

AGENDA



INNER WEST COUNCIL

LOCAL TRAFFIC COMMITTEE MEETING

MONDAY 1 JULY 2019

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.

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Nil at time of printing.

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8 General Business**9 Close of Meeting**

**Minutes of Local Traffic Committee Meeting
Held at Petersham Service Centre on 3 June 2019**

Meeting commenced at 10.02am

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 Victor Macri | Councillor – Midjuburi-Marrickville Ward (Chair) |
| Bill Holliday | Representative for Jamie Parker MP, Member for Balmain |
| Chris Woods | Representative for Ron Hoenig MP, Member for Heffron |
| Cathy Peters | Representative for Jenny Leong MP, Member for Newtown |
| Sgt John Micallef | NSW Police – Burwood Police Area Command |
| LSC Marina Nestoriaros | NSW Police – Leichhardt Police Area Command |
| Ryan Horne | Roads and Maritime Services |

OFFICERS IN ATTENDANCE

| | |
|------------------------|--|
| Asith Nagodavithane | Transit Systems – Inner West Bus Services |
| Colin Jones | Inner West Bicycle Coalition |
| Clr Marghanita da Cruz | Councillor – Gulgadya-Leichhardt Ward |
| Wal Petschler | IWC's Group Manager Roads, Traffic and Stormwater |
| John Stephens | IWC's Traffic and Transport Services Manager |
| George Tsaprounis | IWC's Coordinator Traffic and Parking Services (South) |
| Manod Wickramasinghe | IWC's Coordinator Traffic and Parking Services (North) |
| Jenny Adams | IWC's Engineer – Traffic and Parking Services |
| Boris Muha | IWC's Engineer – Traffic and Parking Services |
| David Yu | IWC's Engineer – Traffic and Parking Services |
| Mary Bailey | IWC's Parking Planner |
| Mohammed Islam | IWC's Civil Engineer |
| Christina Ip | IWC's Business Administration Officer |

VISITORS

| | |
|------------------|-------------------|
| Janette Sullivan | Item 1 – Resident |
| Jantje Korringa | Item 1 – Resident |
| Peter Miller | Item 1 – Resident |
| Michael Garder | Item 1 – Resident |
| Diana Garder | Item 1 – Resident |
| Yvonne Frost | Item 3 – Resident |
| Tim Frost | Item 3 – Resident |

APOLOGIES:

| | |
|------------------|---|
| Sgt Paul Vlachos | NSW Police – Inner West Police Area Command |
| SC Tony Kenny | NSW Police – Inner West Police Area Command |
| Jo Haylen MP | Member for Summer Hill |
| Sarina Foulstone | Representative for the Member for Summer Hill |

DISCLOSURES OF INTERESTS

The representative for the Member for Newtown advised that she has a non-pecuniary interest in Item 24 as she is a resident.

CONFIRMATION OF MINUTES

The minutes of the Local Traffic Committee meeting held on Monday, 6 May 2019 were confirmed.

MATTERS ARISING FROM COUNCIL'S RESOLUTION OF MINUTES

The Local Traffic Committee recommendations of its meeting held on 6 May 2019 were adopted at Council's meeting held on 28 May 2019.

LTC0619 Item 1 Wharf Road, Birchgrove - 10km/h Shared Zone and Footpath Parking proposal (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC)**SUMMARY**

In response to concerns raised by residents regarding parking conditions in Wharf Road, Council is proposing to provide a 10km/h Shared Zone and Footpath Parking Scheme in Wharf Road between Lemm Street and Grove Street, Birchgrove. Wharf Road was previously listed in the former Leichhardt Council's 'narrow streets program' and was identified as having a high demand for on-street parking.

Officer's Recommendation

THAT a '10km/h Shared Zone' and footpath parking scheme be installed in Wharf Road, Birchgrove between Grove Street and Lemm Street as per Attachment 1, subject to RMS approval.

DISCUSSION

Public speakers: Jantje Korringa and Peter Miller attended at 10.04am.

Ms Korringa supported the proposal as it improves safety in the street and noted that Council is reviewing the parking space in between No.20 and 22 Wharf Road which is obstructed by a powerpole.

Mr Miller supported the proposal as it addresses his concerns with safety in Wharf Road; however, requested the reintroduction of midblock speed calming treatments into the concept plan. Mr Miller stated that there should be no footpath parking around the bend of Wharf Road, in front of his property as suggested in the resident comments.

(Ms Korringa and Mr Miller left at 10.09am)

Public speakers: Janette Sullivan, D. Garder and M. Garder attended at 10.11 am

Ms Sullivan, Ms Garder and Mr Garder did not support the proposal as they believe the speed humps and signage will diminish the heritage characteristics of the street. They stated that Wharf Road is already self-enforcing and that there have not been accidents or issues with vehicle access in the street and so this proposal is unnecessary.

(Ms Sullivan, Ms Garder and Mr Garder left at 10.27am)

The RMS representative confirmed that the '10km/h Shared Zone' and associated regulatory signage requires RMS approval and signage would be installed by RMS.

Council Officers clarified that there was an error on the concept plan and there are no speed humps proposed in Wharf Road.

COMMITTEE RECOMMENDATION

THAT:

- 1. the treatments associated with the proposed '10km/h Shared Zone' and footpath parking scheme in Wharf Road, Birchgrove between Grove Street and Lemm Street be endorsed;**
- 2. the proposal be submitted to RMS for approval of the 'Shared Zone' and regulatory signage.**

For motion: Unanimous

LTC0619 Item 2 Mullens, Beattie and Montague Streets, Balmain - Proposed Intersection Treatments (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC)

SUMMARY

The roundabout at the intersection of Mullens Street, Beattie Street and Montague Street, Balmain has been identified as a location that requires traffic calming measures to improve safety at the intersection.

Officer's Recommendation

THAT the detailed design plan for the speed cushions and associated signs and line marking on approach to the roundabout at Mullens Street, Beattie Street and Montague Street, Balmain (as per Design Plan No.10075) be APPROVED.

DISCUSSION

Potential noise issues associated with the proposed speed cushions was noted. The RMS representative stated that because the roundabout is not effective at slowing down traffic due to its size and lack of deflection, the speed humps are an appropriate traffic calming treatment at the proposed location.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the detailed design plan for the speed cushions and associated signs and line marking on approach to the roundabout at Mullens Street, Beattie Street and Montague Street, Balmain (as per Design Plan No.10075) be APPROVED.

For motion: Unanimous

LTC0619 Item 3 Crescent Street and Boomerang Street, Haberfield - Proposed Refuge Island and Speed Cushion (Gulgadya-Leichhardt Ward/ Summer Hill Electorate/ Burwood PAC)**SUMMARY**

As part of the 2019/20 Traffic Facilities (LATM) Capital Works Program, Council is proposing to construct a pedestrian refuge island in Crescent Street at Boomerang Street and install speed cushions in Boomerang Street, north of Crescent Street, Haberfield to improve safety and calm traffic in the street.

Officer's Recommendation

THAT the detailed design plan for the kerb blister islands, speed cushions and associated signposting and linemarking in Crescent Street and Boomerang Street, Haberfield (as per the attached plan No. 10074) be approved.

DISCUSSION

Public speakers: Yvonne Frost and Tim Frost attended at 10.36am.

Ms and Mr Frost did not support the proposal due to the loss of two parking spaces and they believe pedestrian traffic is too low to justify the proposed refuge treatment in Crescent Street. Ms and Mr Frost also commented that:

- A pedestrian refuge on Boomerang Street would be more suitable due to pedestrian activity between Robson Park and surrounding streets. They stated that this would also assist to reduce the speed of traffic in Boomerang Street.
- The blister island on the south side of Crescent Street would be more appropriate in Boomerang Street to narrow the road.
- The proposed street light on Crescent Street is not preferable as bedrooms are typically situated at the front of properties.
- The Boomerang Street frontage does not allow parking due to an existing Bus Stop.

(Ms and Mr Frost left at 10.48am)

Officers advised that the speed cushions address the speed of vehicles along Boomerang Street and the pedestrian refuge both assists pedestrian movements across Crescent Street and reduces the speed of vehicles entering Crescent Street from Boomerang Street.

In light of the issues raised, the Committee members agreed to defer the item for further investigation.

COMMITTEE RECOMMENDATION

THAT improvements to the intersection be deferred for further investigation of potential treatments in the Boomerang Street approach.

For motion: Unanimous

LTC0619 Item 4 Centennial Street, Marrickville – Temporary Road Closure For Special Event at Henson Park – Beer, Footy and Food Festival on Saturday 27 July 2019 (Midjuburi-Marrickville Ward/Summer Hill Electorate/Inner West PAC)**SUMMARY**

A S68 Application (201900002) has been received from the Music & Booze Company together with the Newtown Rugby League Football Club to hold the Beer, Footy and Food Festival 2019 on Saturday 27 July 2019 at Henson Park Oval and on Centennial Street, Marrickville between Sydenham Road and the entrance gate to Henson Park Oval.

Officer's Recommendation

THAT the proposed temporary full road closure of Centennial Street, Marrickville between Sydenham Road and the entrance gate to Henson Park Oval on Saturday 27 July 2019 between 8.00am and 8.00pm (weather permitting) or Saturday 24 August 2019 between 8.00am and 8.00pm, for the holding of the Beer, Footy & Food Festival 2019 at Henson Park Oval, be APPROVED, subject to the approval of the S68 Application and the applicant complying with, but not limited to, the following conditions:

1. A Road Occupancy License application be obtained by the applicant from the Transport Management Centre;
2. All affected residents and businesses, including NSW Police Local Area Commander, Transit Systems, Fire and Rescue NSW and NSW Ambulance Services, shall be notified in writing by the applicant of the proposed temporary road closure at least 7 days prior to the event, with the applicant making reasonable provision for residents and businesses;
3. The occupation of the road carriageway must not occur until the road has been physically closed; and
4. The applicant be advised in terms of this report and that all costs for the event and implementation of the road closure are to be borne by the applicant.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the proposed temporary full road closure of Centennial Street, Marrickville between Sydenham Road and the entrance gate to Henson Park Oval on Saturday 27 July 2019 between 8.00am and 8.00pm (weather permitting) or Saturday 24 August 2019 between 8.00am and 8.00pm, for the holding of the Beer, Footy & Food Festival 2019 at Henson Park Oval, be APPROVED, subject to the approval of the S68 Application and the applicant complying with, but not limited to, the following conditions:

- 1. A Road Occupancy License application be obtained by the applicant from the Transport Management Centre;**
- 2. All affected residents and businesses, including NSW Police Local Area Commander, Transit Systems, Fire and Rescue NSW and NSW Ambulance Services, shall be notified in writing by the applicant of the proposed temporary road closure at least 7 days prior to the event, with the applicant making reasonable provision for residents and businesses;**

3. The occupation of the road carriageway must not occur until the road has been physically closed.; and
4. The applicant be advised in terms of this report and that all costs for the event and implementation of the road closure are to be borne by the applicant.

For motion: Unanimous

LTC0619 Item 5 Burrows Avenue and Hogan Avenue, Sydenham – Sydney Metro Sydenham Station and Junction (SSJ) Works – Temporary traffic control arrangements (Midjuburi Ward / Heffron Electorate / Inner West PAC)

SUMMARY

Sydney Metro have engaged John Holland Pty Ltd and Laing O'Rourke Australia Construction Pty Ltd (JHLORJV) to undertake the Sydenham Station and Junction works to facilitate the new Sydney Metro line and part of these works involve the construction of a new concourse and plaza. These works necessitate that pedestrians are (temporarily) crossed over from the Station side of Burrows Ave to take them away from construction activities for the new Southern Plaza.

Officer's Recommendation

THAT the design of the temporary traffic control arrangements in Burrows Avenue and temporary pedestrian refuge and associated signs and line markings in Hogan Avenue, Sydenham (as per attached design plans prepared by Bitzios and dated 10 May 2019) be approved, subject to additional controls at the intersection of Hogan Avenue and Burrows Road being further investigated by JHLORJV and necessary treatments provided to satisfy the issues raised in the Road Safety Audit.

DISCUSSION

The representative for the Member for Heffron requested that a temporary pedestrian crossing on Burrows Avenue and Bolton Street be investigated due to the Sydney Metro construction. Council Officers indicated that this request will be raised with Sydney Metro.

Council Officers advised that the roundabout signs on the plans are an error and 'Give Way' signs should be denoted instead.

The Committee members agreed with the Officer's recommendation with the addition of a recommendation to investigate temporary pedestrian crossings on Burrows Avenue and Bolton Street.

COMMITTEE RECOMMENDATION

THAT the design of the temporary traffic control arrangements in Burrows Avenue and the temporary pedestrian refuge in Hogan Avenue, Sydenham (as per design plans prepared by Bitzios dated 10 May 2019) be approved subject to:

- additional controls at the intersection of Hogan Avenue and Burrows Avenue being further investigated and necessary treatments provided to satisfy issues raised in the Road Safety Audit;
- consideration of the provision of a marked pedestrian crossing at the proposed and existing pedestrian refuge facilities;
- Consideration of the provision of kerb blisters at the proposed pedestrian

refuge on Burrows Avenue and at the intersection of Bolton Street.

For motion: Unanimous

LTC0619 Item 6 Toothill Street at Victoria Street, Lewisham – Concept plan for Raised Pedestrian crossing with kerb extensions on all approaches of intersection (Damum - Stanmore Ward/ Summer Hill Electorate/ Inner West PAC)

SUMMARY

Residents have raised concerns about the safety of pedestrians using the pedestrian zebra crossing on Toothill Street adjacent to its intersection with Victoria Street, Lewisham. A concept plan showing potential improvements at the intersection was distributed locally to get feedback on a proposal to raise the existing pedestrian zebra crossing and construct kerb blister extensions on all approaches of the intersection in order to improve pedestrian safety, especially for school children at the location.

Officer's Recommendation

THAT:

1. The concept proposal to raise the existing pedestrian zebra crossing on Toothill Street at its intersection with Victoria Street, Lewisham and construct kerb blister extensions on all approaches of the intersection in order to improve pedestrian safety, especially school children, at the location be supported in principle and listed within Council's Forward Capital Works Program; and
2. Responding residents be advised in terms of this report.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

1. The concept proposal to raise the existing pedestrian zebra crossing on Toothill Street at its intersection with Victoria Street, Lewisham and construct kerb blister extensions on all approaches of the intersection in order to improve pedestrian safety, especially school children, at the location be supported in principle and listed within Council's Forward Capital Works Program; and
2. Responding residents be advised in terms of this report.

For motion: Unanimous

LTC0619 Item 7 Minor Traffic Facilities (All Wards/All Electorates/All PACs)**SUMMARY**

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

Officer's Recommendation

THAT:

1. A 6m 'Disabled Parking' zone be removed in front of No.3 Merton Street, Stanmore;
2. A 6m 'Disabled Parking' zone be removed opposite No.16 Prospect Street, Leichhardt and the resident parking restrictions be reinstated;
3. A 6m 'Disabled Parking' zone be removed in front of No.92 Denison Road, Lewisham and the resident parking restrictions be reinstated;
4. A 6m 'Disabled Parking' zone be installed in front of No.4 Queen Street, Marrickville;
5. A 6m 'Disabled Parking' zone be installed in front of No.13 Reuss Street, Leichhardt.

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.3 Merton Street, Stanmore;
2. A 6m 'Disabled Parking' zone be removed opposite No.16 Prospect Street, Leichhardt and the resident parking restrictions be reinstated;
3. A 6m 'Disabled Parking' zone be removed in front of No.92 Denison Road, Lewisham and the resident parking restrictions be reinstated;
4. A 6m 'Disabled Parking' zone be installed in front of No.4 Queen Street, Marrickville;
5. A 6m 'Disabled Parking' zone be installed in front of No.13 Reuss Street, Leichhardt.

For motion: Unanimous

LTC0619 Item 8 Bruce Street, Stanmore - Proposed Permit Parking Area M17 (Damun-Stanmore Ward/Newtown Electorate/Inner West PAC)**SUMMARY**

Following receipt of a petition from residents, Council carried out resident and parking surveys to determine whether permit parking should be considered for the section of Bruce Street, Stanmore, between Temple Street and Douglas Street in order to provide additional parking opportunities for residents.

Officer's Recommendation

THAT:

- Implementation of '2P Permit Holders Excepted 8am-10pm Mon-Fri Area M17' restrictions in Bruce Street between Douglas Street and Temple Street (western side);

- Implementation of 10m Statutory 'No Stopping' restrictions in Bruce Street, north of Douglas Street (western side); and
- Implementation of 10m Statutory 'No Stopping' restrictions in Bruce Street, south of Temple Street (western side); be approved.

DISCUSSION

It was noted that the recommendation for the 10m 'No Stopping' zone is intended to reinforce the existing road rule for 'No Stopping' at intersections.

The Committee members agreed with the Officer's recommendation with an amendment to part 2 and 3 of the recommendation.

COMMITTEE RECOMMENDATION

THAT:

- Installation of '2P Permit Holders Excepted 8am-10pm Mon-Fri Area M17' restrictions in Bruce Street between Douglas Street and Temple Street (western side);
- 'No Stopping' signage be installed in Bruce Street, north of Douglas Street (west side) and south of Temple Street (west side) to reinforce the statutory 10m 'No Stopping' distance at intersections.

For motion: Unanimous

LTC0619 Item 9 Piper Lane, Annandale - Proposed 'No Stopping' and 'No Parking' zones (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC)

SUMMARY

Council has received concerns from residents of Annandale Street regarding vehicles parking on the eastern side of Piper Lane, Annandale and subsequently obstructing rear driveway access for properties Nos.301–305 Annandale Street.

Officer's Recommendation

THAT a 10m statutory 'No Stopping' zone and subsequent 39.4m 'No Parking' zone be installed on the eastern side of Piper Lane, Annandale, north of Rose Street.

COMMITTEE RECOMMENDATION

THAT signage be installed on the eastern side of Piper Lane, Annadale, north of Rose Street to:

- Reinforce the statutory 10m 'No Stopping' distance at intersections; and
- Provide a subsequent 39.4m 'No Parking' zone.

For motion: Unanimous

LTC0619 Item 10 Blackwood Lane, Dulwich Hill - Proposed section of 'No Parking' (Djarrawunang-Ashfield Ward/Summer Hill Electorate/Inner West PAC)**SUMMARY**

Following representations from a resident, Council is proposing to introduce a section of 'No Parking' in Blackwood Lane, Dulwich Hill, in order to improve access to off-street parking and the lane thoroughfare. Since Blackwood Lane has been made one-way, the resident reports it is now more difficult to enter and exit their garage as there are fewer options for manoeuvring.

Officer's Recommendation

THAT implementation of 'No Parking' in Blackwood Lane, Dulwich Hill for a 5m section immediately south from the driveway of No.13 Blackwood Avenue (northern side); be approved.

DISCUSSION

Council Officers tabled a late submission from a resident who supported the recommendation.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT installation of a 'No Parking' zone in Blackwood Lane, Dulwich Hill for a 5m section immediately south from the driveway of No.13 Blackwood Avenue (northern side); be approved.

For motion: Unanimous

LTC0619 Item 11 Mitchell Lane, Marrickville - Proposed parking restrictions (Midjuburi- Marrickville Ward/Summer Hill Electorate/Inner West PAC)**SUMMARY**

Following representation from the community, Council is proposing parking restrictions in Mitchell Lane, Marrickville in order to address safety and access issues.

Officer's Recommendation

THAT:

1. Implementation of 10m 'No Stopping' in Mitchell Lane (western side) at its intersection with Mitchell Street;
2. Implementation of 'No Parking' in Mitchell Lane (western side) from proposed 10m 'No Stopping' zone to driveway of loading dock at rear of No.2 Mitchell Street;
3. Implementation of 'No Parking' in Mitchell Lane (eastern side) from driveway rear of Property No. 157 Victoria Road to driveway rear of Nos.165-169 Victoria Road; be approved.

COMMITTEE RECOMMENDATION

THAT:

1. Signage be installed in Mitchell Lane (west side) to reinforce the statutory 10m 'No Stopping' zone at its intersection with Mitchell Street;
2. Installation of 'No Parking' signposting in Mitchell Lane (western side) from proposed 10m 'No Stopping' zone to driveway of loading dock at rear of No.2 Mitchell Street;
3. Installation of 'No Parking' signposting in Mitchell Lane (eastern side) from driveway rear of Property No. 157 Victoria Road to driveway rear of Nos.165-169 Victoria Road; be approved.

For motion: Unanimous

LTC0619 Item 12 Edgware Road, Enmore - Proposed Permit Parking (Stanmore - Damun Ward/Newtown Electorate/Inner West PAC)

SUMMARY

Following representation from the community, Council is proposing to install permit parking in a short section of Edgware Road between Darley Street and Lord Street to provide opportunity for residents to park in an area where there is a high demand for parking due to workers from construction projects in the area, residents from nearby parking-restricted streets; and workers from nearby commercial and industrial premises. This proposal seeks to increase the amount of parking available for residents of Edgware Road on the eastern side of the road.

Officer's Recommendation

THAT implementation of '2P Permit Holders Excepted 8am-10pm Area M14' – Edgware Road between the existing 'No Stopping' zones at Darley Street and Lord Street; be approved.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT installation of '2P Permit Holders Excepted 8am-10pm Area M14' signage – Edgware Road between the existing 'No Stopping' zones at Darley Street and Lord Street; be approved.

For motion: Unanimous

LTC0619 Item 13 Goodsir Street, Rozelle - Proposed removal of existing 'No Parking, 8AM-6PM Mon-Fri' Zone (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC)

SUMMARY

A number of residents in Goodsir Street, Rozelle have requested a review of the existing 'No Parking, 8am-6pm Mon-Fri' zone in Goodsir Street, outside Goodsir Street Reserve (opposite Moore Street).

Officer's Recommendation

THAT the existing 'No Parking, 8am-6pm Mon-Fri' zone in Goodsir Street, outside Goodsir Street Reserve, Rozelle be removed.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the existing 'No Parking, 8am-6pm Mon-Fri' zone in Goodsir Street, outside Goodsir Street Reserve, Rozelle be removed.

For motion: Unanimous

LTC0619 Item 14 Queen Street, Ashfield – Proposed 'No Stopping' in Queen Street at intersection with Harland Street (Djarrawunang – Ashfield Ward/ Summer Hill Electorate/ Burwood PAC)

SUMMARY

A request has been received to install 'No Stopping' signage on the eastern corner of Queen Street, at Harland Street, Ashfield to improve both sight lines to and from the driveway access for No.228 Queen Street as well as improving traffic manoeuvrability at the intersection of Harland Street.

Officer's Recommendation

THAT 12.7 metres of 'No Stopping' be placed on the eastern corner of Queen Street south of the intersection with Harland Street, Ashfield.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT 12.7 metres of 'No Stopping' signposting be placed on the eastern corner of Queen Street south of the intersection with Harland Street, Ashfield.

For motion: Unanimous

LTC0619 Item 15 Croydon Road, Croydon – Proposed removal of parking on the eastern side between Parramatta Road and West Street (Gulgadya–Leichhardt Ward /Strathfield Electorate/ Burwood PAC)**SUMMARY**

Council has received complaints from Transit Systems (operating government buses) and the general public regarding the difficulty of buses turning right from Parramatta Road into Croydon Road, Croydon and traffic passing parked vehicles on the eastern side of Croydon Road between Parramatta Road and West Street. Subsequently, Transit Systems have requested that the parking be removed along the eastern side of Croydon Road between Parramatta Road and West Street.

Officer's Recommendation

THAT:

1. The existing 'No Stopping' restriction on the eastern side of Croydon Road be extended from 12m to 20m south of the Parramatta Road property boundary line;
2. A 'No Parking' restriction be installed on the eastern side of Croydon Road approximately from 20m to 40m south of Parramatta Road; and
3. The existing 'Bus Zone' on the eastern side of Croydon Road from 40m to 62m south of Parramatta Road be retained.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

1. The existing 'No Stopping' signposting on the eastern side of Croydon Road be extended from 12m to 20m south of the Parramatta Road property boundary line;
2. A 'No Parking' zone be installed on the eastern side of Croydon Road approximately from 20m to 40m south of Parramatta Road; and
3. The existing 'Bus Zone' on the eastern side of Croydon Road from 40m to 62m south of Parramatta Road be retained.

For motion: Unanimous

LTC0619 Item 16 Code of Conduct for Council Committee Members, Delegates of Council and Council Advisers (All Wards / All Electorates / All PACs)**SUMMARY**

Council's Civic Governance Manager has advised that in March 2019, Council adopted a Code of Conduct for Council Committee Members, Delegates of Council and Council Advisers. The Code of Conduct is applicable to all Councillors, staff and members of Council Committees (which are not advisory in nature).

Officer's Recommendation

THAT this report be received and noted.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT this report be received and noted.

For motion: Unanimous

LTC0619 Item 17 Report back on Mainstreet meter switch off at 7pm in Balmain, Rozelle and Leichhardt (Baludarri-Balmain; Gulgadya-Leichhardt Wards/Balmain Electorate/Leichhardt PAC)

SUMMARY

Following a previous Council resolution, the parking meters and regulatory signage in Leichhardt, Rozelle and Balmain were updated to cease parking meter operations on the mainstreets at 7pm instead of 10pm. This equates to a reduction in operating hours from 14 hours to 11 hours.

Officer's Recommendation

THAT this report be received and noted.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT this report be received and noted.

For motion: Unanimous

LTC0619 Item 18 Sydenham Road, Sydenham - Permanent Pedestrian mid-block signalised pedestrian crossing (Temporary configuration) – Sydney Metro City & Southwest (Midjuburi- Marrickville Ward / Heffron Electorate / Inner West PAC)

SUMMARY

Council has been notified by Sydney Metro SSJ of the temporary configuration for the Sydenham Road permanent crossing (mid-block signalised pedestrian crossing). The works are part of Sydney Metro City & Southwest and Sydenham Station and Junction works.

Officer's Recommendation

THAT this report be received and noted.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT this report be received and noted.

For motion: Unanimous

General Business**LTC0619 Item 19 Request for a mobility parking space at Edwin Street, Croydon**

Clr Macri tabled a request from a resident to investigate installing a mobility parking space in Edwin Street, Croydon, near the post office.

LTC0619 Item 20 Outstanding matters Local Traffic Committee

Clr Macri requested for a report on matters outstanding arising from Committee recommendations adopted by Council.

LTC0619 Item 21 Pedestrian refuge on Stanmore Road, Petersham

The representative for the Member for Newtown stated that residents have raised safety concerns with the pedestrian refuge on Stanmore Road near Maundrell Park where motorists have been observed crossing over the refuge islands. The RMS representative will investigate.

LTC0619 Item 22 Petition to review M3 Permit Parking Area

The representative for the Member for Newtown tabled a petition from residents requesting for a review of the current M3 resident parking zone, allocation of motorbike parking and statutory 'No Stopping' signage at intersections in the M3 zone. The representative was advised that Council Officers have received the petition and are investigating.

LTC0619 Item 23 Request for 'No Stopping' zone on Cambridge Street adjacent to Stanmore Public School carpark

The representative for the Member for Newtown tabled a request from Stanmore Public School P & C to investigate implementing a 'No Stopping' zone and blister islands on Cambridge Street to improve sight lines for vehicles exiting the school's car park.

LTC0619 Item 24 Road safety at the intersection of Edgeware Road, Unwins Bridge Road and May Street, St Peters

The representative for the Member for Newtown stated that a resident has made a complaint about the traffic congestion and aggressive driving on Edgeware Road, Unwins Bridge Road and May Street caused by WestConnex, Sydney Metro and Marrickville Metro construction.

LTC0619 Item 25 Buses detouring in Booth Street, Annandale

Clr da Cruz raised an issue with buses detouring off of Booth Street, Annandale into the local roads. The Transit Systems representative advised that Transit Systems is aware of the issue and will follow up.

Meeting closed at 11.21am.

Item No: LTC0719 Item 1

Subject: Hartley Street at Victoria Road, Rozelle - Proposed 'STOP' Control (Baludarri-Balmain Ward/ Balmain Electorate/ Leichhardt LAC)

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

Authorised By: Manod Wickramasinghe – A/Traffic and Transport Services Manager

RECOMMENDATION

THAT the intersection of Hartley Street and Victoria Road, Rozelle be upgraded to 'STOP' control.

BACKGROUND

A number of residents have raised concerns regarding traffic conditions at the Hartley Street/Victoria Road T-intersection, which currently does not have signposted intersection control.

| Hartley Street, Rozelle (at Intersection of Victoria Road) | |
|--|---|
| Traffic Volume | - |
| Recorded Accident History (5 year) | Nil. |
| Recorded 85% speed | - |
| Speed Limit | 40km/h (Hartley Street) 60km/h (Victoria Road) |
| Carriageway width | 6.0m |
| Road Classification (State, Regional, Local) | Local (Hartley Street) State (Victoria Road) |

There are four eastbound travel lanes on Victoria Road (including a bus lane) diverting traffic onto both the ANZAC Bridge and City West Link to the east of Hartley Street.

FINANCIAL IMPLICATIONS

Nil.

OTHER STAFF COMMENTS

The sight distance measured for a vehicle exiting Hartley Street onto Victoria Road is approximately 30m, as shown on the following plan.

Sight distance is limited due to the horizontal curve in Victoria Road and the existing building alignment.

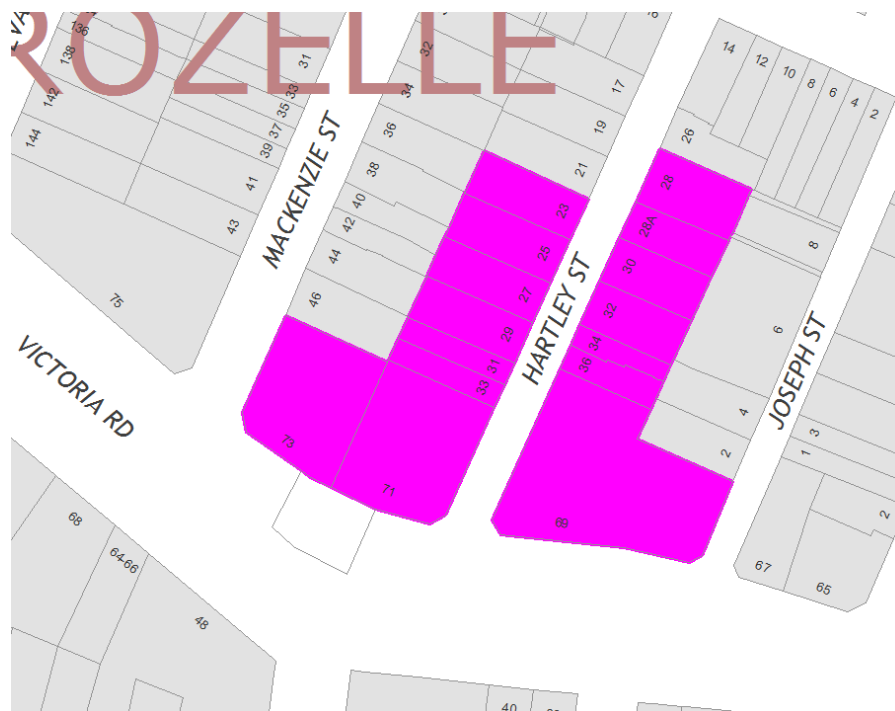
The Australian Standards (AS1742.2) requires 'STOP' control to be provided where the available sight distance on approach to the intersection is less than 40m for entry onto a road with a speed limit of 60km/h.

It is therefore proposed to upgrade the existing priority control of the Hartley Street/ Victoria Road intersection from unsignposted 'Give Way' to 'STOP' control.



PUBLIC CONSULTATION

A letter outlining this proposal was mailed out to the affected properties (16 properties) in Hartley Street and Victoria Road, Rozelle, requesting residents' views regarding the proposal (as indicated on the following plan).



One (1) response was received, in objection to the proposal.

Item 1

| Residents' Comments | Officer Comments |
|--|---|
| <p>The proposed stop sign has been setback behind the footpath on Victoria road but from this position, you are unable to see the buses that come down the hill at full speed due to the blind corner.</p> <p>I also request some restricted parking for deliveries, such as a loading zone.</p> | <p>The motorist is required to stop at the 'STOP' holding line which maximises the sight distance available. The sign position will be provided as close as practical to the 'STOP' holding line with consideration to pedestrians, cyclists, vehicle accessibility and ability of vehicles to sight the sign on approach to the intersection. The sign location shown on the plan is indicative only.</p> <p>The request for a loading zone can be considered as part of a separate investigation.</p> |

ATTACHMENTS

Nil.

Item No: LTC0719 Item 2**Subject:** NEWINGTON LOCAL AREA TRAFFIC MANAGEMENT STRATEGY
(DAMUN-STANMORE/MIDJUBURI-MARRICKVILLE WARDS/ NEWTOWN
ELECTORATE/ INNER WEST PAC)**Prepared By:** Sunny Jo - Traffic and Parking Planner**Authorised By:** Manod Wickramasinghe – A/Traffic and Transport Services Manager**SUMMARY**

This is a recommendation to endorse the final Newington Local Area Traffic Management (LATM) report. The proposals within the report are based on community input and analysis of feedback from the Public Exhibition period in March and April 2019. There were 41 responses to the web survey undertaken by Council. The results indicate that there is general support for the proposed traffic management, with some changes suggested by 24 respondents. Once this recommendation is endorsed by Traffic Committee and Council, the projects will be incorporated into future design and construction programs.

RECOMMENDATION**THAT:**

1. The final Newington LATM report be endorsed for implementation including the following final LATM treatments:
 - a. Speed cushions in Albert Street near Marr Playground;
 - b. Two raised thresholds in Bright Street near No.26 and No.6 Bright Street;
 - c. Change of priority at the intersection of Tupper Street and Newington Road, including removal of existing speed hump near No.36 Newington Road but excluding 'No Parking 7am-7pm Mon-Fri' opposite Tupper Street in Newington Street;
 - d. Installation of 'STOP' sign at the intersection of Newington Road and Enmore Road;
 - e. Pedestrian refuge island in Addison Road between Denby and Philpott Streets;
 - f. Implementation of mixed traffic bicycle facilities within the study area; and
 - g. Changes at signalised intersections at Enmore Road/Llewellyn Street, Enmore Road/Addison Road and Addison Road/Agar Street/Ilawarra Road be referred to the RMS for implementation;

BACKGROUND

The Inner West Community Strategic Plan (CSP) 'Our Inner West 2036' endorsed in June 2018 provides the following outcomes and strategies for the future of Inner West.

| CSP Outcomes | Strategies |
|---|--|
| 2.6 People are walking, cycling and moving around Inner West with ease | 1. Deliver integrated networks and infrastructure for transport and active travel 2. Pursue innovation in planning and providing new transport options 3. Ensure transport infrastructure is safe, connected and well maintained |

The Newington Local Area Traffic Management (LATM) study and plan achieves these outcomes by reviewing existing traffic measures in place, including road safety, transport and traffic management.

The objective of the study is to investigate and review the performance of the existing LATM scheme and recommend proposed works. The Newington LATM study was originally completed in 1993 and first reviewed in 2004.

As shown in **Attachment 1**, the study area is bounded by Stanmore Road/New Canterbury Road, Enmore Road, Addison Road and Livingstone Road.

Due to the size of the LATM report, only summary and recommendations are attached. The full report including all maps and appendices can be accessed through Council's website

<https://yoursay.innerwest.nsw.gov.au/newington-improving-safety-and-traffic>

OTHER STAFF COMMENTS

The study identified a number of treatment locations to improve safety and support walking and cycling in the area. The list of treatments proposed comprise of the following:

- Raised threshold in Albert Street near Marr Playground;
- Two raised thresholds in Bright Street near No.26 and No.6 Bright Street;
- Change of priority at the intersection of Tupper Street and Newington Road, including removal of existing speed hump near No.36 Newington Road and No Parking 7am-7pm Mon-Fri opposite Tupper Street in Newington Street;
- Installation of 'STOP' sign at the intersection of Newington Road and Enmore Road;
- Pedestrian refuge island in Addison Road between Denby and Philpott Streets;
- Implementation of mixed traffic bicycle facilities within the study area; and
- Changes at signalised intersections at Enmore Road/Llewellyn Street, Enmore Road/Addison Road and Addison Road/Agar Street/Illawarra Road to be referred to the RMS for implementation.

Based on the feedback received during the exhibition period, the recommendations have been refined and will undertake further measures following the endorsement of the final report:

- Tupper Street – the proposed traffic management measures will be monitored from a technical and community feedback perspective following implementation;
- Albert Street – traffic speed and volume counts are updated, given that the counts used in the study are 2013/2014 data;
- Albert Street near Marr Playground – raised thresholds replaced with speed cushions to reduce noise concerns from resident;
- Tupper Street/Newington Street (change in priority) – the 'No Parking 7am-7pm Mon-Fri' option has been omitted to address residents concern with reduced parking.

PUBLIC CONSULTATION

Public Exhibition was undertaken from 15 March to 15 April 2019 via *Your Say Inner West* website, including a letter mailout to 3,983 residents and businesses in the study area, and Council's e-news sent to 6,000 recipients to view the draft report and complete the online survey. Additionally a hard copy of the draft report and feedback forms were provided at Council's Petersham Customer Service Centre and Marrickville Library.

The survey form provided ability for residents to respond by selecting 'support', 'support with changes' or 'not support' the draft report and its list of proposals. Respondents were also asked to comment on their reasons or concerns about a particular proposal. At the close of the exhibition period, 41 responses were received, and summarised in **Attachment 4**. The results indicate that there is general support for the proposed traffic management, with some changes suggested by 24 respondents. The response level was low compared to the 112 respondents received at the commencement of the study in 2018.

FINANCIAL IMPLICATIONS

The Newington LATM identified works totaling \$64,645 for the 50km/h scheme work in Albert Street, Bright Street and Newington Road/Tupper Street intersection works. The implementation works are planned to be delivered in the 2021/2022 financial year, subject to final budget allocation.

CONCLUSION

The Newington LATM Strategy will make transport and traffic improvements to the study area and will further support walking and cycling. **Attachment 3** shows a map summary of recommendations proposed in the study.

Following a review of the submissions received during the public exhibition of the draft plan, it is recommended that the proposed treatments for the Newington LATM Strategy listed above be endorsed for implementation.

ATTACHMENTS

1. [!\[\]\(e40bb48ad1470e3a14017c64c5673877_img.jpg\)](#) Newington LATM Study Area Map
2. [!\[\]\(de28875f44a359ca6d30bbb1d9f6cdbd_img.jpg\)](#) Executive Summary
3. [!\[\]\(2d84cfc19096ca16fe323c530253896b_img.jpg\)](#) Proposed Treatments
4. [!\[\]\(6b933a0050dc38b6c79d63f70c853f8d_img.jpg\)](#) Public Exhibition Comments Summary



Final Report



Item 2

EXECUTIVE SUMMARY

KEY FINDINGS

LAND USE AND POPULATION GROWTH

- The area is principally zoned Low Density Residential R2 with only small pockets of higher density R3 and R4 in the southeast corner of the study area.
- Retailing is located principally in the B1 (neighbourhood) and B2 (local centre) zonings on Stanmore Road (north east and south east corners) and Addison Road, principally in the south east corner.
- The area is not self-sufficient in any of the supporting land uses required for a residential area.
- There is a dearth of open space within the area; food retailing is also outside the area with a small fruit and grocery near Albert Street being the only service inside the study area.
- The railway stations are north of the study area while the Metro Bus service runs along Enmore Road.
- Both the public primary schools and the High School which service the study area, are outside the area.

MODE OF TRAVEL TO WORK

- In the last 5 years from 2011-2016 the mode to work has changed in car use – down by 3% and public transport use – up by 6% - public transport is now the leading mode to work.

STATE AND COUNCIL STRATEGIES AND PLANS

- In line with the Marrickville DCP, there is no proposed urban renewal or substantial increase in housing growth in the area
- The Marrickville Urban Strategy identified areas suitable for renewal in Petersham between the shops and station and near Enmore Park;
- The Marrickville Public Domain Study identified the main destinations in this area as Enmore Park, Annett Kellerman Aquatic Centre adjacent, Addison Road Community Centre, and Marrickville Metro.
- The Bike Plan Identified both Regional and Local Routes through the area, and a design concept prepared for part of Addison Road, has not been adopted and will require further consultation.
- The PAMP identifies Addison Road as a high priority pedestrian route.
- Only small street sections were recommended for parking control in the area by the Petersham and Stanmore Parking Studies.

TRAFFIC AND TRANSPORT

- There are only three roads in the area where the 85th percentile speed is 10% over the posted speed limit, those roads are Addison Road, Enmore Road and Bright Street. It is noted that there were no recorded roads with volume non-compliance.
- Treatments installed to manage the speed of traffic in the study area include roundabouts, and pedestrian refuges.

ROAD CRASHES

- There were 245 recorded incidents over the 5 year period from July 2011 to June 2016.
- Most crashes occurred on State Roads (62%), followed by Regional Roads (26%) and 30 on Council roads (12%).

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Attachment 2

Final Report



- Most crashes were at intersections with 183 incidents (75%).
- The main crash type was RUM Code 21 (right through) - 40 on State and Regional Roads and 11 on local roads.
- The intersection of Enmore Road / Llewelyn Street had the highest number of crashes - 7 in 5 years.
- The intersection of Enmore Road / Addison Road intersection had 5 crashes in 5 years.

COMMUNITY INPUT

Initial Web Survey

- A total 112 persons responded from the study area, representing about 4-5% of the households.
- The largest number of respondents were from Addison Road - 13, Fotheringham Street - 9, North Street - 8, Newington Road, William Street and Wemyss Street - 6 from each.
- the highest rated problem is the volume of traffic - 55% of respondents, with most problematic times being afternoon peaks and weekends.
- The highest levels of concern are:
- Addison Road - too much traffic, heavy vehicle use and exceeding the speed limit;
- Stanmore Road and Enmore Road - too much traffic;
- Newington Road - rat running and too much traffic.

Workshops and Second Web Survey

Two community workshops were held to present and discuss the LATM proposals. Attendance was very low (8 persons). From the issues raised inspections were undertaken of Tupper Street/Newington Road and Stanmore Road intersections together with desk analyses resulting in a further management recommendation for the Tupper Street/Newington Road.

The second web survey yielded only 19 responses. The question posed was in relation to the introduction of a 40km/h speed zone in the study area. The response was as follows:

- Support - 5
- Support in principle with changes - 11
- No support - 3

The most relevant issue raised was in relation to Marshall Street where no devices are proposed. A watching brief may be necessary in Marshall Street in relation to traffic diversion from treated streets.

Final Web Survey

In March / April 2019 a web survey together with a poster public exhibition was launched. A total of 41 community responses were received which resulted in:

- Support - 7
- Support in principle with changes - 24
- No support - 10

There were no patterns in the responses except for the following issues raised by several respondents:

- Tupper Street - should be made a one-way street,
- Albert Street - support for raised threshold by park, but more speed restricting devices may be needed.

Final Report



TRAFFIC COMMITTEE REVIEW AND RECOMMENDATIONS

The Draft Report (version 2) was reviewed by the Local Traffic Committee in December 2018 with some changes requested before Public Exhibition. The following are a summary of the changes requested and clarifications required:

- Addison Road has been a sensitive issue for some residents and any cycleway design will be considered separately to this project, including a full community engagement.
- Recommendation for a 50km/h scheme at this stage.
- Addison Road kerb extensions to be retained as an option and recommended to be further explored in conjunction with the public domain works planned for this area.
- All recommendations for intersection treatments on Addison Road and Enmore/Illawarra Roads intersections require the attention and action from the RMS.
- Enmore Road/Newington Road intersection – the option for Stop sign preferred.
- Tupper Street/Newington Road intersection – change in priority and removal of speed hump is recommended, however No Parking 7am-7pm Mon-Fri on Newington Road at the intersection to remain as an option.
- Pedestrian refuge island between Denby and Philpott Streets - this has been submitted to the RMS for 2019/2020 state and federal government grant funding with a project cost estimate of \$78,000.
- Omission of kerb extensions on Enmore Road kerb extensions south of Newington Road as kerb extension would reduce traffic capacity from 2 lanes to 1 lane in each direction during the peak hour.

RECOMMENDATIONS

- A. A range of improvements are documented for the existing traffic management devices, signs and pavement markings and active transport facilities which would result with contemporary compliance with Standards and prevailing guidelines. These are for input into Council's maintenance programme.
- B. Key intersections on regional roads were analysed, and actions for upgrading traffic and road safety performance are to be forwarded to the RMS for action are as follows:
 - Enmore Road / Llewelyn Street intersection - dedicated right hand turn on Enmore Road into Llewelyn Street southern approach;
 - Enmore Road / Addison Road intersection - dedicated right hand turn on Enmore Road into Addison Road northern approach;
 - Addison Road / Agar Street / Illawarra Road intersection - lagging right hand turn phase for the eastern approach, and camera for illegal right hand turns into Agar Street;
 - Enmore Road / Newington Road intersection - replace Give Way sign with Stop sign on Newington Road
 - Tupper Street / Newington Road intersection -
 - In the short term - a change of priority to Tupper Street with Stop signs on Newington Road, with the removal of the speed hump west of the intersection in Newington Road
 - An additional option is to prohibit parking opposite Tupper Street in Newington Road from 7am-7pm on weekdays.



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C. Addison Road –

- A new pedestrian refuge between Denby and Philpott Streets to address the free flow of vehicles between the two signals is proposed and has been approved by Council independently for implementation in the near future.
- An upgrade of road safety is proposed with kerb extensions at the six existing pedestrian refuges to increase pedestrian crossing safety by physically decreasing the travel lane for cars. These treatments are to be reviewed in concert with new works proposed for a bicycle facility along the road.

D. LATM treatments are proposed which address speed reduction assisting with compliance with the prevailing 50km/h speed limit as follows:

- Bright Street – two thresholds to address the speed non-compliance;
- Albert Street, near the intersection with James Street – a raised threshold to contain speed at a potential pedestrian crossing point to the children's playground – the only playground in the study area.

E. Tupper Street/ Newington Road intersection –

- A change of priority to Tupper Street with Stop signs on Newington Road;
- The removal of the speed hump west of the intersection in Newington Road
- An option for prohibition of parking opposite Tupper Street in Newington Road from 7am-7pm on weekdays.

F. An option for the establishment of a local area 40km/h speed zone in the study area is presented to upgrade active transport road safety and residential amenity. To establish this, compliance with RMS guidelines requires that the speed zone is self-enforcing, and the RMS is not prepared at this stage to trial a signs-only approach. To implement the installation of slowing devices required, Council will need a substantial budget for 14 additional speed slowing devices. This option is to be reviewed in the future by Council.

Final Report



Recommended 50km/Hour Local Area Traffic Management Scheme



APPENDIX B

Newington Precinct LATM WP3

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| Ref No | Address | Suburb | Do you support the draft Newington Local Area Traffic Management Plan? | Your comments | Your comments | Council Response / Recommendation |
|--------|---------------|-----------|---|--|---|---|
| 1 | Albert Street | Petersham | Yes, with changes. Please explain in the comment box below | <p>Thanks for the opportunity to comment. I support the 40km zone and believe the 50 is too fast. I live on Albert street corner of Addison road and the recently installed Addison road crossing hump has not slowed down cars sufficiently we now just have to listen to the bump crash as cars and trucks try to take the hump as fast as they can. I believe it should be a 15km limit over that speed hump not the listed 40. Our crossing lady's stop sign was clipped by a car 2 weeks ago and I wouldn't let my children cross that crossing without adult supervision.</p> <p>After witnessing the poor effect of this hump and the increasing number of cars that now hurtle up Albert street to avoid congestion on Shaw street/crystal street I am worried the proposed speed hump on Albert street near Marr playground is insufficient to slow traffic down. Cars hurtle up the hill to get up to Stanmore road and I think they have too much time to get up to speed by the time they get to the playground. I thought your original plan for 2 humps on Albert street a better option. If people are worried about parking re 2 humps introduce time restricted parking on Albert street. It has become a car park for staff at the metro rehab during the day and residents are unable to access parking during work hours.</p> <p>I also think the congestion on Shaw street/crystal street, stanmore road is stimulating the rat run situation. Not sure what you can do about that but it is hideous. I would also like to see much greater emphasis on turning vehicles needing to give way to pedestrians. When cars pull off Addison road onto Albert street there is no care given by many drivers and at many times of the day there are small children around this intersection.</p> | | <p>Albert St traffic volume/speed and crash data can be monitored on a regular basis to review whether additional traffic management is required.</p> <p>Addison Road pedestrian safety has been addressed in the study, but actions are on hold due to cycling route recommendations. Agree that Addison Rd/Albert St intersection is critical for child pedestrian safety as on a route to school.</p> |
| 2 | Albert Street | Petersham | Yes | | | |
| 3 | Albert St | Petersham | Yes, with changes. Please explain in the comment box below | <p>I support the objectives of the plan, but suggest that it needs to be strengthened in certain respects. These changes could also be a means to improve other aspects of the area.</p> <p>My comments relate in the first instance to Albert St, where I live, but may apply elsewhere. Albert St is an important access point to the Newington area and its presentation may make a big difference to traffic behaviour in the whole area. At present cars routinely speed up and down Albert St, using it both as a rat run and also as an access point to Newington. There are frequent near misses at the Albert/Newington and Newington/John intersections as cars turn in to Newington without slowing.</p> <p>The problem has worsened in the years since the last traffic survey in 2014.</p> <p>Albert St is a very wide street in comparison to others in the area and is thus attractive for cars. I would support a significant intervention to reduce the width of the street for cars. Improvements such as those on Perry St Marrickville (also within the Newington zone) that narrow the street by using planted kerb extensions - ideally with trees - would be welcome. This could also involve changing car parking to 90 degree parking on one side of the street to make it narrower.</p> <p>Such interventions would send a signal to drivers that the whole area is one where cars must share the space with cyclists and pedestrians. They would also increase tree cover and make for a generally more pleasant environment. We would be able to have tall street trees away from powerlines.</p> <p>Also worth considering is closing off one end of the street (like John St), or cutting it in the middle (like Morgan St).</p> <p>The intervention proposed in the draft plan of a single speed bump in the middle of the street will not do enough to calm traffic. Cars would still accelerate from the start of the street before braking and re-accelerating at the bump. Slow entry and discouragement from speeding up the street by making it narrower will have a much greater impact.</p> <p>As said, this relates particularly to Albert St but could apply elsewhere, for example on William and Bright Streets. Applying these principles across the board would be most welcome.</p> <p>- narrowing wider roads and access points</p> | | <p>Council is currently lobbying the Roads and Maritime Services in order to establish an area wide 40km/h speed limit on local roads in the Inner West. A lower 40km/h would improve safety for all road users especially pedestrians and cyclists, however this would be a decision for the Roads and Maritime Services.</p> <p>Council plans to undertake a updated traffic in Albert Street.</p> |
| 4 | Albert Street | Petersham | No. Please explain reason and suggested changes in the comment box below. | | <p>Remove: Albert Street - mid block threshold (flat top speed hump) at Marr Playground</p> <p>1. Installation in this position will cause excessive braking, acceleration noise and pollution which will compound existing environmental issues experienced by residents from other sources e.g planes and traffic. Additionally my bedroom in my Victorian house is located to the front of the building closest to the street and noise from acceleration and braking will cause a disturbance and also filter into my living room as well.</p> <p>2. Car speeds up and down Albert Street are well within the limits over a 19-20 year period. We were asked about speed humps years ago and the owners and residents did not want it to go ahead.</p> <p>As a long term rate payer, I believe the situation has not changed and a speed hump is not necessary in Albert Street and will only cause distress and exacerbate noise issues for rate payers and residents.</p> | <p>The speed hump proposal is supported by 4 respondents from Albert Street. Considering the traffic speed collected at this location and the adjacent park and playground a speed hump will improve safety. Noise and pollution issues from speed humps are noted, and is recommended that speed cushions (smaller, square shaped humps) be installed resulting in comparatively lower noise.</p> |
| | | | | <p>I don't think speed humps (mid block thresholds) are required in Albert and Bright street</p> <p>Regarding Tupper Street and Newington Rd solution I am not sure</p> <p>Addison Road - Pedestrian Refuge Island between Denby and Philpott Streets seems a good idea</p> <p>I don't think the installation of bicycle logos, arrow and so on would be necessary</p> | | <p>Recommendation reasons as above (ref no 4)</p> <p>Cycling facility would be considered in a future Bike Plan for the Inner West.</p> |

28/05/2019

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APPENDIX B

Newington Precinct LATM WP3

| Ref No | Address | Suburb | Do you support the draft Newington Local Area Traffic Management Plan? | Your comments | Your comments | Council Response / Recommendation |
|--------|---------------------|--------------|--|---|---|---|
| 5 | Albert St | Petersham | | | <p>Now regarding Enmore Rd/Llewellyn Street intersection - dedicated right hand turn on Enmore Road into Llewellyn Street southern approach and Enmore Road/Addison Road intersection - dedicated right hand turn on Enmore Road into Addison Road northern approach would be a good idea since there are bus stops for 5 buses on both sides and that would lead to a traffic jam</p> <p>I don't consider the last point necessary (Addison Rd/Agar Street/Ilwarrara Road intersection - lagging right hand turn phase for the eastern approach and camera for illegal right hand turns into Agar Street)</p> <p>However I have a suggestion for the intersection of Newington Road and John Street. At the moment there is a stop sign on Newington Road on both sides. I think the stop sign should be on John Street on both sides especially since John Street was closed at the top where it meets Stanmore Road.</p> | <p>The Addison Rd intersection will be reviewed by the RMS before adoption. The Stop sign is intended to slows vehicles on Newington Rd which has more traffic than John St.</p> |
| 6 | Albert Street | Petersham | Yes, with changes. Please explain in the comment box below | <p>First, I apologise for missing the community consultations in the first instance as I would have contributed then but for various reasons was not able to participate at the time.</p> <p>Specifically my comments relate to Albert Street Petersham - my street. I am very concerned that the number and type of vehicles using Albert Street as a thoroughfare/rat run will only increase in the foreseeable future due to:</p> <ul style="list-style-type: none"> * traffic jams resulting from WestConnex works in St Peters, metro works in Marrickville; increasing numbers of residential & commercial building works across the inner west including in Marrickville, Petersham and Stanmore; * Albert Street is often seen by trades and commuters as an alternative to Shaw Street (which is narrow and dangerous), particularly for (increasing numbers of) 4WDs and trucks. Albert Street is wide and currently has no speed humps. Frustrated drivers - having been stuck in Addison Rd or Stanmore Rd traffic jams - then roar up or down Albert Street, often apparently ignoring the (implied) 50 kph speed limit. There are young families living in Albert Street and school children often walk along it to Wilkins Primary or to Newington College (among other local schools). There are no pedestrian crossings in Albert Street. <p>I am aware that to impose a 40kph speed limit in Albert Street (my preferred option) and indeed in the Newington precinct would be costly and time-consuming if installing 16 speed humps. So as a minimum I fully support the installation of the raised threshold in Albert Street near James Street (Marr Playground) but STRONGLY URGE that the LATC still consider installing one more raised threshold either at the southern or northern end of Albert Street to further inhibit high speeding vehicles - particularly as one speed hump is unlikely to deter 4WD vehicles and trucks to slow down. Further, I request that this whole Newtown plan be revisited in two years' time to clarify vehicle movements in light of the above factors I have outlined. Vehicle use is highly likely to increase greatly - resulting in even worse air quality in the residential streets from polluting emissions - yet another complicating factor.</p> <p>No doubt everyone thinks their requests are urgent, but I believe there is some urgency to installing at least the one raised threshold near James Street within a year if at all possible.</p> | | <p>Albert St traffic volume/speed and crash data can be monitored on a regular basis to review whether additional traffic management is required. Updated traffic counts in Albert Street will be undertaken.</p> <p>Council is currently lobbying the Roads and Maritime Services in order to establish an area wide 40km/h speed limit on local roads in the Inner West. A lower 40km/h would improve safety for all road users especially pedestrians and cyclists, however this would be a decision for the Roads and Maritime Services.</p> |
| 7 | Alma Avenue, Enmore | Enmore | Yes, with changes. Please explain in the comment box below | <p>This draft does not address the issues faced by residents living on Alma Avenue experience. This lane is continuously used as a rat run/short cut - cars often travel at speed down this one way lane. It is pot holed and poorly maintained. There is no foot path. Residents think it's current state here is real danger to young pedestrians living in the area being able to walk down this lane safely.</p> | | <p>Alma Ave - traffic volume 402 AADT, 32km/h 85th percentile speed. The appropriate traffic management should be reviewed by Council for the Cyprus Club redevelopment.</p> |
| 8 | Chandos St | Ashfield | Yes | | | |
| 9 | East St | Marrickville | Yes, with changes. Please explain in the comment box below | <p>I do not think a red light camera or right hand turning arrow is necessary at Addison rd and Ilwarrara rd.</p> <p>I use this intersection at least daily, over the past 2 years I have not noticed people turning right into Agar st being a problem or people running the red light. I think the cost of this camera could be better used in other ways such as improving the road surfaces on the side streets around the area which are all in a dreadful state or improving the street lighting on East st which is very dark due to trees obstruction the street lights and not having lights on each pole. This is a safety issue and needs to be look at.</p> <p>The traffic approaching the Ilwarrara and Addison intersection heading west is already heavy. Putting a right hand turning arrow for east bound traffic will cause major traffic congestion for west bound traffic. Also there is no issue for people turning right, they are able to turn with in 2 sets of lights even in peak hour, this change will cause other problems if introduced and the problem it is trying to solve is not very big</p> <p>To improve traffic flow east bound on Addison road I think there should be a 'no stopping' zone just after the pedestrian island at the entrance to the Addison road community center and the cr of England ave. Cars turning right into the Community Center block traffic flow as cars cant get around them, by making a 'no stopping' zone there (the length of about 4 meters from the cr) traffic would be able to pass around right hand turners. This is more urgent than the right hand turn at the lights.</p> <p>The road surfaces on the sides streets in the Newington area are in disrepair and need fixing. I cycle as my main form of transport and the surfaces of the side streets forces me onto the main roads when its dark as the pot holes and cracks are too dangerous to ride over in the dark when you cant see them properly.</p> <p>The Lighting on East street is very poor, this coupled with the poor road surface and cars parking on the footpath makes a trip hazard.</p> | | <p>The Addison Rd intersection management recommendations will be reviewed by the RMS before adoption. Road condition has been referred to Council's maintenance team.</p> |

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| 10 | East St | Marrickville | No. Please explain reason and suggested changes in the comment box below. | <p>While it's important to plan for the future, it is impossible to determine the impact WestConnex will have on the neighbourhood, even if only very slight with rat runners, or the reduction of them.</p> <p>The plans include suggestions to the RMS for their considerations should be dismissed. They have their own agenda with WestConnex. As per previous contract agreements with road tolls operators, traffic calming will be occurring to ensure maximum income in tolls. If council are privy to these plans, it should share it with its rate payers before promoting these plans.</p> <p>With the expansion of Marrickville Metro, it will be necessary to supply the shops with trucks. Currently Woolworths semis use Addison Rd, as do many other trucks. While this isn't a problem, there isn't any mention of this in the proposal.</p> <p>As a family with two cars (one family, one company) and two growing kids who daily use there bikes along Addison Rd any changes will have an affect us. I have taught my kids to be careful and respectful of other users of the footpath and road. This works. If everyone acted in a similar fashion, it would be better.</p> <p>Some observations of the proposal:</p> <p>Speed humps reduce the car parking space available. How are these to be replaced?</p> <p>It has been documented in other areas, where speed humps have been installed, drivers have braked late and sped up on crossing the hump. The noise of the acceleration has lead to many complaints from residents, and the humps being removed.</p> <p>The market on Sunday charge to use their car park, and it's difficult to find a park as far as Bright St. As residents we deal with it. But the speed humps will take further local parking away.</p> <p>Signage is pointless if not policed correctly, and who is responsible for policing bike riders responsibilities? There are signs already, but as there is too much signage everywhere nobody notices it.</p> <p>There is a bus stop at the proposed Pedestrian Refuge Island. What is to happen to this? Again this will reduce parking availability.</p> <p>In twelve years of crossing at Agar St. I have seen one or two cars turning right illegally. Though not correct, is it worthwhile installing a camera? Add the sleepless nights during the installation.</p> <p>These changes are totally unnecessary, and are only pushed by lobby groups with self interest at heart, as with past proposals.</p> | <p>To whom it may concern,</p> <p>While it's important to plan for the future, it is impossible to determine the impact WestConnex will have on the neighbourhood, even if only very slight with rat runners, or the reduction of them.</p> <p>The plans include suggestions to the RMS for their considerations should be dismissed. They have their own agenda with WestConnex. As per previous contract agreements with road tolls operators, traffic calming will be occurring to ensure maximum income in tolls. If council are privy to these plans, it should share it with its rate payers before promoting these plans.</p> <p>With the expansion of Marrickville Metro, it will be necessary to supply the shops with trucks. Currently Woolworths semis use Addison Rd, as do many other trucks. 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But the speed humps will take further local parking away.</p> <p>Signage is pointless if not policed correctly, and who is responsible for policing bike riders responsibilities? There are signs already, but as there is too much signage everywhere nobody notices it.</p> <p>There is a bus stop at the proposed Pedestrian Refuge Island. What is to happen to this? Again this will reduce parking availability.</p> <p>In twelve years of crossing at Agar St. I have seen one or two cars turning right illegally. Though not correct, is it worthwhile installing a camera? Add the sleepless nights during the installation.</p> <p>These changes are totally unnecessary, and are only pushed by lobby groups with self interest at heart, as with past proposals.</p> | <p>Comment noted.</p> <p>Traffic calming devices are intended to improve safety and residential amenity in local streets.</p> <p>The proposed speed humps do not remove on-street parking and vehicles can legally park on them.</p> <p>The noise issues are noted, alternatively speed cushions could be installed resulting in comparatively lower noise issues. This could be considered during the design and implementation stage.</p> <p>Proposed refuge island in Addison Road and Denby Street will be constructed with kerb blisters/ extensions to minimise the loss of on-street parking.</p> <p>The nearby bus stop is proposed to be relocated to the east.</p> <p>The provision of cameras at traffic signals would be a matter for the RMS.</p> |
| 11 | England Avenue | Marrickville | Yes, with changes. Please explain in the comment box below | <p>I support all of the changes that are being suggested, but am disappointed that the more significant changes are being deferred. A reduction in speed limit to 40km/h seems like a must. The Addison Rd separated cycleway, as well as significant improvements to the other cycleways are all desperately required, so many residents use the local streets already and each one is an extra car off the road or relieves the crowded public transport facilities, more needs to be done to make cycling and walking the default option for local transport. The physical condition of the roads themselves is also pretty terrible for roads considered to be cycleways, really rough surfaces abound (particularly England Avenue, Newington Rd, Agar St and Browns Avenue all come to mind, but I'm sure there are others. It also like to note that a pedestrian crossing at Addison Road near England Avenue should be installed instead of a rehash of the pedestrian refuge. Something not really addressed in the LATM plan is the relationship such work will have, or is hoped to have, for making running local businesses particularly in the 'Village' area of Addison Rd, a more attractive proposition? There are some businesses that are thriving, but there's also a lot of empty and dilapidated shop fronts that could be put to better use and would make the whole village area more pleasant.</p> | | <p>Council is currently lobbying the Roads and Maritime Services in order to establish an area wide 40km/h speed limit on local roads in the Inner West. A lower 40km/h would improve safety for all road users especially pedestrians and cyclists, however this would be a decision for the Roads and Maritime Services.</p> |
| 12 | Gordon Street | Marrickville | No. Please explain reason and suggested changes in the comment box below | | <p>My first comment revolves around previously proposed bike lanes being built on Addison Rd. This plan does not seem to take those changes into account? It does not make sense to carry out this project independently of another one planned for Addison Rd.</p> <p>Secondly, as a local resident that spends all my time in the area for work and pleasure, I have never seen a car turn right into Agar St from Addison Rd. This seems a waste of council funds to put a camera at the intersection when safety at the intersection has not been an issue.</p> <p>Thirdly, for the Tupper St and Newington Rd proposed changes, it is counterintuitive to have Newington Rd users stop at a stop sign. Those travelling south down Tupper St find it so difficult to see both directions on Newington Rd, so they need to stop anyway. Making Newington Rd travellers stop would not make sense from a traffic flow point of view.</p> <p>Fourthly, I am a bicycle rider. The 'installation of bicycle logos, arrows and directional signs in England Avenue, Philpott St and Cowper St' would not change the road safety for bicycles one bit. Philpott and Cowper Streets are both narrow, one-lane-wide streets with no available parking. Why would logos help when there is only one lane of traffic that can move along the street?</p> <p>The area is already so full with speed bumps. I do not believe the streets around the precinct need more changes, plus the Addison Rd changes need to consider the broader plan to build bike lanes.</p> | <p>Noted.</p> <p>Addison Road bicycle route concept design has been deferred as the community identified issues with the initial design. Further design changes will need support from the local community.</p> <p>See above response regarding cameras at traffic signals (ref no 10).</p> <p>The Tupper Street/Newington Road intersection was intended to minimise congestion in Tupper Street and acts to slow down traffic in Newington Road.</p> |
| 13 | Gordon Street | Marrickville | Yes | | | |
| 14 | Gordon Street | Marrickville | Yes, with changes. Please explain in the comment box below | <p>Need for proper parking signage at intersections, as many cars park too close to the corner. An example is on the corner of Gordon Street and Philpott Street. Cars park too close to the corner, and makes it at times impossible for vehicles to turn left out of Gordon Street. Residents have heard car drivers say that it is ok to park right on the corner, as "there is no sign saying you can't".</p> <p>Some residents have also suggested that Philpott Street should be a one-way street.</p> | | <p>Parking audit revealed extensive parking violation and this has been referred to Council's Parking and Ranger Services.</p> |
| 15 | Hercules st | Ashfield | Yes, with changes. Please explain in the comment box below | <p>Bike logo and signs are not infrastructure, paint and signs do not keep me safe when cycling. Paint on roads does not stop vehicles. Only separated cycle lane can protect residents.</p> | | <p>These issues will be considered in the forthcoming Inner West Bike Plan review.</p> |
| 16 | Illawarra road | Marrickville | No. Please explain reason and suggested changes in the comment box below | | <p>Addison road is already too narrow for driving. Don't make it narrower</p> | <p>Changes in Addison Road will be deferred as an option and explored in conjunction with the public domain works planned for this area.</p> |

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| 17 | John St | Petersham | Yes, with changes. Please explain in the comment box below | I am comfortable with the proposed changes however I believe there are some significant things left out. I was away during the initial consultation period, so excuse my late submissions. Albert St and Stanmore Rd. Access to and from Stanmore Rd is very difficult and can often take 2 - 3 changes of traffic lights. The sight lines are often very poor turning right onto Stanmore Rd meaning that people often use Marshall St - a very small residential st. Can you mark lines across Stanmore Rd and place signage. "Do not queue across intersection." Marshall & Stanmore Rd - Access to and from Stanmore Rd is very difficult and cars queue across intersection regularly so that safe turns to and from Marshall St can be made. Can you mark lines across Stanmore and place signage. "Do not queue across intersection." Newington Rd between Middleton and John St - extend speed bumps to John St. Once cars are over last bump they speed up and often don't stop or stop very late and the John St intersection. Newington Rd at John St. Install kerb/flower bed treatment to reduce road width on Newington Rd at John St traveling west. Newington Rd is significantly wider at the this point than on the opposite side of the intersection, and a traffic calming device here will ensure a complete stop and enable a westbound vehicle to creep forward to see vehicle traveling up John St. John St at Addison Rd. Install no standing signs on John St near intersection. Cars and caravans park on the corner (illegally) and the street is significantly narrowed, meaning that cars turning right from Addison to John St do not have enough space and its not safe given you have to move through this intersection quickly due to short sight lines on the bend at Addison Rd. | | Parking audit revealed extensive parking violation and this has been referred to Council's Parking and Ranger Services. With the introduction of 40km/h local speed limit, further recommendations can be reviewed for Newington Road. |
| 18 | Mary St | St Peters | Yes | | | |
| 19 | Middleton st | | Yes, with changes. Please explain in the comment box below | Middleton street Petersham is part of a rat run and should have traffic calming measures in place such as speed bumps to slow speeding traffic turning into Middleton st from Stanmore road down. This is the first we've been made aware of this draft plan and suggest a survey of residents in the area be carried out (we must have been missed, hence the lack of input and measures in our area). | | 2015 volumes were 1115 vpd and 85th percentile speed was 43.9km/h. Both acceptable for a residential street. |
| 20 | New Canterbury Road | Petersham | Yes, with changes. Please explain in the comment box below | More consideration for pedestrians and cyclists - I currently do not feel safe riding my bike to work from Petersham to Glebe. | | This issue will be considered in the forthcoming Inner West Bike Plan review. |
| 21 | Newington Road | Marrickville | No. Please explain reason and suggested changes in the comment box below. | I very much disagree with the following changes in the draft: - Tupper Street and Newington Road - removal of speed hump and installation of "No Parking" 7am to 7pm Mon-Fri opposite Tupper Street in Newington Road. Reasons * I have been an owner and resident of Newington Rd for 9 years which has direct view up Tupper St. Over those 9 years I have watch and have been witness to traffic issues on Tupper and Newington. From this experience I can say that the recommend changes will not assist with traffic movement but will have a negative effect. * Currently drivers speed down Newington Rd (Towards Tupper from Newington School end) and the removal of the speed hump will increase car accidents with drivers turning into Tupper at high speed into oncoming traffic. As anyone knows that lives in this location is that Tupper is not wider enough for 2 cars side by side, therefore cars turning at higher speeds will hit oncoming traffic. In the last month at least 2 parked cars on this corner have been written off due to drivers doing just that. So removal of the speed hump will increase these types of accidents. * I do understand you most likely get complaints from drivers due to the bottom of their cars hitting the traffic hump, but I can ensure that is because drivers are driving to fast. * Drivers also do not realise that Tupper is not wider enough before turning into Tupper St from Newington and turn into Tupper before looking. This then causes traffic jams with drivers not willing to back up to give way or unable to due to traffic behind. This is very regular (everyday) and gets very nasty. I won't lie it is very entertaining but also lucky I am not offended by bad language. * There is no reason to remove parking, this will not help the situation at all, only increase frustration with residents with even less parking which is already very hard to come by in Newington and Tupper. * I do not understand how the removal of these car parks will assist with Traffic. The only reason for the removal that I can think of is to make move for larger vehicles to turn. But in the last 9 years only one very large semi trailer truck has got stuck turning and this was due to this truck being to large to be in these types of streets in the first place. The better solution would be to not allow these size trucks in Tupper. * I do not understand why there is no proposal to turn Tupper into a one way street, this would be the best solution. Everyone I have spoken to about the traffic issues as stated that Tupper should be one way. * I recommend for one of your staff members to come and stand on Tupper on a Saturday to witness the traffic jams caused by traffic not being able to fit into one lane. I am also very disappointed that we did not receive the survey distributed last year or invited to the feedback sessions, especially as my house is the location that effected by both the above changes. | | Concerns regarding Tupper St were raised in a resident workshop and resulted with this proposal. A one way traffic in Tupper Street would divert traffic to Wemyss Street as it would be the only neighbouring two way street in the area. To address resident concern with loss of parking, the 'No Parking 7am-7pm Mon-Fri' restriction will be omitted from the change of priority plan. |
| 22 | Newington Road | Marrickville | Yes, with changes. Please explain in the comment box below | Please improve the speed humps on Newington Rd Marrickville between England Ave and Bright St. The current speed humps are not effective in slowing down cars...they simply speed right over them. Please do this before someone gets hurt or killed. | | In that location, 85th percentile speed is 42km/h - acceptable in a 50km/h environment |

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| 23 | Newington Rd | Marrickville | No. Please explain reason and suggested changes in the comment box below. | | There is already heavy competition for too few car spaces. Creating a no parking zone opposite Tupper St 7am-7pm is problematic as few residents have off street parking. Placing of a Stop sign or signs in Newington Rd near Tupper St encourages aggressive behaviour and increases the risk of accidents as vehicles fail to slow down before exiting Tupper St. The heaviest traffic and highest demand for parking is over weekends, so Monday to Friday restrictions are meaningless. A better solution would be to make Tupper St and Philpott St one way from Newington Rd and introduce timed parking 7 days per week. This would discourage much of the existing non local through traffic and remove this congestion point. See attached file outlining these suggested changes and the reasoning behind them. | Concerns regarding Tupper St were raised in a resident workshop and resulted with this proposal. A one way traffic in Tupper Street would divert traffic to Wemyss Street as it would be the only neighbouring two way street in the area. To address resident concern with loss of parking, the 'No Parking 7am-7pm Mon-Fri' restriction will be omitted from the change of priority plan. |
| 24 | Newington Road | Petersham | Yes, with changes. Please explain in the comment box below | I have been living in Newington Rd for 30+ years. I do not see the need for speed humps in Bright Street as the road is quite wide, and the through-traffic rate is not high. The traffic calming measures should be put in place on MARSHALL STREET. There is alot of through traffic (especially at peak hours). Cars enter Marshall St from Newington road often too fast, cutting the corner and we have received damage on our vehicles when parked near the intersection. The traffic-useable road is narrow due to high density parking, and nearly always, people drive at too high a speed Up the hill and down the hill. This is quite a blind hill. Additionally, for years, we have been subjected to cars and motorbikes accelerating up the hill creating quite a noisy environment. | | In Bright St, 85th percentile speed is 57.6km/h - not acceptable in a 50km/h environment. Traffic issues in Marshall Street were discussed during the community sessions. Whilst traffic data shows comparable speed and volume figures and no treatments recommended for this street, it is recommended that this street be monitored as changes are implemented in the area. |
| 25 | Newtown | Newtown | No. Please explain reason and suggested changes in the comment box below. | | I run (2) small businesses in the precinct & would like not to see constant roadworks & loss of parking (temporary or permanent) making it more difficult (if not impossible) to find parking in or out of bus zones & clearways. Heading south on Enmore Road from King St during peak hour is nothing short of dangerous with the increased speeding after clearing traffic jams. | Comment noted. |
| 26 | north street | Marrickville | Yes, with changes. Please explain in the comment box below | The justification for the two (2) mid block thresholds on Bright Street is not forthcoming. Why Bright might need these when similar streets such as William and John do not is an open question. It is also my belief that putting such an obstacle outside No. 26 for a driver trying to make (say) a right hand turn in to North Street, actually increases his / her risk rather than reducing it. More so if the driver were unaware of the obstacle placed and momentarily had challenges in control cause by this obstacle. I believe that this is a lazy, inefficient and cheap way to address an imaginary problem. | | In Bright St, 85th percentile speed is 57.6km/h - not acceptable in a 50km/h environment. The other streets have much lower recorded speeds. |
| 27 | Park Road | Marrickville | Yes, with changes. Please explain in the comment box below | It would be beneficial to remove some of the 1 hour parking on Addison Road near Park Road. There is low visibility to both the left and right when attempting to turn on to Addison Rd from Park Rd due to bends in both directions. Park Rd gets a lot of through traffic because of its width and the location of Wilkins Public School. The school also generates a lot of pedestrians. Having cars parked on Addison Road so close to the intersection (particularly on the east-bound side between John St and William St, and on the west-bound side between Neville and Park) makes it very difficult to turn safely. Although Park Rd is not included in the Newington area it is also worth mentioning that a lot of cars speed along Park Rd. This is very concerning given the proximity of the school. There is already one speed bump directly in front of the school but it would be beneficial to have another at the Addison Rd end of the street. | | This will be reviewed as part of the bicycle route design for Addison Rd. |
| 28 | Perry Street | Marrickville | Yes, with changes. Please explain in the comment box below | I don't support the installation of a camera at the Addison road/Agar/Ilawarra intersection. It is an excessive solution which is not adaptable to differing road traffic conditions and times of day. The fines associated with fixed cameras are also overly excessive punitive fines which do not match the risk and severity of the violation. | | The Addison Rd intersection management recommendations will be reviewed by the RMS before adoption. |
| 29 | Perry Street | Marrickville | Yes, with changes. Please explain in the comment box below | Perry Street is not on the list. There is a lot of traffic on the street and they speed up the hill, particularly in the morning and afternoon. Would it be possible to consider putting a speed hump on the street in the future. Also Philpott Street is very narrow with parking on both sides of the street. I think this should be considered for change in the future. | | Perry St - 85th percentile speed 43.2km/h, acceptable in 50km/h environment. Would benefit from lowering to 40km/h speed environment |

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| 30 | Philpott Street | Marrickville | Yes, with changes. Please explain in the comment box below | <p>Parking in Philpott Street is not mentioned. It would be great if something could be considered, perhaps traffic islands such as those in Concord Street, Erskineville, but placed alternatively so still allowing cars to park on both sides but not directly opposite each other. Given that 50% of cars sold these days are SUVs, cars are getting wider but the street is not. There is very little room to access our driveway with cars parking too close & little turning room. Garbage trucks are always having trouble, I have seen them physically lift cars out of the way. There are plenty of other trucks that have difficulty with our street, removalists, deliveries etc. Otherwise continuing the parking on one side only which is already at the Addison Road end of Philpott Street for the entire length.</p> <p>Could a 'keep intersection clear' zone be added at the top of Tupper Street, across Stanmore Road? It would be a good idea for no parking opposite Tupper Street on Newington Road to allow more space for cars turning right.</p> <p>I often turn right onto Enmore Road from Newington Road & I agree with the report that visibility is difficult, especially with the buses stopped at the bus stop. I read that moving the bus stop to the other side of Newington Road was an option, I think this could be a good idea.</p> <p>The traffic jams heading North up Enmore Road from the Addison Rd intersection, especially on the weekends are terrible. Is it possible to change the traffic light timing, I don't think the lights stay green for long enough, especially because there's only a small lane area for cars to turn left onto Stanmore Road & they have to wait for pedestrians which holds up cars wanting to go straight ahead.</p> | | <p>Council will continue to monitor Philpott Street and may consider implementing parking changes should conditions deteriorate in the future.</p> <p>Stanmore Road is a state road under the care of the Roads and Maritime Services</p> |
| 31 | Shaw Street | Petersham | Yes, with changes. Please explain in the comment box below | <p>Congratulations on a sensible compromise. Albert Street is prone to speeding so a threshold platform there at Marr Playground would be great. Could even do with another one on Albert closer to Addison. Perhaps a no parking restriction zone on the west side of Albert Street at the corner of James Street should be considered as turning right from James Street is hazardous given the bend in Albert heading north.</p> <p>Having been nearly run into twice by parents dropping off their kids at Newington in the morning could a STOP sign please be put on the intersection of Newington and Middleton Street. They just don't look when they turn left from Middleton into Newington so a STOP sign on Middleton is more than justified.</p> <p>Also is anything planned for Oxford at Shaw?</p> | | <p>The provision of a Stop sign at the intersection Middleton/Newington Rd is not supported at this time as the warrant for a stop control is not met.</p> <p>There are no changes proposed at Oxford/StShaw St.</p> |
| 32 | stanmore road | Petersham | No. Please explain reason and suggested changes in the comment box below. | | <p>Why aren't you applying "traffic treatments" to stanmore road? Surely it would make more sense to make stanmore road safer? Why not make it a 50kmh zone? Why not put a speed camera near the school? Why not put more traffic lights to contain the speeding? People don't routinely speed on the roads your applying "treatments" too. They certainly do on stanmore road - regardless of what the AVG or MEAN measurements might say. 1 car at 80kmh plus 30 cars at 60kmh still gives an average of 60.64kmh which is meaningless. However that one car at 80kmh is going to kill someone. I'm sure at least one out of every 50 cars on stanmore road is seriously speeding. The refuge island opposite the Petersham Public house has been mowed down/repared numerous times. Cars routinely speed and rush the amber/red light at the newington crossing. One of these days someone is going to get killed. Logically I feel you're only doing half the job.</p> | <p>Stanmore Rd is a State road, therefore managed by RMS.</p> |
| 33 | Stanmore Road | Petersham | Yes, with changes. Please explain in the comment box below | Addison Road is popular with cyclists, is there anything being considered to increase the safety of cyclists? | | This will be reviewed as part of the bicycle route design for Addison Rd . |
| 34 | Stanmore Road | Petersham | | | Bright street is used by bike riders and I use it frequently. It is a short street as has no need for speed humps, I feel sorry for the residence outside them for the braking and then speeding up by cars if the y are installed which creates so much more noise. Please it is NOT needed. It is nearly impossible on the length of the street to get to 50-60 km before the end of the street in a car. | Raised thresholds are proposed to create a safer environment for all road users including bicycle riders. |
| 35 | Stanmore road | Petersham | No. Please explain reason and suggested changes in the comment box below. | | | |
| 36 | Stanmore Road, Stanmore 2048 | Stanmore | Yes, with changes. Please explain in the comment box below | No right hand turn from Tupper Street into Stanmore Road. During peak times, vehicles attempting a right hand turn often create a bank up down Tupper Street. As Tupper St is so narrow, vehicles turning from Stanmore Rd. are often blocked by waiting vehicles in Tupper. Chaotic and dangerous. By introducing this, the rat run in Newington Road would be eliminated. | | Council will monitor this intersection and consider implementing changes if conditions deteriorate in the future. |

APPENDIX B

Newington Precinct LATM WP3

| Ref No | Address | Suburb | Do you support the draft Newington Local Area Traffic Management Plan? | Your comments | Your comments | Council Response / Recommendation |
|--------|------------|--------------|---|---|--|--|
| 37 | Tupper St. | Enmore | Yes, with changes. Please explain in the comment box below | <p>Your proposal are mostly cosmetic. The major problems in this area are:</p> <p>A) Intersection of Newington Rd. and Enmore Rd.,</p> <p>B) Intersections of Enmore Rd./Stanmore Rd up to Tupper St.</p> <p>Suggestions:</p> <p>1) In the pic hours there are a lot of cars turning right from Newington Rd. to Enmore Rd. As majority of the drivers on Enmore Rd. do not follow traffic rules ("Do not queue across intersection") making this turn is unsafe. New traffic lights in the intersection of Newington Rd./Enmore Rd should be installed (synchronized with lights on Enmore Rd./Llewellyn St) or at least paint on the road "do not queue across".</p> <p>2) Tupper St. should be made "One way" street from Newington Rd. to Stanmore Rd. (opposite way to Fotheringham St.). Tupper St. is too narrow to handle two way traffic in pic hours or during weekends. On this intersection new traffic lights should be installed, synchronized with lights Stanmore Rd./Liberty St./Enmore Rd.</p> <p>3) "No Parking" signs should be also installed in Newington Rd. opposite Short St. Garbage trucks have problems reversing to this street, not to mention eventual fire trucks access.</p> <p>4) Parking officers should start to patrol this area, as people park their cars illegally, making turns on those streets often unsafe.</p> | | Concerns regarding Tupper St were raised in a resident workshop and resulted with this proposal. A one way traffic in Tupper Street would divert traffic to Wemyss Street as it would be the only neighbouring two way street in the area. |
| 38 | Tupper St | Enmore | Yes, with changes. Please explain in the comment box below | <p>please can you make Tupper St a one way street, I have lived here for over 10 years and the street is increasingly used as a rat run by people who do not live here and have no consideration about giving way to cars travelling in the opposite direction, consequently in peak times and on Saturdays the street becomes a bottle neck jammed by motorists who will not move over, start incessant beeping and often shouting and road rage! a one way solution similar to Fotheringham St would solve this issue! thanks</p> | <p>I feel this is an expensive exercise that should wait until the west connect is complete as the WCV will move a lot of the heavy and cut through traffic of these rds.</p> <p>Speed humps and island slow down cars for a very short time and are more annoying than useful. This should be postponed until after the wc is completed</p> | Concerns regarding Tupper St were raised in a resident workshop and resulted with this proposal. A one way traffic in Tupper Street would divert traffic to Wemyss Street as it would be the only neighbouring two way street in the area. |
| 39 | Wemyss St | Enmore | Yes | | | |
| 40 | William St | Marrickville | No. Please explain reason and suggested changes in the comment box below. | | | |
| 41 | William St | Marrickville | Yes | | | |

Item No: LTC0719 Item 3

Subject: MINOR TRAFFIC FACILITIES (ALL WARDS/ALL ELECTORATES/ALL PACS)

Prepared By: Davide Torresan - Coordinator - Road Access Services

Authorised By: Manod Wickramasinghe – A/Traffic and Transport Services Manager

SUMMARY

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

RECOMMENDATION

THAT:

1. A 6m 'Disabled Parking' zone be installed in front of No. 21 Charlotte Avenue, Marrickville;
2. A 6m 'Disabled Parking' zone be installed on Myrtle Street along the rear boundary of No. 10 Salisbury Road, Stanmore;
3. A 5.5m 'Disabled Parking' zone be installed in front of No. 30 Francis Street, Marrickville;
4. A 5.5m 'Disabled Parking' zone be installed in back of No. 30 Thornley Street, Leichhardt;
5. A 5.5m 'Disabled Parking' zone be installed in front of No. 105 Victoria Street, Lewisham;
6. A 5.5m 'Disabled Parking' zone be installed in front of No. 12 Oak Street, Ashfield;
7. A 9m 'Works Zone 7.00am – 6.00pm Mon-Fri and 8.00am -1.00pm Sat' be installed in front of No.107 May Street, St Peters for 12 weeks, subject to the applicant obtaining consent from the neighbouring property owner; and
8. A 9.4m 'Works Zone 7.00am – 6.00pm Mon-Fri and 8.00am -1.00pm Sat' be installed in front of No.44 Wentworth Street, Tempe for 4 weeks.

BACKGROUND

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

FINANCIAL IMPLICATIONS

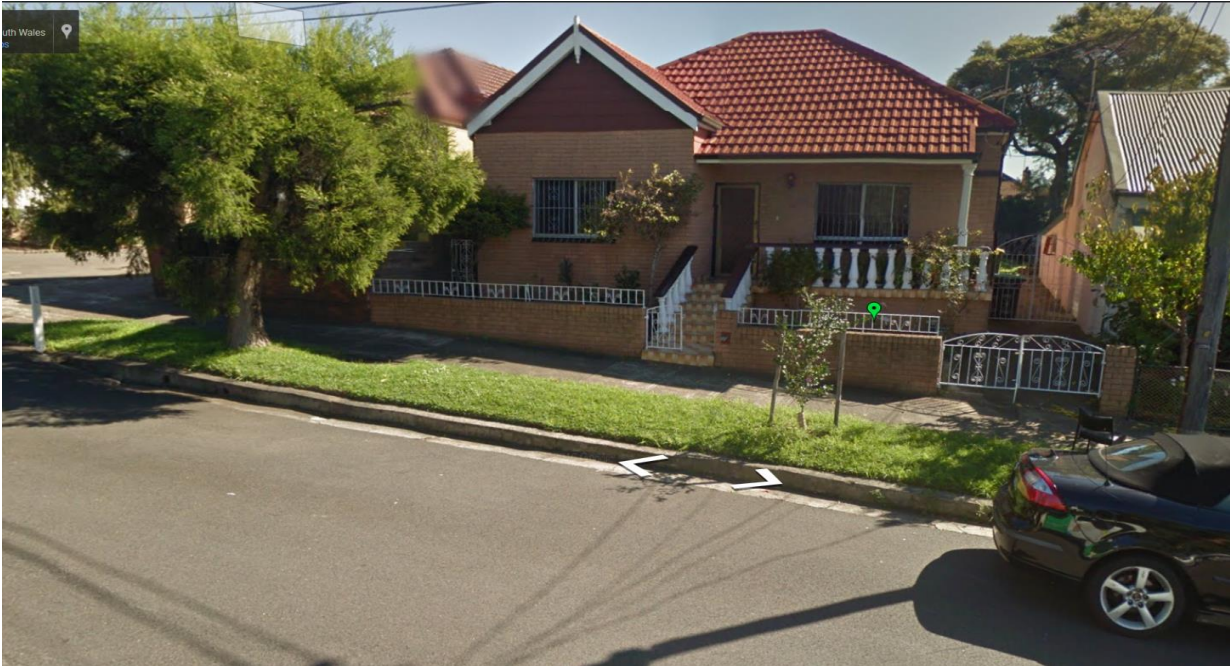
Nil

OTHER STAFF COMMENTS

1. Installation of 'Disabled Parking' Restriction – Charlotte Avenue, Marrickville

The resident of No. 21 Charlotte Avenue, Marrickville, has requested the installation of 'Disabled Parking' zone in front of the their property. A site investigation has revealed the property does not have off street parking. The applicant does not require the use of wheelchair.

It is recommended that a parking 6.0m 'Disabled Parking' zone be installed in front of No.21 Charlotte Avenue, Marrickville.



No. 21 Charlotte Avenue, Marrickville.

2. Installation of 'Disabled Parking' Restriction – Myrtle Street, Stanmore

The resident of No. 10 Salisbury Road, Stanmore, has requested the installation of 'Disabled Parking' zone along the rear boundary of the resident's property in Myrtle Street. A site investigation has revealed the property does not have off street parking. The applicant does not require the use of wheelchair.

It is recommended that a 6.0m 'Disabled Parking' zone be installed on Myrtle Street along the rear boundary of No.10 Salisbury Road, Stanmore.



Myrtle Street, Stanmore (rear No. 10 Salisbury Road)

3. Installation of 'Disabled Parking' Restriction – Francis Street, Marrickville

The resident of No. 30 Francis Street, Marrickville, has requested the installation of 'Disabled Parking' zone in front of the resident's property. A site investigation has revealed the property does have a hardstand area but it is insufficient to accommodate a standard vehicle. The applicant does not require the use of wheelchair.

It is recommended that a parking 5.5m 'Disabled Parking' zone be installed in front of Nos.28 and 30 Francis Street, Marrickville.

Consultation has been undertaken with No. 28 Francis Street, Marrickville, and they have supported the use their frontage for the 'Disabled Parking' zone.

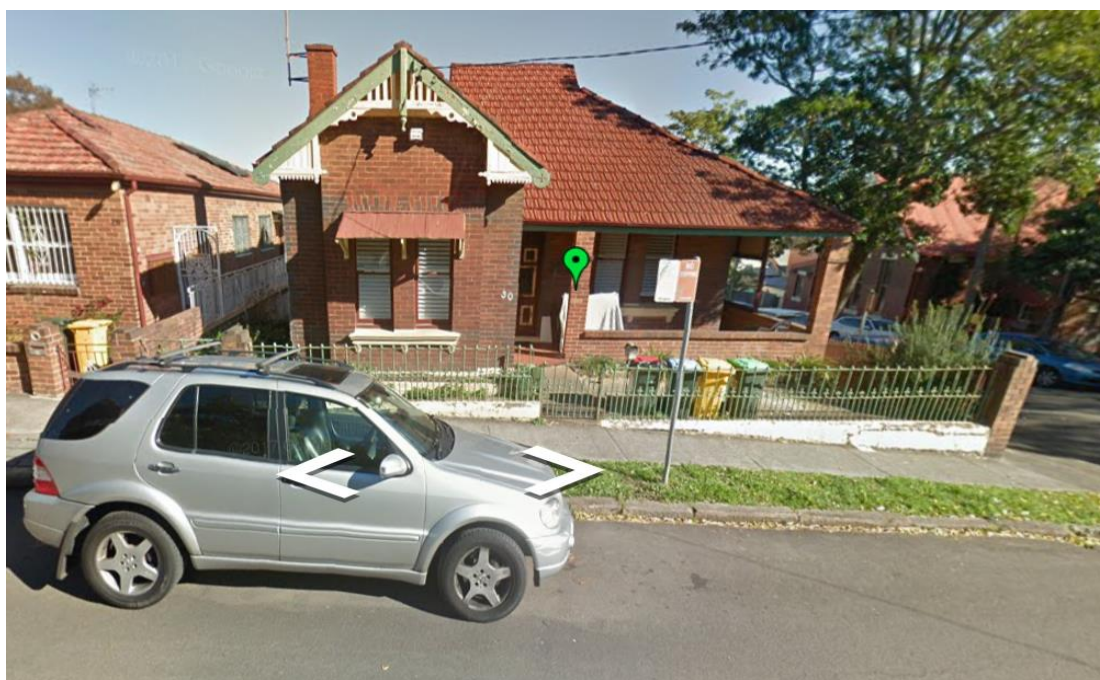


No. 30 Francis Street, Marrickville.

4. Installation of 'Disabled Parking' Restriction – Thornley Street, Leichhardt

The resident of No. 30 Thornley Street, Leichhardt, has requested the installation of 'Disabled Parking' zone in front of the resident's property. The applicant does not require the use of wheelchair. A site investigation has revealed the property does have off street parking; however, there are a significant number stairs between the house and the off street parking area which makes the off street parking inaccessible. Therefore the 'Disabled Parking' zone has been requested at the front of the property to avoid the stairs.

It is recommended that a parking 5.5m 'Disabled Parking' zone be installed in front of No.30 Thornley Street Leichhardt.



No. 30 Thornley Street Leichhardt.

5. Installation of 'Disabled Parking' Restriction – Victoria Street, Lewisham

The resident of No. 105 Victoria Street, Lewisham, has requested the installation of '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 not require the use of wheelchair.

It is recommended that a parking 5.5m 'Disabled Parking' zone be installed in front of No.105 Victoria Street, Lewisham



No. 105 Victoria Street, Lewisham

6. Installation of 'Disabled Parking' Restriction – Oak Street, Ashfield

The resident of No. 12 Oak Street, Ashfield has requested the installation of '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 not require the use of wheelchair.

It is recommended that a parking 5.5m 'Disabled Parking' zone be installed in front of 12 Oak Street Ashfield.



12 Oak Street, Ashfield

7. Installation of 'Works Zone' Restriction – May Street, St Peters

The applicant has requested the installation of a temporary 9m 'Works Zone 7.00am – 6.00pm Mon-Fri and 8.00am-1.00pm Sat' for 12 weeks in front of No.107 May Street, St Peters, for development works. As the length of the 'Works Zone' will encroach in front of a neighbouring property, a consent letter is required from the owner of the neighbouring property.

It is recommended that a 9m 'Works Zone 7.00am – 6.00pm Mon-Fri and 8.00am -1.00pm Sat' be installed in front of No.107 May Street, St Peters, for 12 weeks, subject to the applicant obtaining consent from the neighbouring property owner.

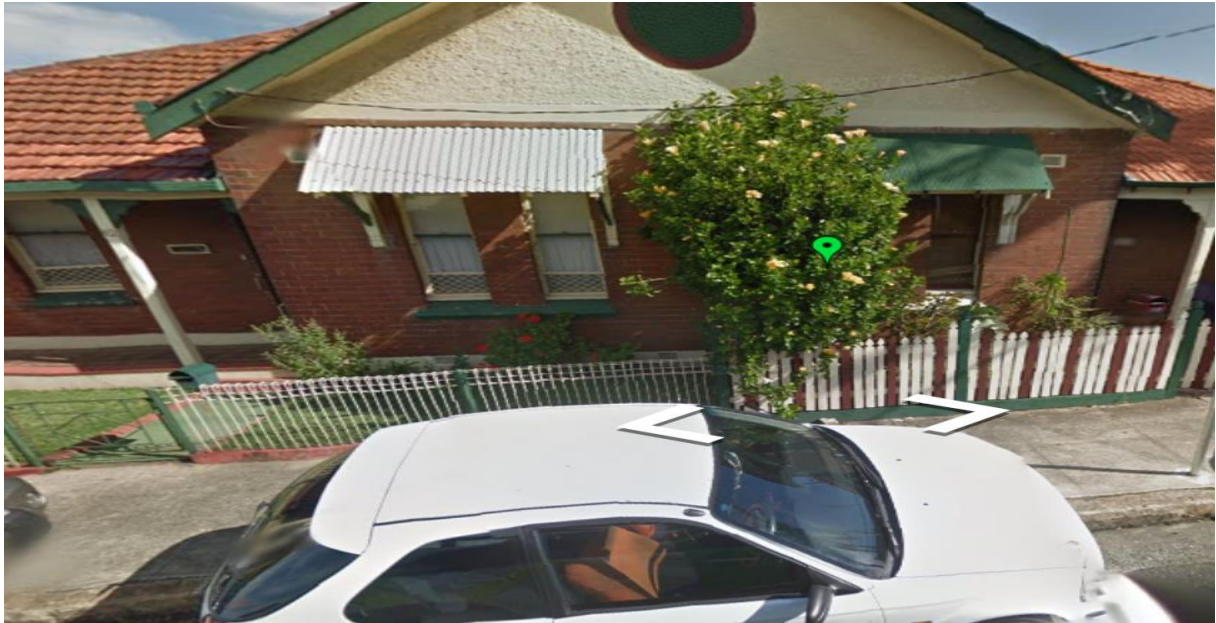


No.107 May St, St Peters

8. Installation of 'Works Zone' Restriction –Wentworth Street, Tempe

The applicant has requested the installation of a temporary 9.4m 'Works Zone 7.00am – 6.00pm Mon-Fri and 8.00am-1.00pm Sat' for 4 weeks in the front of No.44 Wentworth Street Tempe for the development works to No.44 Wentworth Street Tempe.

It is recommended that a 9.4m 'Works Zone 7.00am – 6.00pm Mon-Fri and 8.00am -1.00pm Sat' be installed in front of No.44 Wentworth Street Tempe for 4 weeks.



No.44 Wentworth Street, Tempe

PUBLIC CONSULTATION

Nil

ATTACHMENTS

Nil.

Item No: LTC0719 Item 4

Subject: HENRY STREET, BETWEEN RAILWAY PARADE AND GEORGE STREET, AND RAILWAY LANE, BETWEEN HENRY STREET AND HILTON AVENUE, SYDENHAM - TEMPORARY ROAD CLOSURE FOR 'EDGE SYDENHAM' EVENT ON SATURDAY 10 AUGUST 2019 (MIDJUBURI-MARRICKVILLE WARD / HEFFRON ELECTORATE / INNER WEST PAC)

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

Authorised By: Manod Wickramasinghe – A/Traffic and Transport Services Manager
Services

SUMMARY

Inner West Council is proposing to hold the 'EDGE Sydenham' event on Saturday, 10 August 2019 within Sydenham Green and Sydenham Skate Park and will require the closure of Henry Street, between Railway Parade and George Street, and Railway Lane, between Henry Street and Hilton Avenue, Sydenham to facilitate the event. It is recommended that Council agree to the temporary full road closures subject to complying with all conditions as set out in this report.

RECOMMENDATION

THAT:

1. The proposed temporary full road closure of Henry Street (between Railway Parade and George Street) and Railway Lane (between Henry Street and Hilton Avenue), Sydenham for the 'EDGE Sydenham' Event on Saturday, 10 August 2019 between 1:00pm and 11:30pm be approved as per the submitted TMP and TCP;
2. A Road Occupancy License application be obtained from the Transport Management Centre;
3. All residents and businesses in and around the affected area, including the NSW Police Local Area Commander, Fire & Rescue NSW, SES and the NSW Ambulance Services to be notified of the temporary road closure in writing by the applicant in advance (at least 7 days prior to the event) with the applicant making reasonable provision for stakeholders;
4. A minimum four (4) metre unencumbered passage be available for emergency vehicles through the closed section; and
5. The occupation of the road carriageway must not occur until the road has been physically closed.

BACKGROUND

EDGE is a Council arts and cultural program that celebrates local creatives and the vibrant local community.

EDGE is framed by 5 sites, each with a distinctive theme and timing.

- EDGE Greenway, April: Art and Environment (completed – LTC 4 February 2019)

- EDGE Sydenham, July: Art and Creative Engine
- EDGE Ashfield, September: Art and the Sacred
- EDGE Newtown, Mid November: Art and Activism
- EDGE Balmain, Late November: Art and Wellbeing

EDGE Sydenham will invite communities to experience a range of creative processes, discover creative spaces and get insights inside the creative mind. It will showcase transformed environments, internal spaces, installations and activations, performance trails, stories of place, projecting the inside of the factory or warehouse onto the outside streets, walls and lanes.

EDGE Sydenham includes a radiating program in the weeks before and/or after the main weekend from 1-4 August 2019. It includes events like, Open Studio Trail, Live Music showcases and street festivals, SK8 at Sydenham Skate park with UTS students mapping skater movements and local stories and other events hosted by creatives in this area.

The details of the 'Edge Sydenham' event are as follows:

Day: Saturday, 10 August 2019
 Community event: 5pm-10.30pm
 Venue: Sydenham Green + Skate Park, Sydenham

FINANCIAL IMPLICATIONS

Nil. Council's Living Arts Section has allocated a budget of \$100,000 for the event.

OFFICER COMMENTS

Site location & road network

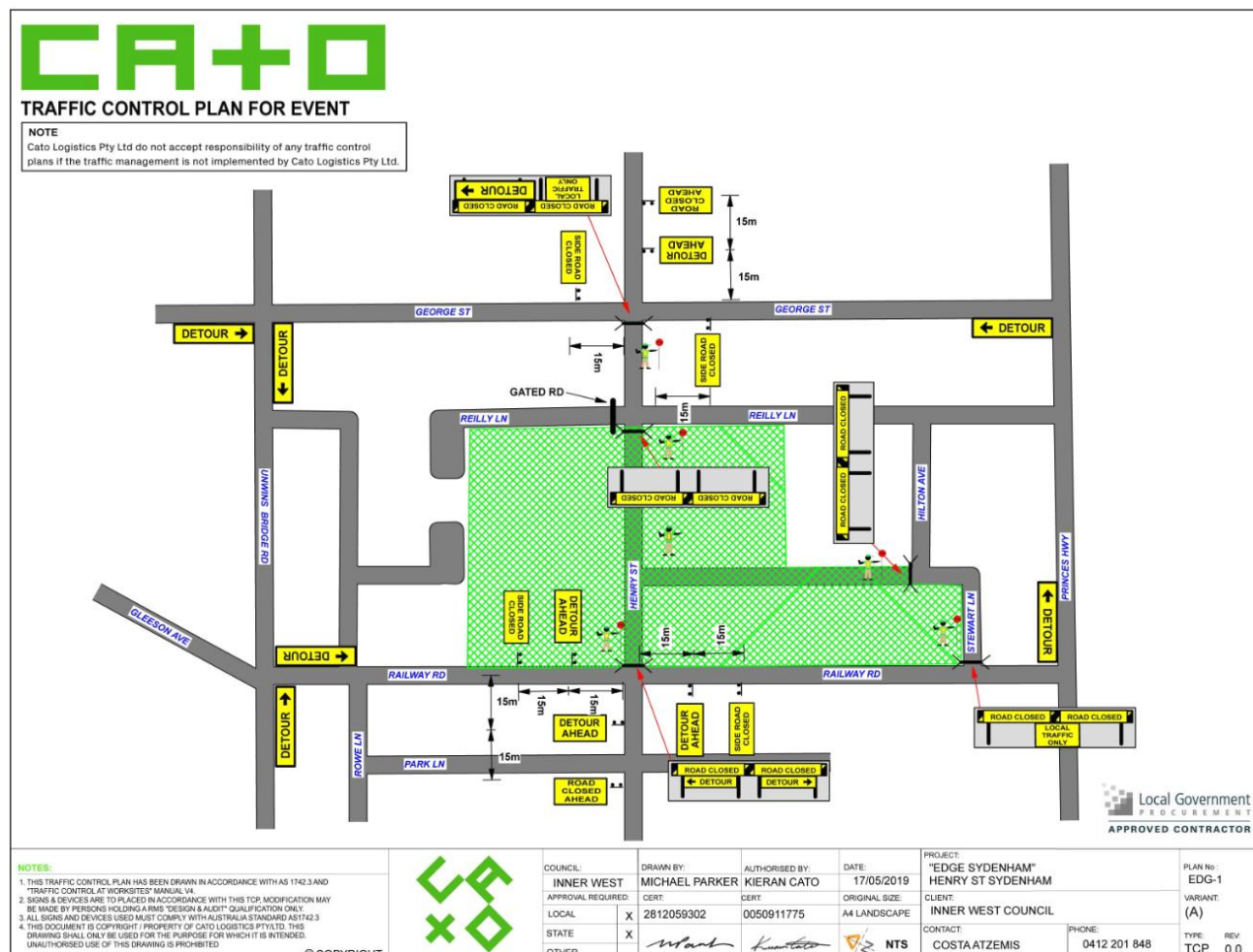


| | |
|---|--|
| Street Name | Henry Street |
| Section | Between Railway Parade and George Street |
| Carriageway Width (m) | 8.6 |
| Carriageway Type | Two-way road with one travel lane in each direction, in addition to kerbside parking lanes. |
| Classification | Local |
| 85th Percentile Speed (km/h) | 36 |
| Vehicles Per Day (vpd) | 600 |
| Reported Crash History (July 2013 – June 2018) | One tow-away crash in April 2014 - RUM 30 (rear end) on Henry Street 10m north of Railway Lane – cars travelling southward |
| Heavy Vehicle Volume (%) | 5 |
| Parking Arrangements | Unrestricted parking along both sides of the road. |

To facilitate the event, it is proposed to close Henry Street, between Railway Parade and George Street, and Railway Lane, between Henry Street and Hilton Avenue, Sydenham on Saturday, 10 August 2019 from 1:00pm to 11:30pm.

It should be noted that the land uses in this area are predominantly recreational/commercial. The local SES Headquarters is accessed via Railway Lane and they need to be consulted.

The Traffic Management Plan prepared for the event is reproduced at the end of this report and the supporting Traffic Control Plan is shown below.



The proposed temporary full-road closure has been advertised in the local newspaper for a period of 28 days, starting on Tuesday 4 June 2019 with the 28 day public submission period ending on Tuesday, 2 July 2019.

Council's Living Arts Manager will organise a notification letter outlining the closure of Henry Street and between Railway Parade and George Street, and Railway Lane, between Henry Street and Hilton Avenue, Sydenham to all affected properties and the emergency services.

CONCLUSION

It is recommended that Council agree to the temporary full road closures of the subject streets on Saturday 10 August 2019 subject to complying with the recommendations stated in this report along with all standard conditions for temporary full road closures. The Traffic Management Plan is to be submitted to the RMS for approval and a Road Occupancy License be obtained from the Transport Management Centre by the Visual Arts Team.

TRAFFIC MANAGEMENT PLAN

Proposed Temporary Closure of Henry Street to George Street, Sydenham

A: Description or detailed plan of proposed measures.

In preparation for EDGE Sydenham, Inner West Council is organising an art activation/installation within Sydenham Green and Sydenham Skate Park.

The details of the event are as follows:

| | |
|--------|---------------------------------------|
| Day: | Saturday 10 August, 2019 |
| Times: | 5:00pm – 10:30pm |
| Venue: | Sydenham Green + Skate Park, Sydenham |

To facilitate the event, it is proposed to close Henry Street (from Railway Parade) to George Street, Reilly Lane and Railway Lane to Hilton Avenue, Sydenham.

This proposal will prevent all traffic travelling through this closed section and also will prevent any additional on-street parking on Henry Street.

B: Identification and assessment of impact of proposed measures.

It should be noted that the land uses along the subject section of Henry Street, Railway Lane and Reilly Lane is predominantly parkland with a few residential and Industrial properties.

C: Measure to ameliorate the impact of re-assigned traffic.

As the road closure occurs between 1:00pm and 11:30pm on a Saturday, the amount of traffic that would be redirected is expected to be minimal. Local residents and businesses will be allowed through the road closure with a traffic controller guiding the vehicle.

D: Assessment of public transport services affected.

No bus services will be impacted.

Traffic Control Plan

CF+O

TRAFFIC CONTROL PLAN FOR EVENT

NOTE
Cato Logistics Pty Ltd do not accept responsibility of any traffic control plans if the traffic management is not implemented by Cato Logistics Pty Ltd

The map shows a street network with a central green hatched area representing the event zone. Streets include George St, Princes Hwy, Herry St, Rowe Ln, and others. Various signs are placed throughout the map, including 'DETOUR' signs with arrows, 'ROAD CLOSED' signs, and 'SIDE ROAD CLOSED' signs. Dimensions like 15m and 10m are indicated for certain areas. A 'GATED RD' is also shown.

NOTES

1. THIS TRAFFIC CONTROL PLAN IS AN INSTRUMENT OF MANAGEMENT, NOT A CONTRACT.
2. TRAFFIC CONTROL AT THIS EVENT IS THE RESPONSIBILITY OF THE EVENT ORGANISER.
3. THIS TRAFFIC CONTROL PLAN IS TO BE USED IN ACCORDANCE WITH THE TPC AND COUNCIL BY-LAWS.
4. THIS TRAFFIC CONTROL PLAN IS TO BE USED IN ACCORDANCE WITH THE TPC AND COUNCIL BY-LAWS.
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CHARGE

INNER WEST

CHARGE BY: MICHAEL PARKER

CHARGE DATE: 28/12/2018

CHARGE TIME: 00:00-17:00

CHARGE TYPE: X

CHARGE OTHER: NTS

APPROVED BY

KIERAN CATO

DATE: 17/05/2018

ORIGINAL SIGN: AL LANDSCAPE

DATE: 04/12/2018

TIME: 04:12:201 848

TYPE: TCP

REV: 0.0

PROJECT

EDGE SYDENHAM

CLIENT: INNER WEST COUNCIL

CONTACT: COSTA ATZEMAS

PHONE: 0412 201 848

TYPE: TCP

REV: 0.0

Local Government
APPROVED CONTRACTOR

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

A 3m clear width on Henry St and Reilly Lane will be maintained throughout the closure. During this time, access to emergency vehicles only will be allowed to enter.

Cyclists will have access to the road closure and parklands. Pedestrian access is not impeded.

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

No transport implications on any future developments along the subject section of Henry Street, Railway Lane and Reilly Lane are expected.

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

There will be no impact on adjoining Council areas.

H: Public consultation process.

All affected properties both residential and industrial will be advised in writing of the proposed temporary road closure two weeks (14 Days) in advance.

I: Hostile Vehicle Mitigation Strategy

Water filled barricades will be used on Henry St at Railway Parade and Henry St at George Street.

ATTACHMENTS

Nil.

Item No: LTC0719 Item 5

Subject: **FRED STREET, FROM SUMMER HILL STREET TO ELTHAM STREET,
LEWISHAM- PROPOSED ROAD AND FOOTPATH RENEWAL CIVIL
WORKS AND GARDEN BEDS/VERGE PLANTINGS – DESIGN PLAN 10065
(DAMUN- STANMORE WARD / SUMMER HILL ELECTORATE / INNER
WEST PAC)**

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

Authorised By: Manod Wickramasinghe - A/Traffic and Transport Services Manager

SUMMARY

As part of the Road and Footpath Renewals under Capital Works Program this combined Infrastructure Planning (Transport and Stormwater) project proposes to improve the streetscape in Fred Street, Lewisham. The works include reconstruction of footpaths, kerb and gutter, and road re-sheeting. Along with the civil works, Council is also proposing to build three (3) mass planted garden beds, verge plantings, and a rain-garden. Fred Street is one of many Greenway streets that have been identified as 'biodiversity and wildlife habitat corridors'. The works will be constructed in this financial year, 2019/20 subject to final funding allocations.

RECOMMENDATION

THAT the detailed design plan for the three (3) kerb extensions, reduction of road width in two sections of the road and associated signs and line markings in Fred Street, Lewisham (as per Design Plan No.10065) be APPROVED.

BACKGROUND

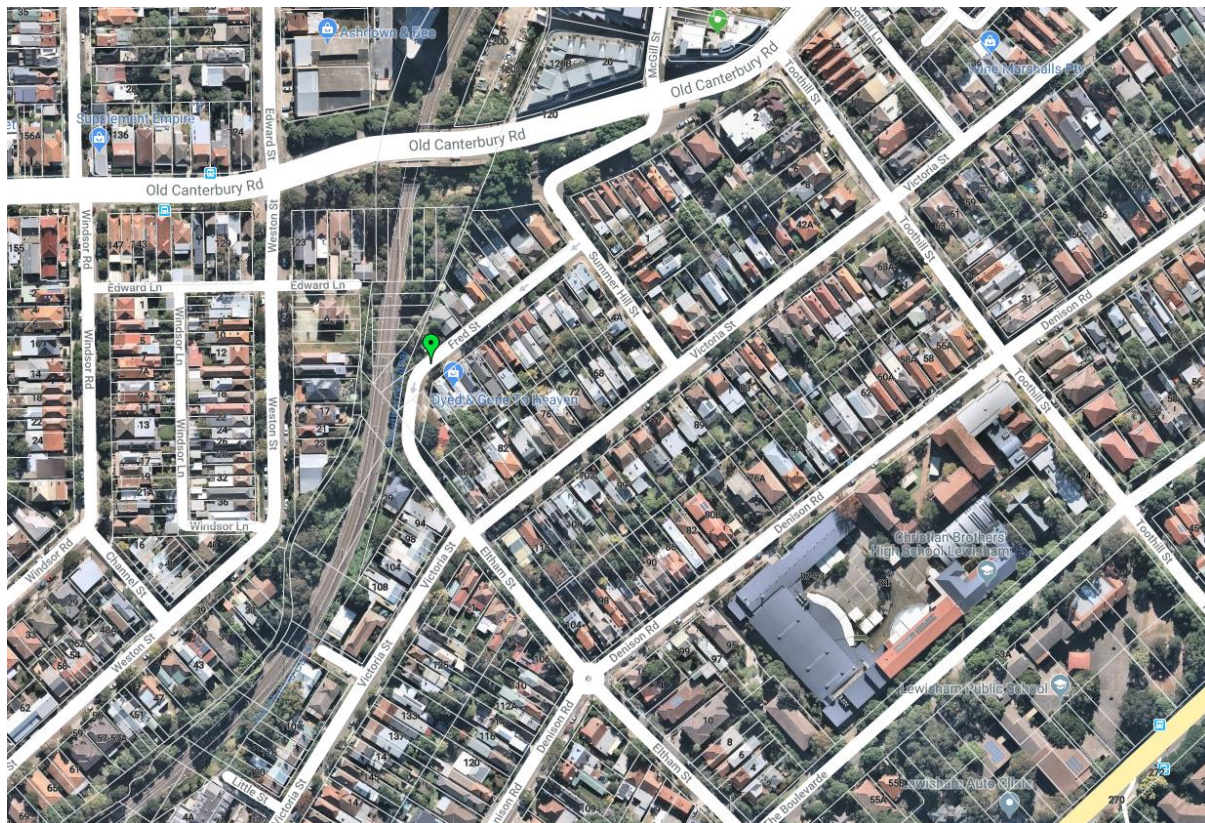
This project was identified during asset inspections in 2013/14 by Council's Infrastructure Planning section and was included in the Capital Works program under the Footpath Renewal program combined with the Local Road Maintenance program.

Fred Street is one of many Greenway streets that were identified as a biodiversity and wildlife habitat corridor and Council's Infrastructure and Planning section advocated the opportunity to build a rain garden in the existing road carriageway which necessitates reducing the width of the roadway in either two locations, next to property No.20 Fred Street or opposite side of the property No.25 Fred Street and kerb extensions at the intersection of Summer Hill Street and Fred Street.

Financial Implications

Funding for the combined asset projects of \$316,000 has been allocated in Council's 2019/20 Local Road and Footpath Maintenance programs:

- budget allocation of \$200,000.00 under project number 301303 - Local Road, and
- budget allocation of \$105,000.00 under project number 301444 - Footpath Renewals
- budget allocation of \$11,000.00 under project number 301523 – Stormwater Renewal

Officer Comments
Site location & road network


Fred Street is a short, 'dogged-leg' residential street running between Victoria and Summer Hill Streets. A 'one-way' restriction in a south-west direction presently applies in the street.

| | |
|---|---|
| Street Name | Fred Street |
| Section | Between Summer Hill Street and Eltham Street, Lewisham |
| Carriageway Width (m) | 7.3 |
| Carriageway Type | One-way road with one travel lane in westward direction, in addition to kerbside parking on both sides. |
| Classification | Local |
| Speed limit | 50.0 |
| 85th Percentile Speed (km/h) | 39.2 |
| Vehicles Per Day (vpd) | 278 |
| Reported Crash History (July 2013 – June 2018) | No crashes |
| Heavy Vehicle Volume (%) | 4.5 |
| Parking Arrangements | Southern side of Fred Street is restricted parking and the northern side of the street is unrestricted |

Design Plan

Design plans for the proposed works along with the associated signs and line markings, in Fred Street, from Summer Hill Street to Eltham Street, Lewisham (Design Plan 10065 – **Attachment 1**) are submitted for consideration.

The proposed scope of work includes the following:

- Reconstruction of footpath on both sides of the Fred Street;
- reconstruct and re-set of an existing heritage sandstone kerb and replace the existing gutter with new concrete gutter;
- install kerb extensions both sides of the street at the intersection of Summer Hill and Fred Streets and convert extended parts in to mass planted garden beds;
- reconstruct driveways where required due to the lifting of existing gutter, north side of the street only;
- remove two existing kerb ramps at the intersection of Summer Hill Street and Fred Street and re-install two new concrete kerb ramps up to the extended part of the kerb;
- protect and retain existing trees and plant three (3) new trees;
- install a new mass planted garden bed on the other side of the property at 25 Fred Street,
- install a new rain-garden bed adjacent to the property 20 Fred Street;
- reduce existing footpath width to 1.2m;
- construct a new tree pit around new street trees; and
- repair/replace any damaged existing private storm water lines leading from properties (between the front boundary and gutter) within the area of work.

This proposal will result in losses of two (2) on-street parking spaces. For more details please refer to **Attachment 1**.



Example of a verge planting garden



Example of a Rain-Garden

PUBLIC CONSULTATION

Consultation was conducted between 28 May 2019 and 13 June 2019. A letter along with a copy of the design plan was sent to the local residents in Fred Street, Lewisham. A total of 36 letters were distributed.

Item 5


There were two responses both principally supporting the proposed improvement works in Fred Street, Lewisham.

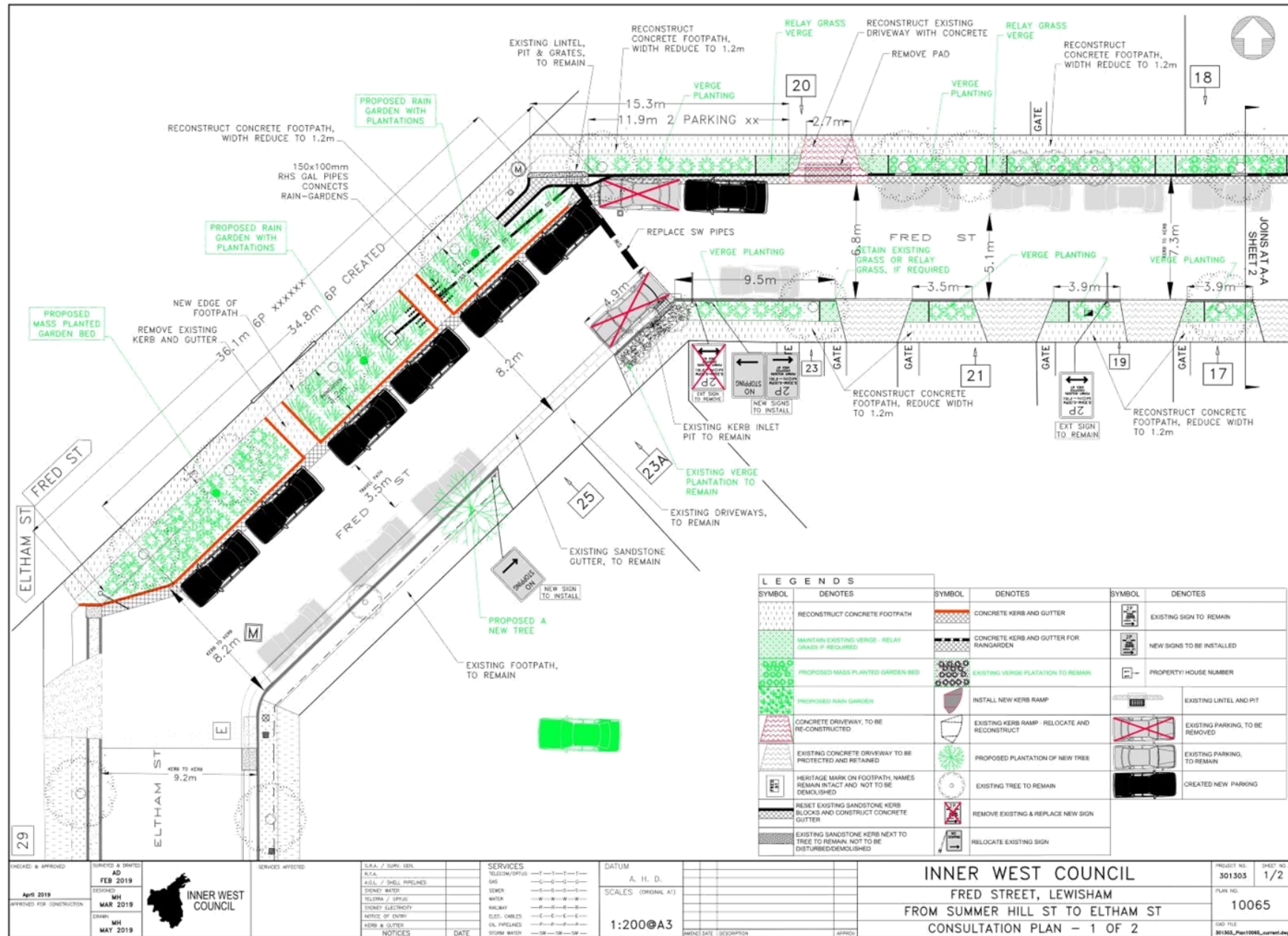
| Residents' Comments | Officer Comments |
|---|--|
| <i>Thank you again for the excellent proposal. I look forward to its completion.</i> | Support noted. |
| <p>One resident essentially supported the proposal however they had a number of queries about drainage and lighting.</p> <p>The resident also queried whether local Heritage items would remain – eg. Fred Street signage inlaid in the footpath and existing sandstone kerb gutters.</p> | <p>Support noted.</p> <p>Council's Design Engineer responded to the resident answering their queries and informing them that the footpath inlays and sandstone kerb guttering will be retained as appropriate where not damaged.</p> |

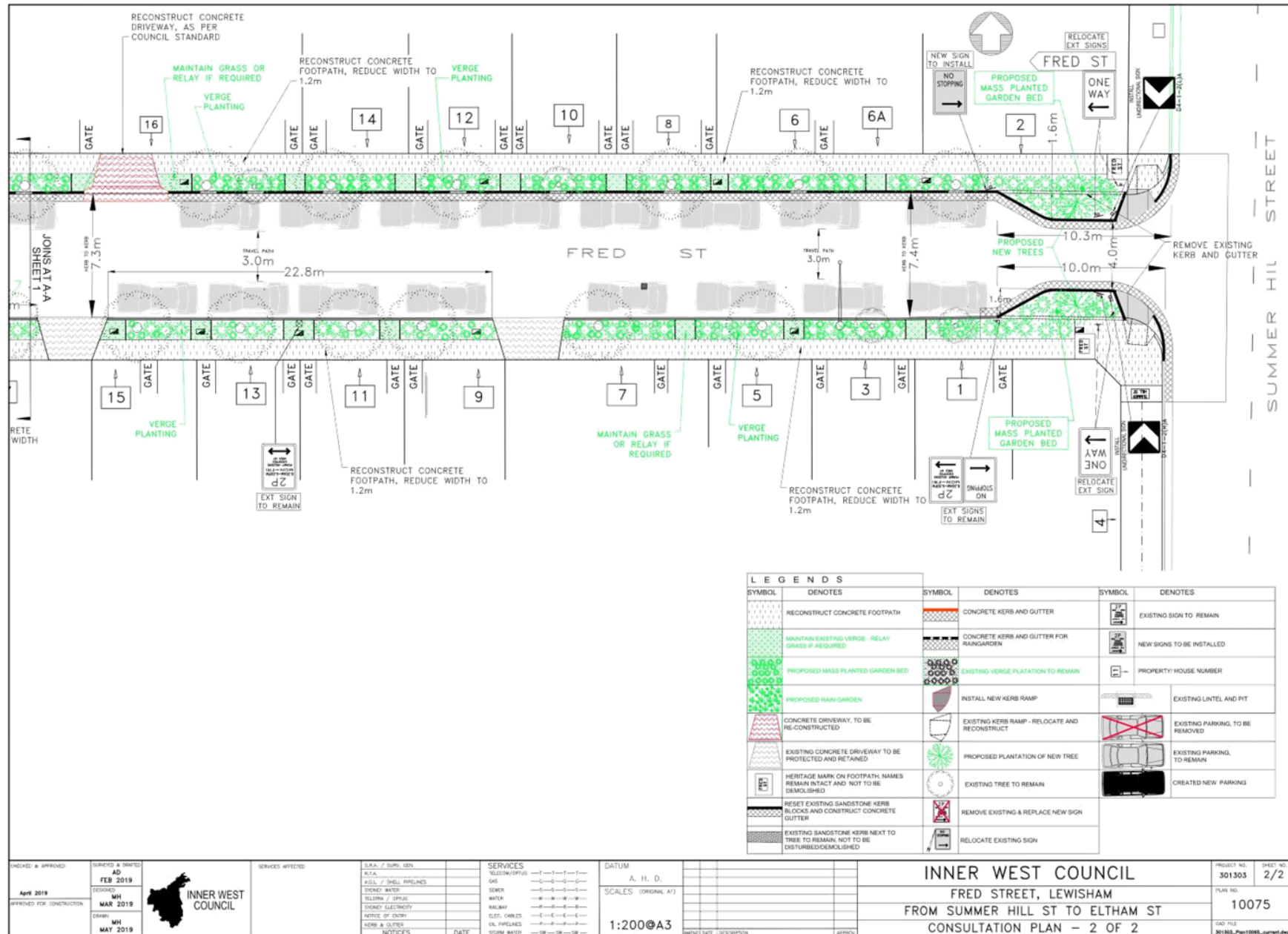
CONCLUSION

It is recommended that the detailed design plan of the proposed traffic treatment and associated signs and line markings be supported to improve traffic conditions in Fred Street, Lewisham.

ATTACHMENTS

- [1.↓](#) 10065 - Design Plan





Item No: LTC0719 Item 6

Subject: **MERTON STREET AT TRAFALGAR STREET, PETERSHAM - PROPOSED TRAFFIC CALMING AT THE INTERSECTION – DESIGN PLAN 10078 (DAMUN- STANMORE WARD / NEWTOWN ELECTORATE / INNER WEST PAC)**

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

Authorised By: Manod Wickramasinghe – A/Traffic and Transport Services Manager

SUMMARY

A detailed design plan has been finalised for the proposed speed calming treatment in Merton Street at Trafalgar Street, Petersham. The proposed works includes installation of a painted median with rumble bars and line marking to calm traffic and prevent motorists from making dangerous manoeuvres and/or 'cutting the corner' into Merton Street from Trafalgar Street, Petersham.

RECOMMENDATION

THAT the detailed design plan for the installation of a painted median with rumble bars and line marking to calm traffic and prevent motorists from making dangerous manoeuvres and/or 'cutting the corner' into Merton Street from Trafalgar Street, Petersham.(as per Design Plan No.10078) be APPROVED.

BACKGROUND

In late 2016 a number of requests for the installation of traffic calming measures in Merton Street at Trafalgar Street, Petersham were received from local residents in the area who reported that motorists regularly disobeyed the morning peak 'No Right Turn' ban on Trafalgar Street at Merton Street, Petersham and took the corner at high speed. The turn ban operates from 6am-9am, Monday-Friday. Subsequently, traffic calming measures, to slow vehicles down and stop them from making dangerous manoeuvres and/or 'cutting the corner' into Merton Street from Trafalgar Street, were recommended to be approved in principle in a report that was submitted to the Traffic Committee at its 1 December 2016 meeting. The works were approved and were listed for consideration in a future Traffic Capital Works Program.

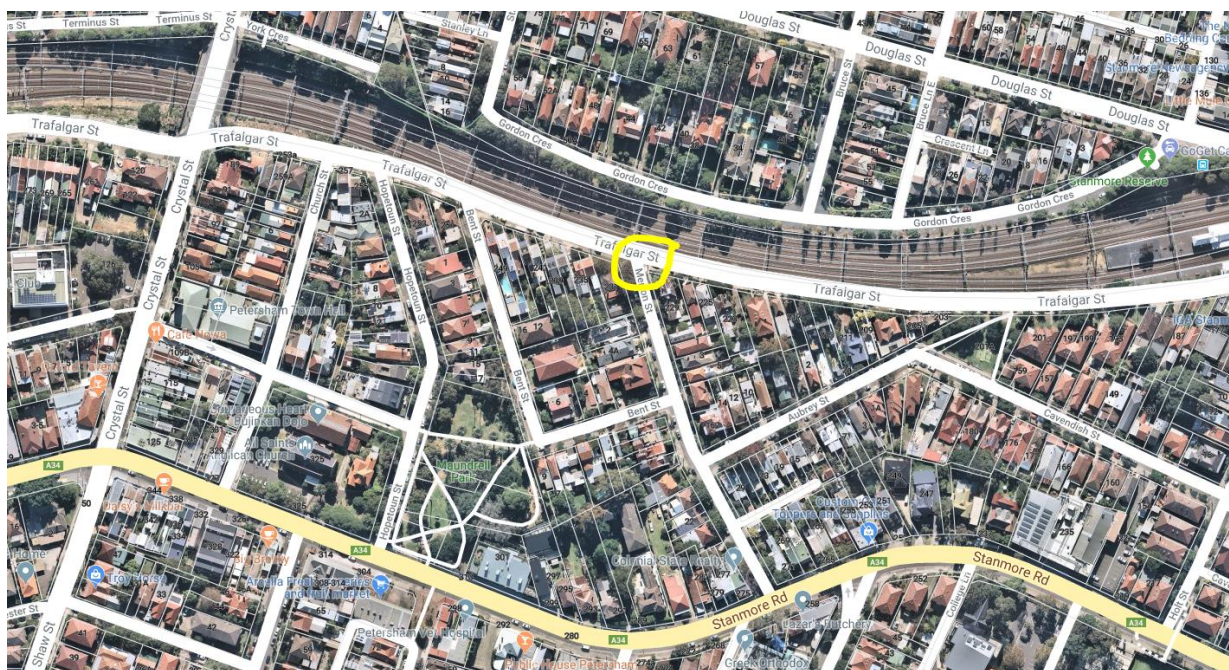
As part of Council's Traffic Capital Works Program Design Plans have been prepared for the installation of a painted median with rumble bars and line marking to calm traffic and prevent motorists from making dangerous manoeuvres and/or 'cutting the corner' into Merton Street from Trafalgar Street, Petersham .

FINANCIAL IMPLICATIONS

Funding of \$30,000 has been allocated for the works under the 2019/2020 Capital Works Program for Traffic facilities.

OFFICER COMMENTS

Site Location & Road network



| Street Name Section | Merton Street Between Trafalgar Street and Bent Street | Trafalgar Street Between Merton Street and Holt Street |
|---|---|--|
| Carriageway Width (m) | 9.4 | 7.7 |
| Carriageway Type | Two-way road with one travel lane in each direction, in addition to kerbside parking on both sides. | Two-way road with one travel lane in each direction, in addition to kerbside parking on south side only. |
| Classification | Local | Local |
| Speed limit | 50.0 | 50.0 |
| 85th Percentile Speed (km/h) | 49.3 | 48.6 |
| Vehicles Per Day (vpd) | 900 | 4,600 |
| Reported Crash History (July 2013 – June 2018) | 1 injury crash on Merton Street involving car and motorcycle travelling eastward – RUM 36 – right turn side swipe | No crashes recorded at location on Trafalgar Street |
| Heavy Vehicle Volume (%) | 3.6 | 3.2 |
| Parking Arrangements | unrestricted parking along both sides of the road. | No parking on the northern side and unrestricted parking along the southern side of the road. |

Design Plan

Design plans for the proposed speed calming treatment, along with the associated signs and line markings, in Merton Street at Trafalgar Street, Petersham (Design Plan 10078 – **Attachment 1**) are submitted for consideration.

The proposed scope of work includes the following:

- Installation of 800mm wide 12m painted median with 11 concrete rumble bars, Retro-reflective raised pavement markers and white thermoplastic line marking.
- Installation of two “No stopping signs and associated line making

This proposal will result in the loss of one on-street parking spaces.

For more detail please refer to **Attachment 1**, a swept path diagram for a service vehicle is shown in **Attachment 2**.

PUBLIC CONSULTATION

Consultation was conducted between 16 May 2019 and 7 June 2019. A letter as well as a copy of the design plan was sent to the local residents in Merton Street, Petersham. A total of 11 letters were distributed. There were no responses received in relation to the proposal.

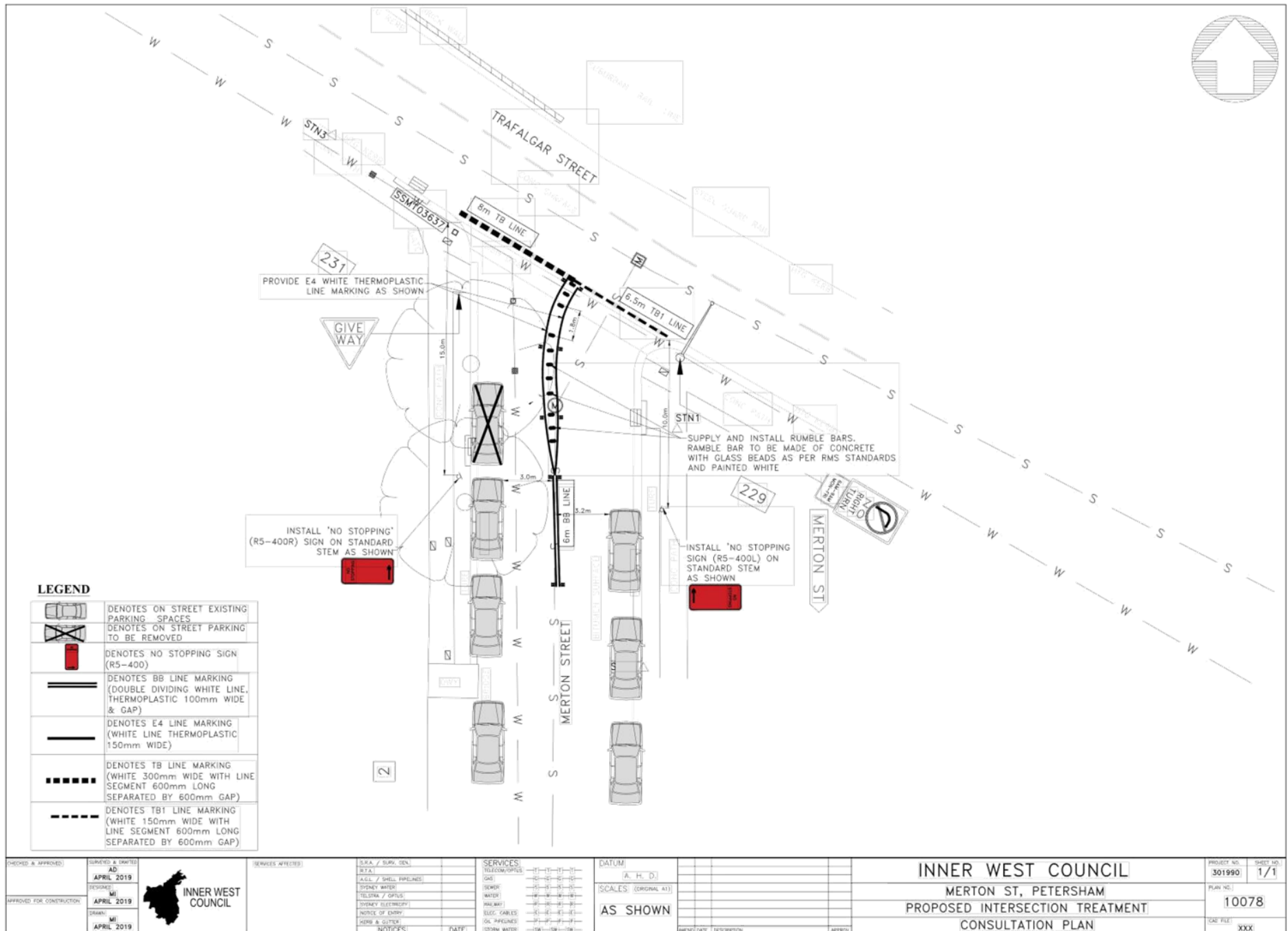


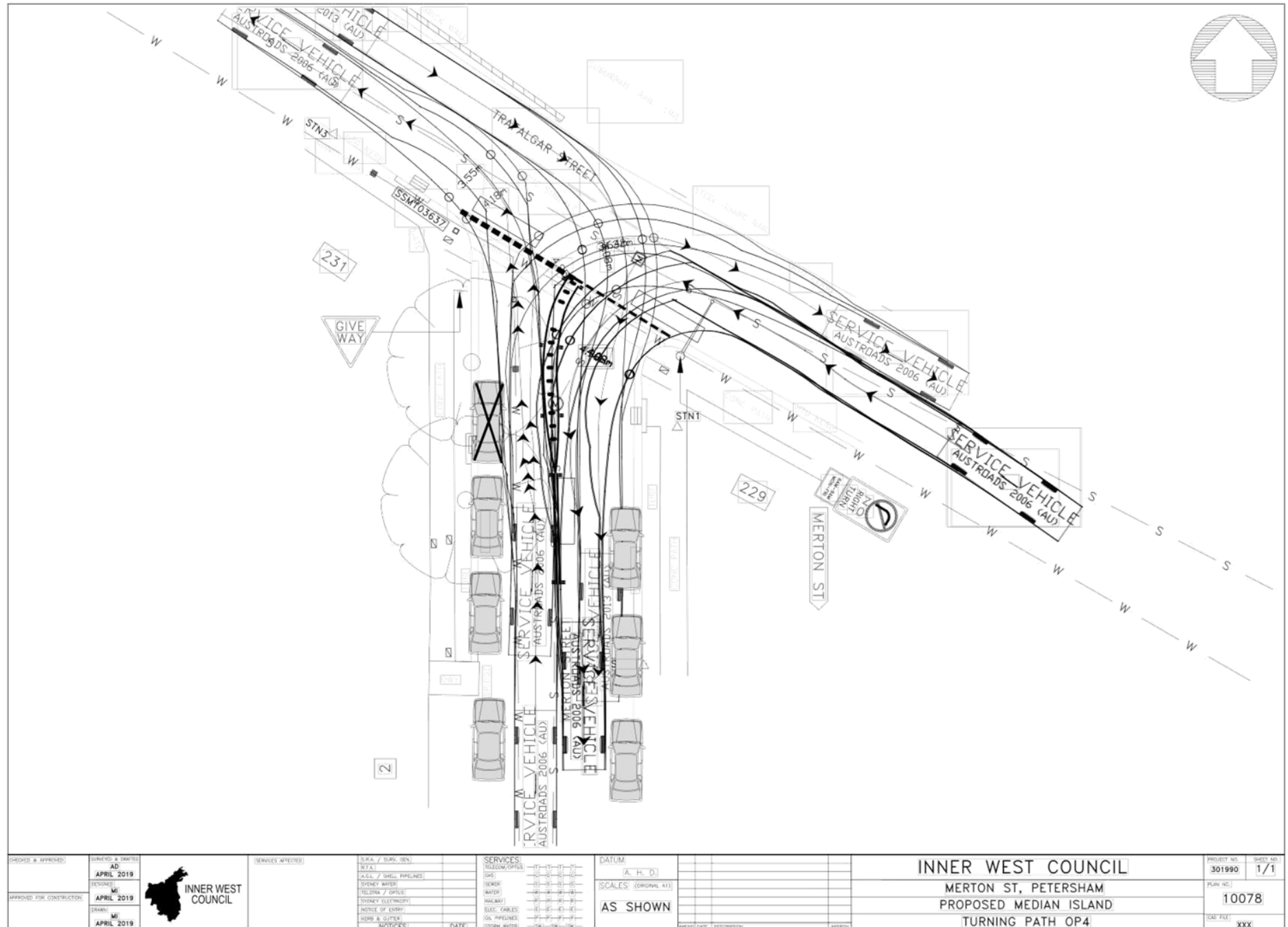
CONCLUSION

It is recommended that the design of the proposed works be approved to improve road safety at this location. The painted median with rumble bars and line marking aims to calm traffic and prevent motorists from making dangerous manoeuvres and/or 'cutting the corner' into Merton Street from Trafalgar Street, Petersham.

ATTACHMENTS

1. [Download](#) 10078 - Design Plan.
2. [Download](#) Swept Path





Item No: LTC0719 Item 7

Subject: ILLAWARRA ROAD AT CARY STREET, MARRICKVILLE – PROPOSED UPGRADING AND RELOCATION OF EXISTING PEDESTRIAN ZEBRA CROSSING ON ILLAWARRA ROAD – DESIGN PLAN 10079 (MIDJUBURI - MARRICKVILLE WARD / SUMMER HILL ELECTORATE / INNER WEST PAC)

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

Authorised By: Manod Wickramasinghe - Coordinator – Traffic and Parking Services

SUMMARY

A detailed design plan has been finalised for the proposal to upgrade the existing pedestrian (zebra) crossing on Illawarra Road, Marrickville near its intersection with Cary Street. The proposal to upgrade and relocate the existing raised pedestrian crossing with kerb extensions and associated signs and line markings will improve pedestrian safety and traffic conditions at this location. It is noted that the works require relocation to the south of the existing bus stop on the western side of Illawarra Road.

Consultation was undertaken with owners and occupiers of properties adjacent to Illawarra Road and Cary 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.

RECOMMENDATION

THAT the design of the raised and relocated pedestrian (zebra) crossing with new kerb extensions and associated signs and line markings on Illawarra Road, Marrickville, at the intersection with Cary Street (as per the attached design plan No. 10079) be APPROVED.

BACKGROUND

Residents have raised concerns about the safety of the subject at grade pedestrian (zebra) crossing, citing excessive speed of vehicles approaching the crossing endangers pedestrians using the facility, especially school children and elderly. The rear end incidents on the crossing approaches highlights that there is an issue with the crossing, including its close proximity to the intersection of Cary Street and the existing bus stop.

To improve road safety at the subject location an application for funding under the 2019/20 Federal Black Spot Program was submitted in July 2018 to upgrade the existing at-grade pedestrian zebra crossing. The project was successful for funding under the 2019/20 Federal Black Spot Program.

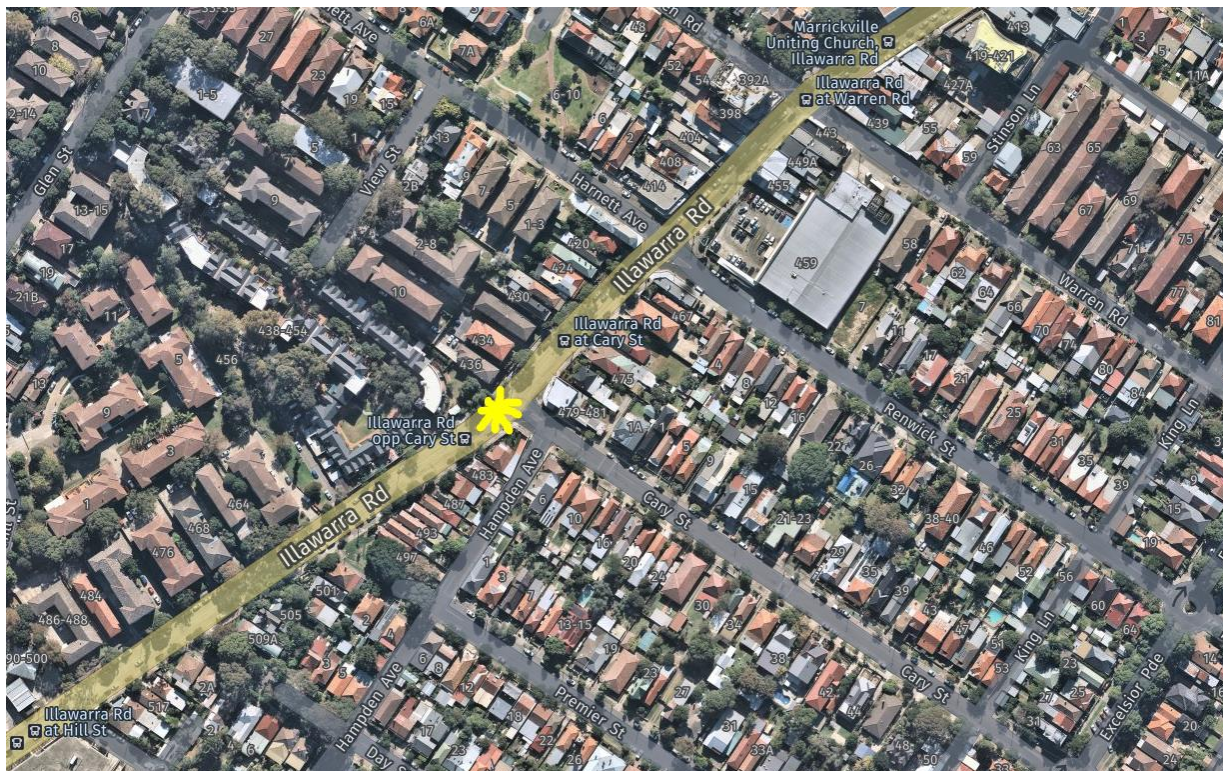
The detailed design plan has now been finalised for the proposed upgrading and relocation of the crossing together with the consultation and are presented in this report for consideration.

FINANCIAL IMPLICATIONS

Funding of \$150,000 has been allocated for the works under the 2019/20 Capital Works Program for Traffic facilities.

OFFICER COMMENTS
Site Location & Road network

Item 7



Illawarra Road, south of Marrickville Road is a Regional Road running north-south between Marrickville Road and the Cooks River to the south. Illawarra Road is used as a bus route.

| Street Name | Illawarra Road | Cary Street |
|--|---|---|
| Section | Between Wharf Street and Cooks River | Between Illawarra Road and Excelsior Parade |
| Carriageway Width (m) | 13.1 | 12.8 |
| Carriageway Type | Two-way road with one travel lane in each direction, in addition to kerbside parking on both sides. | Two-way road with one travel lane in each direction, in addition to kerbside parking on both sides. |
| Classification | Regional | Local |
| Speed limit | 50.0 | 50.0 |
| 85 th Percentile Speed (km/h) | 52.2 | 45.0 |
| Vehicles Per Day (vpd) | 14,500 | 1,650 |
| Reported Crash History (July 2013 – June 2018) | 4 injury crashes on Illawarra Road at Cary Street intersection – all RUM 30 crashes (rear end) | No crashes recorded on Cary Street |
| Heavy Vehicle Volume (%) | 3.1 | 1.7 |
| Parking Arrangements | Unrestricted parking and Bus zone on northern side adjacent to crossing and unrestricted parking along the southern side of the road. | Unrestricted parking along both sides of the road. |



Looking south along Illawarra Road with Cary Street on the left

Design Plan

A detailed design plan has been finalised for the proposal to upgrade the existing pedestrian crossing on Illawarra Road, Marrickville near its intersection with Cary Street (Design Plan 10079 – **Attachment 1**) and is submitted for consideration.

The proposed scope of work includes the following:

- Upgrading the existing at grade marked pedestrian crossing to a raised pedestrian crossing with kerb blisters
- Relocating the existing bus shelter and bus zone on the western side further southward by approximately 13m
- Upgrading the control in Cary Street from a 'Give Way' to 'Stop' Control
- Reconstructing a new kerb ramp
- Installing associated pavement line marking and signage as required
- Reconstructing concrete footpath as required
- Upgrading associated drainage in the vicinity of the works
- Upgrading associated street lighting for pedestrian crossing
- Providing two new trees and landscaping in the vicinity of the works

This proposal will result in the loss of three (3) on-street parking spaces.

For more detail please refer to **Attachment 1**.

PUBLIC CONSULTATION

Consultation was conducted between 9 May 2019 and 30 May 2019. A letter as well as a copy of the design plan was sent to the local residents in Illawarra Road and Cary Street, Marrickville. A total of 181 letters were distributed.

Item 7


There were two (2) responses supporting the proposed traffic and pedestrian improvement works at the intersection of Illawarra Road and Cary Street, Marrickville.

| Residents' Comments | Officer Comments |
|--|--|
| <p>The resident is supportive of the proposed improvement works at Illawarra Road and Cary Street intersection. They had concerns about the safety of the crossing noting that cars often do not stop for pedestrians. "The proposed changes will make an impact to get cars to slow down while approaching the crossing and noticing pedestrians better."</p> <p>The resident had witnessed a pedestrian on the crossing being hit by a car "a couple of years ago."</p> | <p>Support and comments noted.</p> |
| <p>A local couple is supportive of the proposed works for the raising and relocation of the pedestrian crossing and bus stop. Citing that they support all/any efforts that improve the safety and visibility of "this problematic intersection" and noted that speeding vehicles often do not stop at the crossing.</p> <p>They cited other mitigation measures that could also be taken into account to improve safety in the area including the following:</p> <ul style="list-style-type: none"> trees and shrubs on the western side of Illawarra Road need significant pruning to improve visibility the speed on Illawarra Road be lowered to 40km/h additional traffic calming/entry treatments be introduced on Cary Street to slow and calm cars entering and leaving the street. | <p>Support and comments noted.</p> <p>Instructions will be issued to check visibility and sightlines during construction of the proposed works and any obstructing tree / shrub foliage will be trimmed accordingly.</p> <p>The proposed works at the intersection and introduction of the Stop control in Cary Street should calm traffic entering and leaving Cary Street.</p> |

CONCLUSION

It is recommended that the detailed design plan of the proposed traffic and pedestrian upgrading works and associated signs and line markings be approved, to improve pedestrian safety and traffic conditions at this location.

ATTACHMENTS

1. [↓](#) 10079 - Design Plan

Item No: LTC0719 Item 8

Subject: MARRICKVILLE ROAD AND SEAVIEW STREET, MARRICKVILLE –
TEMPORARY FULL ROAD CLOSURES FOR DULWICH HILL VILLAGE FAIR
ON SUNDAY 15 SEPTEMBER 2019 – S68201800008 -
(DJARRAWUNANG-ASHFIELD WARD / SUMMER HILL ELECTORATE /
INNER WEST PAC)

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

Authorised By: Manod Wickramasinghe - A/Traffic and Transport Services Manager

SUMMARY

'Dulwich Hill Village Fair' is an annual event and this year it will be held on Sunday 15 September 2019. As per previous years the event will necessitate the temporary full road closure of Marrickville Road between New Canterbury Road and Durham Street, part of Seaview Street between Marrickville Road and property No. 26 Seaview Street, Caves Lane, and the Seaview Street car park (car park adjacent to Caves Lane), Dulwich Hill.

RECOMMENDATION

THAT:

1. The proposed temporary full road closure of Marrickville Road (between New Canterbury Road and Durham Street), part of Seaview Street between Marrickville Road and property No. 26 Seaview Street, Caves Lane, and the Seaview Street car park (car park adjacent to Caves Lane), Dulwich Hill for the 'Dulwich Hill Village Fair' Event on Sunday 15 September 2019 between 3:00am and 8:00pm be approved as per the submitted TMP and TCP;
2. A Road Occupancy License application be obtained from the Transport Management Centre;
3. Notice of the proposed event be forwarded to the NSW Police Local Area Commander, Transit Systems, the NSW Fire Brigades and the NSW Ambulance Services;
4. All residents and businesses in and around the affected area are to be notified of the temporary road closure in writing by the applicant in advance (at least 7 days prior to the event) with the applicant making reasonable provision for stakeholders;
4. A minimum four (4) metre unencumbered passage be available for emergency vehicles through the closed section; and
5. The occupation of the road carriageway must not occur until the road has been physically closed.

BACKGROUND

Council's Events Coordinator has advised that this year's annual 'Dulwich Hill Village Fair' will be held on Sunday 15 September 2019. In this regard, the Coordinator has submitted a request for some temporary road closures between the hours of 3:00am and 8:00pm on the day of the event.

The 'Dulwich Hill Village Fair' is an annual event and this year will be held on Sunday 15 September 2019. As in previous years, it will be necessary to close Marrickville Road between New Canterbury Road and Durham Street, Seaview Street between Marrickville Road and property no. 24 Seaview Street, Caves Lane, the Seaview Street car park (car park adjacent to Caves Lane), Dulwich Hill.

This year's Dulwich Hill Village Fair will run between 10:00am and 4:00pm on Sunday 15 September 2019, however, the temporary full road closures are required from 3:00am and 8:00pm on Sunday 15 September 2019 for bump in and bump out activities.

FINANCIAL IMPLICATIONS

Funding of \$39,495 has been allocated by Council for organising the 'Dulwich Hill Village Fair' event under the 2019/2020 Major Community Events Program.

OFFICER COMMENTS

Temporary road closures are planned for the following locations (refer to the locality map below):

- Marrickville Road (between New Canterbury Road and Durham Street),
- Seaview Street (between Marrickville Road and property no. 24 Seaview Street),
- Caves Lane, and
- The Seaview Street car park (car park adjacent to Caves Lane).

This event is classified as a Class 2 event under the RMS' Special Events Guide where it impacts local traffic and transport systems but does not impact major traffic and transport systems and it disrupts the non-event community in the area around the event but not over a wide area. The event requires the involvement of Police and Local Council and a detailed Transport Management Plan (TMP).

The temporary road closures are required to be advertised in the local newspaper providing 28 days' notice for submissions.

Council barricades will be used to affect the closures and a 4-metre wide emergency vehicle access will need to be maintained through the area during the course of the street fair.

Appropriate advance notice signs will be strategically installed at least two weeks prior to the event to alert motorists of the proposed closures. In addition, 'No Parking - Special Event' signs will be affixed over all existing parking restriction signs within the closed roads on the afternoon of the day prior to the event - Saturday 14 September 2019.

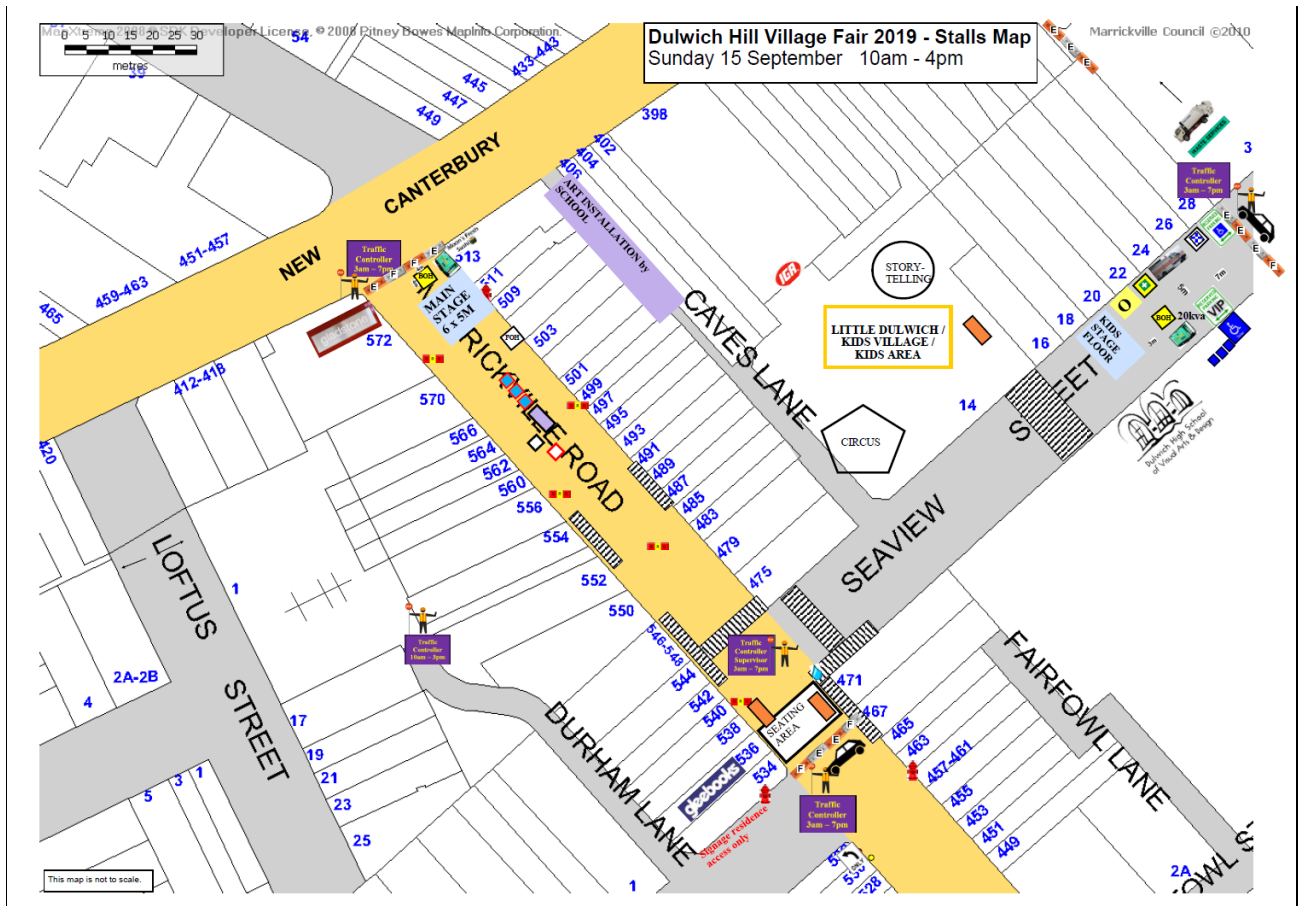
Adequate vehicular traffic control shall be provided for the protection and convenience of pedestrians and motorists including appropriate signage and flagging. Workers shall be specially designated for this role (and carry appropriate certificates), as necessary to comply with this condition. This is to be carried out in accordance with the Australian Standard AS 1742.3 - Traffic Control Devices for works on roads.

Locality Map - Temporary road closures



Item 8

Site Map



Impacts on traffic

Traffic will have to be directed to Beach Road and Durham Street during the closure. The traffic diverted from Marrickville Road and Seaview Street as a result of the proposed road closures, does not coincide with the peak traffic, as the Fair will be held on a Sunday when much lower than weekday traffic volumes are expected.

It is envisaged that the traffic generated as a result of the proposed festival will not have a major impact on the surrounding traffic network during the event. Furthermore the arrival and departure of attendees of the Fair is expected to be staggered as it is every year when this event takes place.

Impacts on buses

At present, bus services use Marrickville Road and cross New Canterbury Road then turn around in Dulwich Street. The temporary closure of Marrickville Road at its intersection with New Canterbury Road will require buses to use a different route during the closure. Consultation with Transit Systems regarding the alternative routes will be undertaken as in previous years.

No scheduled bus services operate in Seaview Street and the closure should have minimal impact on traffic movements in this street.

Traffic Management Plan and Traffic Control Plans

A Traffic Management Plan (TMP) has been supplied by Who Dares Pty Ltd, the scope of which includes the provision for the safe movement of vehicular traffic in and out of the event areas at the Dulwich Hill Village Fair on Sunday 15 September 2019. The TMP and Traffic Control Plans (TCP) are reproduced at the end of this report.

PUBLIC CONSULTATION

The proposed temporary full road closures for the event will be advertised in the local paper allowing for a period of 28 days for public submissions. The advertising period commenced on 4 June 2019 and will conclude 2 July 2019. The Traffic Management Plan is to be submitted to the RMS for consideration and approval and a Road Occupancy License application is to be submitted to the Transport Management Centre by Who Dares Pty Ltd.

CONCLUSION

It is recommended that Council agree to the temporary full road closures on Sunday 15 September 2019 subject to complying with the recommendations stated in this report along with all standard conditions for temporary full road closures as detailed in Condition 10 of the development consent for the event.

TRANSPORT MANAGEMENT PLAN

Dulwich Hill Village Fair
Sunday 15th September 2019.

Marrickville Rd and Seaview St Dulwich Hill

PREPARED ON BEHALF OF

Inner West Council

Who Dares

Version 4.0
6th June 2019

WHO DARES PTY LTD

TRAFFIC PLANNERS
SAFETY CONSULTANTS
SECURITY CONSULTANTS

SHED 8 / 1 CANAL ROAD
LEICHHARDT 2040
P.O. BOX 187
FIVE DOCK 2046

Ph: 02 9569 9922
Fax: 02 9569 9933

Event Organiser: **Inner West Council**

Document Author: **Karl Christian
Who Dares Pty Ltd
Prepare a Work Zone Traffic Management Plan
Certificate: 0033208346
Phone: 02 9569 9922**

Version Control

| Version | Date | Status | Comments |
|-------------|----------------------------|-----------------------|---|
| Version 1.0 | 29 May, 2019 | 1 st Draft | |
| Version 2.0 | 3 rd June, 2019 | 2 nd | Typographical errors |
| Version 3.0 | 4 June | 3 rd Draft | Seview car park & "No Stopping" signs |
| Version 4.0 | 6 June, 2019 | 4 th Draft | Negate overriding traffic lights. Other word changes as directed. |
| | | | |
| | | | |

1. EVENT DETAILS

1.1. Event summary

| | |
|------------------------------|---------------------------|
| Event Name | Dulwich Hill Village Fair |
| Event Date: | Sunday 15 September 2019 |
| Event Start Time: | 10:00 hours |
| Event Finish Time: | 16:00 hours |
| Event Set Up Time: | 03:00 hours |
| Event Pack Down Finish Time: | 20:00 hours |
| Event is: | Street Festival |

1.2. Contact Names

Inner West Council – 7 – 15 Wetherill St, Leichhardt NSW 2040

| | | |
|-----------------|--------|--|
| Christina Klugt | Phone | 02 9392 5176 |
| Events Officer | Mobile | |
| | E-mail | christina.klugt@innerwest.nsw.gov.au |

| | | |
|------------------------|--------|--|
| Olivia Wilson-Zarganis | Phone | 02 9392 5112 |
| Events Officer | Mobile | |
| | E-mail | olivia.wilson@innerwest.nsw.gov.au |

| | | |
|-------------------------|--------|--|
| POLICE - Newtown | | |
| Inspector Michael Dykes | Phone | 02 9568 9218 |
| | Mobile | |
| Newtown Police | E-mail | dyke1mic@police.nsw.gov.au |

Transport for NSW –

Transport Management Centre, 25 Garden St, Eveleigh, NSW, 1430

| | | |
|------------------------------|--------|--|
| | Phone | 02 8396 1416 |
| A/Manager Major Govt. Events | Mobile | |
| | E-mail | @tmc.transport.nsw.gov.au |

State Transit Authority of NSW

| | | |
|--|--------|--|
| | Phone | 02 9582 7666 |
| | Mobile | |
| | E-mail | @sta.nsw.gov.au |

Traffic Contractor – Who Dares Pty Ltd

| | | |
|-------------------|--------|--|
| Karl Christian | Phone | 02 9569 9922 |
| Managing Director | Mobile | 0410 454 802 |
| | E-mail | karl@whodares.com.au |

1.3. Description of the event

The Dulwich Hill Village Fair is a local event celebrating the growth of bars and eateries sprouting on the hill. Family entertainment mixed with food fair such as cheese plates and artisan bakery offerings make this a great day out for local families and friends.

The fair offers markets displaying eco-friendly clothing, handmade jewelry, gifts and locally made items. There will be music, a martial arts display, dance acts and a kids play area.

2. RISK MANAGEMENT - TRAFFIC**2.1. Occupational Health & Safety – Traffic Control**

Refer Annex 1

2.2. Public Liability Insurance

A \$20,000,000 Public Liability Insurance Certificate has been undertaken by the organisers of the event Inner West Council. The Transport Management Centre (TMC), Roads and Maritime Services (RMS) and Transport for NSW (TFNSW), must be listed as interested parties on this policy. Refer Annex 2.

2.3. Vehicle Mitigation

Vehicle mitigation strategies will be undertaken within the road closure in accordance with the event risk assessment and NSW Police direction. This information is to remain confidential.

2.4. Police

NSW Police are to be notified of the event.

2.5. Fire and Rescue NSW and NSW Ambulance

Fire and Rescue NSW and NSW Ambulance will be notified in writing of the event by the event organiser.

3. TRAFFIC AND TRANSPORT MANAGEMENT

3.1. Road closures 03:00 hours till 20:00 hours Sunday 15th September 2019

- Full closure of Seaview St from south of the entrance to the car park south of Herbert St to Marrickville Rd.
- Road Closed Resident Access Only for the remainder of Seaview St.
- Full closure of Marrickville Rd from New Canterbury Rd to Durham St.

3.2. Detours

Access around the event area would be primarily Wardell Rd and Frazer St or Durham St and Beach Rd.

3.3. Cleaning

Prior to the reopening of the roads at 20:00 hours Sunday 15th September 2019, the Inner West Council will commence cleaning operations.

3.4. Modification to existing signage

The traffic lights at New Canterbury Rd and Marrickville Rd has a right hand turn arrow. Multiple signs have been planned on TCP 2 to warn motorists to ignore the signal.

3.5. Sydney Buses amended route changes

Buses will be diverted off Marrickville Rd and Canterbury Rd using Frazer St and Wardell Rd as a detour.

Route 426 to Circular Quay

Inbound: Dulwich Hill Terminus, Dulwich St, then Left at New Canterbury Rd, pick up at the 428 stop, then operate via New Canterbury Rd, Right Frazer St, Right Wardell Rd, Left Marrickville Rd, and then normal route 426 to Circular Quay.

Route 426 to Dulwich Hill

Outbound: Normal route to Marrickville Rd and Wardell Rd then Right Wardell Rd, Left Frazer St, Left New Canterbury Rd, then to Dulwich Hill 428 stop, set down passengers, then right turn into Dulwich Hill Terminus. New Canterbury Rd, pick up at 428 stop, then operate via New Canterbury Rd, Right Frazer St, Right Wardell Rd, Left Marrickville Rd, and then normal route.

Route 418 to Burwood

Normal route to Marrickville Rd and Wardell Rd then Right Wardell Rd, Left Frazer St, Left New Canterbury Rd set down and pick at the 428 stop then normal route.

Route 418 to Bondi Junction

New Canterbury Rd, pick up at 428 stop, then operate via New Canterbury Rd, Right Frazer St, Right Wardell Rd, Left Marrickville Rd, and then normal route

The following stops will be closed during the event and reopen at the completion of the event

Services heading East
Dulwich Hill, Marrickville Rd Nr New Canterbury Rd Stop 220317 Dulwich Hill,
Marrickville Rd Nr Fairfowl St Stop 220339 Dulwich Hill Marrickville Rd Nr Wardell
St Stop 220340

Services heading West

Dulwich Hill, Marrickville Rd Nr Macarthur Pde Stop 220341 Dulwich Hill,
Marrickville Rd Nr New Canterbury Rd 220342

3.6. Parking

Council will use "No Stopping" signs to reserve parking spaces within the road closure area prior to the road closure time.

Council will install "No Stopping Authorised Vehicles Only" in 20 parking bays of the Southern Seaview St carpark for VIP, Performer, Staff and Contractor parking. This will be done by Council officers.

3.7. Construction, traffic calming and traffic generating developments

At present there should not be any construction works that will impact the event.

There are no traffic calming devices or traffic generating developments along the route.

3.8. Traffic Control

Authorised traffic controllers will install barricades and signage and maintain closure points as per the Traffic Control Plans.

3.9. Contingency Plans

| Issues/Risks | | Applicable | Action Taken |
|---------------------------------------|--|---|--|
| Heavy Weather | | <input checked="" type="checkbox"/> Yes | Only in Extreme Weather conditions would this event not take place |
| Accident on the route | | <input checked="" type="checkbox"/> No | Standard |
| Breakdown of vehicle or heavy vehicle | | <input checked="" type="checkbox"/> No | Standard |
| Security of participants | | <input checked="" type="checkbox"/> No | On-site security personnel if required |

3.10. Heavy Vehicle impacts

There should be no impact to heavy vehicles.

**4. MINIMISING IMPACT ON THE NON-EVENT COMMUNITY AND
EMERGENCY SERVICES****4.1. Emergency Lane**

A minimum 4 metre emergency lane will be maintained along the entire closure. Traffic controllers will be onsite to assist emergency vehicle through the closure points.

4.2. Advertise the traffic management arrangements

All residents will be notified of the event through:

Notice in the local paper, at least two weeks prior to the event.

4.3. Special event warning signs

N/A

4.4. Portable variable message signs

N/A

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: _____

Event Organiser Inner West Council

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: **Christina Klugt** Date: _____

Inner West 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 Streets 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 type="checkbox"/> | Some delays due to traffic |
| Restricted movements – banned turns, heavy/high vehicles | <input checked="" type="checkbox"/> | Intersections under Police/Traffic Controller |
| Road signage – existing/temporary | <input checked="" type="checkbox"/> | |
| Signalised intersections | <input checked="" type="checkbox"/> | To be managed by TMC |
| Traffic generators – shopping centres, schools, churches, industrial area, hospitals | <input checked="" type="checkbox"/> | Traffic generators are aware of standard road closures |

Attachments

Annex 1 – Traffic Control Measures Checklist

Annex 2 – Public Liability Insurance

Annex 3 – Road Occupancy License application

Traffic Control Plans

WD/DHF/1 Seaview St, Dulwich Hill

WD/DHF/2 Marrickville Rd, Dulwich Hill

WD/DHF/3 Detour

TCP 1
at 6 June 19

Plan by: Karl Christian RTA Cert. 0032208346
for Who Dares Pty Ltd
Signature: *Karl Christian*

DETAILS

It is proposed to close Seaview and part of Marrickville Rd St for the purpose of holding a community fair.

Seaview St from #26 to Marrickville Rd and Marrickville Rd from Durham St to New Canterbury Rd would be closed and part of the car park off Seaview St would be utilised as part of the event area.

The plan incorporates TCPs 1 to 4.

Who Dares Pty Ltd accepts no liability for the implementation or execution of this TCP unless undertaken by authorised Who Dares personnel.
ALL TRAFFIC CONTROL PLANS ARE COPYRIGHT/PROPERTY OF WHO DARES PTY LTD AND ARE NOT TRANSFERABLE UNLESS AUTHORISED BY WHO DARES PTY LTD.

LOCATION Seaview St Dulwich Hill

DATE Sunday 15 September 2019

TIME OF WORKS 0300hrs to 2000hrs

CLIENT Inner West Council

PROJECT Dulwich Hill Village Fair

PLAN # WD/DHF/1

MINIMUM STAFF REQ 1 X TC

TCP 2
at 6 June 19

Plan by: Karl Christian RTA Cert. 003208346
for Who Dares Pty Ltd
Signature:

A 4M WIDE EMERGENCY ACCESS LANE IS PROVIDED FOR ON THE EVENT SITE PLAN

SIGNAGE

| | | | | | | |
|-----------------|----------------|----------------|---------------|---------------|----------------|----------------|
| X 2 | X 1 | X 1 | X 2 | X 2 | X 10 | X 1 |
| (No Right Turn) | (Detour Arrow) | (Detour Arrow) | (Road Closed) | (Road Closed) | (Detour Ahead) | (Detour Ahead) |

DETAILS

It is proposed to close Seaview and part of Marrickville Rd St for the purpose of holding a community fair.

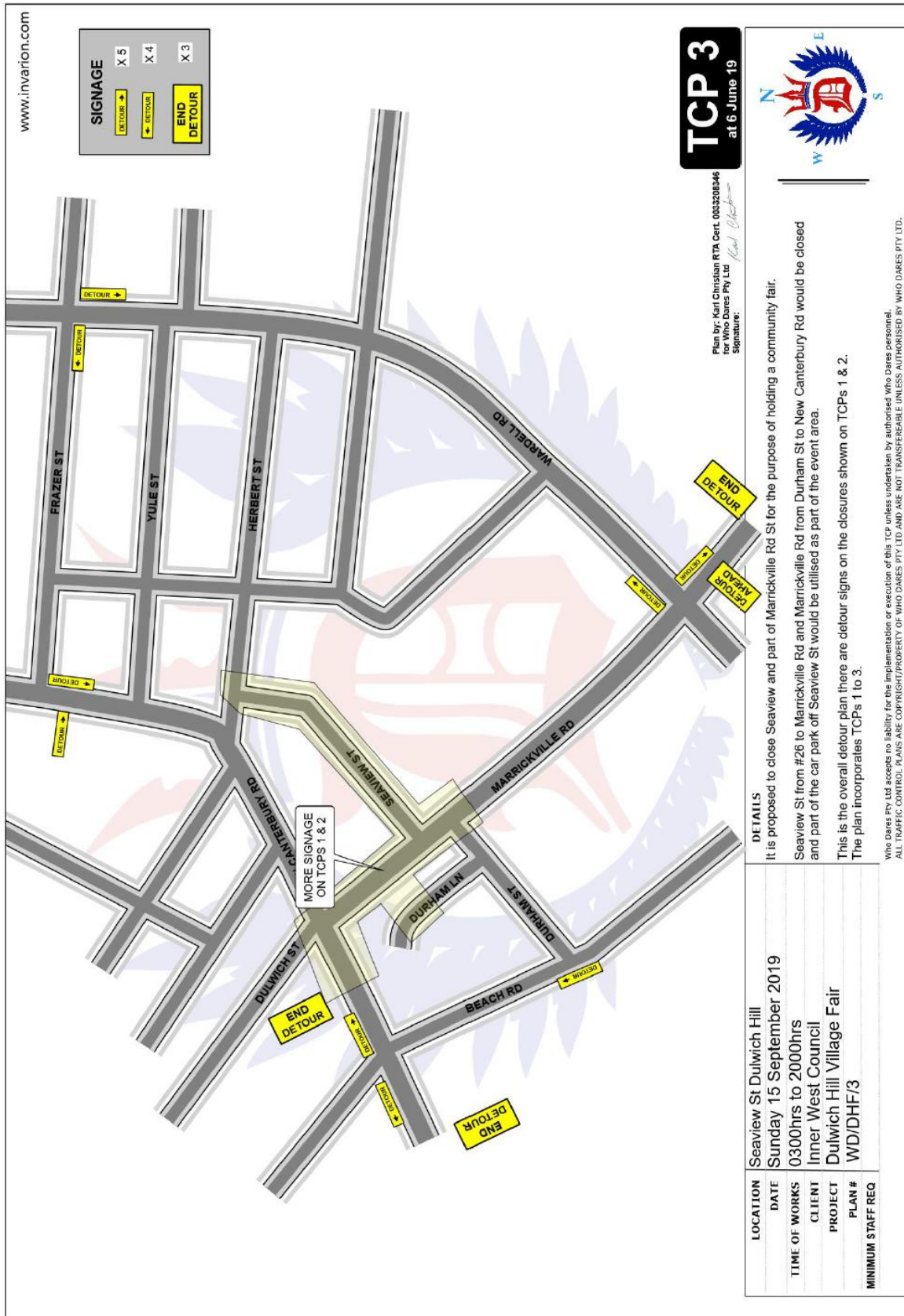
Seaview St from #26 to Marrickville Rd and Marrickville Rd from Durham St to New Canterbury Rd would be closed and part of the car park off Seaview St would be utilised as part of the event area.

The plan incorporates TCPs 1 to 3.

Who Dares Pty Ltd accepts no liability for the implementation or execution of this TCP unless undertaken by authorised Who Dares personnel.
ALL TRAFFIC CONTROL PLANS ARE COPYRIGHT/PROPERTY OF WHO DARES PTY LTD AND ARE NOT TRANSFERABLE UNLESS AUTHORISED BY WHO DARES PTY LTD.

| LOCATION | DATE | TIME OF WORKS | CLIENT | PROJECT | PLAN # | MINIMUM STAFF REQ |
|-------------------------|--------------------------|--------------------|--------------------|---------------------------|----------|-------------------|
| Seaview St Dulwich Hill | Sunday 15 September 2019 | 0300hrs to 2000hrs | Inner West Council | Dulwich Hill Village Fair | WD/DHF/2 | SUPER + 3 X TC |

THIS CONTROLLER ONLY NEEDED AROUND EVENT
09:00 - 17:00



ATTACHMENTS

Nil.

Item No: LTC0719 Item 9

Subject: ROAD OCCUPANCY - LACKEY STREET AND SMITH STREET, SUMMER HILL - TEMPORARY ROAD CLOSURES FOR THE ANNUAL 'SUMMER HILL NEIGHBOURHOOD FEAST' - SUNDAY 29 SEPTEMBER 2019 (DJARRAWUNANG - ASHFIELD WARD/ SUMMER HILL ELECTORATE/ BURWOOD PAC)

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

Authorised By: Manod Wickramasinghe - A/Traffic and Transport Services Manager

SUMMARY

In accordance to a Section S68 Development Application, Council seeks the support of the Committee for the temporary road closures of Lackey Street and Smith Street between Hardie Avenue and Nowrairie Street, Summer Hill for the annual 'Summer Hill Neighbourhood Feast' festival on Sunday 29 September 2019.

RECOMMENDATION

THAT:

1. The proposed temporary road closure of Lackey Street and Smith Street (between Hardie Avenue and Nowrairie Street) from 5.00am to 7.00pm Sunday, 29 September 2019, for the holding of the "Summer Hill Neighbourhood Feast" event, be supported, subject to the applicant seeking consent from RMS and forwarding a TMP;
2. A Road Occupancy License be obtained by Council from the Transport Management Centre;
3. All affected residents and businesses, including the NSW Police Local Area Commander, Fire & Rescue NSW and the NSW Ambulance Services be notified in writing, by Council, of the proposed temporary road closure at least 7 days in advance of the closure with Council making reasonable provision for stakeholders;
4. The occupation of the road carriageway must not occur until the road has been physically closed, and
5. A 4 metre wide emergency service access must be maintained through the closed road areas during the course of the event;

BACKGROUND

The 'Summer Hill Neighbourhood Festa' is a scheduled annual food festival event to be conducted in the Council Area of Summer Hill in 2019, and in conjunction with other Sydney wide food festival program. See locality map below:



FINANCIAL IMPLICATIONS

The costs associated with the temporary road closures are to be borne by Council as part of its major events or operational budget.

OTHER STAFF COMMENTS

The annual event has gained popularity over the years. The Event's Management coordinator of Council has requested that Lackey Street and Smith Street between Hardie Avenue and Nowra Street be temporarily closed off to accommodate the event - see 'Traffic Control Plan' with Traffic Management Plan documentation **Attachment 1**.

Specific Event and road closure details are:

- Name of the Event: Summer Hill Neighbourhood Feast
- Date of the Event: Sunday 29 September 2019
- Address of Venue: Lackey Street, Summer Hill
- Nature/occupation of Venue: Residential street, pedestrian plaza, carpark
- Capacity of Venue: up to 3,000
- Time of event: Start 10.00am-Finish 4.00pm
- Required Set up Time (bump in) Start: Sunday 29 September 2019, 5.00am-10.00am
- Required Time to return road to original condition: By 7.00pm Sunday 29 September.

The event is organised by Council's Event Management. No fees and charges are applicable for this full road closure event.

Hardie Avenue between Smith Street and Lackey Street, will be closed at Lackey Street to through traffic. Access will be maintained to the Summer Hill carpark from Smith Street.

Lackey Street and Smith Street has been closed off in previous years. The Local Traffic Committee and Roads and Maritime Services (RMS) has approved the event road closures in the past.

Although the event runs from 10am-4pm, from an operational point of view, in order to affectively clear parking in the area and set-up and dismantle for the event, the road closure will be affective from 5.00am-7.00pm.

In accordance with the RMS "Guide to Traffic and Transport Management for Special Events V3.4 August 2006, the event is classified either Special Event class 1 or 2. Relevant approval is required from the RMS for the closure of the roads and a road occupancy license needs to be obtained from the Transport Management Centre.

A Traffic Management Plan is also provided in **Attachment 1**. This together with the Traffic Control Plan will be submitted to attain RMS approval and Road Occupancy License from the Traffic Management Centre.

An Event Management Plan is shown in **Attachment 2**.



PUBLIC CONSULTATION

Advertisement of the road closure in the local newspaper for 28 days has been arranged. Further notification per item 3 of the recommendation will be arranged by the Council's Event Management.

CONCLUSION

It is recommended that support be provided for Council to carry out the temporary road closures of Lackey Street and Smith Street between Hardie Avenue and Nowrairie Street, Summer Hill, in association with the annual 'Summer Hill Neighbourhood Feast' food festival event on Sunday 29 September 2019. This will be on the provision that Council applies for Road Occupancy Licensing and provides Traffic Management Plans to the RMS for approval in closing the roads.

ATTACHMENTS

1.  Traffic Management Plan (TMP) and Traffic Control Plan (TCP)
2.  Event Management Plan

TRANSPORT MANAGEMENT PLAN

**Summer Hill Neighbourhood
Feast**

Sunday 29th September 2019.

Lackey and Smith St Summer Hill

REPAIRED ON BEHALF OF

Inner West Council

Who Dares

Version 3.0
11th June 2019

TRAFFIC PLANNERS
SAFETY CONSULTANTS
SECURITY CONSULTANTS

SHED 8 / 1 CANAL ROAD
LEICHHARDT 2040

WHO DARES PTY LTD

P.O. BOX 187
FIVE DOCK 2046

Ph: 02 9569 9922
Fax: 02 9569 9933

Event Organiser: **Inner West Council**

Document Author: **Karl Christian
Who Dares Pty Ltd
Prepare a Work Zone Traffic Management Plan
Certificate: 0033208346
Phone: 02 9569 9922**

Version Control

| Version | Date | Status | Comments |
|-------------|----------------------------|-----------------------|---|
| Version 1.0 | 29 May, 2019 | 1 st Draft | |
| version 2.0 | 3 rd June, 2019 | 2 nd Draft | |
| Version 3 | 11 th June | Final | Police notification and "no Stopping" signs |
| | | | |
| | | | |
| | | | |

1. EVENT DETAILS

1.1. Event summary

| | |
|------------------------------|---------------------------------|
| Event Name | Summer Hill Neighbourhood Feast |
| Event Date: | Sunday 29 September 2019 |
| Event Start Time: | 10:00 hours |
| Event Finish Time: | 16:00 hours |
| Event Set Up Time: | 05:00 hours |
| Event Pack Down Finish Time: | 19:00 hours |
| Event is: | Street Festival |

1.2. Contact Names

Inner West Council – 7 – 15 Wetherill St, Leichhardt NSW 2040

| | | |
|------------------------|---------------|--|
| Bianca Couchman | Phone | 02 9392 5177 |
| Events Officer | Mobile | |
| | E-mail | bianca.couchman@innerwest.nsw.gov.au |

POLICE -

| | | |
|-------------------------|---------------|--|
| Senior Constable | Phone | 02 9568 9218 |
| Lisa Latu | Mobile | |
| Burwood PAC, Ashfield | E-mail | latu1lis@police.nsw.gov.au |

Transport for NSW –

Transport Management Centre, 25 Garden St, Eveleigh, NSW, 1430

| | | |
|------------------------------|---------------|--|
| | Phone | 02 8396 1416 |
| A/Manager Major Govt. Events | Mobile | |
| | E-mail | @tmc.transport.nsw.gov.au |

State Transit Authority of NSW

| | |
|---------------|--|
| Phone | 02 9582 7666 |
| Mobile | |
| E-mail | @sta.nsw.gov.au |

Traffic Contractor – Who Dares Pty Ltd

| | | |
|-----------------------|---------------|--|
| Karl Christian | Phone | 02 9569 9922 |
| Managing Director | Mobile | 0410 454 802 |
| | E-mail | karl@whodares.com.au |

1.3. Description of the event

The Summer Hill Neighbourhood Feast celebrates the area's rich culture in a street festival boasting a wide variety of delicious food, refreshments and artisan goods, hosting 100% local content in the heart of Summer Hill.

It is expected that approximately 3,000 people will enjoy the event.

2. RISK MANAGEMENT - TRAFFIC**2.1. Occupational Health & Safety – Traffic Control**

Refer Annex 1

2.2. Public Liability Insurance

A \$20,000,000 Public Liability Insurance Certificate has been undertaken by the organisers of the event Inner West Council. The Transport Management Centre (TMC), Roads and Maritime Services (RMS) and Transport for NSW (TFNSW), must be listed as interested parties on this policy. Refer Annex 2.

2.3. Vehicle Mitigation

Vehicle mitigation strategies will be undertaken within the road closure in accordance with the event risk assessment and NSW Police direction. This information is to remain confidential.

2.4. Police

NSW Police are to be notified of the event.

2.5. Fire and Rescue NSW and NSW Ambulance

Fire and Rescue NSW and NSW Ambulance will be notified in writing of the event by the event organiser.

3. TRAFFIC AND TRANSPORT MANAGEMENT

3.1. Road closures 05:00 hours till 19:00 hours Sunday 29th September 2019

- Full closure of Lackey St from Carlton Crescent to Smith St.
- Full closure of Smith St from Nowranie St to Hardie Av.
- Road Closed Resident Access Only for Morris St between Smith St and Lorne St.

3.2. Detours

Access around the event area would be signed. See TCP WD/SHNF/4.

3.3. Cleaning

Prior to the reopening of the roads at 19:00 hours Sunday 29th September 2019, the Inner West Council will commence cleaning operations.

3.4. Modification to existing signage

N/A

3.5. Sydney Buses amended route changes

N/A

3.6. Parking

All existing council car parks will remain accessible, street parking will be restricted in the event area. Council will use "No Stopping" signs to reserve parking spaces within the road closure area prior to the road closure time.

Council officers will install "No Stopping Authorised Vehicles Only" in parking bays of the Hardie Avenue carpark for VIP, Performer, Staff and Contractor parking.

3.7. Construction, traffic calming and traffic generating developments

At present there should not be any construction works that will impact the event.

There are no traffic calming devices or traffic generating developments along the route.

3.8. Traffic Control

Authorised traffic controllers will install barricades and signage and maintain closure points as per the Traffic Control Plans.

3.9. Contingency Plans

| Issues/Risks | | Applicable | Action Taken |
|---------------------------------------|--|---|--|
| Heavy Weather | | <input checked="" type="checkbox"/> Yes | Only in Extreme Weather conditions would this event not take place |
| Accident on the route | | <input checked="" type="checkbox"/> No | Standard |
| Breakdown of vehicle or heavy vehicle | | <input checked="" type="checkbox"/> No | Standard |
| Security of participants | | <input checked="" type="checkbox"/> No | On-site security personnel if required |

3.10. Heavy Vehicle impacts

There should be no impact to heavy vehicles.

**4. MINIMISING IMPACT ON THE NON-EVENT COMMUNITY AND
EMERGENCY SERVICES****4.1. Emergency Lane**

A minimum 4 metre emergency lane will be maintained along the entire closure. Traffic controllers will be onsite to assist emergency vehicle through the closure points.

4.2. Advertise the traffic management arrangements

All residents will be notified of the event through:

Notice in the local paper, at least two weeks prior to the event.

4.3. Special event warning signs

N/A

4.4. Portable variable message signs

N/A

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: _____

Event Organisor Inner West Council

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: **Christina Klugt** Date: _____

Inner West 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.

SUMMER HILL NEIGHBOURHOOD FEAST TMP
VERSION 3.0 – 11 JUNE 2019

8. PHYSICAL SURVEY OF THE ROUTE

| Item | Verified | Action Taken |
|--|-------------------------------------|--|
| All one-way Streets 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 type="checkbox"/> | Some delays due to traffic |
| Restricted movements – banned turns, heavy/high vehicles | <input checked="" type="checkbox"/> | Intersections under Police/Traffic Controller |
| Road signage – existing/temporary | <input checked="" type="checkbox"/> | |
| Signalised intersections | <input checked="" type="checkbox"/> | To be managed by TMC |
| Traffic generators – shopping centres, schools, churches, industrial area, hospitals | <input checked="" type="checkbox"/> | Traffic generators are aware of standard road closures |

Attachments

Annex 1 – Traffic Control Measures Checklist

Annex 2 – Public Liability Insurance

Annex 3 – Road Occupancy License application

Traffic Control Plans

WD/SHNF/1 Cnr Lackey St and Carlton Cres, Summer Hill
 WD/SHNF/2 Cnr Smith St and Hardie St, Summer Hill
 WD/SHNF/3 Cnr Smith St and Nowranie St, Summer Hill
 WD/SHNF/4 Detour

ANNEX 1
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 |
|---|-----|----|-----------------|
| Separation | | | |
| 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? | | | |
| Vehicle routes | | | |
| 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? | | | |
| Pedestrian routes | | | |
| 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? | | | |

SUMMER HILL NEIGHBOURHOOD FEAST TMP
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| CONSIDER THE FOLLOWING | Yes | No | Comments Action |
|--|-----|----|-----------------|
| Are pedestrian walkways well maintained? | | | |
| Vehicle movement | | | |
| 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? | | | |
| Signs | | | |
| 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? | | | |
| Warning devices | | | |
| Are flashing lights, sensors and reversing alarms installed on powered mobile plant? | | | |
| Information, training and supervision | | | |
| 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? | | | |
| Personal Protective Equipment | | | |
| Is PPE like high visibility clothing provided and used where necessary? | | | |
| Vehicle safety | | | |
| 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 2

PUBLIC LIABILITY INSURANCE

Council to supply document

(Attach copy here)

Item 9**Attachment 1**

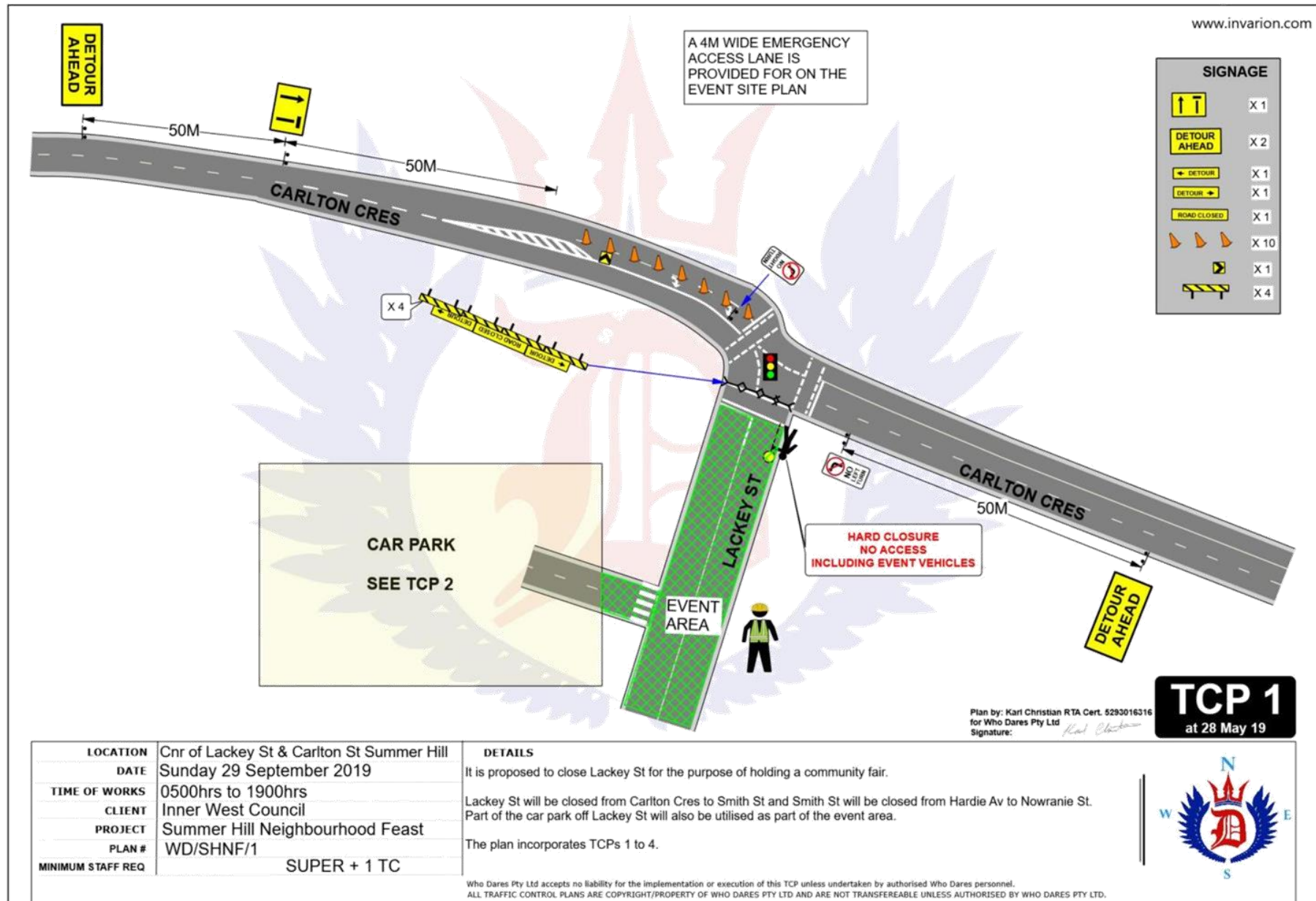
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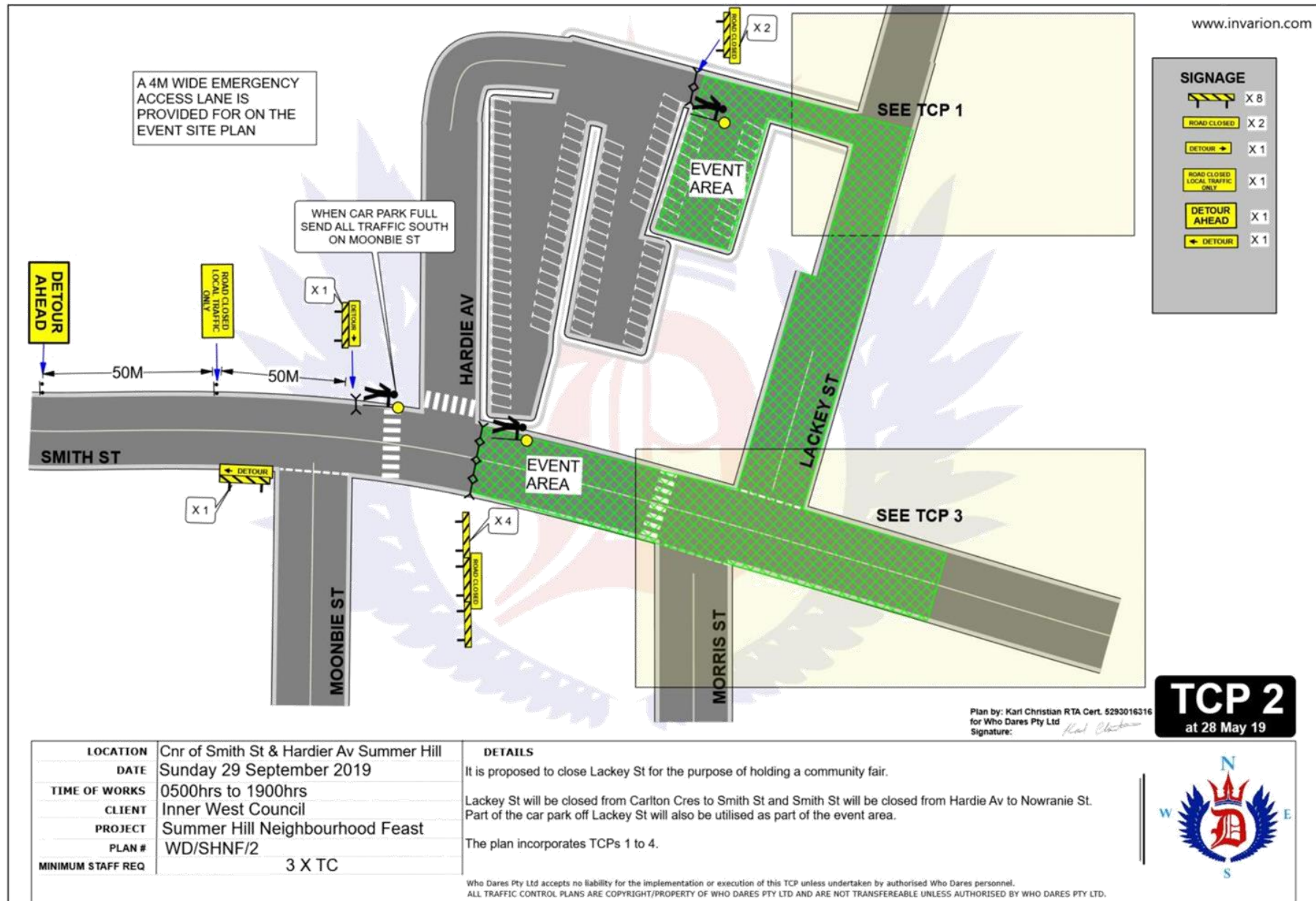
ANNEX 3

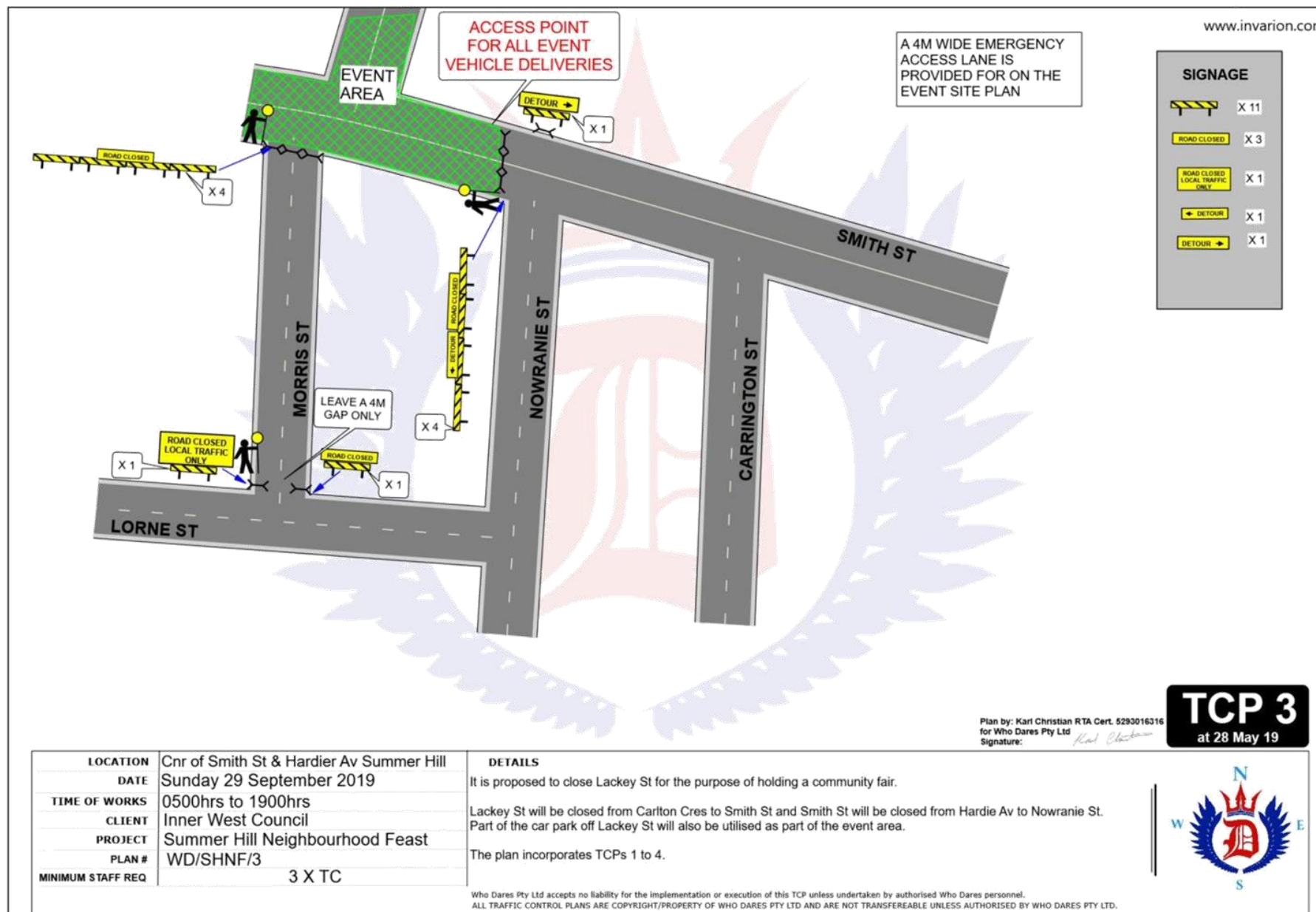
(When approved attach copy here)

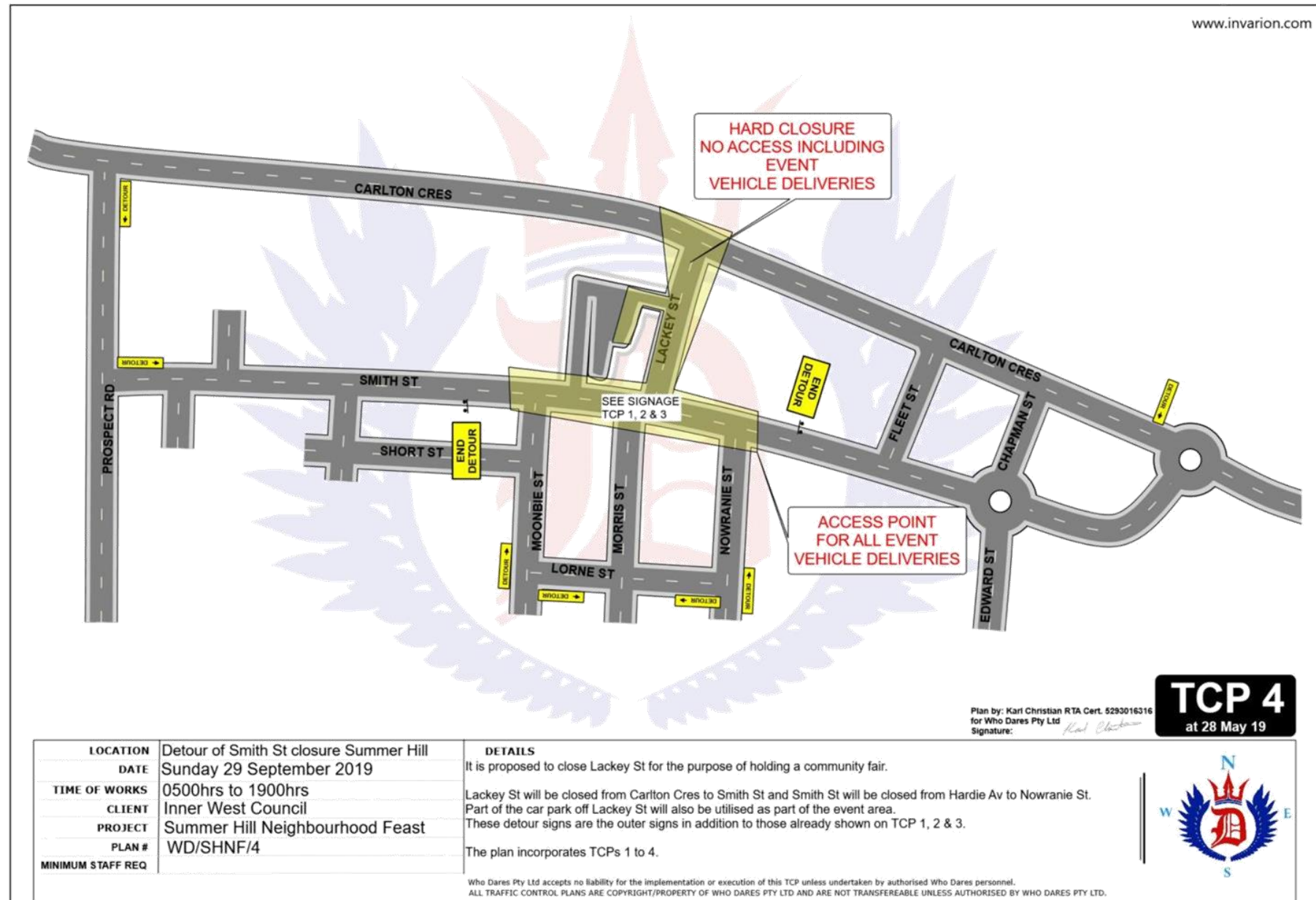
SUMMER HILL NEIGHBOURHOOD FEAST TMP
VERSION 3.0 – 11 JUNE 2019

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**Event Management Plan – Summer Hill Neighbourhood Feast**

- 1. Event Details**
 - 1.1 Event Details
 - 1.2 Event Manager
 - 1.3 Description of the event
 - 1.4 Patron details
- 2. Operations**
 - 2.1 Police contact
 - 2.2 Liquor Licence
 - 2.3 Public liability
 - 2.4 Health and Safety permits
- 3. Planning for the Event**
 - 3.1 Selection of a venue
 - 3.2 Site Plan
 - 3.3 Event promotion and ticketing
 - 3.4 Signage
 - 3.5 Transport
 - 3.6 Noise
 - 3.7 Weather
 - 3.8 Information centre and communication
 - 3.9 Food
 - 3.10 Water
 - 3.11 Lighting and power
 - 3.12 Toilets
 - 3.13 Entry and exit details
- 4. Sponsorship**
- 5. Health and Safety Issues**
 - 5.1 Security
 - 5.2 First aid and emergency medical services
 - 5.3 Emergency procedures

1. Event Details

1.1 Event Details

- Name of the event: Summer Hill Neighbourhood Feast
- Date of the event: Sunday 29 September 2019
- Address of Venue: Lackey Street and Smith Street, Summer Hill
- Nature of Venue (school, all, oval): Residential street, pedestrian plaza, car park
- Capacity of Venue: up to 3,000
- Time: Start 10:00am - Finish 4:00pm
- Required Set Up Time (bump in) Start: Sunday 29 September, 5:00am – 10:00am
- Required Time to return to Original Condition: By 7:00pm Sunday 15 September.

1.2 Event Manager

- Event Manager: Michael Daly – Events Manager
- Organisation: Inner West Council
- Address: 7-15 Wetherill Street, Leichhardt NSW 2040
- Telephone (work): 02 9392 5259
- Mobile: 0466 947 703
- Email: Michael.daly@innerwest.nsw.gov.au

Contact during the event:

- Mobile: 0466 947 703

1.3 Description of the event

- Describe the event: Community Fair
- List details of the type of entertainment being provided:
 - Community Groups
 - Local Programming – Main stage
 - Family friendly musical performances
 - Sharing community stories
 - Group activities
 - Food and beverage stalls

1.4 Patron details

- Who is the target audience? Local residents of all ages
- Estimate the total patron attendance 2,000 – 4,000
- Patron age details (estimate):

| | |
|---------------|-------------------------|
| • 0-12 years | 10% of total attendance |
| • 12-18 years | 25% of total attendance |
| • 18-25 years | 25% of total attendance |
| • 24-40 years | 30% of total attendance |
| • 40-55 years | 05% of total attendance |
| • 55 + years | 05% of total attendance |

2. Operations

2.1 Police contact

- Name: Senior Constable Lisa Latu
- Station: Ashfield
- District: Burwood PAC
- Telephone: 02 9797 4050
- Email: latu1lis@police.nsw.gov.au

2.2 Liquor licence

- Will alcohol be available at the event?
Yes. Liquor Licence application submitted.

2.3 Public liability

- Have you investigated public liability and duty of care issues and obtained appropriate insurance? Yes
- Event is underwritten by: Inner West Council
- Name of Company: Statewide Mutual
- Address: Level 37, 225 George Street, Sydney NSW 2000
- Telephone: 02 9320 2700
- Value: \$20,000,000
- Policy Number: 002114

2.4 Health and Safety permits

- What are the health and safety permits required by the local council?
- Has a permit been granted to use the venue? Yes – previous Development Application
- List any other permits required or obtained for this event: None

3. Planning for the Event

3.1 Selection of a venue

- Describe any modifications or special temporary structures being added to the venue for this event:
 - Fete stalls
 - Up to thirty (30) 2.4m x 2.4m or 3m x 3m
 - Stages:
 - 7.2m x 2.4m raised dias
 - 6m x 5m stage truck
 - Shade Covers:
 - 9m x 3m – marquee
 - 9m x 9m & 9m x 3m (TBC) – temporary shade cloths
- In what way will access to the site need to be modified for the duration of the event?
 - Temporary road closures to Lackey Street, part of Smith Street and part of Hardie Avenue Car Park for the duration of the event plus Bump In and Bump Out.

3.2 Site Plan

Tick the checklist for your site plan and include an explanation of why any items are not included.

Ensure that your site plan clearly shows the location of:

- The surrounding area
- All entrances and exits
- Emergency access routes – same as entry/ exit route
- Paths used by vehicles
- Paths for pedestrians only – N/A
- Parking – External to event area only
- Stage locations
- Seating arrangements – some seating provided throughout the precinct
- Entertainment sites
- Security and police locations – security at event entrance points plus roving; Police stall indicated on Lackey Street
- First aid posts – Lackey Street
- 'Quiet Space' area (safe, quiet rest areas) – N/A
- Lost kids/property – report to Police
- Drinking water sites – Sold from stalls
- Food/vendors/stalls
- Liquor outlets
- Approved liquor consumption areas – Entire event site
- Non-alcohol (dry) area – N/A
- Toilet facilities
- Communication centre / command post – Site Office Vehicle
- Fire extinguishers – Side of stage plus stalls provide own
- Refuse containers – Waste services will control waste management onsite and have a waste management station in the car park.
- Public telephones – N/A
- Media points (TV and radio) – N/A

Attach a copy of your site plan

3.3 Event promotion and ticketing

- What is the focus or purpose of the event?:
 - community entertainment
 - foster local talent
 - celebrate local area cultural diversity
 - community event and engagement
- How is this explained in the promotion and publicity for the event?
 - Print ads in relevant local publications
 - Design work for posters and flyers
 - Digital advertising
 - Social media advertising
- Where is the event to be publicised and promoted?
 - Posters in local businesses
 - Business/resident notification letters
 - Print ads in local publications
 - Online promotions
- Does the event promotion and publicity reinforce messages about safe drinking practices?
Yes

Have you considered including any of the following messages in promotional and publicity material? (tick all messages included)

| | |
|--|------------|
| • Don't drink and drive | Yes |
| • Public transport will be available | Yes |
| • Organise a designated driver | Yes |
| • ID will be required to purchase liquor | Yes |
| • People who are unduly intoxicated will not be served alcohol | Yes |
| • Bags and eskies may be searched or restricted | N/A |
| • Glass containers are not permitted | Yes |
| • Water will be freely available | Yes |
| • Look out for your friends, mates and family | N/A |
| • Wet' and 'dry area are both available | N/A |
| • Go to a 'chill-out' or rest area for help | N/A |
| • Food or snacks will be available | Yes |
| • What is the ticketing process for the event? | N/A - Free |

3.4 Signage

- Does the event publicity reinforce messages about safe drinking practices:
 - Signage does highlight event safety and important information and will include relevant alcohol signage.

3.5 Transport

- Has a public transport plan been developed for the efficient movement of patrons?
 - Before the event: Yes
 - During the event: Yes
 - After the event: Yes
- Provide details of parking available at the venue:
 - No parking provided specifically for the event, on street parking in the local suburbs only
- List the departments, councils and/or agencies that have been involved in developing this plan:
 - Organisation: Inner West Council
 - Businesses: Local businesses
 - Law Enforcement: Burwood PAC
- Write in the transport contingency plan for:
 - Cancellation: Signage
 - Delayed Finish: Regular announcements on stage

3.6 Noise

- List the provisions you have made to minimise and monitor the level of noise
 - Professional Audio company engaged who adhere to outdoor noise restrictions and have extensive experience in outdoor festivals
 - Monitor of noise by event personnel using required equipment

3.7 Weather

- Detail the contingency plans in case of bad weather
 - The event will continue unless adverse weather poses a threat to the safety or integrity of the event. In the event of such a threat the Group Manager, CEE will be called upon for a decision in consultation with the Mayor.

3.8 Information centre and communication

- Will an information centre be clearly identified and available to patrons at the event?

- Information signage will be displayed at the entrances and throughout the event
- Outline the systems and technologies that event staff, police, security and emergency service personnel will use to communicate with each other.
 - Digital Radios with all on site stakeholders
 - Mobile phones
- What systems and technologies will be in place for communicating with patrons?
 - On stage announcements
 - Signage

3.9 Food

- Are high-quality, affordable and accessible food stalls available to patrons in the different venue areas (including licensed areas)?
Yes
- What type of food will be available?
 - Meals and snacks
 - Details to be determined through stallholder application and allocation process

3.10 Water

- Is drinking water available (free of charge) to all patrons attending the event?
 - Yes, existing water bubbler and taps are available on the precinct.
- Is the location of water clearly signposted and marked on maps?
 - Yes, taps and bubbler are visible on maps and on the precinct via signage.

3.11 Lighting and power

- Has certification for lighting and power been obtained through the local authority?
Yes
- Does the provision of lighting and power cater for emergencies:
Yes

3.12 Toilets

What is the expected number of patrons? 3,000
 How many toilets will be provided? Unisex Portable unit: 3
 Accessible unit: 1
 Toilets are also located at a number of participating venues including the Summer Hill Hotel.

3.13 Entry and exit details

Complete the checklist to ensure that entrance and exit arrangements:

- provide for supervision, marshalling and directing: Safety Officer & Security Officers
- provide exit and escape routes crowds: Safety Officer & Security Officers
- provide access for emergency services: Notification and briefing
- have access for wheelchairs: Site is accessible
- separate walking and vehicular traffic: No separate paths exist
- stagger entry times by providing supporting activities and entertainment

Different entertainment and activities are staggered throughout the day

- keep entries clear of all other activities: Safety Officer & Security Officer in place
- ensure barriers, fences, gates and turnstiles are suitable and sufficient: Yes

Have event staff, security, police, transport authorities, local hotels and food outlets been informed of patron exit times.

Yes, in due course they will be

4. Sponsorship and Merchandise

Sponsorship Packages:

Sponsorship arrangements are currently being negotiated.

5. Health and Safety Issues

5.1 Security

- Has a security firm been contracted? Yes
- Company: Constant Security
- Principal: Andrew Constantinou
- Licence/Accreditation details: 408 911684 (NSW)
- Number of Personnel: 3 onsite throughout event

What security arrangements have been made for:

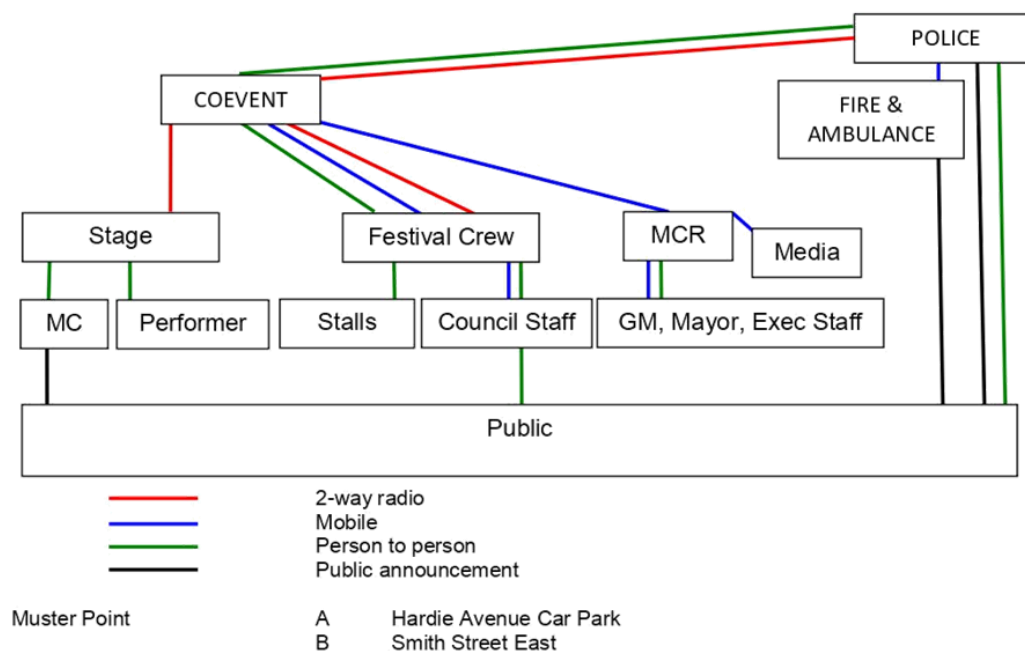
- Cash: Stallholders own responsibility
- Asset Protection: Security as needed
- Crowd management: Security and Police
- Prohibited items: Security and police patrol the event

5.2 First aid and emergency medical services

- Who is supplying the first aid service? Medics Australia
- Start Time: 10:00am
- Finish Time: 4:00pm
- Number of first aid personnel: Minimum of 2
- Number of first aid posts: 1
- Local Ambulance notified of the event Yes

5.3 Emergency procedures

Emergency Procedures; in the event of an emergency, instructions will be issued as follows:



Item No: LTC0719 Item 10

Subject: CROYDON ROAD AT CHURCH STREET, CROYDON – PROPOSED TRAFFIC CALMING AT THE INTERSECTION INCLUDING A NEW PEDESTRIAN REFUGE ON CROYDON ROAD – DESIGN PLAN 10090 (GULGADYA – LEICHHARDT WARD / STRATHFIELD ELECTORATE / BURWOOD PAC)

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

Authorised By: Manod Wickramasinghe - A/Traffic and Transport Services Manager

SUMMARY

A detailed design plan has been finalised for the proposed pedestrian refuge in Croydon Road adjacent Church Street, Croydon. The proposed works aim to improve pedestrian and motorist safety and address residents' concerns about speeding and driver behavior in Croydon Road. It is noted that these works are in addition to the intersection improvement works in Church Street (at Croydon Road) which was approved by Council on 26 February 2019. The proposed pedestrian refuge is subsequent to Council's decision at its 26 February 2019 meeting to construct pedestrian safety measures in Croydon Road at its intersection with Church Street making an existing crossing point safer.

RECOMMENDATION

THAT the detailed design plan for the proposed pedestrian refuge islands, kerb blisters, line marking and signs at the intersection of Croydon Road and Church Street, Croydon (as per attached design plan No. 10090) be APPROVED.

BACKGROUND

The Traffic Committee at its meeting held on the 6 November 2018 deferred an item on the 'Proposed pedestrian and traffic calming treatments' along Croydon Road, Croydon (inclusive of proposed improvements to the intersection of Church Street and Croydon Road) for further investigation. A report went to December 2018 Local Traffic Committee meeting providing consultation feedback on two (2) alternate options to modify the existing 'STOP' control at the intersection of Church Street and Croydon Road. Option 1 was adopted by Council at its meeting 26 February 2019. However, the Traffic Committee's recommendation: *"The feasibility of providing a pedestrian facility in Croydon Road near/at its intersection with Church Street be investigated, separate to the proposed treatment in Item 1 above."* (LTC 4 December 2018 Item 8 recommendation point 2) was not adopted by Council.

Instead, at the Council meeting on 26 February 2019 the following motion was put forward and carried:

c) *Amend item 8 point 2 of 4 December meeting as follows "the provision of a pedestrian facility in Croydon Road at its intersection with Church Street to support pedestrian desire line along the southern side of Church Street to Centenary Park be investigated as a matter of urgency for implementation before or with the right hand turning lane in point 1";*

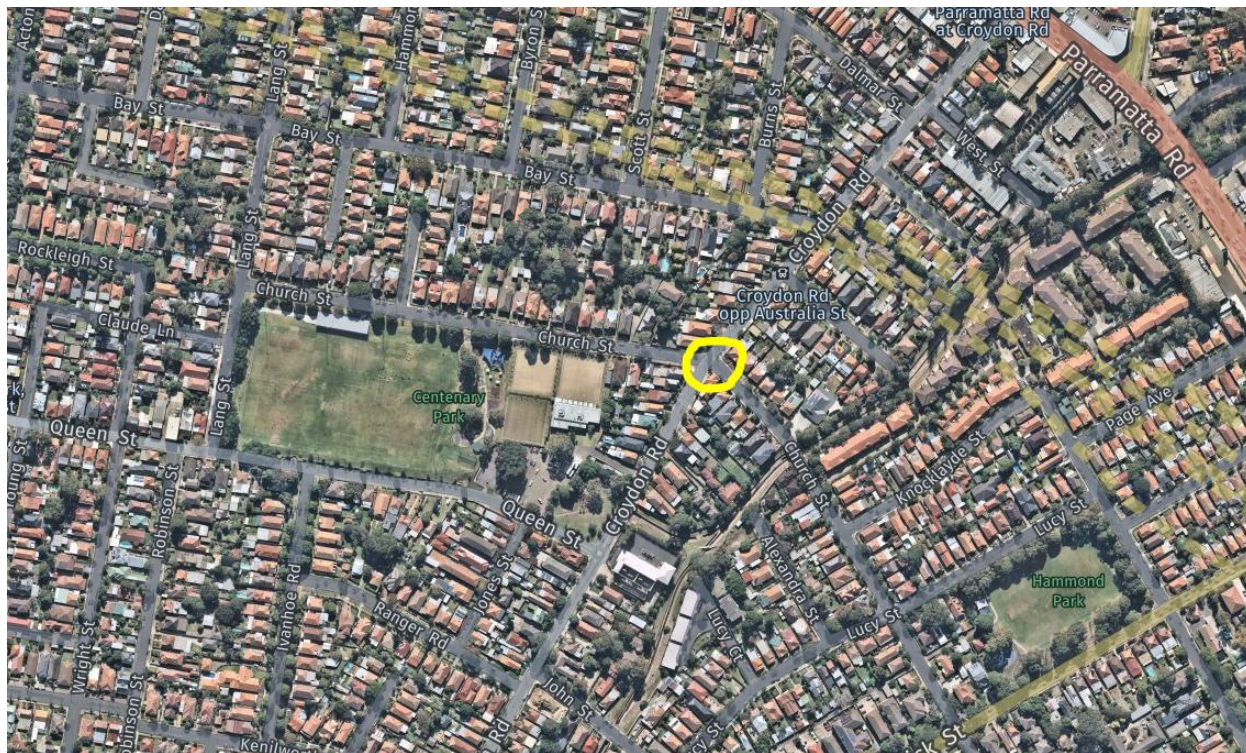
This report details the design plan for a proposed pedestrian refuge in Croydon Road adjacent Church Street, Croydon as an outcome of the investigation into the feasibility of providing a pedestrian facility in Croydon Road near/at the intersection of Church Street separate to the proposed intersection treatment.

FINANCIAL IMPLICATIONS

Funding is available to be allocated for the works under the 2019/2020 Capital Works Program for traffic facilities.

OFFICER COMMENTS

Site Location & Road network



| Street Name | Croydon Street |
|---|--|
| Section | Between Church Street and Queen Street |
| Carriageway Width (m) kerb to kerb | 10.1 |
| Carriageway Type | Two-way road with one travel lane in each direction, in addition to kerbside parking on both sides. |
| Classification | Collector |
| Speed limit | 50 |
| 85th Percentile Speed (km/h) | 42.3 |
| Vehicles Per Day (vpd) | 9,778 |
| Reported Crash History (July 2013 – June 2018) | Croydon Road – 2 injury crashes 10m north of Church Street – RUM 30 (rear end) and RUM 73 (right off road). Croydon Road at Church Street – 1 injury crash – RUM 21 (right through) and one tow-away crash Church Street at Croydon – RUM 10 (cross traffic) |
| Heavy Vehicle Volume (%) | 2.4 |
| Parking Arrangements | Unrestricted parking along both sides of the road. |



Croydon Road looking south at Church Street intersection



Croydon Road looking north towards Church Street intersection

Outcome of Investigation

Council previously undertook both pedestrian and vehicle counts for the location in the vicinity of the proposed refuge. It was found that the vehicle volumes were very high (9,778 vehicles per day) and that pedestrian movements at this location were in the vicinity of 19 pedestrians per hour over the surveyed periods (southern leg). Furthermore, there is a bus stop on Church Street, west of Croydon Road which services both sides of Croydon Road north of Church Street. In this respect, a pedestrian refuge would be an appropriate device for this location.

Design Plan

A detailed design plan for the proposed pedestrian refuge, and associated signs and line markings in Croydon Road adjacent Church Street, Croydon (Design Plan 10090 – **Attachment 1**) is submitted for consideration.

The proposed scope of work includes the following:

- Construction of a pedestrian refuge in Croydon Road.
- Construction of new kerb ramps on both sides of the proposed pedestrian refuge island in Croydon Road
- Installation of new line marking and signage to improve traffic flow and pedestrian safety

This proposal will result in the loss of six (6) on-street parking spaces in Croydon Road.

For more detail please refer to **Attachment 1**.

PUBLIC CONSULTATION

Consultation was conducted between 3 June 2019 and 18 June 2019. A letter as well as a copy of the design plan was sent to the local residents in Croydon Road and Church Street, Croydon as indicated in the consultation plan below. Also, design details were placed on 'Your Say' on the Inner West website.



Thirteen (13) responses were received. Three (3) responses wholly supported the proposal and three (3) others generally supported the proposal. Seven (7) did not support the proposal citing concerns of increased traffic congestion and loss of on-street parking spaces as issues. Two responses queried the need for such a facility at all at the subject location. A summary of received comments follows.

| Residents' Comments (opposing the proposal) | Officer Comments |
|--|---|
| The resident agrees with the new right turn lane on Church street. However, says the construction of a pedestrian refuge on Croydon Road will cause more traffic and congestion, as it will not allow for overtaking of cars turning into Church Street from Croydon Road (heading towards Parramatta Road). Traffic at this intersection is bad enough at times, and restricting traffic flow is a step in the wrong direction. Adding a right turn lane at this intersection would be a better option. | Croydon Road is a busy road and the proposed pedestrian refuge island on Croydon Road will reduce vehicle speeds on Croydon Road and improve visibility of pedestrians while they are crossing Croydon Road increasing safety. The turning movements at this intersection are generally free flowing with sufficient gaps for vehicles to turn right with minimal delay to traffic along Croydon Road. |

| | |
|--|--|
| <p>A resident from Croydon Road who does not have an off-street car parking space available says they routinely park on the street in Croydon Road and as on-street parking spaces are scarce now the proposal will add to the difficulty they experience in securing a parking space. <i>"The available number of actual car parking space is scarce and if this project results in loss of 6 parking spaces, this is going to lead to more competition in car parking spaces in this area."</i></p> | <p>Pedestrian safety, accessibility and minimum loss of on-street parking were major considerations during the development of the design plans. The proposed treatment will result in the loss of 6 legal on-street parking spaces as an outcome of the proposed 'No Stopping' restrictions in order to accommodate pedestrian safety. Moreover, RMS Technical Directions determine required 'No Stopping' zones around pedestrian refuges.</p> |
| <p>A local resident queried why put the refuge in at all <i>"This is a ridiculous and ill-conceived plan. Having lived within 100m of the proposed works for 40-years ..., I have never witnessed nor experienced difficulty in crossing the road and any point of departure. This will only slow traffic, create congestion, increase the concentration of pollution and loss of car parking space..."</i></p> | <p>Pedestrian safety, accessibility and minimum loss of on-street parking were major considerations during the development of the design plans. Croydon Road is a busy road and the proposed pedestrian refuge island on Croydon Road will reduce vehicle speeds on Croydon Road and improve visibility of pedestrians while they are crossing Croydon Road increasing safety.</p> |
| <p>A resident strongly disagrees with the proposal and raised concerns about the loss of parking and queried whether the pedestrian refuge is required as pedestrians can cross the road now satisfactorily. <i>"The benefits of the refuge do not out-weigh the loss of 6 parks on Croydon Road. The road is obviously a busy road, with minimal parking as it is, and losing 6 spots will only cause a domino effect resulting in more parking congestion / home owners not being able to park in front of their own homes - just so pedestrians can cross the road at that exact part of the road. Pedestrians can walk a couple meters up the road to either the lights (with a safe light to cross), or the round-about that currently has pedestrian refuges in place. People can very easy cross the road as is, either waiting for traffic on both sides, OR walking a little further up the road to a quieter space (to not cross at an intersection)."</i></p> <p>The resident added <i>"Secondly in terms of motorist safety and residents' concern about speeding - we support the installation of speed bumps, as this will reduce driver speeds, however not impact the houses on the road with loss of very essential parking."</i></p> | <p>Pedestrian safety along Croydon Road was a major consideration in recommending the potential improvements at the intersection. Croydon Road is a busy road and residents have previously commented about speeding vehicles in the locality and the proposed refuge would slow traffic in Croydon Road while improving pedestrian safety. Pedestrians will be able to safely cross the road along the southern side of Church Street to and from Centenary Park. It is noted that the traffic lights at Parramatta Road are over 400 metres north of the subject intersection and the roundabout at Queens Street 175 metres south.</p> <p>Pedestrian safety, accessibility and minimum loss of on-street parking were major considerations during the development of the design plans. The proposed treatment will result in the loss of 6 legal on-street parking spaces as an outcome of the proposed 'No Stopping' restrictions in order to accommodate pedestrian</p> |

| | |
|--|--|
| | <p>safety. Moreover, RMS Technical Directions determine required 'No Stopping' zones around pedestrian refuges.</p> |
| <p>One resident said that the loss of parking will have a strong negative impact on local residents and train commuters. <i>"Many of the dwellings in this location do not have off-street parking, and it is also a popular parking area for train commuters."</i></p> | <p>Pedestrian safety, accessibility and minimum loss of on-street parking were major considerations during the development of the design plans. The proposed treatment will result in the loss of 6 legal on-street parking spaces as an outcome of the proposed 'No Stopping' restrictions in order to accommodate pedestrian safety. Moreover, RMS Technical Directions determine required 'No Stopping' zones around pedestrian refuges.</p> |
| <p>A resident thought the proposed plan is s not going to solve any of the existing traffic problems but instead create additional traffic in the south side of Croydon Road. <i>"The proposal assumes that pedestrians only cross on the Southern side of the intersection. There has been multiple occasions that I have noticed pedestrians crossing dangerously through the traffic in both end of the Church Street. The safety of pedestrians coming from North side of the Croydon Road and then crossing the Church Street is not resolved in the proposal."</i></p> <p>They added <i>"What is needed are the followings (1) a Roundabout at the Croydon Rd and Church St intersection. This will lead to a much smoother traffic flow in all the 4 roads meeting up at that intersection. Reduced traffic, along with a roundabout also increases predictability for a pedestrian to cross the road. (2) No stopping and no parking should instead be applied in front of House 96 and 100 Church street, especially during the peak hours. For example, look at the roundabout in the Croydon Road and Queen St intersection. Pedestrians crossing at that intersection do not have any problem despite heaving traffic. This is because there is orderly movement of cars. The same will happen in the Croydon Road and Church St If a Roundabout is put in place."</i></p> | <p>Pedestrian safety was a major consideration in recommending the potential improvements at the intersection. Croydon Road is a busy road and residents have previously commented about speeding vehicles in the locality and the proposed refuge would slow traffic in Croydon Road while improving pedestrian safety. Pedestrians will be able to safely cross the road along the southern side of Church Street to and from Centenary Park, a known pedestrian desire line.</p> <p>It is noted that any option for a roundabout at the intersection of Croydon Road and Church Street was concluded and the preferred workable Intersection Treatment (Right turn Lane in Church Street) detailed in a report that went to Local Traffic Committee in December 2018 and approved by Council at its 26 February 2019 meeting.</p> |
| <p>A resident commented that <i>"Where the eastern end of Church Street meets Croydon Road there needs to be a marked right turn lane as is shown on the Western Church Street intersection with Croydon Road. Also the proposed Croydon Road centre-line extending south to the Church Street intersection need to be shortened, otherwise</i></p> | <p>A right turn lane on the western side of the Church Street intersection is not part of the scope of this project. Vehicle swept path diagrams have been undertaken for this design which has determined the positioning of the line marking shown in the</p> |

| | |
|--|---------------|
| <i>people will wait to turn right into Croydon Road from the left-hand side and block the left-hand turners. This will cause chaos at busy times."</i> | design plans. |
|--|---------------|

| Residents' Comments (supporting the proposal) | Officer Comments |
|---|---|
| <i>A local resident supports the proposal saying "Great! A very useful improvement. I live over in Bland Street, Ashfield and take my kids to Centenary Park to ride and run around. We sometimes ride our bikes there and it will make it much easier to cross Croydon Road. I'm in full support. Thanks! "</i> | Support noted. |
| <i>Another local resident supports the proposal stating "I fully support the plan. The intersection is popular with pedestrians as Church Street is a common walking route between Ashfield and Croydon / Burwood. Croydon Road is dangerous to cross during peak times during the week and on the weekends for people going to sports fields. This will make it safer for pedestrians."</i> | Support noted |
| <i>One resident said "Good idea."</i> | Support noted |
| <i>A local resident commented that "Pedestrian safety is desperately needed here. The new speed hump is positioned on a driveway making it extremely dangerous for those people to enter and exit their property. The centre cement median is far too long at 6m. It doesn't need to be that long. The median at the pedestrian refuge at 187 Ramsay St Haberfield, outside the Medical Centre is far smaller."</i> | <p>Support noted.</p> <p>It is noted that the 'new' speed hump is an existing speed hump that has been in place for some time and not been an issue to date.</p> <p>The proposed pedestrian refuge island on Croydon Road will reduce vehicle speeds on Croydon Road and improve visibility of pedestrians while they are crossing Croydon Road increasing road safety. Moreover, RMS Technical Directions determines dimensions of pedestrian refuges and the 'No Stopping' zones around pedestrian refuges.</p> |
| <i>A resident queried whether the existing Bus Stop would be retained and requested pedestrian fencing at the intersection "It is not clear if the bus stop will be reinstated at a different location. Perhaps there should be a fence or similar to stop people crossing directly at the intersection and force them to use the pedestrian refuge instead."</i> | <p>Support noted.</p> <p>The existing Bus Stop will be removed as there is another bus stop within 100m adjacent to the dog park just north of Queen Street.</p> <p>It is not recommended that a pedestrian fence be constructed as it will decrease the width of footpath and restrict sight lines</p> |

| | |
|--|--|
| <p>A resident suggested that a pedestrian zebra crossing is a preferred option. <i>"I would perhaps suggest a pedestrian crossing in place of the pedestrian refuge, as the proximity to the dog park would mean that there would often be both dogs and pedestrians trapped in the refuge space, which may be dangerous for dogs and owner with dogs who are uneasy around high traffic. The road is very difficult to cross at present. The changes to the road markings are good"</i></p> | <p>RMS warrants could not be met for a pedestrian zebra crossing at the subject location and a pedestrian refuge provides a safe space where pedestrians can cross the road in stages.</p> <p>Croydon Road is busy road and the pedestrian refuge will improve crossing opportunities and safety for pedestrians crossing Croydon Road.</p> <p>Constructing a pedestrian fence is not recommended as it would decrease the width of the footpath and restrict sight lines.</p> |
|--|--|

CONCLUSION

It is recommended that the detailed design plan of the proposed traffic treatment and associated signs and line markings be approved to improve pedestrian conditions at this location.

ATTACHMENTS

1. [↓](#) 10090 - Design Plan



Item No: LTC0719 Item 11

Subject: 2019 SPRING CYCLE EVENT (ALL WARDS/ ALL ELECTORATES/ ALL PACS)

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

Authorised By: Manod Wickramasinghe - A/Traffic and Transport Services Manager

SUMMARY

Bicycle NSW has requested approval from the Local Traffic Committee and Council to conduct the 2019 Bicycle NSW Spring Cycle Event (its 36th year) on Sunday, 13 October 2019.

RECOMMENDATION

THAT:

1. The 2019 Bicycle NSW Spring Cycle event to be held on Sunday, 13 October 2019 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.

BACKGROUND

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 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 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.

This is the 36th running of the NSW Spring Cycle event. The event in 2019 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 (18 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)

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

Nil.

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 2019 Bicycle NSW Spring Cycle event scheduled for Sunday, 13 October 2019 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 13th October 2019

PREPARED ON BEHALF OF
Bicycle NSW & Fairfax Events & Entertainment



Version 1.0
16th May 2019

TRAFFIC PLANNERS
SAFETY CONSULTANTS
SECURITY CONSULTANTS

WHO DARES PTY LTD
SHED 8 / 1 CANAL ROAD
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Version Control

| Version | Date | Status | Comments |
|-------------|--------------|--------|-------------|
| Version 1.0 | 16 May, 2019 | Draft | First Draft |
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| | | | |
| | | | |

1. EVENT DETAILS

1.1. Event summary

| | |
|------------------------------|--|
| Event Name | SPRING CYCLE |
| Event Date: | Sunday 13th October 2019 |
| 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 | Pavillion Flat - Parramatta Park , PARRAMATTA |
| First Rider Starts: | 10:00 |
| Last Riders Start: | 10:30 |
| 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 13th October 2019. |

| 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 |
| 50km Classic Ride | North Sydney to Sydney Olympic Park | 07:00am – 02:00pm | 10,000 |
| 18km River Ride | Parramatta to Sydney Olympic Park | 10:00am – 01:45pm | 2,000 |
| 10km City Ride | North Sydney to Pyrmont | 08:00am – 11:00am | 6,000 |
| Total: | | | 21,000 |

1.2. Contact Names

BICYCLE NSW

Carlijn Kerdijk
Events Director

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E-mail carlijn.kerdijk@bicyclensw.org.au

FAIRFAX EVENTS

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Lauren Camino

Event Manager
Sports Operations

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NSW POLICE -

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

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Mobile 0423 550 887
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Transport for NSW – Transport Management Centre

Karen Crawshaw
Senior Transport Operations Planner
Major Events

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Sin Mrdalj

Transport Operations Planner
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Traffic Contractor – Who Dares Pty Ltd

Greg Mooney
Operations Manager - Major Events

Phone 9569 9922
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E-mail greg@whodares.com.au

Tim Emslie

Events Manager

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E-mail tim@whodares.com.au

1.3. Brief 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

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.

| | | | |
|-----------------|----------------|------------------|-----------------------|
| Sector A | TCP 1 to 21 | Sector W1 | TCP 201 to 207 |
| Sector B | TCP 22 to 25 | Sector W2 | TCP 208 to 216 |
| Sector C | TCP 26 to 37 | Sector W3 | TCP 217 to 232 |
| Sector D | TCP 38 to 54 | Sector W4 | TCP 233 to 239 |
| Sector E | TCP 55 to 67 | Sector W5 | TCP 240 to 242 |
| Sector F | TCP 68 to 77 | Sector W6 | Bike Paths – NO TCP's |
| Sector G | TCP 78 to 91 | Sector W7 | TCP 243 to 255 |
| Sector H | TCP 92 to 97 | | |
| Sector I | TCP 98 to 105 | | |
| Sector J | TCP 106 to 114 | | |
| Sector K | TCP 115 to 119 | | |
| Sector L | 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) | 07:00am – 10:00am |
| Meadowbank Park, Meadowbank | Rest Stop (Challenge & Classic Rides) | 07:30am – 12:30am |
| Parramatta Park, Parramatta | Start Site for River Ride | 09:00am – 10:45pm |
| Rita St & Morgan St Grass, Merrylands | Rest Stop (Challenge Ride) | 08:00am – 01:15pm |
| The Dairy Picnic Area, Western Sydney Parklands | Rest Stop (Challenge Ride) | 08:30am – 11:45am |
| Cathy Freeman Park, Olympic Park | Finish Site for River Ride, Classic Ride, & Challenge Ride | 08:15am – 02:00pm |

1.9. Rider Cut Offs

| Location | Cut Off Time | After Cut Off |
|---|-------------------------------------|---|
| North Sydney Railway Station TCP 2 – Sector A | 08:15am (All North Sydney Rides) | All riders directed onto Harbour Bridge Cycleway to re-join route at Observatory Hill |
| St Leonards Park Start Site TCP 8 – Sector A | 08:30am (All North Sydney Rides) | |
| Mount Street On-Ramp, North Sydney TCP 18 – Sector A | 09:00am (All North Sydney Rides) | |
| King Street & Sussex Street, Sydney TCP 37 – Sector C | 10:00am (All North Sydney Rides) | All riders directed onto Pyrmont Bridge Shared Path to re-join route Pyrmont |
| Murray Street & Darling Drive, Pyrmont TCP 45 – Sector D | 08:50am (Classic Ride) | All Classic Ride participants directed onto City Ride Course towards Pirrama Park |
| Pirrama Park, Pyrmont TCP 48 – Sector D | 10:30am (City Ride) | All riders to bypass Finish Arch and continue straight into Pirrama Park |
| Johnstons Creek Bridge Bicentennial Park, Glebe TCP 68 – Sector E | 09:30am (Classic Ride) | All riders directed towards Jubilee Park Light Rail Stop or Sweep Bus. Riders must remove bib number |
| Richard Murden Reserve, Haberfield TCP 77 – Sector G | 10:00am (Classic Ride) | All riders directed towards Sweep Bus. Riders must remove bib number |
| Halliday Park, Waremba TCP 90 – Sector G | 10:30am (Classic Ride) | |
| Observation Tower Cycleway, Sydney Olympic Park TCP 105 – Sector I | 11:30am (Classic Ride) | All riders directed onto Shortcut route to Cathy Freeman Park |
| Silverwater Bridge, Ermington TCP 118 – Sector K | 09:15am (Challenge Ride) | All Challenge Ride participants directed onto Classic Ride Course towards Cathy Freeman Park |
| Pavilion Flat, Parramatta Park TCP 208 – Sector W2 | 09:35am (Challenge Ride) | All Challenge Ride participants directed into River Ride Start Site. They may join the River Ride back to Cathy Freeman Park at 10:00am |
| Rita St & Morgan St Grass, Merrylands TCP 218 – Sector W3 | 10:00am (Challenge Rides) | All Riders directed to continue straight on M4 Cycleway towards Cathy Freeman Park |
| Pipeline Shared Path, Guildford TCP 230 – Sector W3 | 10:15am (Challenge Ride) | All Riders directed to return to M4 Cycleway and continue towards Cathy Freeman Park |
| Prospect Highway & Lower Canal Cycleway TCP 240 – Sector W5 | 10:50am (Challenge Ride) | All Riders directed to continue east on Lower Canal Cycleway towards finish |
| The Dairy, Western Sydney Parklands Sector W6 | 11:45am (Challenge Ride) | All riders directed towards Sweep Bus. Riders must remove bib number |
| Parramatta Park Start Site TCP 208 – Sector W2 | 10:30am (River Ride) | Any riders arriving late will not be allowed to start under event conditions. Riders must remove bib number |

Rider Cut Offs to be enforced by Bicycle NSW Volunteer Sector Leaders. Sector Leaders will be supported by the Event Staff, Marshals, Who Dares Traffic Controllers or NSW Police that are also positioned at the respective cut off location.

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, Fairfax Events & Entertainment.

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. St Johns Ambulance

| Static Posts | Open | Close | Resourcing |
|--|-------------|--------------|---------------------|
| St Leonards Park, North Sydney | 0600 | 0830 | 2 x Event Responder |
| Pirrama Park, Pyrmont | 0800 | 1245 | 2 x Event Responder |
| Richard Murden Reserve, Haberfield | 0700 | 1000 | 2 x Event Responder |
| Meadowbank Park, Meadowbank | 0730 | 1230 | 2x Event Responder |
| Pavilion Flat, Parramatta Park, Parramatta | 0900 | 1045 | 2 x Event Responder |
| Rita & Morgan St, Merrylands | 0800 | 1315 | 2 x Event Responder |
| Dairy Picnic Area, Western Sydney Parklands | 0845 | 1145 | 2 x Event Responder |
| Cathy Freeman Park, Sydney Olympic Park | 0815 | 1400 | 2 x Event Responder |
| Mobile Teams | Open | Close | Resourcing |
| Area 1: Start to Richard Murden Reserve | 0630 | 1045 | 2 x Event Responder |
| Area 2: Richard Murden Reserve to Silverwater Bridge | 0700 | 1330 | 2 x Event Responder |
| Area 3: Silverwater Bridge to Rita St & Morgan St | 0745 | 1145 | 2 x Event Responder |
| Area 4: Rita St & Morgan St to Sydney Olympic Park / Guildford | 0745 | 1300 | 2 x Event Responder |
| Area 5: Guildford to Woodpark | 0815 | 1245 | 2 x Event Responder |
| Area 6: Western Sydney Parklands | 0845 | 1215 | 2 x Event Responder |
| Command and Communications | Open | Close | Resourcing |
| Cathy Freeman Park, Sydney Olympic Park | 0530 | 1400 | 1 x Commander |
| Police Operations Centre, Surry Hills | 0600 | 1400 | 1 x Liaison Officer |
| St John NSW State Operations Centre, Burwood | 0530 | 1400 | 2 x Comms Officers |

3. TRAFFIC AND TRANSPORT MANAGEMENT

3.1. Road Closures Sunday 13th October 2019

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 13th October 2019

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. Construction, traffic calming and traffic generating developments

Bicycle NSW has 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.

3.5. 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, Property NSW.

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.

3.6. 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.

3.7. 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.

3.8. Public Transport

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

Public transport Information visit 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.

3.9. 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**).

3.10. 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.

3.11. 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

3.12. Sydney Ferries

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

3.13. Light Rail

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

3.14. Free Travel on Trains, Buses & Ferries

Fairfax Events and Bicycle NSW have applied for 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 Transport Pass.

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 Transport Pass 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 18km 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.

3.15. 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

3.16. 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. |

3.17. 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 10 (Overall Event Risk Assessment).

3.18. Bushfire Response Plan

Refer Annex 11

3.19. 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.

3.20. Special Event Clearways Sunday 13th October 2019

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 12.**

3.21. 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.

3.22. Businesses Contacted Directly Regarding Traffic Arrangements

The following businesses have been contacted directly by Bicycle NSW & Who Dares regarding traffic arrangements for the event:

- International Convention Centre (ICC)
- Ibis Sydney Darling Harbour
- Novotel Sydney on Darling Harbour
- Harbourside Shopping Centre
- Maritime Museum
- The Star

3.23. Flood Contingency Arrangements

There are several locations along the course that can become flood affected during high rainfall. Contingency routes have been highlighted for each of these locations along with a redeployment plan for the wayfinding volunteers. Additional resources from NSW Police may be required on these contingency routes and will be arranged as required by the Police Commander in the GCC on the event day.

Refer Annex 13 (Flood Contingency TCPs)

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

Bicycle NSW will arrange for all residents to be notified of the event via:

- 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

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

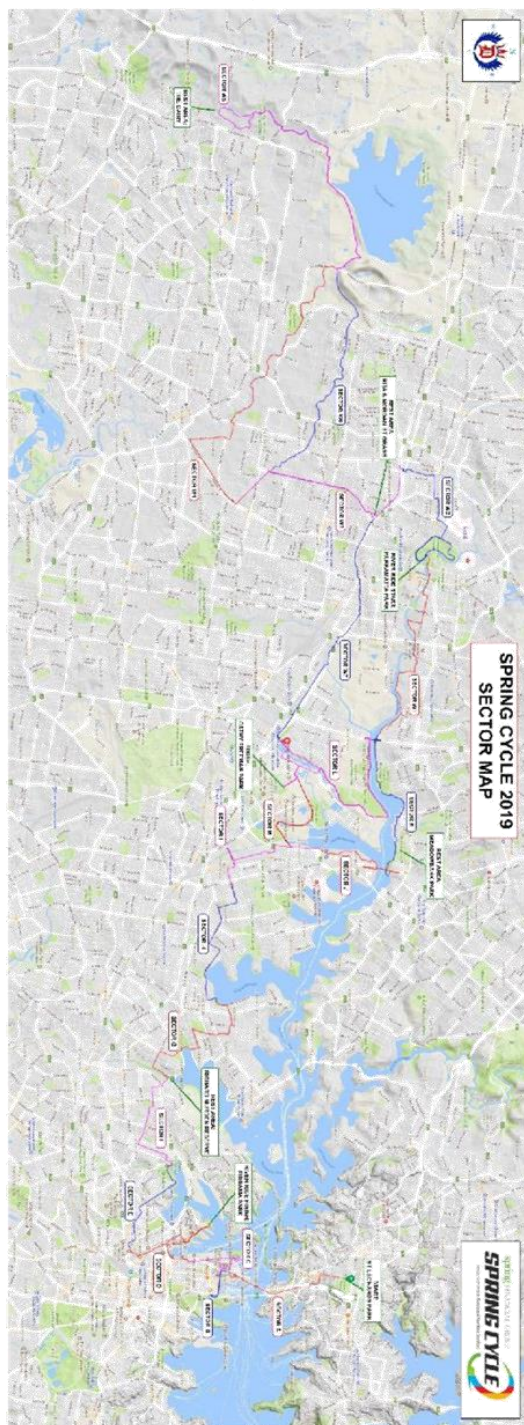
- Annex 1 – Event Route Map
- Annex 2 – Event Route Cues and Estimated Rider Timings
- Annex 3 – Event Route Signage
- Annex 4 – Traffic Control Measures Checklist
- Annex 5 – Public Liability Insurance
- Annex 6 – Rider Safety Briefing
- Annex 7 – Emergency Response Plan
- Annex 8 – State Transit’s “Operational Arrangements - Spring Cycle”
- Annex 9 – Sydney Trains’ Train Plan
- Annex 10 – Event Overall Risk Management Plan
- Annex 11 – Bushfire Response Plan
- Annex 12 – Special Event Clearways
- Annex 13 – Flood Contingency TCPs
- 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

EVENT ROUTE MAP

ANNEX 1



Annex 2

| SPRING CYCLE 2019 | | | | | | | | | |
|---|----------|---|---------------------------------|-------------------------------|-------------|-----------------|---------|------------|--------------------|
| 10KM CITY RIDE - ROUTE CUES | | | | | | | | | |
| Distance | Type | Notes | Arrival of First Rider (20km/h) | Arrival of Last Rider (5km/h) | Ride Sector | Event Personnel | | | |
| | | | | | | BNSW Marshal | BNSW TC | NSW Police | Traffic Controller |
| 0 | START | ST LEONARDS PARK | 8:00:00 AM | 8:30:00 AM | A | 2 | | 2 | |
| 0.2 | Straight | Cross Ridge St and continue straight on Miller St | 8:00:36 AM | 8:32:24 AM | A | 2 | | 2 | |
| 0.46 | Straight | Cross McLaren St and continue straight on Miller St | 8:01:23 AM | 8:35:31 AM | A | 2 | | 2 | |
| 0.69 | Left | Turn left onto Berry St | 8:02:04 AM | 8:38:17 AM | A | 2 | | 1 | |
| 0.77 | Straight | At intersection with Denison St, Continue straight on Berry St | 8:02:19 AM | 8:39:14 AM | A | 1 | | | |
| 0.87 | Straight | Cross Walker St and continue Straight on Berry St | 8:02:37 AM | 8:40:26 AM | A | 2 | | 2 | |
| 0.93 | Right | Slight right onto Arthur St | 8:02:47 AM | 8:41:10 AM | A | 2 | | | |
| 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 | |
| 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 | |
| 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 | | | |
| 2.5 | Straight | Continue straight over Harbour Bridge Main Deck | 8:07:30 AM | 9:00:00 AM | A | 1 | | | |
| 3.8 | Left | Veer left to stay on Cahill Expy | 8:11:24 AM | 9:15:36 AM | A | 1 | | 1 | |
| 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 | |
| 4.7 | Right | Sharp Right onto Cahill Expressway ramp towards Harbour Bridge | 8:14:06 AM | 9:26:24 AM | B | 2 | 1 | 2 | |
| 4.97 | Straight | Continue onto Cahill Expy | 8:14:55 AM | 9:29:38 AM | B | | | | |
| 6.01 | Straight | Merge onto Bradfield Hwy | 8:18:02 AM | 9:42:07 AM | C | | | | |
| 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 |
| 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 |
| 6.4 | Straight | Cross Kent St and continue straight onto Argyle Pl | 8:19:12 AM | 9:46:48 AM | C | 1 | 2 | 2 | |
| 6.48 | Straight | Continue onto Dalgety Rd | 8:19:26 AM | 9:47:46 AM | C | 1 | | | 2 |
| 6.67 | Right | Turn Right onto Towns Pl | 8:20:01 AM | 9:50:02 AM | C | | | | 1 |
| 6.81 | Right | Turn right onto Hickson Rd | 8:20:26 AM | 9:51:43 AM | C | | 1 | 2 | |
| 7.6 | Straight | At intersection with Watermans Quay, Continue straight on Hickson Rd | 8:22:48 AM | 10:01:12 AM | C | | | | 1 |
| 7.68 | Straight | Continue onto Sussex St | 8:23:02 AM | 10:02:10 AM | C | | | | 1 |
| 7.8 | Straight | Cross Exchange Pl & continue straight on Sussex St | 8:23:24 AM | 10:03:36 AM | C | | | | |
| 8 | Straight | Cross Erskine St & continue straight on Sussex St | 8:24:00 AM | 10:06:00 AM | C | 1 | | 2 | |
| 8.2 | Right | Turn right onto Western Distributor | 8:24:36 AM | 10:08:24 AM | C | 1 | 1 | | 1 |
| CUT OFF 10:00AM - 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 | | | |
| 9.32 | Straight | Continue Straight onto Pyrmont St | 8:27:58 AM | 10:21:50 AM | D | | | 2 | |
| 9.54 | Right | Turn right onto Pyrmont Bridge Rd | 8:28:37 AM | 10:24:29 AM | D | 1 | | 2 | |
| 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 |
| 9.77 | Left | Turn left onto Murray St | 8:29:19 AM | 10:27:14 AM | D | | 1 | 5 | |
| 9.92 | Left | Murray St veers left and becomes Pirrama Rd | 8:29:46 AM | 10:29:02 AM | D | | 1 | | 1 |
| 10.3 | Straight | Cross Jones Bay Rd and continue Straight on Pirrama Rd | 8:30:54 AM | 10:33:36 AM | D | | | 2 | |
| 10.75 | FINISH | PIRRAMA PARK | 8:32:15 AM | 10:39:00 AM | D | 1 | 1 | | 1 |

Item 11
Attachment 1

| SPRING CYCLE 2019 | | | | | | | | | |
|------------------------------|----------|---|---------------------------------|-------------------------------|-------------|-----------------|--------|------------|-----|
| 18KM RIVER RIDE - ROUTE CUES | | | | | | | | | |
| Distance | Type | Notes | Arrival of First Rider (20km/h) | Arrival of Last Rider (7km/h) | Ride Sector | Event Personnel | | | |
| | | | | | | BSW Marshal | BSW TC | NSW Police | TCP |
| 0 | START | PARRAMATTA PARK | 10:00:00 AM | 10:30:00 AM | W1 | | | | 209 |
| 0.03 | Left | Turn Left onto Byrnes Avenue | 10:00:04 AM | 10:30:10 AM | W1 | | | | 209 |
| 0.18 | Straight | Continue straight onto Railway Parade | 10:00:32 AM | 10:31:33 AM | W1 | | | | 209 |
| 1.14 | Straight | Continue straight onto West Domain Avenue | 10:03:25 AM | 10:39:46 AM | W1 | | | | 210 |
| 1.74 | Straight | Continue straight onto Byrnes Avenue | 10:05:13 AM | 10:44:55 AM | W1 | | | | |
| 2.9 | Left | Turn Left onto Noller Bridge | 10:08:42 AM | 10:54:51 AM | W1 | 1 | | | 208 |
| 2.98 | Right | Turn Right onto Parramatta Valley Cycleway | 10:08:56 AM | 10:55:33 AM | W1 | | | | |
| 3.31 | Straight | Continue straight under O'Connell St to stay on Parramatta Valley Cycleway | 10:09:56 AM | 10:58:22 AM | W1 | 1 | | | 207 |
| 3.57 | Straight | Pass under Marsden St on Parramatta Valley Cycleway | 10:10:43 AM | 11:00:36 AM | W1 | 1 | | | 206 |
| 4.15 | Left | Turn slight left onto Elizabeth Street | 10:12:27 AM | 11:05:34 AM | W1 | | | | 205 |
| 4.28 | Right | Turn right onto Thomas St | 10:12:50 AM | 11:06:41 AM | W1 | | 1 | | 205 |
| 4.74 | Straight | Cross MacArthur St and continue Straight on Thomas St | 10:14:13 AM | 11:10:38 AM | W1 | | | 2 | 204 |
| 5.05 | Right | Turn right onto Morton St | 10:15:09 AM | 11:13:17 AM | W1 | 1 | | | 203 |
| 5.44 | Left | Turn left on Parramatta Valley Cycleway | 10:16:19 AM | 11:16:38 AM | W1 | 1 | | | 203 |
| 6.16 | Right | Turn right to stay on Parramatta Valley Cycleway | 10:18:29 AM | 11:22:48 AM | W1 | | | | |
| 6.3 | Right | Turn right to stay on Parramatta Valley Cycleway | 10:18:54 AM | 11:24:00 AM | W1 | | | | |
| 6.71 | Straight | Cross Brodie St and stay on Parramatta Valley Cycleway | 10:20:08 AM | 11:27:31 AM | W1 | | 1 | | 202 |
| 6.8 | Straight | Cross Alan St and stay on Parramatta Valley Cycleway | 10:20:24 AM | 11:28:17 AM | W1 | | | | 202 |
| 7.17 | Right | Turn Right to stay on Parramatta Valley Cycleway | 10:21:31 AM | 11:31:27 AM | W1 | | 1 | | 201 |
| 8.84 | Right | Turn right at Jean St to stay on Parramatta Valley Cycleway | 10:26:31 AM | 11:45:46 AM | W1 | | | | |
| 9.83 | Left | Turn left onto Silverwater Bridge Ramp | 10:29:29 AM | 11:54:15 AM | K | | 1 | | 118 |
| 9.95 | Right | Turn Right onto Silverwater Bridge Shared Path | 10:29:51 AM | 11:55:17 AM | K | | 1 | | 118 |
| 10.37 | Right | Turn sharp right into Silverwater Park | 10:31:07 AM | 11:58:53 AM | L | | 1 | | 119 |
| 10.42 | Right | Turn Right onto Foreshore Shared Path | 10:31:16 AM | 11:59:19 AM | L | | | | 119 |
| 11.79 | Straight | Continue Straight through Armory Wharf Precinct and continue onto Foreshore Shared Path | 10:35:22 AM | 12:11:03 PM | L | | | | |
| 12.91 | Right | Turn right onto Louise Sauvage Pathway | 10:38:44 AM | 12:20:39 PM | L | 1 | | | |
| 13.94 | Left | Turn left to stay on Louise Sauvage Pathway | 10:41:31 AM | 12:28:28 PM | L | | | | |
| 14.27 | Right | Turn right to stay on Louise Sauvage Pathway | 10:42:49 AM | 12:32:19 PM | L | 1 | | | |
| 15.5 | Straight | Cross Avenue of Oceania and continue Straight on Louise Sauvage Pathway | 10:46:30 AM | 12:42:51 PM | L | | | | |
| 16.19 | Left | Veer left to stay on Louise Sauvage Pathway | 10:48:34 AM | 12:48:46 PM | L | | | | |
| 16.36 | Right | Veer Right to stay on Louise Sauvage Pathway | 10:49:05 AM | 12:50:14 PM | L | | | | |
| 16.56 | Left | Turn left onto John Ian Wing Parade | 10:49:41 AM | 12:51:57 PM | L | | | | |
| 16.87 | Left | Turn left onto Hill Rd | 10:50:37 AM | 12:54:36 PM | L | | | | |
| 17.1 | Straight | At intersection with Old Hill Link, Continue straight on Hill Rd | 10:51:18 AM | 12:56:34 PM | L | 1 | | 3 | 120 |
| 17.42 | Right | Turn right onto Pondage Link | 10:52:16 AM | 12:59:19 PM | L | 1 | | 2 | 121 |
| 17.71 | Left | Turn left onto Edwin Flack Ave | 10:53:08 AM | 1:01:48 PM | L | | | | 121 |
| 17.82 | Right | Turn right onto Olympic Blvd | 10:53:28 AM | 1:02:45 PM | L | | | | |
| 18.25 | FINISH | CATHY FREEMAN PARK | 10:54:45 AM | 1:06:26 PM | L | | | | |

| SPRING CYCLE 2019 | | | | | | | | | | |
|--|-----------|---|---------------------------------|--------------------------------|-------------|-----------------|---------|------------|--------------------|-----|
| 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 | | 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 | Veel 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 | | | | | 27 |
| 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 | 27 |
| 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 | 28 |
| 6.4 | Straight | Cross Kent St and continue straight onto Argyle Pl | 7:12:48 AM | 8:28:24 AM | C | 1 | 2 | 2 | | 29 |
| 6.47 | Straight | Continue onto Dalgety Rd | 7:12:56 AM | 8:28:49 AM | C | 1 | | | 2 | 30 |
| 6.67 | Right | Turn Right onto Towns Pl | 7:13:20 AM | 8:30:01 AM | C | | | | | 30 |
| 6.8 | Right | Turn right onto Hickson Rd | 7:13:36 AM | 8:30:48 AM | C | | 1 | 2 | | 30 |
| 7.6 | Straight | At intersection with Watermans Quay, Continue straight on Hickson Rd | 7:15:12 AM | 8:35:36 AM | C | | | | 1 | 31 |
| 7.64 | Straight | Continue onto Sussex St | 7:15:17 AM | 8:35:50 AM | C | | | | 1 | 32 |
| 7.8 | Straight | Cross Exchange Pl & continue straight on Sussex St | 7:15:36 AM | 8:36:48 AM | C | | | | | 34 |
| 8 | Straight | Cross Erskine St & continue straight on Sussex St | 7:16:00 AM | 8:38:00 AM | C | 1 | | 2 | | 35 |
| 8.2 | Right | Turn right onto Western Distributor | 7:16:24 AM | 8:39:12 AM | C | 1 | 1 | | 1 | 36 |
| 9.03 | Right | Veel Right onto Pyrmont St Slip Road | 7:18:04 AM | 8:44:11 AM | D | 1 | | | | 37 |
| 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 Wilgram 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 Towsteth 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 Rd, 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 into Jubilee Park Path | 7:28:23 AM | 9:15:08 AM | E | | 1 | | | 67 |
| 14.49 | Straight | Cross Johnstons Creek on bridge and continue straight on shared path | 7:28:59 AM | 9:16:56 AM | E | | 1 | | | 68 |
| CUT OFF | | | | | | | | | | |
| 9:30AM - Any Riders reaching this point after 9:30am will be directed up to the Jubilee Park Lighttrail Station | | | | | | | | | | |
| 14.53 | Right | Turn right towards Chapman Rd | 7:29:04 AM | 9:17:11 AM | F | | | | | 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 Balmaln 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 |



| 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 | |
| 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 |
| 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 Wareemba 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 |
| CUT OFF 10:30AM - Any Riders reaching this point after 10:30am will be transported to North Strathfield Railway Station by the Sweep Bus | | | | | | | | | | |
| 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 | | | | |
| CUT OFF 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 Silverswater Bridge Path | 8:20:55 AM | 12:12:46 PM | K | | 1 | | | 118 |
| 40.59 | Right | Turn right to stay on Silverswater Bridge path | 8:21:11 AM | 12:13:32 PM | K | | 1 | | | 118 |
| 41.01 | Right | Turn right into Silverswater 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 Ozania 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 2019 | | | | | | | | | | |
|-----------------------------------|-----------|---|---------------------------------|--------------------------------|-------------|-----------------|---------|------------|------------------------|-----|
| 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 |
| 0 | START | ST LEONARDS PARK | 6:30:00 AM | 6:45:00 AM | A | 2 | | 2 | | 8 |
| 0.23 | Straight | Cross Ridge St and continue straight on Miller St | 6:30:28 AM | 6:45:46 AM | A | 2 | | 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 | Veer 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 | 6:39:56 AM | 7:01:32 AM | B | | | | | 24 |
| 6.01 | Straight | Merge onto Bradfield Hwy | 6:42:01 AM | 7:05:02 AM | C | | | | | 27 |
| 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 | 27 |
| 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 | 6:42:38 AM | 7:06:04 AM | C | | | 1 | 1 | 28 |
| 6.4 | Straight | Cross Kent St and continue straight onto Argyle Pl | 6:42:48 AM | 7:06:20 AM | C | 1 | 2 | 2 | | 29 |
| 6.48 | Straight | Continue onto Dalgety Rd | 6:42:58 AM | 7:06:36 AM | C | 1 | | | 2 | 30 |
| 6.69 | Right | Turn Right onto Towns Pl | 6:43:23 AM | 7:07:18 AM | C | | | | 1 | 30 |
| 6.85 | Right | Turn right onto Hickson Rd | 6:43:42 AM | 7:07:50 AM | C | | 1 | 2 | | 30 |
| 7.59 | Straight | At intersection with Watermans Quay, Continue straight on Hickson Rd | 6:45:11 AM | 7:10:18 AM | C | | | | 1 | 31 |
| 7.69 | Straight | Continue onto Sussex St | 6:45:23 AM | 7:10:38 AM | C | | | | 1 | 32 |
| 7.82 | Straight | Cross Exchange Pl & continue straight on Sussex St | 6:45:38 AM | 7:11:04 AM | C | | | | | 34 |
| 7.99 | Straight | Cross Erskine St & continue straight on Sussex St | 6:45:59 AM | 7:11:38 AM | C | 1 | | 2 | | 35 |
| 8.2 | Right | Turn Right onto Western Distributor | 6:46:24 AM | 7:12:20 AM | C | 1 | 1 | | 1 | 36 |
| 9.03 | Right | Veer Right onto Pyrmont St Slip Road | 6:48:04 AM | 7:15:06 AM | D | 1 | | | | 37 |
| 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 Ullmer Rd | 6:52:17 AM | 7:22:08 AM | D | | | | | 53 |
| 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 Wattle 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 | | | | | 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 | | | 2 | | 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 Toxteth 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 Eglington 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 | 7:32:10 AM | E | | 1 | | | 67 |
| 14.49 | Straight | Cross Johnstons Creek on bridge and continue straight on shared path | 6:58:59 AM | 7:33:18 AM | E | | 1 | | | 68 |
| 14.54 | Right | Turn right towards Chapman Rd | 6:59:05 AM | 7:33:28 AM | F | | | | | 68 |
| 14.67 | Right | Turn right onto Chagman 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 Waynton 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 | 7:02:39 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 | RICHARD MURDEN RESERVE | 7:07:01 AM | 7:51:42 AM | G | | | | | 77 |
| 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 | | | | | 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 Timbrell 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 Barnstable 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 Wareemba 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 Wyomston Parade | 7:16:19 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 |



| 105KM CHALLENGE RIDE - ROUTE CUES | | | | | | | | | | |
|--|-----------|---|---------------------------------|--------------------------------|-------------|-----------------|---------|------------|------------------------|-----|
| Distance | Type | Notes | Arrival of First Rider (30km/h) | Arrival of Last Rider (18km/h) | Ride Sector | Event Personnel | | | | TCP |
| | | | | | | BNSW Marshal | BNSW TC | NSW Police | RMS Traffic Controller | |
| 24.23 | Straight | At intersection with Harris Rd, Continue straight on Lyons Rd West | 7:18:28 AM | 8:10:46 AM | H | | | | | 93 |
| 25.34 | Straight | Continue onto Crane St | 7:20:41 AM | 8:14:28 AM | H | | | | | |
| 26.02 | 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 Paterson St | 7:23:53 AM | 8:18:09 AM | H | 1 | | | | 95 |
| 26.8 | Right | Turn right onto Flavela 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 Witton 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 | 7:43:20 AM | 8:51:30 AM | K | | | | | |
| 36.97 | Left | Turn left to stay on Parramatta Valley Cycleway | 7:43:56 AM | 8:51:14 AM | K | | | | | 116 |
| 37.08 | Left | Turn left onto Lancaster Ave | 7:44:10 AM | 8:51:36 AM | K | | 1 | | | 116 |
| 37.48 | Left | Turn left onto Parramatta Valley Cycleway | 7:44:58 AM | 8:51:56 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 |
| 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 | | | | | | | | | | |
| 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 | 9:20:26 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 |
| 46.76 | Straight | Continue Straight under Marsden St to stay on Parramatta Valley Cycleway | 8:03:34 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 Nollan 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 |
| 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 | | | | | | | | | | |
| 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 Laneway | 8:10:16 AM | 9:42:06 AM | W2 | 1 | | | | 213 |
| 50.22 | Right | Turn right onto Grand Ave | 8:10:26 AM | 9:42:14 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 Lytton 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 | | | | |
| 52.09 | Left | Turn left onto M4 Shared Path | 8:14:11 AM | 9:48:38 AM | W3 | 1 | | | | |
| 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 |
| 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 | | | | | | | | | | |
| 53.77 | REST STOP | RITA & MORGAN STREET GRASS | 8:17:32 AM | 9:54:14 AM | W3 | | | | | 218 |
| 53.8 | Left | Turn left onto Rita Street | 8:17:36 AM | 9:54:20 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 Hilltop 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 |
| CUT OFF 10:15AM - Any Riders reaching this point after 10:15am will be directed back up Fowlers Road towards the M4 Shared Path | | | | | | | | | | |

| 105KM CHALLENGE RIDE - ROUTE CUES | | | | | | | | | | |
|---|-----------|---|---------------------------------|--------------------------------|-------------|-----------------|---------|------------|------------------------|-----|
| Distance | Type | Notes | Arrival of First Rider (30km/h) | Arrival of Last Rider (18km/h) | Ride Sector | Event Personnel | | | | TCP |
| | | | | | | BNSW Marshal | BNSW TC | NSW Police | RMS Traffic Controller | |
| 57.43 | Straight | Cross Harris St and continue straight on Pipeline Shared Path | 8:24:52 AM | 10:11:26 AM | W3 | | 1 | | | 231 |
| 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 |
| 59.19 | Left | Veel 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 | 8:38:23 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 | | | 2 | 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 | 11:11:44 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 | | | 2 | 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 | Veel 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 Hawkview 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 Keryons 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 | RITA & MORGAN STREET GRASS | 9:40:47 AM | 12:27:58 PM | W3 | | | | | 218 |
| 95.42 | Right | Turn right onto M4 Shared Path | 9:40:50 AM | 12:28:04 PM | W3 | 1 | | | | 218 |
| 95.55 | 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 | 1:00:34 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 | 121 |
| 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 2019
Route Signage Plan

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 |
|---|-----|----|-----------------|
| Separation | | | |
| 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? | | | |
| Vehicle routes | | | |
| 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? | | | |
| Pedestrian routes | | | |
| 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? | | | |

| CONSIDER THE FOLLOWING | Yes | No | Comments Action |
|--|-----|----|-----------------|
| Are pedestrian walkways well maintained? | | | |
| Vehicle movement | | | |
| 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? | | | |
| Signs | | | |
| 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? | | | |
| Warning devices | | | |
| Are flashing lights, sensors and reversing alarms installed on powered mobile plant? | | | |
| Information, training and supervision | | | |
| 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? | | | |
| Personal Protective Equipment | | | |
| Is PPE like high visibility clothing provided and used where necessary? | | | |
| Vehicle safety | | | |
| 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? | | | |

PUBLIC LIABILITY INSURANCE


Cory Ormsby
Principal
Marsh Pty Ltd
ABN 86 004 651 512
One International Towers
100 Barangaroo Avenue
SYDNEY NSW 2000
PO Box H176
AUSTRALIA SQUARE NSW 1215
02 8864 8642 Fax 02 8864 8062
Cory.ormsby@marsh.com
www.marsh.com.au

30 November 2018

Certificate of Currency

Public & Products Liability

This certificate is issued as a matter of information only and confers no rights upon the holder. It does not amend, extend or alter the coverage afforded by the policy/policies listed. It is provided as a summary only of the cover provided and is current only at the date of issue. For full particulars, reference must be made to the current policy wording.

| | |
|-------------------------------|--|
| Insurer: | Chubb Insurance Company of Australia Limited |
| Policy Number: | 93389698 |
| Insured: | Fairfax Media Limited and its/their subsidiary and related bodies corporate, as defined in the Corporations Act 2001, controlled entities and other entities for which the Insured has assumed an obligation to arrange insurance (including those acquired or incorporated during the Period of Insurance) for their respective rights, titles and interests. |
| Period of Insurance: | From 4:00pm Australian Eastern Standard Time on 30 November 2018 To 4:00pm Australian Eastern Standard Time on 30 November 2019 |
| Interest Insured: | Legal Liability to pay compensation by reason of Injury (as defined in Policy) or Damage happening during the period of insurance as a result of an occurrence and in connection with the Insured's business or from products manufactured. |
| Geographical Limits: | Anywhere in the world excluding the USA and Canada. |
| Limit(s) of Liability: | \$20,000,000 any one Occurrence in respect to Public Liability \$20,000,000 any one occurrence and in the annual aggregate in respect of Products, Advertising Injury and Pollution Liability. |

In accordance with the ongoing commitment by Marsh to quality management philosophies, this certificate has been verified for accuracy of content by:



Cory Ormsby
Principal – Risk Management

Date: 30 November 2018

If this communication contains personal information we expect you to treat that information in accordance with the Australian Privacy Act 1988 (Cth) or equivalent. You must advise us if you cannot comply.

LEADERSHIP. KNOWLEDGE. SOLUTIONS...WORLDWIDE.



RIDER SAFETY BRIEFING

For your Safety

To ensure that you and your fellow riders have an enjoyable and safe 2019 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 Pyrmont. So riders from the age of 12 will be sharing the road with LIVE traffic from Pyrmont 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

ANNEX 7

Refer Fairfax Event Emergency Management Plan

STATE TRANSIT'S "OPERATIONAL ARRANGEMENTS – SPRING CYCLE" ANNEX 8

Attach When Available

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 OVERALL RISK MANAGEMENT PLAN

ANNEX 10

Refer Fairfax Risk & Safety Management Plan

BUSHFIRE RESPONSE PLAN

ANNEX 11

Refer Fairfax Event Emergency Management Plan

ANNEX 12
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)

ANNEX 13

FLOOD CONTINGENCY TCPs

**SPRING CYCLE
FLOOD CONTINGENCY TCPs
SUNDAY 13th OCTOBER 2019**

**THESE TCPs TO ONLY BE IMPLEMENTED IF
FLOODWATERS IMPACT ON THE EVENT ROUTE**

TCP F01 Charles St & Darley Rd LEICHHARDT - Replaces TCP 76
 TCP F02 Thomas St, Elizabeth St & Bike Path PARRAMATTA
 TCP F03 Phillip St & Wilde Ave PARRAMATTA
 TCP F04 Phillip St & Erby Pl PARRAMATTA
 TCP F05 Phillip St & Marsden St PARRAMATTA
 TCP F06 Marsden St & Bike Path PARRAMATTA
 TCP F07 Cumberland Hwy & Prospect Ck Cycleway SMITHFIELD
 TCP F08 Gipps Rd & Prospect Ck Cycleway SMITHFIELD - Replaces TCP 238

- Replaces TCPs 205 & 206

Who Dares

Version 1.0
Revised 16 May 19

IF REQUIRED
This TCP to replace TCP 76

Legend:
 POLICE
 TMC PD
 VOLUNTEER WOV RIDER
 RD PD
 CYCLE ROUTE
 Outbound
 Inbound
 River Ride
 Contingency Route

Additional course directional sign to be added if contingency is required

Staff On-Site:

| AGENCY | PRIMARY TASK | SECONDARY TASK | TIME | STAFF ON-SITE |
|---|--|-----------------------------|-------------|---------------|
| POLICE | Supply set up & remove altered road conditions | Stop / Slow Traffic Control | 0630 - 0905 | 3 |
| BNSW WOV FINDING VOLUNTEERS BNSW WOV TCPs | Monitor Cyclists | | 0715 - 1115 | 1 |

**BICYCLE NSW
SPRING CYCLE 2019
FLOOD CONTINGENCIES
Charles St & Darley Rd LEICHHARDT
Ride Sector F**

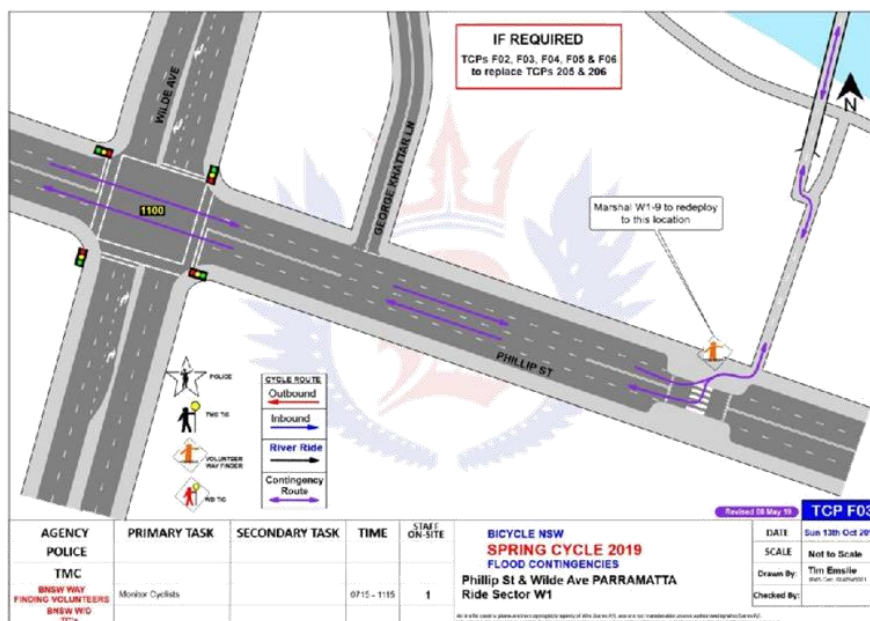
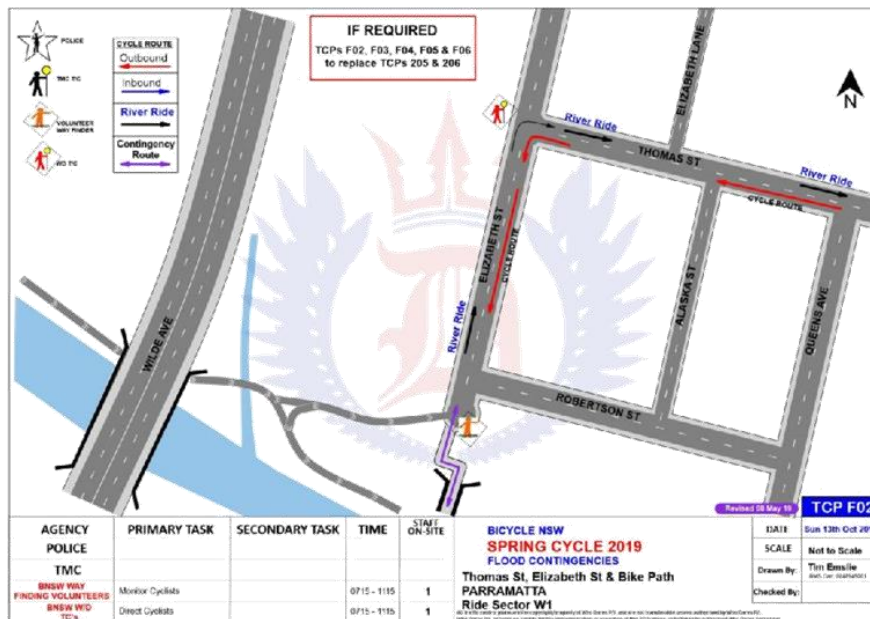
TCP F01

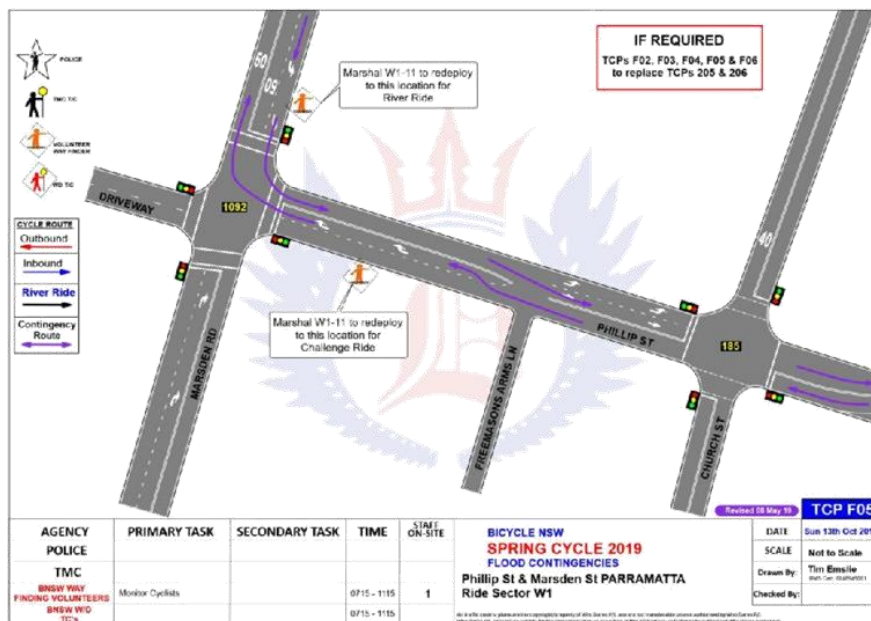
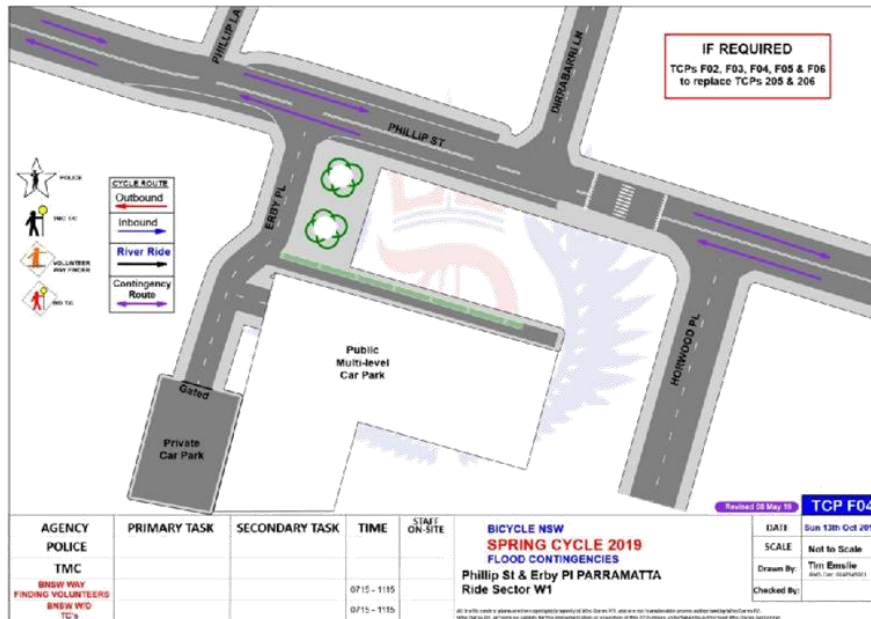
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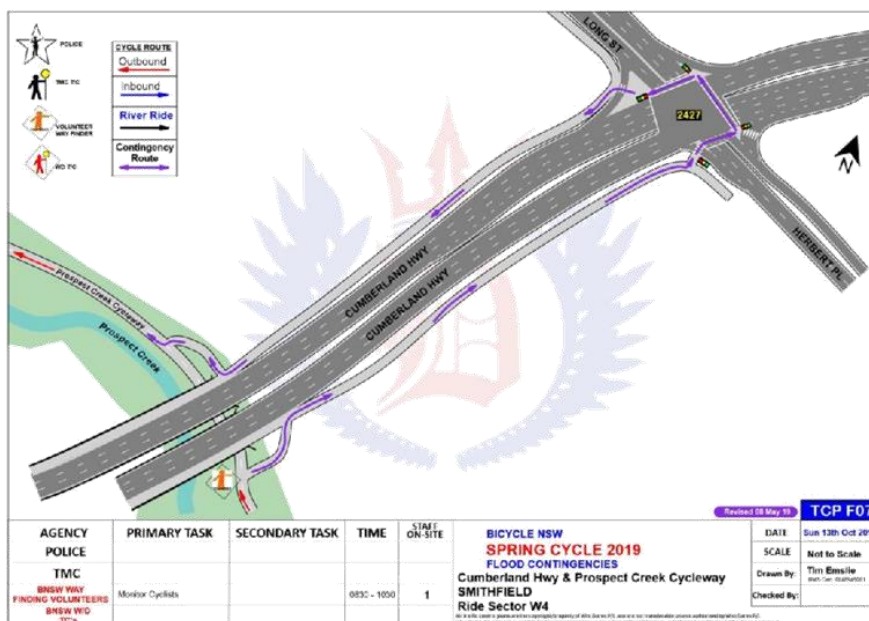
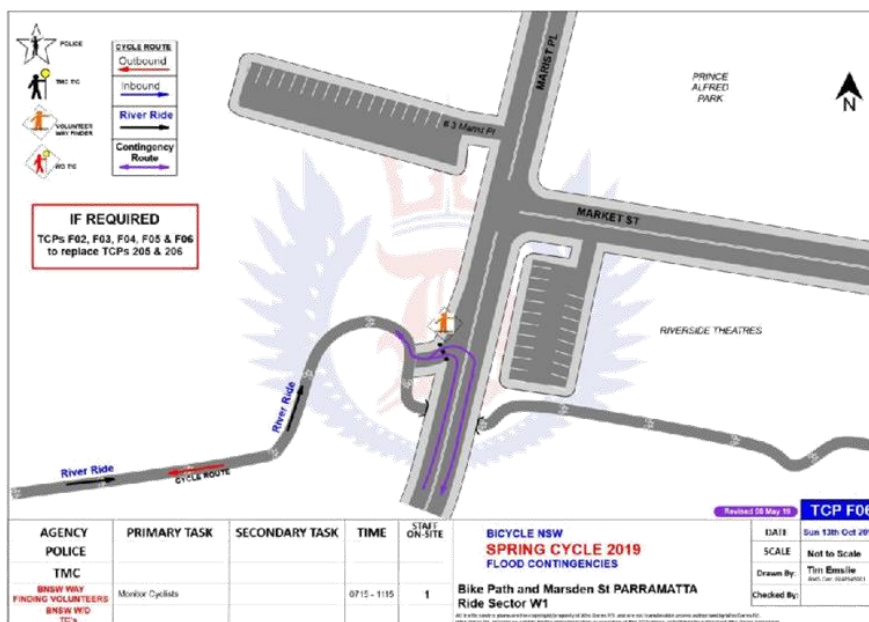
| DATE | SCALE |
|-------------------|--------------|
| Sun 13th Oct 2019 | Not to Scale |

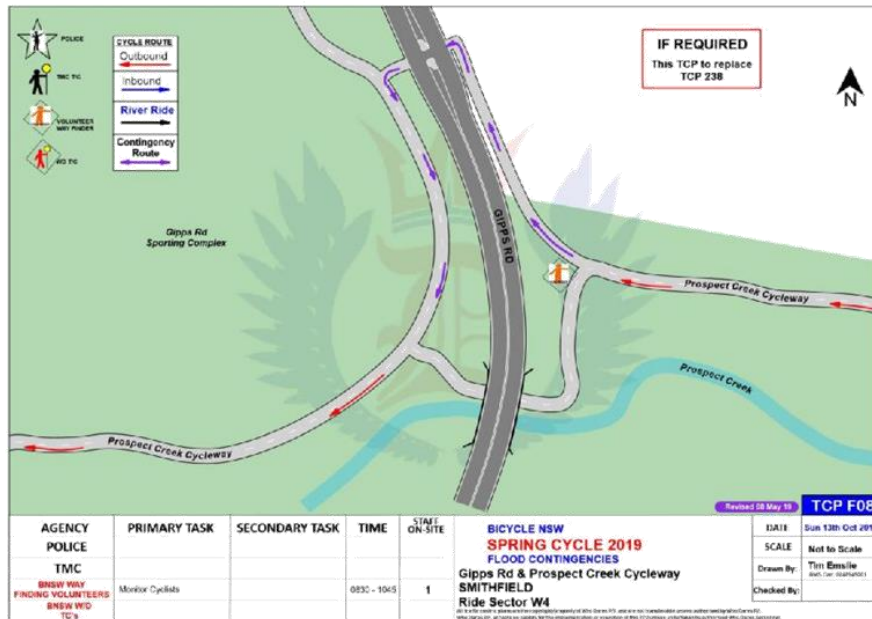
Drawn By: Tim Emslie
Checked By:

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WASTE MANAGEMENT PLAN

ANNEX 14

Refer Fairfax Event Waste Management Plan

EVENT VMS PLAN

ANNEX 15

Attach TMC VMS Plan When Available

ROAD OCCUPANCY LICENCE (ROL)

ANNEX 16

Attach When Available

VEHICLE ACCESS PASSES

ANNEX 17

Attach When Available

SPRING CYCLE 2019- TCP INDEX

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, Bulivant 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 26.1 Lang 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
 TCP 36.1 King St & Kent St SYDNEY

Ride Sector D

TCP 37 Western Dist & Pyrmont St on ramp PYRMONT
 TCP 38 Harris St & Fig 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

Ride Sector F

TCP 68 Bicentennial Park, The Crescent & Johnston St ANNANDALE
 TCP 69 Johnston St, Weynton St & Annandale St ANNANDALE
 TCP 70 Annandale St, Piper St and Wisdom St ANNANDALE
 TCP 71 Annandale St & Booth St ANNANDALE
 TCP 72 Moore St & Catherine St LEICHHARDT
 TCP 73 Moore St & Balmain 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 Ave & Dobroyd Pde HABERFIELD
 TCP 82 Timbrell Dr & Arthur St HABERFIELD
 TCP 83 Arthur St & First Ave HABERFIELD
 TCP 84 First Ave & 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

Ride Sector H

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 & Flavell St CONCORD
 TCP 97 Flavell St & Wellbank St CONCORD

Ride Sector i

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

Ride Sector J

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

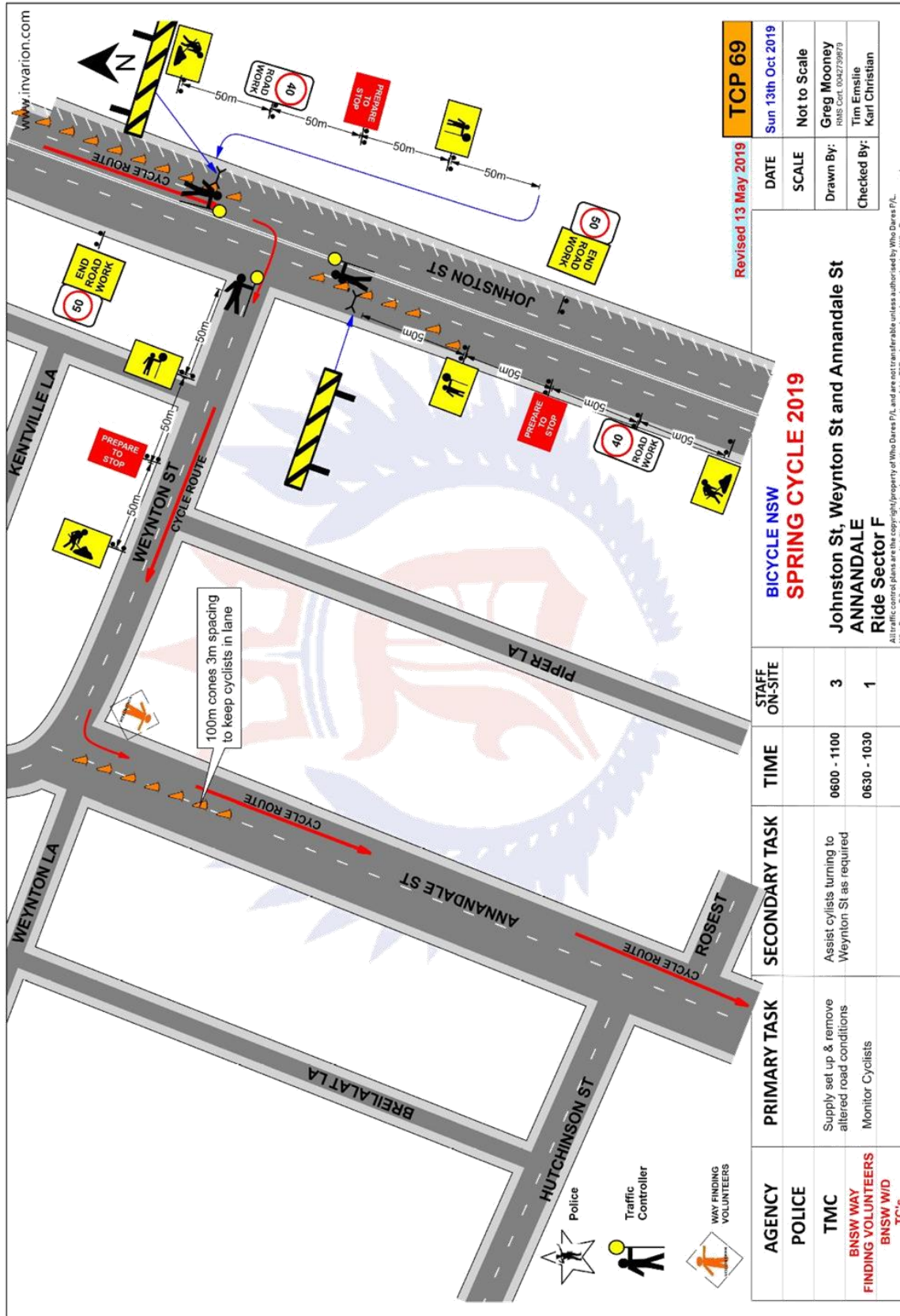
TCP 115 Bowden St & Bay Dr RYDE
 TCP 116 Crowley Cres & Lancaster Ave MELROSE PARK
 TCP 117 Atkins Rd & Gregory St ERMINGTON
 TCP 118 Silverwater Rd at Silverwater Bridge ERMINGTON
 TCP 119 Silverwater Rd at Wilson Park SILVERWATER

Ride Sector L

TCP 120 Hill Rd & Old Hill Rd SYDNEY OLYMPIC PARK
 TCP 121 Hill Rd & Pondage Link Rd SYDNEY OLYMPIC PARK

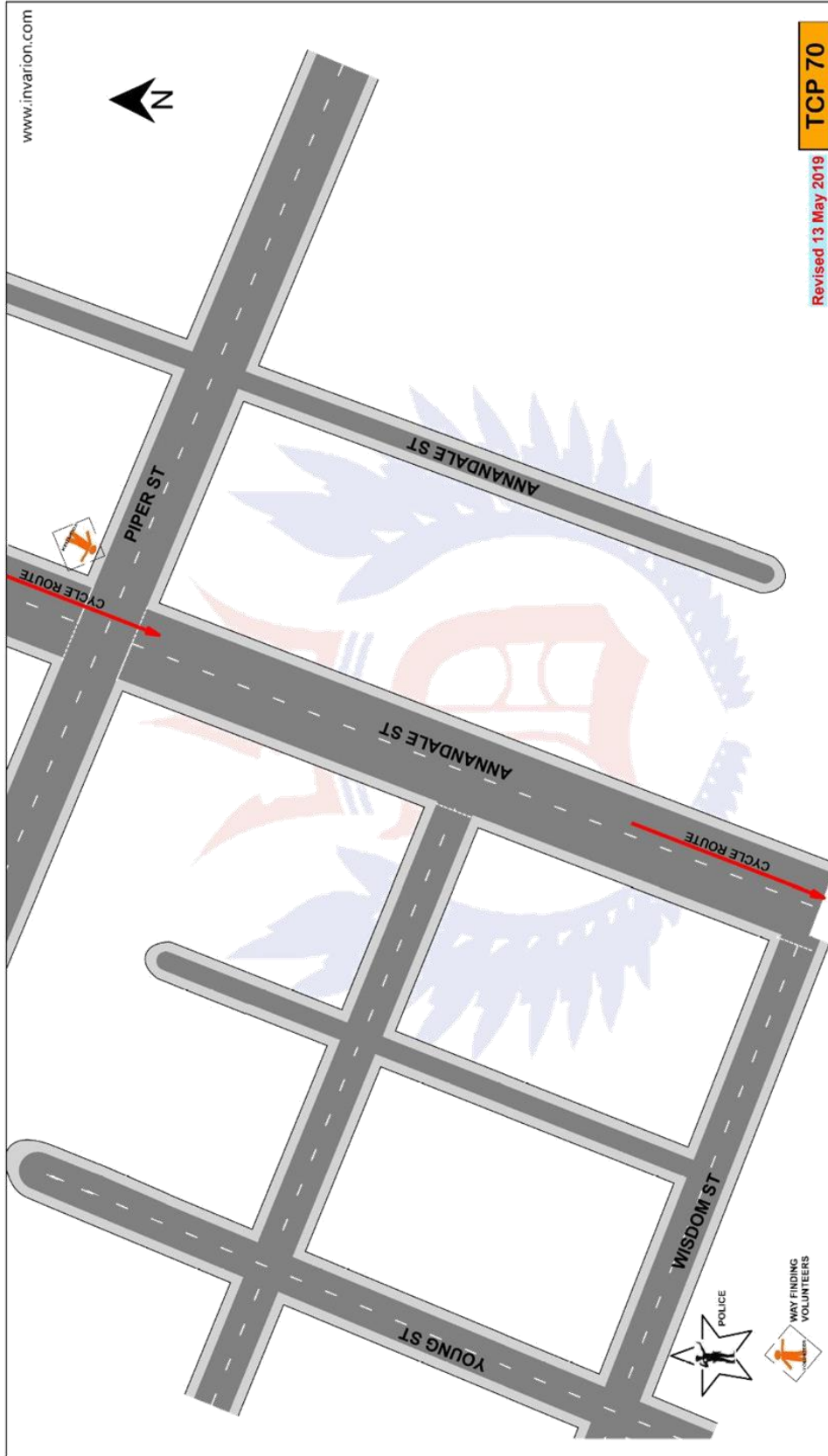
As at 13 May 2019





Item 11

Attachment 2



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Revised 13 May 2019
TCP 70

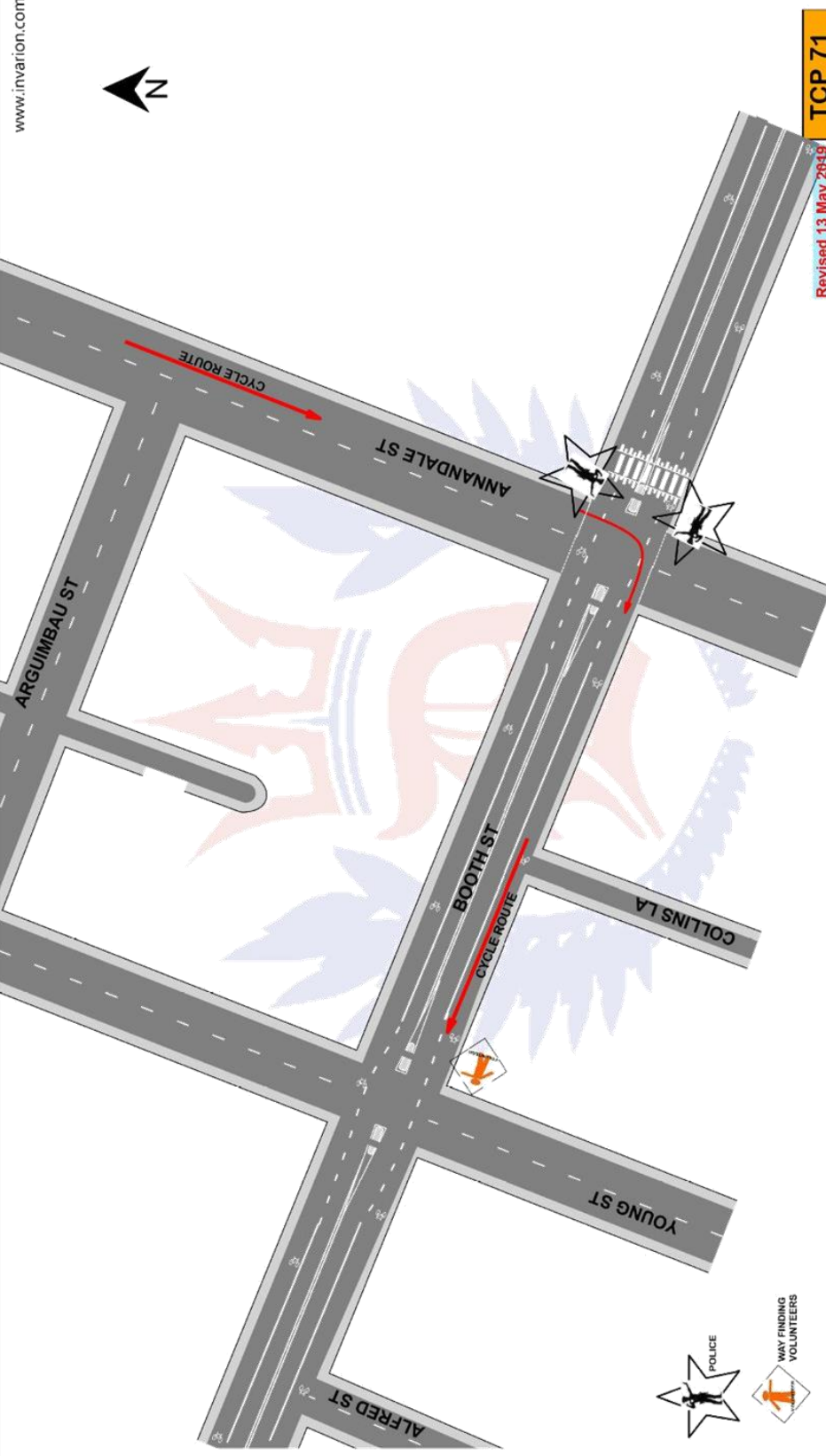
| DATE | SCALE |
|-------------------|--------------|
| Sun 13th Oct 2019 | Not to Scale |

| Drawn By: | Checked By: |
|--|------------------------------|
| Greg Mooney <small>RMS Cert. 0042739879</small> | Tim Emslie Karl Christian |

| AGENCY | PRIMARY TASK | SECONDARY TASK | TIME | STAFF ON-SITE |
|-----------------------------|------------------|----------------|-------------|---------------|
| POLICE | | | | |
| TMC | | | | |
| BNSW WAY FINDING VOLUNTEERS | Monitor Cyclists | | 0630 - 1030 | 1 |
| BNSW WID TC's | | | | |

BICYCLE NSW
SPRING CYCLE 2019
Annandale St, Piper St and Wisdom St,
ANNANDALE
Ride Sector F

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TCP 71

Revised 13 May 2019

BICYCLE NSW

SPRING CYCLE 2019

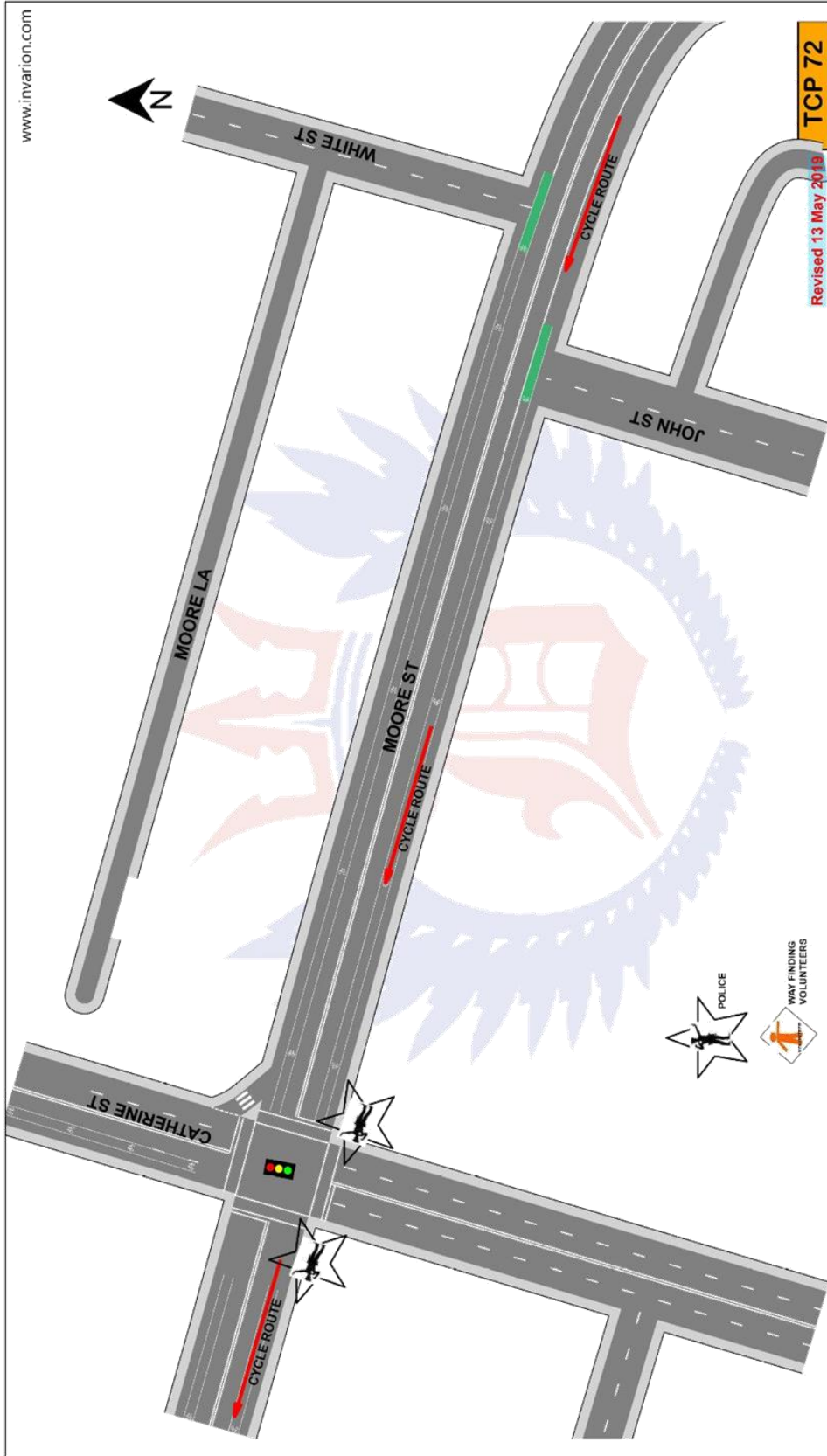
Annandale St and Booth St, ANNANDALE

Ride Sector F

| 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 | Monitor Cyclists | | 0630 - 1030 | 1 |

| DATE | SCALE | Drawn By: | Checked By: |
|-------------------|--------------|------------------------------------|-----------------------------|
| Sun 13th Oct 2019 | Not to Scale | Greg Mooney RMS Cert: 004279879 | Tim Ensle Karl Christian |

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TCP 72

Revised 13 May 2019

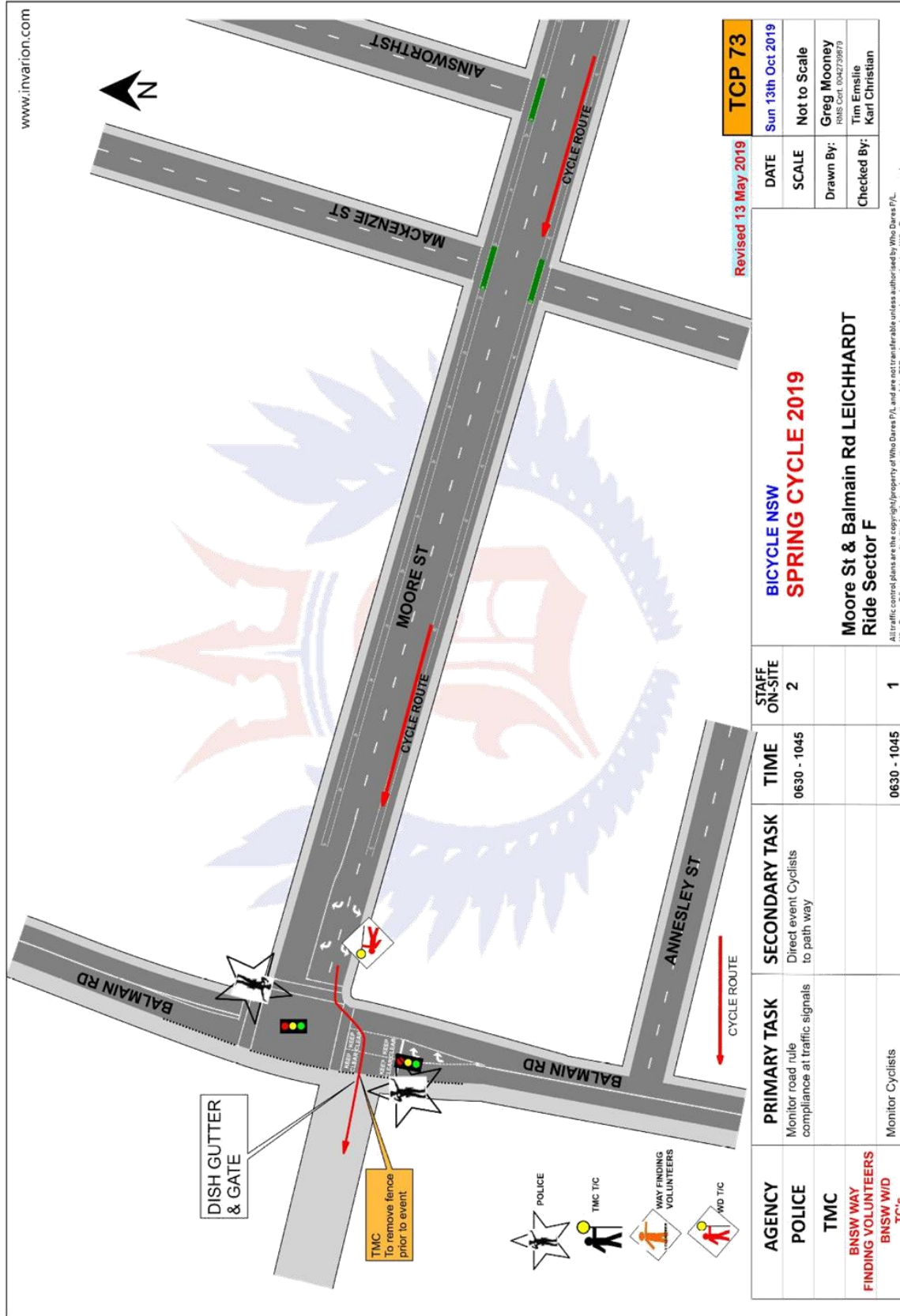
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| Sun 13th Oct 2019 | Not to Scale | Greg Mooney RMS Cert. 0042739879 | Tim Emslie Karl Christian |

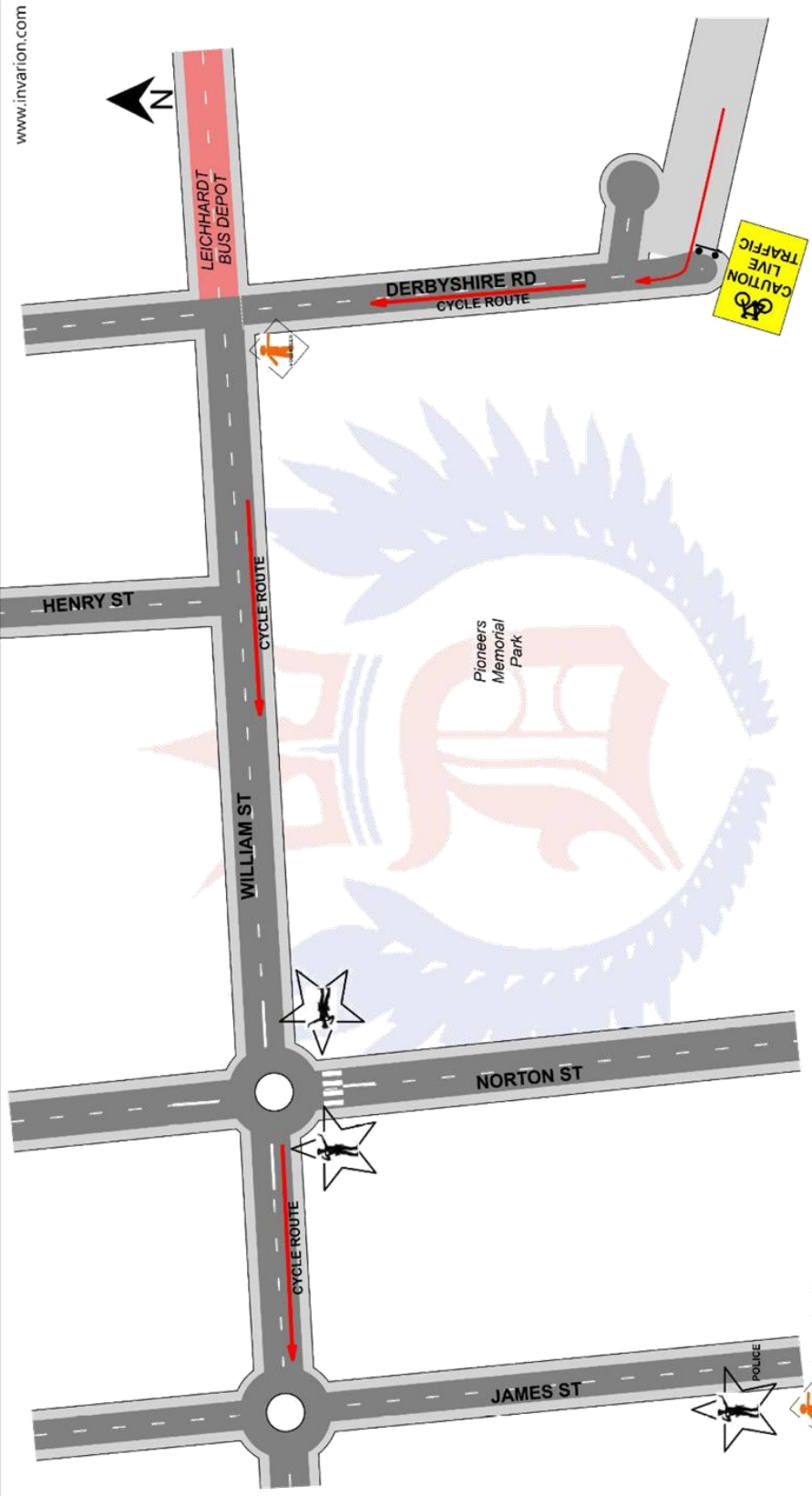
BICYCLE NSW
SPRING CYCLE 2019

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 WAY FINDING VOLUNTEERS | | | | |
| BNSW WID TC's | | | | |





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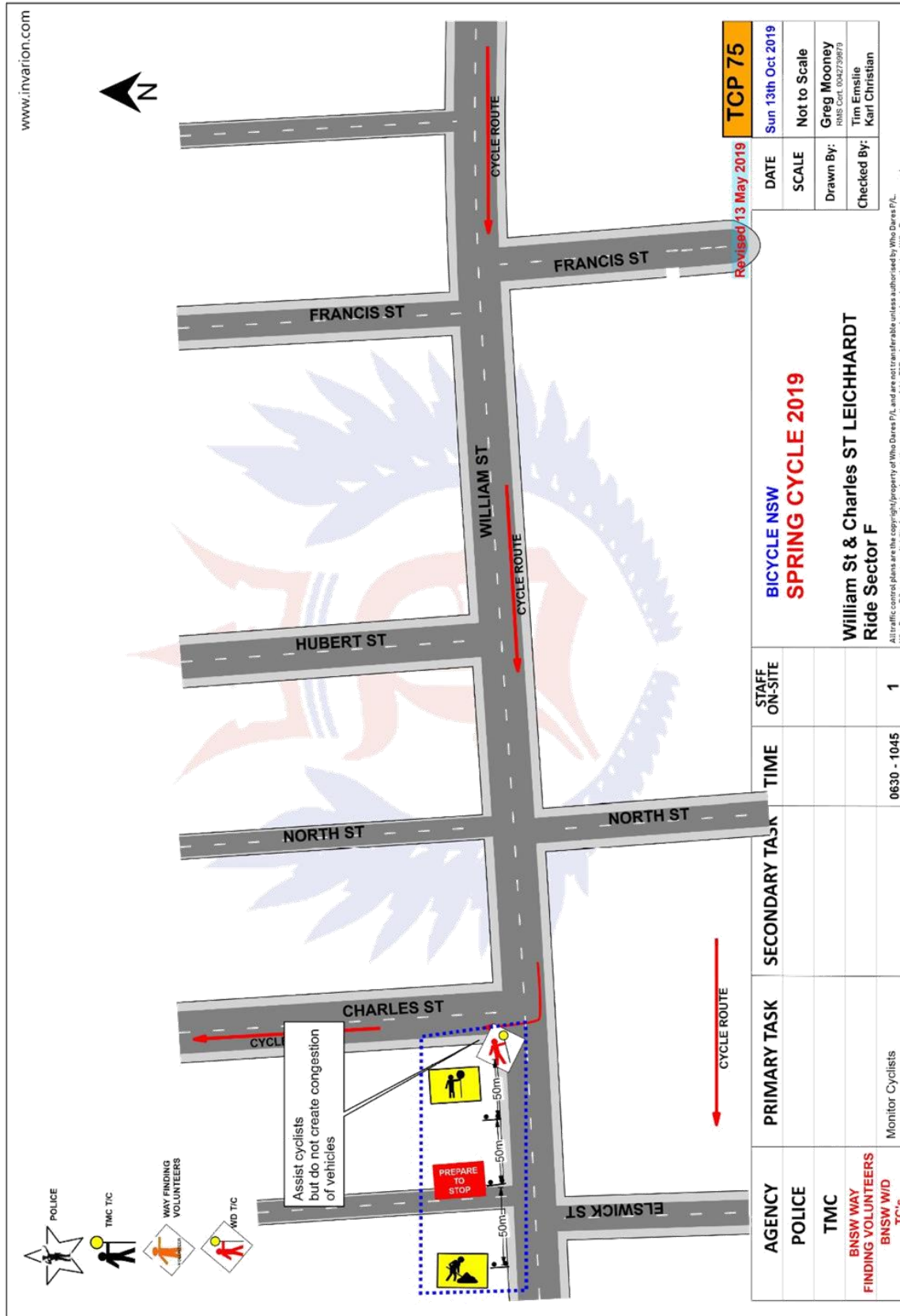
TCP 74
 Revised 13 May 2019

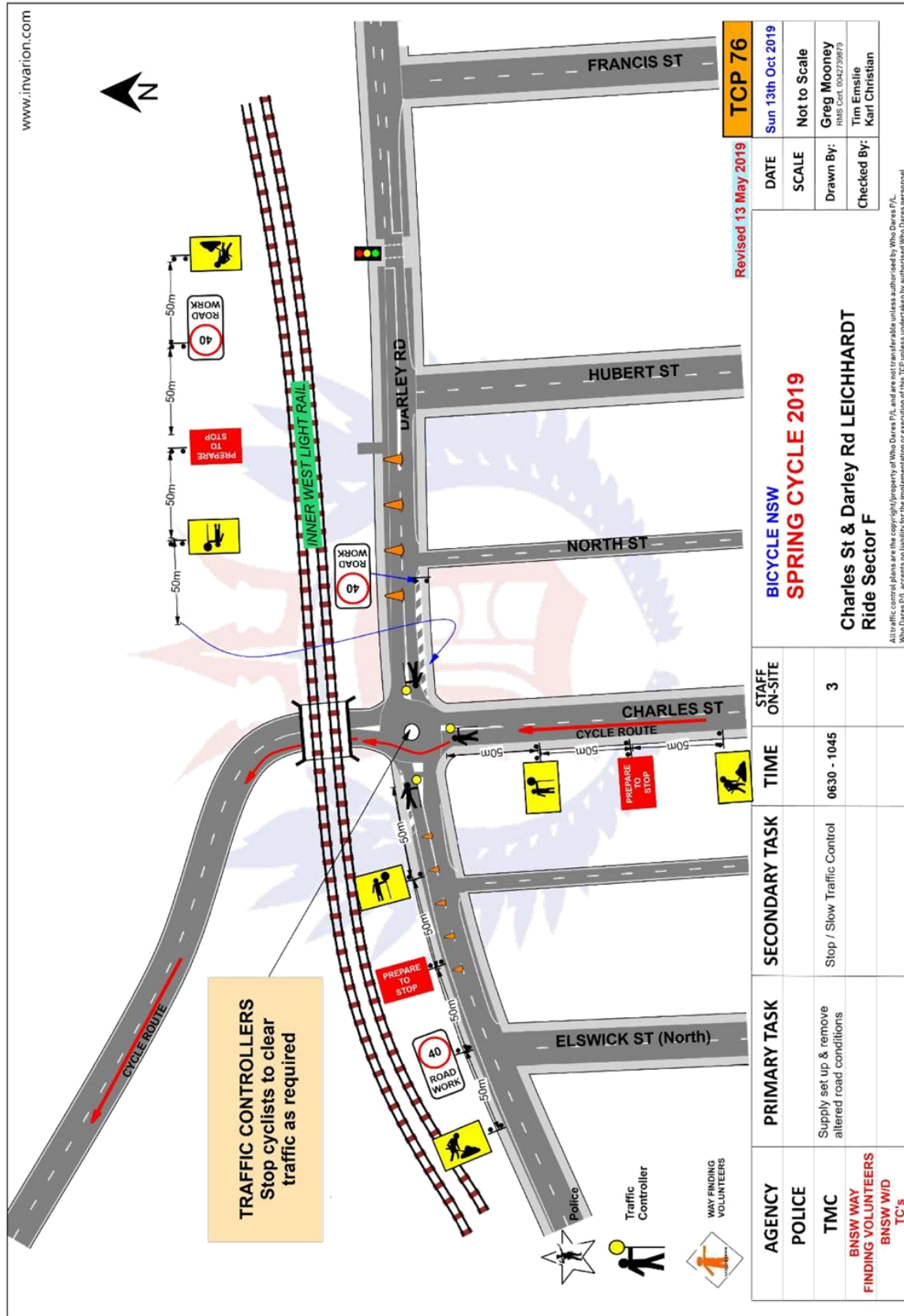
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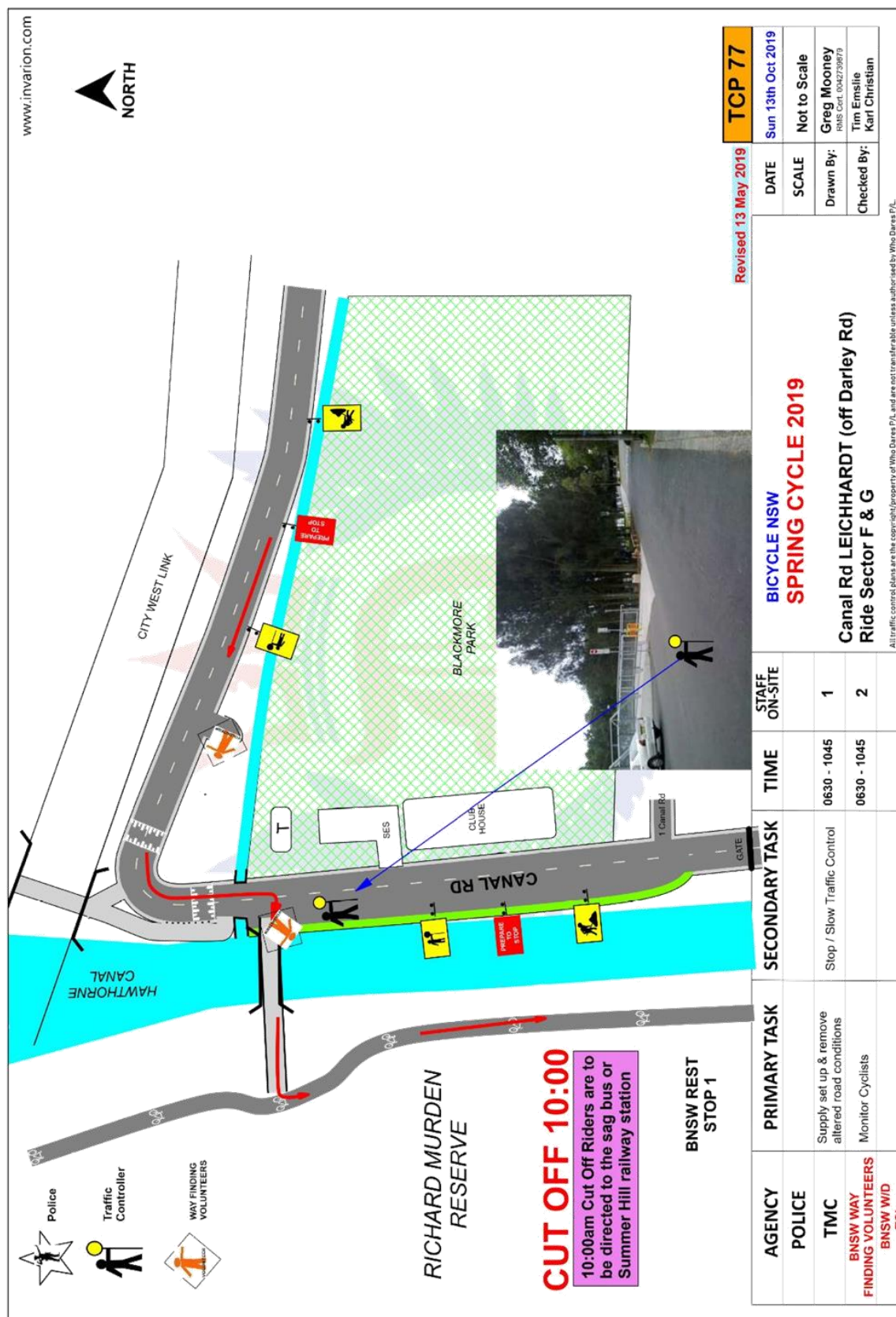
BICYCLE NSW
SPRING CYCLE 2019
William St & Norton St LEICHHARDT
Ride Sector F

| 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 WAY FINDING VOLUNTEERS | Monitor Cyclists | | 0630 - 1045 | 1 |
| BNSW WID TC's | | | | |

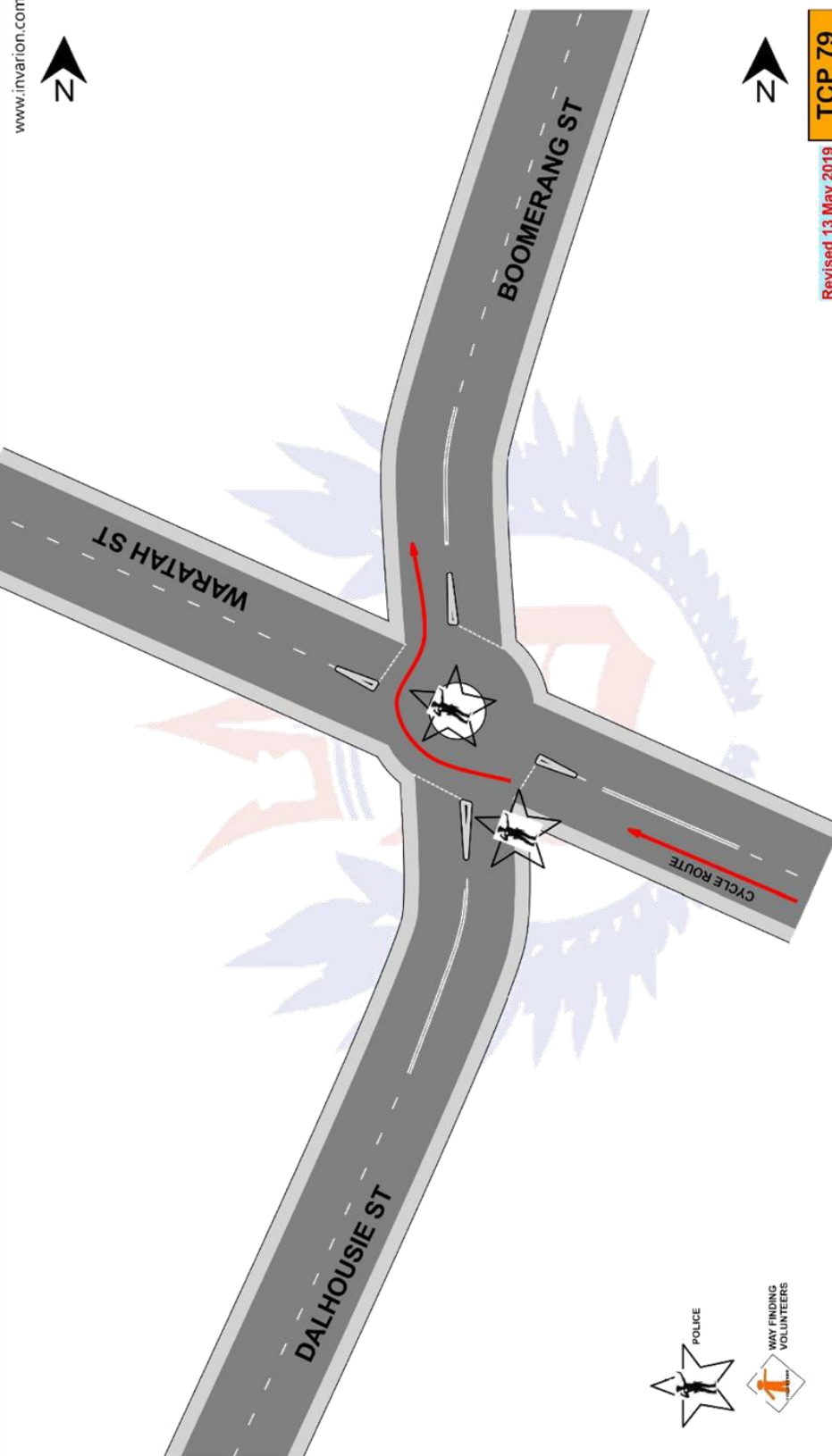
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TCP 79

Revised 13 May 2019

| DATE | SCALE | Drawn By: | Checked By: |
|-------------------|--------------|-----------------------------------|-----------------------------|
| Sun 13th Oct 2019 | Not to Scale | Greg Mooney RHS CRT: 004279879 | Tim Ensle Karl Christian |

BICYCLE NSW
SPRING CYCLE 2019
Dalhousie St, Waratah St and Boomerang St,
HABERFIELD
Ride Sector G

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| AGENCY | PRIMARY TASK | SECONDARY TASK | TIME | STAFF ON-SITE |
|-----------------------------|--|----------------|-------------|---------------|
| POLICE | Monitor road rule compliance at roundabout | | 0630 - 1100 | 2 |
| TMC | | | | |
| BNSW WAY FINDING VOLUNTEERS | | | | |
| BNSW W/D TC's | | | | |

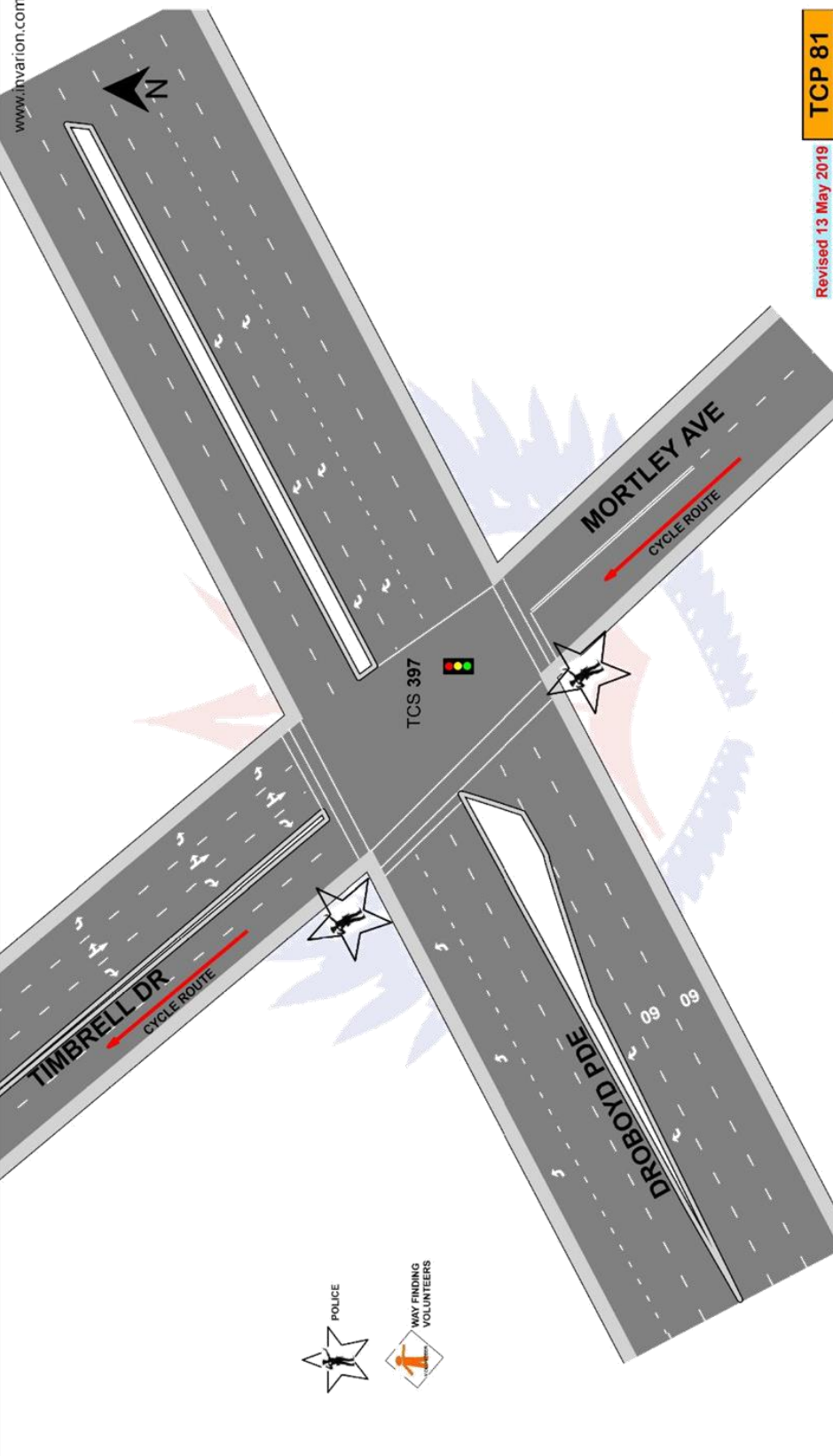
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Revised 13 May 2019

TCP 80

| BICYCLE NSW SPRING CYCLE 2019 | | | | DATE | SCALE | Drawn By: | Checked By: | |
|---|---------------------|-----------------------|-------------|----------------------|--------------|-------------------------------------|------------------------------|--|
| Boomerang St and Mortley Ave, HABERFIELD Ride Sector G | | | | Sun 13th Oct 2019 | Not to Scale | Greg Mooney RMS Cert. 0042739879 | Tim Emslie Karl Christian | |
| AGENCY | PRIMARY TASK | SECONDARY TASK | TIME | STAFF ON-SITE | | | | |
| POLICE | | | | | | | | |
| TMC | | | | | | | | |
| BNSW WAY FINDING VOLUNTEERS | Monitor Cyclists | | | | | | | |
| BNSW WID TC's | | | 0630 - 1100 | 1 | | | | |

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TCS 397

TIMBRELL DR
CYCLE ROUTE

MORTLEY AVE
CYCLE ROUTE

DOBROYD PDE

09 09

POLICE

WAY FINDING VOLUNTEERS

| Revised 13 May 2019 | | | | TCP 81 | |
|------------------------------------|---|-----------------------|-------------|----------------------|--|
| AGENCY | PRIMARY TASK | SECONDARY TASK | TIME | STAFF ON-SITE | |
| POLICE | Monitor road rule compliance at traffic signals | | 0630 - 1100 | 2 | |
| TMC | | | | | |
| BNSW WAY FINDING VOLUNTEERS | | | | | |
| BNSW W/D TC's | | | | | |

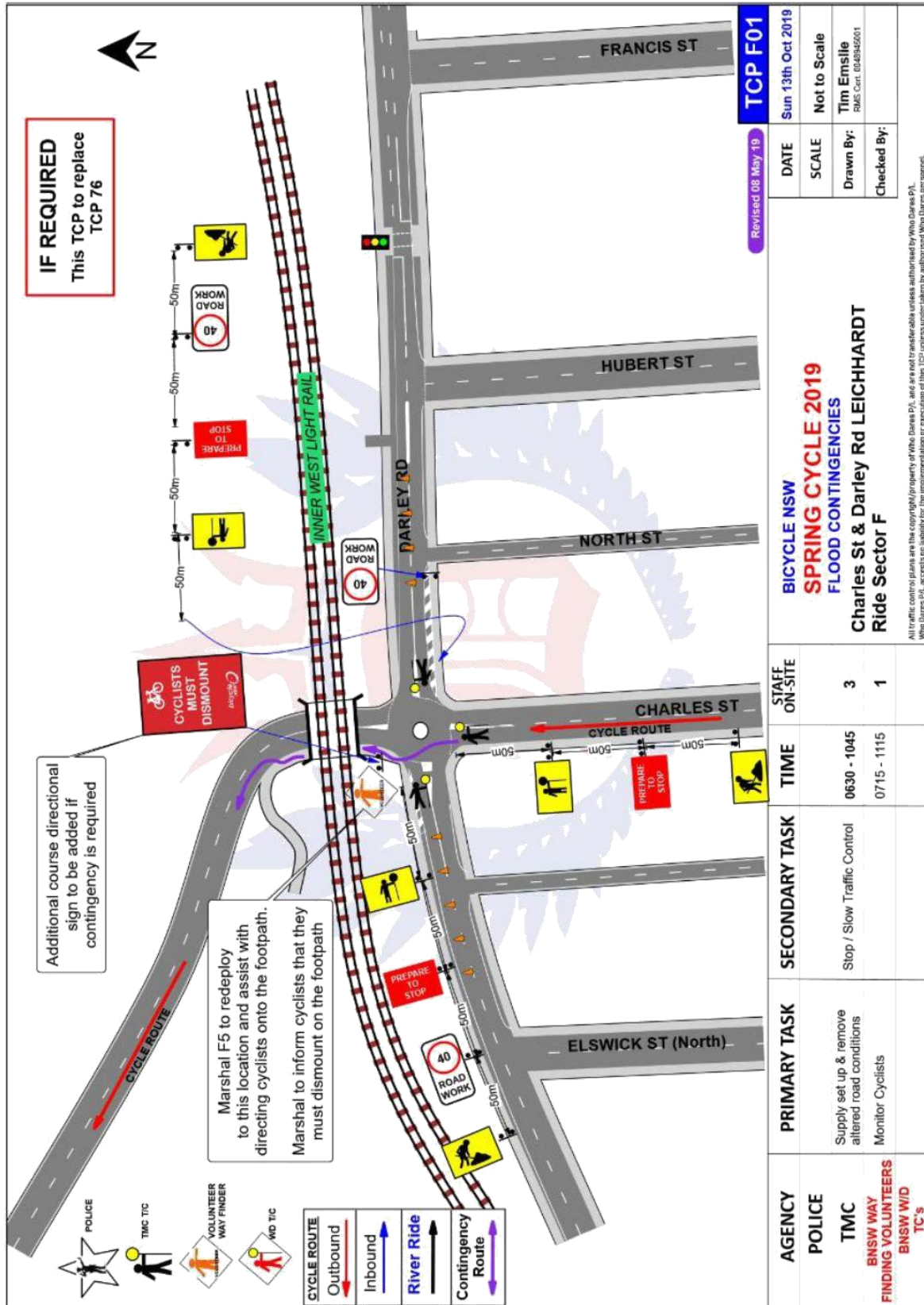
BICYCLE NSW

SPRING CYCLE 2019

Mortley Ave, Dobroyd Pde and Timbrell Dr, HABERFIELD Ride Sector G

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| DATE | SCALE | Drawn By: | Checked By: |
|-------------------|--------------|------------------------------------|------------------------------|
| Sun 13th Oct 2019 | Not to Scale | Greg Mooney RMS Cert: 004279879 | Tim Enslie Karl Christian |



Item No: LTC0719 Item 12

Subject: GOULD LANE, PETERSHAM - PROPOSED 'NO PARKING' (DAMUN-STAMNORE WARD/SUMMER HILL ELECTORATE/INNER WEST PAC)

Prepared By: Mary Bailey - Parking Planner

Authorised By: Manod Wickramasinghe - A/Traffic and Transport Services Manager

SUMMARY

Council is proposing to implement parking restrictions in Gould Lane, Petersham to allow residents' vehicles access to off-street parking and to allow for thoroughfare for emergency and service vehicles. The laneway does not meet Council's guidelines for parking and there is support from residents for the proposal.

RECOMMENDATION

THAT the Installation of 'No Parking' in Gould Lane (both sides) between Gould Avenue and Gould Lane be approved

BACKGROUND

| | |
|---|-------------------------------------|
| Street Name and Suburb | Gould Lane, Petersham |
| Section | Between Gould Lane and Gould Avenue |
| Carriageway Width (m) | 4.8m |
| Carriageway Type | Two-way lane |
| Classification | Local |
| 85th Percentile Speed (km/h) | Not available |
| Vehicles Per Day (vpd) | Not Available |
| Reported Crash History (July 2013 - June 2017) | N/A |
| Heavy Vehicle Volume (%) | Not Available |
| Parking Arrangements | Unrestricted parking. |

According to Council's *Laneway Guidelines* (December 2015) Laneways can be used for a variety of purposes which are listed below:

- Access for garbage collection trucks and deliveries where required
- Access to existing off-street parking within properties
- Access for emergency vehicles, pedestrians and cyclists
- Accessible parking for people with disabilities where appropriate
- Parking where space is available and access is maintained.

Gould Lane is approximately 4.8m wide. The *Laneway Guidelines* state that, "For parking to be allowed in a narrow laneway, the Australian Standards require that parallel parking spaces be at least 2.1 metres wide and NSW Road Rules requires that at least 3 metres must be available between a parked car and the kerb or edge of the laneway to allow moving vehicles to pass safely. Therefore, laneway widths that are less than 5.1 metres are too narrow to allow parking as any parked vehicle would prevent traffic from using the laneway."

In this case, Council has received concerns that thoroughfare and access to off-street parking is being restricted because of parking in the laneway. Furthermore, the laneway is only 4.8m wide. Therefore, according to Council's *Laneway Guidelines*, Gould Lane is not wide enough to cater for parking.

Residents of New Canterbury Road and Gould Avenue use the subject section of Gould Lane to access off-street parking. Following reports of residents having difficulty with thoroughfare in the laneway, Council is proposing changes to parking restrictions in Gould Lane, Petersham.

The proposal is illustrated below in **Figure 1**.

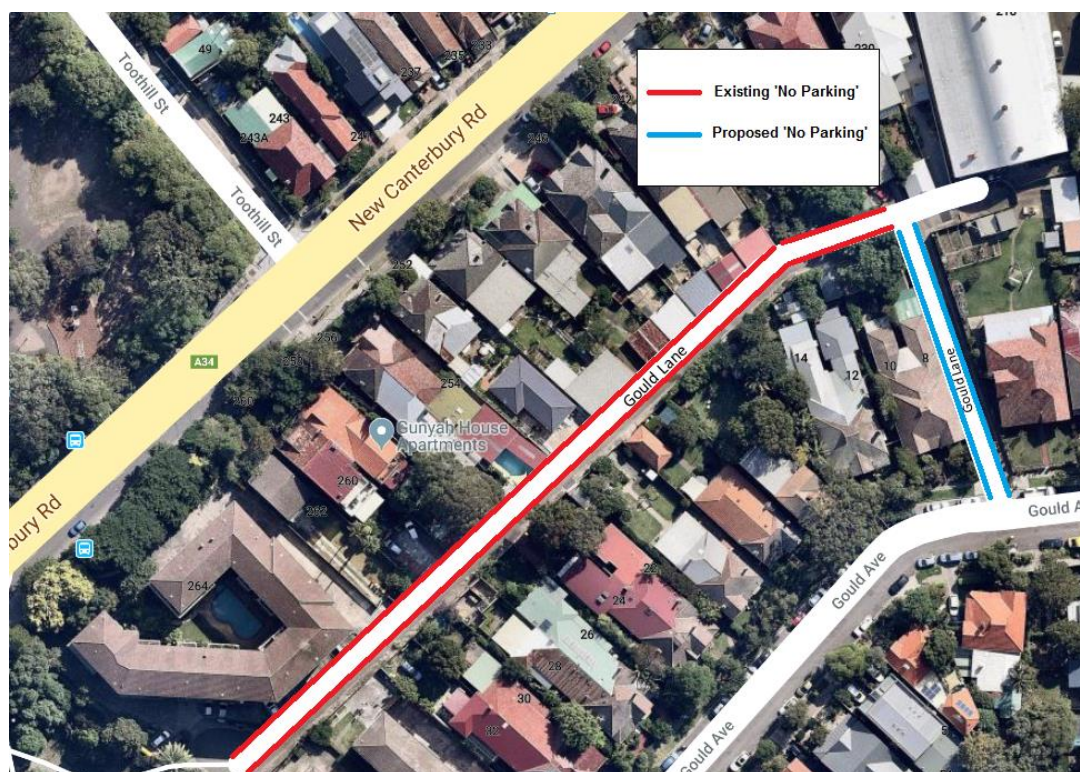


Figure 1: existing and proposed restrictions in Gould Lane, Petersham

FINANCIAL IMPLICATIONS

The cost of the sign posting can be covered by Council's budget for signs and line marking.

PUBLIC CONSULTATION

Letters were sent to 87 affected households on 17 May 2019 seeking feedback by 14 June 2019. A map showing the canvassed properties is shown in **Figure 2** below.



Figure 2: Properties canvassed on proposal (highlighted in pink)

There were eight (8) submissions regarding the proposal, all in support of the proposed restrictions. A summary of the comments is shown below in **Table 1**.

Table 1: Summary of Resident Feedback

| Resident Comments | Officer's Comments |
|--|--|
| <p>Support</p> <p>I agree with the proposal to install No Parking restrictions on both sides of Gould Lane between Gould Ave and Gould Lane.</p> <p>I have experienced difficulty accessing my garage in Gould Lane due to trucks parked in this part of the Lane.</p> | <p>Resident comments in supported of the proposal are noted.</p> |
| <p>I give my full support to this proposal. I often see vehicles parked in the area outlined in the proposal and this makes driving through that section difficult. Larger vehicles such as the vehicles used for weekly garbage collection would have an even more difficult time with that section.</p> | |
| <p>Our driveway and garage is at the end of Gould Lane and we find it very difficult to navigate the car past cars, SUVs and trucks that park in the laneway constantly. I am not sure emergency vehicles or garbage trucks would be able to make it down there with vehicles parked on the laneway.</p> | |
| <p>I would like to support this proposal as we often see vehicles parked in the lane ... generally not a problem unless a truck is parked.</p> | |
| <p>I live in the apartment block - 264 New Canterbury Road - which backs onto Gould Lane/ the park. See your aerial photograph. I wholeheartedly support this proposal. Frequently vehicles semi block the area illustrated in the proposal, making negotiating the lane both difficult and time consuming for residents, refuse collection, tradesmen, visitors.</p> <p>I fail to see why this wasn't done when several years ago the rest of Gould Lane was converted to "no parking". Now's the time to correct this oversight. Would be much appreciated by all who use Gould Lane to access properties.</p> | |
| <p>Re: the proposal to install parking restrictions between Gould Avenue and Gould Lane - I use Gould lane for access to my property.</p> <p>I vote YES to install parking restrictions in the proposed area - there are always cars parked along this area making egress and ingress very difficult.</p> | |
| <p>I am writing this email to offer my support in the proposal of the 'No Parking' both sides between Gould Avenue & Gould Lane. I would like to see the proposal of the No Parking signs to take effect immediately</p> <p>At Times, I have found myself having to squeeze through parked trucks and other residential vehicles that are constantly parked there whether it be during the day or night.</p> <p>I have added some pictures for your review. Your understanding would be greatly appreciated.</p> | |

ATTACHMENTS

Nil.

Item No: LTC0719 Item 13

Subject: UNNAMED LANE - OFF LORD STREET, NEWTOWN - PROPOSED 'NO PARKING' (DAMUN-STANMORE WARD/NEWTOWN ELECTORATE/INNER WEST PAC)

Prepared By: Mary Bailey - Parking Planner

Authorised By: Manod Wickramasinghe - A/Traffic and Transport Services Manager

SUMMARY

Council is proposing to implement parking restrictions in the unnamed lane off Lord Street, Newtown to allow residents' vehicles access to off-street parking and to allow for thoroughfare for emergency and service vehicles. The laneway does not meet Council's guidelines for parking and no objections have been received to the proposal.

RECOMMENDATION

THAT the installation of 'No Parking' restrictions for a distance of 29 meters from the cul-de-sac on the west side of the unnamed lane off Lord Street, Newtown; be approved.

BACKGROUND

| | |
|---|------------------------------------|
| Street Name and Suburb | Unnamed lane, Newtown |
| Section | Between Lord Street and cul-de-sac |
| Carriageway Width (m) | 4.8m |
| Carriageway Type | Two-way lane |
| Classification | Local |
| 85th Percentile Speed (km/h) | Not available |
| Vehicles Per Day (vpd) | Not Available |
| Reported Crash History (July 2013 - June 2017) | N/A |
| Heavy Vehicle Volume (%) | Not Available |
| Parking Arrangements | Unrestricted parking. |

According to Council's *Laneway Guidelines* (December 2015) Laneways can be used for a variety of purposes which are listed below:

- Access for garbage collection trucks and deliveries where required
- Access to existing off-street parking within properties
- Access for emergency vehicles, pedestrians and cyclists
- Accessible parking for people with disabilities where appropriate
- Parking where space is available and access is maintained.

The Unnamed Lane is approximately 4.8m wide. The *Laneway Guidelines* state that, "For parking to be allowed in a narrow laneway, the Australian Standards require that parallel parking spaces be at least 2.1 metres wide and NSW Road Rules requires that at least 3 metres must be available between a parked car and the kerb or edge of the laneway to allow moving vehicles to pass safely. Therefore, laneway widths that are less than 5.1 metres are

too narrow to allow parking as any parked vehicle would prevent traffic from using the laneway.”

In this case, Council has received concerns that thoroughfare and access to off-street parking is being restricted because of parking in the laneway. Furthermore, the laneway is only 4.8m wide. Therefore, according to Council’s *Laneway Guidelines*, The unnamed lane is not wide enough to cater for parking.

Council is proposing changes to parking restrictions in the unnamed lane off Lord Street, Newtown following reports of residents having difficulty with thoroughfare and access to off-street parking in the laneway. The proposal is outlined in **Figure 1** below.



Figure 1: Proposed ‘No Parking’ in Unnamed Lane off Lord Street, Newtown

FINANCIAL IMPLICATIONS

The cost of signs can be covered from Council’s operations budget for signs and line marking.

PUBLIC CONSULTATION

Following a letter from a resident of the apartment complex at 605 Princes Highway, on 22 May 2019, Council sent letters outlining the proposal to owners and occupiers of 80 affected households with advice that submissions closed on Friday 14 June 2019.

The properties canvassed are highlighted in pink in the map in **Figure 2** below.

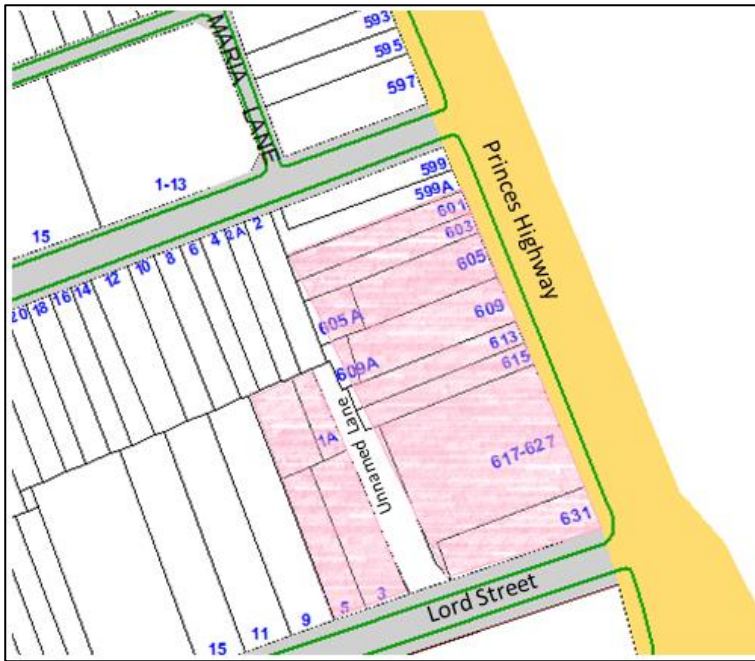


Figure 2: Properties canvassed on the proposal (highlighted in pink)

As of the closing date there were no submissions received.

CONCLUSION

Given the narrowness of the laneway and the need for vehicles of the apartment complex to enter and exit their off-street parking and the need for service vehicles to use the laneway; the proposal to restrict parking in the laneway is supported.

ATTACHMENTS

Nil.

Item No: LTC0719 Item 14

Subject: **GORDON STREET, ROZELLE - 'NO PARKING' ZONE REMOVAL
(BALUDARRI-BALMAIN WARD/BALMAIN ELECTORATE/LEICHHARDT
PAC)**

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

Authorised By: Manod Wickramasinghe - A/Traffic and Transport Services Manager

SUMMARY

Council has received requests to review the existing parking restrictions on the eastern side of Gordon Street, Rozelle outside of St. Joseph's Catholic Church to maximise the parking arrangement in the area.

RECOMMENDATION

THAT the existing 18m 'No Parking' zone on the eastern side of Gordon Street, Rozelle outside of St. Joseph's Catholic Church be removed.

BACKGROUND

Council has received requests to review the existing 18m 'No Parking' zone on the eastern side of Gordon Street, Rozelle outside of St. Joseph's Catholic Church. The typical existing on-street parking restrictions in Gordon Street are:

- 'No Parking 7am-10am Mon-Fri' and '2P 10am-6pm Mon-Fri Permit Holders Excepted Area R1' on the western side of the street.
- Unrestricted parking on the eastern side of the street.



Site Location & Road Network

| | |
|--|--|
| Street Name(s) | Gordon Street |
| Road Classification (State, Regional, Local) | Regional |
| Section | Between Prince Street and Quirk Street |
| Speed Limit | 50km/h |

| | |
|--|--|
| Traffic Volume (ADT) | 2581 (63 southbound; 2518 northbound) |
| Recorded 85 th Percentile Speed | 46km/h |
| Recorded Crash History (5 year) | 1 Fatal |
| Carriageway Type | Two way street with kerb side parking lanes on both sides of the street. |
| Carriageway Width | Approximately 10m |

FINANCIAL IMPLICATIONS

Nil.

OTHER STAFF COMMENTS

The existing kerb space south of the St. Joseph's Catholic Church driveway is currently restricted as an 18m 'No Parking' zone. Assessment of the 'No Parking' restriction shows that this could be modified to allow parking whilst retaining an unobstructed southbound travel lane.

It is proposed to remove the 18m 'No Parking' zone and to reinstate unrestricted parking. This change would result in an additional three (3) parking spaces being provided in Gordon Street.



PUBLIC CONSULTATION

A letter outlining the above proposal was mailed out to the affected 15 properties in Gordon Street, Victoria Road and Quirk Street, Rozelle (as shown in the figure below) requesting residents' views regarding the proposal.



No responses received during the consultation period.

St. Joseph's Catholic Church has been separately contacted and has advised they are supportive of the change.

ATTACHMENTS

Nil.

Item No: LTC0719 Item 15

Subject: PERRY STREET, LILYFIELD - PROPOSED 'NO STOPPING' ZONE
(BALUDARRI-BALMAIN WARD/ BALMAIN ELECTORATE/ LEICHHARDT PAC)

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

Authorised By: Manod Wickramasinghe - A/Traffic and Transport Services Manager

RECOMMENDATION

THAT a 5.5m 'No Stopping' zone be installed on the southern side of the Perry Street slip lane, east of Mary Street, Lilyfield;

BACKGROUND

Concerns have been raised regarding vehicles obstructing pedestrian access to a pram ramp by parking too close to the intersection of Perry Street at Mary Street, Lilyfield.

This illegal parking behaviour obstructs pedestrians crossing the slip lane to access the existing bus stop, which is located on Mary Street. It should be noted that there is unrestricted parking on the southern side of the Perry Street slip lane and special event '1P' parking on the northern side of Perry Street.

The Perry Street slip lane, east of Mary Street is one-way eastbound.

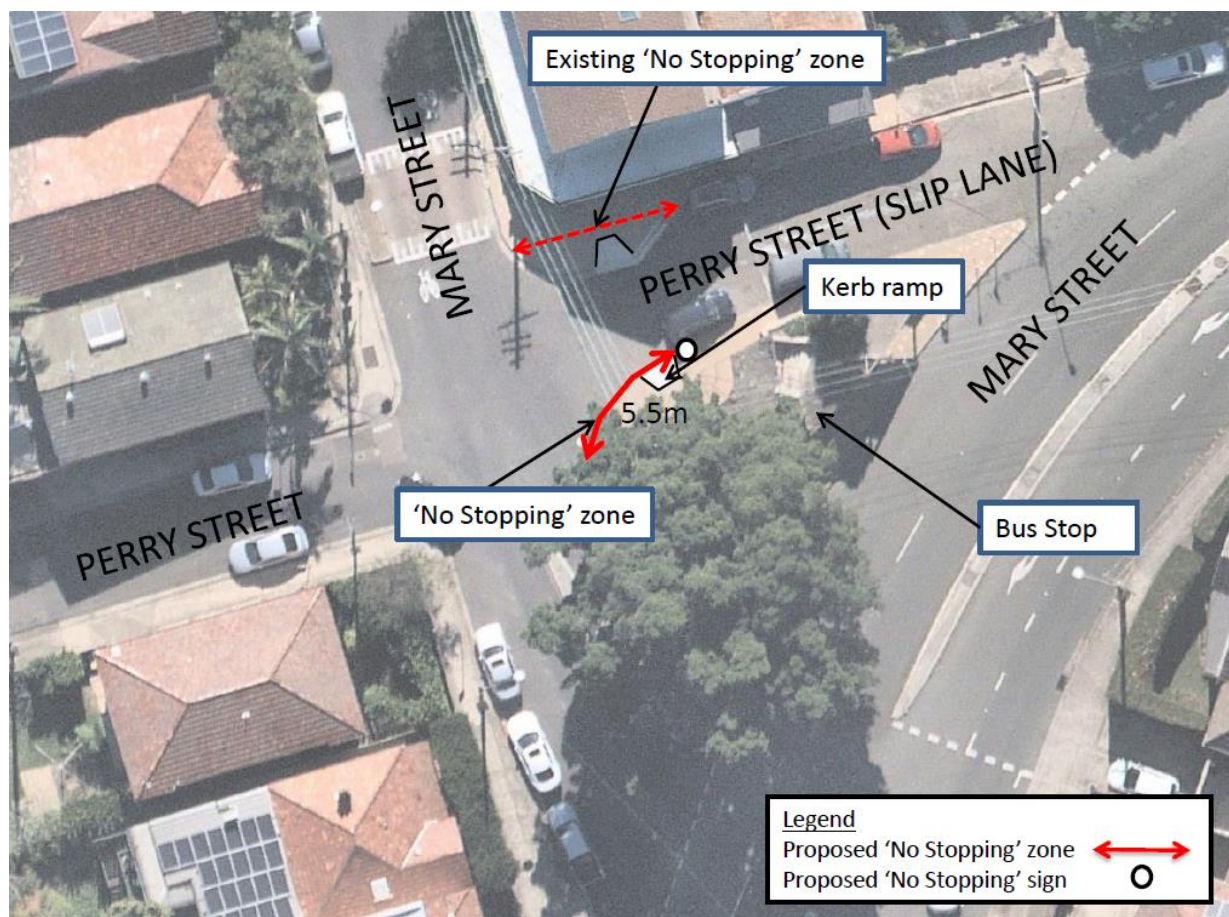
| Perry Street, Lilyfield (east of Mary Street) | |
|---|---|
| Traffic Volume | Not available |
| Recorded Accident History (5 year) | 1 Minor/Other injury |
| Recorded 85% speed | Not available |
| Speed Limit | 50km/h |
| Carriageway width | 7.5m with parking on both sides of the road |
| Road Classification (State, Regional, Local) | Local |
| Traffic Directions | One-way |

FINANCIAL IMPLICATIONS

Nil.

OTHER STAFF COMMENTS

In order to alleviate the pedestrian accessibility issues, it is proposed to signpost a 5.5m 'No Stopping' zone on the southern side of the Perry Street slip lane, east of Mary Street, Lilyfield. The proposal is shown on the following plan.



A risk analysis as per TTD 2014/005 – ‘Statutory 10m No Stopping at unsignalled intersections’ has been undertaken to assess the impact on the installation of a 5.5m ‘No Stopping’ zone in lieu of a 10m ‘No Stopping’ on the southern side of Perry Street, east of Mary Street, Lilyfield.

The findings of the analysis are summarised below.

| Criteria | Impact |
|---|---|
| Crossing Sight Distance | Not Applicable. Proposal does not impact sight lines as it is a one-way street. |
| ASD (Approach Sight Distance) | Not Applicable. Proposal does not impact sight lines as it is a one-way street. |
| SISD (Safe Intersection Sight Distance) | Not Applicable. Proposal does not impact sight lines as it is a one-way street. |
| Minimum Gap Sight Distance | Not Applicable. Proposal does not impact sight lines as it is a one-way street. |
| Turning Paths | The proposal does not affect turning manoeuvres of a 8.8m MRV. Refer to attachment. |
| Public Transport | No public transport routes along this section of Perry Street |
| Emergency Vehicle Access | The proposal does not affect turning manoeuvres of a 8.8m MRV. Refer to attachment. |
| Angle Parking Manoeuvres | Not applicable. |

As indicated in the table, the reduced 5.5m ‘No Stopping’ zone on the southern side of Perry Street (slip lane), east of Mary Street, Lilyfield is not expected to cause significant impact on sightlines or vehicle manoeuvres.

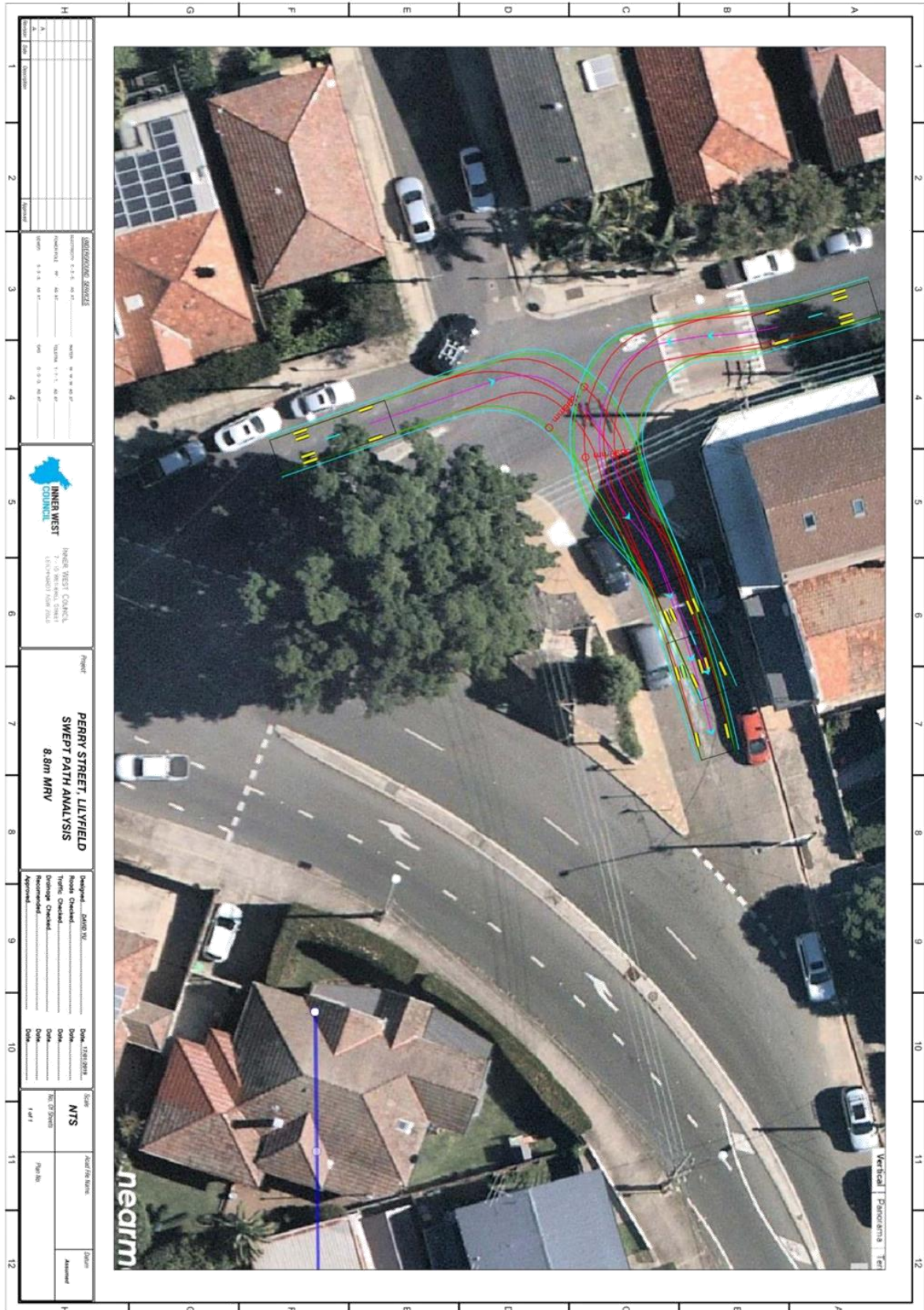
Item 15**PUBLIC CONSULTATION**

A letter outlining the above proposal was mailed out to the affected properties (20 properties) in Perry Street and Mary Street, Lilyfield.

No responses were received.

ATTACHMENTS

1. [↓](#) Perry Street, Lilyfield - 8.8m MRV Swept Path Analysis



Item No: LTC0719 Item 16

Subject: MORTLEY STREET, HABERFIELD - PROPOSED EXTENSION OF EXISTING 'BUS ZONE' (GULGADYA-LEICHHARDT WARD/ SUMMER HILL ELECTORATE/ BURWOOD PAC)

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

Authorised By: Manod Wickramasinghe - A/Traffic and Transport Services Manager

RECOMMENDATION

THAT the existing 'Bus Zone' on the western side of Mortley Avenue, Haberfield (in front of 1A Mortley Avenue) be extended by 1.8m to the north.

BACKGROUND

A development application has been lodged for a driveway to be constructed at No.1A Mortley Avenue, Haberfield. The proposed location is within an existing 'Bus Zone' and conflicts with the existing concrete hardstand area, for pedestrian access onto buses.

To satisfy a condition of consent, the applicant is required to modify the bus stop and 'Bus Zone' in front of the subject site on Mortley Avenue to facilitate the construction of the driveway/crossover.

| Mortley Avenue, Haberfield | |
|--|---|
| Traffic Volume | 5,734 |
| Recorded Accident History (5 year) | 2 minor/other injury |
| Recorded 85% speed | 43.6km/h |
| Speed Limit | 50km/h |
| Carriageway width | Approx. 12.8m with two way traffic and kerb side parking lanes. |
| Road Classification (State, Regional, Local) | Local |

FINANCIAL IMPLICATIONS

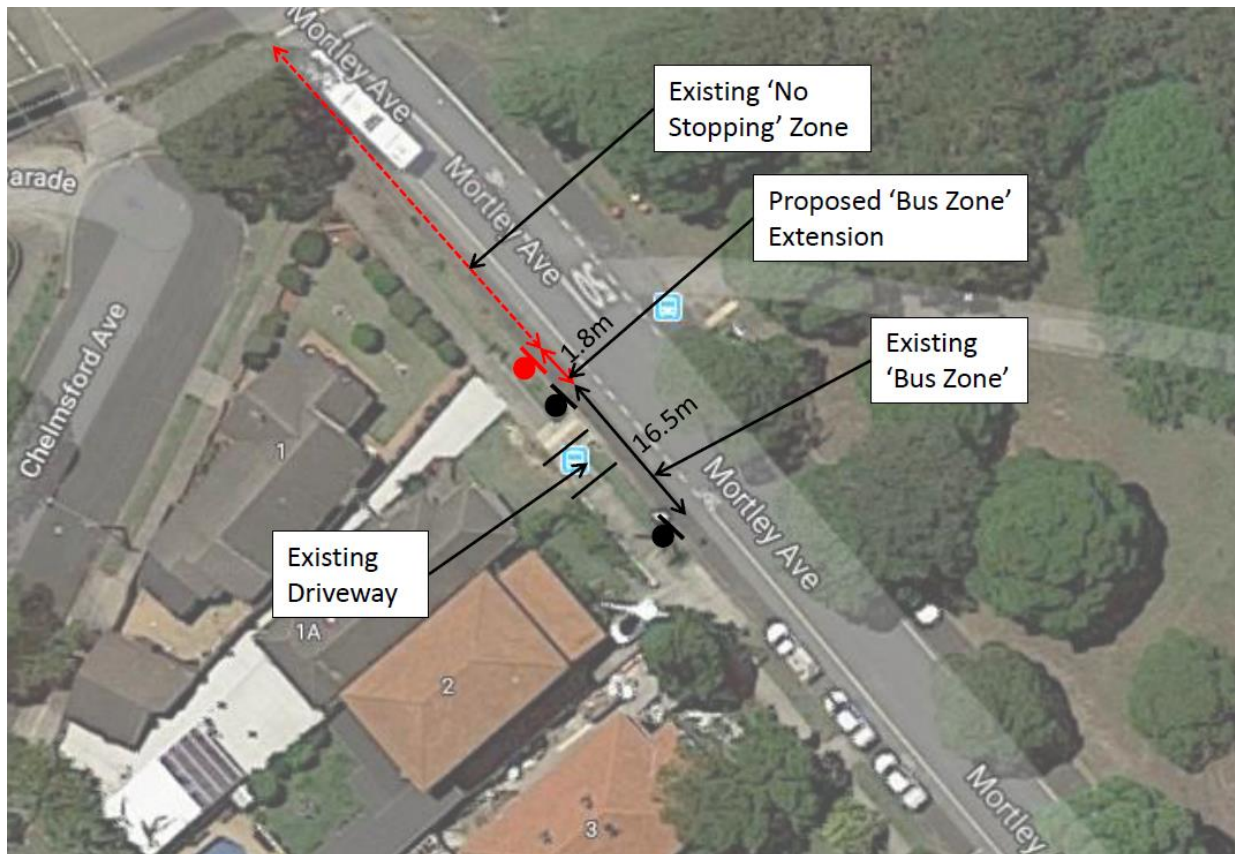
The costs associated with the relocation of bus infrastructure will be borne by the applicant.

OTHER STAFF COMMENTS

Based on the DA Plans (Drawing No. DA 02, Revision C) submitted by the applicant, it is proposed that the existing 'Bus Zone' on the western side of Mortley Avenue, (in front of No.1A Mortley Avenue) be extended by 1.8m north, as shown on the following plan.

Due to the proposed location of the driveway conflicting with the existing concrete hardstand area. The existing bus stop and associated signage and infrastructure will have to be relocated.

It is proposed that the 'Bus Zone' be extended by 1.8m north, the Bus J Stem be then be located 2 metres from the start of the 'Bus Zone' and the driveway will be an additional 5 metres from the Bus J Stem allowing sufficient space for a new concrete hardstand area.



Council has consulted Transit Systems regarding the proposed relocation of the bus stop and they have advised they have no objections.

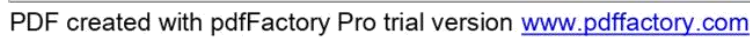
This extension will replace existing 'No Stopping' restrictions and so there is no loss of parking.

PUBLIC CONSULTATION

A notification letter will be sent to residents prior to the signage works.

ATTACHMENTS

1. [1A Mortley Avenue, Haberfield - DA Plans](#)



Item No: LTC0719 Item 17

Subject: **BOOTH STREET, ANNANDALE - PROPOSED REDUCTION OF EXISTING 'NO STOPPING' RESTRICTION (GULGADYA-LEICHHARDT WARD/ BALMAIN ELECTORATE/ LEICHHARDT PAC)**

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

Authorised By: Manod Wickramasinghe - A/Traffic and Transport Services Manager

SUMMARY

Council is proposing to rationalise the existing 'No Stopping' zone on the southern side of Booth Street west of Annandale Street to accommodate one extra parking space.

RECOMMENDATION

THAT the existing 'No Stopping' zone on the southern side of Booth Street, Annandale west of Annandale Street be reduced by 2.0m to achieve a 10m 'No Stopping' zone from the pedestrian refuge crossing point.

BACKGROUND

The Local Traffic Committee at its meeting held on 6 May 2019 requested, in discussion, that Council officers investigate whether the existing 'No Stopping' zone on the southern side of Booth Street west of Annandale Street could be reduced to accommodate one extra parking space while taking into account its proximity to the existing pedestrian refuge.

The existing kerb space between the driveway of No.88 Booth Street and the pedestrian refuge crossing point on the southern side of Booth Street west of Annandale Street consists of a 12m 'No Stopping' zone and 15m unrestricted parking.

Site location & road network

| | |
|--|--|
| Street Name(s) | Booth Street at Annandale Street, Annandale |
| Section | Intersection |
| Traffic Volume | - |
| Recorded Crash History (5 year) | Nil. |
| Recorded 85% speed | - |
| Speed Limit | Booth Street - 40km/h HPAA |
| Carriageway Width | Booth Street – approx. 12.8m |
| Carriageway Type | Booth Street - two way street with one travel lane in each direction, eastbound bicycle lanes and kerb side parking lanes. |
| Road Classification (State, Regional, Local) | Regional |

FINANCIAL IMPLICATIONS

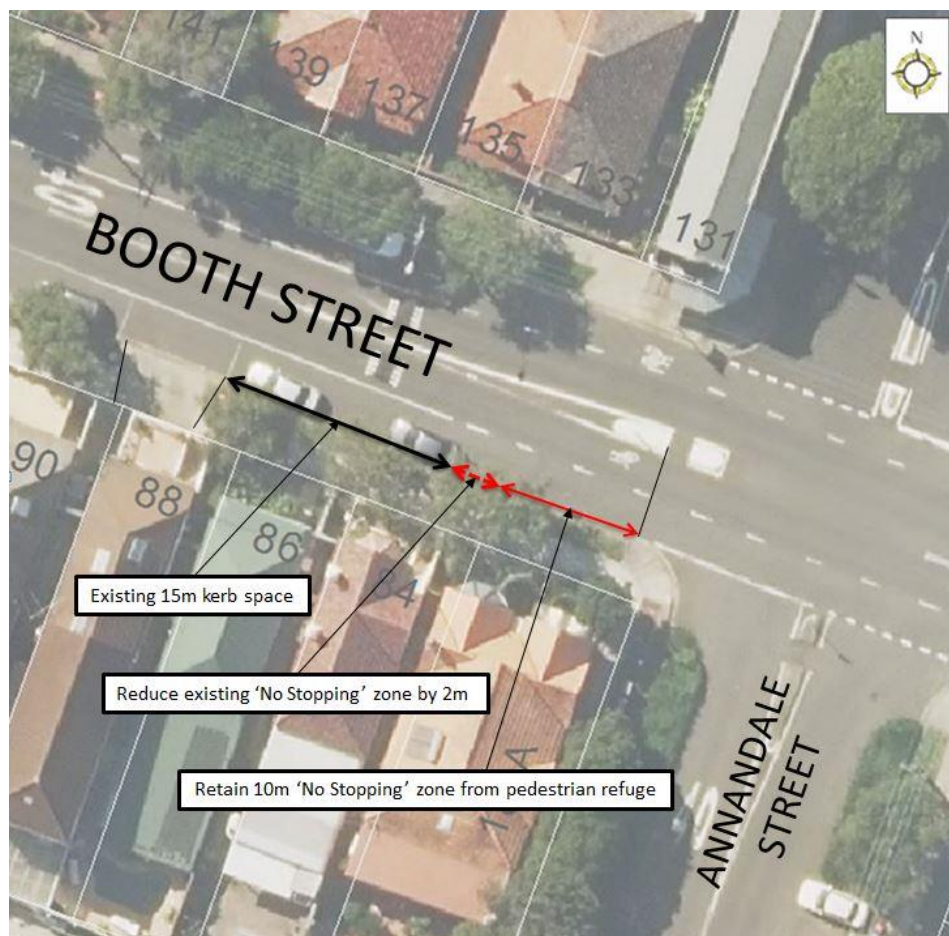
Nil.

OTHER STAFF COMMENTS

As per the Roads and Maritime Services (RMS) technical directions, a minimum 10m 'No Stopping' restriction is required on the departure side of a pedestrian refuge. The existing 'No Stopping' restriction on the departure side is 12m and be rationalised to 10m. The resultant

17m of unrestricted parking will allow sufficient space for three standard vehicles to park; this is an increase of one.

The proposal is shown in the following aerial photo.



PUBLIC CONSULTATION

Nil as the proposal will not result in loss of on-street parking.

ATTACHMENTS

Nil.

Item No: LTC0719 Item 18

Subject: **EDWIN STREET NORTH, CROYDON - PROPOSED INSTALLATION OF A DISABLED (MOBILITY) PARKING ZONE (GULGADYA - LEICHHARDT WARD/ STRATHFIELD ELECTORATE/ BURWOOD PAC)**

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

Authorised By: Manod Wickramasinghe - A/Traffic and Transport Services Manager

SUMMARY

Community representations have been received for the installation of a mobility parking space near the newly located Post Office in Edwin Street North, Croydon. The proposed position of the mobility parking space would be near midblock within the shopping strip between Hennessy Street and Elizabeth Street and would replace an existing part time 'Loading Zone'.

RECOMMENDATION

THAT a 8.5m 'Disabled Parking 8.30am-6.00pm Mon-Fri., 8.30am-12.30pm Sat' zone with rear pram ramp, replace the existing 'Loading Zone 8.30am – 6pm Mon-Fri, 8.30am-12.30pm Sat' outside No.103 Edwin Street North, Croydon, just north of the existing midblock pedestrian crossing.

BACKGROUND

Concerns have been raised that there are no allocated mobility parking spaces at Edwin Street North, Croydon, around the shopping precinct, especially near the new Post Office. Parking demand is high in this area including demand generated by the PLC School

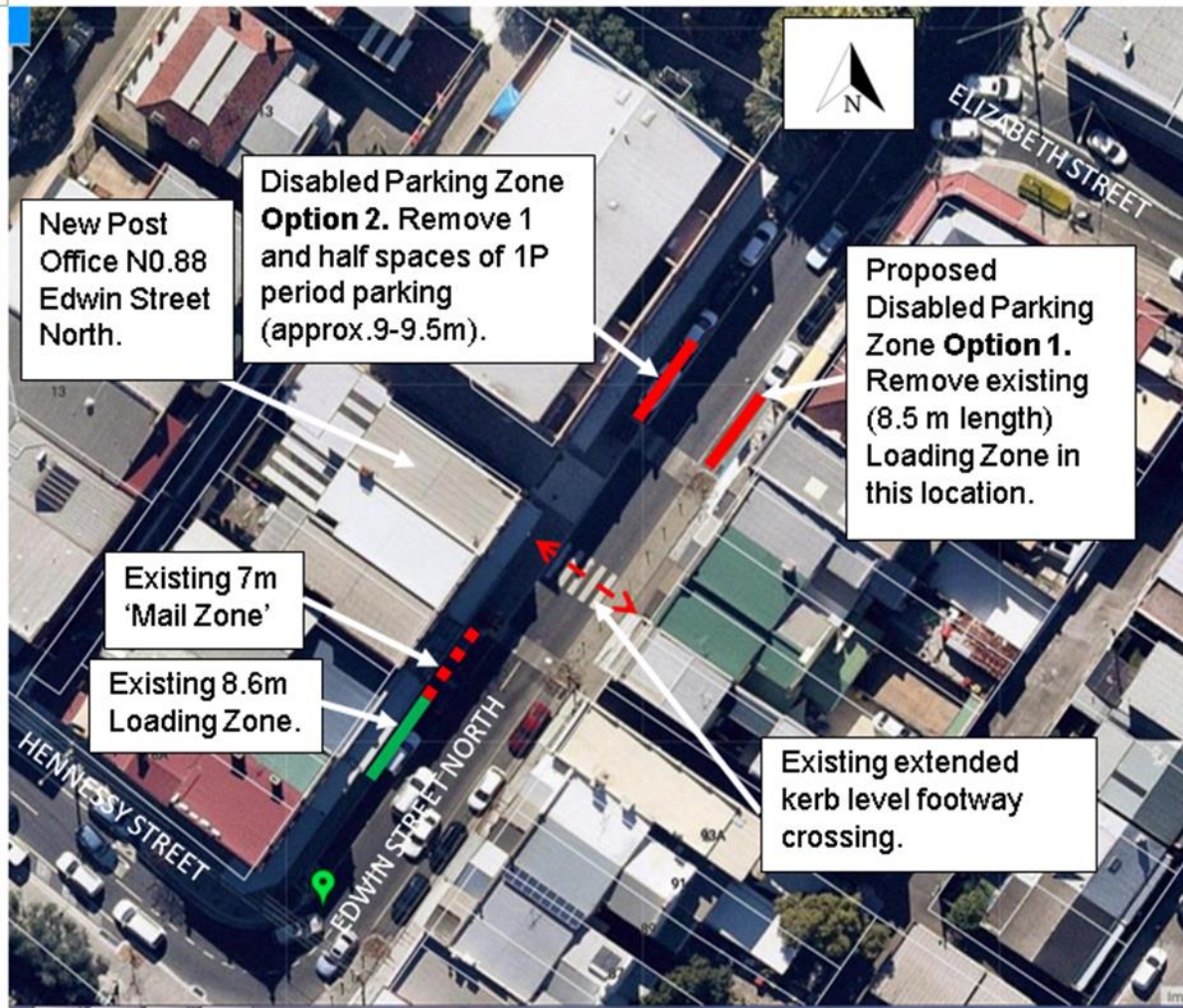
It is noted that the 'Loading Zone 8.30am – 6pm Mon-Fri and 8.30am-12.30pm Sat' outside No.103 Edwin Street North) is not effectively been utilised and that an existing 'Loading Zone 8.30am – 6pm Mon-Fri, 8.30am-12.30pm Sat' on the opposite side, south of the midblock crossing, can service the various businesses on both sides of the street via use and connection of the crossing.

Two options have been developed for provision of a 'Disabled Parking' zone, with the preferred Option 1 replacing the part time 'Loading Zone' outside No.103 Edwin Street North. An alternate Option 2 location for a 'Disabled Parking' zone is also considered on the opposite side of the street as shown in the following diagrams.

Site Location & Road Network

| | |
|---|--|
| Street Name(s) | Edwin Street North, Croydon. |
| Section | Between Elizabeth Street and Hennessey Street. |
| Traffic Volumes (AADT- Average Annual Daily Traffic.) | Approx. 9700 |
| Recorded Accident History (5 Years) | recorded midblock accidents |
| Recorded 85% speed | 30 |
| Speed Limit | 50 |
| Carriageway width | Approx. 9.9-10.1m |
| Carriageway Type | Two-way with one travel lane each way and period parking, Loading zones each side of the road. |
| Road Classification (State, Regional, Local) | Local (collector) |

Item 18





FINANCIAL IMPLICATIONS

Nil.

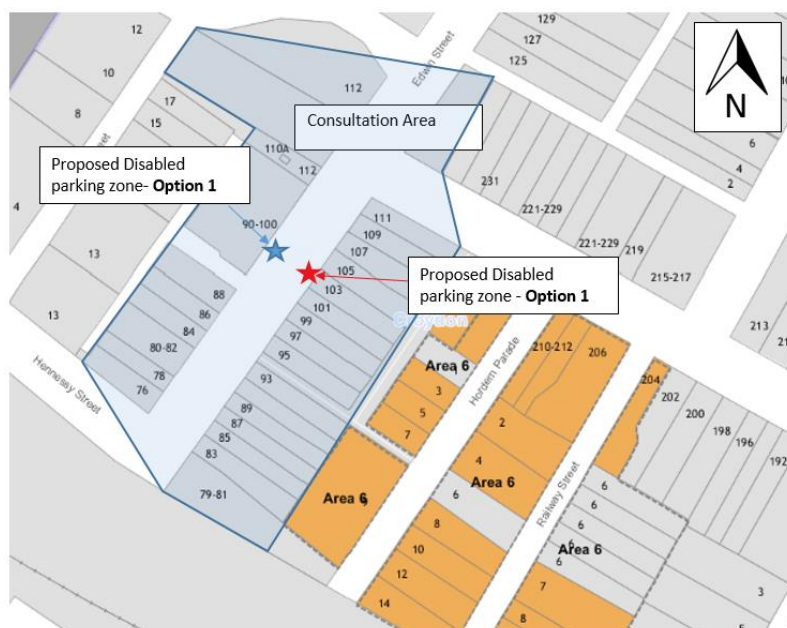
OTHER STAFF COMMENTS

The following comments are provided in support to the recommendation (Option 1).

- A proposed 'Disabled Parking' zone midblock in Edwin Street North (between Hennessey Street and Elizabeth Street) is considered of need and general benefit for customers having disability and attending the various shop/businesses in the area. It is proposed in a central location to all activities and near to a crossing that can facilitate pedestrian movement to both sides of the street.
- The zone is not recommended to the ends of the block for reasons of sight view or traffic conflict near intersections.
- The mobility parking space in this instance is proposed with a pram ramp to assist with access to and from the vehicle.
- The proposed mobility parking zone will only operate during business hours Mon-Sat, and converts to unrestricted parking outside of the hours.
- The remaining Loading Zone on the western side of the street would be considered adequate to service both sides of the street via use and connection of the crossing. Alternatively service vehicles can utilise the 1P parking zones adjacent to the loading zones and mail zone areas, or park 'unrestricted' outside of the zone time restrictions.
- Option 1 does not remove period parking in the area which is required for business customer parking.
- Option 2 removes approx. 1 and half spaces (9.0 to 9.5m) of period parking which is needed for business customer parking. The extra distance over that of option 1 is on account of the pram ramp needing to be built forward of the drainage pit.

PUBLIC CONSULTATION

Consultation letters have been issued out to some 60 residents & shop/business properties in the area shown on the distribution map. A consultation letter has also been issued to the Chamber of Commerce for them to comment on the matter.



Three (3) Submissions have been received, Two (2) submissions were received in support of **option 1** with objection/concern to loss of parking with **option 2**. One (1) was received in support of **option 2** and is concerned with loss of loading zone provision in **option 1**.

The comments with officer's comments are tabled below. Any further responses received will be tabled at the meeting.

| Resident and shop/business comments | Officer's Comments |
|---|--|
| <p>Removing the loading zone (not used by vans/trucks and only by cars in our recent knowledge) and changing that to a disabled zone is the best option.</p> <p>We don't believe putting the disabled spot out the front of active shops is best idea [western side of the street]. The small cafe/art gallery and others might struggle through losing the quick stop spot for selling coffees in the afternoons and on weekends. The parking opposite (near to Natalie Anne hair and other vacant/closed up shop fronts are typically parking for longer periods (illegally against the signposting) and do not visit/spend money at the shops opposite.</p> <p>To avoid cutting in more pram ramps (there are nice pavers on both sides of the street at the two option locations) - the pedestrian cross is smooth/level to the road level for crossing over to the post office.</p> <p>Another location suggestion. Closer to the rail corridor so disabled drivers/passengers can park and travel to Croydon Station a bit easier (as well as the post office)?</p> | <p>Noted in support of option 1 and non-support to option 2.</p> <p>Disability access to the vehicle particularly with those in wheelchairs is safer from the footpath than near/off the roadway. The pram ramp coming off the footpath complies with Australian Standard design practice.</p> <p>The location of the disabled parking zone is proposed away from the intersections for reasons of sight view and to minimise/avoid exposure conflict with traffic. The zone is not intended for disabled person commuter parking.</p> |

| | |
|---|---|
| <p>I strongly object to option 2 in front of my shop as this is for general parking for my customers and there is a need for it to remain as it is. Parents need this spot to park to drop their children off to attend the Art School and the Tutoring School next door. Parking is already limited in front of my business and this will definitely impact on my business.</p> <p>Option 1 is the preferred option as this is currently a Loading Zone and it is currently not being utilised properly and it makes better sense to use this as a disabled parking space.</p> | <p>Noted in support of option 1 and non-support to option 2.</p> |
| <p>As a construction company, we receive material deliveries frequently throughout the weekdays, and there are multiple loading and unloading of the constructions tools as well, so it will be more convenient and less hazardous, to adapt the option 2 as a disabled parking zone, and leave the parking space (option 1) as it is as a loading zone.</p> | <p>Acknowledged that the business is next to the affected Loading Zone and is more convenient in the handling of materials to the shop. However the loading zone on the opposite side via use of the crossing could still be used or that service vehicles. There may also be opportunities for delivery drivers to utilize the adjoining 1P zones.</p> |

ATTACHMENTS

Nil.

Item No: LTC0719 Item 19

Subject: **SMITH STREET, ANNANDALE - PROPOSED 'NO PARKING 7AM-7PM MOTOR VEHICLES UNDER 4.5T GVM EXCEPTED' (BALUDARRI-BALMAIN WARD/BALMAIN ELECTORATE/LEICHHARDT PAC)**

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

Authorised By: Manod Wickramasinghe - A/Traffic and Transport Services Manager

SUMMARY

Council has received a petition from residents in Young Street, Annandale requesting parking restrictions in Smith Street, Annandale to restrict long term boats and trailer parking.

RECOMMENDATION

THAT 'No Parking 7am-7pm Motor Vehicles under 4.5t GVM Excepted' restrictions be installed on the west side of Smith Street, Annandale (between Gillies Street and Piper Street), including signage to reinforce the statutory 10m 'No Stopping' zone.

BACKGROUND

Council has received a petition from residents in Young Street, Annandale requesting parking restrictions in Smith Street, Annandale to restrict long term boats and trailer parking in front of the White Creek Valley Park between Gillies Street and Piper Street.



The existing long term boats and trailer parked in the area may result in obstructed pedestrian access to the park and reduced sight distance for pedestrian crossing Smith Street to access Whites Creek Valley Park.

Site Location & Road Network

| | |
|--|----------------------------------|
| Street Name(s) | Smith Street |
| Road Classification (State, Regional, Local) | Local |
| Section | Between Gillies and Piper Street |
| Speed Limit | 50km/h |

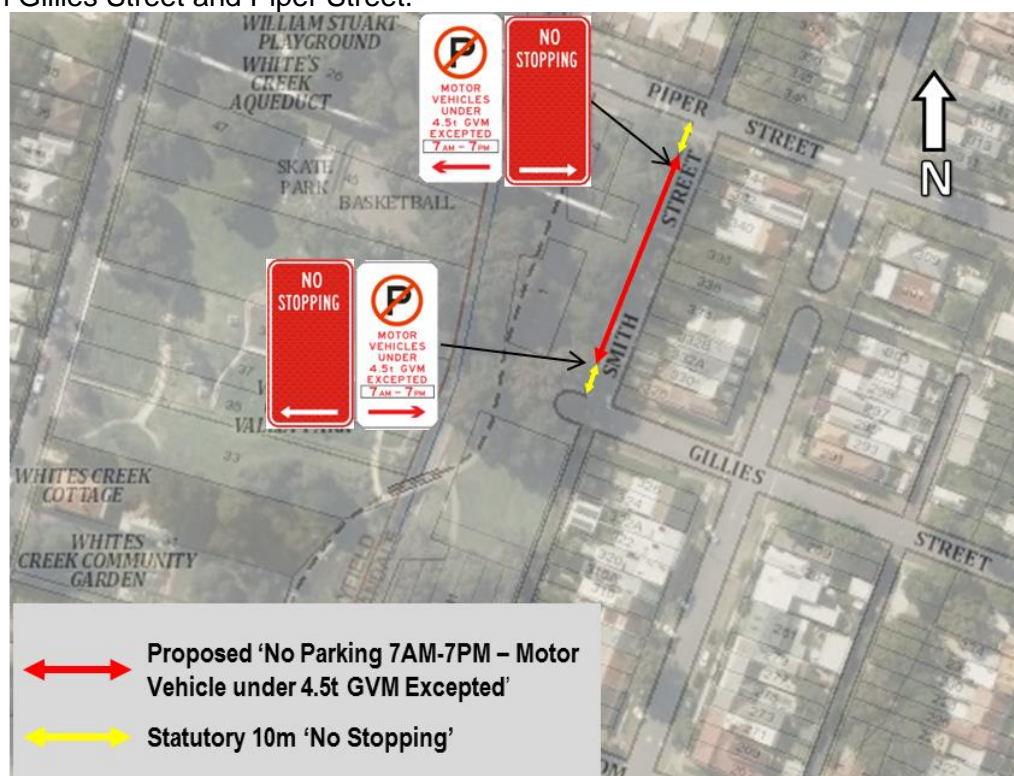
| | |
|----------------------------------|---|
| Traffic Volumes | Not available |
| Recorded Crash History (5 Years) | Nil |
| Carriageway Type | Two way street with a kerb side parking lane on the western side. |
| Carriageway Width | Approximately 7.5m |

FINANCIAL IMPLICATIONS

Nil.

OTHER STAFF COMMENTS

In order to restrict long term boats and trailer parking in Smith Street, it is proposed to install 'No Parking 7am-7pm Motor Vehicles under 4.5t GVM Excepted' on the west side of the street between Gillies Street and Piper Street.



PUBLIC CONSULTATION

A letter outlining the above proposal was mailed out to the affected 35 properties in Young Street and Piper Street, Annandale (as shown in the figure below) requesting residents' views regarding the proposal.



17 Responses received with the following breakdown:

- Eight (8) responses in support from nine (9) directly impacted properties rear to Smith Street.
- Two (2) responses in support from nearby consulted properties.
- Two (2) responses in objection from nearby consulted properties.
- One response and a petition (nine (9) signatures) in objection from other park users.

The table below presents the comments raised.

| Residents' Comments | Officer Comments |
|---|---|
| Smith Street is a quiet and low traffic street. Does not think that boats and trailer parked in Smith Street is a safety risk to pedestrian accessing the park and park users. Smith Street is a least inconvenient or concerning places for them to be parked. | Boats on a trailer are generally larger than a private vehicle in residential streets and may impose reduced sight lines to pedestrian crossing Smith Street to/from the White Creek Valley Park. |
| By disallowing boat trailers and allowing motor vehicles under 4.5t, it is substituting one obstruction for another. | Long term parking of boats also reduces parking availability for park users. Noted. |
| The park is accessed via various pedestrian footpaths and sight is not reduced by vehicles. | |
| Resident parking availability is reduced due to long term parking of boats. | |
| Numerous occasions, crossing with young children after checking for cars is startled as a car emerges from the laneway, obscured from view by the trailers that are always parked there. | |
| Smith Street crossing, along Piper Street is used by school children every day walking to school and Whites Creek Playground. | |

ATTACHMENTS

Nil.

Item No: LTC0719 Item 20

Subject: STATUS REPORT - LEICHHARDT AND HABERFIELD - PEDESTRIAN SAFETY MEASURES (GULGADYA-LEICHHARDT WARD/ SUMMER HILL & BALMAIN ELECTORATE/ BURWOOD & LEICHHARDT PAC)

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

Authorised By: Manod Wickramasinghe - A/Traffic and Transport Services Manager

RECOMMENDATION

THAT this report be received and noted.

BACKGROUND

Council officers have previously been requested to investigate pedestrian safety measures at several intersections in Haberfield and Leichhardt as an outcome of a Council resolution. This included the intersections along Marion Street, Leichhardt; Flood Street, Leichhardt and Ramsay Street, Haberfield.

This resolution was then considered by Traffic Committee Meeting held 6 March 2018 and it was recommended that a further report be prepared detailing the investigation of 40km/h speed limits on Marion Street, Leichhardt and Ramsay Street, Haberfield.

FINANCIAL IMPLICATIONS

Nil.

OTHER STAFF COMMENTS

Marion Street, Leichhardt

Council has made submissions for a 40km/h High Pedestrian Activity Area (HPAA) in Marion Street, Leichhardt (between Foster Street and Edith Street) and Ramsay Street, Haberfield (between Kingston Street and Empire Street) as per the eligibility assessment set out by RMS.

RMS has since advised that they do not support the introduction of a 40km/h HPAA for Marion Street, Leichhardt at this time. This is due to the short commercial precinct (approx. 150m) and limited pedestrian volumes.

However, it should be noted that the signal phasing at the intersection of Marion Street with both Flood Street and Elswick Street has recently been upgraded under the RMS Green-on-Green Program, to provide a delay similar to the red hold arrow hold.

This allows pedestrians to fully enter the crossing and enter the driver's field of view before the green light is displayed to the motorist turning over the crossing. Intersections under this program are being progressively being rolled out and upgraded.

Ramsay Street, Haberfield

RMS has agreed in-principal to further consider a HPAA in Ramsay Street through preparation of a design plan. RMS grant funding is being sought for design and if successful, Council will undertake detailed design of engineering treatments to support a HPAA application.

Furthermore, the signal phasing at the intersection of Ramsay Street and Dalhousie Street has been upgraded by RMS under the Green-on-Green Program to provide additional pedestrian protection.

Flood Street, Leichhardt

Council has listed the existing at-grade pedestrian (zebra) crossings at the intersection of Flood Street and Lords Road to be upgraded to raised pedestrian (zebra) crossings in the four year capital works program, subject to detailed design.

As noted previously, the signal phasing at the intersection of Flood Street and Marion Street has been upgraded by RMS under the Green-on-Green Program to provide additional pedestrian protection.

PUBLIC CONSULTATION

Nil.

ATTACHMENTS

Nil.

Item No: LTC0719 Item 21

Subject: **CAR PARKS ADJACENT TO THE PETERSHAM SERVICE CENTRE
(DAMUN-STANMORE WARD/ NEWTOWN ELECTORATE/ INNER WEST
PAC)**

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

Authorised By: Manod Wickramasinge – A/Traffic and Transport Services Manager

SUMMARY

Council has recently reviewed the parking arrangement at Petersham Service Centre as a result of concerns raised that the nearby car parks are utilised by long stay commuter parking.

A proposed plan to provide improved parking opportunities for visitors to the service centre and the surrounding commercial precinct was presented to the staff in Petersham Service Centre for feedback. Since that time, Council has been advised that the Regent and Fisher Street car parks will no longer be available for public use due to discontinuation of the Free Parking Area Agreements previously established with the owner of the site. This report recommends changes to the remaining Crystal Street car park to provide improved parking capacity by discouraging long-stay commuter parking.

RECOMMENDATION

THAT the Crystal Street Car Park be modified to:

- 1. Convert 9 of the existing '9P 8am-6pm Mon-Fri' spaces to '3P 8am-6pm Mon-Fri' parking in the row adjacent to Petersham Service Centre; and**
 - 2. The remaining 50 '9P 8am-6pm Mon-Fri' spaces be converted to '8P 8am-6pm Mon-Fri' parking.**
-

BACKGROUND

A review of the parking arrangement at Petersham Service Centre was undertaken following concerns that the nearby car parks were utilised by long term commuter parking. Currently, parking is available in three car parks; Crystal Street car park, Fisher Street car park and Regent Street car park, the locations of these car parks is shown on the following plan. All three car parks are in close proximity to Petersham Station.

It should be noted that both Fisher Street and Regent Street car parks are owned by Petersham RSL Club and allow public parking based on a Free Parking Area Agreement with Council.



Existing parking arrangements

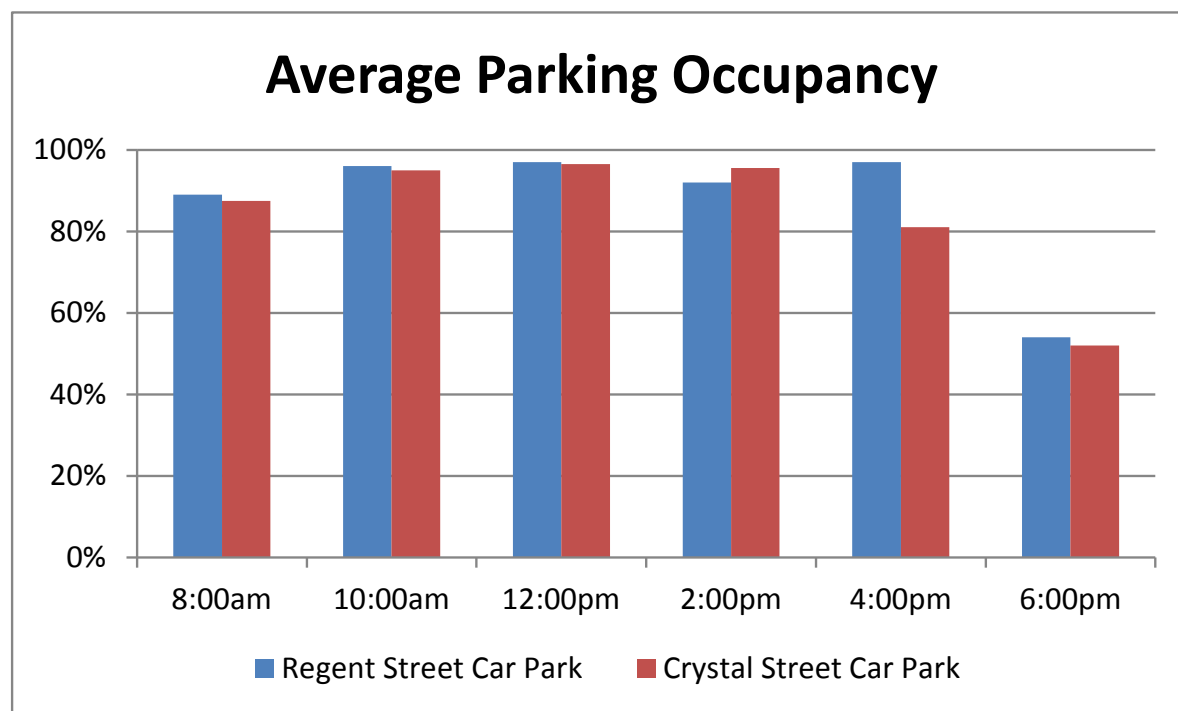
- Crystal Street car park - 59 spaces of '9P 8am-6pm Mon-Fri' parking, one car share space, two mobility parking spaces and one trades vehicle space
- Fisher Street car park - 12 spaces of '9P 8am-6pm Mon-Fri'
- Regent Street car park - 49 spaces '9P 8am-6pm Mon-Fri' and two Disabled Parking spaces

OTHER STAFF COMMENTS

Parking analysis

In order to determine the existing parking condition in the Crystal Street and Regent Street car parks, parking occupancy surveys were undertaken on a typical Tuesday and Wednesday in August 2018.

The average parking occupancy rates in both car parks are shown in the following graphs.



The following table further details the typical duration of stay of vehicles in these car parks. The table indicates significant long-stay parking in both of these car parks.

| Parking Duration (Turnover) | Crystal Street Car Park | Regent Street Car Park |
|-----------------------------|-------------------------|------------------------|
| 0-2 hours | 32% | 24% |
| 2-4 hours | 15% | 16% |
| 4-6 hours | 11% | 5% |
| 6-8 hours | 14% | 14% |
| 8-10 hours | 14% | 22% |
| 10-12 hours | 14% | 19% |

The existing land type zoning around Petersham Service Centre is mainly residential with limited commercial/retail. Therefore, the proposed changes to the parking arrangement are aimed to provide off-street parking for the Petersham commercial precinct, Council operation vehicles as well as some short-term parking to visitors to the area while deterring long-term commuter parking.

Proposed parking arrangements

In order to discourage commuter parking from the car parks and provide improved parking opportunities to the local commercial precinct, including Peterhsam Service Centre and Petersham Town Hall, it was initially proposed to make the following changes:

1. Crystal Street car park:
 - a. Convert 9 of the '9P 8am-6pm Mon-Fri' spaces to '3P 8am-6pm Mon-Fri' parking in the row adjacent to Petersham Service Centre.
 - b. Convert remaining 50 spaces of '9P 8am-6pm Mon-Fri' parking to '8P 8am-6pm Mon-Fri' parking.
2. Fisher Street car park:
 - a. Convert all 12 of the '9P 8am-6pm Mon-Fri' spaces to '8P 8am-6pm Mon-Fri' parking.
3. Regent Street car park:

- a. Convert all 49 of the '9P 8am-6pm Mon-Fri' spaces to '8P 8am-6pm Mon-Fri' parking.

Since this time, Council has received a notification from the Petersham RSL that the Free Parking Area Agreement for the Fisher Street and Regent Street car parks have expired. The Club has given notice that these areas will not be available to Council for continued use as public car parks from 6 July 2019 due to pending redevelopment of the site.

CONSULTATION

Consultation with staff at the Petersham Service Centre was undertaken between Friday, 12 April 2019 and Friday, 10 May 2019 requesting staff to express their views on the proposed parking restriction changes to Crystal Street, Fisher Street and Regent Street car park. The staff consultation as promoted through an email distributed to all staff.

20 responses to the consultation were received of which a majority of respondents (75%) objected to the reduction of operation hours from 9P to 8P in Petersham Service Centre. Key comments received during the consultation are:

- Staff members at Petersham Service Centre generally work more than 8 hours and the change from 9P to 8P would not be sufficient. Relocating a parked vehicle would reduce the productivity of staff.
- Parking restrictions in Petersham Service Centre are different to those in Ashfield and Leichhardt Service Centre where permit schemes are in operation for Council operational vehicles. A Permit scheme should be extended to Petersham Service Centre.
- Visitor parking restrictions should reduce to 1P rather than 3P as most visitors to the service centre are unlikely to require a 3P parking restriction.

CONCLUSION

In light of the discontinuation of the Free Parking Area Agreement for the Fisher Street and Regent Street car parks, the discouragement of long-stay commuter parking in the remaining Crystal Street car park is more significant. It has therefore recommended to modify the Crystal Street car park as follows:

- Convert 9 of the '9P 8am-6pm Mon-Fri' spaces to '3P 8am-6pm Mon-Fri' parking in the row adjacent to Petersham Service Centre.
- Convert the remain 50 spaces of '9P 8am-6pm Mon-Fri' spaces to '8P 8am-6pm Mon-Fri' parking

The restrictions will be reviewed six months following implementation.

ATTACHMENTS

Nil.

Item No: LTC0719 Item 22

Subject: MALIYAWUL STREET - PROPOSED TEMPORARY ROAD CLOSURE TO HOLD BAY RUN EVENT ON SUNDAY, 4 AUGUST 2019 (BALUDARI WARD/BALMAIN ELECTORATE/LEICHHARDT PAC)

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

Authorised By: Manod Wickramasinge – A/Traffic and Transport Services Manager

SUMMARY

The Bay Run Committee has requested approval by the Local Traffic Committee and Council to conduct the annual Bay Run event (in its seventeenth year) on Sunday, 4 August 2019.

RECOMMENDATION

THAT the proposed temporary road closure of Maliyawul Street, Lilyfield, 100m from the northern, dead-end of the street on Sunday, 4 August 2019 between 6.00am to 11.00am be approved subject to the following conditions:

- 1. The TMP and TCP being approved by RMS;**
- 2. The applicant be advised to contact the Office of Environment and Heritage (OEH) to seek approval for the proposed temporary closure of Waterfront Drive, between Central Avenue and Military Drive for the event (within Callan Park, Lilyfield);**
- 3. All affected residents and businesses, including the NSW Police Local Area Commander, Fire & Rescue NSW, NSW Ambulance Services, Le Montage, Leichhardt Park and Aquatic Centre, Leichhardt Rowing Club and Balmain Soccer Club 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 stakeholders; and**
- 4. The occupation of the road carriageway must not occur until the road has been physically closed.**

BACKGROUND

This is the seventeenth running of the BayRun Event. The current BayRun 2019 organising team have been involved in running the event for a number of years and is again requesting the closure of:

- Maliyawul Street, 100m from the northern, dead end of the street to arrange the finish line on the road in Maliyawul Street at Leichardt Oval No.3 and
- Waterfront Drive, between Central Avenue and Military Drive (within Callan Park) and under the control of OEH.

The BayRun follows the shore line of Iron Cove and is approximately 7km in length. The shared path on the Iron Cove Bridge will form part of the BayRun.

This event will be held between 6.00am to 11.00am on Sunday, 4 August 2019. The race participation includes approximately:

- 1600 runners
- 150 walkers
- 100 runners with dogs

- 600 children (2km)

Site location & Road Network

| | |
|--|--|
| Street Name(s) | Maliyawul Street, Lilyfield |
| Section | Between Lilyfield Road and dead-end |
| Traffic Volume | - |
| Recorded Accident History (5 year) | Nil. |
| Recorded 85% speed | - |
| Speed Limit | 50km/h |
| Carriageway width | Approx. 13.3m |
| Carriageway Type | Two way street with 90 degree angle parking on one side of the street. |
| Road Classification (State, Regional, Local) | Road Related Area |

FINANCIAL IMPLICATIONS

Nil.

OTHER STAFF COMMENTS

The organiser has confirmed that security guards will be in attendance overnight to monitor the area. The participants are expected to arrive around 6am on the Sunday.

The proposed closure of Maliyawul Street is on Sunday, 4 August 2019, between 6.00am and 11.00am.

Since no matches would be permitted on Oval No.3 at the time of this event, the closure of this section of Maliyawul Street should cause no significant impacts on parking during the event closure time. This closure has occurred at previous year's events and has caused no traffic issues.

The closure of Waterfront Drive is to prevent conflicts with vehicles.

Non-event cyclists would not be able to use the closed sections of Maliyawul Street and Waterfront Drive. However, as a number of detours are available for non-event cyclists, the impact on them is considered minimal.

The TMP and TCP submitted by the event organiser as shown in **Attachment 1** will be forwarded to RMS for approval.

The applicant has advised that they have ongoing public liability insurance to the amount of \$50 million. As part of obtaining the public liability insurance a risk management plan has also been prepared.

PUBLIC CONSULTATION

The BayRun organisers have advised that the event will be publicised via a range of public media in the lead up to the event including local banners, notifications on the BayRun course, letterbox drop to nearby residents, local media (print and radio) and via social media (Facebook). Inner West Council is a supporting partner of the event. Le Montage is aware of the event. Leichhardt Park Aquatic Centre, Leichhardt Rowing Club and Balmain District FC (Callan Park) will all be notified about the event in the lead up to the event.

The Office of Environment and Heritage (OEH) will be contacted by the applicant regarding closing the section of Waterfront Drive as outlined in the TMP.

The temporary full road closure of Maliyawul Street has been being advertised in a local newspaper for a period of 28 days from 4 June 2019 to 2 July 2019.

ATTACHMENTS

1. [↓](#) Bay Run 2019 - Traffic Management Plan



1. BAYRUN 2019 TRAFFIC MANAGEMENT PLAN

1.1. Location of Occupancy:

Inner West Council – Leichhardt Ward.

1.2. Type of Event:

BayRun 2019 is a fun run for adults and children.

1.3. Suburb:

The start / finish area is located at Leichhardt Oval Number 3 – Maliyawul St, Lilyfield.

1.4. Council:

The start / finish area and Maliyawul St is located within the Inner West Council – Leichhardt Ward area

1.5. Road Occupancy Details:

It is proposed to close a section of Maliyawul St Lilyfield (100 metres from the northern end of street – approximately adjacent to the northernmost of the two wharves) from 6.00am to 11am on Sunday, 4 August 2019.

1.6. Prominent Organisations:

InnerWest Council – Leichhardt Ward.
Office of Environment and Heritage

1.7. Primary Contact Persons

Mildren Events – Kylie & Ben Mildren

1.8. Event Planning

1.8.1. Planned Commencement of the Event:

Sunday 4 August 06.00 – on race day

1.8.2. Planned Completion of the Event

Sunday 4

August 14:00

1.8.3. Planned Street Occupancy Times:

The proposed street closure is from 06:00am to 11:00am.

1.9. Traffic Management Plan

Bay Run 2019

1.10. Planned Road Closure Type:

The road closure will be closed using temporary barriers. The closure will be

manned by a representative of Traffic Facilities Maintenance Pty Ltd.

1.11. Declaration:

I will ensure that the Event is controlled as described in the plan.

Signed _____ Date _____

Print Name _____

Organisational Name: BayRun 2019 – a subcommittee of Dobroyd Point P&C committee

1.12 Contact Details

Event Manager

Contact Name: Kylie Mildren, Director Mildren Events

Contact number: 0407 893 221

Contact Email: kylie@mildrenevents.com.au

Alternative Contact (on Race Day)

Contact Name: Karly Smith, Bay Run Committee Member

Contact number: 0403 753 98

Contact Email: karlysmith@bigpond.com

Police

Contact Name: Senior Constable Mel Reilly

Contact number: 02 9552 8099

Traffic Control

Company: Traffic Facilities Maintenance Pty Ltd

Contact Name: David Wisniewski

Contact number: 0418 474 818

Roads & Maritime Services

Contact Name: Transport Management Centre.

Contact number: 1800 679 782

1.13 Administration and Logistics

| Duty | Responsibility | Contact Person | Contact Phone |
|------------------------------------|---|--------------------------------|---------------|
| Event Organiser | Organising of the event and coordination of race day (Sunday) | Kylie Mildren Ben Mildren | 0407 893 221 |
| Police | Glebe Local Area Command | Senior Constable Mel Reilly | 02 9552 8099 |
| Traffic controller, signs/ devices | Road Closure- Maliyawul St | David Wisniewski | 0418 474 818 |

| | | | |
|------------------------------------|--|--|--------------|
| Traffic controller, signs/ devices | Road Closure – Waterfront Drive | David Wisniewski | 0418 474 818 |
| Public Transport | | There will be no impact to public transport, as the BayRun course does not operate on any route that is used by public transport. | |
| Confirm All Marshals in Position | Responsibility for all course marshals | Kylie Mildren Ben Mildren | 0407 893 221 |

2. EVENT OUTLINE

The BayRun is a Dobroyd Point Public School Fundraiser organized by a volunteer committee of the P&C. The event is held annually around the well-known Iron Cove and this year will be its 17th year. In 2019 the event will be held on Sunday 4th August. The course uses the well-known BayRun course around the banks of Iron Cove. The race start and finish area is Leichhardt Oval Number 3 in Lilyfield.

The race participants include runners (approx 1600 participants in 2017), walkers (150).

Dog Walkers / Runner (100)

There is also a children's 2km run (600 participants) which will be an out and back course from Leichhardt Oval Number 3 to Callan Park and return.

The start / finish area will be set up from 14:00 on Saturday August 3rd. All equipment will be stored within the boundaries of Leichhardt Oval No. 3. There will be no requirement for any roads to be closed on Saturday August 3rd.

Professional security will secure the site overnight in preparation for the race the next day. The race commences at 8am. The last runner/walker completes the course at approximately 09.45. After the prize giving, the start / finish area is dismantled by approximately 14:00.

At the start / finish area a number of temporary structures will be installed. The majority of these structures are small marquees (3m x 3m). There is also an inflatable Start / Finish gantry. As indicated, all equipment and structures will be stored within the boundaries of Leichhardt Oval No. 3.

3. TRAFFIC MANAGEMENT OUTLINE

3.1 Proposed Road Closures

It is proposed to close a section of Maliyawul St Lilyfield (100 metres from the northern end of street – approximately adjacent to the northernmost of the two wharves) from 6.00am to 11.00am on Sunday 4th August. The section of Maliyawul St requested for closure is a dead end street.

This will ensure the nearby designated Disabled Parking Spots are not impacted. – Traffic Management are instructed to safely open barriers to enable anyone with a permit access to the site for parking.

We propose to close the road, Waterfront Drive north of the driveway of the last houses on Waterfront Drive. This is to ensure that there are no vehicles at the bottom of Waterfront drive around the bottom of the soccer oval.

3.2 Barricades

It is proposed to close this section of Maliyawul St from 6.00am on Sunday morning. The barriers will be manned on Sunday morning to allow the final race set up to occur. Set up on the Sunday morning includes the arrival of the Pink First aid TM suppliers.

3.3 Signage

Traffic control signs & devices will highlight the closure of Maliyawul St and will be erected & dismantled by Traffic Facilities Maintenance Pty Ltd. See Traffic Control Plan for details. Traffic control plans have been prepared by an RMS Design & Inspect Traffic Plans accredited person.

3.4 Impact of proposed measures

The proposed closure of a section of Maliyawul St will remove a number of designated parking spots for 5 hours on Sunday morning.

No soccer games will take place on the Oval on Sunday 5th August. La Montage is aware of the event.

The footpath adjacent to Maliyawul St will remain open for pedestrians to use during the duration of the event.

The impact of the closure of Waterfront Drive will mainly be for those attending soccer matches at the bottom oval on Callan Park.

The organizing committee will contact Balmain and District FC and APIA FC to inform them of the proposed road closure and times of closure. Vehicles will still be able to access the soccer field but will need to park further up Waterfront Drive. This is a risk management strategy as the Children's 2 km race crosses this part of the course.

The road will be opened at the end of the children's race, which means the road will be open again by 10 am at the very latest.

3.5 Street Cleaning and Waste Removal

As in previous years a number of additional waste bins will be ordered from InnerWest Council to cater for all waste produced by the event. It is not proposed that the proposed road closed will need special street cleaning post the event.

4. PUBLIC TRANSPORT

Many of the event participants are local residents and walk / run to the start area. Both walking and cycling (rather than cars) will be encouraged as a preferred method of transport to and from the event via a pre-race email to registered entrants. The email will also encourage registered participants to park away from the start / finish area (i.e. Hawthorne Parade, Haberfield) and walk to the start / finish area.

It is hoped that those coming from outside the suburb will make use of the Light Rail, which is now fully operational and a well patronized by Inner West Residents. We will remind participants about this mode of transport when planning their travel to and from the race.

5. EMERGENCY VEHICLE, LOCAL RESIDENTS, DISABILITY & CYCLIST

ACCESS

There will be no restrictions on emergency vehicle access to the site on Sunday morning. Local residents

are unlikely to be impacted by the temporary closure of Maliyawul St. Any event participants who drive will be encouraged to park in dedicated public parking space rather than in surrounding streets. However it is likely that some participants will park in nearby local streets between 7am – 9.30am.

There are a number of designated disabled parking spots nearby the start / finish area, access to these will be unaffected by this event. If the proposed road closure goes ahead, cyclists will not be able to access the closed section of the street, however a number of detours are available so they can safely get through the 180 metre closed section.

6. EVENT NOTIFICATION

The BayRun is an annual event. It is publicised via a range of public media in the lead up to the event including local banners, notifications on the BayRun course and in local media. Innerwest Council (Leichhardt) is a supporting partner of the event. La Montage is aware of the event. Leichhardt Park Aquatic Centre, Leichhardt Rowing Club and Balmain Soccer Club (Callan Park) and APIA FC will all be notified about the event in the lead up to the event.

Office of Environment and Heritage have been contacted regarding closing the section of Waterfront Drive as outlined in this plan. Their office has been provided with a copy of this Traffic Management Plan, the race outline and our Certificate of Currency.

As in previous years, there will be a letter box drop to residents in the nearby streets in the lead up to the event.

7. EVENT MARSHALS

There are approximately 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.

8. EVENT PREPARATION

This is the 17th running of the event. The current Bay Run 2019 Organising Committee has been involved in running the event for a number of years. At this stage the event is on track to match the number of entrants in 2018.

9. PUBLIC LIABILITY INSURANCE

We hold public liability insurance to the amount of \$50 million and cash insurance for the amount of \$20,000 from the Federation of P&C Associations. This policy expires **1/8/2019** an up to date policy will be supplied up receipt by this committee.

This is consistent with the insurance coverage in 2018. This coverage will be in place by the time the event occurs. As part of obtaining the public liability insurance a risk management plan has been prepared.

RMS Traffic Management Plan

A. Description or detailed plan of proposed measures.

It is proposed to close sections of Maliyawul St Lilyfield (80 metres north of the unnamed road (east-west) and Waterfront Drive, between Central Avenue and Military Drive. The section of Maliyawul St requested for closure is a dead end street.

The proposed road closure will be from 6.00am to 11am on Sunday 4th August 2019.

B. Identification and assessment of impact of proposed measures

The proposed closure of a section of Maliyawul St will remove a number of parking spots for 5 hours on the morning of Sunday 4th August. The road is a dead end street primarily used by the public and Leichhardt Oval Number 3 users. As the Oval will be closed these constituency will be unaffected.

C. Measure to ameliorate the impact of re-assigned traffic

Not applicable.

D. Assessment of public transport services affected

Not applicable.

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

There will be no restrictions on emergency vehicle access to the site on Sunday morning. Heavy vehicles do not use the closed section of Maliyawul St.

If the proposed road closure goes ahead, cyclists will not be able to access the closed Sections of Maliyawul Road and Waterfront Drive for safety reasons. However a number of detours are available so they can safely get through the closed sections.

The BayRun footpath that runs alongside Maliyawul St will remain open and therefore pedestrians will be unaffected.

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

Not applicable.

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

Not applicable due to nature of road closure.

H. Public consultation process

The BayRun is an annual event. It is publicised via a range of public media in the lead up to the event including local banners, notifications on the BayRun course and in local media.

As in 2018 there will be a letter box drop to residents in the nearby streets in the lead up to the event.

InnerWest Council (Leichhardt) is a supporting partner of the event. Le Montage is aware of the event. Leichhardt Park Aquatic Centre, Leichhardt Rowing Club and Balmain Soccer Club (Callan Park) will all be notified about the event in the lead up to the event.

Many of the event participants are local residents and walk / run to the start area. Both walking and cycling

(rather than cars) will be encouraged as a predominant form of transport to and from the event via a pre-race email to registered entrants. The Leichhardt North Light Rail will also be suggested as a transport option. The email will also encourage registered participants to park away from the start / finish area (i.e. Hawthorne Parade, Haberfield) and walk to the start / finish area.

www.invarion.com



**CLOSURE RECORD
POINT A**

Closed at _____ am

Re-opened at _____ am

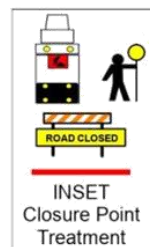
Refer below inset
for closure treatment

**CLOSURE RECORD
POINT B**

Closed at _____ am

Re-opened at _____ am

Refer below inset
for closure treatment



| | |
|--|---|
| | <p>Date: 23.4.19 Author: David Wisniewski PWZTMP 0045452448 Project: The Bay Run Plan #: WFD Modified RMS TCP 92 Disclaimer: This TCP is drawn not to scale to RMS TCAW Version 4.0</p> <p>Comments:</p> <ol style="list-style-type: none"> 1. All personnel shall wear high visibility garments. 2. Barriers erected to prevent unauthorised vehicular traffic. 3. Closure shall be staffed by a traffic controller at all times. 4. Access shall be allowed only to any emergency vehicles & authorised The Bay Run vehicles. <p>Egress shall be permitted to any vehicle that may have been parked on prior to implementation of this traffic control plan or resident traffic.</p> |
|--|---|

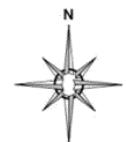
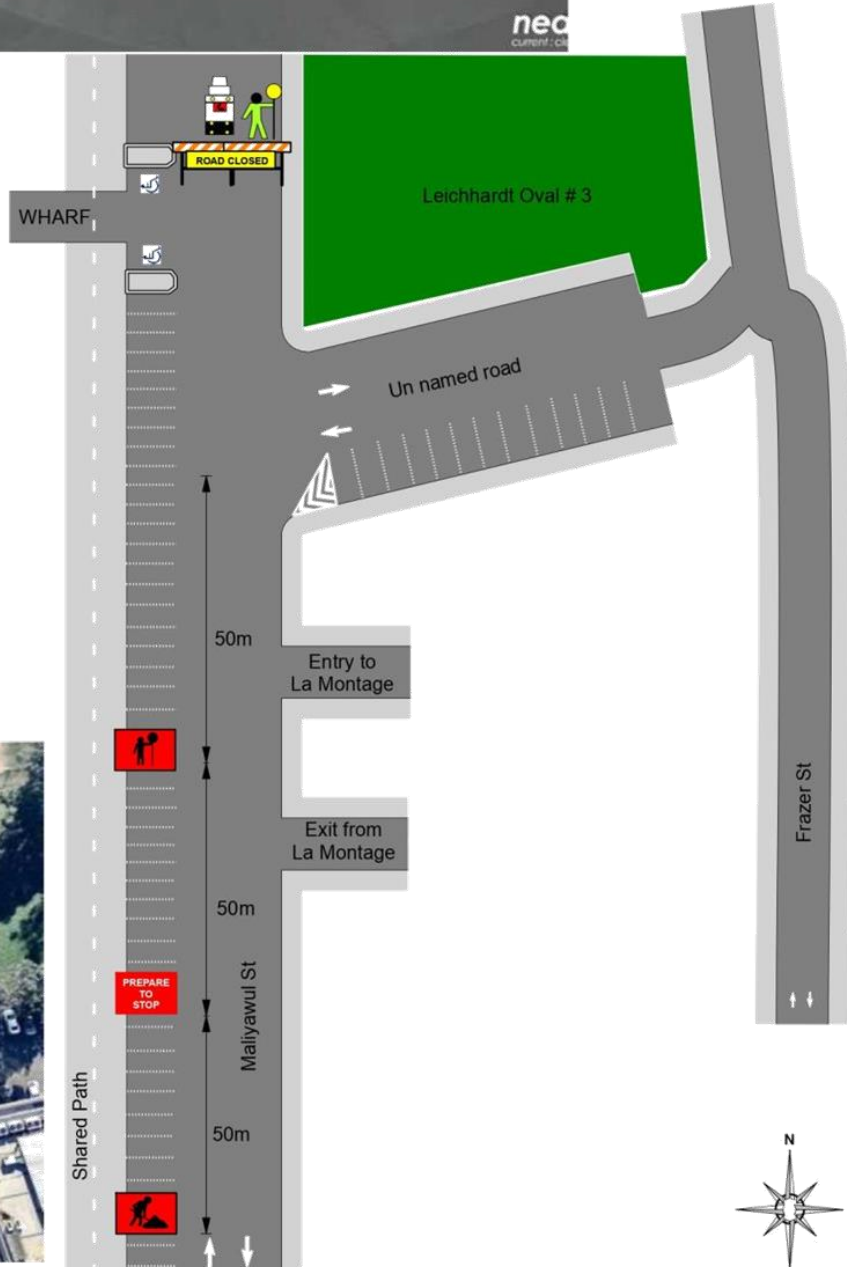


BAYRUN
TCP 47M

CLOSURE RECORD

Closed at _____ am

Re-opened at _____ am



Date: 23.4.19 **Author:** David Wisniewski PWZTMP 0045452448 **Project:** The Bay Run
Plan #: 47M Modified RMS TCP 92 **Disclaimer:** This TCP is drawn not to scale to RMS TCAW Version 4.0

Comments:

1. All personnel shall wear high visibility garments.
 2. Barriers erected to prevent unauthorised vehicular traffic between 0530 to 0730 but remain in position till 1000.
 3. Closure shall be staffed by a traffic controller at all times.
 4. Access shall be allowed only to any emergency vehicles & authorised The Bay Run vehicles.
- Egress shall be permitted to any vehicle that may have been parked on prior to implementation of this traffic control plan.

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