Union St Murray St & Darling Dr PYRMONT  
TCP 45 C Union St Murray St & Darling Dr PYRMONT  
TCP 46 Pirrama Rd Murray St & Casino Car Pk PYRMONT  
TCP 47 Pirrama Rd, Darling Isl & Jones Bay Rd PYRMONT  
TCP 48 Pirrama Rd & Pyrmont Point Park PYRMONT  
TCP 49 Pirrama Rd, Harris St & Bowman St PYRMONT  
TCP 50 Darling Drive at Harbourside DARLING HARBOUR  
TCP 51 Pier St & Darling Drive DARLING HARBOUR  
TCP 52 Ultimo Rd & Darling Dr ULTIMO  
TCP 53 Harris St & Thomas St ULTIMO  
TCP 54 Thomas St & Jones St ULTIMO

#### Ride Sector E

TCP 55 Thomas St & Wattle St ULTIMO  
TCP 56 Wattle St & Kelly St ULTIMO  
TCP 57 Kelly St & Bay St ULTIMO  
TCP 58 Glebe St & Cowper St GLEBE  
TCP 59 Glebe St & Mitchell St GLEBE  
TCP 60 St Johns Rd & Glebe Pt Rd GLEBE  
TCP 61 Glebe Point Rd & Bridge Rd GLEBE

#### Ride Sector E (cont)

TCP 62 Glebe Point Rd & Hereford St GLEBE  
TCP 63 Glebe Point Rd & Wigram Rd GLEBE  
TCP 64 Glebe Point Rd & Boyce St GLEBE  
TCP 65 Forsyth St & Glebe Point Rd GLEBE  
TCP 66 Glebe Point Rd, Cook St to Mary St GLEBE  
TCP 67 Glebe Point Rd, Northcote Rd & Bicentennial Park GLEBE  
TCP 67.1 Jubilee Park Shared Path near Nelson St GLEBE

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TCP 68 Bicentennial Park, The Crescent & Johnston St ANNANDALE  
TCP 69 Johnston St, Weynton St & Annandale St ANNANDALE  
TCP 70 Annandale St, Piper St & Wisdom St ANNANDALE  
TCP 71 Annandale St & Booth St ANNANDALE  
TCP 72 Moore St & Catherine St LEICHHARDT  
TCP 73 Moore St & Balmmain Rd LEICHHARDT  
TCP 74 William St & Norton St LEICHHARDT  
TCP 75 William St & Charles St LEICHHARDT  
TCP 76 Charles St & Darley Rd LEICHHARDT  
TCP 77 Canal Rd LEICHHARDT

#### Ride Sector G

TCP 78 Hawthorne Pde & Waratah St HABERFIELD  
TCP 79 Dalhousie St, Waratah St & Boomerang St HABERFIELD  
TCP 80 Bommerang St & Mortley Ave HABERFIELD  
TCP 81 Mortley Av & Dobroyd Pde HABERFIELD  
TCP 82 Timbrell Dr & Arthur St HABERFIELD  
TCP 83 Arthur St & First Ave HABERFIELD  
TCP 84 First Av & Ingham Av FIVE DOCK  
TCP 85 Ingham Av & Barnstaple Rd FIVE DOCK  
TCP 86 Ingham Ave, Myalora St & Lyons Rd FIVE DOCK  
TCP 87 Myalora St & Russell St RUSSELL LEA  
TCP 88 Russell St, Warreemba St & Pine Ave WAREEMBA  
TCP 89 Wareemba St, Great Nth Rd & Cecil St WAREEMBA  
TCP 90 Cecil St & Wymston Pde WAREEMBA  
TCP 91 Wymston Pde & Udall St WAREEMBA

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TCP 92 Udall Ave & Lyons Rd FIVE DOCK  
TCP 93 Lyons Rd & Harris Rd FIVE DOCK  
TCP 94 Crane St & Burwood Rd CONCORD  
TCP 95 Crane St & Patterson St CONCORD  
TCP 96 Patterson St & Flaville St CONCORD  
TCP 97 Flaville St & Wellbank St CONCORD

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TCP 98 Wellbank St & Concord Rd CONCORD  
TCP 99 Wellbank St & Queen St NORTH STRATHFIELD  
TCP 100 Queen St & Pomeroy St NORTH STRATHFIELD  
TCP 101 Pomeroy St & George St NORTH STRATHFIELD  
TCP 102 Pomeroy St & Bike Path NORTH STRATHFIELD  
TCP 103 George St & Warsaw St WEST STRATHFIELD  
TCP 104 George St & Conway Ave NORTH STRATHFIELD  
TCP 105 George St & Victoria Ave CONCORD WEST

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TCP 106 Oulton Ave & Rider Blvd RHODES  
TCP 107 Rider Blvd & Shoreline Dr RHODES  
TCP 108 Sevier Ave & Shoreline Dr RHODES  
TCP 109 Shoreline Dr & Mary St RHODES  
TCP 110 Shoreline Dr & Gauthorpe St RHODES  
TCP 111 Shoreline Dr & Meredith Ave RHODES  
TCP 112 Blaxland Rd, Leeds St & Walker St RHODES  
TCP 113 Blaxland Rd & Leeds St RHODES  
TCP 114 Bay Dr, Railway Rd & Underdale La MEADOWBANK

#### Ride Sector K

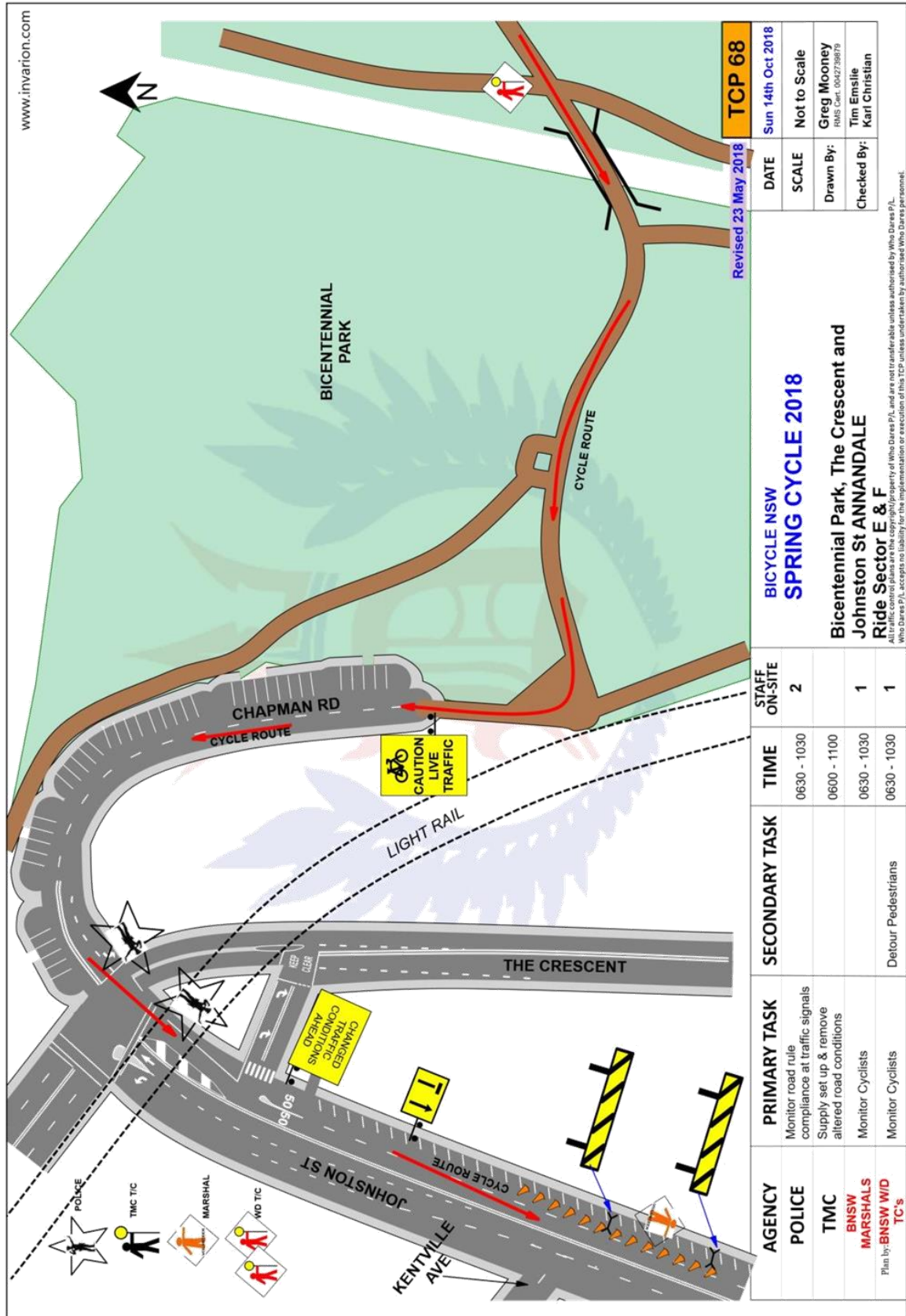
TCP 115 Bowden St & Bay Dr RYDE  
TCP 116 Crowley Cres & Lancaster Ave MELROSE PARK  
TCP 117 Atkins Rd & Gregory St ERMINGTON  
TCP 118 Silverwater Rd at Silverwater Bridge ERMINGTON  
TCP 119 Silverwater Rd at Wilson Park SILVERWATER

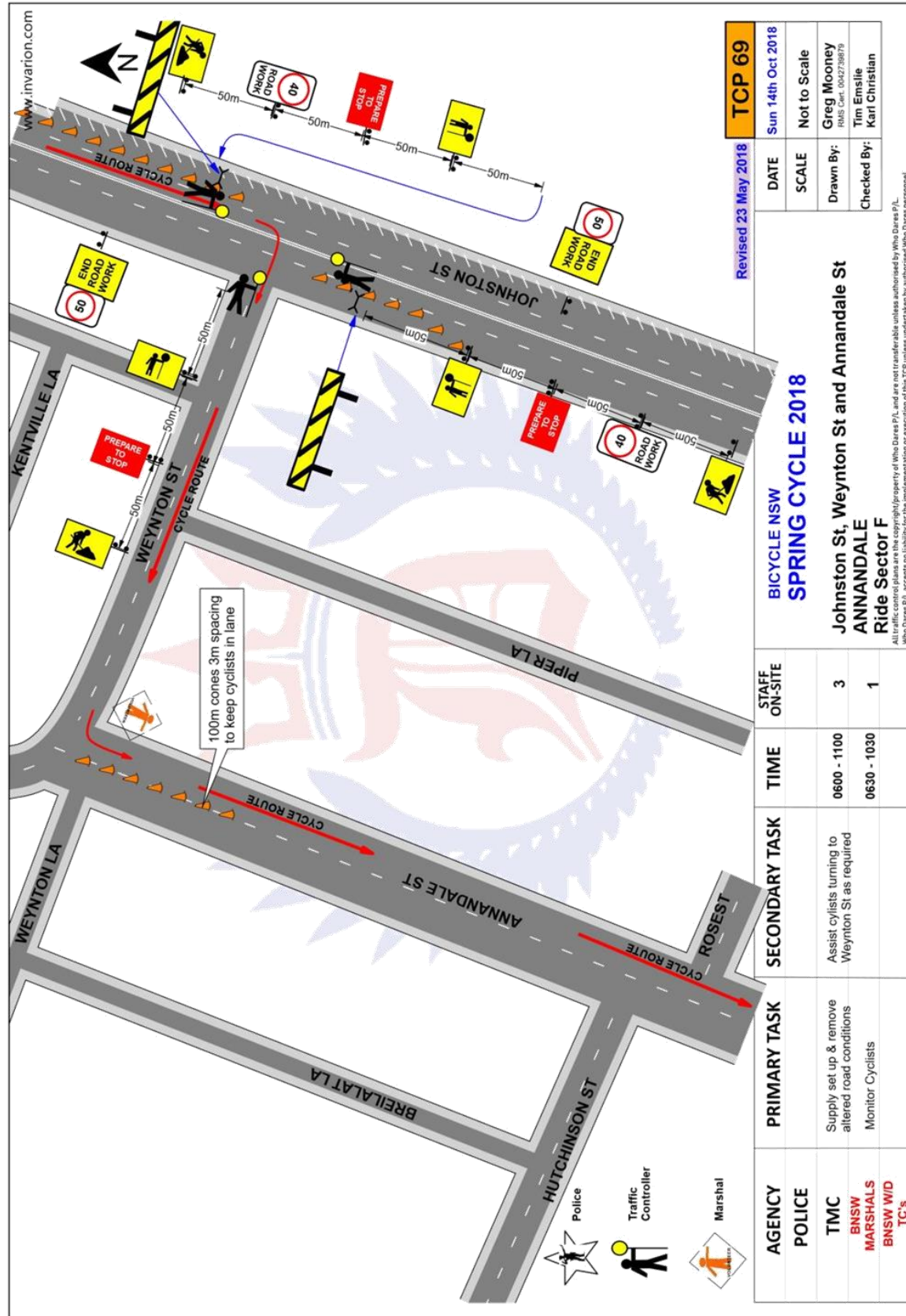
#### Ride Sector L

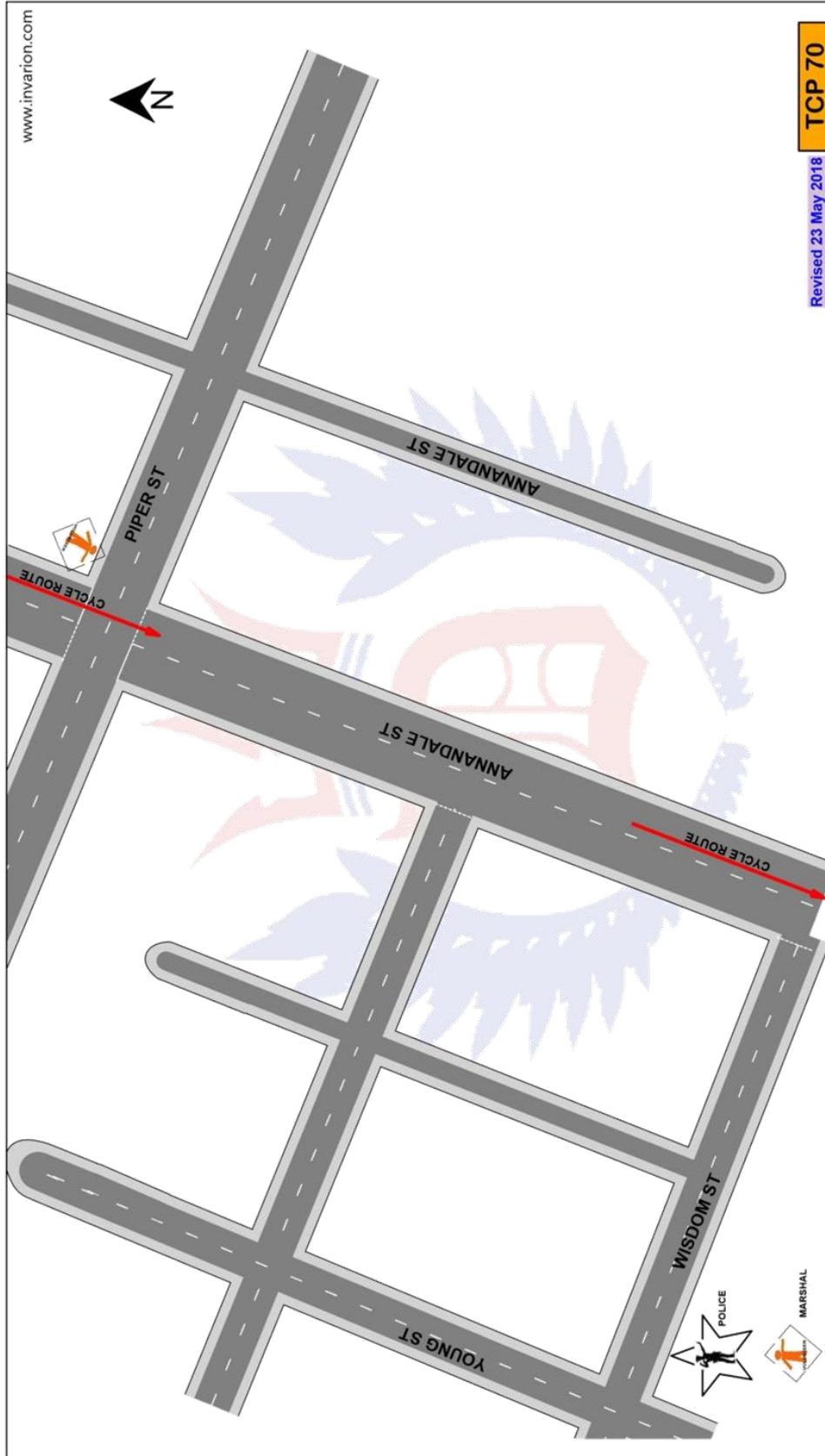
TCP 120 A Hill Rd & Old Hill Rd SYDNEY OLYMPIC PARK  
TCP 120 B Hill Rd & Old Hill Rd SYDNEY OLYMPIC PARK  
TCP 121 A Hill Rd & Pondage Link Rd SYDNEY OLYMPIC PARK  
TCP 121 B Hill Rd & Pondage Link Rd SYDNEY OLYMPIC PARK

As at the 23rd May 2018









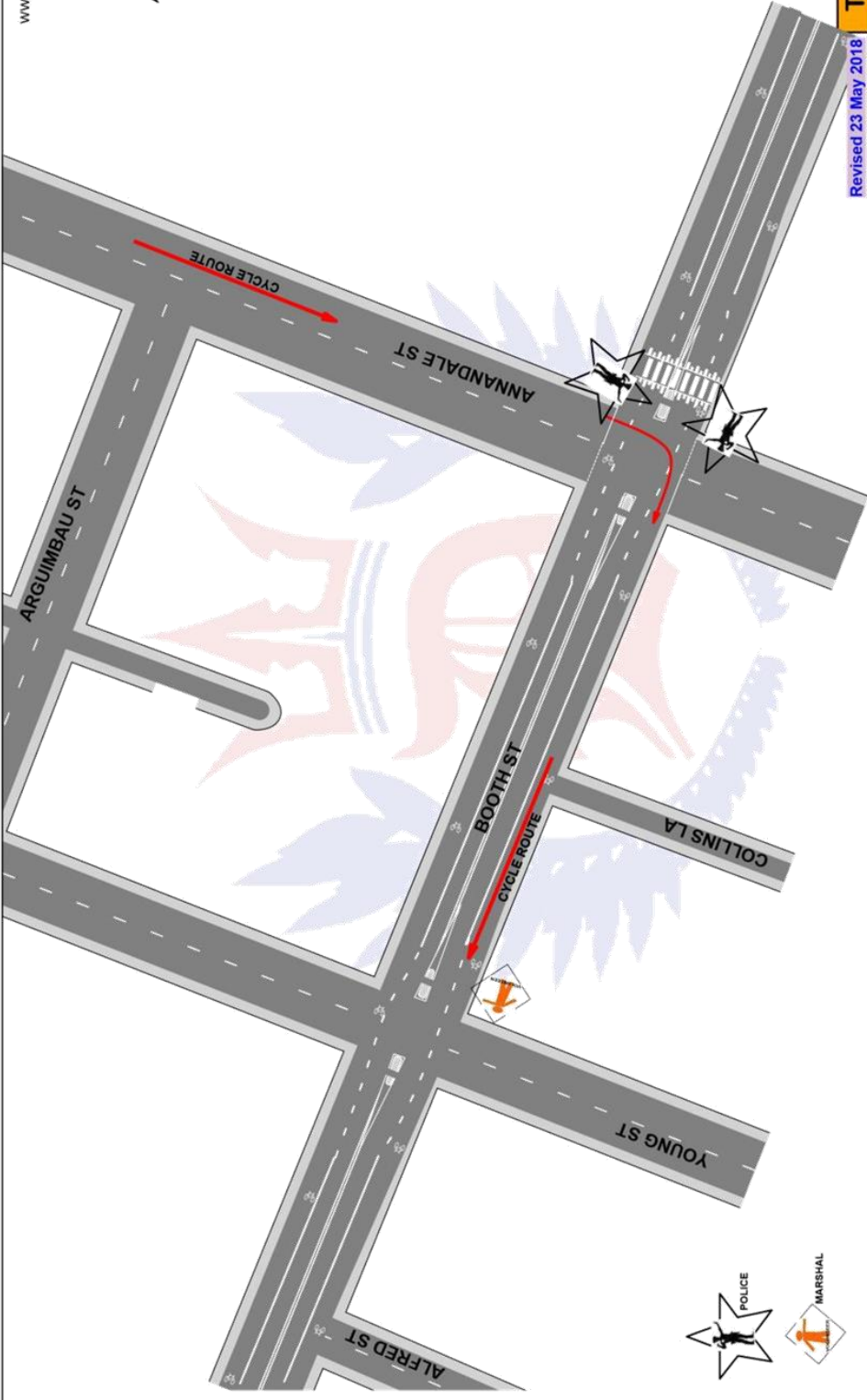
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<b>TCP 70</b>	
<b>Revised 23 May 2018</b>	<b>DATE</b> Sun 14th Oct 2018
<b>BICYCLE NSW</b>	<b>SCALE</b> Not to Scale
<b>SPRING CYCLE 2018</b>	<b>Drawn By:</b> Greg Mooney RMS Cert. 0042738879
<b>Annandale St, Piper St and Wisdom St, ANNANDALE Ride Sector F</b>	<b>Checked By:</b> Tim Emslie Karl Christian

AGENCY	PRIMARY TASK	SECONDARY TASK	TIME	STAFF ON-SITE
POLICE				
TMC				
BNSW MARSHALS	Monitor Cyclists		0630 - 1030	1
BNSW WID TC's				

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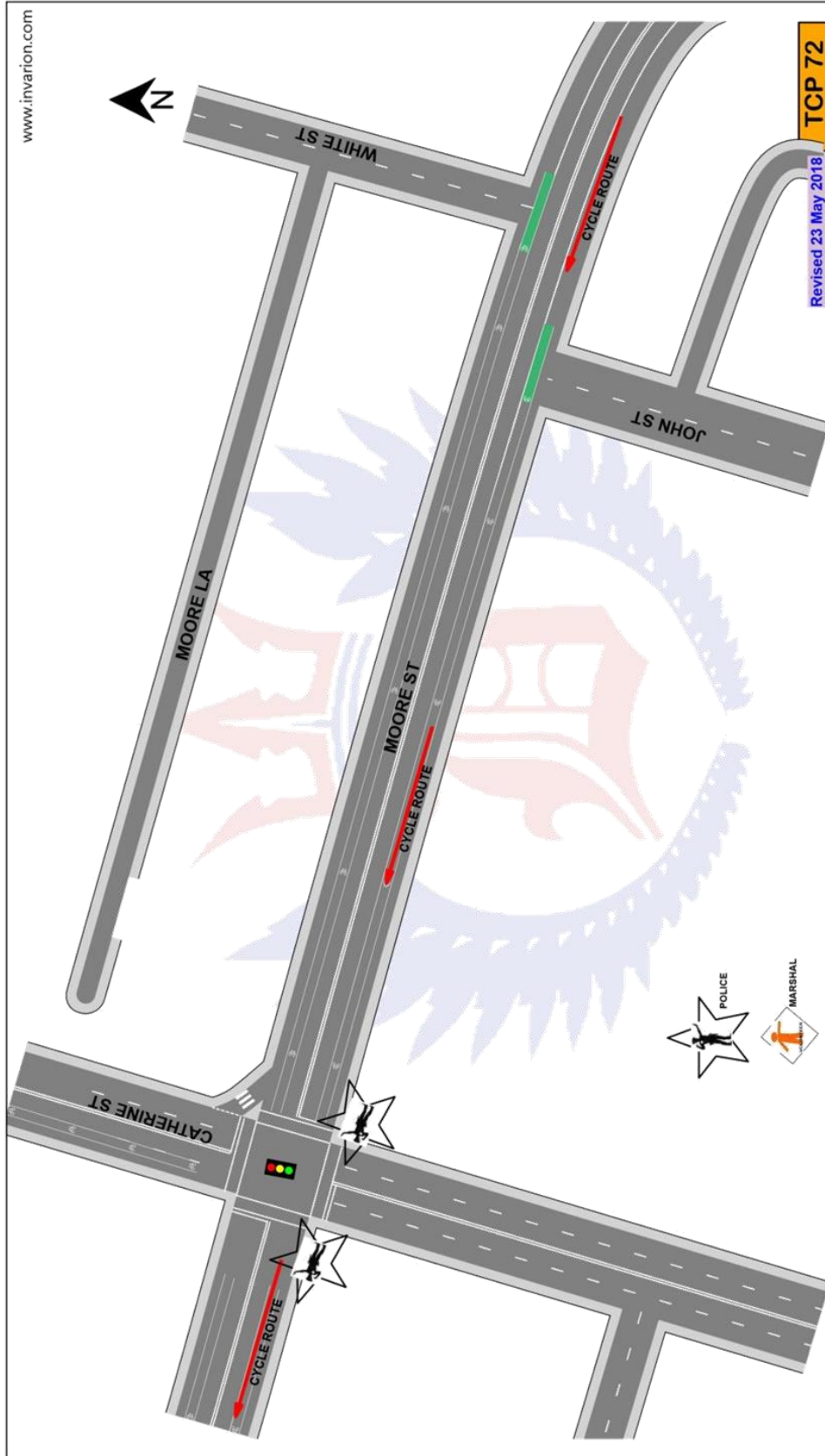
**Revised 23 May 2018**

**TCP 71**

BICYCLE NSW		DATE
<b>SPRING CYCLE 2018</b>		Sun 14th Oct 2018
Annandale St and Booth St, ANNANDALE		SCALE
Ride Sector F		Not to Scale
Drawn By: Greg Mooney		RMS Cert: 0042738878
Checked By: Tim Enslie		
		Karl Christian

AGENCY	PRIMARY TASK	SECONDARY TASK	TIME	STAFF ON-SITE
POLICE	Monitor road rule compliance at Stop Sign	Assist cyclists out of Annandale St as required	0630 - 1030	2
TMC				
BNSW MARSHALS	Monitor Cyclists		0630 - 1030	1
BNSW W/D TC's				

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**Revised 23 May 2018**

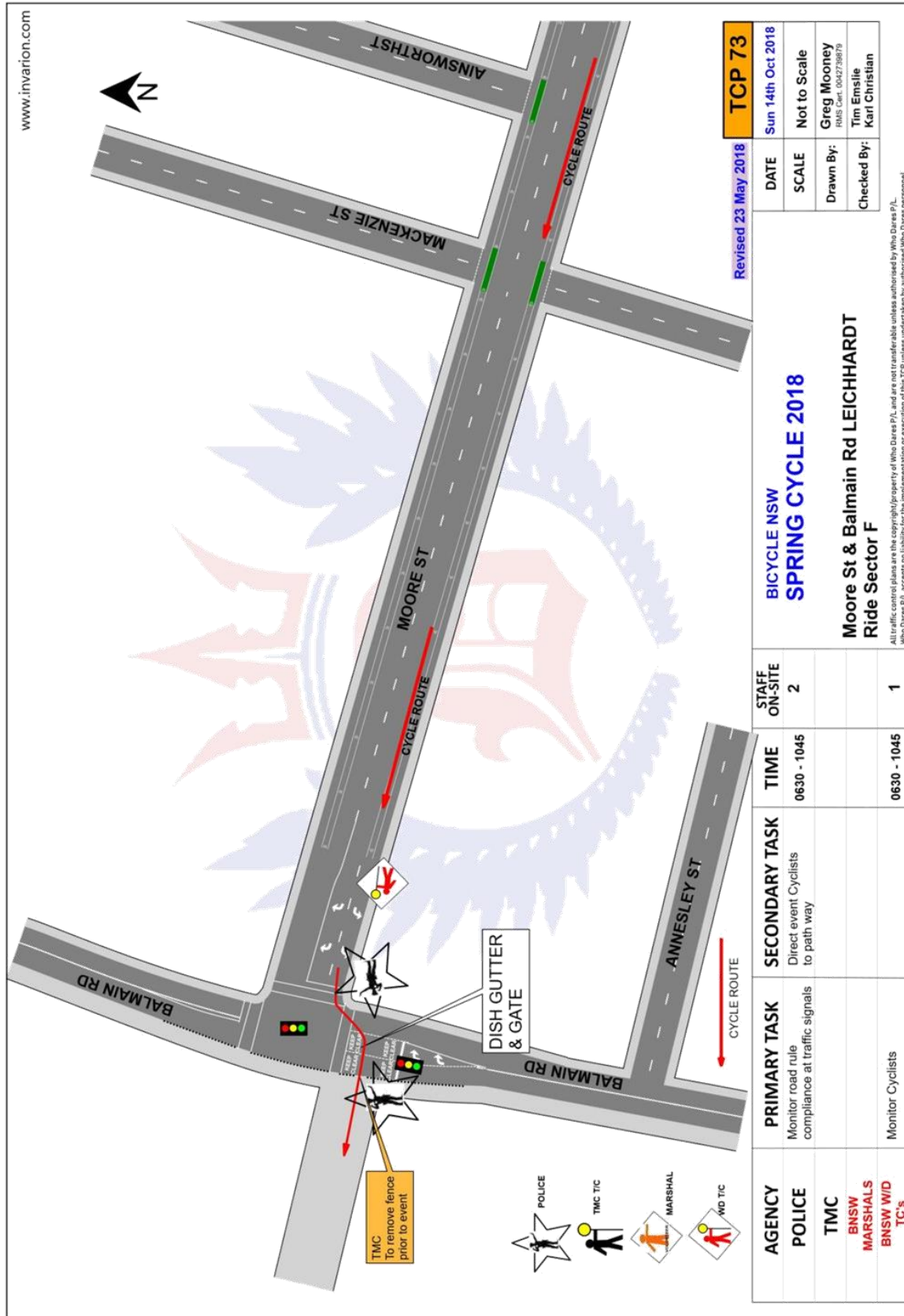
**TCP 72**

BICYCLE NSW SPRING CYCLE 2018	
DATE	Sun 14th Oct 2018
SCALE	Not to Scale
Drawn By:	Greg Mooney RMS Cert. 0042738879
Checked By:	Tim Emslie Karl Christian

**Moore St and Catherine St, LEICHHARDT  
Ride Sector F**

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AGENCY	PRIMARY TASK	SECONDARY TASK	TIME	STAFF ON-SITE
POLICE	Monitor road rule compliance at traffic signals		0630 - 1030	2
TMC				
BNSW MARSHALS				
BNSW W/D TC's				







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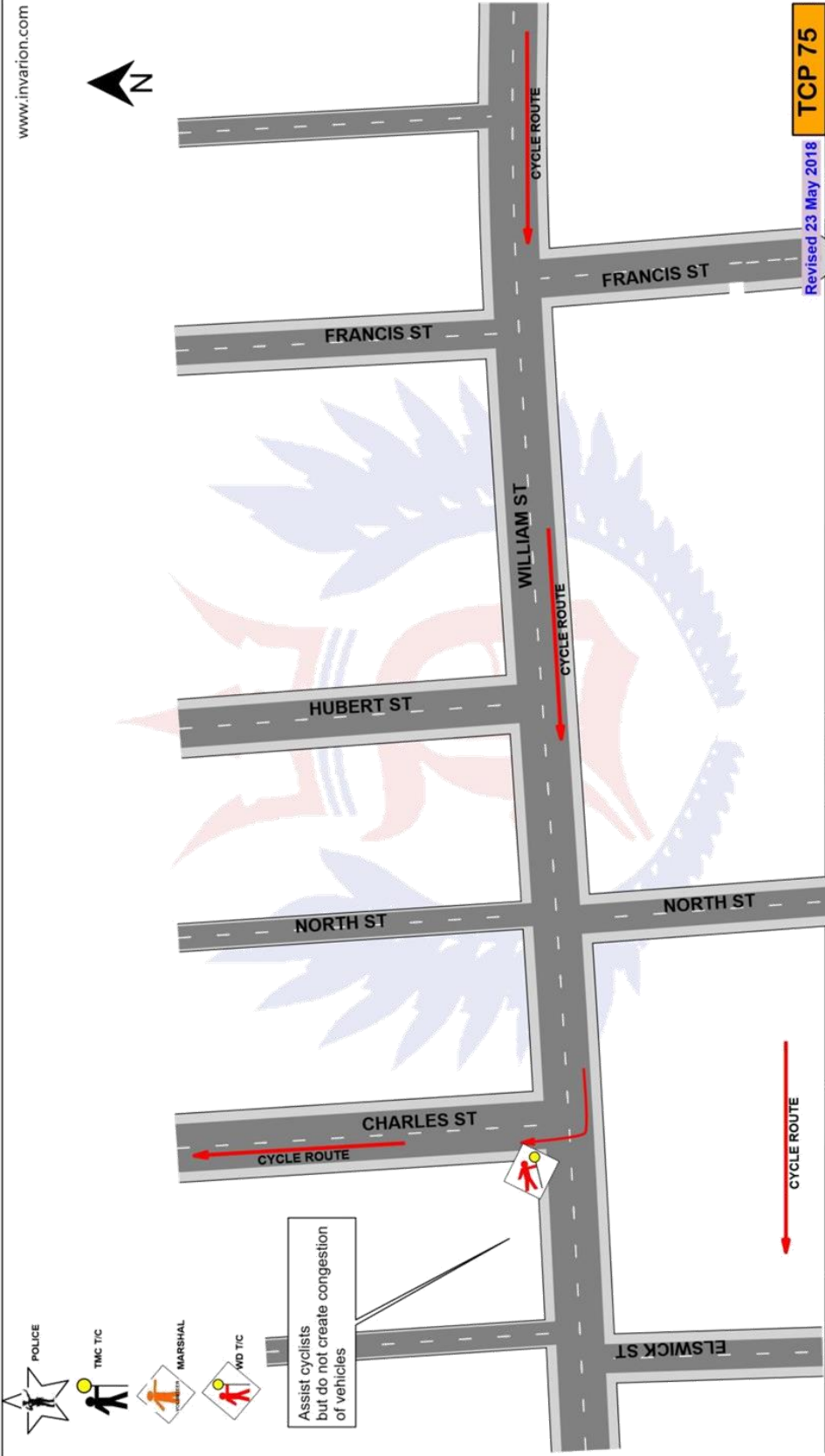
<b>TCP 74</b>	
Revised 23 May 2018	DATE
Sun 14th Oct 2018	SCALE
Not to Scale	Drawn By:
Greg Mooney RMS Cert. 0042738879	Checked By:
Tim Emslie	Karl Christian

**BICYCLE NSW  
SPRING CYCLE 2018**

**William St & Norton St LEICHHARDT  
Ride Sector F**

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AGENCY	PRIMARY TASK	SECONDARY TASK	TIME	STAFF ON-SITE
POLICE	Monitor road rule compliance around about		0630 - 1045	2
TMC	Supply set up & remove altered road conditions		0630 - 1045	
BNSW MARSHALS	Monitor Cyclists		0630 - 1045	1
BNSW W/D TC's				



**TCP 75**

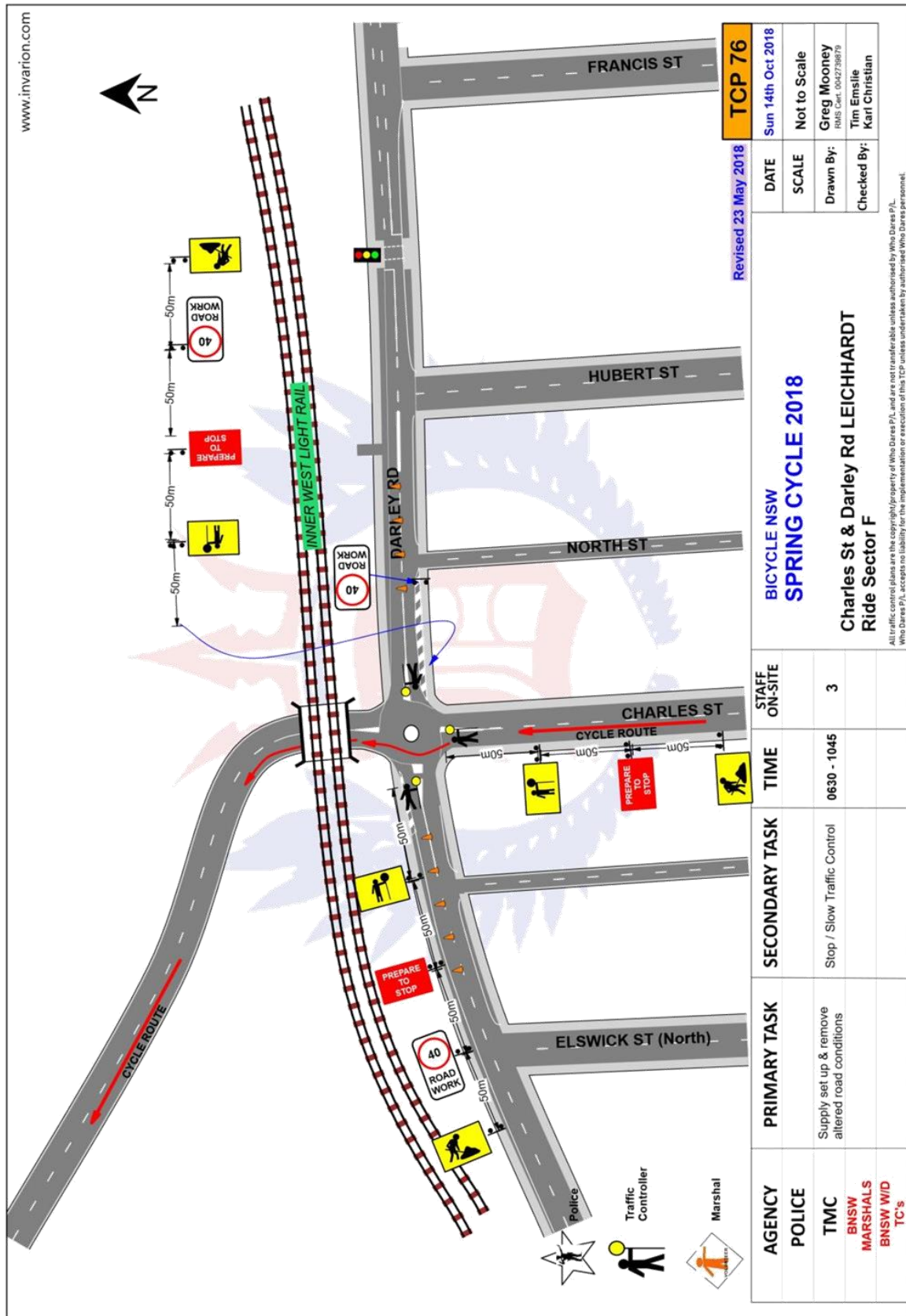
Revised 23 May 2018

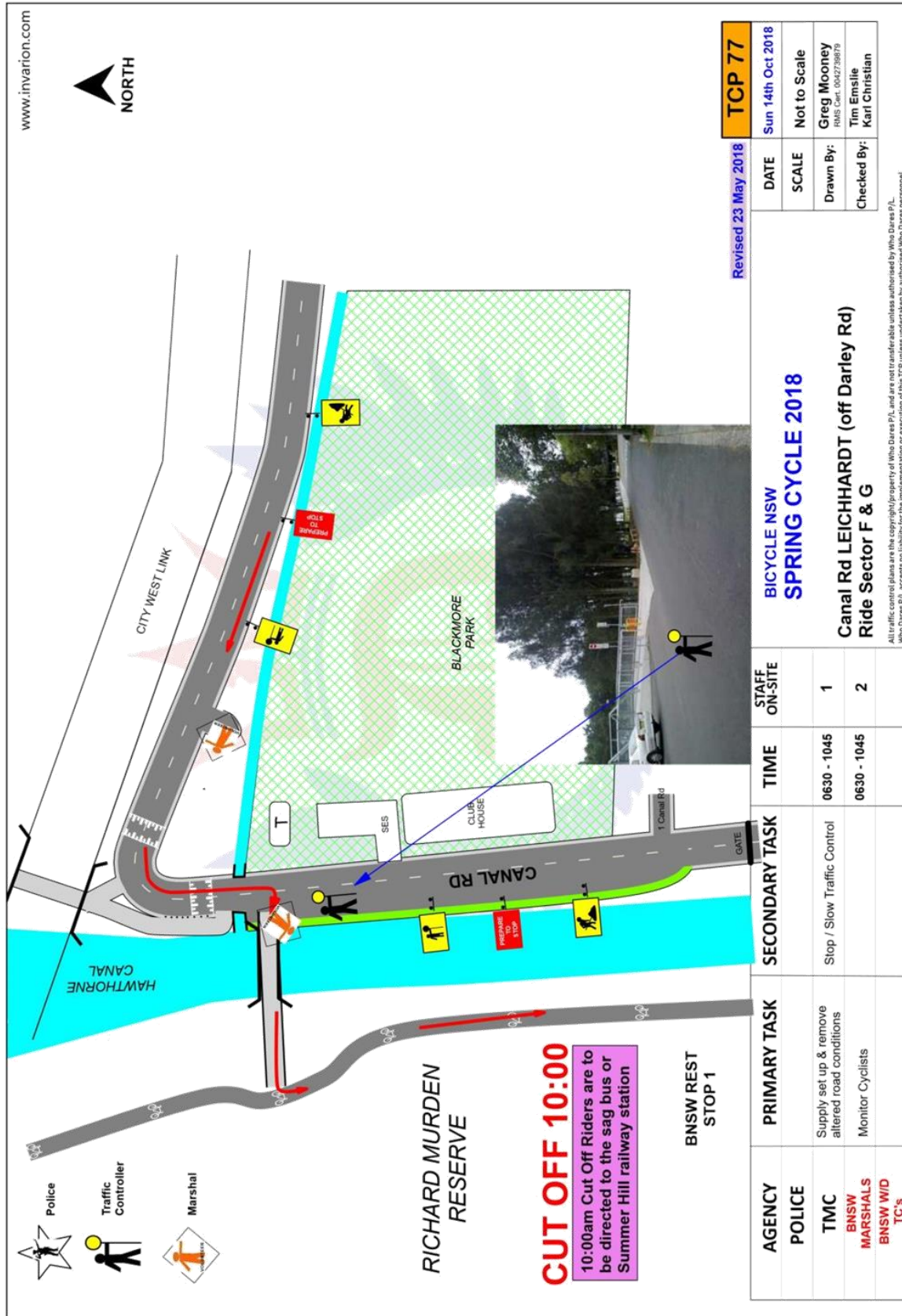
BICYCLE NSW		DATE	
SPRING CYCLE 2018		Sun 14th Oct 2018	
William St & Charles ST LEICHHARDT		SCALE	
Ride Sector F		Not to Scale	
		Drawn By:	
		Greg Mooney	
		RMS Cert. 0042738679	
		Checked By:	
		Tim Enslie	
		Karl Christian	

AGENCY	PRIMARY TASK	SECONDARY TASK	TIME	STAFF ON-SITE
POLICE				
TMC				
BNSW MARSHALS				
BNSW W/D TC's	Monitor Cyclists		0630 - 1045	1

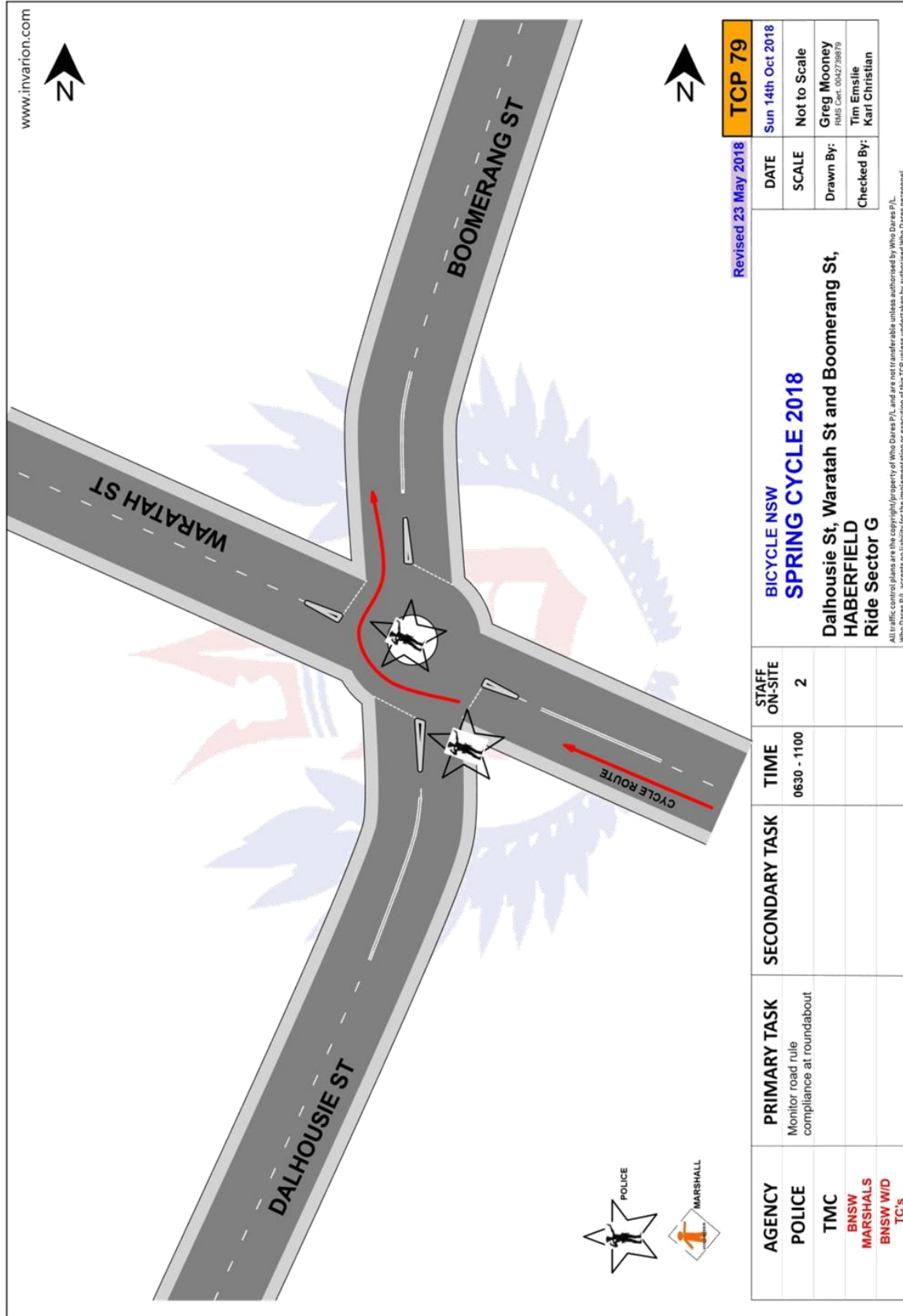
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<b>TCP 80</b>			
Revised 23 May 2018			
DATE	Sun 14th Oct 2018		
SCALE	Not to Scale		
Drawn By:	Greg Mooney RMS Cert. 0042738879		
Checked By:	Tim Emslie Karl Christian		

**BICYCLE NSW  
SPRING CYCLE 2018**

**Boomerang St and Mortley Ave, HABERFIELD  
Ride Sector G**

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AGENCY	PRIMARY TASK	SECONDARY TASK	TIME	STAFF ON-SITE
POLICE				
TMC				
BNSW MARSHALS	Monitor Cyclists		0630 - 1100	1
BNSW W/D TC's				

