

AGENDA



LOCAL TRAFFIC COMMITTEE MEETING

MONDAY 18 JULY 2022

11.00AM

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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Traffic Matters

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Late Items

Nil at time of printing.

6 Part B - Items for Information Only

Nil at the time of printing.

7 Part C - Items for General Advice

Nil at the time of printing.

- 8 General Business**
- 9 Close of Meeting**

**Minutes of Local Traffic Committee Meeting
Held on 20 June 2022 at Ashfield Service Centre**

Meeting commenced at 11.01AM

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

Cr Justine Langford	Councillor – Midjuburi-Marrickville Ward (Chair)
Bill Holliday	Representative for Jamie Parker MP, Member for Balmain
Graeme McKay	Representative for Jo Haylen MP, Member for Summer Hill
Chris Woods	Representative for Ron Hoenig MP, Member for Heffron
Sgt Charles Buttrose	NSW Police – Leichhardt Police Area Command
Ram Sritharan	Transport for NSW (TfNSW)

NON VOTING MEMBERS IN ATTENDANCE

Cr Kobi Shetty	Councillor – Baludarri-Balmain Ward
Colin Jones	Inner West Bicycle Coalition (IWBC)
Manod Wickramasinghe	IWC's Acting Director Infrastructure
George Tsaprounis	IWC's Acting Traffic and Transport Services Manager
Sunny Jo	IWC's Coordinator Traffic Engineering Services (North)
Boris Muha	IWC's Engineer – Traffic and Parking Services
Jason Scoufis	IWC's Traffic and Parking Planner
Christina Ip	IWC's Business Administration Officer

VISITORS

Christina	Item 3 – Resident
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APOLOGIES:

Mayor Darcy Bryne	Councillor – Baludarri-Balmain Ward
SC Germaine Grant	NSW Police – Burwood Police Area Command
SC Anthony Kenny	NSW Police – Inner West Police Area Command
Colin Hesse	Representative for Jenny Leong MP, Member for Newtown
Maryanne Duggan	Representative for Jason Yat-Sen Li, Member for Strathfield

DISCLOSURES OF INTERESTS:

Nil.

CONFIRMATION OF MINUTES

The minutes of the Local Traffic Committee meeting held on 16 May 2022 were confirmed.

MATTERS ARISING FROM COUNCIL'S RESOLUTION OF MINUTES

The Local Traffic Committee recommendations of its meeting on 16 May 2022 were adopted at Council's meeting on 14 June 2022.

LTC0622(1) Item 1 Draft Pedestrian Crossing Warrant Policy

SUMMARY

TfNSW Supplements to Australian Standards sets out the warrant for the installation of a pedestrian (zebra) crossing to be used on state roads. Council has prepared a Pedestrian Crossing Warrant Policy as per Attachment 1, to be used when assessing the suitability of locations on local and regional roads.

The Policy aligns with the Strategic Plan Objective 2: Unique, liveable, networked neighbourhoods.

Officer's Recommendation

THAT:

1. That the Committee support the draft Pedestrian Crossing Warrant Policy in principle; and
2. The draft Pedestrian Crossing Warrant Policy be put on public exhibition for a period of 28 days for comment with the results being brought back to the Committee for consideration.

DISCUSSION

Council Officers advised of a modification to section 5.2 of the policy to state that "A pedestrian (zebra) crossing is deemed to meet the numerical warrant for a pedestrian (zebra) crossing if the crossing point is predominately used by *school* children..." to align with the wording used by TfNSW. The Committee members agreed to this amendment to the wording prior to the Policy being put on public exhibition.

The representative for the Member for Balmain commented that, based on Parramatta Council's report on the Interim Guidelines for the Selection of Pedestrian Crossing Facilities within the Parramatta LGA, vehicle speed is a more important factor than vehicle volume when assessing the warrant for pedestrian crossings and suggested removing vehicle volume as a criteria. The representative also commented that, according to Austroads, a zebra crossing has no effect on pedestrian accident rates; however, a raised crossing can significantly reduce the accident rate and incorporating refuges also improves safety at the crossing.

Council Officers advised that removing the vehicle volume requirement when assessing the warrant for a pedestrian crossing could lead to zebra crossings being installed at many intersections and lead to drivers disobeying the rules around them. It was advised that many of the pedestrian crossings in local streets are installed at intersections where vehicle speeds are already low because motorists are already slowing down towards the intersection. In addition, when assessing a location for a pedestrian crossing, road geometry, sightlines, vehicles speeds and other characteristics of the location are also considered.

The TfNSW representative supported the draft policy for public exhibition and will send the Policy to their internal technical team for comment.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

1. That the Committee support the draft Pedestrian Crossing Warrant Policy in

- principle; and
2. The draft Pedestrian Crossing Warrant Policy be put on public exhibition for a period of 28 days for comment with the results being brought back to the Committee for consideration.

For motion: Unanimous

LTC0622(1) Item 2 Draft Traffic Management Investigation Policy

SUMMARY

Council has prepared a Traffic Management Investigation Policy to be used when assessing the suitability of locations on local and regional roads for traffic management devices. This policy as detailed in attachment 1 provides guidance regarding when to initiate investigation and assistance in assessing the need for traffic calming measures to control speeding.

The Policy aligns with the Strategic Plan Objective 2: Unique, liveable, networked neighbourhoods.

Officer's Recommendation

THAT:

1. That the Committee support the draft Traffic Management Investigation Policy in principle; and
2. The draft Traffic Management Investigation Policy be put on public exhibition for a period of 28 days for comment with the results being brought back to the Committee for consideration.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

1. That the Committee support the draft Traffic Management Investigation Policy in principle; and
2. The draft Traffic Management Investigation Policy be put on public exhibition for a period of 28 days for comment with the results being brought back to the Committee for consideration.

For motion: Unanimous

LTC0622(1) Item 3 Elswick Street North, Charles Street, William Street, Leichhardt - Proposed traffic calming, angled parking and pedestrian facilities (Gulgdaya-Leichhardt Ward/Balmain Electorate/Leichhardt PAC)

SUMMARY

A traffic review has been undertaken in Leichhardt North including Elswick Street North, Charles Street, and William Street. The review examined requests from residents of Elswick Street North, who have safety concerns along local streets and laneways as a result of 'rat running' from Darley Road.

Officer's Recommendation

THAT:

1. A 45-degree angle parking in Elswick Street North, with concrete median island and linemarking between Darley Road and William Street be supported in principle and a detailed design be prepared, and affected residents be consulted;
2. A proposed kerb extension on both sides of William Street east of Elswick Street and a continuous footpath on the unnamed lane (between Charles St and Elswick Street North) be supported in principle and a detailed design be prepared, and affected residents be consulted;
3. A further report, including the detailed design be brought back to the Traffic Committee for consideration.

DISCUSSION

Public speaker: Christina entered at 11.05am

Christina supported the proposed changes and requested that Council consider line marking some of the angle parking spaces in Elswick Street North. The speaker stated that the 2018 Local Area Improvement Study identified the unnamed laneways between Falls Street, Elswick Street North and Charles Street as rat runs. She requested Council analyse how these laneways, as well as the laneway between Hubert Street and Charles Street, are used and undertake a risk assessment.

(Christina left at 11:10am)

The representative for Leichhardt PAC stated that they had responded to a complaint a few years ago regarding speeding and rat running in the laneway between Falls Street and Elswick Street North, and motorists illegally making right turns into Elswick Street North. Police undertook patrol in the streets over 4 weeks and found very few vehicles using the laneway, a few motorists making the illegal right turn and no speeding issues. The Committee members were unable to support further treatments in the laneways as the rat running issue was not considered significant.

To address rat running caused by queuing along Darley Road on weekday mornings, the representative for the Member for Balmain suggested banning right turns into the unnamed laneway next to Falls Street and possibly Flat Street. The representative also suggested TfNSW adjust the traffic signal phasing on City West Link to favour Darley Street and James Street traffic more.

Council Officers advised that Council has previously requested a median across Darley Road to prevent right turns into the local streets but the proposal was not supported by TfNSW. Changes to the area was proposed under TfNSW's Haberfield, Ashfield, Leichhardt Road Network Plan, however this plan is now deferred. It is expected that queuing along Darley Road may be lower when WestConnex opens as fewer vehicles will need to use Darley Road to access City West Link Road.

The IWBC representative suggested that the proposed 45-degree angle parking in Elswick Street North be changed to 'rear to kerb' for improved safety. The Committee members agreed to incorporate this change to the recommendation.

COMMITTEE RECOMMENDATION

THAT:

1. A 45-degree angle rear to kerb parking in Elswick Street North, with concrete median island and linemarking between Darley Road and William Street be supported in principle and a detailed design be prepared, and affected residents be consulted;
2. A proposed kerb extension on both sides of William Street east of Elswick Street and a continuous footpath on the unnamed lane (between Charles St and Elswick Street North) be supported in principle and a detailed design be prepared, and affected residents be consulted;
3. A further report, including the detailed design be brought back to the Traffic Committee for consideration.

For motion: Unanimous

LTC0622(1) Item 4 Tobruk Avenue, Balmain - Temporary full road closure for excavation works (Baludarri - Balmain/ Balmain Electorate/ Leichhardt PAC)

SUMMARY

Council has received an application from Domain Pools for the approval of a temporary full road closure of Tobruk Avenue, between Ennis Street and Reynolds Street, Balmain from Monday, 15 August 2022 at 8.00am to Thursday, 18 August 2022 at 11.00pm and Wednesday, 31 August 2022 from 8.00am to 11.00pm to facilitate excavation works on site at No.56 Mullens Street, Balmain

Officer's Recommendation

THAT the proposed temporary full road closure of Tobruk Avenue, between Ennis Street and Reynolds Street, Balmain from Monday 15 August 2022 at 8.00am to Thursday, 18 August 2022 at 11.00pm and Wednesday, 31 August 2022 from 8.00am to 11.00pm (contingency period 4 weeks) be approved for the proposed excavation works on site at No.56 Mullens Street, Balmain subject to, but not limited to the following conditions:

1. A Road Occupancy License be obtained by the applicant from the Transport Management Centre;
2. All affected residents and businesses, including NSW Police Area Command, Fire & Rescue NSW and the NSW Ambulance Services be notified in writing, by the applicant, of the proposed temporary full road closure at least 7 days in advance of the closure with the applicant making reasonable provision for stakeholders; and
3. The occupation of the road carriageway must not occur until the road has been physically closed.

The Committee members agreed with the Officer's recommendation.

THAT the proposed temporary full road closure of Tobruk Avenue, between Ennis Street and Reynolds Street, Balmain from Monday 15 August 2022 at 8.00am to Thursday, 18 August 2022 at 11.00pm and Wednesday, 31 August 2022 from 8.00am to 11.00pm (contingency period 4 weeks) be approved for the proposed excavation works on site at No.56 Mullens Street, Balmain subject to, but not limited to the following conditions:

- 1. A Road Occupancy License be obtained by the applicant from the Transport Management Centre;**
- 2. All affected residents and businesses, including NSW Police Area Command, Fire & Rescue NSW and the NSW Ambulance Services be notified in writing, by the applicant, of the proposed temporary full road closure at least 7 days in advance of the closure with the applicant making reasonable provision for stakeholders; and**
- 3. The occupation of the road carriageway must not occur until the road has been physically closed.**

For motion: Unanimous

**LTC0622(1) Item 5 Seven Bridges Walk - Special Event (Gulgadga - Leichhardt
& Baludarri - Balmain Ward/ Balmain Electorate/ Leichhardt PAC)**

The Cancer Council NSW Seven Bridges Walk event will be held on Sunday, 23 October 2022 at various locations in Sydney, including areas within the Inner West Council. The Event is in its seventh year of operation and the applicant seeks approval again in 2022.

THAT the Cancer Council NSW Seven Bridges Walk to be held on Sunday, 23 October 2022 be approved, subject to a current Public Liability Insurance Policy which includes the Inner West Council being an interested party being submitted by the event organiser prior to the event.

The TfNSW representative requested a separate copy of the Public Liability Insurance Policy for TfNSW review and concurrence.

The Committee members agreed with the Officer's recommendation.

THAT the Cancer Council NSW Seven Bridges Walk to be held on Sunday, 23 October 2022 be approved, subject to a current Public Liability Insurance Policy which includes the Inner West Council being an interested party being submitted by the event organiser prior to the event.

For motion: Unanimous

LTC0622(1) Item 6 Trafalgar Street, Annandale - Proposed raised pedestrian crossing (Gulgadya - Leichhardt Ward/ Balmain Electorate/ Leichhardt PAC)

SUMMARY

Council is planning to improve pedestrian safety in Trafalgar Street, Annandale outside No. 27 Trafalgar Street by upgrading the existing at-grade pedestrian crossing to a raised pedestrian crossing. The proposed works will improve pedestrian and motorist safety in the area. As part of the works, the two existing speed humps on either side of the existing pedestrian crossing will be removed.

Officer's Recommendation

THAT the attached detail design plan (Design Plan No.10211) for the proposed installation of a new raised pedestrian crossing on Trafalgar Street, Annandale be approved.

DISCUSSION

The TfNSW representative requested clarification whether there will be advanced crossing signs. Council Officers will check with the designers and respond to TfNSW separately.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the attached detail design plan (Design Plan No.10211) for the proposed installation of a new raised pedestrian crossing on Trafalgar Street, Annandale be approved.

For motion: Unanimous

LTC0622(1) Item 7 Smidmore Street, Marrickville – ENRC/2022/0022 - Temporary full road closure for two Marrickville Metro events The Fringe Festival 8-12 September 2022 and 10-12 December 2022 Markets and related temporary changes to Victoria Road kerbside parking restrictions to accommodate relocation of community bus (Midjuburi – Marrickville Ward / Heffron Electorate / Inner West PAC)

SUMMARY

Council has been notified by MLA Transport Planning, on behalf of Marrickville Metro Shopping Centre, about two proposed temporary full road closures of Smidmore Street, between Murray Street and the Centre's Smidmore Street car park access, Marrickville for the Fringe Festival 8-12 September and for the 10-12 December 2022 Marrickville Metro Market event. The closures will involve related temporary changes to Victoria Road kerbside parking restrictions to accommodate relocation of the community bus stop. It is recommended that the proposed temporary road closures be approved subject to **all standard Council conditions for a temporary full road closure**. The related changes to kerbside signage be approved also subject to all works and costs associated with the signage changes for the relocated 'Community Bus zone' and reinstatement of Council's

original parking restrictions is to be borne by the applicant.

Officer's Recommendation

1. THAT the proposed temporary full road closure of Smidmore Street, between Murray Street and the Smidmore Street car park access, Marrickville for a four day period 6am Saturday 8 September to midnight Monday 12 September 2022 and for a two day period 6am Saturday 10 December to midnight Sunday 11 December 2022 for the purpose of holding two different Marrickville Metro Shopping Centre events (the Fringe Festival and the second weekend December markets) be APPROVED, subject to the applicant complying with, but not limited to, the following conditions:
 - a. A Road Occupancy License application be obtained by the applicant from the Transport Management Centre;
 - b. 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;
 - c. The occupation of the road carriageway must not occur until the road has been physically closed; and
 - d. A clear unobstructed 4-metre-wide path of travel throughout the site is recommended to be maintained at all times for emergency vehicle access, in order to provide safe egress in case of fire or other emergency.
2. THAT the proposed short-term temporary changes to parking restrictions in Victoria Road, Marrickville as per plans submitted by MLA Transport Planning (20008ppt05A-220225 Community Bus Stop Relocation Plan (002)) be approved subject to the following conditions:
 - a. All works and cost of the supply, installation and removal of the signage associated with the temporary community bus relocation is to be borne by the applicant;
 - b. The temporary removal and reinstatement of any Council assets will be at the applicants cost and to Council's Traffic Engineers satisfaction; and Notification of surrounding properties be undertaken at least 7 Days prior to installation of the temporary changes and relocated 'Bus Zone'.

DISCUSSION

The TfNSW representative requested a separate copy of the TMP be sent to TfNSW for review.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

1. **THAT the proposed temporary full road closure of Smidmore Street, between Murray Street and the Smidmore Street car park access, Marrickville for a four day period 6am Saturday 8 September to midnight Monday 12 September 2022 and for a two day period 6am Saturday 10 December to midnight Sunday 11 December 2022 for the purpose of holding two different Marrickville Metro Shopping Centre events (the Fringe Festival and the second weekend December markets) be APPROVED, subject to the applicant complying with, but not limited to, the**

following conditions:

- a. A Road Occupancy License application be obtained by the applicant from the Transport Management Centre;
 - b. 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;
 - c. The occupation of the road carriageway must not occur until the road has been physically closed; and
 - d. A clear unobstructed 4-metre-wide path of travel throughout the site is recommended to be maintained at all times for emergency vehicle access, in order to provide safe egress in case of fire or other emergency.
2. THAT the proposed short-term temporary changes to parking restrictions in Victoria Road, Marrickville as per plans submitted by MLA Transport Planning (20008ppt05A-220225 Community Bus Stop Relocation Plan (002)) be approved subject to the following conditions:
- a. All works and cost of the supply, installation and removal of the signage associated with the temporary community bus relocation is to be borne by the applicant;
 - b. The temporary removal and reinstatement of any Council assets will be at the applicants cost and to Council's Traffic Engineers satisfaction; and Notification of surrounding properties be undertaken at least 7 Days prior to installation of the temporary changes and relocated 'Bus Zone'.

For motion: Unanimous

LTC0622(1) Item 8 Yeo Park, Summer Hill - Formalisation of off-road shared bicycle-pedestrian path, between Victoria Street and Prospect Road (Djarrawunang-Ashfield Ward/Summer Hill Electorate/Ashfield PAC)

SUMMARY

Council at its meeting on the 10 May 2022 approved safer road crossing treatments for pedestrians and bicyclists at the intersections of Harland Street/Victoria Road, and Prospect Road/Old Canterbury Road, Summer Hill. Bicyclist movements are linked east to west between the two intersections via an off-road shared pedestrian-bicycle path through Yeo Park, which has not been formalised as of this moment to the required guidelines.

This report deals with the formalisation of the shared pedestrian-bicycle path through Yeo Park in treatment with signs and line marking between Harland/Victoria Street and Prospect Road.

Officer's Recommendation

THAT the formalised treatment of the (off-road) shared pedestrian-bicycle path through Yeo Park, Summer Hill, with signs and line marking as shown in the plan and notations of ATTACHMENTS 2 and 3, be APPROVED.

DISCUSSION

Council Officers tabled an amended sign and line marking plan and notations that were changed to align with Australian Standards (Attachment 1). The main change is to the signage guiding cyclists from the road onto the footpath and the footpath to the roadway.

The TfNSW representative supported the concept plan and requested the detailed signage plan for review and approval. The Committee members agreed to add this request to the recommendation.

The IWBC representative requested Council consider signalling the intersection of Prospect Road and Old Canterbury Road or extending the path from Prospect Road to the pedestrian crossing at Elizabeth Street to improve safety for cyclists and pedestrians. Council Officers commented that this suggestion can be considered as part of Council's Bicycle Plan.

COMMITTEE RECOMMENDATION

THAT:

1. **the formalised treatment of the (off-road) shared pedestrian-bicycle path through Yeo Park, Summer Hill, with signs and line marking as shown in the amended plan and notations of ATTACHMENTS 2 and 3, be APPROVED; and,**
2. **the detailed design plan be submitted to TfNSW for their review and approval.**

For motion: Unanimous

LTC0622(1) Item 9 Tempe South Local Area Traffic Management Study - Revised Report (Midjuburi-Marricville Ward/Heffron Electorate/Inner West PAC)

SUMMARY

Council is proposing to re-exhibit the Tempe South Local Area Traffic Management (LATM) study having noted the final version dated 6 July 2021. The Tempe South LATM study was deferred several times due to community concerns and impact to residential streets.

The Tempe South LATM study was last reported to the Traffic Committee on 16 August 2021 and was developed to mitigate the impacts associated with the proposed development, influencing incoming and outgoing routes. The LATM study was solely assessed based on the original approved vehicle access locations and was not intended to examine alternate access arrangements.

During the Public Exhibition of the LATM study, community action groups, businesses and individuals raised objections and concerns on the development and the study on safety and amenity grounds.

On April 2022, the Sydney Eastern City Planning Panel deferred the Modification application from the applicant to delete the condition requiring the adoption of the LATM study by Council's Local Traffic Committee prior to the issue of any Construction Certificate.

It is noted that Council is currently organizing a comprehensive feasibility study of traffic signals at the Princes Highway driveway, and this is expected to be completed and considered by Transport for NSW for a decision on the matter.

The study will also evaluate design changes within the Bunnings site to facilitate the amended vehicular entry and exit arrangements. The results of the Traffic Signals Feasibility Study will be submitted to Transport for NSW for consideration.

Officer's Recommendation

THAT:

1. The Tempe South Local Area Traffic Management Study – Final Report dated 6 July 2021 be endorsed for a second public exhibition, based on the original approved vehicle access arrangements for 728-750 Princes Highway, Tempe (Determination No. 201700185).
2. The Public Exhibition be undertaken on the proposed scheme for 28 days with the outcomes being reported back to the Local Traffic Committee.
3. It be noted that a feasibility study of traffic signals at the driveway of Princes Highway is currently in progress, with input from Transport for NSW and the developer. This study will be undertaken as a separate process and when complete will be submitted to Transport for NSW for consideration.

DISCUSSION

Council Officers advised that the next Council meeting will be held in August. Accordingly, public exhibition will commence after the August Council meeting.

Council Officers advised that recommended treatments in the LATM report include the same treatments proposed in the last publicly exhibited report as well as additional treatments in Smith Street, Union Street and Brooklyn Street. The Committee agreed to amend the recommendation to require in-principle support for all the proposed treatments from TfNSW before public exhibition commences.

The representative for the Member for Heffron commented that the community is having difficulty understanding how the Bunnings driveway on Princes Highway will operate based on the diagram provided in the LATM report. The representative requested that the Committee recommend that the LATM report include a clearer description and diagram of the operation of the Bunnings driveway. The Committee agreed to this additional recommendation.

COMMITTEE RECOMMENDATION

THAT:

1. The Tempe South Local Area Traffic Management Study – Final Report dated 6 July 2021 be endorsed for a second public exhibition, based on the original approved vehicle access arrangements for 728-750 Princes Highway, Tempe (Determination No. 201700185), subject to TfNSW in-principle agreement with the recommended treatments.
2. That the second public exhibition of the Tempe South Local Area Traffic Management Study – Final Report include a description and diagram of the proposed operation of the driveway on Princes Highway.
3. The Public Exhibition be undertaken on the proposed scheme for 28 days with the outcomes being reported back to the Local Traffic Committee.
4. It be noted that a feasibility study of traffic signals at the driveway of Princes Highway is currently in progress, with input from Transport for NSW and the developer. This study will be undertaken as a separate process and when complete will be submitted to Transport for NSW for consideration.

For motion: Unanimous

LTC0622(1) Item 10 George Street, Leichhardt - Proposed 'Motor Bike Only' Parking Restrictions (Gulgadya - Leichhardt Ward/ Balmain Electorate/ Leichhardt PAC)

SUMMARY

Council has received concerns regarding obstructed resident access in George Street for No.52 George Street, Leichhardt. In order to prevent vehicles impeding resident access it is proposed to retain one (1) 5.6m parking '2P 8am-6pm Mon-Fri, Permit Holders Excepted' parking space and utilise the remaining redundant kerb space to install 2m of 'Motor Bike Only' parking.

Officer's Recommendation

THAT one (1) 5.6m '2P 8am-6pm Mon-Fri, Permit Holders Excepted' parking space be retained and a 2m 'Motor Bike Only' parking space be installed to utilise the redundant kerb space in front of No.52 George Street, Leichhardt.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT one (1) 5.6m '2P 8am-6pm Mon-Fri, Permit Holders Excepted' parking space be retained and a 2m 'Motor Bike Only' parking space be installed to utilise the redundant kerb space in front of No.52 George Street, Leichhardt.

For motion: Unanimous

LTC0622(1) Item 11 Nelson Lane, Annandale - Proposed No Parking Restrictions (Baludarri-Balmain Ward/ Balmain Electorate/ Leichhardt PAC)

SUMMARY

The eastern side of Nelson Lane, Annandale has existing 'No Parking 8:00am-6:00pm Mon-Fri' restrictions. This report recommends removing this part-time 'No Parking' zones and instead installing full-time 'No Parking' zones for the residents requiring access to their off-street parking.

Officer's Recommendation

THAT:

1. The 'No Parking 8:00am – 6:00pm Mon-Fri' restrictions be removed on the eastern side of Nelson Lane, Annandale, opposite the rear accesses of No.253-No.257, No.261-No.263 and No.269-No.331 Nelson Street.
2. Full-time 'No Parking' restrictions be installed on the eastern side of Nelson Lane, opposite the rear accesses of No.253-No.257, No.263, No.269, No.297, No.311, No.315 and No.331 Nelson Street.

DISCUSSION

Council Officers tabled additional comments received from residents, including one in support of the proposal, one who did not support the proposal and one from a resident who requested the 'No Parking' restrictions be extended from No.263 Nelson Street to No.265 to

allow trades vehicles access to parking. Council Officers will investigate this request separately.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

1. 'No Parking 8:00am – 6:00pm Mon-Fri' restrictions be removed on the eastern side of Nelson Lane, Annandale, opposite the rear accesses of No.253-No.257, No.261-No.263 and No.269-No.331 Nelson Street.
2. Full-time 'No Parking' restrictions be installed on the eastern side of Nelson Lane, opposite the rear accesses of No.253-No.257, No.263, No.269, No.297, No.311, No.315 and No.331 Nelson Street.

For motion: Unanimous

LTC0622(1) Item 12 Stephen Street, Balmain (at Vincent Street) - Proposed kerb indentation (Baludarri - Balmain/ Balmain Electorate/ Leichhardt PAC)

SUMMARY

Council is planning to improve the existing parking arrangements in Stephen Street, Balmain (Vincent Street to End) by adjusting the existing kerb on the western side of the street to widen the road and forming indented parking bays. The proposed works is intended to improve pedestrian and motorist safety in the area.

Officer's Recommendation

THAT the attached detail design plan (Design Plan No.10203) for the proposed kerb indentation on the western side of Stephen Street, Balmain be approved.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the attached detail design plan (Design Plan No.10203) for the proposed kerb indentation on the western side of Stephen Street, Balmain be approved.

For motion: Unanimous

General Business

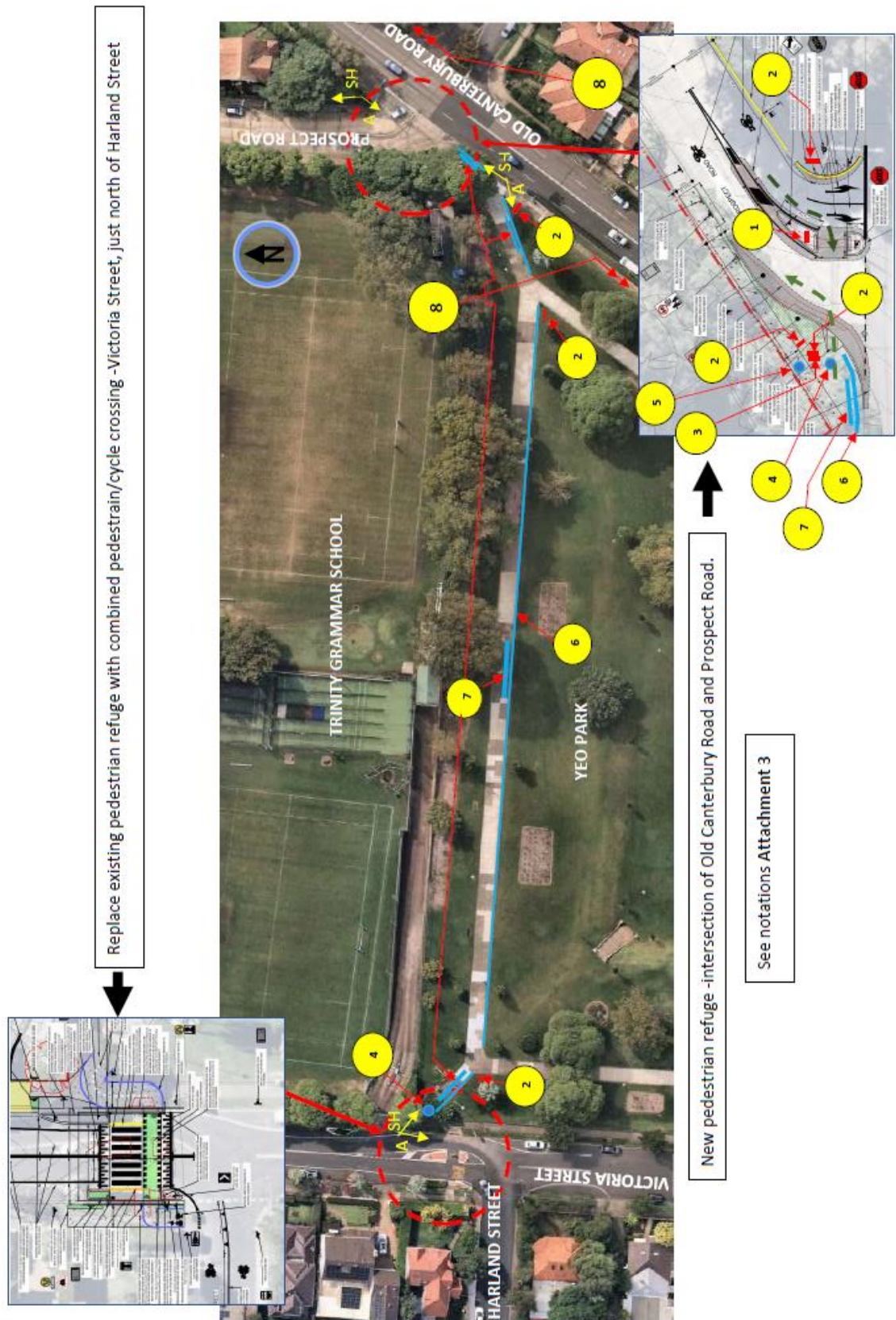
**LTC0622(1) Item 13 Temporary parking changes from T3 Line rail shutdown –
Consultation Outcomes Report**

Council Officers tabled the Consultation Outcomes Report from TfNSW for Item 1 of the May 2022 Local Traffic Committee. TfNSW consulted the community of Dulwich Hill, Marrickville and Sydenham that would be affected by the temporary parking changes and bus replacements during the major rail shutdown of the T3 Line for Sydney Metro upgrade works between 2-15 July 2022. TfNSW did not receive any feedback from the community. Council provided comments that can be found on page 6 of the report.

Meeting closed at 1.05pm.

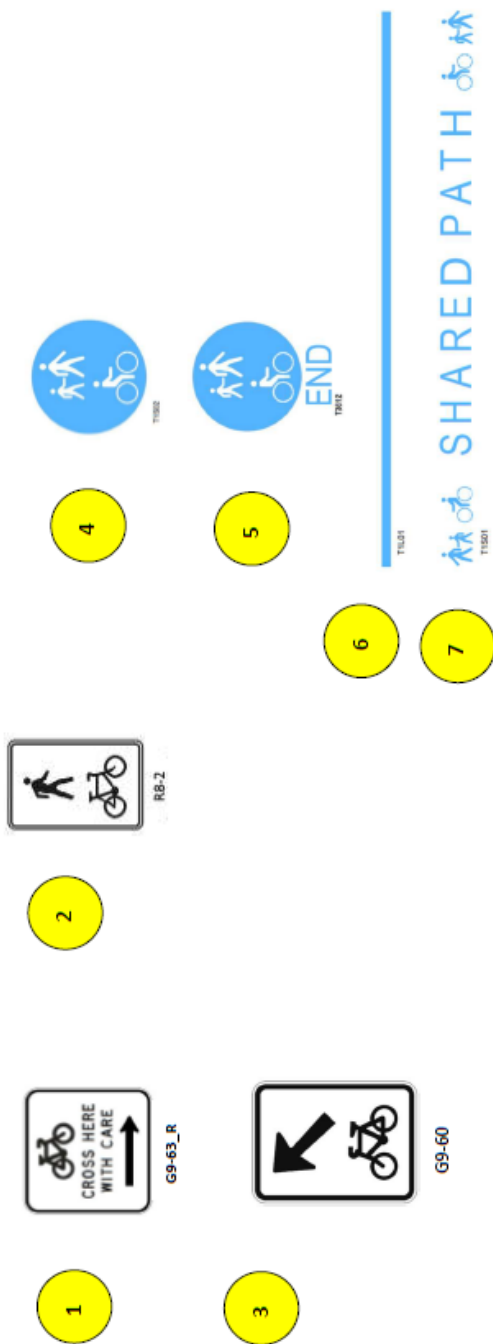
ATTACHMENT 1

ATTACHMENT NO.2-Amendment



ATTACHMENT NO.3-Amendment

NOTATIONS:



A → bicycle wayfinding sign to ASHFIELD



SH → bicycle wayfinding sign to SUMMER HILL



Bicycle path movement at intersection of Old Canterbury Road and Prospect Road.



Place to both approach sides on Old Canterbury Road (approx. 60-90 m) leading up to Prospect Road.

'ON SIDE ROAD' Arrow left from the west approach side and Arrow right from the east approach side.

Note : Markings 4-7 are extracted and adopted from the *Sydney City Council shared pathway pavement markings guidelines*.

Item No: LTC0722(1) Item 1

Subject: DULWICH HILL STATION PRECINCT PUBLIC DOMAIN IMPROVEMENTS
AMENDMENTS - LOCATION OF TRAFFIC CALMING ENTRY THRESHOLDS
– MIDJUBURI – MARRICKVILLE WARD/SUMMER HILL
ELECTORATE/INNER WEST PACULWICH HILL STATION PRECINCT
PUBLIC DOMAIN IMPROVEMENTS - LOCATION OF ENTRY THRESHOLDS

Prepared By: Stephen Joannidis - Urban Amenity Improvement - Delivery Manager

Authorised By: George Tsaprounis - Coordinator – Traffic and Parking Services

SUMMARY

Cardno was commissioned for the traffic and transport assessment and the detailed design of the Dulwich Hill Station Precinct Public Domain Improvements (DHSPDI). Council adopted the Master Plan for Dulwich Hill Station Precinct at its 13 August 2019 meeting. The Dulwich Hill Station Public Domain Master Plan provides the Dulwich Hill community with a plan to transform the streets and public spaces around the station into a pedestrian oriented village.

Dulwich Hill Station Precinct Public Domain Improvement works were initially planned to be delivered in two stages. Relevant documentation for Stage 1 works were submitted and approved by the Local Traffic Committee in July, 2020. Stage 1 works involved:

- A raised, signalised intersection at Wardell Road / Dudley Street;
- Footpath treatments and tree plantings on the southern side of Dudley Street; and
- A kerb extension on the southern side of Dudley Street at the intersection with Wardell Road.

An assessment for Stage 2 works were submitted and approved by the Local Traffic Committee in February, 2022. Stage 2 works involved:

- Raised entry thresholds at the north and south of Wardell Road and south west of Ewart Street;
- Upgrading the existing threshold at Ewart St East, to IWC standards;
- Tree plantings, garden beds and a rain garden; and
- New Bluestone Pavers for footpaths.

This assessment is for an amendment to parts of the Stage 2 works. In discussion with TfNSW, the two proposed thresholds at Wardell Road South and Ewart Street West have been relocated. The raised thresholds at Ewart Street west and Wardell Road south were originally located approximately 30m west and 20m south of the Ewart Street / Wardell Road intersection respectively. Both thresholds have now been shifted to approximately 80m away from the intersection. This is likely to increase safety by providing additional length for drivers to reduce and maintain lower speed (i.e. 40km/h) while entering and exiting a signalised intersection.

RECOMMENDATION

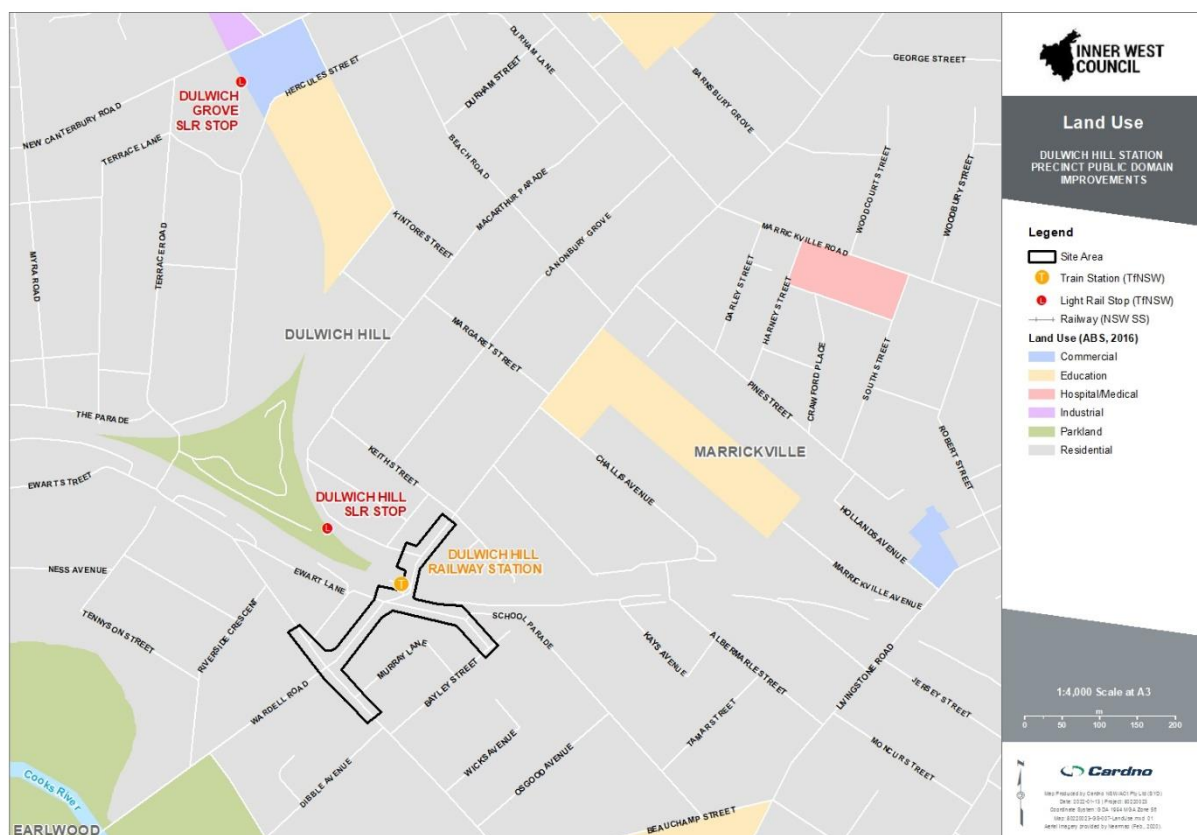
THAT: the relocation of the proposed raised thresholds on Wardell Road to a position approximately 80m away from the Ewart Street/Wardell Road intersection be **APPROVED** as amendments to Stage 2 design of the Dulwich Hill Station Precinct Public Domain Improvement works.

BACKGROUND

The Dulwich Hill Station Precinct (DHSP) site area includes:

- Wardell Road from Ewart Street to the north side of the Keith Street / Wilga Avenue intersection;
- Dudley Street;
- Ewart Street between Ewart Lane and Murray Lane; and
- Bedford Crescent.

The figure below illustrates the study area relative to the surrounding road network and different land uses around the study area. The study area consists of primarily residential along with some commercial/business area along Wardell Road between Ewart Street and Keith Street.



Dulwich Hill Station is a busy railway station and along with the local commercial area generates considerable pedestrian activity. Wardell Road is a busy regional road carrying a substantial volume of traffic and in combination with the high pedestrian activity it has been a Blackspot for numerous years.

In addition, local development and the implementation of the Sydney Metro Upgrades will see higher volumes of pedestrian movements which may compound the already poor crash history of the locality.

In 2020 a Blackspot funding application was submitted, and funding of \$341,250 was approved on 18 May 2021 for Dulwich Hill Station Precinct Upgrade works. Specifically, works to install entry thresholds, install slow point, raised threshold / horizontal deviation at mid-block location and conflict points (intersections and pedestrian crossings).

In the previous traffic committee report for Stage 1 works (6 July 2020 - LTC0720 Item 7) approval was sought for the raised, signalised intersection at Wardell Road / Dudley Street to address safety issues at the existing pedestrian crossing where crashes have been recorded, particularly as pedestrian movement increases with the implementation of the Sydney Metro upgrades. In Stage 2, thresholds are proposed to be utilised to establish a 40kmph zone at the DHSPDI as part of works to transform this area into a pedestrian friendly zone in accordance with the masterplan by Plummer & Smith.

FINANCIAL IMPLICATIONS

The project is fully funded by the Inner West Council and DPIE. It is noted that TfNSW has also contributed \$342,250 through the Blackspot Program.

The project has been listed in Councils Capital Works Program and funding has been committed for Stage 2 in the 2022/23 financial year budget.

PUBLIC CONSULTATION

Public Consultation has already been undertaken during the master plan stage. This proposal has also received community feedback. Feedback included concerns over pedestrians mistaking the raised thresholds for right of way, light pollution, desire for more greenery and concerns for reduced parking, especially mobility parking scheme parking spots. Actions undertaken as a result of public consultation include:

- Converting the proposed raised threshold at Bedford Crescent to a zebra crossing to address concerns over right of way at raised thresholds;
- Removing tactile indicators and extending garden beds at remaining proposed raised thresholds to address concerns over right of way at raised thresholds;
- Clarifying that Mobility Parking Scheme parking spots have been shifted, not removed;
- Reviewing lighting to satisfy community concerns over light pollution; and
- Adding more road trees to increase greenery.

Additional public consultation has been undertaken in the form of a letter sent and dropped regarding the proposed relocation of the two thresholds.

No objections were received

CONCLUSION

This proposed threshold relocation will assist vehicles towards a safer transition to the target speed of 40km/h within close proximity of a signalised intersection and hence will contribute towards improving the safety of pedestrians and cyclists throughout the precinct.

ATTACHMENTS

1. [Traffic & Transport Assessment](#)
2. [80220023-PDW-1701-1711 – Updated Signage and Landmarking plans, Cardno, Rev 1, dated 18/3/2022](#)
3. [80220023 220120 Transport Assessment Addendum 01 for incorporating a pedestrian crossing at the raised threshold at Bedford Crescent](#)
4. [80220023 220308 Transport Assessment Addendum 02 for Removal of scramble crossing](#)
5. [DHSPDI - TCS for the intersection with Wardell Road and Dudley Street, dated 7/3/2022](#)

Traffic and Transport Assessment

Dulwich Hill Station Precinct Public
Domain Improvements

80220023



Prepared for
Inner West Council

24 June 2020





Contact Information

Cardno (NSW/ACT) Pty Ltd

ABN 95 001 145 035

Level 9 - The Forum

203 Pacific Highway

St Leonards NSW 2065

Australia

www.cardno.com

Phone +61 2 9496 7700

Fax +61 2 9439 5170

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Version	Effective Date	Description of Revision	Prepared by	Reviewed by
1	1/05/2020	Issued for Council Comments	Sabal Sharma/Lukas Labutis	Ivo Pais
2	24/06/2020	Updates Based on Council Comments	Sabal Sharma	Lukas Labutis

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Our report is based on information made available by the client. The validity and comprehensiveness of supplied information has not been independently verified and, for the purposes of this report, it is assumed that the information provided to Cardno is both complete and accurate. Whilst, to the best of our knowledge, the information contained in this report is accurate at the date of issue, changes may occur to the site conditions, the site context or the applicable planning framework. This report should not be used after any such changes without consulting the provider of the report or a suitably qualified person.



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1 Introduction

1.1 Background

Cardno has been commissioned by Inner West Council (Council) for a traffic and transport assessment for the detailed design of the Dulwich Hill Station Precinct Public Domain Improvements.

1.2 Objectives

The purpose of the study is to develop a traffic and transport assessment to inform the detailed design of the Dulwich Hill Station Precinct Public Domain Improvements. There are several key components to the preparation of the traffic and transport assessment. These include:

- > Review background reports and strategies and summarise the findings;
- > Review and map the available crashes in the study area involving pedestrians and vehicles;
- > Assess the proposed active transport amendments within the study area;
- > Review the wayfinding signage plans for the Dulwich Hill station;
- > Undertake and review the traffic survey of the local traffic network including pedestrian volumes;
- > Assess the performance of the existing local traffic network;
- > Undertake a traffic signal warrant assessment for the proposed signalised intersection at Wardell Road / Dudley Street;
- > Identify High Pedestrian Activity Areas appropriate for 40 km/h speed zones and determine appropriate signage; and
- > Prepare a traffic management plan per the Traffic Management Plan (TMP) guidelines.

1.3 Study area

1.3.1 Dulwich Hill Station Precinct

The Dulwich Hill Station Precinct (DHSP) is located in the inner west Sydney suburb of Dulwich Hill. The site area is located approximately 8km southwest from the Sydney CBD. The precinct is located close to the southern boundary of the Inner West LGA.

The DHSP site area includes:

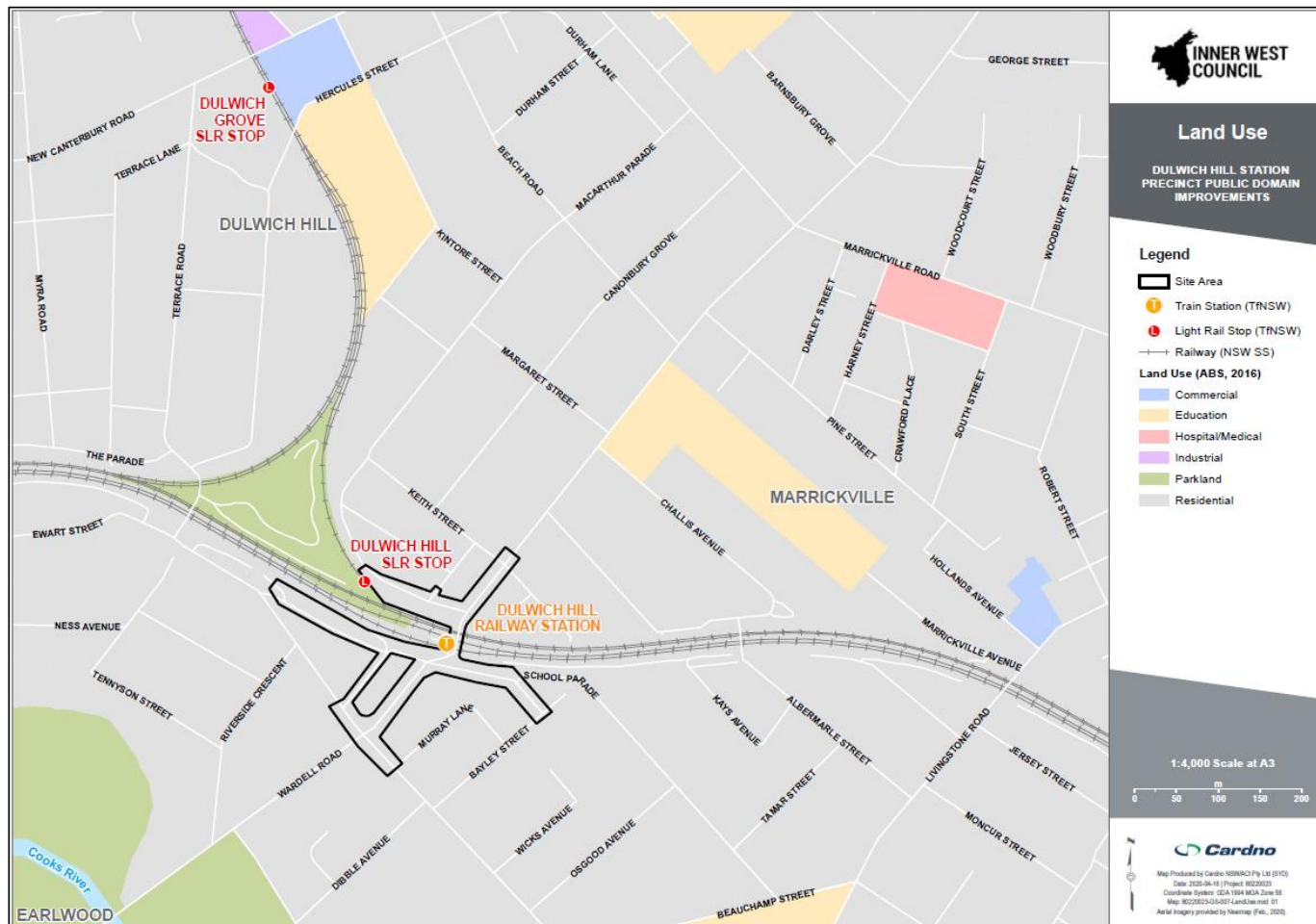
- > Wardell Road from Ewart Street to the north side of the Keith Street / Wilga Avenue intersection;
- > Dudley Street;
- > Ewart Street between Ewart Lane and Murray Lane; and
- > Bedford Crescent.

Figure 1-1 illustrates the study area relative to the surrounding road network and different land uses around the study area. The study area consists of primarily residential along with some commercial/business area along Wardell Road between Ewart Street and Keith Street.



Traffic and Transport Assessment
Dulwich Hill Station Precinct Public Domain Improvements

Figure 1-1 Study Area



1.3.2 Staging Plan

The detailed design of the Dulwich Hill Station Precinct Public Domain Improvements consists of the following stages described in **Table 1-1** and shown in **Figure 1-2** below.

Figure 1-2 Staging plan



Table 1-1 Staging plan

Stage	Part
A	Part 2. Dudley Street both sides
	Part 4. Raised signalised intersection for improved pedestrian movements
B	Part 3. Raised entry thresholds
C	Part 5a. Wardell Rd from Wilga Ave to Dudley St and to Dudley St
	Part 5a. Wardell Rd from Dudley St to Ewart Street
D	Part 5b. Paving, Kerb & Gutter, North side Ewart Street, Murray Lane to Wardell Rd
	Part 5b. Paving, Kerb & Gutter, North side Ewart Street, Ewart Lane to Wardell Rd
	Part 7. Ewart Lane

This assessment is only for Stage A of the Master Plan. This includes the intersection at Wardell Road / Dudley Street and both sides of Dudley Street,

2 Background review

2.1 Wayfinding guidelines

2.1.1 Wayfinding Planning Guide

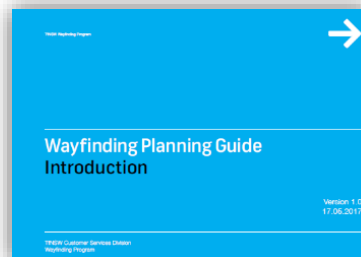
Transport for NSW (TfNSW) has developed a comprehensive system of signage and wayfinding practices for different public transport modes. The *Wayfinding Planning Guide* (TfNSW, 2018) (the Guide) details the principles for wayfinding for stations and interchanges as well as the Sydney Metro product.

The Guide covers aspects such as suitability of signage size, positioning, visibility, and legibility. It justifies why certain standards are adopted and upheld, e.g. customers can miss signs that a poorly sized or placed at inappropriate heights, therefore size and height is best considered from the perspective of the average customer's own height and likely proximity, as they move along key corridors.

The Guide outlines wayfinding requirements for customers during the following stages and zones:

- > Connect and welcome;
- > Entry;
- > Orientation and circulation;
- > Platforms; and
- > Exit.

The Guide also outlines various options for digital wayfinding signage and suggests how they could be used across the Sydney Metro network. Digital wayfinding signage can enhance directions to public transport services and provide streamlined information to aid customers in their decision-making.



2.1.2 City of Sydney Wayfinding Strategy

The aim of the *City of Sydney (CoS) Wayfinding Strategy* (City of Sydney, 2012) is to "provide a clear and coordinated framework to deliver consistent wayfinding components and information to direct people to their desired destinations, and to encourage people to walk with comfort and confidence".

The strategy provides a strategic framework to inform future design development and implementation for pedestrian wayfinding in the CoS. This includes strategic directions, wayfinding system components, design development, signage information design and signage placement strategy.

As part of the development of the strategy, background research was undertaken and included test walk evaluations within the CoS, site evaluations and a benchmark review of best practice within Australia and worldwide. Many examples are provided for guidance and analysed to determine the effectiveness of wayfinding implementation.

The principles from the strategy have been adopted for this study to help provide a consistent, legible wayfinding system throughout the Dulwich Hill Station precinct.



2.2 Inner West Council documents

2.2.1 Community Strategic Plan

The *Community Strategic Plan* (Inner West Council, 2018) (CSP) was produced by Council with community input to identify a vision of how the Inner West Council might best evolve to satisfy community needs over the next two decades. The plan implementation will involve collaboration with key stakeholders and Council has committed to reporting back to the community every four years on progress.

This study can help to give effect to the CSP, particularly in regards to the strategic direction of unique, liveable and networked neighbourhoods. The relevant outcomes, strategies and indicators of this strategic direction are shown in **Table 2-1**.

Table 2-1 CSP outcomes and strategies for unique, liveable and networked neighbourhoods

No.	Outcome	Strategies	Indicators
2.3	Public spaces are high-quality, welcoming and enjoyable places, seamlessly connected with their surroundings.	<ul style="list-style-type: none"> Plan and deliver public spaces that fulfil and support diverse community needs and life Ensure private spaces and developments contribute positively to their surrounding public spaces 	<ul style="list-style-type: none"> Community satisfaction with managing development in the area. Community satisfaction with long-term planning for Council area. Satisfaction with safety of public spaces.
2.5	Public transport is reliable, accessible, connected and enjoyable.	<ul style="list-style-type: none"> Advocate for improved public transport services to, through and around Inner West. Advocate for, and provide, transport infrastructure that aligns to population growth. 	<ul style="list-style-type: none"> Satisfaction with access to public transport. People who travel to work by public transport.
2.6	People are walking, cycling and moving around Inner West with ease.	<ul style="list-style-type: none"> Deliver integrated networks and infrastructure for transport and active travel. Pursue innovation in planning and providing new transport options Ensure transport infrastructure is safe, connected and well maintained 	<ul style="list-style-type: none"> Satisfaction with Cycleways. Satisfaction with maintaining footpaths. Community satisfaction with management of parking.



2.2.2 Local Strategic Planning Statement

The *Local Strategic Planning Statement* (Inner West Council, 2019) (LSPS) provides a land use planning framework for the Local Government Area (LGA) to achieve the vision set for the LGA in 2036:

“a place of creative, connected, sustainable and productive neighbourhoods as vibrant, innovative and diverse as our community”.

The LSPS presents six strategic themes:

1. An ecologically sustainable Inner West;
2. Unique, liveable, networked neighbourhoods;
3. Sustainable transport;
4. Creative communities and a strong economy;
5. Caring, happy, healthy communities; and
6. Progressive local leadership.

The transport and public domain related planning priorities and objectives of the LSPS are shown in **Table 2-2**.



Table 2-2 LSPS relevant planning priorities and objectives

No.	Planning priority	Objectives
7	Provide for a rich diversity of functional, safe and enjoyable urban spaces connected with and enhanced by their surroundings	<ul style="list-style-type: none"> Provide urban spaces that support community needs and creative places
8	Provide improved and accessible sustainable transport infrastructure	<ul style="list-style-type: none"> Safe, user-friendly active transport infrastructure forms an integral part of Inner West and supports all types of trips Public transport usage substantially increases because it serves all users and gets people where they need to go Shared transport forms an integral part of Inner West's transport network, reducing private vehicle ownership Inner West has an adaptive and responsive parking framework for private vehicles that responds to function, location and access to alternative transport Inner West embraces emerging transport technology that reduces our carbon footprint and improves travel information and services Land uses support freight, servicing and delivery corridors and reduce conflict between different land users A sustainable freight, delivery and service network that benefits Inner West
11	Provide accessible facilities and spaces that support active, healthy communities	<ul style="list-style-type: none"> The community has access to a wide range of accessible high quality open spaces, community facilities, recreational and cultural spaces A Blue/Green Grid promotes active and healthy lifestyles

The LSPS also designates the area immediately south of Dulwich Hill Station as a local centre / urban hub. Future green links passing near or through Dulwich Hill Station are also shown connecting north-south along the anticipated GreenWay and east-west following the T3 Bankstown rail line.

2.2.3 Draft Integrated Transport Strategy

The Draft Integrated Transport Strategy reviews the previous strategies and plans from the three councils merged into Inner West Council (Ashfield, Leichhardt and Marrickville), the existing and future transport networks, and the travel demand and behaviour to present a multi-modal transport strategy for the entire LGA.

A vision was developed through stakeholder consultation as follows:

"Growing numbers of Inner West residents, workers and visitors prefer to walk, cycle and use public transport because it is safe, convenient, enjoyable and healthy. Everyone is connected to their community and local services, and can access educational, retail, cultural and recreational districts, as well as jobs and services across local and regional areas. The transport network enhances local economic vitality, with freight and goods movements are separated from people by space and/ or time".



A modal hierarchy was developed and includes walking as the highest priority, followed by cycling, public transport, delivery services and freight, and private vehicles and taxis.

Core principles were developed based on the review of council strategies and plans, the vision and modal hierarchy and included the following:

- > Plan land use to support active and sustainable transport for reduced travel times and distances;
- > Improve safety, personal security, and provide equitable access for full community participation;
- > Prioritise people in centres and main streets and revitalise key roads;
- > Progress active transport infrastructure, services and programs;
- > Encourage shift to public transport and shared transport from private vehicles by providing attractive alternatives, and reduce the impact of congestion and parking;
- > Manage an efficient freight and goods delivery network to enhance Inner West liveability; and

- > Harness technology to improve information, safety, travel choices and environmental outcomes.

The strategy identified potential core pedestrian and cycling networks, which align with the north-south and east-west cycling links near Dulwich Hill Station presented in the LSPS and show Wardell Road as a key pedestrian link.

2.2.4 Marrickville Bicycle Strategy (2007)

Marrickville's Bicycle Strategy sought to increase the appeal of cycling within the former Marrickville LGA, proposing a \$7.2 million network of designated corridors. A supporting component is a gradual roll-out scheme of bicycle parking and end-of-trip facilities. The Bicycle Infrastructure Development Strategy for Marrickville, part of this report, was guided by four clear actions:

- > Develop a bicycle network plan;
- > Develop a bicycle parking plan;
- > Integrate the cycling network with public transport; and
- > Create bicycle friendly streets and neighbourhoods.

Although dated, the principles of the Bicycle Strategy have been considered in this study to inform the provision of cycling infrastructure.

2.2.5 Dulwich Hill Station Detailed Master Plan

The Dulwich Hill Station Public Domain Master Plan provides Inner West Council and the Dulwich Hill community with a ten-year plan to transform the streets and public spaces around the station into a pedestrian-oriented village. Plummer and Smith were engaged by Inner West Council in 2017 to undertake a detailed master plan for the public domain around the Dulwich Hill Station. A significant aim of the master plan was to develop a pedestrian-oriented village centre around Dulwich Hill Station. Improvements to the public domain help provide an environment that fosters spaces for the community to live their life including recreation, social activity and economic stimulus through encouraging pedestrians to linger and spend more money at local businesses as they pass through the village.



The Master Plan document comprises the following sections:

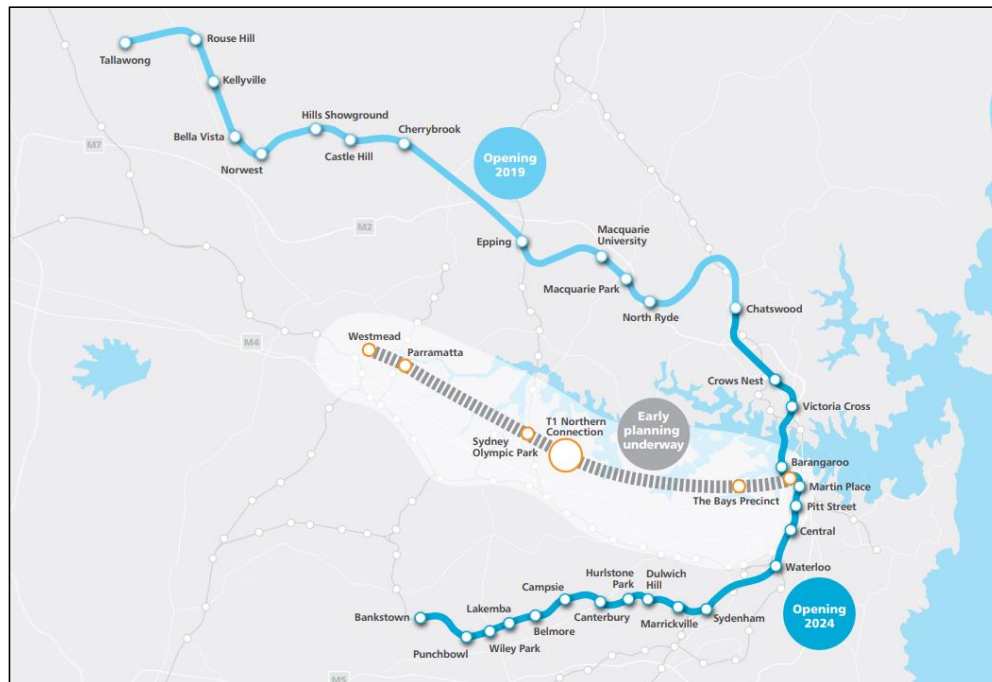
- > Project context: this section provides an introduction and background to the project including existing Council policies supported by the plan, project objects and project methodology;
- > Site Analysis: the physical characteristics of the site area and its context are described with analysis in plan, text, and images. The focus is on the physical site, but it also includes site and cultural history, sense of place and meaning to the community;
- > Design Strategies: each of the proposed design strategies that help create a pedestrian-oriented village centre are described in plan, text, and images to articulate the desired outcome for the precinct;
- > The Detailed Master Plan: the master plan compiled all the strategies to spatially illustrate the designed outcomes, supported by text and imagery; and
- > Project Costs and Implementation: This section outlines the probable costs for the project and articulates a potential staging and implantation strategy. The master plan aims to deliver a pedestrian-oriented village centre around Dulwich Hill Station. The strategies to deliver this aim include:
 - Provide raised threshold treatments to the entries along Wardell Road at Wilga Avenue and Ewart Street designed to slow traffic and define the village centre;
 - Provide pedestrian priority and connection across Bedford Crescent;
 - Install new pavement treatments to delineate a shared pedestrian zone in Ewart Lane.

2.3 NSW Government

2.3.1 Sydney Metro City & Southwest (Sydney Metro)

The New South Wales Government is committed to delivering the Sydenham to Bankstown City Metro and Southwest with a planned stop at Dulwich Hill Station.

Sydney Metro City & Southwest will operate fully segregated from the existing Sydney Trains railway between Sydenham and Bankstown. The State Government's proposed rail upgrades will provide an increased frequency of trains and faster access to the city and northern rail lines along with upgraded equal access at Dulwich Hill Station.



2.3.2 Sydenham to Bankstown Urban Renewal Corridor Strategy

Following the release of the revised draft Sydenham to Bankstown Urban Renewal Corridor Strategy in 2017, the community has provided clear and important feedback that it wants community values and place character at the heart of the planning process. The Department of Planning, Industry, and Environment (DPIE) has listened and is responding with a new approach through which the community's aspirations and Councils' vision underpin planning of the area.

DPIE with Inner West and Canterbury Bankstown Councils will develop a high-level, principle-based planning strategy for the corridor, which will address the community's aspirations and Councils' vision for their areas. The strategy will guide open space, transport, and community infrastructure investments as well as appropriate development in the corridor. It will contain a set of planning principles to ensure the local character is protected and enriched, and that the delivery of new homes, jobs, and services are well coordinated.

3 Crash data review

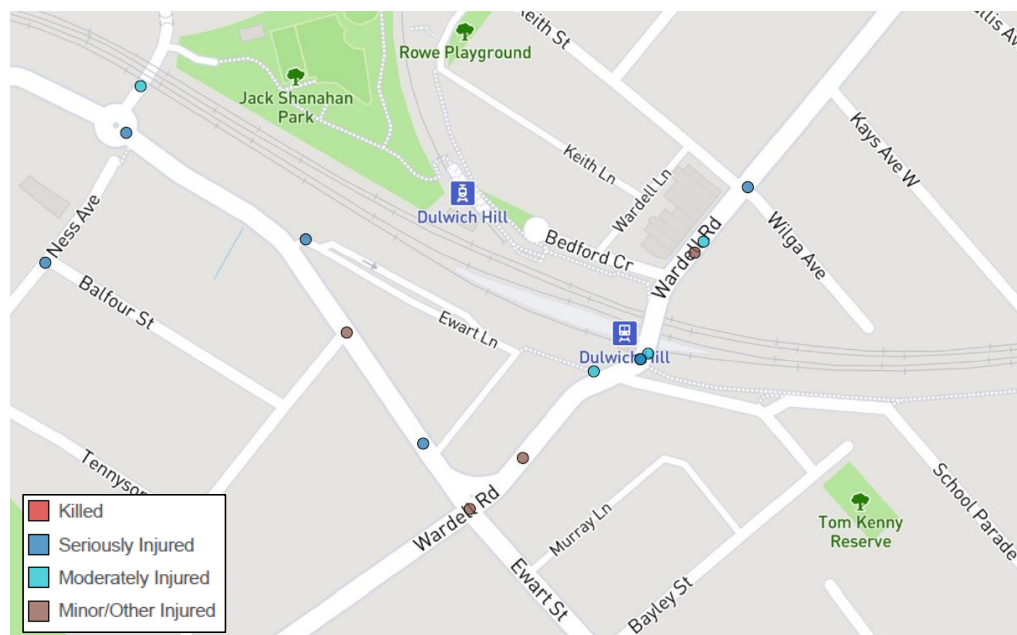
Crash data is reliant on incidents being reported to the NSW Police, either through police attendance at a crash scene or reporting by involved parties. It is generally understood that minor collisions without injuries are not reported. As such, analytics of all crashes is not possible. Notwithstanding, crash data does include more serious accidents. This allows analytics to identify trends in accidents and location issues/ crash clusters.

Five-year crash data history from TfNSW (the Centre for Road Safety) was analysed from 2014 to 2018 (inclusive).

3.1 Crash locations

The locations of crashes in the vicinity of Dulwich Hill Station are shown in **Figure 3-1**.

Figure 3-1 Crashes in the vicinity of Dulwich Hill Station



Source: Crash and casualty statistics, TfNSW via <https://roadsafety.transport.nsw.gov.au/statistics/interactivecrashstats/nsw.html?tabnsw=7>, viewed 24/03/2020

All crashes occurred along Wardell Road and Ewart Street, being the key north-south and east-west movement corridors within the vicinity of the station respectively. The key crash locations included:

- > The pedestrian crossing at Dulwich Hill Station;
- > Wardell Road between Bedford Crescent and Wilga Avenue; and
- > Various intersections on Ewart Street with Wardell Road and side roads.

3.2 Crash severity and type

Overall, there were 16 crashes within proximity of Dulwich Hill Station. A summary of crashes by severity is shown in **Table 3-1** and by crash type in **Table 3-1**.



Table 3-1 Crash summary by severity

Crash severity	2014	2015	2016	2017	2018	Total
Non-casualty (tow-away)	1	2			1	4
Minor/other injury		1	3			4
Moderate injury		1	1	2		4
Serious injury	1	1	1	1		4
Total	2	5	5	3	1	16

Source: Crash and casualty statistics, TfNSW via
https://roadsafety.transport.nsw.gov.au/statistics/interactivecrashstats/lga_stats.html?tblq=4, viewed 24/03/2020

Table 3-2 Crash Summary by Road User Movement (RUM) code

RUM code and description	2014	2015	2016	2017	2018	Total
0 - Ped nearside			1	1		2
1 - Ped emerging	1					1
2 - Ped far side			1	1		2
12 - Left far			1			1
30 - Rear end		1	1			2
35 - Lane change left		1				1
39 - Other same direction			1			1
59 - Other overtaking		1				1
63 - Vehicle door		1				1
71 - Off rd left => obj					1	1
83 - Off rt/rt bnd=>obj		1				1
88 - Out of cont on bend				1		1
93 - Pkd vehicle runaway=>obj	1					1
Total	2	5	5	3	1	16

Source: Crash and casualty statistics, TfNSW via
https://roadsafety.transport.nsw.gov.au/statistics/interactivecrashstats/lga_stats.html?tblq=4, viewed 24/03/2020

There were no fatal crashes in the vicinity of Dulwich Hill Station in the reporting period, and 4 resulting in serious injury.

3.3 Crashes by road user

The crashes by road user for each year are shown in **Table 3-3**. The crashes are apportioned according to vulnerability and special vehicle types, for example, if a crash involved a motorcyclist and a truck, it is determined to be a motorcyclist crash. If a crash involved a car and pedestrian, it is determined to be a pedestrian crash.

Table 3-3 Crash involvement by road user

Road user	2014	2015	2016	2017	2018	Total
Pedestrian	1		2	2		5
Cyclist		2				2
Motorcycle			1	1		2
Car		2	2		1	5
Articulated truck	1	1				2
Total	2	5	5	3	1	16

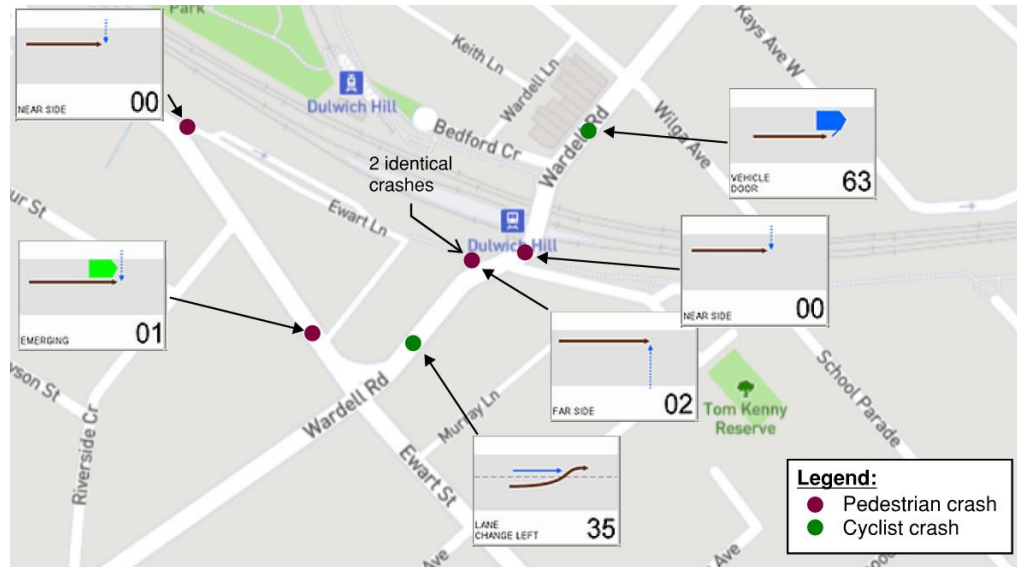
Source: Crash data, Transport for NSW, supplied 2019



In total there were five pedestrian crashes and two cyclist crashes, comprising 31% and 13% of total crashes respectively. In combination this indicates that 44% of crashes involve vulnerable active transport modes.

The locations of the pedestrian and cyclist crashes, as well as the associated Road User Movement (RUM) codes, are shown in **Figure 3-2**.

Figure 3-2 Pedestrian and cyclist crashes with RUM codes



Source: Crash and casualty statistics, TINSW via
<https://roadsafety.transport.nsw.gov.au/statistics/interactivecrashstats/nsw.html?tabnsw=7>, viewed 24/03/2020

The data indicates that the most reported pedestrian and cyclist crashes occurred along Wardell Road. All of the pedestrian crashes along Wardell Road were pedestrian near side or far side crashes. The introduction of traffic management measures and a reduced speed limit may help to mitigate this, particularly at the intersection of Wardell Road and Dudley Street where a cluster of three pedestrian crashes were observed.

The two reported cyclist crashes in the study area were both observed along Wardell Road. One involved a collision with a vehicle door of a parked car, and the other involved a collision with a car changing lanes (from the travel lane to the parking lane in front of the retail tenancies). A contributing factor to these may have been the lack of a formal cycleway along Wardell Road. Given the mixed traffic arrangements for cyclists and vehicles, introduction of a reduced speed limit and raised threshold treatments to increase driver awareness of vulnerable road users may help to mitigate these safety issues.

3.4 Lighting conditions

The proportion of crashes under each lighting condition were the following:

- > 56% of all crashes occurred in daylight;
- > 25% of crashes occurred in darkness; and
- > 19% of crashes occurred at dusk.

Overall the majority of crashes occurred in daylight conditions.

4 Active transport assessment

This section provides the outcomes of the active transport assessment of the proposed upgrades. At this stage only Stage A of the Master Plan is considered, which includes the intersection at Wardell Road / Dudley Street and both sides of Dudley Street. However, a review of the greater networks and overview of all Master Plan upgrades is detailed to provide context and demonstrate how the proposed upgrades align with the overarching vision for the precinct.

4.1 Pedestrian network

4.1.1 Network and destinations

4.1.1.1 Key destinations

Key destinations within the vicinity of the station generating or attracting pedestrian trips to / from the station include the following:

- > The Dulwich Hill light rail stop;
- > Bus stops on Dudley Street;
- > The kiss and ride / taxi bays on Bedford Crescent;
- > The commuter car park south-west of the station;
- > Jack Shanahan Reserve;
- > Tom Kenny Reserve;
- > The Cooks River;
- > The GreenWay;
- > Marrickville Library;
- > Dulwich Hill Public School;
- > St Maroun's College;
- > Marrickville West Primary School;
- > Wardell Road;
- > Dulwich Hill Village; and
- > Maronite Sisters of the Holy Family Village (Maronite Sisters Village).

These key destinations are mapped together with the typical walking catchment of the station in **Figure 4-1**.

4.1.1.2 Existing network and infrastructure

The Dulwich Hill Station precinct has an established footpath network with footpaths on all roads except Ewart Lane. The footpaths are generally wide along Wardell Road, however there is a pinch point immediately adjacent to the existing station entrance due to the constrained bridge geometry and pedestrian fencing. There are also some other minor pinch points along Wardell Road due to street furniture and outdoor dining.

A marked pedestrian crossing is provided immediately south of the station to facilitate pedestrian movement across Wardell Road. The intersection of Wardell Road and Ewart Street provides signalised crossings on all four approaches, accommodating movement in all directions to serve access to the station, retail strip along Wardell Road and surrounding residential areas.

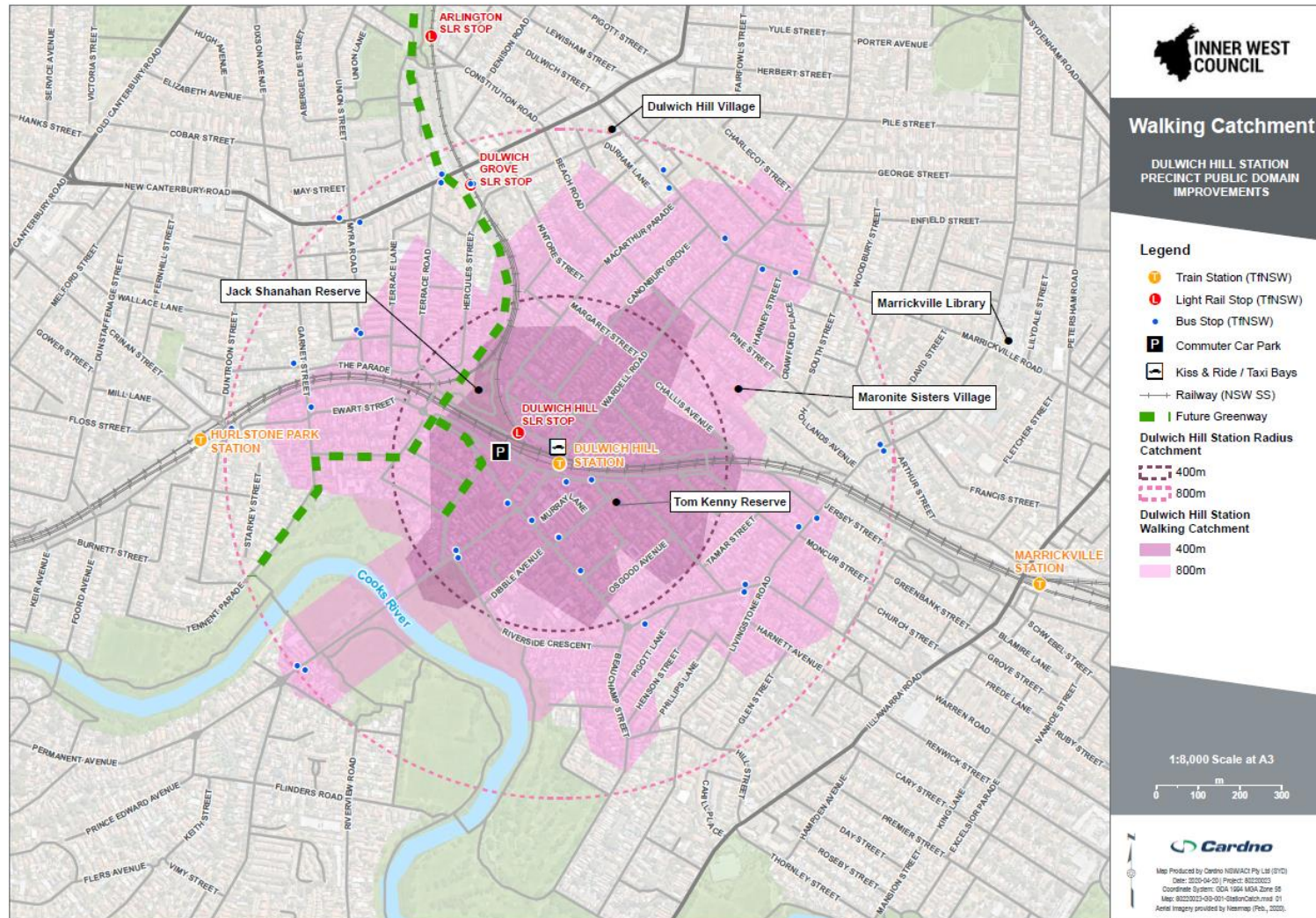
Pedestrian refuges are provided on side roads at the connections to Wardell Road, including Dudley Street, Keith Street and Wilga Avenue. Another pedestrian refuge is provided on Wardell Road at the intersection with Keith Street and Wilga Avenue. No other crossings are provided on Wardell Road between the station and Keith Street / Wilga Avenue, which may encourage informal crossing near the station.

Some of the public domain has recently been upgraded by developers, including the southern side of Dudley Street adjacent to 2 Dudley Street, and the corner of Ewart Street / Wardell Road adjacent to 260-264 Wardell Road. These upgrades resulted in renewed pavement, street furniture and landscaping to improve public amenity.



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Figure 4-1 Dulwich Hill Station walking catchment and key destinations





4.1.1.3 Planned future works

Significant changes to the pedestrian network will be implemented by Sydney Metro through the provision of an additional station concourse connecting Bedford Crescent to Ewart Lane and provision of a pedestrian plaza immediately south of the station. The concourse connection will be DDA-compliant and will allow paid pedestrian access (via the use of an Opal card or other linked card) across the rail line and to the train station and light rail stop. The new concourse is expected to become the main station entrance and will help to link the station to the interchange facilities.

The new concourse will also help to alleviate the footpath pinch point on the existing bridge and potential conflict between pedestrians and vehicles. Ramp or lift access will also be provided to accommodate a DDA-compliant route to the station from the south.

The pedestrian plaza will provide a new, high quality pedestrian space accommodating access to the station and improving the public domain. This will include works to extend the kerbline on Wardell Road and remove the disused bus stop.

The future GreenWay will also provide an enhanced shared path network, and is detailed further in **Section 4.2.1.3**.

4.1.1.4 Summary of existing and planned pedestrian infrastructure

The existing and planned pedestrian infrastructure within the study area is shown in **Figure 4-2**.

4.1.2 Pedestrian experience and key issues

The pedestrian experience throughout the Dulwich Hill Station precinct is mixed and the condition of the public domain varies. Some areas have poor amenity due to inconsistent or low quality pavements, excessive street furniture, vandalism and potential Crime Prevention Through Environmental Design (CPTED) issues while other areas are new and inviting due to recent development.

Retail tenancies provide activation along Wardell Road, particularly south of the station. Consistent pedestrian and vehicle movement along Wardell Road and Ewart Street provides passive surveillance in key areas, although some local roads and connections such as the link between Bedford Crescent and Keith Street (adjacent to the light rail line) have poor sightlines and possible security issues.

Key issues in the pedestrian environment include the following:

- > Inconsistent and poor quality footpath pavements due to reinstatement works and lack of maintenance;
- > Clutter on footpaths due to redundant signage, poles, fencing and excessive street furniture;
- > Pinch points due to narrow footpaths or clutter on the footpath;
- > Poor sightlines to wayfinding signage and transport facilities;
- > Lack of a lift/ step free or DDA access to the train station;
- > Steep grades to the station from Wardell Road to the south;
- > Non DDA-compliant kerb ramps;
- > Lack of a pedestrian crossing of Wardell Road north of the station;
- > Potential safety issues and vehicle-pedestrian conflict along Wardell Road, particularly at the bridge across the rail line and crossing north of Dudley Street;
- > CPTED concerns on links such as the connection from Bedford Crescent to Keith Street;
- > Poor pedestrian amenity and lack of a footpath on Ewart Lane; and
- > Long and indirect crossing via the refuge on Dudley Street at Wardell Road.

Some key pedestrian issues and features are shown in **Figure 4-3**.



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Figure 4-2 Existing and planned pedestrian infrastructure





Figure 4-3 Key pedestrian issues and features



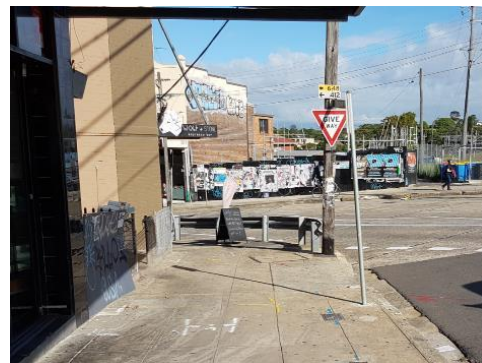
Potential CPTED issues at link between Bedford Crescent & Keith Street including sightlines, passive surveillance and lack of escape options



Constrained footpath on Wardell Road due to street furniture and landscaping



New bus stop, footpath and cycleway on northern side of Dudley Street



Poor amenity due to vandalism, construction hoarding and pedestrian fencing focused on accommodating vehicles



Poor amenity, pavement quality and footpath clutter on Ewart Street



Poor amenity, pavement quality and lack of footpath on Ewart Lane



4.2 Cycling network

4.2.1 Network and destinations

4.2.1.1 Key destinations

Key destinations within the vicinity of the station generating or attracting cycling trips to / from the station are similar to that of pedestrians but also include links to the Cooks River cycleway and Marrickville Station. These connections and the areas served are further detailed in the following sections.

4.2.1.2 Existing network and infrastructure

A separated bidirectional cycleway was recently constructed on the northern side of Dudley Street and leads towards Marrickville Station. This route is inconsistent, requiring cyclists to dismount east of School Parade and transition to on-road cycling routes further to the east. The route passes through low-traffic local streets until it reaches Illawarra Road and connects to Marrickville Station. The existing marked pedestrian crossing on Wardell Road also requires cyclists to dismount from this route to cross the bridge to access Dulwich Hill Station, and may result in potential conflict if cyclists choose to continue cycling through.

Ewart Street is designated as a cycle route in the *Staying Active in Marrickville Map* published on Inner West Council's website, however, it is a mixed traffic route, a 50 kilometre per hour speed limit with infrastructure is limited to bicycle stencils located in the parked vehicle door opening zone east of Wardell Road.

Bike parking is provided in numerous places in the precinct in the form of bike racks, including the following locations:

- > The southern side of Bedford Crescent near Wardell Road (share bikes only – 6 spaces);
- > The end of Bedford Crescent (10 spaces);
- > Immediately south of the station on the western side of Wardell Road (8 spaces);
- > The northern side of Dudley Street near Wardell Road adjacent to the cycleway (4 spaces);
- > The northern side of Dudley Street adjacent to the bus stop (6 spaces); and
- > Various poles along Wardell Road, mostly south of the station (5 spaces).

The bike parking was observed to be moderately utilised, particularly south of the station. The share bike parking also appeared to be utilised by private bikes instead of share bikes.

No other cycling infrastructure is present in the study area, however the Cooks River cycleway is located further to the south. This is predominantly a recreational cycling route that follows the Cooks River and provides access from Dulwich Hill to areas to the east such as Sydney Airport and Wolli Creek, and areas to the west such as Canterbury and suburbs towards Strathfield.

4.2.1.3 Planned future works

The future GreenWay will be a regionally significant active transport route and ecological corridor linking the Cooks River in Earlwood to the Parramatta River at Iron Cove. It will consist of a 5.5 kilometre long shared path, primarily for recreation, generally following the alignment of Hawthorne Canal. It will link the established Bay Run shared path around Iron Cove to the Cooks River shared path. The GreenWay will also provide a key north-south connection linking Dulwich Hill to the Cooks River and areas to the north including Haberfield and Leichhardt.

The works will include new and upgraded shared paths and crossings, and renewal and improvements to the natural environment along the corridor.

The GreenWay will be a short distance from Dulwich Hill Station, passing across Ewart Street from Terrace Road to Ness Avenue, and could be accessible via Ewart Lane and Ewart Street.

The draft Inner West Council Integrated Transport Strategy also indicates a proposed route from School Parade east towards Marrickville Station, and from Dulwich Hill Station west towards the future GreenWay. This would help to provide a continuous east-west cycling route.

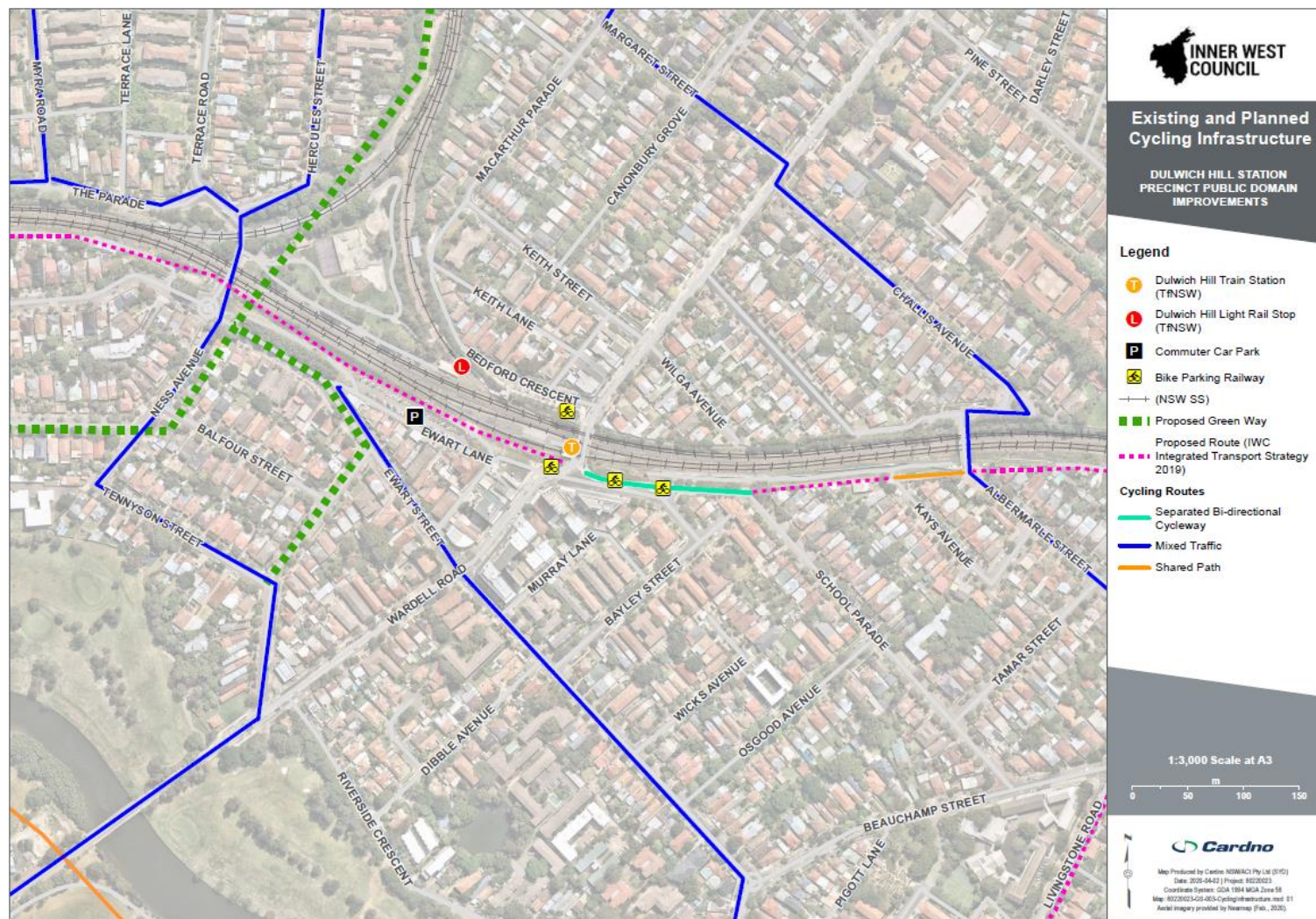
4.2.1.4 Summary of existing and planned cycling infrastructure

The existing and planned pedestrian infrastructure within the study area is shown in **Figure 4-4**.



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Figure 4-4 Existing and planned cycling infrastructure





4.2.2 Experience and key issues

The cycling experience throughout the Dulwich Hill Station precinct is mixed due to inconsistent and varied infrastructure. Cycling to / from the east is a safe and a comfortable experience along Dudley Street due to the new separated cycleway. However, the connection points are inconvenient and potentially unsafe – the marked pedestrian crossing immediately to the west of the cycleway requires cyclists to dismount, and may result in conflict if a cyclist approaches at high speed. The connection to the east also requires cyclists to dismount to join a narrow footpath.

The cycling experience on other routes is poor since cyclists are required to mix with vehicle traffic and there is limited infrastructure to support on-road cycling. Grades on Wardell Road approaching the station are steep and may result in safety issues for cyclists travelling northbound. Traffic volumes are significant along Wardell Road and Ewart Street, both with posted 50 kilometre per hour limits, which may result in safety issues and discourage many cyclists from using the on-road environment.

Key issues in the cycling environment include the following:

- > A lack of cycling infrastructure provided;
- > Inconsistent cycling infrastructure;
- > Lack of connectivity to other cycling routes and key destinations;
- > Potentially unsafe and inconvenient connection points; and
- > Poor sightlines to cyclists on Dudley Street.

Some key cycling issues and features are shown in **Figure 4-5**.



Figure 4-5 Key cycling issues and features



New separated bi-directional cycleway along Dudley Street



Poor sightlines to cyclist from Dudley Street approaching the pedestrian crossing on Wardell Road



Connection from Dudley Street cycleway to the east, forcing cyclists to dismount onto a narrow footpath



Highly utilised bike parking on the southern side of the station, with poor amenity.



Share bike parking on Bedford Crescent, appearing to be utilised by private bikes



Bike parking with spare capacity further west on Bedford Crescent



4.3 Station precinct public domain active transport improvements

The proposed upgrades to the Dulwich Hill Station precinct public domain will transform the public spaces surrounding the station into a pedestrian oriented village. Many of the upgrades were developed to improve pedestrian and cyclist safety and efficiency throughout the precinct, and facilitate access to and from the station.

The proposed improvements impacting active transport as part of the overall Master Plan for the Dulwich Hill Station Precinct include the following:

- > Raised entry thresholds at:
 - Wardell Road north of Keith Street (designed to accommodate buses);
 - Bedford Crescent at Wardell Road; and
 - The intersection of Wardell Road / Ewart Street (designed to accommodate buses);
- > A raised, signalised intersection at Wardell Road / Dudley Street;
- > New footpath treatments along the southern side of Dudley Street;
- > A kerb extension on the southern side of Dudley Street at the intersection with Wardell Road;
- > Resurfacing of Ewart Lane (south of the station) and conversion to a shared zone;
- > A kerb extension on the north corner of the Wardell Road / Ewart Street intersection; and
- > Footpath widening on the western side of Wardell Road along the bridge (via timber deck extension and minor relocation of the station building).

The proposed improvements in the context of the existing and planned active transport infrastructure are shown in **Figure 4-6**.

The upgrades will improve safety and efficiency of pedestrian and cycling movement in various ways. The raised entry thresholds will signify to vehicles the change in environment and start of a pedestrian-oriented village, and will reduce vehicle travel speeds. Kerb extensions will also narrow road geometry to help reduce vehicle speeds and provide additional footpath space for pedestrians to circulate and queue. The additional footpath space can also be utilised for outdoor dining and street furniture for improved amenity.

The raised, signalised intersection at Wardell Road / Dudley Street will provide additional crossings for pedestrians and cyclists, and will include cycle lanterns to accommodate a continuous cycle route from Dudley Street towards Ewart Lane. This will improve safety compared to the existing pedestrian crossing and decrease the potential for conflict between pedestrians, cyclists and vehicles.

The renewal of Ewart Lane will improve a key link to the new station concourse constructed by Sydney Metro, with increased safety due to the implementation of a shared zone. This and other public domain works will refurbish footpath and road pavements, providing consistent and high quality materials to enhance the public space and revitalise zones for people.



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Figure 4-6 Proposed Dulwich Hill Station precinct improvements





For this study, only Stage A of the Master Plan is being assessed. This includes the intersection at Wardell Road / Dudley Street and both sides of Dudley Street, including the following items:

- > Item 7 – a raised, signalised intersection at Wardell Road / Dudley Street;
- > Item 11 – footpath treatments and tree plantings on the southern side of Dudley Street; and
- > Item 12 – a kerb extension on the southern side of Dudley Street at the intersection with Wardell Road.

A summary of the active transport impacts of these proposed works and the pedestrian and cycling issues addressed are shown in **Table 4-1**.

Table 4-1 Active transport impacts of proposed Stage A precinct works

Item	Proposed upgrade	Active transport impacts	Issue(s) addressed
7	Raised signalised intersection at Wardell Road / Dudley Street	Improved pedestrian safety and connections	Lack of safe crossings of Wardell Road and Dudley Street
11	New in-road trees and footpath treatments on the southern side of Dudley Street	Improved pedestrian amenity	Pedestrian amenity
12	Kerb extension on the southern corner of the Wardell Road / Dudley Street intersection	Additional space for pedestrian circulation and queuing	Lack of footpath space for people to dwell, gather and dine, poor amenity

In particular, the raised, signalised intersection at Wardell Road / Dudley Street will help to address safety issues at the existing pedestrian crossing where crashes have been recorded, particularly as pedestrian movement increases with the implementation of the Sydney Metro upgrades. The intersection is proposed to be a scramble crossing to maximise space for pedestrian movement and allow pedestrians to cross in any direction at once.

Overall the upgrades align well with the existing and planned pedestrian and cycling networks, and are expected to improve the safety and efficiency of the station precinct.



5 Wayfinding site audit

A site audit was undertaken on the morning of 12 March 2020 to review the site area and existing wayfinding signage. The audit focused on existing signs within the study area, assessing the provision, legibility, destinations signed and general conditions of the pedestrian network.

To audit the site, 'wayfinding walks' were undertaken from the station to the immediate surrounds to understand the typical pedestrian journeys, experience and need for signage. The presence of existing signage was documented along these walks with key issues identified.

The results of the wayfinding walks and a summary of the key findings are provided in the following sections.

5.1 Wayfinding walks

5.1.1 Overview of the wayfinding walks

The following wayfinding walks were undertaken to cover the study area:

1. Dulwich Hill Station to Bedford Crescent and light rail stop;
2. Bedford Crescent to Keith Street;
3. Dulwich Hill Station to School Parade and Tom Kenny Reserve;
4. Dudley Street to Ewart Street; and
5. Wardell Road to Ewart Lane and commuter car park.

A map of the wayfinding walks is shown in **Figure 5-1**.

The key findings and pictures of site conditions and provided in the following sections.



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Figure 5-1 Wayfinding walks undertaken





5.1.2 Wayfinding walk 1 – Dulwich Hill Station to Bedford Crescent and light rail stop



Location	Dulwich Hill Station exit
Observation	No visible signage – unclear which direction pedestrians should follow.



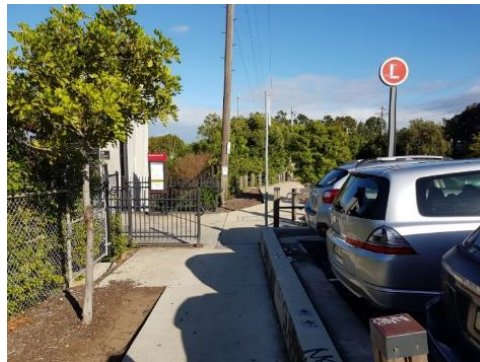
Location	Wardell Road facing north
Observation	Signage to interchange facilities obscured by poles. Interchange facilities themselves cannot be seen due to foliage.



Location	Wardell Road at Bedford Crescent
Observation	Signage to station & bus stops vandalised. Signage to light rail not visible from key angles.



Location	Bedford Crescent facing west
Observation	Existing kiss and ride kerbside designation sign.



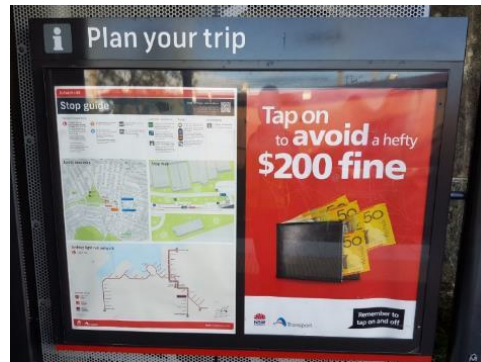
Location	Bedford Crescent adjacent to the light rail stop.
Observation	Light rail mode ID is clearly visible.



Location	Light rail stop.
Observation	Signage to the train station and buses is difficult to see due to the sign angle. The lift is clearly visible and does not require signage.



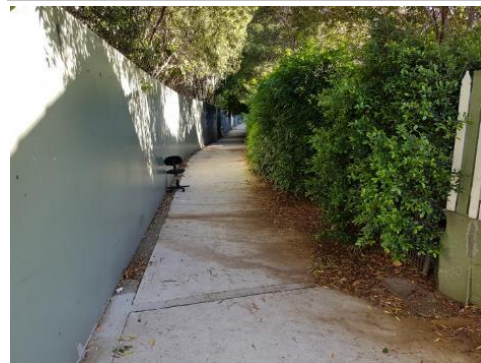
Location	Adjacent to the light rail stop.
Observation	Local area guide map and mode ID.



Location	At the light rail stop.
Observation	Stop guide map.



Location	Bedford Crescent at the light rail stop.
Observation	Signage to the train station and buses is available but can be difficult to see during the morning due to the location of the sun.



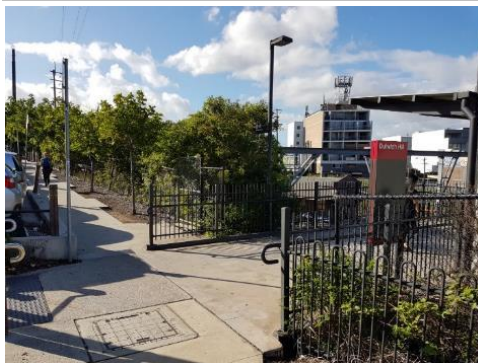
Location	End of Bedford Crescent.
Observation	No signage and unclear sightlines.



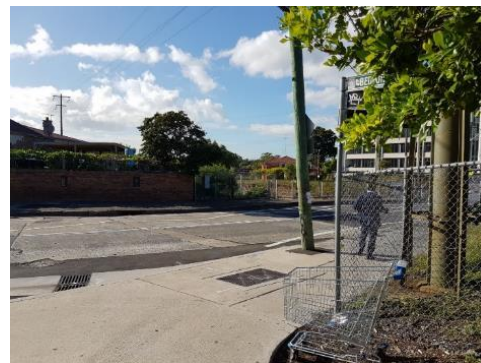
Location	West of Bedford Crescent.
Observation	Choice of paths without signage for guidance. Facilities obscured by foliage.



Location	Bedford Crescent facing east.
Observation	Light rail mode ID clearly visible.



Location	Bedford Crescent adjacent to the light rail.
Observation	Signage to the train station and buses difficult to see and legibility is obscured by foliage shadows.



Location	Corner of Wardell Road / Bedford Crescent.
Observation	Signage to the train station and buses obscured by foliage until immediately next to the sign.



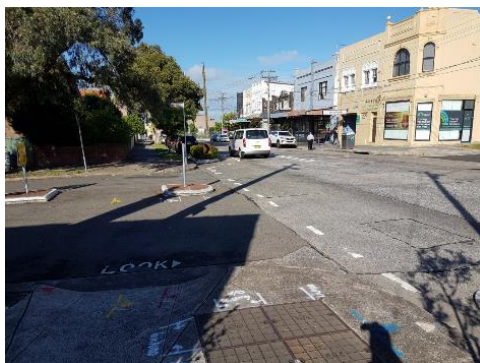
5.1.3 Wayfinding walk 2 – Bedford Crescent to Keith Street



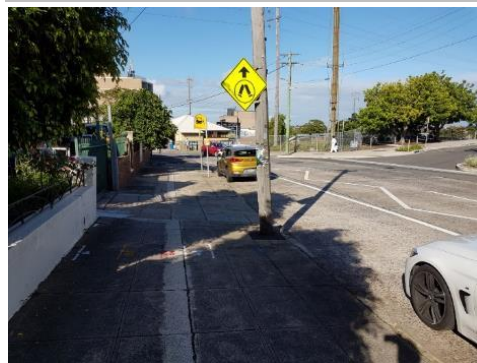
Location	Wardell Road north of Bedford Crescent.
Observation	No existing wayfinding signage.



Location	Wardell Road at Keith Street (facing north).
Observation	No existing wayfinding signage aside from road names.



Location	Wardell Road at Keith St (facing south).
Observation	No existing wayfinding signage on approach to the station.



Location	Wardell Road facing south.
Observation	Lack of signage on approach to the train station.



Location	Wardell Road near Dulwich Hill station.
Observation	Lack of visible train mode ID sign.



Location	Wardell Road near Dudley Street.
Observation	No signage to bus stops on Dudley Street.

5.1.4 Wayfinding walk 3 – Dulwich Hill Station to School Parade and Tom Kenny Reserve



Location	Corner of Wardell Road / Dudley Street (facing east).
Observation	Bus stop on the southern side of Dudley Street is visible. No wayfinding signage.



Location	Corner of Wardell Road / Dudley Street (facing east).
Observation	Bus stop on the southern side of Dudley Street is visible, but not on the northern side. No wayfinding signage.



Location	Corner of Wardell Rd / Dudley St (facing NE).
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Location	Dudley Street facing east.
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Observation	Bicycle signage to Marrickville along dedicated cycleway.
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Location	Dudley Street near School Parade.
Observation	No wayfinding signage.

Observation	Bus stop post becomes visible.
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Location	School Parade facing west.
Observation	No wayfinding signage. Bus stop post is almost visible.



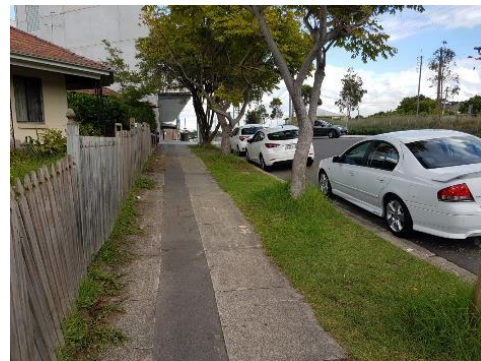
Location	Dudley Street near Bayley Street.
Observation	No wayfinding signage aside from street name signs.



Location	Bayley Street at Tom Kenny Reserve.
Observation	Signage indicating Tom Kenny Reserve. No other wayfinding signage.



Location	Dudley Street north of Bayley Street.
Observation	No wayfinding signage on approach to the train station.



Location	Dudley Street near School Parade facing west.
Observation	Bus stop and train station begin to become visible from a distance.



Location	Dudley Street facing west.
Observation	Bus stop post and train station are visible in the distance. No wayfinding signage present.



Location	Dudley Street facing west.
Observation	Good visibility to the train station.



Location	Dudley Street at Wardell Road (facing north).
Observation	Station is clearly visible but pedestrian access may encourage informal crossing.



5.1.5 Wayfinding walk 4 – Dudley Street to Ewart Street



Location	Wardell Road facing south.
Observation	No wayfinding signage. Local retail visible.



Location	Wardell Road near Ewart Street.
Observation	No wayfinding signage aside from street signs at the intersection.



Location	Ewart Street facing east.
Observation	Bus stop post visible but vandalised. No other wayfinding signage.



Location	Wardell Road / Ewart Street intersection facing north.
Observation	No signage on approach to the train station.



Location	Wardell Road / Ewart Street intersection facing north.
Observation	Existing signage indicating Jack Shanahan Park. No other wayfinding signage aside from street names.



Location	Ewart Street facing west.
Observation	Night bus stop signage obscured by shelter. No other wayfinding signage.



Location	Ewart Street / Ewart Lane intersection.
Observation	Existing signage to Ewart Lane. Poor pedestrian infrastructure quality and amenity.



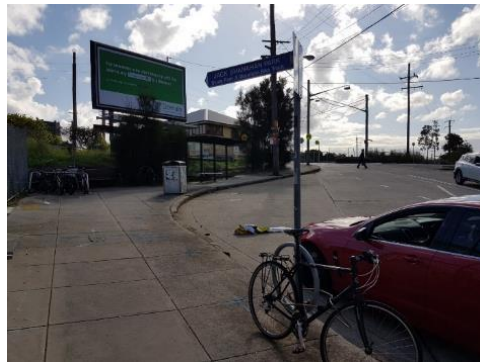
Location	Ewart Lane facing north.
Observation	To become a revitalised lane leading towards the new station entrance.



Location	Wardell Road near Ewart Street facing north.
Observation	Station mode ID is barely visible from a distance. No other wayfinding signage.



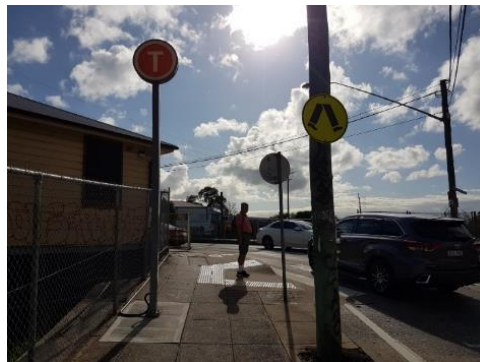
Location	Wardell Road facing north.
Observation	Station mode ID is visible from a distance.



Location	Wardell Road near the train station.
Observation	Existing signage indicating Jack Shanahan Park. Station mode ID no longer visible. Advertising sign dominates view.



Location	Wardell Road near the train station facing west.
Observation	Existing narrow path to Ewart Lane due to construction hoarding. To be improved through master plan works.



Location	Wardell Road / Dudley Street intersection.
Observation	Station clearly marked on final approach.



5.1.6 Wayfinding walk 5 – Wardell Road to Ewart Lane and commuter car park



Location	Ewart Lane facing south.
Observation	No wayfinding signage. Poor pedestrian amenity and safety. To be revitalised.



Location	Ewart Lane facing west.
Observation	Lack of signage and pedestrian provision to commuter car park.



Location	Ewart Lane facing west.
Observation	No wayfinding signage. Lack of pedestrian footpath.



Location	Ewart Lane at Ewart Street.
Observation	No wayfinding signage for pedestrians. Lack of pedestrian footpath.



Location	Ewart Street near Ewart Lane.
Observation	No wayfinding signage for pedestrians. Small commuter car park sign for vehicles with low legibility. No visibility to the train station.

5.2 Summary of key site audit observations




Key observations from the wayfinding site audit included the following:

- > There are limited destinations currently signed – these include the light rail stop, bus stops, train station (from Bedford Crescent only) and Jack Shanahan Reserve;
- > Many signs have poor visibility and are obscured by foliage, structures or graffiti;
- > There is no wayfinding signage immediately visible at the exit of the station;
- > Some signs do not face the direction of pedestrian flow and are therefore visible from limited angles; and
- > There is limited signage on approach to the station.

5.3 Existing signage

A list of all existing wayfinding signs within the study area is shown in **Table 5-1**.

Table 5-1 List of existing wayfinding signs within the Dulwich Hill station precinct

Detail	Content	Picture
Sign ID	Ex-FI-01	
Sign type	Finger	
Location	SW Corner of Wardell Road / Bedford Crescent	
Destinations signed	Dulwich Hill Station Bus stops Wardell Road	
Sign ID	EX-FI-02	
Sign type	Finger	
Location	SW Corner of Wardell Road / Bedford Crescent	
Destinations signed	Dulwich Hill light rail stop	
Sign ID	EX-PY-01	
Sign type	Pylon	
Location	Light rail access on Bedford Crescent	
Destinations signed	Local area map	



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Detail	Content	Picture
Sign ID	EX-FI-03	
Sign type	Finger	
Location	Light rail access on Bedford Crescent	
Destinations signed	Dulwich Hill Station Bus stops Wardell Road	
Sign ID	EX-FI-04	
Sign type	Finger	
Location	Light rail stop	
Destinations signed	Dulwich Hill Station Bus stops Bedford Crescent	
Sign ID	EX-WA-01	
Sign type	Wall-mounted	
Location	Light rail stop	
Destinations signed	Local area map	
Sign ID	EX-FI-05	
Sign type	Finger	
Location	Eastern corner of Wardell Road / Dudley Street	
Destinations signed	Marrickville Station	
Sign ID (left)	EX-FL-01	
Sign type	Flag	
Location	Northern side of Wardell Road	
Destinations signed	Bus stop ID	
Sign ID (right)	EX-FL-02	
Sign type	Flag	
Location	Southern side of Wardell Road	
Destinations signed	Bus stop ID	



Detail	Content	Picture
Sign ID (left)	EX-JP-01	
Sign type	J-pole	
Location	Northern side of Ewart Street, west of Murray Lane	
Destinations signed	Bus stop ID	
Sign ID (right)	EX-JP-02	
Sign type	J-pole	
Location	Southern side of Ewart Street, west of Wardell Road	
Destinations signed	Bus stop ID	
Sign ID	EX-FI-06	
Sign type	Finger	
Location	SW corner of Wardell Road / Ewart Street	
Destinations signed	Jack Shanahan Park Skate park & mountain bike track	
Sign ID	EX-FI-07	
Sign type	Finger	
Location	Western side of Wardell Road, opposite Dudley Street	
Destinations signed	Jack Shanahan Park Skate park & mountain bike track	
Sign ID	EX-MD-01	
Sign type	Mode ID	
Location	Western side of Wardell Road, south of Dulwich Hill Station	
Destinations signed	Bus stop mode ID	



Detail	Content	Picture
Sign ID (left)	EX-MD-02	
Sign type	Mode ID	
Location	Western side of Wardell Road, south of Dulwich Hill Station	
Destinations signed	Dulwich Hill Station mode ID	
Sign ID (right)	EX-JP-03	
Sign type	J-pole	
Location	Eastern side of Wardell Road, opposite Bedford Crescent	
Destinations signed	School bus stop ID	
Sign ID	EX-FL-03	
Sign type	Flag	
Location	Southern side of Bayley Street, opposite Dudley Street	
Destinations signed	Tom Kenny Reserve	
Sign ID	EX-MD-03	
Sign type	Mode ID	
Location	Southern side of Bedford Crescent at the light rail access	
Destinations signed	Light rail mode ID	
Sign ID	EX-MD-04	
Sign type	Mode ID	
Location	Light rail access at the top of the stairs	
Destinations signed	Light rail mode ID	

Note: street name signs have been excluded

The existing signs within the study area are mapped in **Figure 5-2**.



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Figure 5-2 Map of existing wayfinding signs within the Dulwich Hill Station precinct



6 Station precinct wayfinding assessment

6.1 Principles and approach

Wayfinding signage is important to allow people to easily find their way to their destination. Wayfinding in combination with the surrounding environment facilitates people in their decision making and helps them to read, understand and navigate through the area.

High quality wayfinding systems allow people to arrive at their destination easily and quickly by providing the right information at the right time. Effective wayfinding signage will help people know where they currently are, where they need to go and how to get there.

The principles and approach of the wayfinding signage assessment are provided in the following sections.

6.1.1 Wayfinding principles

Wayfinding principles for this study were adapted from the *CoS Wayfinding Strategy*, with consideration of the differing context of the Inner West Council LGA and the Dulwich Hill Station precinct area.

The strategic directions and principles underpinning the wayfinding assessment are outlined in **Table 6-1**.

Table 6-1 Wayfinding strategic directions and principles

Strategic direction	Principles	Description
Consistency	Consistent design language	The design of wayfinding signage will be consistent, providing a reliable wayfinding system which is connected by a single identity and an integrated whole-of-journey approach.
	Sign elements familiarity	The signage will be easily recognisable and familiar to pedestrians, including the colour, proportions, graphics and other features.
	Modularity approach	Signage modules will allow for flexibility of application, so that signs can be located primarily for wayfinding outcomes and balanced with site constraints. Modules will make updates to signs easier and provide a consistent design, finish, graphics and features to provide a recognisable wayfinding system.
	Primary character	The primary character (main colour) of the system will be consistent with other council products, an appropriate background for graphics and help to identify the group of wayfinding signs.
Accessibility	Comprehensible	The information displayed on signs will be easy to read and be understood as quickly as possible.
	Pre-journey planning	Websites and third-party apps can facilitate pre-journey planning to support wayfinding signage. An accessible map or other information could be distributed via Council's website to support an inclusive wayfinding system.
	Use of logos and international symbols	Plain English language will be used in conjunction with internationally recognised pictograms and standard pictograms used by TfNSW.
	Signage design	Signs will be compliant with accessible design standards and incorporate ergonomic principles such as viewing distance, letter height and placement of information on signs. Braille and tactile indicators will be included as relevant on pylon signs.
	Visible and recognisable	Signs will be visible and recognisable through consistent locations and messages for visually-impaired people.
	Typeface	The typeface used on signs will be legible and used against a background with a minimum of 30% luminance contrast.
	Languages	Plain English will be displayed on signs, and other languages can be accommodated using mobile and digital technology.
	Signage placement	Signs will be located at decision points and along the routes as reassurance signs, with consideration of pedestrian flow and sign elements. Signs will face the direction of pedestrian flow to maximise legibility.



Strategic direction	Principles	Description
	Ease of orientation	Orientation will be considered in the sign design and placement to help pedestrians understand where they are. Maps will be placed "heads-up" in accordance with best practice.
	Use of multi-media	Multi-media information can be used to complement signage and may include digital, web, print and people.
	Communications and marketing	A communications and marketing campaign can help inform residents, commuters and visitors. Printed and online newsletters and other material can be distributed prior to and during the implementation of wayfinding signage to facilitate public knowledge of the system.
Sustainability	Quality and life cycle	Signs should be designed for the long term, with consideration of the need for future updates, maintenance (especially due to vandalism) and the life span of the system. Signs will be designed for high quality and durability.
	Cost-effectiveness and updates	Cost-effectiveness could be achieved through a specific method of fabrication, assembly, installation and fixing. A register of all signs should be established and maintained to facilitate cost-effective maintenance programs.
Legibility	Integration with the public domain	Clutter should be minimised to increase legibility and comprehension. Content will be minimised to display essential information only, and messages will be short, simple and unambiguous. Signs should integrate with the public domain and facilitate the pedestrian-oriented village character.

6.1.2 Station precinct wayfinding approach

The overarching approach to developing a proposed wayfinding solution for the Dulwich Hill Station precinct included the following steps:

1. Undertake a site audit of existing conditions and wayfinding signage;
2. Identify key destinations within a typical walking catchment of the station;
3. Determine key origin-destination (O-D) routes for pedestrians between the station and these destinations;
4. Identify gaps in the current wayfinding system; and
5. Determine a proposed wayfinding solution.

The results of the site audit are documented in **Section 5**. The remainder of the steps are detailed in the following sections.

6.2 Key destinations

The key destinations within the station walking catchment (taken roughly as an 800 metre radius from the station) are consistent with the active transport assessment (refer to **Section 4.1.1.1**). These are also mapped together with the O-D routes in **Figure 6-1**.

6.3 O-D routes

Origin-Destination (O-D) routes were developed to identify the key paths between Dulwich Hill Station and the surrounding destinations. The routes were based on the following key principles:

- > **Existing and planned infrastructure:** The routes align with existing and planned pedestrian infrastructure to accommodate key movement paths;
- > **Key land uses and points of interest:** The routes cater for outbound movements from Dulwich Hill Station to destinations and trip attractors of local significance, in addition to the inbound movements directing customers to the station. The destinations were identified in collaboration with Council;
- > **Directness and desire lines:** The routes are direct as possible, avoiding the need for significant deviations to be made, and provide good connectivity between the station and key land uses;
- > **Ease of navigation at decision points:** Where a decision point is required, such as a change in the direction of travel, the routes allow for clear placement of signage; and



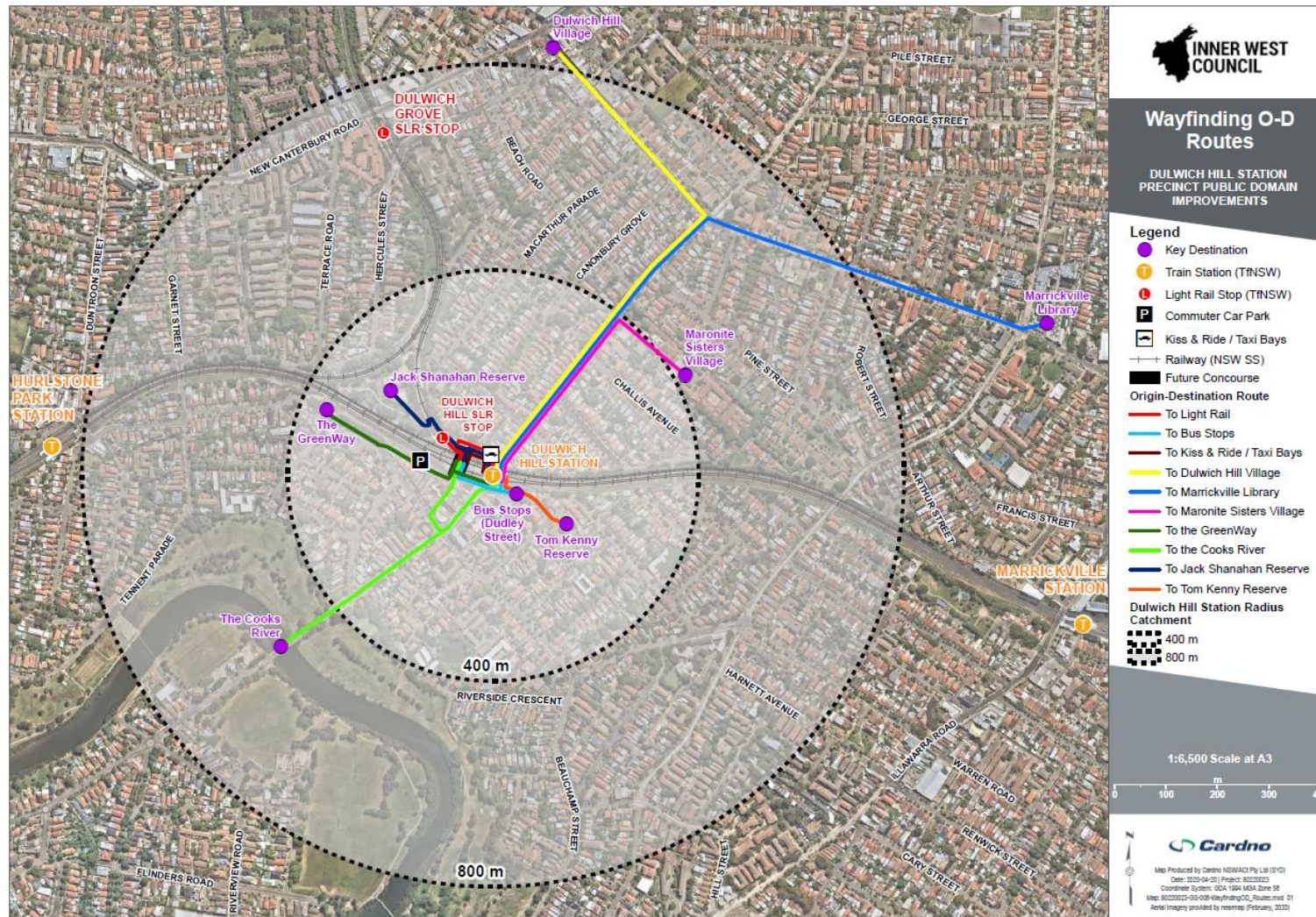
- > **Amenity and safety:** The routes provide a pleasant and accessible walking environment, and provide opportunities for passive and active surveillance to improve personal safety.

The O-D routes to and from the key destinations identified for the provision of wayfinding signage are shown in **Figure 6-1**.



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Figure 6-1 O-D routes identified for wayfinding signage





6.4 Gap analysis

As a result of the O-D routes identified and the site audit of existing wayfinding signage, wayfinding signage gaps within the Dulwich Hill Station precinct were identified. These included points where wayfinding signage was not provided, or where signage was limited.

Various gaps were identified and are outlined in **Table 6-2**.

Table 6-2 Wayfinding gaps

Destination	Inbound signage (towards station)	Outbound signage (away from station)
Dulwich Hill Light Rail Stop	Provided but limited visibility	Provided but limited visibility
Bus stops (Dudley Street)	Nil – but partial visibility of station from bus stops	Only provided at corner of Wardell Road / Bedford Crescent
Kiss and ride / taxi bays	Nil	Nil
Commuter car park	Nil	Nil
Jack Shanahan Reserve	Nil	Provided in limited locations
Tom Kenny Reserve	Nil	Identifier only
Cooks River	Nil	Nil
GreenWay	Nil	Nil
Marrickville Library	Nil	Nil
Dulwich Hill Village	Nil	Nil
Maronite Sisters Village	Nil	Nil

Key issues included:

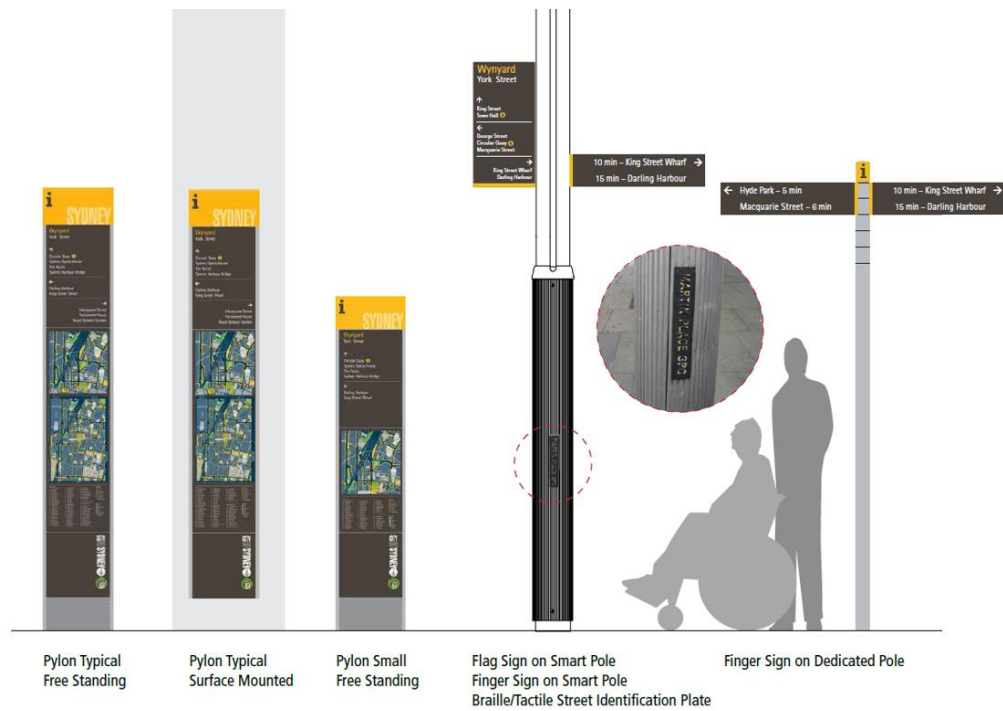
- > Limited or no signage on many routes;
- > Obscured signage on routes to / from the light rail stop and bus stops; and
- > Key decision points with limited or no wayfinding provision to guide pedestrians.

6.5 Types of signs considered

This study is focused on the provision of two types of signs; pylons (free-standing or surface-mounted) and flags and finger signs (fixed to a post). Flags and finger signs provide directional guidance at key decision points, while pylons typically contain local area maps and other general information. Example uses of these signs are shown in **Figure 6-2**.



Figure 6-2 Examples of pylons, flag signs and finger signs



Source: Adapted from *Legible Sydney – Volume 1 Wayfinding Strategy*, City of Sydney, 2012

To avoid clutter, opportunities to use existing structures for flag and finger signs were considered, and most signs were proposed as flag or finger signs rather than pylons.

6.6 Proposed wayfinding scheme

Based on the gap analysis, a proposed wayfinding solution was developed to ensure the provision of high quality wayfinding signage throughout the Dulwich Hill Station precinct, including pylons, flags and finger signs.

The proposed new wayfinding signs, or relocated existing signs, are listed in **Table 6-3**.



Table 6-3 Proposed wayfinding signs

Sign ID	Sign type	Location	Destinations signed	Notes
EX-FI-02	Finger	Corner of Wardell Road and Bedford Crescent	Dulwich Hill light rail stop, Jack Shanahan Reserve, kiss and ride / taxi bays	Post relocated from the western side of the footpath.
PR-FI-12	Finger	Corner of Wardell Road and Bedford Crescent	Jack Shanahan Reserve, kiss and ride / taxi bays	Can be mounted on the existing relocated pole.
EX-FI-03	Finger	Bedford Crescent at light rail stop	Dulwich Hill Station, bus stops on Dudley Street	Relocated from the opposite corner for visibility.
PR-FI-01	Finger	NW corner of Wardell Road / Dudley Street	Bus stops on Dudley Street, Tom Kenny Reserve	
PR-FI-02	Finger	Immediately east of the eastbound bus stop on Dudley Street	Dulwich Hill Station	
PR-FI-03	Finger	Western side of Wardell Road opposite Dudley Street	Commuter car park, GreenWay	To be coordinated with Sydney Metro.
PR-PY-01	Pylon	New station plaza near Ewart Lane	Local area map, commuter car park, Cooks River, GreenWay	To be coordinated with Sydney Metro. Assumed the new station concourse will be visible from this point.
PR-FI-04	Finger	Bedford Crescent at light rail stop	Jack Shanahan Reserve	To point towards the light rail stop since access is provided via this route. Sydney Metro to provide internal station signage to help direct pedestrians once on the new station concourse.
PR-FI-05	Finger	Bedford Crescent at light rail stop	Dulwich Hill Station	To point to the new station concourse. To be coordinated with Sydney Metro.
PR-PY-02	Pylon	South-east corner of Jack Shanahan Reserve	Local area map, Dulwich Hill Station, light rail stop, bus stops on Dudley Street	Good location for a local area map with interchange information.
PR-FI-06	Finger	Immediately east of the eastbound bus stop on Dudley Street	Tom Kenny Reserve	
PR-PY-03	Pylon	North-west end of Tom Kenny Reserve	Local area map, Dulwich Hill Station, light rail stop, bus stops on Dudley Street	
PR-FI-07	Finger	Western side of Wardell Road opposite Dudley Street	Cooks River	
PR-FI-08	Finger	Eastern corner of Ewart Lane / Ewart Street	Cooks River	
PR-FI-09	Finger	Northern island of Wardell Road / Ewart Street intersection	Cooks River	
PR-FI-10	Finger	Southern side of Wardell Road at Beaman Park entrance	Dulwich Hill Station	



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Sign ID	Sign type	Location	Destinations signed	Notes
PR-FI-11	Finger	Northern island of Wardell Road / Ewart Street intersection	Dulwich Hill Station	
PR-PY-04	Finger	Eastern corner of Ewart Street / Terrace Road	Dulwich Hill Station	
PR-FI-13	Finger	Bedford Crescent at light rail stop	Marrickville Library, Dulwich Hill Village, Maronite Sisters Village, kiss and ride / taxi bsys	
PR-FI-14	Finger	Corner of Wardell Road and Bedford Crescent	Marrickville Library, Dulwich Hill Village, Maronite Sisters Village	
PR-FI-15	Finger	Northern corner of Wardell Road / Marrickville Road	Marrickville Library	
PR-FI-16	Finger	North-east corner of Livingstone Road / Marrickville Road	Dulwich Hill Station	
PR-FI-17	Finger	Northern corner of Wardell Road / Marrickville Road	Dulwich Hill Station	
PR-FI-18	Finger	Northern corner of Wardell Road / Marrickville Road	Dulwich Hill Village	
PR-FI-19	Finger	Western side of Wardell Road north of Margaret Street	Maronite Sisters Village	
PR-FI-20	Finger	Western side of Wardell Road north of Margaret Street	Dulwich Hill Station	
PR-FI-21	Finger	Eastern corner of New Canterbury Road / Marrickville Road	Dulwich Hill Station	

In total the wayfinding solution proposes:

- > 22 new finger signs;
- > 3 new pylon signs; and
- > 2 relocated existing signs.

Wayfinding signs within the Sydney Metro scope of works should be coordinated with Sydney Metro, and it is assumed that signage within the station itself will be provided by Sydney Metro as part of the station upgrade.

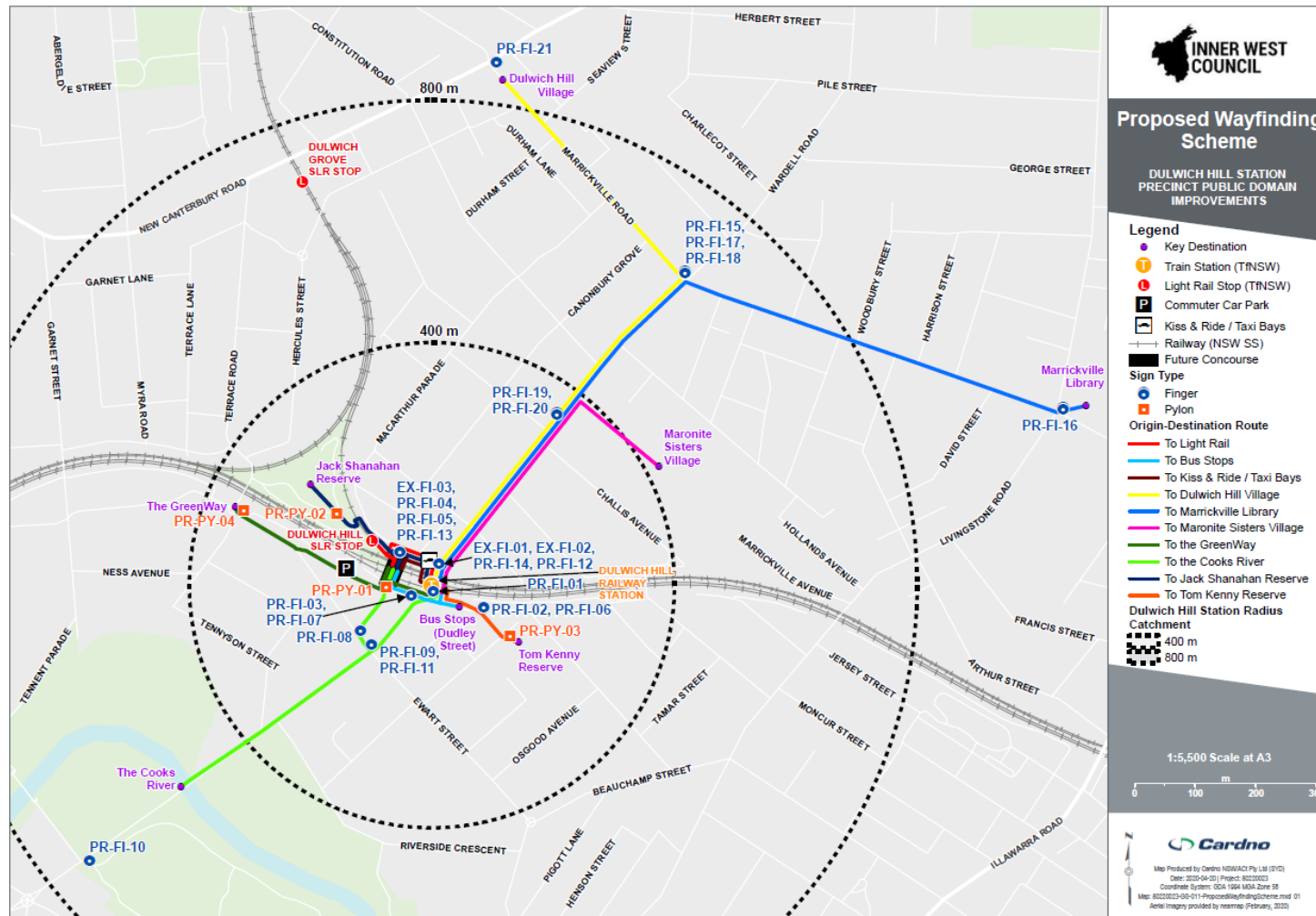
It is also recommended that one existing sign is removed, EX-FI-07. This is located at the western side of Wardell Road opposite Dudley Street and points to Jack Shanahan Reserve. However this sign does not align with the O-D routes developed, directs pedestrians along a longer route, and is redundant since sign PR-FI-12 (located at the corner of Wardell Road / Bedford Crescent) would assist pedestrians travelling northbound or southbound along the most desirable route.

The proposed wayfinding scheme is mapped in **Figure 6-3**.



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Figure 6-3 Proposed wayfinding scheme



7 Traffic modelling

Traffic modelling was undertaken using SIDRA Network version 8 software for the assessment of the existing condition. This allows evaluation of the road network performance and operational issues at the intersection level. Traffic signal data such as cycle time was observed from the video footage obtained during intersection count and applied to the SIDRA models.

7.1 Intersection counts

Traffic surveys were undertaken on **Wednesday 19 February 2020** to obtain intersection counts for typical weekday AM and weekday PM peak periods. The counts were undertaken at the following locations between 6:00 am – 10:00 am for the AM peak and 3:00 pm – 7:00 pm for the PM peak.

- > Wardell Road/Dudley Street; and
- > Wardell Road/Ewart Street.

The surveys counted light vehicles, heavy vehicles, and pedestrians. The weather was sunny and no unusual occurrences were noted. Based on the cumulative traffic volumes of the two intersections, the AM and PM peak hours for critical assessment purposes were calculated to be:

- > AM Peak Hour: 8:00 am to 9:00 am; and
- > PM Peak Hour: 5:00 pm to 6:00 pm.

The data was used to inform the traffic modelling by providing traffic under existing conditions.

Figure 7-1 and **Figure 7-2** show the AM and PM peak hour volumes at the intersection.



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Figure 7-1 2020 AM Peak

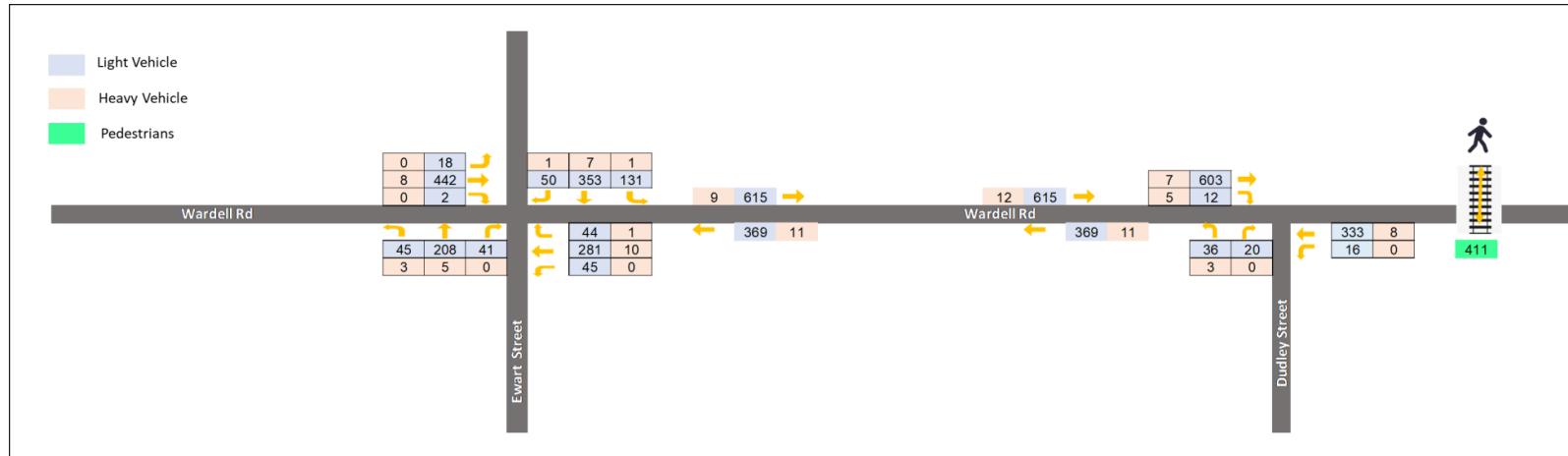
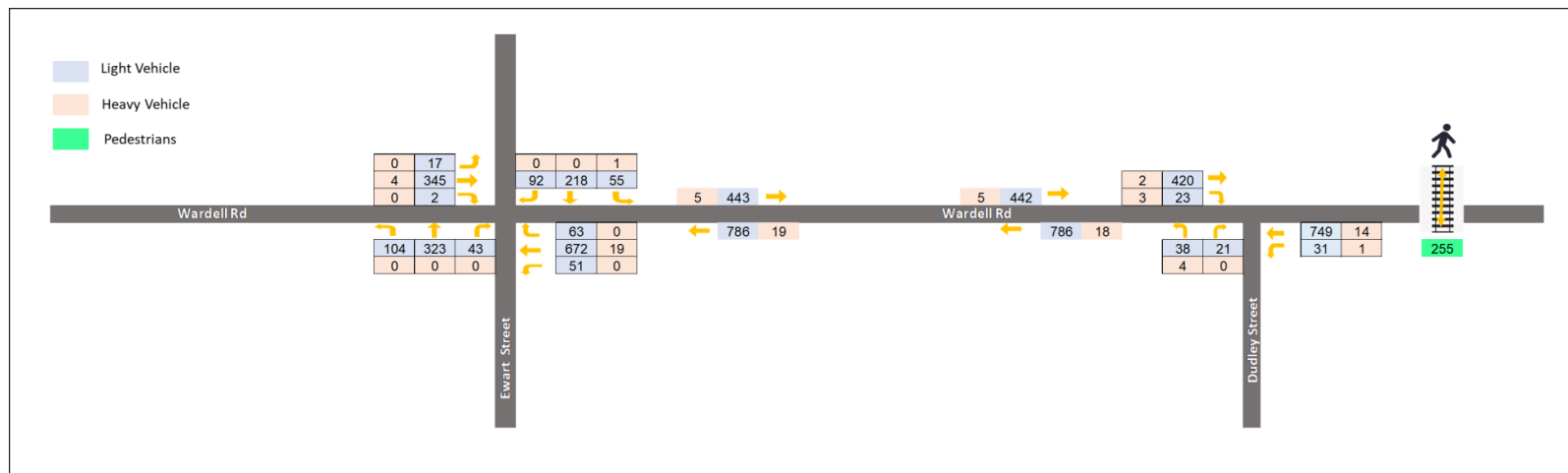


Figure 7-2 2020 PM Peak



7.2 Interpretation of modelling results

The intersection performance assessment was undertaken using SIDRA Intersection version 8 software. This software identifies several parameters to identify the performance of intersections. These parameters include Degree of Saturation (DoS), Average Delay in seconds and Level of Service (LoS).

Level of Service (LoS) is the standard measure used to assess the operational performance of the network and intersections. Level of Service is ranked from LoS A to LoS F, with LoS A representing the best performance and LoS F the worst. The assessment of intersection operation is based on criteria defined by TfNSW (formerly RMS) as outlined in **Table 7-1**.

Table 7-1 Level of Service Criteria for Intersections

Level of Service	Average Delay per Vehicle (sec/veh)	Traffic Signals, Roundabout	Giveway & Stop Signs
A	< 14	Good Operation	Good Operation
B	15 to 28	Good with acceptable delays and spare capacity	Acceptable delays and spare capacity
C	29 to 42	Satisfactory	Satisfactory, but accident study required
D	43 to 56	Operating near capacity	Near Capacity & accident study required
E	57 to 70	At Capacity, at signals incidents will cause excessive delays Roundabouts require other control mode	At capacity, requires other control mode
F	> 70	Unsatisfactory and requires additional capacity.	Unsatisfactory and requires additional capacity.

Source: Guide to Traffic Generating Developments (RMS, 2002)

Average Delay (Delay) provides a measure of the operational performance of an intersection and determines the LoS when applying the TfNSW method. It should be noted that the delay should be taken as a guide only as longer delays could be tolerated in some locations (i.e. inner-city conditions) and on some roads (i.e. minor side street intersecting with a major arterial route). For traffic signals, the weighted average delay over all movements is used. For roundabouts and priority control intersections (sign control) the critical movement for assessing LoS should be the movement with the highest average delay.

Degree of Saturation (DoS) is another measure of the operational performance of individual intersections. It is ideal to operate with a DoS of less than 0.9, with DoS of up to 0.8 considered satisfactory. Intersections are considered to be close to capacity as the DoS approaches 1.0, with queue lengths increasing.

7.3 Existing conditions intersection performance results

Intersection modelling was undertaken for key intersections using SIDRA Network software. The intersection assessment has been undertaken using SIDRA v8 network input parameters. This is to enable the model to see the impact of queue propagation which occurs in reality.

7.3.1 Wardell Road/Ewart Street Intersection

Figure 7-3 illustrates the existing SIDRA layouts for Wardell Road/Ewart Street intersection along with the operational performance results summarised in **Table 7-2**.

Figure 7-3 Wardell Road/Ewart Street SIDRA geometry

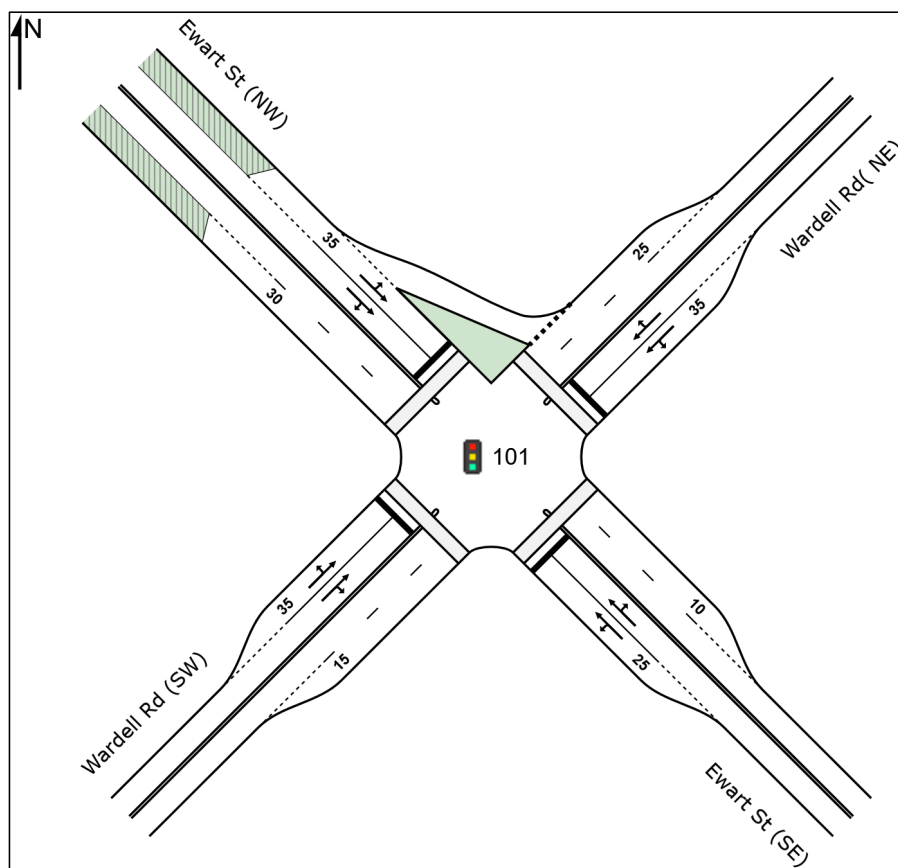


Table 7-2 summarises the intersection performance for Wardell Road/Ewart Street intersection under the existing scenario.

Table 7-2 Wardell Road/Ewart Street SIDRA Results

Peak	DoS	Delay (sec)	LoS	95th %ile Queue(m)	Approach*
AM Peak	0.894	36.5	C	93.3 m	NW (Ewart St)
PM Peak	0.891	32.3	C	100 m	NE(Wardell Rd)

* Corresponds to the longest queue

Intersection performance shows that under the existing scenarios, the performance of Wardell Road/ Ewart Street is LoS C in both AM and PM peak. This demonstrates acceptable performance during both peak hours.

7.3.2 Wardell Rd/ Dudley St Intersection

Figure 7-4 illustrates the existing SIDRA layouts for Wardell Rd/ Dudley St intersection.

Figure 7-4 Wardell Road/Dudley Street SIDRA geometry

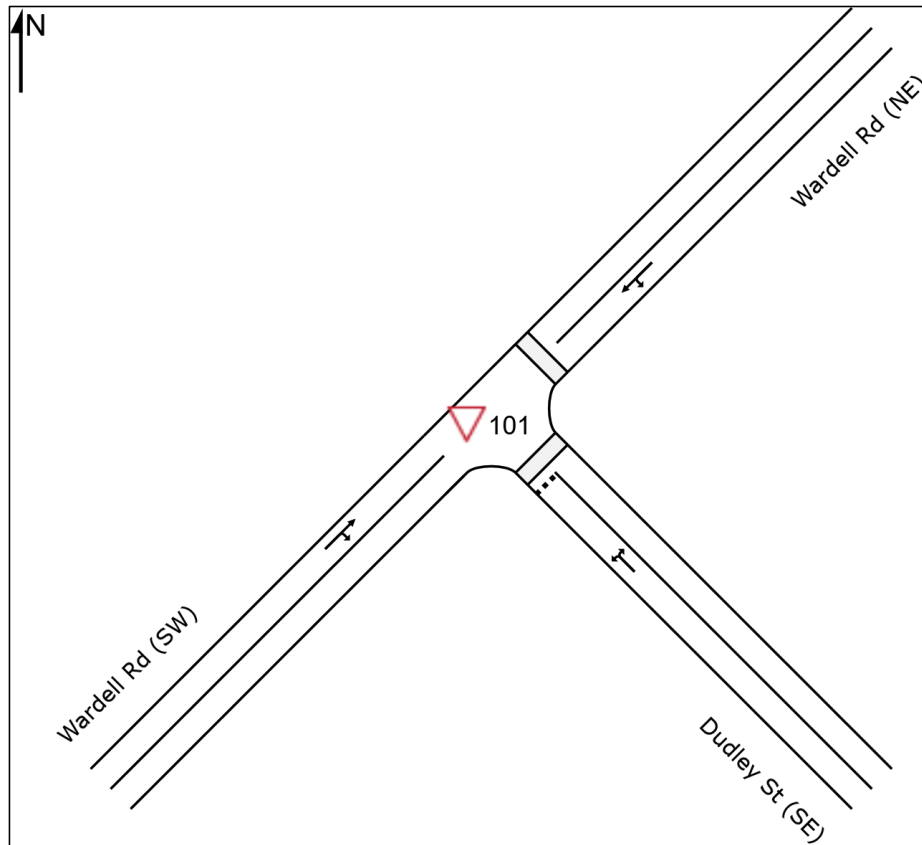


Table 7-3 summarises the intersection performance for Wardell Rd/ Dudley St intersection under the existing scenario.

Table 7-3 Wardell Road/Ewart Street SIDRA Results

Peak	DoS	Delay (sec)	LoS	95th %ile Queue(m)	Approach*
AM Peak	0.963	35.1	C	75.5 m	SW (Wardell Rd)
PM Peak	0.988	44.2	D	142 m	NE (Wardell Rd)

* Corresponds to the longest queue

Intersection performance shows that under the existing scenarios, the performance of Wardell Rd/ Dudley St intersection is LoS C in the AM peak and LoS D in the PM peak. Intersection performance at LoS D signifies Wardell Rd/ Dudley St intersection operates near capacity in the PM peak.



8 Traffic signal warrants

The proposed upgrades to the Dulwich Hill Station precinct public domain includes signalised intersection at Wardell Road / Dudley Street. A signal warrant assessment has been undertaken to determine whether the intersection meets the RMS warrants for traffic signals, as per the *RMS Traffic Signal Design – Section 2 – Warrants*.

8.1 Turning movement volumes

The intersection counts explained in **Section 7.1** were used to inform the demand for the warrants.

8.2 Signal warrant assessment

RMS Traffic Signal Design: Section 2 – Warrants provides detailed guidelines on the criteria/warrants that need to be satisfied for an intersection to be converted into a traffic signal operated intersection. Section 2.3 of the instructions document specifies that the various warrants in terms of traffic flow and/or pedestrian safety need to be met before installing traffic signals. The following warrants for the installation of traffic signals are set out:

(a) Traffic demand:

For each of four one-hour periods of an average day:

- (i) The major road flow exceeds 600 vehicles/hour in each direction; and
- (ii) The minor road flow exceeds 200 vehicles/hour in one direction.

OR

(b) Continuous Traffic

For each of the four one-hour periods of an average day:

- (i) The major road flow exceeds 900 vehicles/hour in each direction; and
- (ii) The minor road flow exceeds 100 vehicles/hour in one direction; and
- (iii) The speed of traffic on the major road or limited sight distance from the minor road causes undue delay or hazard to the minor road vehicles; and
- (iv) There is no other nearby traffic signal site easily accessible to the minor road vehicles.

OR

(c) Pedestrian Safety

For each of four-one hour periods of an average day:

- (i) The pedestrian flow crossing the major road exceeds 150 persons/hour; and
- (ii) The major road flow exceeds 600 vehicles/hour in each direction or, where there is a central median of at least 1.2 m wide, 1000 vehicles/hour in each direction.

OR

(d) Pedestrian Safety-high speed road

For each of four-one hour periods of an average day:

- (i) The pedestrian flow crossing the major road exceeds 150 persons/hour; and
- (ii) The major road flow exceeds 450 vehicles/hour in each direction or, where there is a central median of at least 1.2m wide, 750 vehicles/hour in each direction; and
- (iii) The 85th percentile speed on the major road exceeds 75 km/hr.

OR



(e) Crashes:

- (i) The intersection has been the site of an average of three or more reported tow-away or causality traffic accidents per year over a three year period, where the traffic accidents could have been prevented by traffic signals; and
- (ii) The traffic flows are at least 80% of the appropriate flow warrants.

8.2.1 Traffic demand

The results of the warrant assessment based on traffic demand are shown in **Table 8-1** below.

Table 8-1 Signalised Intersection Warrant Assessment (Traffic Demand)

Traffic Demand Warrant	Approach	Observed Traffic								Warrant Met
Each of four one-hour periods of an average day		06:00-07:00	07:00-08:00	08:00-09:00	09:00-10:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	
(i) The major road flow exceeds 600 vehicles / hour in each direction;	Wardell Rd North	130	261	356	294	685	736	824	647	✓
	Wardell Rd South	563	657	615	560	425	411	435	443	✗
(ii) The minor road flow exceeds 200 vehicles/hour in one direction.	Dudley St East	27	44	59	51	65	61	64	62	✗

As seen in **Table 8-1** there is not sufficient traffic demand for the signalised intersection warrant criteria to be met at Wardell Rd / Dudley St. Although the traffic volumes of the Wardell Rd North approach satisfies the required warrant criteria, the traffic volumes of Wardell Rd South and Dudley St East approach do not satisfy the criteria. As the traffic demand category has not been satisfied, the warrant based on continuous traffic has been assessed.

8.2.2 Continuous traffic

The results of the warrant assessment based on continuous traffic are shown in **Table 8-2** below.

Table 8-2 Signalised Intersection Warrant Assessment (Continuous Traffic)

Traffic Demand Warrant	Approach	Observed Traffic								Warrant Met
For each of the four one-hour periods of an average day:		06:00-07:00	07:00-08:00	08:00-09:00	09:00-10:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	
(i) The major road flow exceeds 900 vehicles/hour in each direction; and	Wardell Rd North	130	261	356	294	685	736	824	647	✗
	Wardell Rd South	563	657	615	560	425	411	435	443	✗
(ii) The minor road flow exceeds 100 vehicles/hour in one direction; and	Dudley St East	27	44	59	51	65	61	64	62	✗



(iii) The speed of traffic on the major road or limited sight distance from the minor road causes undue delay or hazard to the minor road vehicles; and	There is a steep descending grade on Wardell Road (South) which leads to higher relative speeds to the vehicle going southbound.	✓
(iv) There is no other nearby traffic signal site easily accessible to the minor road vehicles.	This condition is not met. A signalised intersection is located approximately 115 m west of the proposed signalised intersection which is easily accessible to the minor road vehicles through side streets such as Bayley Street.	✗

As seen in **Table 8-2** the warrant for continuous traffic is not satisfied based on continuous traffic flow hence the warrant based on pedestrian safety been assessed.

8.2.3 Pedestrian safety

The results of the warrant assessment based on pedestrian safety are shown in **Table 8-3** below.

Table 8-3 Signalised Intersection Warrant Assessment (Pedestrian Safety)

Traffic Demand Warrant	Approach	Observed Traffic								Warrant Met
Each of four one-hour periods of an average day		06:00 - 07:00	07:00 - 08:00	08:00 - 09:00	09:00 - 10:00	15:00 - 16:00	16:00 - 17:00	17:00 - 18:00	18:00 - 19:00	
(i) The pedestrian flow crossing the major road exceeds 150 persons/hour; and	Wardell Rd North	97	296	411	128	224	159	255	259	✓
(ii) The major road flow exceeds 600 vehicles/hour in each direction or, where there is a central median of at least 1.2 m wide, 1000 vehicles/hour in each direction.	Wardell Rd North	130	261	356	294	685	736	824	647	✓
	Wardell Rd South	563	657	615	560	425	411	435	443	✗

Table 8-3 shows that traffic volumes for Wardell Rd South do not meet the required criteria although the traffic volumes for Wardell Road North were satisfied based on pedestrian and traffic volumes. As the warrant for this category has not been satisfied, the other categories have been assessed as shown below.

8.2.4 Pedestrian safety-high speed road

The results of the warrant assessment based on pedestrian safety-high speed road are shown in **Table 8-4** below.

Table 8-4 Signalised Intersection Warrant Assessment (Pedestrian Safety-high speed road)

Traffic Demand Warrant	Approach	Observed Traffic								Warrant Met
Each of four one-hour periods of an average day		06:00 - 07:00	07:00 - 08:00	08:00 - 09:00	09:00 - 10:00	15:00 - 16:00	16:00 - 17:00	17:00 - 18:00	18:00 - 19:00	
(i) The pedestrian flow crossing the major road exceeds 150 persons/hour; and	Wardell Rd North	97	296	411	128	224	159	255	259	✓
(ii) The major road flow exceeds 450 vehicles/hour in each direction or, where there is a central median of at least 1.2m wide, 750 vehicles/hour in each direction; and	Wardell Rd North	130	261	356	294	685	736	824	647	✓
	Wardell Rd South	563	657	615	560	425	411	435	443	✓
(iii) The 85th percentile speed on the major road exceeds 75 km/hr.	This condition is not met. The speed limit of Wardell Rd is 50 km/hr.									✗

Table 8-4 shows that Wardell Rd / Dudley St does not meet the warrant criteria based on Pedestrian safety high-speed road.

8.2.5 Crashes

The results of the warrant assessment based on crashes are shown in **Table 8-5** below.

Table 8-5 Signalised Intersection Warrant Assessment (Crashes)

Traffic Demand Warrant	Approach	Observed Traffic Demand	Warrant Met
(i) The intersection has been the site of an average of three or more reported tow-away or causality traffic accidents per year over a three year period, where the traffic accidents could have been prevented by traffic signals; and	Five-year crash data history from TfNSW (the Centre for Road Safety) was assessed from 2014 to 2018 (inclusive). It was found that a total of three crashes were recorded which were in the 2016- 2017 period. According to the RUM codes, all the three crashes at the intersection of Wardell Rd / Dudley St involved pedestrians. However, the requirement of an average of three or more reported tow- away or causality traffic accidents per year over three years is not met.		✗
(ii) The traffic flows are at least 80% of the appropriate flow warrants.	This condition is not met the average traffic flows of Dudley St East(minor road) is 54 veh/hr which is only 27 % of the recommended 200 veh/hr.		✗

Hence Wardell Rd / Dudley St does not meet the warrant for traffic signal based on crashes as the traffic flow is not satisfied.

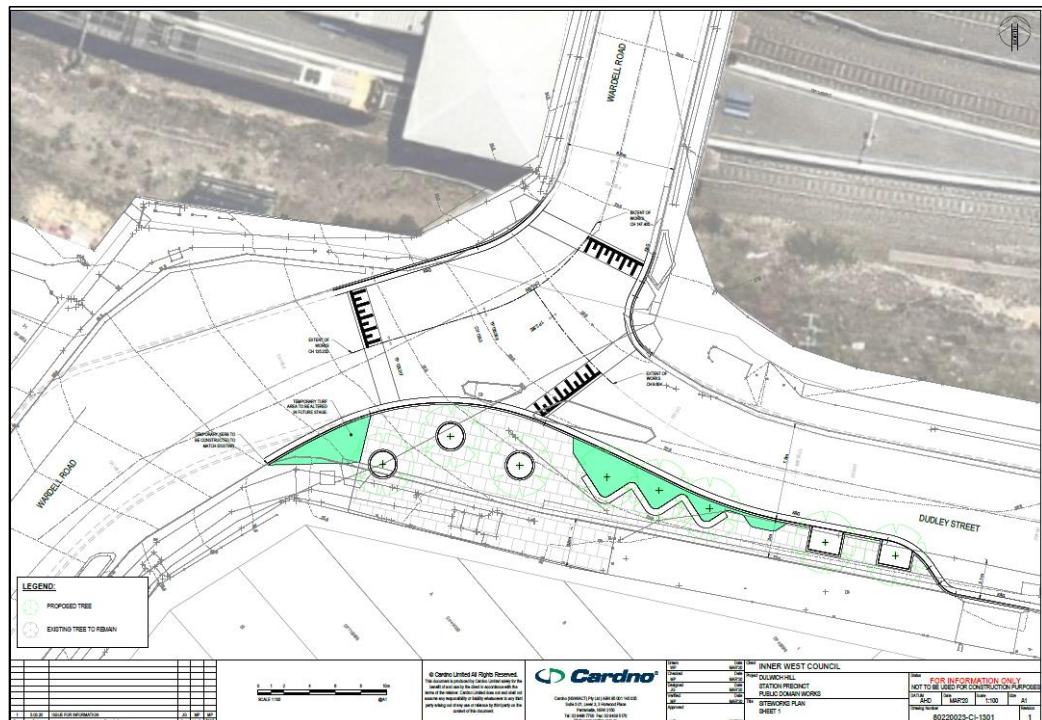


Based on the analysis, the intersection of Wardell Rd / Dudley St does not satisfy any of the traffic signal warrant criteria. Cardno understands that Council intends to implement the signalised intersection at Wardell Rd / Dudley St given the proximity of the intersection to the existing Dulwich Hill station and proposed Sydney Metro Station. Signalising the intersection would offer improved safety for all modes, especially pedestrian movements. Council proposes to implement a signalised intersection with a scramble crossing to offer more crossing opportunities for pedestrians and cater to the anticipated increase in pedestrian demand due to Sydney Metro. Council met with TfNSW to discuss the proposed signalised intersection at Wardell Rd / Dudley St and TfNSW was supportive of the proposal.

8.3 Proposed signalised intersection

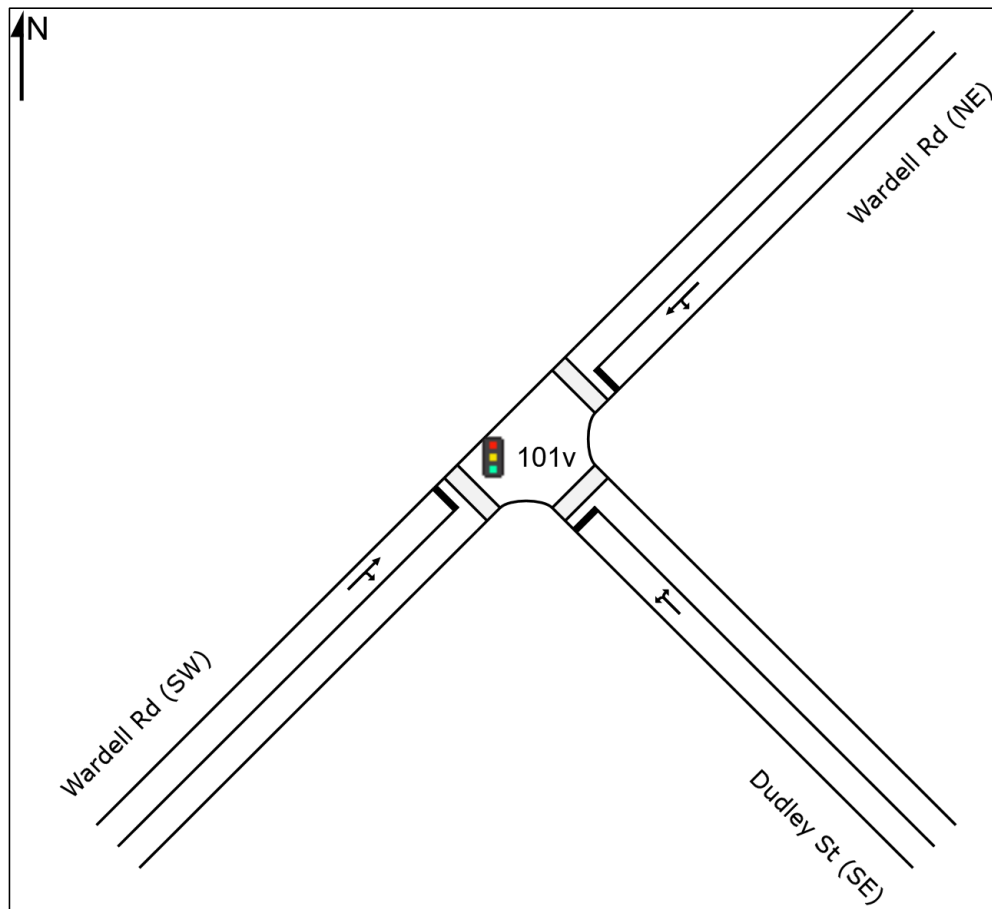
The design for the proposed intersection of Wardell Rd and Dudley St is shown in **Figure 8-1**.

Figure 8-1 Design of intersection of Wardell Rd/Dudley St



The SIDRA layout for the proposed signalised intersection is illustrated in **Figure 8-2**.

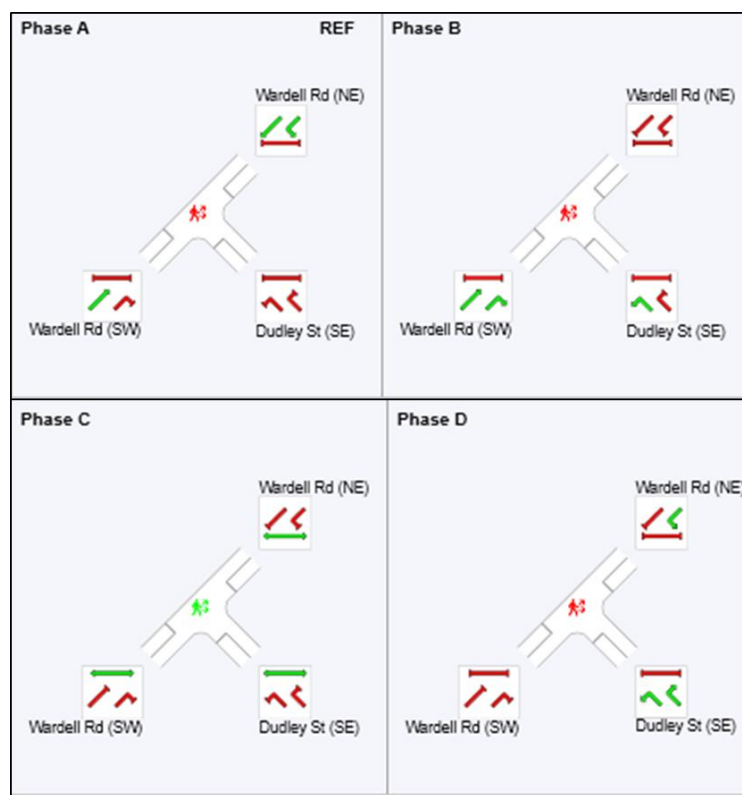
Figure 8-2 SIDRA Layout of Wardell Rd/Dudley St Signalised intersection



Cardno has been directed by Council to proceed with pedestrian movements operating in a scramble pedestrian phase at Wardell Rd / Dudley Street.

The phasing arrangements of the signalised intersection including the scramble pedestrian phase are shown in **Figure 8-3**. However, it should be noted that the final TCS design is still being prepared by B-Line sub-consultants.

Figure 8-3 Scramble Crossing TCS Phasing Arrangements



The results for the proposed signalised intersection are summarised in **Table 8-6**. A 100 second cycle time was adopted for the Wardell Rd/Dudley St signalised intersection to accommodate coordination with the Wardell Rd/Ewart St intersection (based on the observation of video footage obtained during the intersection counts).

Table 8-6 Wardell Rd/Dudley St signalised intersection Result Summary

Peak	DoS	Delay (sec)	LoS	95th %ile Queue(m)	Approach*
AM Peak	0.624	15.7	B	65.8	NE (Wardell Rd)
PM Peak	0.789	19.6	B	130.5	NE (Wardell Rd)

* Corresponds to the longest queue

Intersection performance shows that under the proposed signalised intersection scenarios, Wardell Rd/ Dudley St intersection performs satisfactorily at LoS B in both AM and PM peak respectively.

It should be noted that the results of the modelling are subject to change based on the final geometry, phasing, and cycle times implemented.

In order to assess the network impacts the intersection performance of Wardell Rd/Ewart St due to the signalisation of Wardell Rd/ Dudley St is shown in **Table 8-7** below.



Table 8-7 Signalisation impact on Wardell Rd/Ewart St intersection Result Summary

Peak	DoS	Delay (sec)	LoS	95th %ile Queue(m)	Approach*
AM Peak	0.844	32.5	C	86.9	SW(Wardell Rd)
PM Peak	0.901	32.7	C	100.0	NE (Wardell Rd)

* Corresponds to the longest queue

A comparison of **Table 7-2** and **Table 8-7** shows that the intersection performance of Wardell Rd/Ewart St performance remains unchanged due to the signalisation of Wardell Rd/ Dudley St with LoS C under both existing and proposed signalisation of Wardell Rd/ Dudley St scenario.

8.3.2 Results comparison

Table 8-8 summarises and compares the average delay and LOS for the existing condition and proposed signalised intersection at Wardell Rd/Dudley St intersection.

Table 8-8 Wardell Rd/Dudley Street average delay and LOS comparison

Wardell Rd/Dudley Street	Existing Scenario		Proposed Signalised Intersection	
	AM	PM	AM	PM
Average Delay(sec)	35.1	44.2	15.7	19.6
LOS	C	D	B	B

It is observed from **Table 8-8** that the signalisation of Wardell Rd / Dudley St improves the performance of the intersection. Under the proposed signalised intersection scenario LoS B is achieved in both AM and PM peak respectively.

Table 8-9 compares the queueing between the existing scenario and the proposed signalised intersection scenario at Wardell Rd/Dudley St intersection.

Table 8-9 Queueing Comparison

Approach	Existing Scenario		Proposed Signalised Intersection	
	AM	PM	AM	PM
South East (Dudley Street)	1.6 m	3.8 m	7.9 m	10.9 m
North East (Wardell Road)	14.0 m	142.0 m	65.7 m	130.5 m
South West (Wardell Road)	75.5 m	14.7 m	43.1 m	63.4 m

It can be observed from **Table 8-9** that proposed signalisation does not directly result in a decrease in queueing. It is observed that the queue increases in the SW approach (Wardell Road) in the PM peak from 14.7 m to 63.4 m however this is not an issue as the distance of the upstream signalised intersection Wardell Road/ Ewart Street is approximately 100 m (more than the queue length observed). The increase in queue length is due to the traffic signals balancing out delays and queues experienced at each approach based on signal phasing timings (i.e. – vehicles waiting for the green light).



8.4 Conclusion

The intersection of Wardell Rd / Dudley St does not satisfy the traffic signal warrant criteria. Cardno understands that Council intends to implement the signalised intersection at Wardell Rd / Dudley St given the proximity of the intersection to the existing Dulwich Hill station and proposed Sydney Metro Station. Signalising the intersection would offer improved safety for all modes, especially pedestrian movements. Council proposes to implement a signalised intersection with a scramble crossing to offer more crossing opportunities for pedestrians and cater to the anticipated increase in pedestrian demand due to Sydney Metro. Council met with TfNSW to discuss the proposed signalised intersection at Wardell Rd / Dudley St and TfNSW was supportive of the proposal.

The traffic modelling shows that the signalisation of Wardell Rd / Dudley St improves the performance of the intersection. Under the existing geometry (priority controlled), the performance of Wardell Rd/ Dudley St intersection is LoS C in the AM peak and LoS D in the PM peak. Intersection performance at LoS D signifies that the intersection operates near capacity in the PM peak. Under the proposed signalised intersection scenario with scramble crossing, the intersection performs satisfactorily at LoS B in both AM and PM peaks.

It should be noted that the results of the modelling are subject to change based on the final geometry, phasing, and cycle times implemented.

9 40 km/hr high pedestrian activity area

A 40 km/h High Pedestrian Activity Area (HPAA) is an area of high pedestrian activity, in town centres and near railway stations, bus interchanges, and services such as medical centres and schools. The maximum speed limit is 40 km/h at all times and makes drivers more aware of the presence of pedestrians moving about or near the road. This creates a safer road environment for all road users, particularly for pedestrians, cyclists and children.

A 40 km/h HPAA is established in conjunction with a suitable local area traffic management scheme with physical devices or treatments to create a self-enforcing 40 km/h speed environment. Typically, the speed limits are complemented with physical traffic calming devices and threshold treatments.



Benefits of providing 40km/h speed limits are listed below:

- > Travelling at slower speeds improves the driver's ability to stop at a safer distance to avoid crashes, otherwise reduce the severity of a crash; and
- > Statistics show that there was a 33% reduction in crashes causing serious injuries and deaths between 2005 and 2015 where 40km/h zones have been introduced.
- > Reduction in Pedestrian Accidents.

The potential for implementing 40km/h speed limits have been identified by relevant RMS guidelines and taking into consideration surrounding land uses.

9.1 Existing road network

9.1.1 Land use zoning

The study area consists of primarily residential along with some commercial/business area along Wardell Road between Ewart Street and Keith Street.

9.1.2 Road network

The road network within the station precinct is detailed in **Table 9-1**.

Table 9-1 Key Roads

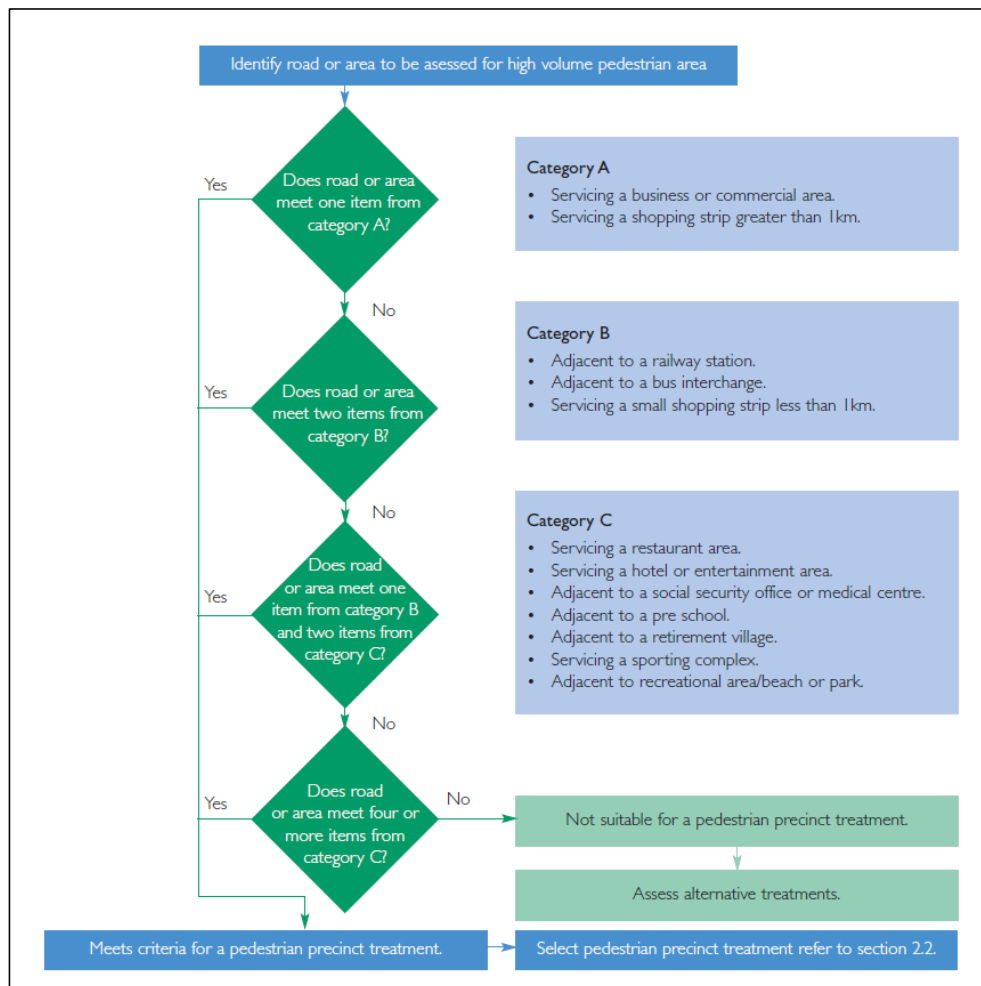
Road Name	Road Classification	Managing Authority	Number of Lane	Speed Limit
Wardell Road	Local Road	Inner West Council	2 travel lanes	50 km/hr
Ewart Street	Local Road	Inner West Council	2 travel lanes	50 km/hr
Dudley Street	Local Road	Inner West Council	2 travel lanes	50 km/hr
Ewart Lane	Local Road	Inner West Council	1 travel lanes	50 km/hr
Bedford Crescent	Local Road	Inner West Council	2 travel lanes	50 km/hr

9.2 Candidate 40 km/hr HPAA

9.2.1 Identification of high volume pedestrian areas

The RMS guideline for 40 km/h speed limits in high volume pedestrian areas specifies the criteria for 40km/h speed limits areas as shown in **Figure 9-1**.

Figure 9-1 40km/h HPAA criteria flowchart



As described in **Figure 9-1** a warrant must be met before the implementation of HPAA. The warrant assessment for roads in the study area is shown in **Table 9-2**. It should be noted that Ewart Ln is proposed as a shared zone as per the masterplan.



Table 9-2 HPAA Warrants

Location	Category A	Category B	Category C	Criteria Satisfied
Wardell Road	Servicing a Business or Commercial Area between Ewart Street and Keith Street	N/A	N/A	One Item from Category A
Bedford Crescent	N/A	Bedford Crescent is an interchange area	N/A	Note 1
Ewart Street	N/A	N/A	N/A	N/A
Dudley Street	Servicing a Business or Commercial Area between Wardell Road and School Parade	N/A	N/A	One Item from Category A

Note 1 Bedford Crescent is adjacent to a railway station and a light rail station and was therefore considered that it meets Category B.

Hence based on the warrant assessment for the roads in the study area Wardell Road, Bedford Crescent and Dudley Street have been selected for the implementation of HPAA.

9.3 Traffic management devices

9.3.1 Overview

The implementation of a 40 km/hr speed limit needs to consider the control and enforcement methods of the lower speed limit. Certain combinations of road conditions can lead drivers to travel at certain speeds more than the limit if not controlled. These include long and straight sections and wide roadways. For successful implementation, the 40 km/hr speed zone must be able to self-enforce and self-regulate the speed limit.

As assessment of the relevant streets was undertaken to appraise the existing road environment and to identify the installation of additional traffic management infrastructure required to reinforce the 40 km/hr speed environment.

9.3.2 Relevant guidelines/documents

As a part of the development of various road treatments in this stage, various documents have been reviewed and referred for the road treatments across the study area:

- > NSW Speed Zoning Guidelines; and
- > Dulwich Hill Station Precinct Masterplan.

9.3.3 Existing infrastructure

Several existing traffic calming devices and treatments are already in use within the study area. The location of the existing traffic management infrastructure was received from the Council and was mapped in **Figure 9-2**.

INNER WEST COUNCIL

Existing Traffic Management Devices

DULWICH HILL STATION
PRECINCT PUBLIC DOMAIN
IMPROVEMENTS

Legend

- Site Area
- Train Station (TfNSW)
- Light Rail Stop (TfNSW)
- Railway (NSW SS)

Existing Traffic Management Device

- Pedestrian Refuge
- Choker
- Pedestrian Crossing
- Speed Hump

1:1,200 Scale at A3

Cardno

Map Produced by Cardno NSW&ACT Pty Ltd (Pty Ltd)
Date: 2020-04-20 / Project: R022023
Coordinate System: GDA 1984 MGA Zone 56
Map: R022023-01-008-ExistingTrafficManagementDevices.mxd
Aerial imagery provided by GeoEye (Feb. 2016)



As seen in **Figure 9-2** there are many pedestrian refuge and chokers within the study area, however there are no existing raised threshold treatments for traffic calming in the study area.

9.3.4 Treatment locations

Dulwich Hill Station precinct upgrades

The masterplan includes traffic calming treatments to the road environment that will create a self-enforcing 40km/h speed environment. This includes raised entry thresholds that will signify to vehicles the change in environment and will reduce vehicle travel speeds. Kerb extensions will also narrow road geometry to help reduce vehicle speeds as well.

The raised, signalised intersection at Wardell Road / Dudley Street will provide additional crossings for pedestrians and cyclists and is also a traffic calming measure that aims to improve safety for pedestrians.

The masterplan proposed traffic calming treatment locations along the precinct are shown in **Table 9-3**.

Table 9-3 Masterplan Proposed Treatments

No.	Proposed Masterplan Treatment	Traffic Calming Impacts
1	Entry threshold (raised) on Wardell Road north of Keith Street	Reduce vehicle travel speeds. Entry thresholds will create a safe environment for pedestrians, with traffic calming creating self-enforcement for the 40km/h area
4	Entry threshold (raised) on Bedford Crescent at Wardell Road	Reduce vehicle travel speeds. Entry thresholds will create a safe environment for pedestrians, with traffic calming creating self-enforcement for the 40km/h area
7	Raised signalised intersection at Wardell Road / Dudley Street	Reduce vehicle speeds at the crossing point. The raised threshold will create a safe environment for pedestrians, with traffic calming creating self-enforcement for the 40km/h area
12	Kerb extension on the southern corner of the Wardell Road / Dudley Street intersection	Reduce vehicle turning speeds
20	The raised threshold at the Wardell Road / Ewart Street intersection	Reduce vehicle travel speeds. Entry thresholds will create a safe environment for pedestrians, with traffic calming creating self-enforcement for the 40km/h area
21	Kerb extension on the northern corner of the Wardell Road / Ewart Street intersection	Reduce vehicle turning speeds

Overall the upgrades proposed by the masterplan are expected to improve the safety and efficiency of the station precinct.

The Dulwich Hill Station Precinct upgrades are shown in **Figure 9-3**.



[illegible]

9.3.5 Proposed Infrastructure

9.3.5.1 Signage

The 40km/hr HPAA speed limit within the HPAA area, supplemented with signage as shown in **Table 9-4**.

Table 9-4 40 km/hr HPAA Signage

Image	Signage Type	Sign Code	Use
	High Pedestrian Activity Area (40 km/hr)	R4-236	On the entry to a High Pedestrian Activity Area.
	End 40 km/hr HPAA	R4-11	At the end of HPAA onto the road with speed limit other than 40 km/hr road.

The principles adopted in assessing the signage requirement are outlined below:

- > “High Pedestrian Activity Area” signs provided on entry into HPAA;
- > “End 40 km/hr Area” signs provided on exit out of HPAA; and
- > The NSW speed zoning guidelines recommend the distance of the first repeater sign to be 300 m from the start of the zone hence it was assessed that the repeater “High Pedestrian Activity Area 40km/hr” signs are not required given that the proposed HPAA is less than 300 m in length from the start of the zone.

9.3.5.2 Location of Signs

The NSW speed zoning guidelines outline the location for signage requirements. The summary of the relevant guidelines are outlined below:

- > At each change of speed limit, two-speed restriction signs are to be provided. Ideally on both sides of the carriageway.

For urban environments

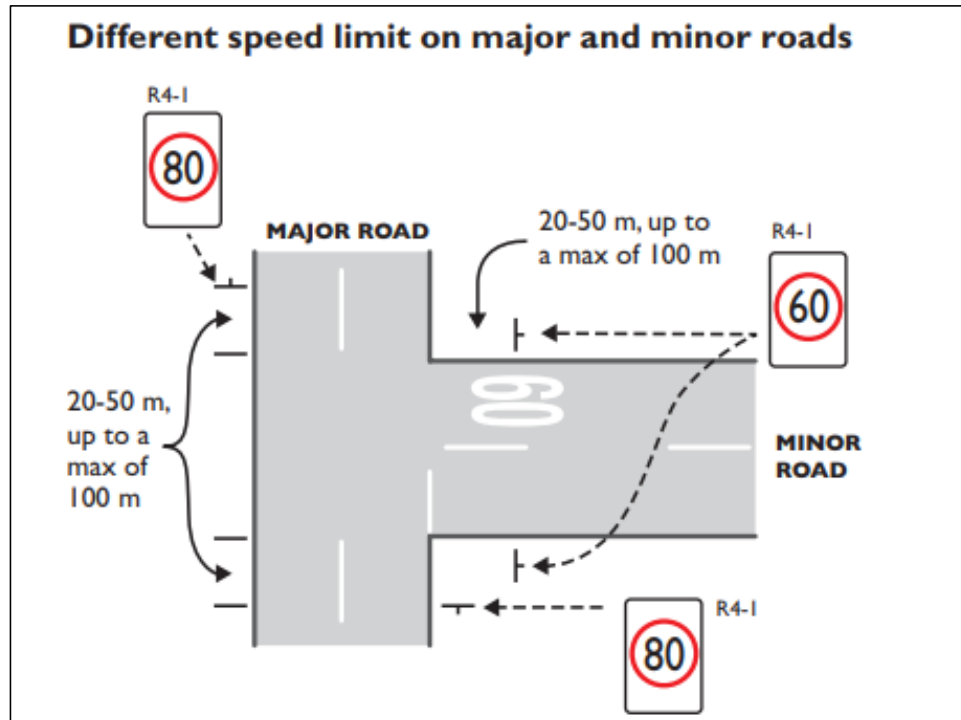
- > The preferred minimum clearances between the ground and the bases of the signs should be 2.5 metres;
- > The minimum lateral clearance between the edge line of the travel lane and the edge of the sign is 0.6 metres; and
- > The maximum lateral clearance between the centre of the left travel lane and the edge of the sign should not exceed 6.6 metres.

Speed limit signs at intersections of major and minor roads should be:

- > On the major road, located 20-50 m up to a maximum of 100 m before and after the edge of the minor road; and
- > On the minor road, located 20-50 m up to a maximum of 100 m before and after the edge of the major road.

See **Figure 9-4** for a diagram of typical sign locations.

Figure 9-4 The typical position of speed signs at intersections

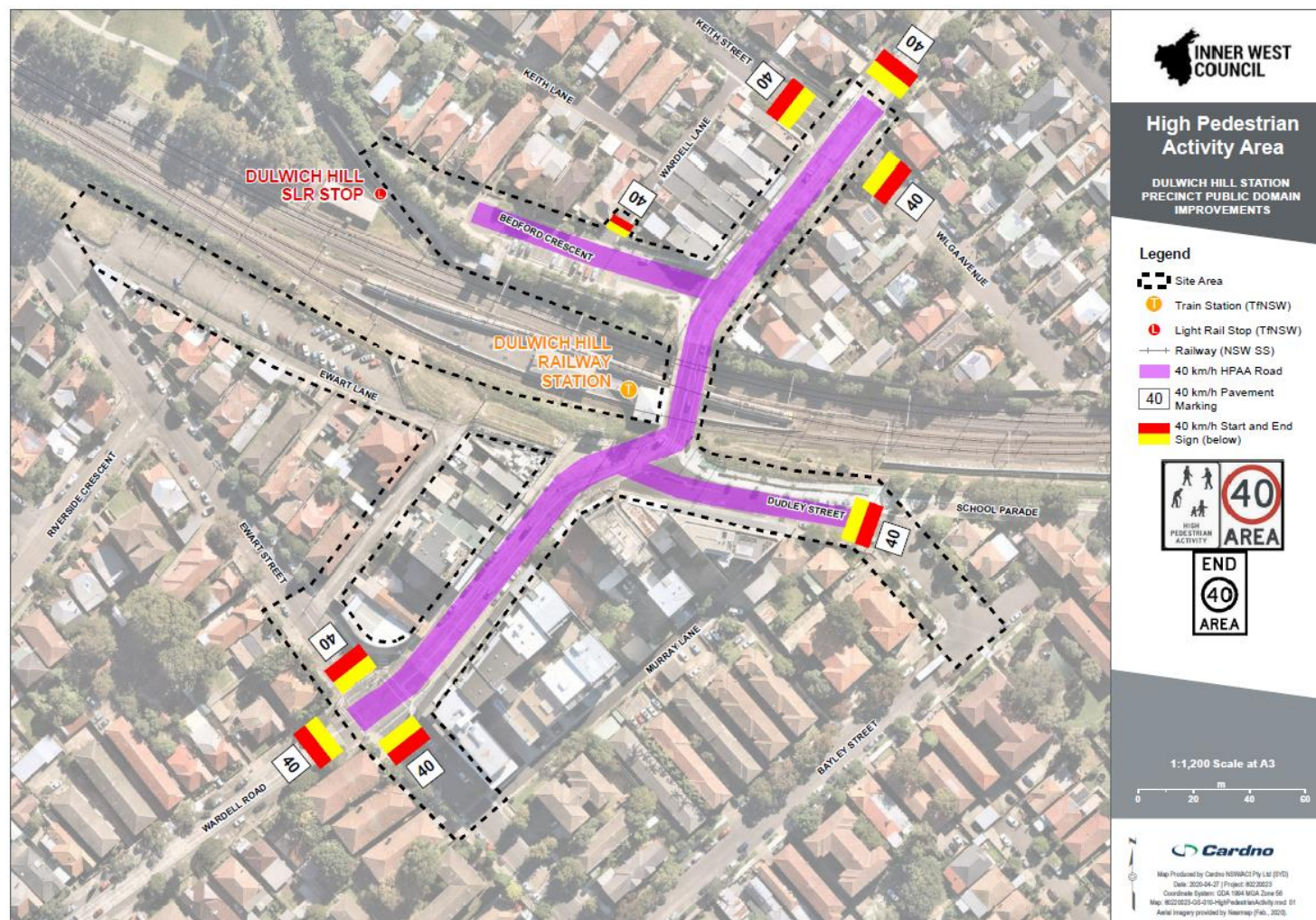


The indicative location for signage for the implementation of 40 km/hr HPAA is shown in **Figure 9-5**. The locations of these signs are indicative only, due to variance in the road environment.



Traffic and Transport Assessment
Dulwich Hill Station Precinct Public Domain Improvements

Figure 9-5 Proposed HPA zone and indicative location of signage





9.4 Summary statement

An HPAA scheme is proposed around the station precinct along Wardell Road, Dudley Street and Bedford Crescent with relevant signage to inform and remind drivers of the 40 km/hr to speed limit within the precinct. Traffic calming measures and new pedestrian facilities proposed by the masterplan supplement the 40 km/hr signage to create a self-enforcing speed limit environment and to further improve the safety of pedestrians.

APPENDIX

A

TRAFFIC SURVEY RESULTS

Location	Wardell Road	Duration	6:00 - 10:00
	Dubley Street		15:00 - 19:00
	Wardell Road		-
	-	Day/Date	Wednesday, 19 February 2020
Suburb	DULWICH HILL	Weather	-

All Vehicles Time Per 15 Mins	NORTH Wardell Road										EAST Dubley Street												TOTAL		
	L			T			R			TOTAL	PEDS	L			T			R			TOTAL	PEDS		TOTAL	
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ			LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ				LIGHT	HEAVY
6:00 - 6:15	0	0	0	20	2	22	22	14	2	1	3				0	1	1	4	6		107	7		114	
6:15 - 6:30	0	0	0	35	0	35	35	14	1	1	2				6	0	6	8	7		180	3		183	
6:30 - 6:45	1	0	1	32	1	33	34	34	3	0	3				5	0	5	8	13		202	4		206	
6:45 - 7:00	2	0	2	36	1	37	39	35	2	2	4				3	0	3	7	19		204	13		217	
7:00 - 7:15	1	0	1	54	0	54	55	50	2	0	2				3	1	4	6	25		219	6		225	
7:15 - 7:30	2	1	3	63	0	63	66	62	6	1	7				4	0	4	11	26		240	5		245	
7:30 - 7:45	3	0	3	61	0	61	64	80	13	0	13				2	0	2	15	33		245	1		246	
7:45 - 8:00	2	0	2	69	5	74	76	104	9	1	10				2	0	2	12	49		237	9		246	
8:00 - 8:15	5	0	5	75	0	75	80	119	14	0	14				8	0	8	22	52		242	5		247	
8:15 - 8:30	1	0	1	97	1	98	99	155	11	1	12				7	0	7	19	59		242	4		246	
8:30 - 8:45	8	0	8	74	5	79	87	85	6	0	6				4	0	4	10	40		264	7		271	
8:45 - 9:00	2	0	2	86	2	88	90	52	5	2	7				1	0	1	8	23		259	7		266	
9:00 - 9:15	9	0	9	83	1	84	93	53	4	0	4				3	0	3	7	16		261	2		263	
9:15 - 9:30	2	0	2	78	2	80	82	32	4	1	5				1	0	1	6	21		240	5		245	
9:30 - 9:45	5	0	5	55	2	57	62	33	12	2	14				5	0	5	19	11		195	7		202	
9:45 - 10:00	2	0	2	53	2	55	57	10	15	1	16				3	0	3	19	21		188	7		195	
Period End	45	1	46	971	24	995	1041	932	109	13	122				57	2	59	181	421		3525	92		3617	
15:00 - 15:15	7	0	7	149	6	155	162	37	18	0	18				7	0	7	25	9		285	9		294	
15:15 - 15:30	4	0	4	186	5	191	195	76	6	2	8				2	0	2	10	24		307	11		318	
15:30 - 15:45	5	0	5	155	4	159	164	48	8	4	12				1	0	1	13	15		264	9		273	
15:45 - 16:00	7	0	7	152	5	157	164	63	13	1	14				3	0	3	17	16		281	9		290	
16:00 - 16:15	3	0	3	147	0	147	150	30	13	0	13				4	0	4	17	6		264	5		269	
16:15 - 16:30	6	0	6	184	2	186	192	40	10	2	12				6	0	6	18	19		291	6		297	
16:30 - 16:45	7	0	7	201	5	206	213	44	8	2	10				3	0	3	13	18		316	8		324	
16:45 - 17:00	9	0	9	170	2	172	181	45	7	0	7				6	0	6	13	26		313	5		318	
17:00 - 17:15	10	0	10	190	3	193	203	59	7	1	8				2	0	2	10	28		315	6		321	
17:15 - 17:30	7	0	7	187	6	193	200	65	8	1	9				4	0	4	13	30		279	7		286	
17:30 - 17:45	7	1	8	210	2	212	220	36	11	1	12				6	2	8	18	19		354	6		360	
17:45 - 18:00	7	0	7	191	3	194	201	95	13	1	14				9	0	9	23	39		351	5		356	
18:00 - 18:15	7	0	7	158	1	159	166	86	14	0	14				2	0	2	16	30		297	3		300	
18:15 - 18:30	4	0	4	179	3	182	186	66	6	2	8				1	0	1	9	26		291	7		298	
18:30 - 18:45	2	0	2	145	1	146	148	43	7	1	8				8	0	8	16	21		261	2		263	
18:45 - 19:00	8	0	8	136	3	139	147	64	10	2	12				9	0	9	21	42		285	6		291	
Period End	100	1	101	2740	51	2791	2892	897	159	20	179				73	0	73	252	368		4754	104		4858	

All Vehicles Time Per 15 Mins	SOUTH Wardell Road										WEST -																	
	L			T			R			TOTAL	PEDS	L			T			R			TOTAL	PEDS	TOTAL					
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ			LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ			LIGHT	HEAVY				
6:00 - 6:15				83	2	85	2	1	3	88	0														107	7	114	
6:15 - 6:30				137	2	139	1	0	1	140	0														180	3	183	
6:30 - 6:45				155	2	157	6	1	7	164	0														202	4	206	
6:45 - 7:00				160	9	169	1	1	2	171	0														204	13	217	
7:00 - 7:15				157	4	161	2	1	3	164	1														219	6	225	
7:15 - 7:30				161	2	163	4	1	5	168	0														240	5	245	
7:30 - 7:45				164	0	164	2	1	3	167	0														245	1	246	
7:45 - 8:00				149	2	151	6	1	7	158	0														237	9	246	
8:00 - 8:15				139	3	142	1	2	3	145	0														242	5	247	
8:15 - 8:30				125	1	126	1	1	2	128	0														242	4	246	
8:30 - 8:45				166	1	167	6	1	7	174	0														264	7	271	
8:45 - 9:00				161	2	163	4	1	5	168	0														259	7	266	
9:00 - 9:15				157	0	157	5	1	6	163	0														261	2	263	
9:15 - 9:30				147	2	149	8	0	8	157	0														240	5	245	
9:30 - 9:45				112	1	113	6	2	8	121	1														195	7	202	
9:45 - 10:00				109	3	112	6	1	7	119	0														188	7	195	
Period End				2282	36	2318	61	16	77	2395	2														3525	92	3617	
15:00 - 15:15				101	2	103	3	1	4	107	0															285	9	294
15:15 - 15:30				104	3	107	5	1	6	113	0															307	11	318
15:30 - 15:45				93	0	93	2	1	3	96	0															264	9	273
15:45 - 16:00				103	2	105	3	1	4	109	0															281	9	290
16:00 - 16:15				95	3	98	2	2	4	102	0															264	5	269
16:15 - 16:30				81	0	81	4	2	6	87	0															291	6	297
16:30 - 16:45				97	0	97	0	1	1	98	0															316	8	324
16:45 - 17:00				114	2	116	7	1	8	124	0															313	5	318
17:00 - 17:15				101	1	102	5	1	6	108	0															315	6	321
17:15 - 17:30				70	0	70	3	0	3	73	0															279	7	286
17:30 - 17:45				115	1	116	5	1	6	122	0															354	6	360
17:45 - 18:00				122	0	122	9	1	10	132	0															351	5	356
18:00 - 18:15				113	2	115	3	0	3	118	0															297	3	300
18:15 - 18:30				97	1	98	4	1	5	103	0															291	7	298
18:30 - 18:45				97	0	97	2	0	2	99	0															261	2	263
18:45 - 19:00				115	0	115	7	1	8	123	0															285	6	291
Period End				1618	17	1635	64	15	79	1714	0															4754	104	4858

Location Wardell Road Duration 6:00 - 10:00
Dubley Street 15:00 - 19:00
Wardell Road -
- Day/Date Wednesday, 19 February 2020
Suburb DULWICH HILL Weather -

All Vehicles Time Per Hour	NORTH Wardell Road										EAST Dubley Street										TOTAL		TOTAL		
	L			T			R			TOTAL	PEDS	L			T			R			TOTAL	PEDS		TOTAL	
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ			LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ			LIGHT	HEAVY	Σ
6:00 - 7:00	3	0	3	123	4	127				130	97	8	4	12				14	1	15	27	45	693	27	720
6:15 - 7:15	4	0	4	157	2	159				163	133	8	3	11				17	1	18	29	64	805	26	831
6:30 - 7:30	6	1	7	185	2	187				194	181	13	3	16				15	1	16	32	83	865	28	893
6:45 - 7:45	8	1	9	214	1	215				224	227	23	3	26				12	1	13	39	103	908	25	933
7:00 - 8:00	8	1	9	247	5	252				261	296	30	2	32				11	1	12	44	133	941	21	962
7:15 - 8:15	12	1	13	268	5	273				286	365	42	2	44				16	0	16	60	160	964	20	984
7:30 - 8:30	11	0	11	302	6	308				319	458	47	2	49				19	0	19	68	193	966	19	985
7:45 - 8:45	16	0	16	315	11	326				342	463	40	2	42				21	0	21	63	200	985	25	1010
8:00 - 9:00	16	0	16	332	8	340				356	411	36	3	39				20	0	20	59	174	1007	23	1030
8:15 - 9:15	20	0	20	340	9	349				369	345	26	3	29				15	0	15	44	138	1026	20	1046
8:30 - 9:30	21	0	21	321	10	331				352	222	19	3	22				9	0	9	31	100	1024	21	1045
8:45 - 9:45	18	0	18	302	7	309				327	170	25	5	30				10	0	10	40	71	955	21	976
9:00 - 10:00	18	0	18	269	7	276				294	128	35	4	39				12	0	12	51	69	884	21	905
Period End																									
15:00 - 16:00	23	0	23	642	20	662				685	224	45	7	52				13	0	13	65	64	1137	38	1175
15:15 - 16:15	19	0	19	640	14	654				673	217	40	7	47				10	0	10	57	61	1116	34	1150
15:30 - 16:30	21	0	21	638	11	649				670	181	44	7	51				14	0	14	65	56	1100	29	1129
15:45 - 16:45	23	0	23	684	12	696				719	177	44	5	49				16	0	16	65	59	1152	28	1180
16:00 - 17:00	25	0	25	702	9	711				736	159	38	4	42				19	0	19	61	69	1184	24	1208
16:15 - 17:15	32	0	32	745	12	757				789	188	32	5	37				17	0	17	54	91	1235	25	1260
16:30 - 17:30	33	0	33	748	16	764				797	213	30	4	34				15	0	15	49	102	1223	26	1249
16:45 - 17:45	33	1	34	757	13	770				804	205	33	3	36				18	0	18	54	103	1261	24	1285
17:00 - 18:00	31	1	32	778	14	792				824	255	39	4	43				21	0	21	64	116	1299	24	1323
17:15 - 18:15	28	1	29	746	12	758				787	282	46	3	49				21	0	21	70	118	1281	21	1302
17:30 - 18:30	25	1	26	738	9	747				773	283	44	4	48				18	0	18	66	114	1293	21	1314
17:45 - 18:45	20	0	20	673	8	681				701	290	40	4	44				20	0	20	64	116	1200	17	1217
18:00 - 19:00	21	0	21	618	8	626				647	259	37	5	42				20	0	20	62	119	1134	18	1152
Period End																									

All Vehicles Time Per Hour	SOUTH Wardell Road										WEST -										TOTAL		TOTAL					
	L			T			R			TOTAL	PEDS	L			T			R			TOTAL	PEDS		TOTAL				
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ			LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ			LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ
6:00 - 7:00				535	15	550	10	3	13	563	0														693	27	720	
6:15 - 7:15				609	17	626	10	3	13	639	1														805	26	831	
6:30 - 7:30				633	17	650	13	4	17	667	1														865	28	893	
6:45 - 7:45				642	15	657	9	4	13	670	1														908	25	933	
7:00 - 8:00				631	8	639	14	4	18	657	1														941	21	962	
7:15 - 8:15				613	7	620	13	5	18	638	0														964	20	984	
7:30 - 8:30				577	6	583	10	5	15	598	0														966	19	985	
7:45 - 8:45				579	7	586	14	5	19	605	0														985	25	1010	
8:00 - 9:00				591	7	598	12	5	17	615	0														1007	23	1030	
8:15 - 9:15				609	4	613	16	4	20	633	0														1026	20	1046	
8:30 - 9:30				631	5	636	23	3	26	662	0														1024	21	1045	
8:45 - 9:45				577	5	582	23	4	27	609	1														955	21	976	
9:00 - 10:00				525	6	531	25	4	29	560	1														884	21	905	
Period End																												
15:00 - 16:00				401	7	408	13	4	17	425	0															1137	38	1175
15:15 - 16:15				395	8	403	12	5	17	420	0															1116	34	1150
15:30 - 16:30				372	5	377	11	6	17	394	0															1100	29	1129
15:45 - 16:45				376	5	381	9	6	15	396	0															1152	28	1180
16:00 - 17:00				387	5	392	13	6	19	411	0															1184	24	1208
16:15 - 17:15				393	3	396	16	5	21	417	0															1235	25	1260
16:30 - 17:30				382	3	385	15	3	18	403	0															1223	26	1249
16:45 - 17:45				400	4	404	20	3	23	427	0															1261	24	1285
17:00 - 18:00				408	2	410	22	3	25	435	0															1299	24	1323
17:15 - 18:15				420	3	423	20	2	22	445	0															1281	21	1302
17:30 - 18:30				447	4	451	21	3	24	475	0															1293	21	1314
17:45 - 18:45				429	3	432	18	2	20	452	0															1200	17	1217
18:00 - 19:00				422	3	425	16	2	18	443	0															1134	18	1152
Period End																												

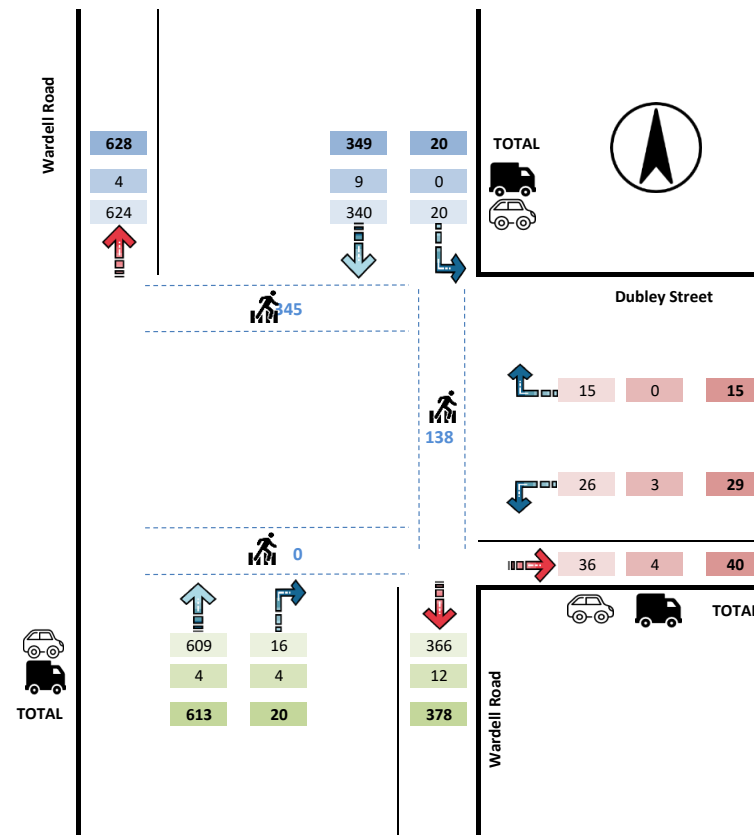


Location	Wardell Road	Duration	6:00 - 10:00
	Dubley Street		15:00 - 19:00
	Wardell Road		-
	-	Day/Date	Wednesday, 19 February 2020
Suburb	DULWICH HILL	Weather	-

DATA SELECTION

Select Time: PEAK

TIME RANGE		
PEAK	-	AM
PEAK		
8:15	-	9:15





Location Wardell Road
Dubley Street
Wardell Road
-
Suburb DULWICH HILL

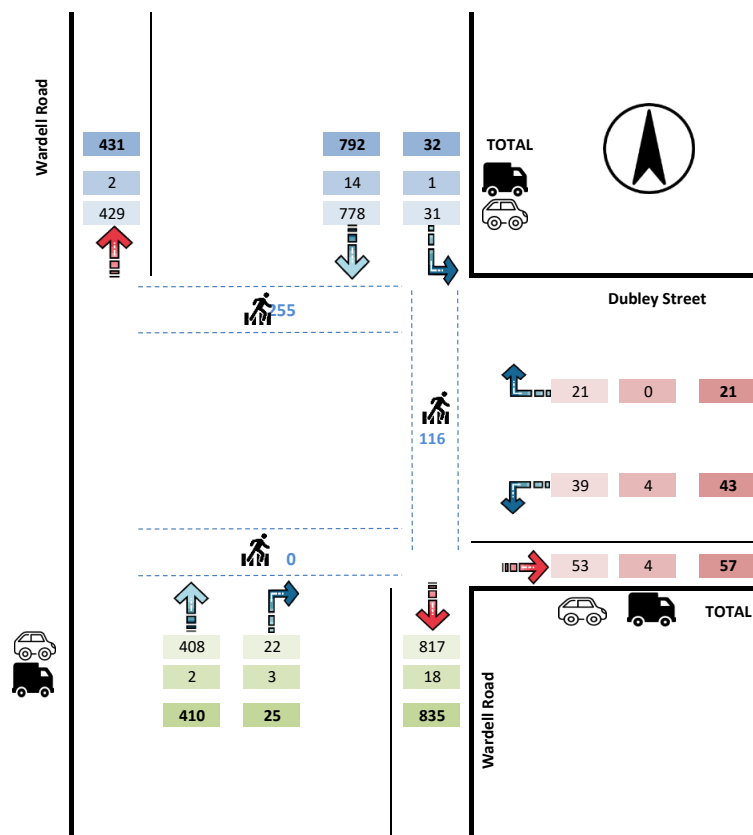
Duration 6:00 - 10:00
15:00 - 19:00
-

Day/Date Wednesday, 19 February 2020

Weather -

DATA SELECTION
Select Time: PEAK

TIME RANGE		
PEAK	-	PM
PEAK		
17:00	-	18:00



Traffic Information Specialist

ABN: 42 613 389 923
Email: info@tistraffic.com.au

Location Wardell Road
Ewart Street
Wardell Road
Ewart Street
 Suburb DULWICH HILL

Duration 6:00 - 10:00
15:00 - 19:00
-
 Day/Date Wednesday, 19 February 2020
 Weather -

All Vehicles Time Per 15 Mins	NORTH EAST Wardell Road										EAST Ewart Street														
	L		T		R		TOTAL	PEDS	L		T		R		TOTAL	PEDS	TOTAL								
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ			LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ			LIGHT	HEAVY	TOTAL						
6:00 - 6:15	4	0	4	20	4	24	7	0	7	35	1	5	0	5	12	0	12	5	0	5	22	5	212	9	221
6:15 - 6:30	6	1	7	26	0	26	2	0	2	35	0	9	0	9	10	0	10	2	0	2	21	2	270	5	275
6:30 - 6:45	5	1	6	28	2	30	2	1	3	39	4	6	0	6	25	0	25	5	0	5	36	3	292	17	309
6:45 - 7:00	4	0	4	49	0	49	6	0	6	59	3	5	0	5	20	0	20	4	0	4	29	9	302	6	392
7:00 - 7:15	2	0	2	51	1	52	5	0	5	59	3	5	1	6	26	0	26	4	0	4	36	10	304	9	313
7:15 - 7:30	10	0	10	56	0	56	6	0	6	72	6	11	1	12	57	1	58	5	0	5	75	6	380	5	385
7:30 - 7:45	7	0	7	64	4	68	11	0	11	86	1	6	0	6	39	0	39	6	0	6	51	15	397	8	405
7:45 - 8:00	6	1	7	70	1	71	8	0	8	86	2	8	1	9	56	0	56	8	0	8	73	15	390	9	399
8:00 - 8:15	12	0	12	76	1	77	13	0	13	102	0	16	1	17	64	2	66	9	0	9	92	16	441	8	449
8:15 - 8:30	12	0	12	66	2	68	13	1	14	94	3	6	0	6	50	1	51	12	0	12	69	6	408	8	416
8:30 - 8:45	13	0	13	75	5	80	11	0	11	104	3	10	1	11	44	2	46	5	0	5	62	6	425	12	437
8:45 - 9:00	8	0	8	65	2	67	7	0	7	82	7	13	1	14	50	0	50	16	0	16	80	7	400	8	408
9:00 - 9:15	10	0	10	60	2	62	7	0	7	79	9	17	1	18	35	0	35	5	0	5	58	8	365	4	369
9:15 - 9:30	10	1	11	48	3	51	9	0	9	71	6	11	0	11	31	0	31	3	0	3	45	8	283	12	295
9:30 - 9:45	7	0	7	55	3	58	17	0	17	82	1	12	0	12	35	1	36	5	0	5	53	3	312	11	323
9:45 - 10:00	5	0	5	45	2	47	7	1	8	60	6	8	0	8	27	0	27	3	0	3	38	3	243	6	249
Period End	121	4	125	854	32	886	131	3	134	1145	55	148	7	155	581	7	588	97	0	97	840	122	5424	137	5545
15:00 - 15:15	6	2	8	179	6	185	22	0	22	215	3	32	2	34	47	0	47	16	1	17	98	8	456	14	470
15:15 - 15:30	2	0	2	124	7	131	13	0	13	146	2	28	0	28	60	0	60	6	0	6	94	13	384	8	392
15:30 - 15:45	8	0	8	161	9	170	21	0	21	199	3	23	0	23	61	3	64	7	0	7	94	8	461	15	476
15:45 - 16:00	7	0	7	139	1	140	11	0	11	158	5	25	1	26	49	0	49	6	0	6	81	8	400	7	407
16:00 - 16:15	8	1	9	153	3	156	13	0	13	178	4	29	0	29	47	2	49	6	0	6	84	7	400	10	410
16:15 - 16:30	10	0	10	172	6	178	16	1	17	205	4	25	0	25	62	1	63	6	0	6	94	9	436	9	445
16:30 - 16:45	7	0	7	170	3	173	11	0	11	191	4	22	1	23	59	0	59	9	0	9	91	3	483	7	490
16:45 - 17:00	9	0	9	158	2	160	16	1	17	186	4	21	0	21	72	2	74	8	0	8	103	10	465	7	472
17:00 - 17:15	10	0	10	162	9	171	18	0	18	199	4	31	0	31	83	0	83	4	0	4	118	13	473	9	482
17:15 - 17:30	9	0	9	171	2	173	11	0	11	193	10	29	0	29	79	0	79	8	0	8	116	18	483	4	487
17:30 - 17:45	18	0	18	172	5	177	24	0	24	219	4	20	0	20	78	0	78	20	0	20	118	23	526	6	532
17:45 - 18:00	12	0	12	143	3	146	8	0	8	166	4	24	0	24	83	0	83	11	0	11	118	16	487	5	492
18:00 - 18:15	14	0	14	144	5	149	13	0	13	176	5	16	0	16	71	0	71	8	0	8	95	9	442	6	448
18:15 - 18:30	13	0	13	139	1	140	14	0	14	153	1	12	0	12	56	0	56	10	0	10	78	7	405	2	393
18:30 - 18:45	6	0	6	120	4	124	15	0	15	145	5	20	1	21	53	0	53	9	0	9	83	14	409	6	415
18:45 - 19:00	10	0	10	90	4	94	11	0	11	115	4	22	0	22	37	1	38	7	0	7	67	8	322	9	331
Period End	149	3	152	2397	70	2467	237	2	225	2844	66	379	5	384	997	9	1006	141	1	142	1532	174	7032	124	7142

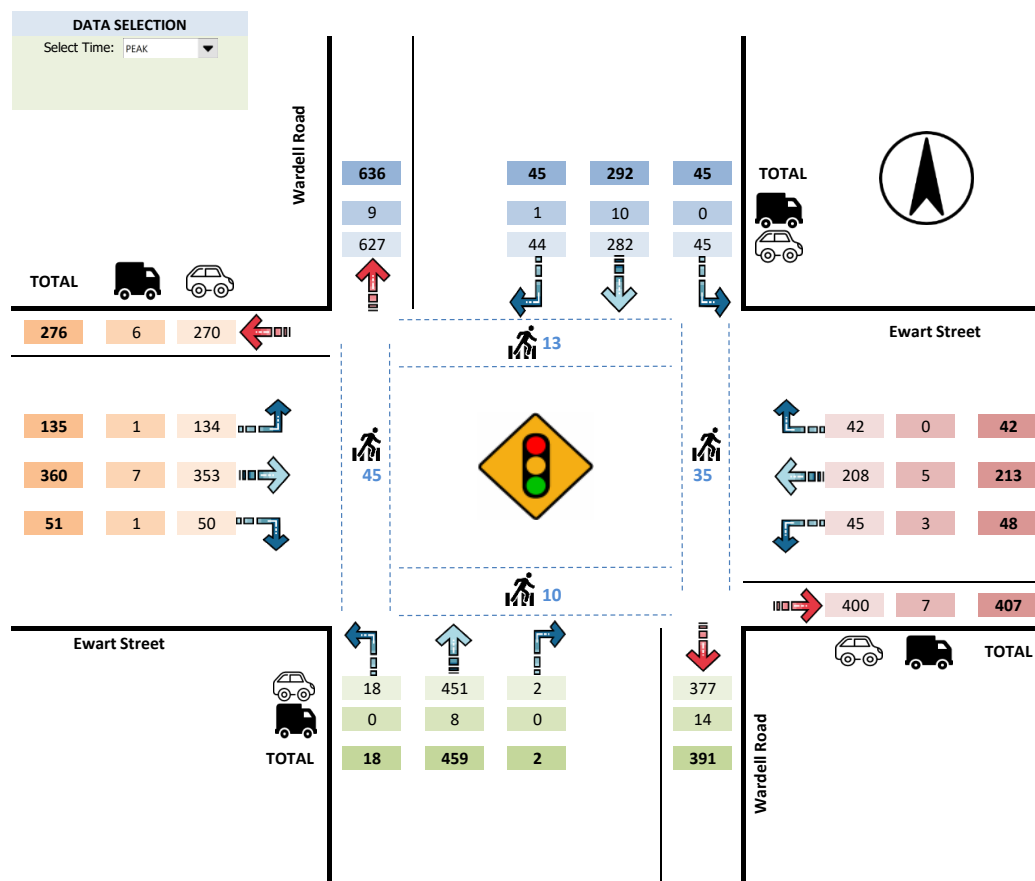
All Vehicles Time Per 15 Mins	SOUTH WEST Wardell Road										WEST Ewart Street														
	L		T		R		TOTAL	PEDS	L		T		R		TOTAL	PEDS	TOTAL								
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ			LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ			LIGHT	HEAVY	TOTAL						
6:00 - 6:15	1	0	1	112	3	115	0	1	1	117	1	9	0	9	36	1	37	1	0	1	47	4	212	9	221
6:15 - 6:30	8	1	9	148	3	151	0	0	0	160	0	11	0	11	40	0	40	8	0	8	59	4	270	5	275
6:30 - 6:45	1	0	1	148	10	158	0	1	1	160	2	12	0	12	52	1	53	8	1	9	74	12	292	17	309
6:45 - 7:00	7	0	7	135	6	141	3	0	3	151	3	16	0	16	45	0	45	8	0	8	53	8	302	6	312
7:00 - 7:15	4	0	4	142	5	147	0	0	0	151	1	12	0	12	46	2	48	7	0	7	67	9	304	9	309
7:15 - 7:30	4	0	4	147	1	148	0	0	0	152	3	23	0	23	52	2	54	9	0	9	86	21	380	5	385
7:30 - 7:45	2	0	2	141	2	143	0	1	1	146	3	25	0	25	87	1	88	9	0	9	122	7	397	8	405
7:45 - 8:00	4	0	4	104	5	109	0	0	0	113	9	26	0	26	90	1	91	10	0	10	127	3	390	9	399
8:00 - 8:15	6	0	6	80	3	83	1	0	1	90	2	42	0	42	109	1	110	13	0	13	165	14	441	8	449
8:15 - 8:30	5	0	5	109	2	111	1	0	1	117	1	42	0	42	77	2	79	15	0	15	136	13	408	8	416
8:30 - 8:45	2	0	2	131	1	132	0	0	0	134	3	27	1	28	91	2	93	16	0	16	137	11	425	12	437
8:45 - 9:00	5	0	5	131	2	133	0	0	0	138	4	23	0	23	76	2	78	6	1	7	108	7	400	8	408
9:00 - 9:15	8	0	8	142	0	142	0	0	0	150	0	11	1	12	60	0	60	10	0	10	82	10	365	4	369
9:15 - 9:30	6	1	7	93	4	97	0	0	0	104	0	16	1	17	47	1	48	9	1	10	75	8	283	12	295
9:30 - 9:45	4	0	4	108	1	109	0	0	0	113	1	18	1	19	42	3	45	9	2	11	75	5	312	11	323
9:45 - 10:00	3	0	3	93	2	95	0	0	0	98	4	17	1	18	27	0	27	8	0	8	53	7	243	6	249
Period End	70	2	72	1964	50	2014	5	3	8	2094	37	330	5	339	977	19	996	146	5	151	1466	143	5424	137	5545
15:00 - 15:15	3	0	3	83	3	86	0	0	0	89	1	11	0	11	34	0	34	23	0	23	68	10	456	14	470
15:15 - 15:30	5	0	5	76	1	77	0	0	0	82	6	6	0	6	39	0	39	25	0	25	70	3	384	8	392
15:30 - 15:45	5	0	5	95	2	97	0	0	0	102	5	10	0	10	49	1	50	21	0	21	81	4	461	15	476
15:45 - 16:00	4	0	4	79	3	82	0	0	0	86	1	18	1	19	38	1	39	24	0	24	82	5	400	7	407
16:00 - 16:15	7	0	7	61	4	65	0	0	0	72	11	16	0	16	40	0	40	20	0	20	76	23	400	10	410
16:15 - 16:30	3	0	3	69	1	70	0	0	0	73	1	9	0	9	41	0	41	23	0	23	73	4	436	9	445
16:30 - 16:45	5	0	5	109	3	112	0	0	0	117	1	19	0	19	46	0	46	26	0	26	91	6	483	7	490
16:45 - 17:00	8	0	8	81	2	83	0	0	0	91	2	10	0	10	55	0	55	27	0	27	92	10	465	7	472
17:00 - 17:15	5	0	5	75	0	75	0	0	0	80	1	10	0	10	55	0	55	20	0	20	85	9	473	9	482
17:15 - 17:30	7	0	7	84	2	86	1	0	1	94	8	19	0	19	44	0	44	21	0	21	84	26	483	4	487
17:30 - 17:45	2	0																							

Location Wardell Road Duration 6:00 - 10:00
Ewart Street 15:00 - 19:00
Wardell Road -
Ewart Street Wednesday, 19 February 2020
Suburb DULWICH HILL Weather -

All Vehicles Time Per Hour	NORTH EAST Wardell Road										EAST Ewart Street												TOTAL	TOTAL	
	L		T		R		TOTAL	PEDS			L		T		R		TOTAL	PEDS			TOTAL				
	LIGHT	HEAVY	LIGHT	HEAVY	LIGHT	HEAVY					LIGHT	HEAVY	LIGHT	HEAVY	LIGHT	HEAVY					LIGHT	HEAVY			LIGHT
6:00 - 7:00	19	2	21	123	6	129	17	1	18	168	8	25	0	25	67	0	67	16	0	16	108	19	1076	37	1097
6:15 - 7:15	17	2	19	154	3	157	15	1	16	192	10	25	1	26	81	0	81	15	0	15	122	24	1168	37	1189
6:30 - 7:30	21	1	22	184	3	187	19	1	20	229	16	27	2	29	128	1	129	18	0	18	176	28	1278	37	1299
6:45 - 7:45	23	0	23	220	5	225	28	0	28	276	13	27	2	29	142	1	143	19	0	19	191	40	1383	28	1395
7:00 - 8:00	25	1	26	241	6	247	30	0	30	303	12	30	3	33	178	1	179	23	0	23	235	46	1471	31	1502
7:15 - 8:15	35	1	36	266	6	272	38	0	38	346	9	41	3	44	216	3	219	28	0	28	291	52	1608	30	1638
7:30 - 8:30	37	1	38	276	8	284	45	1	46	368	6	36	2	38	209	3	212	35	0	35	285	52	1636	33	1669
7:45 - 8:45	43	1	44	287	9	296	45	1	46	386	8	40	3	43	214	5	219	34	0	34	296	43	1664	37	1701
8:00 - 9:00	45	0	45	282	10	292	44	1	45	382	13	45	3	48	208	5	213	42	0	42	303	35	1674	36	1710
8:15 - 9:15	43	0	43	266	11	277	38	1	39	359	22	46	3	49	179	3	182	38	0	38	269	27	1598	32	1630
8:30 - 9:30	41	1	42	248	12	260	34	0	34	336	25	51	3	54	160	2	162	29	0	29	245	29	1473	36	1509
8:45 - 9:45	35	1	36	228	10	238	40	0	40	314	23	53	2	55	151	1	152	29	0	29	236	26	1360	35	1395
9:00 - 10:00	32	1	33	208	10	218	40	1	41	292	22	48	1	49	128	1	129	16	0	16	194	22	1203	33	1236
Period End																									
15:00 - 16:00	23	2	25	603	23	626	67	0	67	718	13	108	3	111	217	3	220	35	1	36	367	37	1701	44	1745
15:15 - 16:15	25	1	26	577	20	597	58	0	58	681	14	105	1	106	217	5	222	25	0	25	353	36	1645	40	1685
15:30 - 16:30	33	1	34	625	19	644	61	1	62	740	16	102	1	103	219	6	225	25	0	25	353	32	1697	41	1738
15:45 - 16:45	32	1	33	634	13	647	51	1	52	732	17	101	2	103	217	3	220	27	0	27	350	27	1719	33	1752
16:00 - 17:00	34	1	35	653	14	667	56	2	58	760	16	97	1	98	240	5	245	29	0	29	372	29	1784	33	1817
16:15 - 17:15	36	0	36	662	20	682	61	2	63	781	16	99	1	100	276	3	279	27	0	27	406	35	1857	32	1889
16:30 - 17:30	35	0	35	661	16	677	56	1	57	769	22	103	1	104	293	2	295	29	0	29	428	44	1904	27	1931
16:45 - 17:45	46	0	46	663	18	681	69	1	70	797	22	101	0	101	312	2	314	40	0	40	455	64	1947	26	1973
17:00 - 18:00	49	0	49	648	19	667	61	0	61	777	22	104	0	104	323	0	323	43	0	43	470	70	1969	24	1993
17:15 - 18:15	53	0	53	630	15	645	56	0	56	754	23	89	0	89	311	0	311	47	0	47	447	66	1938	21	1959
17:30 - 18:30	57	0	57	598	14	612	59	0	59	714	14	72	0	72	288	0	288	49	0	49	409	55	1860	19	1865
17:45 - 18:45	45	0	45	546	13	559	50	0	50	640	15	72	1	73	263	0	263	38	0	38	374	46	1743	19	1748
18:00 - 19:00	43	0	43	493	14	507	53	0	53	589	15	70	1	71	217	1	218	34	0	34	323	38	1578	23	1587
Period End																									

All Vehicles Time Per Hour	SOUTH WEST Wardell Road										WEST Ewart Street												TOTAL	TOTAL	
	L		T		R		TOTAL	PEDS			L		T		R		TOTAL	PEDS			TOTAL				
	LIGHT	HEAVY	LIGHT	HEAVY	LIGHT	HEAVY					LIGHT	HEAVY	LIGHT	HEAVY	LIGHT	HEAVY					LIGHT	HEAVY			LIGHT
6:00 - 7:00	17	1	18	543	22	565	3	2	5	588	6	48	0	32	173	2	175	25	1	26	233	28	1076	37	1097
6:15 - 7:15	20	1	21	573	24	597	3	1	4	622	6	51	0	35	183	3	186	31	1	32	253	33	1168	37	1189
6:30 - 7:30	16	0	16	572	22	594	3	1	4	614	9	63	0	47	195	5	200	32	1	33	280	50	1278	37	1299
6:45 - 7:45	17	0	17	565	14	579	3	1	4	600	10	76	0	60	230	5	235	33	0	33	328	45	1383	28	1395
7:00 - 8:00	14	0	14	534	13	547	0	1	1	562	16	86	0	86	275	6	281	35	0	35	402	40	1471	31	1502
7:15 - 8:15	16	0	16	472	11	483	1	1	2	501	17	116	0	116	338	5	343	41	0	41	500	45	1608	30	1638
7:30 - 8:30	17	0	17	434	12	446	2	1	3	466	15	135	0	135	363	5	368	47	0	47	550	37	1636	33	1669
7:45 - 8:45	17	0	17	424	11	435	2	0	2	454	15	137	1	138	367	6	373	54	0	54	565	41	1664	37	1701
8:00 - 9:00	18	0	18	451	8	459	2	0	2	479	10	134	1	135	353	7	360	50	1	51	546	45	1674	36	1710
8:15 - 9:15	20	0	20	513	5	518	1	0	1	539	8	103	2	105	304	6	310	47	1	48	463	41	1598	32	1630
8:30 - 9:30	21	1	22	497	7	504	0	0	0	526	7	77	3	80	274	5	279	41	2	43	402	36	1473	36	1509
8:45 - 9:45	23	1	24	474	7	481	0	0	0	505	5	68	3	71	225	6	231	34	4	38	340	30	1360	35	1395
9:00 - 10:00	21	1	22	436	7	443	0	0	0	465	5	62	4	66	176	4	180	36	3	39	285	30	1203	33	1236
Period End																									
15:00 - 16:00	17	0	17	333	9	342	0	0	0	359	13	45	1	46	160	2	162	93	0	93	301	22	1701	44	1745
15:15 - 16:15	21	0	21	311	10	321	0	0	0	342	23	50	1	51	166	2	168	90	0	90	309	35	1645	40	1685
15:30 - 16:30	19	0	19	304	10	314	0	0	0	333	18	53	1	54	168	2	170	88	0	88	312	36	1697	41	1738
15:45 - 16:45	19	0	19	318	11	329	0	0	0	348	14	62	1	63	165	1	166	93	0	93	322	38	1719	33	1752
16:00 - 17:00	23	0	23	320	10	330	0	0	0	353	15	54	0	54	182	0	182	96	0	96	332	43	1784	33	1817
16:15 - 17:15	21	0	21	334	6	340	0	0	0	361	5	48	0	48	197	0	197	96	0	96	341	29	1857	32	1889
16:30 - 17:30	25	0	25	349	7	356	1	0	1	382	12	58	0	58	200	0	200	94	0	94	352	51	1904	27	1931
16:45 - 17:45	22	0	22	342	4	346	1	0	1	369	13	55	1	56	211	0	211	85	0	85	352	55	1947	26	1973
17:00 - 18:00	17	0	17	355	4	359	2	0	2	378	17	57	1	58	218	0	218	92	0	92	368	57	1969	24	1993
17:15 - 18:15	19	0	19	364	5	369	2	0	2	390	17	65	1	66	206	0	206	96	0	96	368	66	1938	21	1959
17:30 - 18:30	17	0	17	357	4	361	1	0	1	379	10	60	1	61	204	0	204	98	0	98	363	55	1860	19	1865
17:45 - 18:45	18	0	18	346	5	351	1	0	1	370	8	71	0	71	194	0	194	99	0	99	364	58	1743	19	1748
18:00 - 19:00	23	0	23	324	5	329	0	0	0	352	2	69	0	69	172	2	174	80	0	80	323	57	1578	23	1587
Period End																									

Location	Wardell Road	Duration	6:00 - 10:00
	Ewart Street		15:00 - 19:00
	Wardell Road		-
	Ewart Street	Day/Date	Wednesday, 19 February 2020
Suburb	DULWICH HILL	Weather	-

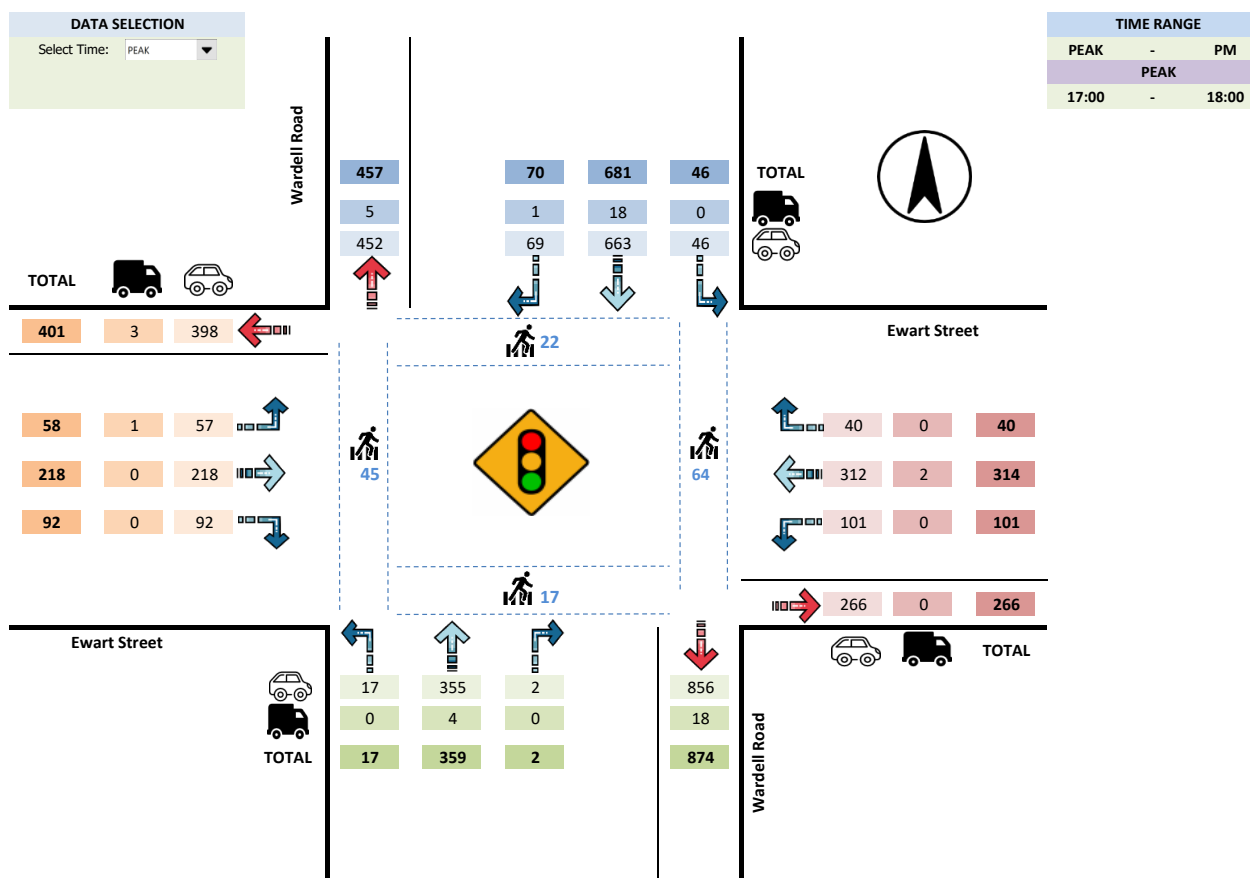


Traffic Information Specialists

ABN: 42 613 389 923

Email info@trafficinfospecialist.com.au

Location	Wardell Road	Duration	6:00 - 10:00
	Ewart Street		15:00 - 19:00
	Wardell Road		-
	Ewart Street	Day/Date	Wednesday, 19 February 2020
Suburb	DULWICH HILL	Weather	-



Traffic Information Specialists

ABN: 42 613 389 923
Email info@trafficinfospecialist.com.au

APPENDIX

B

SIDRA MODELLING OUTPUTS

MOVEMENT SUMMARY

Site: 101 [Wardell Rd/ Dudley St]

Network: N101 [Network1]

2020 AM Base

Site Category: (None)

Giveway / Yield (Two-Way)

Movement Performance - Vehicles													
Mov ID	Turn	Demand Total	Flows HV	Arrival Total	Flows HV	Deg. Satn	Average Delay	Level of Service	Aver. Back of Queue Vehicles	Prop. Distance	Effective Stop Rate	Aver. No. Cycles	Average Speed
		veh/h	%	veh/h	%	v/c	sec		veh	m			km/h
SouthEast: Dudley St (SE)													
21	L2	41	7.7	41	7.7	0.169	7.1	LOS A	0.2	1.6	0.69	0.69	36.9
23	R2	21	0.0	21	0.0	0.169	25.1	LOS B	0.2	1.6	0.69	0.69	41.7
Approach		62	5.1	62	5.1	0.169	13.2	LOS A	0.2	1.6	0.69	0.69	39.1
NorthEast: Wardell Rd (NE)													
24	L2	17	0.0	17	0.0	0.552	11.1	LOS A	2.0	14.0	0.72	1.12	44.8
25	T1	359	2.3	359	2.3	0.552	7.6	LOS A	2.0	14.0	0.72	1.12	41.3
Approach		376	2.2	376	2.2	0.552	7.7	NA	2.0	14.0	0.72	1.12	41.6
SouthWest: Wardell Rd (SW)													
31	T1	642	1.1	642	1.1	0.963	30.6	LOS C	10.6	75.5	0.95	2.12	29.4
32	R2	18	29.4	18	29.4	0.963	35.1	LOS C	10.6	75.5	0.95	2.12	28.6
Approach		660	1.9	660	1.9	0.963	30.7	NA	10.6	75.5	0.95	2.12	29.4
All Vehicles		1098	2.2	1098	2.2	0.963	21.8	NA	10.6	75.5	0.86	1.63	33.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

 Site: 101 [Wardell Rd/ Ewart St]

 Network: N101 [Network1]

2020 AM Base

Site Category: (None)

Signals - Fixed Time Isolated Cycle Time = 100 seconds (Site User-Given Cycle Time)

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows Total	Flows HV	Arrival Flows Total	Flows HV	Deg. Satn	Average Delay	Level of Service	Aver. Back of Queue Vehicles	Back of Queue Distance	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
SouthEast: Ewart St (SE)														
21	L2	51	6.3	51	6.3	0.147	20.6	LOS B	2.1	15.5	0.60	0.58	0.60	39.8
22	T1	224	2.3	224	2.3	0.591	28.8	LOS C	5.0	35.5	0.80	0.70	0.80	35.4
23	R2	43	0.0	43	0.0	0.591	40.0	LOS C	5.0	35.5	0.91	0.77	0.91	25.2
Approach		318	2.6	318	2.6	0.591	29.0	LOS C	5.0	35.5	0.79	0.69	0.79	35.0
NorthEast: Wardell Rd(NE)														
24	L2	47	0.0	47	0.0	0.116	24.7	LOS B	1.6	11.5	0.66	0.63	0.66	32.8
25	T1	306	3.4	306	3.4	0.572	29.2	LOS C	7.9	57.2	0.86	0.73	0.86	29.8
26	R2	47	2.2	47	2.2	0.572	35.1	LOS C	7.9	57.2	0.89	0.74	0.89	29.0
Approach		401	2.9	401	2.9	0.572	29.3	LOS C	7.9	57.2	0.84	0.72	0.84	30.0
NorthWest: Ewart St (NW)														
27	L2	139	0.8	139	0.8	0.179	10.2	LOS A	1.3	9.3	0.51	0.62	0.51	39.9
28	T1	379	1.9	379	1.9	0.894	44.7	LOS D	13.1	93.3	0.90	1.01	1.19	30.8
29	R2	54	2.0	54	2.0	0.894	52.4	LOS D	13.1	93.3	0.93	1.04	1.24	29.9
Approach		572	1.7	572	1.7	0.894	37.1	LOS C	13.1	93.3	0.81	0.92	1.03	31.7
SouthWest: Wardell Rd (SW)														
30	L2	19	0.0	19	0.0	0.227	38.5	LOS C	2.4	17.0	0.85	0.69	0.85	33.6
31	T1	474	1.8	474	1.8	0.883	46.8	LOS D	13.0	92.3	0.97	1.00	1.20	22.1
32	R2	2	0.0	2	0.0	0.883	53.9	LOS D	13.0	92.3	0.99	1.06	1.27	29.7
Approach		495	1.7	495	1.7	0.883	46.5	LOS D	13.0	92.3	0.97	0.99	1.19	22.7
All Vehicles		1785	2.1	1785	2.1	0.894	36.5	LOS C	13.1	93.3	0.85	0.85	0.99	29.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians								
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian	Back of Queue Distance m	Prop. Queued	Effective Stop Rate
P5	SouthEast Full Crossing	37	44.2	LOS E	0.1	0.1	0.94	0.94
P6	NorthEast Full Crossing	14	44.2	LOS E	0.0	0.0	0.94	0.94
P7	NorthWest Full Crossing	47	44.3	LOS E	0.1	0.1	0.94	0.94
P8	SouthWest Full Crossing	11	44.2	LOS E	0.0	0.0	0.94	0.94
All Pedestrians		108	44.2	LOS E			0.94	0.94

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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\Dulwich Hill AM Peak Base .sip8

MOVEMENT SUMMARY

Site: 101 [Wardell Rd/ Dudley St]

Network: N101 [Network1]

2020 PM Base
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows Total	Flows HV	Arrival Flows Total	Flows HV	Deg. Satn	Average Delay	Level of Service	Aver. Back of Queue Vehicles	Queue Distance	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
SouthEast: Dudley St (SE)														
21	L2	44	9.5	44	9.5	0.604	32.1	LOS C	0.5	3.8	0.91	1.06	1.28	25.3
23	R2	22	0.0	22	0.0	0.604	44.2	LOS D	0.5	3.8	0.91	1.06	1.28	33.0
Approach		66	6.3	66	6.3	0.604	36.1	LOS C	0.5	3.8	0.91	1.06	1.28	28.6
NorthEast: Wardell Rd (NE)														
24	L2	34	3.1	34	3.1	0.988	43.5	LOS D	20.0	142.0	1.00	2.41	3.93	32.0
25	T1	803	1.8	803	1.8	0.988	40.0	LOS C	20.0	142.0	1.00	2.41	3.93	23.9
Approach		837	1.9	837	1.9	0.988	40.2	NA	20.0	142.0	1.00	2.41	3.93	24.4
SouthWest: Wardell Rd (SW)														
31	T1	444	0.5	444	0.5	0.584	4.9	LOS A	2.1	14.7	0.50	0.56	0.75	44.2
32	R2	27	11.5	27	11.5	0.584	19.7	LOS B	2.1	14.7	0.50	0.56	0.75	42.7
Approach		472	1.1	472	1.1	0.584	5.8	NA	2.1	14.7	0.50	0.56	0.75	44.1
All Vehicles		1375	1.8	1375	1.8	0.988	28.2	NA	20.0	142.0	0.82	1.71	2.71	29.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
 Vehicle movement LOS values are based on average delay per movement.
 Minor Road Approach LOS values are based on average delay for all vehicle movements.
 NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
 SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
 Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

 Site: 101 [Wardell Rd/ Ewart St]

 Network: N101 [Network1]

2020 PM Base

Site Category: (None)

Signals - Fixed Time Isolated Cycle Time = 100 seconds (Site User-Given Cycle Time)

Movement Performance - Vehicles													
Mov ID	Turn	Demand Total	Flows HV	Arrival Total	Flows HV	Deg. Satn	Average Delay	Level of Service	Aver. Back of Queue Vehicles	Distance	Prop. Queued	Effective Stop Rate	Aver. No. Average Cycles Speed
		veh/h	%	veh/h	%	v/c	sec		veh	m			km/h
SouthEast: Ewart St (SE)													
21	L2	109	0.0	109	0.0	0.197	24.1	LOS B	2.9	20.1	0.67	0.68	0.67 37.8
22	T1	340	0.0	340	0.0	0.792	36.5	LOS C	9.7	67.8	0.90	0.86	1.01 33.1
23	R2	45	0.0	45	0.0	0.792	43.6	LOS D	9.7	67.8	0.93	0.89	1.06 24.2
Approach		495	0.0	495	0.0	0.792	34.4	LOS C	9.7	67.8	0.85	0.82	0.94 33.4
NorthEast: Wardell Rd(NE)													
24	L2	54	0.0	54	0.0	0.200	22.3	LOS B	3.0	21.7	0.64	0.59	0.64 34.5
25	T1	727	2.7	727	2.8	0.891	34.8	LOS C	14.0	100.0	0.86	0.90	1.03 27.8
26	R2	66	0.0	66	0.0	0.891	42.6	LOS D	14.0	100.0	0.90	0.96	1.10 26.5
Approach		847	2.4	847	2.4	0.891	34.6	LOS C	14.0	100.0	0.85	0.89	1.01 28.1
NorthWest: Ewart St (NW)													
27	L2	59	1.8	59	1.8	0.175	17.2	LOS B	2.2	15.6	0.65	0.60	0.69 36.1
28	T1	229	0.0	229	0.0	0.877	35.2	LOS C	7.5	52.4	0.83	0.85	1.06 33.2
29	R2	97	0.0	97	0.0	0.877	58.3	LOS E	7.5	52.4	0.99	1.06	1.38 28.2
Approach		385	0.3	385	0.3	0.877	38.3	LOS C	7.5	52.4	0.84	0.87	1.08 31.9
SouthWest: Wardell Rd (SW)													
30	L2	18	0.0	18	0.0	0.086	20.6	LOS B	1.2	8.7	0.59	0.52	0.59 40.2
31	T1	367	1.1	367	1.1	0.373	18.8	LOS B	6.1	43.0	0.68	0.59	0.68 33.1
32	R2	2	0.0	2	0.0	0.373	23.9	LOS B	6.1	43.0	0.70	0.60	0.70 39.2
Approach		387	1.1	387	1.1	0.373	18.9	LOS B	6.1	43.0	0.68	0.59	0.68 33.7
All Vehicles		2115	1.2	2114 ^{N1}	1.2	0.891	32.3	LOS C	14.0	100.0	0.82	0.81	0.95 31.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

^{N1} Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian	Distance m	Prop. Queued	Effective Stop Rate	
P5	SouthEast Full Crossing	74	44.3	LOS E	0.2	0.2	0.94	0.94	
P6	NorthEast Full Crossing	23	44.2	LOS E	0.1	0.1	0.94	0.94	
P7	NorthWest Full Crossing	60	44.3	LOS E	0.2	0.2	0.94	0.94	
P8	SouthWest Full Crossing	18	44.2	LOS E	0.0	0.0	0.94	0.94	
All Pedestrians		175	44.3	LOS E			0.94	0.94	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
 Pedestrian movement LOS values are based on average delay per pedestrian movement.
 Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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 \Dulwich Hill PM Peak Base.sip8

MOVEMENT SUMMARY

 Site: 101v [Wardell Rd/ Dudley St - Signalisation]

 Network: N101 [Network Option 2 - Scramble Pedestrian]

AM Peak

Site Category: (None)

Signals - Fixed Time Coordinated Cycle Time = 100 seconds (Network User-Given Cycle Time)

Movement Performance - Vehicles														
Mov ID	Turn	Demand Total	Flows HV	Arrival Total	Flows HV	Deg. Satn	Average Delay	Level of Service	Aver. Back of Queue Vehicles	Distance	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
SouthEast: Dudley St (SE)														
21	L2	41	7.7	41	7.7	0.358	29.6	LOS C	1.1	7.9	0.96	0.75	0.96	27.8
23	R2	21	0.0	21	0.0	0.358	29.5	LOS C	1.1	7.9	0.96	0.75	0.96	35.1
Approach		62	5.1	62	5.1	0.358	29.6	LOS C	1.1	7.9	0.96	0.75	0.96	31.1
NorthEast: Wardell Rd (NE)														
24	L2	17	0.0	17	0.0	0.624	32.4	LOS C	9.2	65.8	0.87	0.76	0.87	35.8
25	T1	359	2.3	359	2.3	0.624	27.8	LOS B	9.2	65.8	0.87	0.76	0.87	28.4
Approach		376	2.2	376	2.2	0.624	28.0	LOS B	9.2	65.8	0.87	0.76	0.87	28.9
SouthWest: Wardell Rd (SW)														
31	T1	642	1.1	584	1.2	0.594	6.3	LOS A	6.1	43.1	0.37	0.34	0.37	43.6
32	R2	18	29.4	16	29.6	0.594	11.2	LOS A	6.1	43.1	0.37	0.34	0.37	41.7
Approach		660	1.9	601 ^{N1}	1.9	0.594	6.5	LOS A	6.1	43.1	0.37	0.34	0.37	43.6
All Vehicles		1098	2.2	1038 ^{N1}	2.3	0.624	15.7	LOS B	9.2	65.8	0.58	0.52	0.58	36.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akcelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

^{N1} Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian	Distance m	Prop. Queued	Effective Stop Rate	
P5	SouthEast Full Crossing	183	44.5	LOS E	0.5	0.5	0.95	0.95	
P6	NorthEast Full Crossing	433	45.0	LOS E	1.2	1.2	0.96	0.96	
P8	SouthWest Full Crossing	53	44.3	LOS E	0.1	0.1	0.94	0.94	
PD	Diagonal Crossing	53	44.3	LOS E	0.1	0.1	0.94	0.94	
All Pedestrians		721	44.8	LOS E			0.95	0.95	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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\\Dulwich Hill AM Peak - Signalised(Wardell-Dudley).sip8

MOVEMENT SUMMARY

 Site: 101v [Wardell Rd/ Dudley St - Signalisation]

 Network: N101 [Option 1 - Scramble Pedestrian]

PM Peak

Site Category: (None)

Signals - Fixed Time Coordinated Cycle Time = 100 seconds (Network User-Given Cycle Time)

Movement Performance - Vehicles														
Mov ID	Turn	Demand Total	Flows HV	Arrival Total	Flows HV	Deg. Satn	Average Delay	Level of Service	Aver. Back of Queue Vehicles	Distance	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
SouthEast: Dudley St (SE)														
21	L2	44	9.5	44	9.5	0.533	35.0	LOS C	1.5	10.9	0.98	0.78	1.03	25.7
23	R2	22	0.0	22	0.0	0.533	34.9	LOS C	1.5	10.9	0.98	0.78	1.03	33.4
Approach		66	6.3	66	6.3	0.533	35.0	LOS C	1.5	10.9	0.98	0.78	1.03	29.0
NorthEast: Wardell Rd (NE)														
24	L2	34	3.1	34	3.1	0.789	24.6	LOS B	18.3	130.5	0.80	0.73	0.80	38.8
25	T1	803	1.8	803	1.8	0.789	20.0	LOS B	18.3	130.5	0.80	0.73	0.80	32.3
Approach		837	1.9	837	1.9	0.789	20.2	LOS B	18.3	130.5	0.80	0.73	0.80	32.7
SouthWest: Wardell Rd (SW)														
31	T1	444	0.5	444	0.5	0.684	16.1	LOS B	9.0	63.4	0.68	0.61	0.68	36.4
32	R2	27	11.5	27	11.5	0.684	20.8	LOS B	9.0	63.4	0.68	0.61	0.68	35.4
Approach		472	1.1	472	1.1	0.684	16.4	LOS B	9.0	63.4	0.68	0.61	0.68	36.4
All Vehicles		1375	1.8	1375	1.8	0.789	19.6	LOS B	18.3	130.5	0.77	0.69	0.77	33.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian	Distance m	Prop. Queued	Effective Stop Rate	
P5	SouthEast Full Crossing	122	44.4	LOS E	0.3	0.3	0.94	0.94	
P6	NorthEast Full Crossing	268	44.7	LOS E	0.7	0.7	0.95	0.95	
P8	SouthWest Full Crossing	53	44.3	LOS E	0.1	0.1	0.94	0.94	
PD	Diagonal Crossing	53	44.3	LOS E	0.1	0.1	0.94	0.94	
All Pedestrians		496	44.5	LOS E			0.95	0.95	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

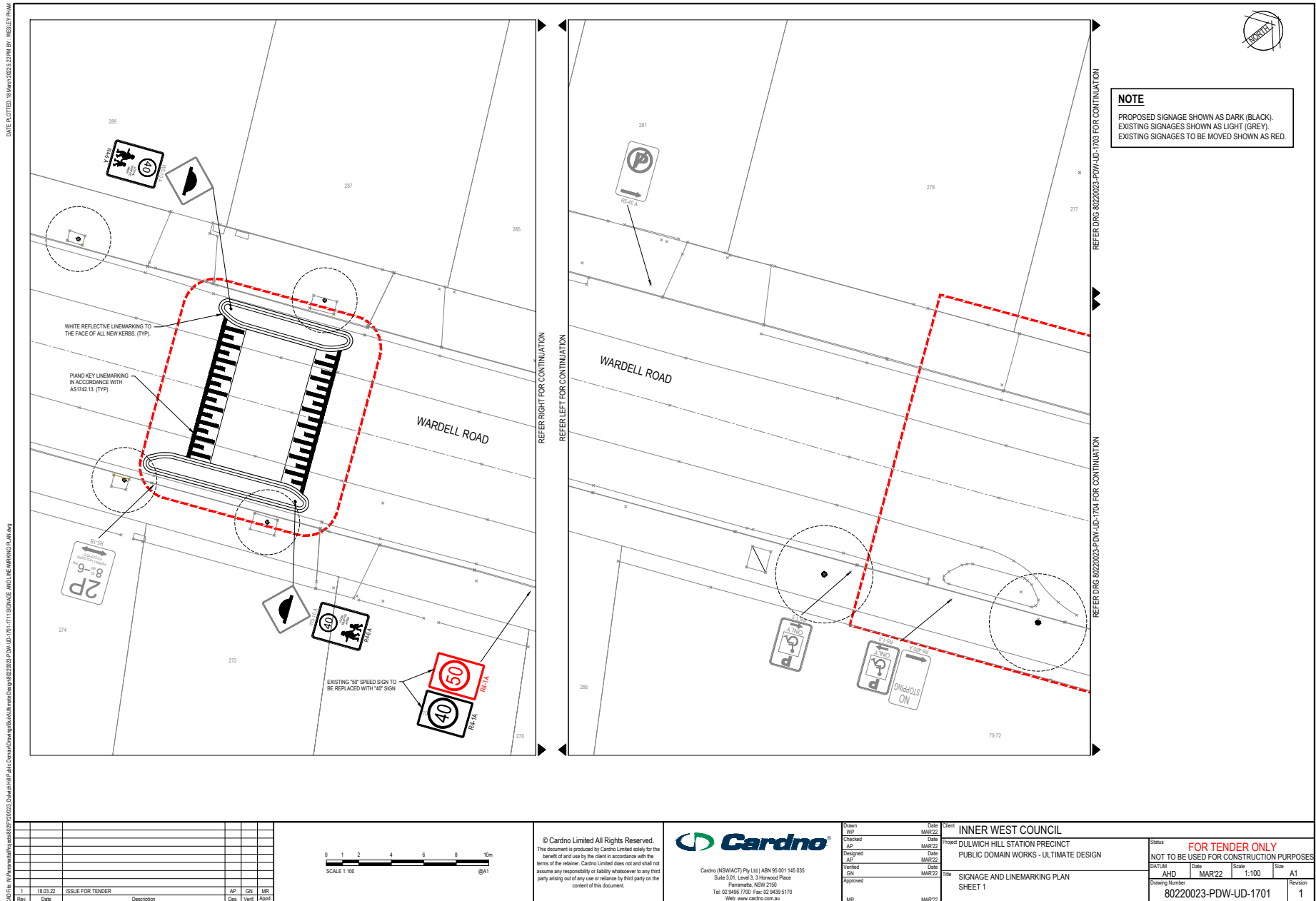
Pedestrian movement LOS values are based on average delay per pedestrian movement.

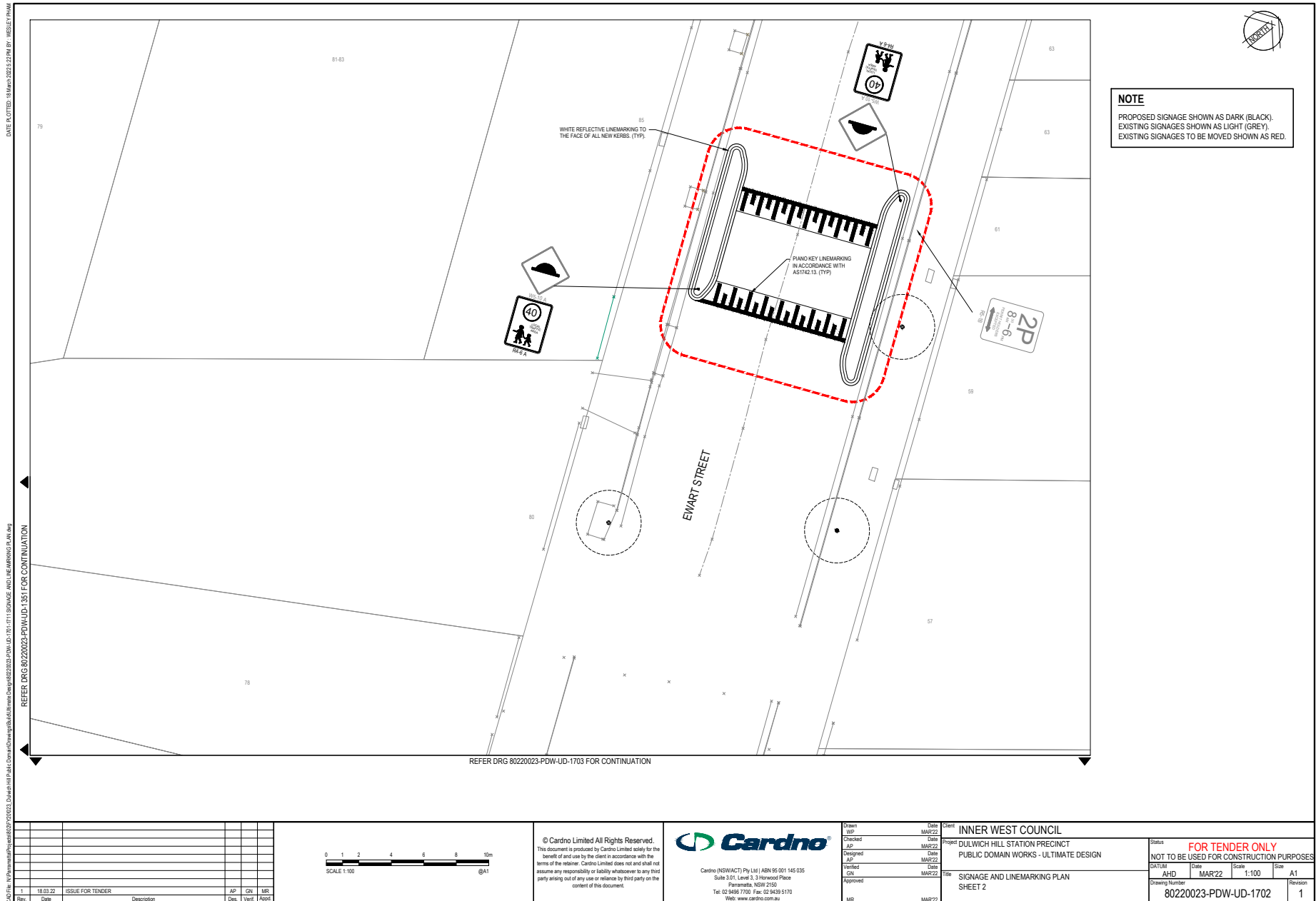
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

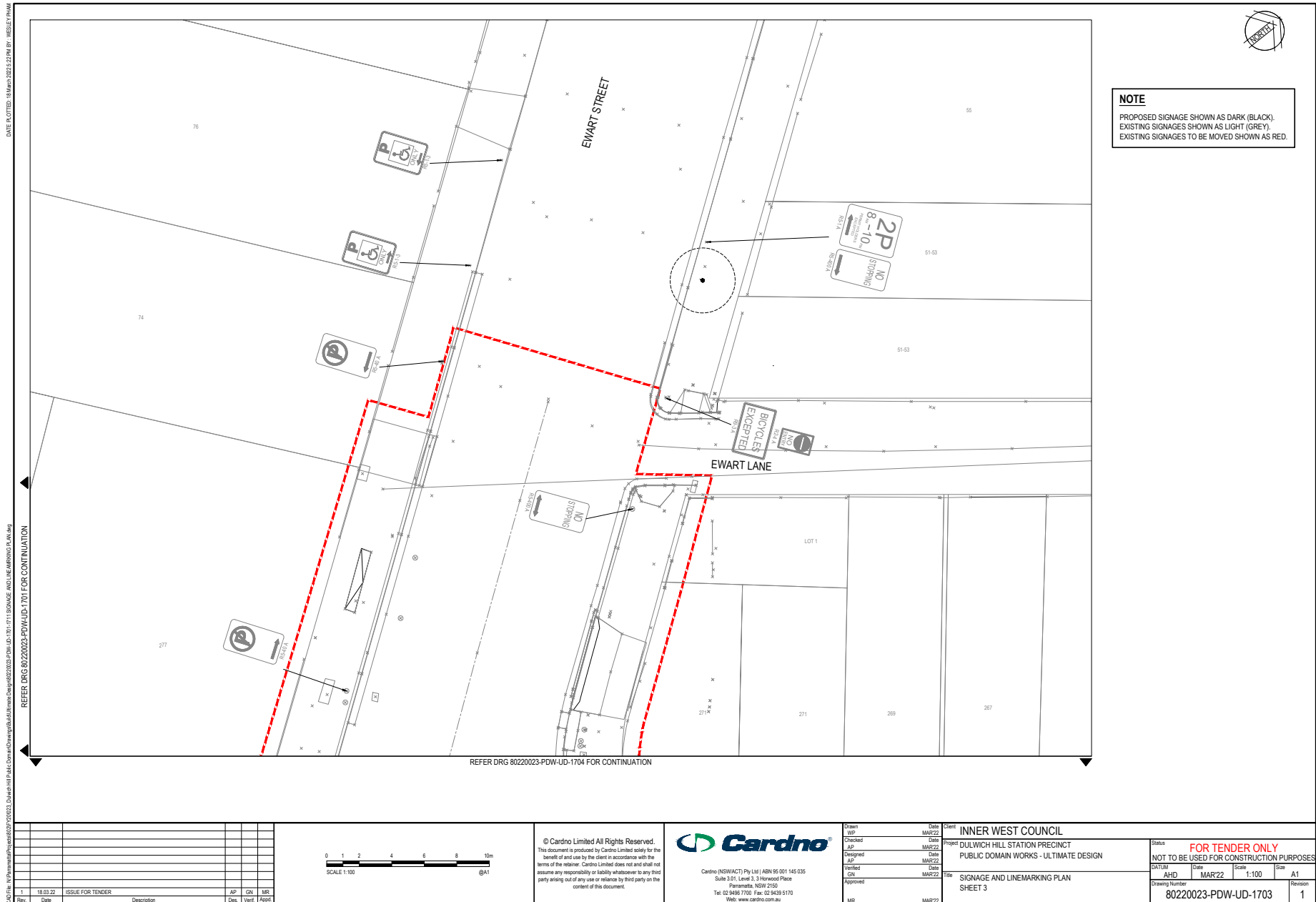
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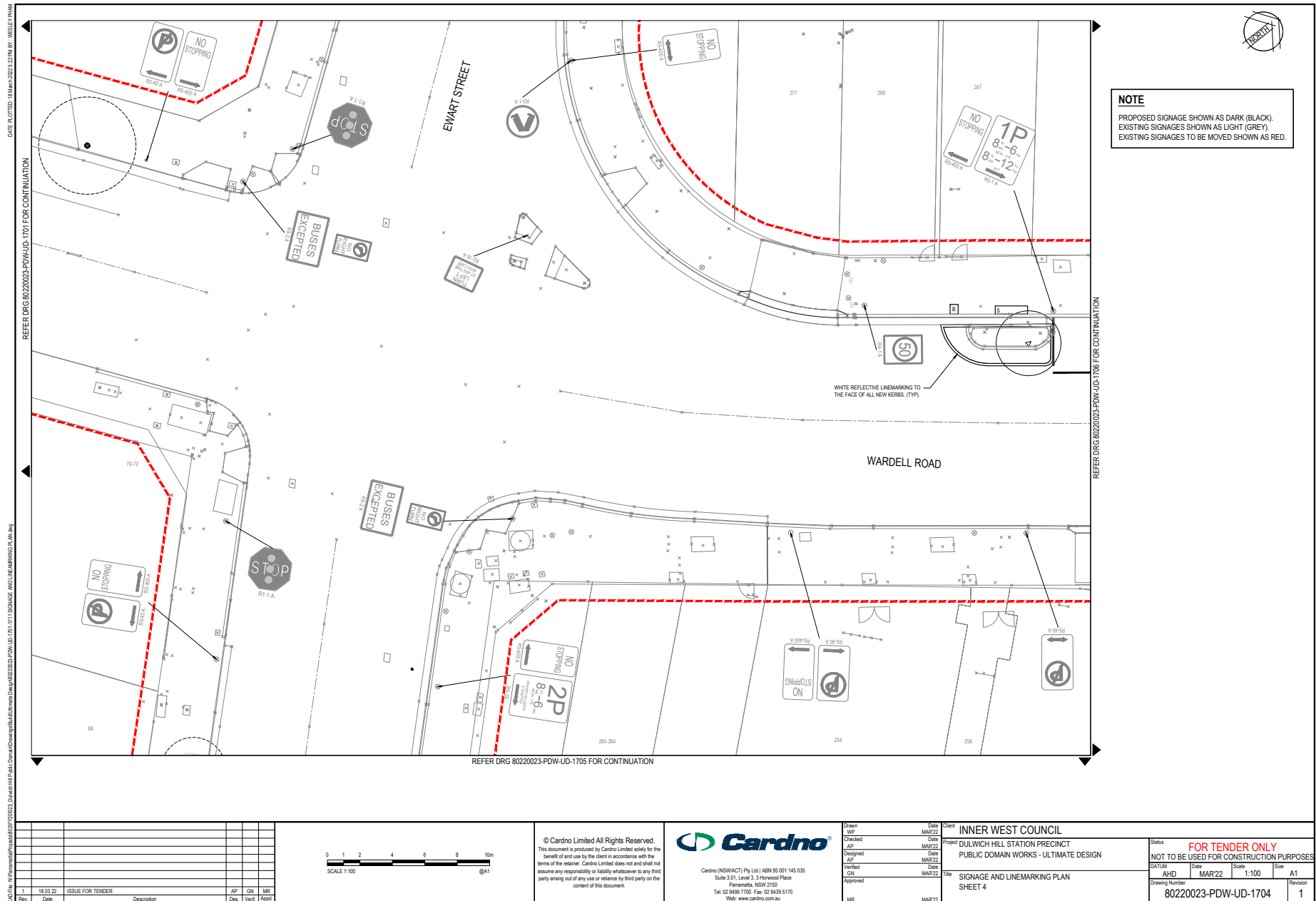
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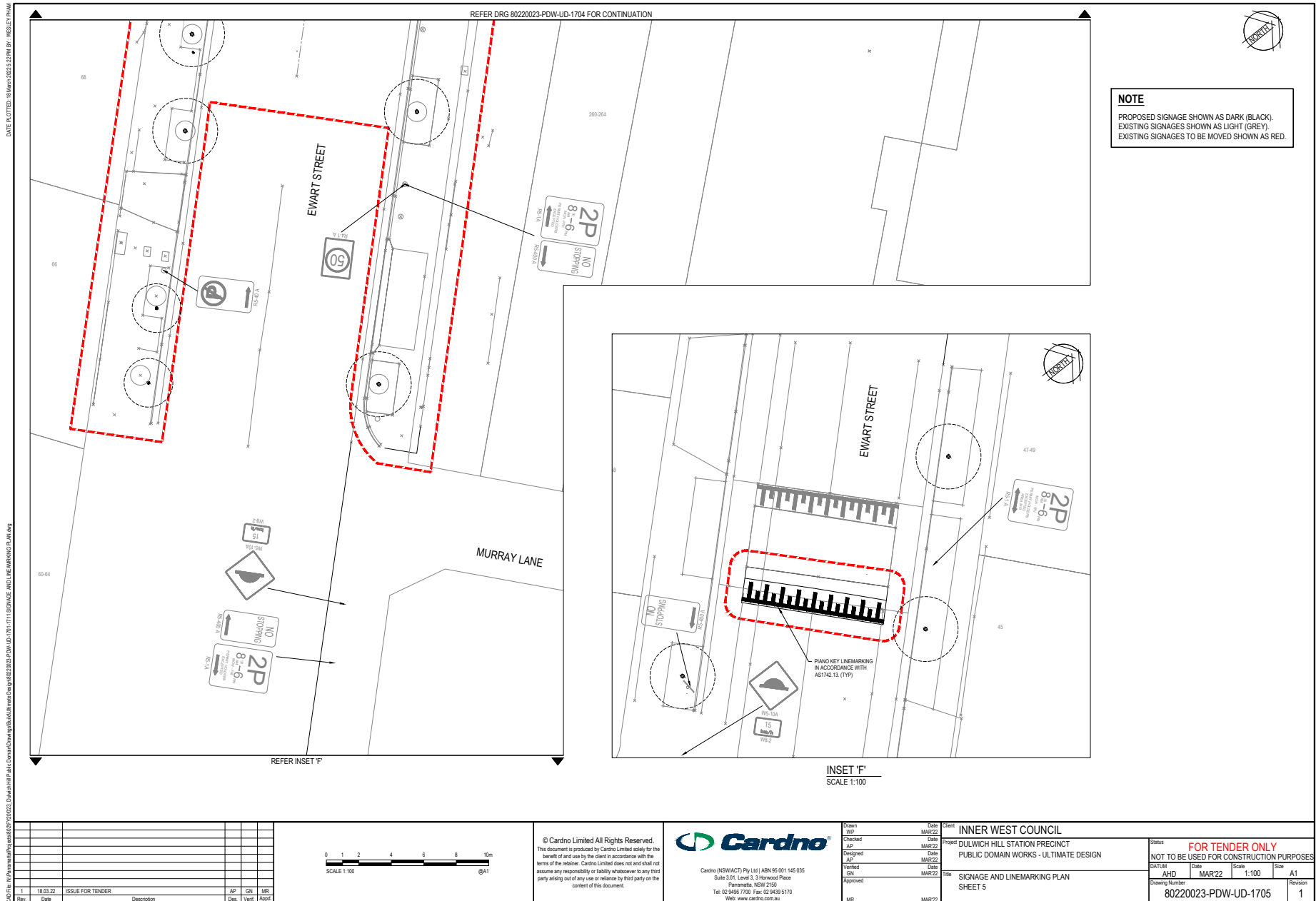
Project: \\cardno.corp\global\AU\NSW\DirectoryStructure\Parramatta\Projects\802\FY20\023_Dulwich Hill Public Domain\Des-An\Traffic\SIDRA Dulwich Hill PM Peak Base -Signalised(Wardell-Dudley).sip8



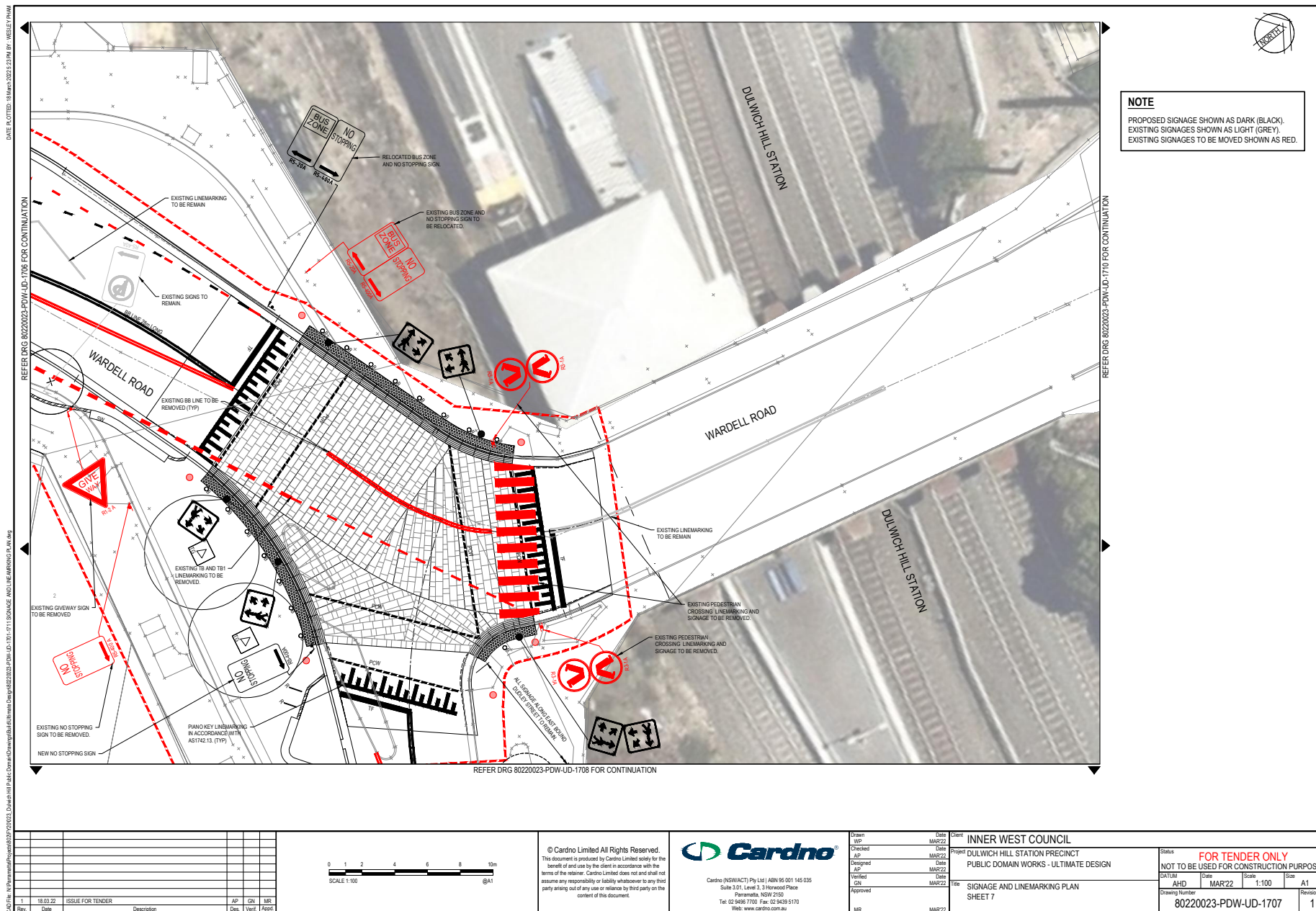


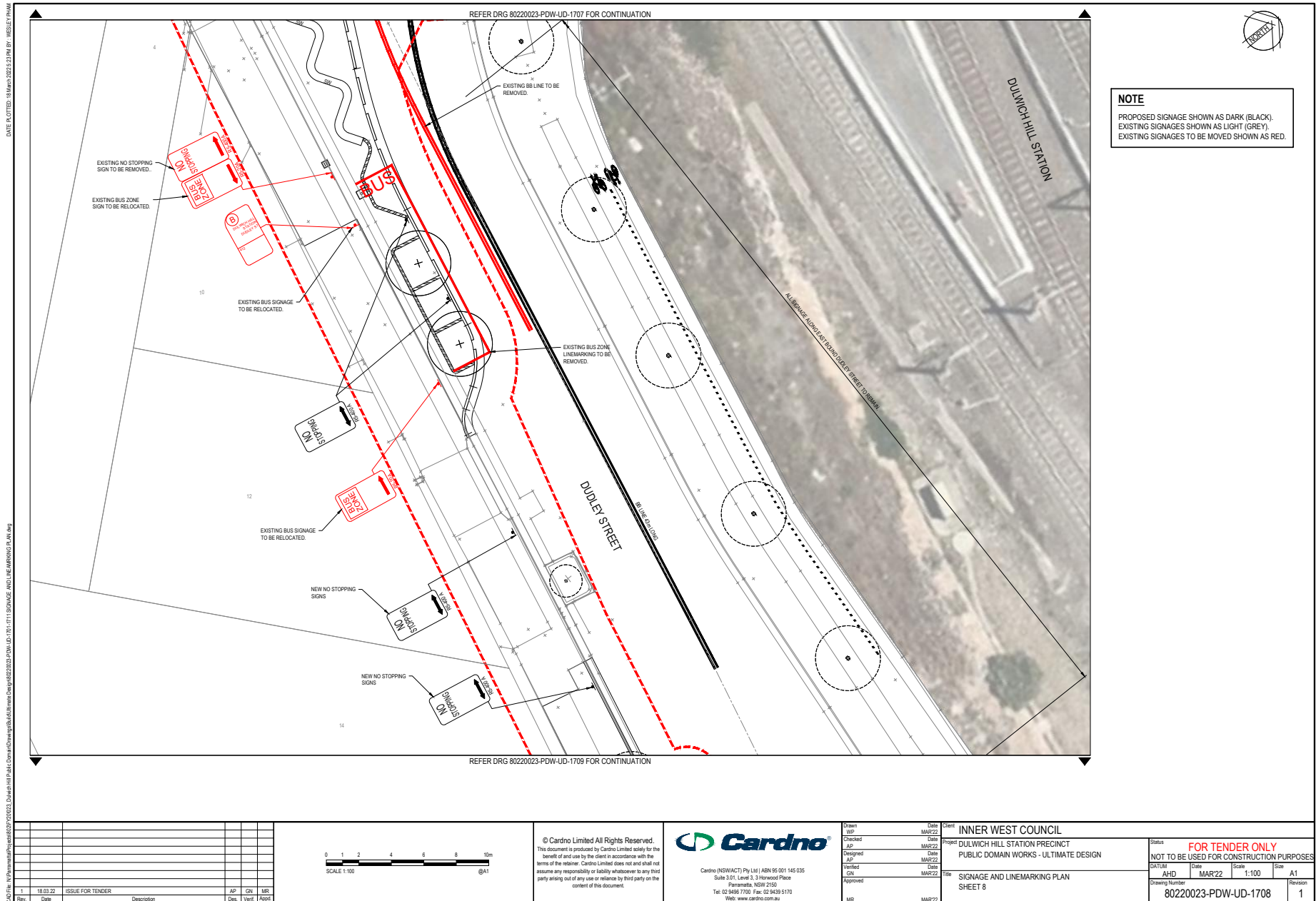


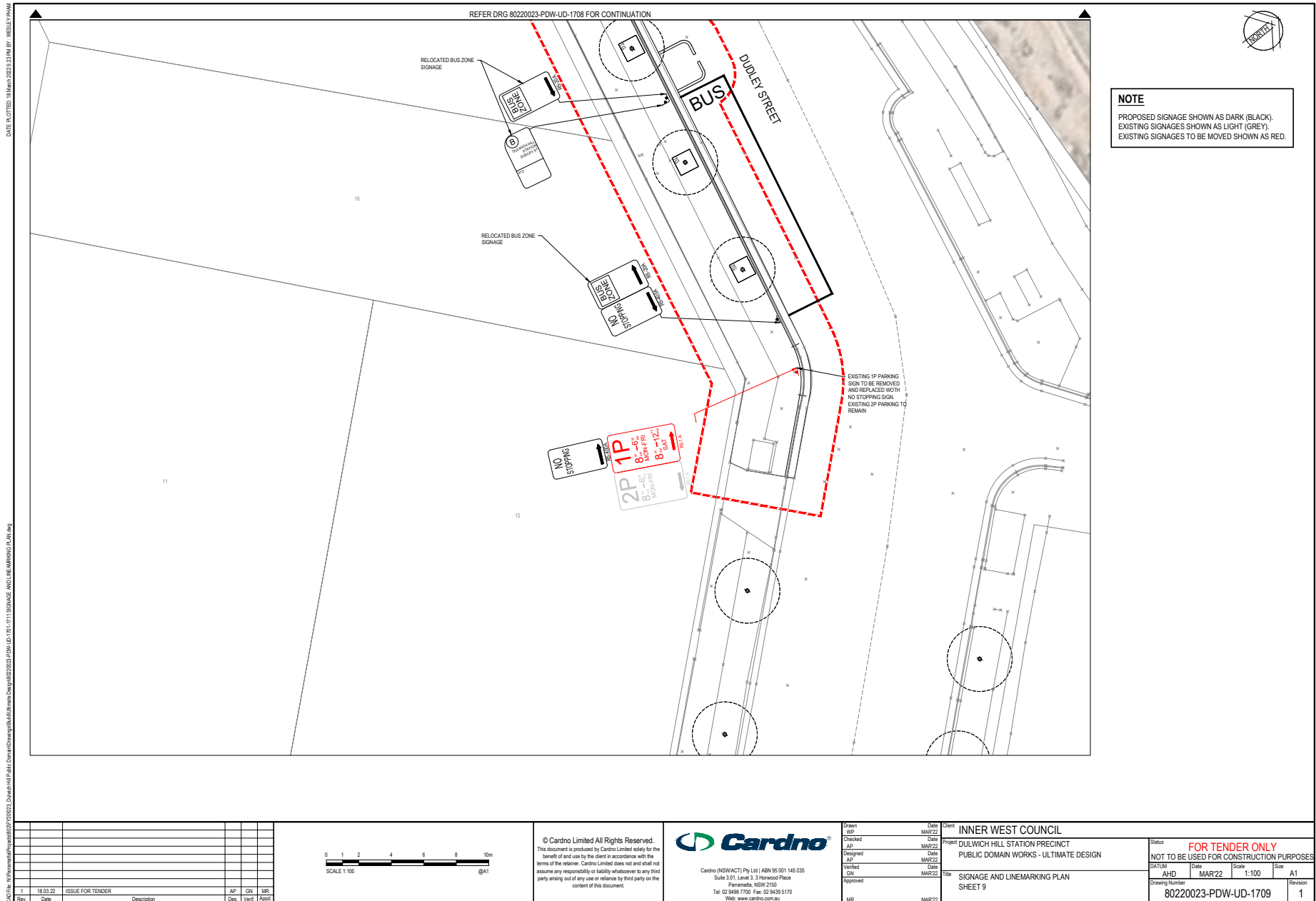
















Our Ref: 80220023:MR
Contact: Mohammad Rahman

20 January 2022

Inner West Council
PO Box 14

Petersham NSW 2049

Attention: Stephen Joannidis

Dear Stephen,

**DULWICH HILL STATION PRECINCT PUBLIC DOMAIN IMPROVEMENTS
TRAFFIC AND TRANSPORT ASSESSMENT REVISION**

Cardno has been commissioned by Inner West Council (Council) for a traffic and transport assessment for the detailed design of the Dulwich Hill Station Precinct Public Domain Improvements.

Since the previous Cardno assessment (Traffic and Transport Assessment Revision 2, 24/06/2020), the remaining works have been consolidated into one stage (known as Stage 2) and designs have been amended. This letter only considers Stage 2 of works. The updated area of works is shown in **Figure 1-1**.

Works for Stage 2 involve:

- 2 x Raised entry thresholds at the approach roads to Wardell Road and Ewart Street intersection (i.e. one on Wardell Road and a second one on Ewart Street – west of the intersection)
- Converting the existing threshold on Ewart Street to the east of Wardell Road - Ewart Street intersection to a raised entry threshold, in line with the other thresholds built for the Dulwich Hill Station Precinct Public Domain Improvements.
- Street tree planting, garden beds and rain garden; and
- New Bluestone paving for footpaths.



now



Cardno (NSW/ACT) Pty Ltd
ABN 95 001 145 035

Suite 3.01 Level 3
3 Horwood Place
Parramatta NSW 2150
Australia

Phone +61 2 9496 7700
Fax +61 2 9439 5170

www.cardno.com
www.stantec.com

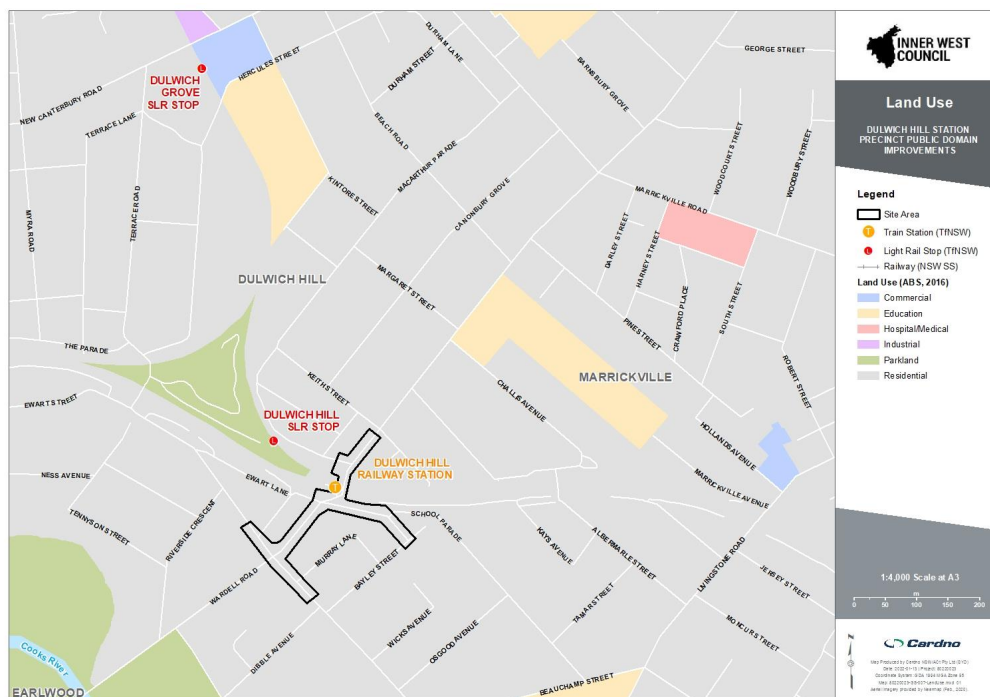


80220023:MR
20 January 2022

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Figure 1-1 Study area



1.1 Proposed Dulwich Hill Station precinct improvements

The proposed Dulwich Hill Station precinct improvements have remained unchanged from the detailed design published in Dulwich Hill Station Detailed Master Plan (2018) except for:

- The raised thresholds have been relocated to better accommodate for the existing road environment
- The raised threshold at Bedford Crescent has been converted to a raised zebra crossing.

These proposed improvements in the context of the existing and planned active transport infrastructure are shown in **Figure 1-2**.

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Figure 1-2 Proposed Dulwich Hill Station precinct improvements



A summary of the active transport impacts of these proposed works and the pedestrian and cycling issues addressed are shown in **Table 1-1**.

Table 1-1 Active transport impacts of proposed works

Item	Proposed upgrade	Active transport impacts	Issue(s) addressed
1 and 2	A raised entry threshold at Wardell Street with garden beds	Improved pedestrian safety and connections	Pedestrian amenity and safety
3	New Bluestone Pavers for the footpath at Wardell Street	Improved pedestrian amenity	Pedestrian amenity
4	A raised entry threshold at Bedford Crescent	Improved pedestrian safety and connections	Pedestrian amenity and safety
7	Raised signalised intersection at Wardell Road / Dudley Street	Improved pedestrian safety and connections	Lack of safe crossings of Wardell Road and Dudley Street
11	New in-road trees and footpath treatments on the southern side of Dudley Street	Improved pedestrian amenity	Pedestrian amenity
12	Kerb extension on the southern corner of the Wardell Road / Dudley Street intersection	Additional space for pedestrian circulation and queuing	Lack of footpath space for people to dwell, gather and dine, poor amenity
20	A raised entry threshold at Wardell Street	Improved pedestrian safety and connections	Pedestrian amenity and safety
21 and 22	A raised entry threshold at Ewart Street with garden beds	Improved pedestrian safety and connections	Pedestrian amenity and safety

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20 January 2022

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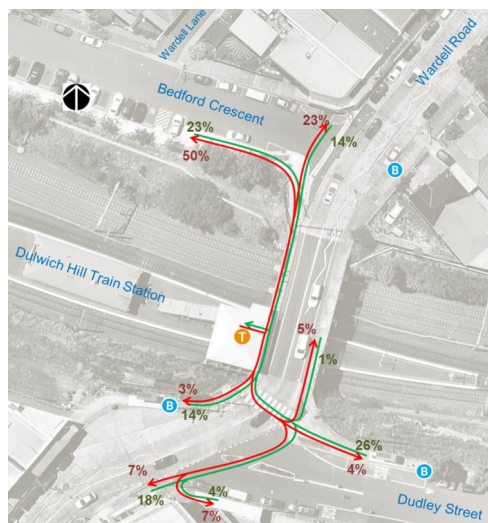
23	Converting the existing threshold on Ewart Street intersection to a raised entry threshold, in line with items 1, 20 and 21	Improved pedestrian safety and connections	Pedestrian amenity and safety
----	---	--	-------------------------------

1.2 Bedford Crescent Crossing

The New South Wales Government is committed to delivering the Sydenham to Bankstown City Metro and Southwest with a planned stop at Dulwich Hill Station. Based on information supplied by Sydney Metro, during the AM peak in 2026, it is predicted that there will be some 1,889 pedestrians entering and 300 exiting Dulwich Hill Metro Station. From initial studies, it is estimated 23 percent will be exiting the station and 14 percent will be entering across Bedford Crescent as shown in **Figure 1-3**. This suggest around 333 pedestrians will cross Bedford Crescent while entering and exiting Dulwich Hill Metro Station (Draft WAD 3 Technical Note extracts, Sydney Metro, 2019).

This proposed threshold had to be aligned to the existing pram ramp locations. Both the Traffic Safety Assessment and feedback from public raised concern that with elevated levels of the threshold similar to the footpath levels, pedestrians is likely to mistake this threshold for a designated pedestrian crossing. This would promote unsafe pedestrian movement and lead to fatal accidents. With nearly 400 pedestrians crossing this intersection, this risk has been identified as "Catastrophic" in the Safety in Design exercise. Unlike other thresholds, a barrier to pedestrian entry was not feasible in this case, and this risk can be suitably mitigated by designating this threshold as a zebra crossing.

Figure 1-3 AM Peak pedestrian distribution



Source: Draft WAD 3 Technical Note extracts, Sydney Metro, 2019

The traffic volume in and out of Bedford Crescent is relatively low and is unlikely to be of the magnitude to satisfy the pedestrian crossing warrants. Nevertheless, based on the significant number of pedestrians at this location coupled with the desired low speed and pedestrian friendly environment, the raised threshold across Bedford Crescent is proposed to be a raised zebra crossing.

1.3 Conclusion

In summary, the consolidation of the staging and changes to the Dulwich Hill Station precinct improvements do not change the findings of the previous report. This addendum does suggest that the raised threshold at Bedford Crescent be a raised zebra crossing.

Yours sincerely,

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80220023:MR
20 January 2022

5



Mohammad Rahman

Mohammad Rahman
SENIOR CIVIL ENGINEER / TEAM LEADER URBAN INFRASTRUCTURE
for Cardno
Direct Line: 61 2 9496 7796
Email: mohammad.rahman@cardno.com.au

Enc: Traffic and Transport Assessment
80220023-PDW-1311-1317 - Signage and Landmarking plans, Cardno



now



Our Ref: 80220023:MR
Contact: Mohammad Rahman

10 May 2022

Inner West Council
PO Box 14

Petersham NSW 2049

Attention: Stephen Joannidis

Cardno (NSW/ACT) Pty Ltd
ABN 95 001 145 035

Suite 3.01 Level 3
3 Horwood Place
Parramatta NSW 2150
Australia

Phone +61 2 9496 7700
Fax +61 2 9439 5170

www.cardno.com
www.stantec.com

Dear Stephen,

DULWICH HILL STATION PRECINCT PUBLIC DOMAIN IMPROVEMENTS TRAFFIC AND TRANSPORT ASSESSMENT REVISION 02

Cardno has been commissioned by Inner West Council (Council) for a traffic and transport assessment for the detailed design of the Dulwich Hill Station Precinct Public Domain Improvements.

Since the previous Cardno assessment (Traffic and Transport Assessment Revision 2, 24/06/2020) and the previous Cardno addendum (20/01/2022), the proposed scramble crossing at Wardell Road / Dudley Street has been changed to have a pedestrian-only crossing phase, but will restrict diagonal crossing.

1.1 Wardell Road / Dudley Street Crossing

The design for the proposed intersection of Wardell Road and Dudley Street is shown in Attachment 2, 80220023-PDW-1316 attached to this letter. The phases are shown in Attachment 3 - TCS_Wardell Rd_Dudley St_Ped phase_R5. Linemarking will restrict diagonal crossing, but there will be a pedestrian-only phase where all vehicle movements are stopped to allow pedestrians to cross.

1.2 Conclusion

In summary, the scramble crossing at Wardell Road / Dudley Street Crossing has been removed, to be replaced by a pedestrian-only crossing phase, restricting diagonal crossing. This does not change the findings of the previous report.

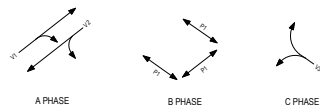
Yours sincerely,

Mohammad Rahman
SENIOR CIVIL ENGINEER / TEAM LEADER URBAN INFRASTRUCTURE
for Cardno
Direct Line: 61 2 9496 7796
Email: mohammad.rahman@cardno.com.au

Enc: Traffic and Transport Assessment
80220023-PDW-1311-1317 - Signage and Landmarking plans, Cardno
TCS_Wardell Rd_Dudley St_Ped phase_R5



TCS 0000



MOVEMENTS

POSTS

POST	TYPE	LENGTH	OFFSET	REMARKS
1	14	-	1.0	New
2	14	-	1.0	New
3	14	-	1.0	New
4	14	-	1.0	New
5	14	-	1.0	New
6	14	-	1.0	New

SIGNAL GROUP PHASE CHART

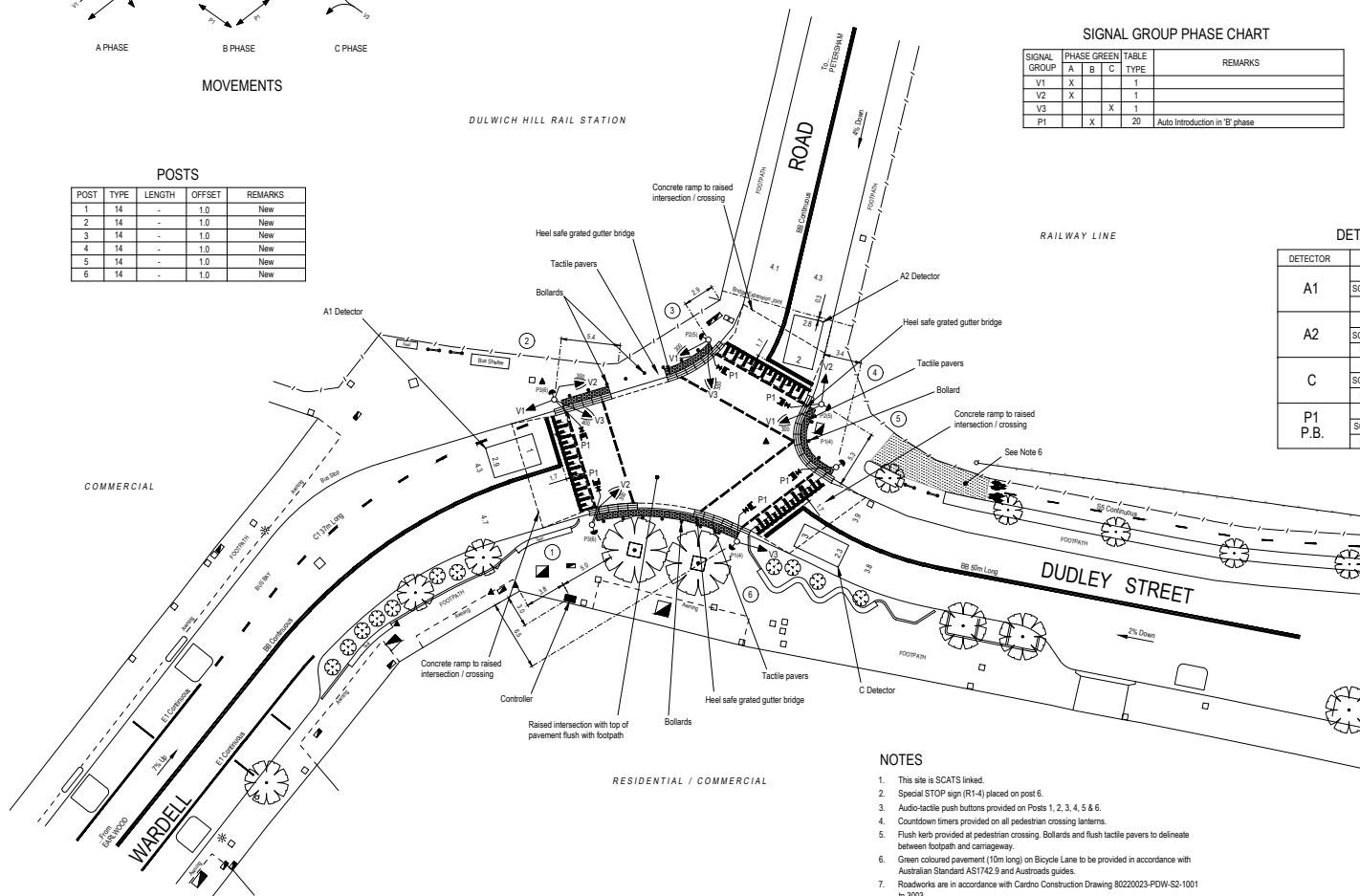
SIGNAL GROUP	PHASE	GREEN	TABLE	REMARKS
A	B	C	TYPE	
V1	X		1	
V2	X		1	
V3		X	1	
P1	X		20	Auto introduction in 'B' phase

DATE IN SERVICE : 000000



DETECTOR SPECIFICATION

DETECTOR	FN	A(L)	A(E1)
A1	SGPS	A	A
DS	-	-	-
A2	FN	A(L)	A(E2)
SGPS	A	A	
DS	-	-	-
C	FN	C(L)	C(E1)
SGPS	C	C	
DS	-	-	-
P1 P.B.	FN	B(PB)	A(L)
SGPS	P1(WALK)	B.P1(WALK)	
DS	-	-	-



NOTES

- This site is SCATS linked.
- Special STOP sign (R1-4) placed on post 6.
- Audio-tactile push buttons provided on Posts 1, 2, 3, 4, 5 & 6.
- Countdown timers provided on all pedestrian crossing lanterns.
- Flush kerb provided at pedestrian crossing. Bollards and flush tactile pavers to delineate between footpath and carriageway.
- Green coloured pavement (10m long) on Bicycle Lane to be provided in accordance with Australian Standard AS1742.9 and Austroads guides.
- Roadworks are in accordance with Cardno Construction Drawing 80220023-PDW-S2-1001 to 3003.
- Power supply to be determined, within 30m of the controller, by a level 2/3 service provider prior to design approval.

A ORIGINAL ISSUE	PUBLIC UTILITY LEGEND		REFERENCE PLANS		U.S.D. Ref. Map 254 X13		DESIGN APPROVAL		TFNSW RECOMMENDATION		TFNSW ACCEPTANCE		TRANSPORT FOR NEW SOUTH WALES		EXISTING <input type="checkbox"/> PROPOSED <input checked="" type="checkbox"/>			
	HYDRAUNT <input type="checkbox"/> STOP VALVE <input type="checkbox"/> GATE VALVE <input type="checkbox"/> SEWER MANHOLE <input type="checkbox"/> COMB. PT. <input type="checkbox"/> ELECT. LIGHT POLE <input type="checkbox"/> POWER POLE <input type="checkbox"/> TELEPHONE BOX <input type="checkbox"/> COMM. PILLAR <input type="checkbox"/>		INSTRUMENTS <input type="checkbox"/> V00014 <input type="checkbox"/> V00015 <input type="checkbox"/> V00016 <input type="checkbox"/> V00017 <input type="checkbox"/> V00018 <input type="checkbox"/> V00019 <input type="checkbox"/> V00020 <input type="checkbox"/> V00021 <input type="checkbox"/> V00022 <input type="checkbox"/> V00023 <input type="checkbox"/> V00024 <input type="checkbox"/> V00025 <input type="checkbox"/> V00026 <input type="checkbox"/> V00027 <input type="checkbox"/> V00028 <input type="checkbox"/> V00029 <input type="checkbox"/> V00030 <input type="checkbox"/> V00031 <input type="checkbox"/> V00032 <input type="checkbox"/> V00033 <input type="checkbox"/> V00034 <input type="checkbox"/> V00035 <input type="checkbox"/> V00036 <input type="checkbox"/> V00037 <input type="checkbox"/> V00038 <input type="checkbox"/> V00039 <input type="checkbox"/> V00040 <input type="checkbox"/> V00041 <input type="checkbox"/> V00042 <input type="checkbox"/> V00043 <input type="checkbox"/> V00044 <input type="checkbox"/> V00045 <input type="checkbox"/> V00046 <input type="checkbox"/> V00047 <input type="checkbox"/> V00048 <input type="checkbox"/> V00049 <input type="checkbox"/> V00050 <input type="checkbox"/> V00051 <input type="checkbox"/> V00052 <input type="checkbox"/> V00053 <input type="checkbox"/> V00054 <input type="checkbox"/> V00055 <input type="checkbox"/> V00056 <input type="checkbox"/> V00057 <input type="checkbox"/> V00058 <input type="checkbox"/> V00059 <input type="checkbox"/> V00060 <input type="checkbox"/> V00061 <input type="checkbox"/> V00062 <input type="checkbox"/> V00063 <input type="checkbox"/> V00064 <input type="checkbox"/> V00065 <input type="checkbox"/> V00066 <input type="checkbox"/> V00067 <input type="checkbox"/> V00068 <input type="checkbox"/> V00069 <input type="checkbox"/> V00070 <input type="checkbox"/> V00071 <input type="checkbox"/> V00072 <input type="checkbox"/> V00073 <input type="checkbox"/> V00074 <input type="checkbox"/> V00075 <input type="checkbox"/> V00076 <input type="checkbox"/> V00077 <input type="checkbox"/> V00078 <input type="checkbox"/> V00079 <input type="checkbox"/> V00080 <input type="checkbox"/> V00081 <input type="checkbox"/> V00082 <input type="checkbox"/> V00083 <input type="checkbox"/> V00084 <input type="checkbox"/> V00085 <input type="checkbox"/> V00086 <input type="checkbox"/> V00087 <input type="checkbox"/> V00088 <input type="checkbox"/> V00089 <input type="checkbox"/> V00090 <input type="checkbox"/> V00091 <input type="checkbox"/> V00092 <input type="checkbox"/> V00093 <input type="checkbox"/> V00094 <input type="checkbox"/> V00095 <input type="checkbox"/> V00096 <input type="checkbox"/> V00097 <input type="checkbox"/> V00098 <input type="checkbox"/> V00099 <input type="checkbox"/> V00100 <input type="checkbox"/>		DESIGNED: J. BATES		NAME: _____ POSITION: _____ DATE: _____		NAME: _____ POSITION: _____ DATE: _____		NAME: _____ POSITION: _____ DATE: _____		NAME: _____ POSITION: _____ DATE: _____		INNER WEST COUNCIL AREA TRAFFIC SIGNALS AT WARDELL ROAD AND DUDLEY STREET DULWICH HILL		CADD FILE: VV0000_XA_DES.DWG SCALE: 1:200 FILE: SF000000000000 REG No: DS00000/000000 SUPERSEDED SHEET: -/-	
	CHECKED: J. BATES		NAME: _____ POSITION: _____ DATE: _____		NAME: _____ POSITION: _____ DATE: _____		NAME: _____ POSITION: _____ DATE: _____		NAME: _____ POSITION: _____ DATE: _____		NAME: _____ POSITION: _____ DATE: _____		TCS No: 0000		SHEET 1			
	DATE: 2020		DESIGN PREPARED BY: B. Line Drafting on behalf of Cardno		NAME: _____ POSITION: _____ DATE: _____		NAME: _____ POSITION: _____ DATE: _____		NAME: _____ POSITION: _____ DATE: _____		NAME: _____ POSITION: _____ DATE: _____		TCS No: 0000		SHEET 1			

Item No: LTC0722(1) Item 2

Subject: BAYLEY STREET, MARRICKVILLE, CAVENDISH STREET, STANMORE AND FOTHERINGHAM STREET, ENMORE - DEDICATED CAR SHARE PARKING RESTRICTIONS (SUMMER HILL ELECTORATE / INNER WEST PAC)

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

Authorised By: Manod Wickramasinghe - Acting Director Infrastructure

SUMMARY

A request has been received from a GoGet Car Share representative for the installation of three (3) on-street dedicated 'Car Share' parking spaces for existing floating car share vehicles around the Inner West. Due to community feedback and opposition to two locations only one nominated car share space is recommended for installation.

RECOMMENDATION

THAT the following 'No Parking Authorised Car Share Vehicles Excepted' restrictions be approved:

1. **A 5.4m restriction in the first parking space on the southern side of Bayley Street, Marrickville west of the driveway at No.32 adjacent to Tom Kenny Reserve.**
-

BACKGROUND

Inner West Council supports 'Car Share' schemes, as part of a holistic approach to encourage more sustainable travel habits for residents and businesses. Car share schemes reduce the need for members to own a private vehicle and may ease the parking stress on-street.

Research indicates that each car share space can replace up to 8 vehicles on the road. Council's adopted Car Share Policy will potentially reduce demand for on-street parking, resulting in less cars on public roads, leading to less pollution and greenhouse emissions. The policy is part of a holistic approach to transport planning, along with improvements to public transport services and enhanced facilities for cycling and walking.

Generally, car share schemes rely on having convenient dedicated on-street parking spaces. The designated space will be in operation 24 hours a day, 7 days a week, during which only specifically marked car share vehicles will be permitted to park in the space.

In support of this scheme, Council is proposing to install one (1) dedicated parking space for authorised 'Car Share' vehicles in the above recommended location for resident and business use.

FINANCIAL IMPLICATIONS

Nil. The costs of the supply and installation of the signposting associated with the dedicated car share parking space is to be borne by the applicant in accordance with Council's Fees and Charges.

OTHER STAFF COMMENTS

A request has been received from GoGet representative for the installation of on-street dedicated car share parking spaces within Inner West. The nominated locations are:

- Bayley Street, Marrickville (west of the driveway of the multi-unit development at No.32 Bayley Street) south side of Bayley Street east of Dudley Street adjacent to Tom Kenny Reserve (existing signposted restriction – ‘unrestricted’)



- Cavendish Street, Stanmore (adjacent to No.18 Holt Street) on the south side of Cavendish Street west of Holt Street (existing signposted restriction – ‘unrestricted’)



- Fotheringham Street, Enmore (adjacent to 7/11 service station) first space western side of Fotheringham Street south of Stanmore Road (existing signposted restriction – ‘unrestricted’)



PUBLIC CONSULTATION

Community consultation was led by GoGet representatives and letters were distributed to local residents surrounding each proposed space. A copy of each respective community consultation letter is presented at the end of this report.

The following summary of the consultation results as presented to Council:

Letters were delivered to residents surrounding each proposed space:

- x 30 letters for Bayley Street - Bayley Street x 0 responses
- x 25 letters for Cavendish Street - Cavendish Street x 4 responses
- x 15 letters for Fotheringham Street - Hobbs Street x 2 responses

For Bayley Street, Marrickville, no (0) responses were received.

For Cavendish Street, Stanmore, four (4) responses were received, two in support of the implementation of the car share restrictions and two objecting to the proposal. Residents who objected are concerned about the increase demand for on-street parking for local residents, some of whom do not have off-street parking facilities, within the already high demand area. One cited that proposed multi-apartment dwelling developments in Holt Street will further compound the parking pressures noting that any car share space should be relocated outside these developments in Holt Street near the IGA.

For Fotheringham Street, Enmore, two responses were received, one in support and the other strongly in objection. Council also had complaints from the resident who objected to the proposal. They are concerned about the increase demand for on-street parking for local residents within a very high demand area and possible driveway obstruction.

CONCLUSION

Due to community feedback and opposition to two locations only one nominated car share space is recommended for installation. The Cavendish Street, Stanmore and the Fotheringham Street, Enmore car share locations are recommended not to proceed.

Thus, it is recommended that the installation of the proposed on-street dedicated car share parking space in Bayley Street, Marrickville be approved in order to provide improved parking opportunities for local residents who participate in car share schemes.

10th of May 2022

THE OCCUPANT

Bayley Street

Proposed Car Share Bayley Street, Marrickville

Due to the growing number of residents who are adopting car share in your neighbourhood, Inner West Council is considering a proposal to introduce car share in Bayley Street, Marrickville.

Council supports car sharing as it provides benefits for everyone. Car sharing is a convenient and low-cost way to access a car for people who only need a car occasionally or on the weekend.

Car sharing reduces road congestion and the demand for parking, subsequently reducing air pollution and improving safety on our streets.

GoGet Carshare was initially launched as Newtown Carshare in the Inner West in 2003, as a way to reduce the number of cars in the streets. Today, thousands of residents and business have adopted car share and more sustainable modes of getting around, such as walking, cycling and public transport. A recent survey shows that car ownership rates in carshare members have decreased from 63% before joining GoGet, to merely 33% after joining GoGet.

We want your views regarding this proposal. Your feedback will be assessed by Council and GoGet before a decision is made. If you have comments about the proposal or any questions or comments about the GoGet car share scheme, please submit them by the 24th of May 2022.

- Online via: <https://www.goget.com.au/innerwestconsultation/> using the street name: BAYLEY
- By email to: pod@goget.com.au
- Or by mail to: SPACE, PO Box W274 Parramatta Westfield NSW 2150

Ph: 1300 769 389 Email: admin@goget.com.au Web: goget.com.au
ABN: 39 102 892 679



Ph: 1300 769 389 Email: admin@goget.com.au Web: goget.com.au
ABN: 39 102 892 679

10th of May 2022

THE OCCUPANT

Cavendish Street

Proposed Car Share Cavendish Street, Stanmore

Due to the growing number of residents who are adopting car share in your neighbourhood, Inner West Council is considering a proposal to introduce car share in Cavendish Street, Stanmore.

Council supports car sharing as it provides benefits for everyone. Car sharing is a convenient and low-cost way to access a car for people who only need a car occasionally or on the weekend.

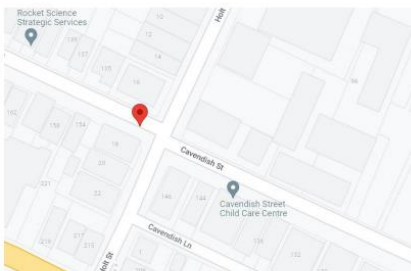
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GoGet Carshare was initially launched as Newtown Carshare in the Inner West in 2003, as a way to reduce the number of cars in the streets. Today, thousands of residents and business have adopted car share and more sustainable modes of getting around, such as walking, cycling and public transport. A recent survey shows that car ownership rates in carshare members have decreased from 63% before joining GoGet, to merely 33% after joining GoGet.

We want your views regarding this proposal. Your feedback will be assessed by Council and GoGet before a decision is made. If you have comments about the proposal or any questions or comments about the GoGet car share scheme, please submit them by the 24th of May 2022.

- Online via: <https://www.goget.com.au/innerwestconsultation/> using the street name: CAVENDISH
- By email to: pod@goget.com.au
- Or by mail to: SPACE, PO Box W274 Parramatta Westfield NSW 2150

Ph: 1300 769 389 Email: admin@goget.com.au Web: goget.com.au
ABN: 39 102 892 679



Ph: 1300 769 389 Email: admin@goget.com.au Web: goget.com.au
ABN: 39 102 892 679




10th of May 2022

THE OCCUPANT
Fotheringham Street

Proposed Car Share Fotheringham Street, Enmore

Due to the growing number of residents who are adopting car share in your neighbourhood, Inner West Council is considering a proposal to introduce car share in Fotheringham Street, Enmore.

Council supports car sharing as it provides benefits for everyone. Car sharing is a convenient and low-cost way to access a car for people who only need a car occasionally or on the weekend.

Car sharing reduces road congestion and the demand for parking, subsequently reducing air pollution and improving safety on our streets.

GoGet Carshare was initially launched as Newtown Carshare in the Inner West in 2003, as a way to reduce the number of cars in the streets. Today, thousands of residents and business have adopted car share and more sustainable modes of getting around, such as walking, cycling and public transport. A recent survey shows that car ownership rates in carshare members have decreased from 63% before joining GoGet, to merely 33% after joining GoGet.

We want your views regarding this proposal. Your feedback will be assessed by Council and GoGet before a decision is made. If you have comments about the proposal or any questions or comments about the GoGet car share scheme, please submit them by the 24th of May 2022.

- Online via: <https://www.goget.com.au/innerwestconsultation/> using the street name: FOTHERINGHAM
- By email to: pod@goget.com.au
- Or by mail to: SPACE, PO Box W274 Parramatta Westfield NSW 2150

Ph: 1300 769 389 Email: admin@goget.com.au Web: goget.com.au
ABN: 39 102 892 679





Ph: 1300 769 389 Email: admin@goget.com.au Web: goget.com.au
ABN: 39 102 892 679

ATTACHMENTS

Nil.

Item No: LTC0722(1) Item 3

Subject: MURRELL STREET, ASHFIELD- TRAFFIC AND PARKING CHANGES
(DIARRAWUNANG-ASHFIELD WARD/SUMMER HILL
ELECTORATE/BURWOOD PAC)

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

Authorised By: George Tsaprounis - Coordinator – Traffic and Parking Services

SUMMARY

Council has received numerous concerns from the Ashfield Public School community and the Good-start Early Learning Child Care Centre regarding traffic safety in Murrell Street, Ashfield.

This report deals with the main concern of congestion in the street with parked vehicles obstructing traffic flow and the build -up of traffic in Murrell Street due to vehicles waiting long periods to turn right onto Liverpool Road during school drop- off and pick up times.

The school and Child Care Centre has requested that parking to the western side of the street be either removed or wholly limited to park outside of morning and afternoon school drop-off and pick -up times.

Rather than above, it is recommended that parking be reconfigured and limited in time to certain areas on the western side of the street to improve traffic flow and minimise the impact on the loss or limitation of parking in the area for the residential and business community.

No Right Turn during school zone hours for traffic coming out of Murrell Street into Liverpool Road is proposed subject to Transport for NSW (TfNSW) approval.

RECOMMENDATION

THAT:

1. The following parking changes be approved:
 - (a) The (4) parking spaces on the western side of Murrell Street, Ashfield outside the side of 183 Liverpool Road be changed to read “No Stopping 8.30am - 9.30am, 2.30pm-3.30pm School days” and “2P 9.30am-2.30pm., 3.30pm-6.00pm Mon-Fri Permit Holders Excepted AREA 1”,
 - (b) ‘No Stopping’ be signposted across:
 - (i) the combined driveways of 183 Liverpool Road and David’s Lane,
 - (ii) driveway to 2-4 Murrell Street,
 - (iii) driveway to 10-12 Murrell Street& side service driveway to 1A Orchard Crescent, and
2. Council forwards a Traffic Management Plan to Transport for NSW to consider and approve ‘No Right Turn 8.00am-9.30am., 2.30pm-4.00pm School Days’ for traffic out of Murrell Street into Liverpool Road.

BACKGROUND

Murrell Street comes off Liverpool Road and leads into a short section of Orchard Crescent which leads to a dead end some 40 metres west of Murrell Street. Murrell Street measures approximately 9.0 metres from kerb to kerb with parking to both sides of the street. It only serves resident access and school drop off and pick up together with 15-minute short term parking for the Ashfield Primary Public School and an adjoining Child Care Centre on the eastern side of Murrell Street.



A mini roundabout to the end of Murrell Street allows vehicles to turn around to drop off and pick up children to the eastern side of the street. The parking to the eastern side is a mixture of 'No Parking' and Disabled parking during school hours, and 15-minute parking to cater for both the needs of the school and Child Care Centre over an extended time period for drop and pick up.

Currently 3 spaces for drop off and pick up are made unavailable at the northern end of Murrell Street due to the collapse of the school retaining wall from the last heavy rains resulting in the footpath being closed and temporary footway being provided onto the roadway. Works have commenced to rebuild the wall.

The western kerb side accommodates about 11 parking spaces with driveways to unit complexes in between and David's Lane off Murrell Street serving rear shop/unit access. The parking is restricted to read "2P 8.00am-6.00pm Mon-Fri., Permit Holders Excepted Area 1"

The street is covered under a 40 km/hour school zone limit.

FINANCIAL IMPLICATIONS

The work will be funded under Council's general signs and line marking budget.

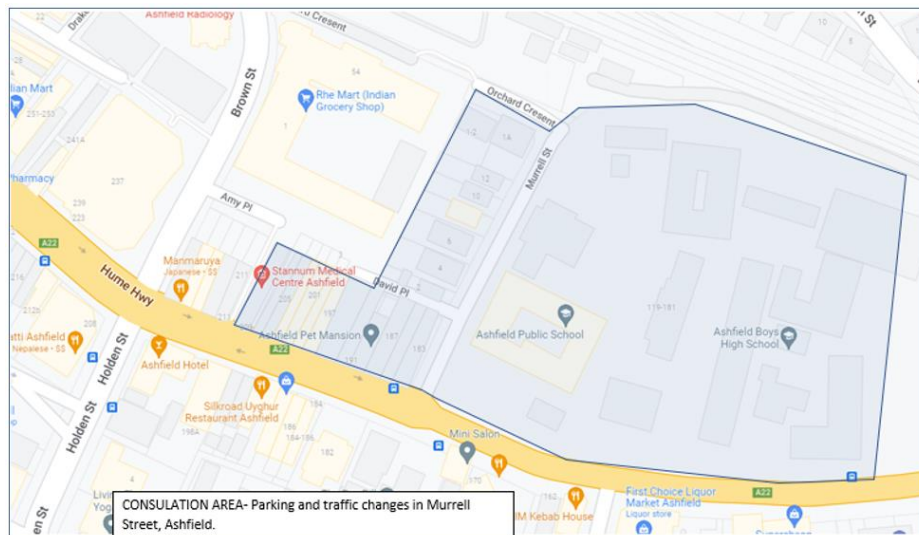
OTHER STAFF COMMENTS

The following is provided to determining an (amended) proposal under this report.

- Inspections on school hour drop off/drop off times does identify noticeable increase of traffic with the street thereafter being relatively quiet. **ATTACHMENT No.1** shows the street environment during school drop off/pick up times.
- 2-way traffic is noticed to pass through rather slowly, on the basis that vehicles park close to kerb, do not double park, and that driveway clearances are made available for vehicles to veer over to allow opposing traffic to pass.
- Last traffic counts taken on the 4 April 2022 recorded average 5-day peak hour volumes around 80 -180 vehicles per hour with the latter being the morning peak. 85% speeds were recorded around 30 kph (near midblock).
- An initial proposal was sent out under consultation to implement 'No Stopping' over and across the unit driveways and the merged driveways to David's Place and 183 Liverpool Road. 1 parking space either side of the merged driveways to David's Place and 183 Liverpool Road would be removed with 'No Stopping' placed right over this cleared length of kerbs pace (across the driveways and removed parking spaces). **See ATTACHMENT No.2.** 9 full time parking spaces are maintained under this proposal, with the loss of 2 parking spaces.
- 4 clearance zones are provided and sign posted with 'No Stopping' at the ends and within the street to assist in veering northbound traffic closer to kerb whilst allowing opposing traffic to pass. The 'No Stopping' would also prevent vehicles from parking over the driveways and dropping/picking up children from across the road.
- 'No Stopping' has already been placed to the bottom end of Murrell Street opposite the build out of the temporary footway where the wall has collapsed on the school side of the street.
- No Right Turn between school zone times is proposed and supported by Council for traffic coming out of Murrell Street into Liverpool Road. This will reduce queuing back from Murrell Street and prevent conflict with traffic at the intersection of Murrell Street and Liverpool Road. Alternate travel (heading west) is available by turning left into Liverpool Road, right into Queen Street and right into Norton Street.- **Refer to locality map page 2.**
- Feedback on the initial proposal indicated that residents did not agree to the removal of parking with concerns that parking is already limited, and why should parking be removed full- time just for the short period that school traffic occurs. Further examination revealed that critical congestion occurs near to the intersection of Liverpool Road. An amended proposal is therefore considered where the 11 parking spaces can all be maintained, and that 4 spaces near to the corner of Liverpool Road and to the sides of No.183 Liverpool Road be limited only to operate outside of the school drop- off and pick up times being 8.30am – 9.30am., 2.30pm-3.30pm, for 2 hours of the day on school days. **See ATTACHMENT No.3** The No Right Turn during school zone times still applies under this amended proposal.
3 clearance zones are provided with a longer zone near to the intersection of Liverpool Road.
- The 7 full time spaces further to the north, per the amended proposal are maintained and will offer 'friction' de-facto traffic calming for speed control near the general drop off and pick up area.
- Supplementary 'Drop -off and Pick-up' signage will be provided with the No Parking zone to the north to identify that the zone is required for this activity.
 - The area would need to be monitored and reviewed for any further parking changes, if required.

PUBLIC CONSULTATION

A letter outlining an initial proposal as shown in **ATTACHMENT No.2** was distributed to (21) directly affected properties (152 letters) including the Ashfield Primary Public School, Ashfield Boys High School and the Childcare Centre located to the western side of the Street.



Submissions for comments closed on the 24 June 2022. Six (6) responses were received in disagreement or concern to the removal and/or limitation of parking to the western side of Murrell Street under consultation with the initial proposal. This has led to recommending an amended proposal under this report as shown in **ATTACHMENT No.3**. Three (3) of the respondents indicated agreement to the No Right turn out of Murrell Street during school zone hours.

The following comments from residents in disagreement or concern are tabled and summarised below with officer responses given.

Resident Comments	Officer Response
<p>Accumulated key responses from the 6 residents:</p> <ul style="list-style-type: none"> The proposal is un-clear what spaces are taken away. [The consultation letter] only advised how many spaces are maintained and how many are lost. How is permanent No Stopping going to help. Unfair as we already can't park on the school side of the street. Suggest to extend one area near one driveway for temporary no parking between 8.30am-9.30am and 2.30pm-3.30pm Mon-Fri. Construction of a building in David's Place and construction vehicles parking on the street would of aroused complaints regards to congestion. The building has since been complete. There is already limited spots for residents to be able to park with the eastern side being off limits if we need to park across school hours. The collapsed wall should be rectified 	<ul style="list-style-type: none"> The initial consultation letter only advised that 9 spaces would be made. The report clarifies that 2 spaces would be lost under the initial proposal. The No Stopping is aimed to enforce parents not to park in the driveway and/or drop off and pick up children from across the road. Acknowledge that the removal of 2 full-time spaces under the initial proposal would not be a viable solution as the problem of congestion stems only for 2 hours in the day. Agree to limit the parking as suggested 8.30am-9.30am and 2.30pm-3.30pm Mon-Fri to the first 4 spaces to relieve critical congestion near to Liverpool Road-see amended proposal ATTACHMENT No.3. Congestion is still evident

<p>as a matter of urgency to allow more room for drop off for the school.</p> <ul style="list-style-type: none"> • School should implement some form of traffic control system. • Residents should not loose parking. Implementing a drop-off and pick up from the bottom of Murrell up to the exiting drop-off and pick up zone should be sufficient. • The removal of parking spots would not relieve congestion. No Parking zones be made available for parking. However, 'No Parking' is not suitable for sole parent to pick up children too young to leave the school premises. • Problem is mainly caused by out bound traffic turning right into Liverpool Road. Need more parking space the less. Likely also encourage more parents to stop in our driveways for school drop off which is already happening. • Keep the same number of parking spaces. Put in No Parking or pick-up zone only 8-9am and 2.30am-4pm along the entire school side of the road. 	<p>irrespective of construction activity.</p> <ul style="list-style-type: none"> • Work has commenced to repair the collapsed wall, and the 3 unused parking spaces will be reinstated soon thereafter. Supplementary 'Drop off and pick up' signage will be added to the No Parking signs to make school and parents aware that the zone should be used for this purpose. • The 15- minute parking zone to the eastern side is to be used for parents with younger children needing to be escorted to and from the school and child- care centre. • No Right Turn at school zone times into Liverpool Road from Murrell Street is also proposed. • The eastern side is a mixture of No Parking, disabled parking and 15-minute parking to cater for both the needs of the school and Child Care Centre.
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CONCLUSION

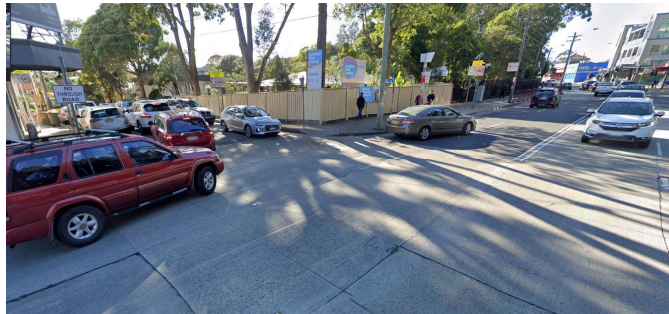
In view of the above, it is recommended that:

- The (4) parking spaces on the western side of Murrell Street, Ashfield outside the side of 183 Liverpool Road be changed to read "No Stopping 8.30am -9.30am., 2.30pm-3.30pm School days" "2P 9.30am-2.30pm., 3.30pm-6.00pm Mon-Fri Permit Holders Excepted AREA 1",
- 'No Stopping' be signposted across:
 - (i) the combined driveways of 183 Liverpool Road and David's Lane,
 - (ii) driveway to 2-4 Murrell Street,
 - (iii) driveway to 10-12 Murrell Street& side service driveway to 1A Orchard Crescent, and
- Council forwards a Traffic Management Plan to Transport for NSW to consider and approve 'No Right Turn 8.00am-9.30am., 2.30pm-4.00pm School Days' for traffic out of Murrell Street into Liverpool Road.

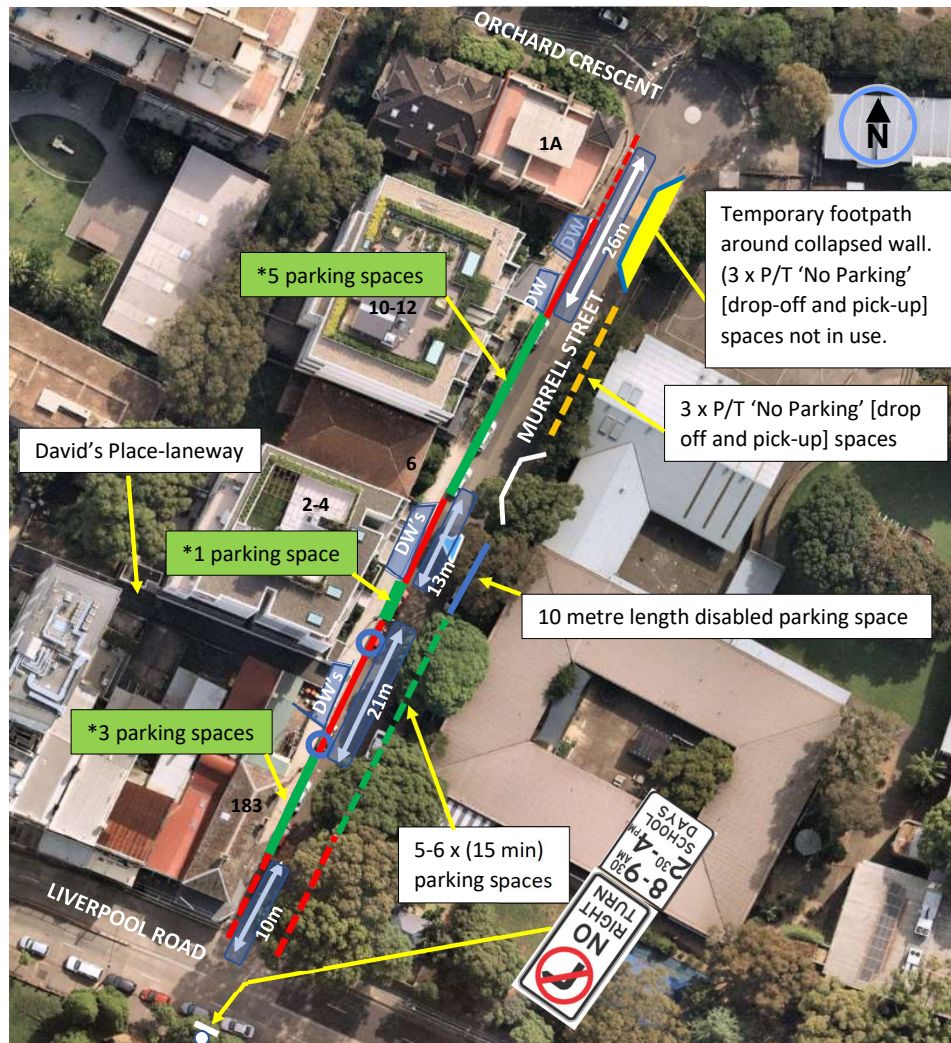
ATTACHMENTS

1. [↓](#) Photos of street environment.
2. [↓](#) original proposed changes ot Murrell Street.
3. [↓](#) Ammended proposal to changes in Murrell Street.

ATTACHMENT No.1 -Photos of Street environment- Murrell Street, Ashfield.



**ATTACHMENT 2 – INITIAL PROPOSAL TO TRAFFIC AND PARKING CHANGES
IN MURRELL STREET, ASHFIELD**



Proposed 'No Stopping' ————

Existing 'No Stopping' - - - - -

DW's - Existing driveways.

***Maintain (9) full time parking spaces to western side:**

Remove (2) full time parking spaces to western side-extend 'No Stopping' over spaces

(9) x '2P 8am-6pm Mon-Fri.,

~~(2) x '2P 8am-6pm Mon-Fri.,~~

Permit Holders Excepted AREA 1'

~~Permit Holders Excepted AREA 1'~~

Existing parking to eastern side- no changes:

No Parking 8.00am-9.30am., 2.30pm-4.00pm Mon-Fri (school hour drop-off and pick-up)

15 min parking 7.00am-10.30am., 2.30pm-6.00pm (school/child -care drop-off and pick -up)

Existing disabled parking

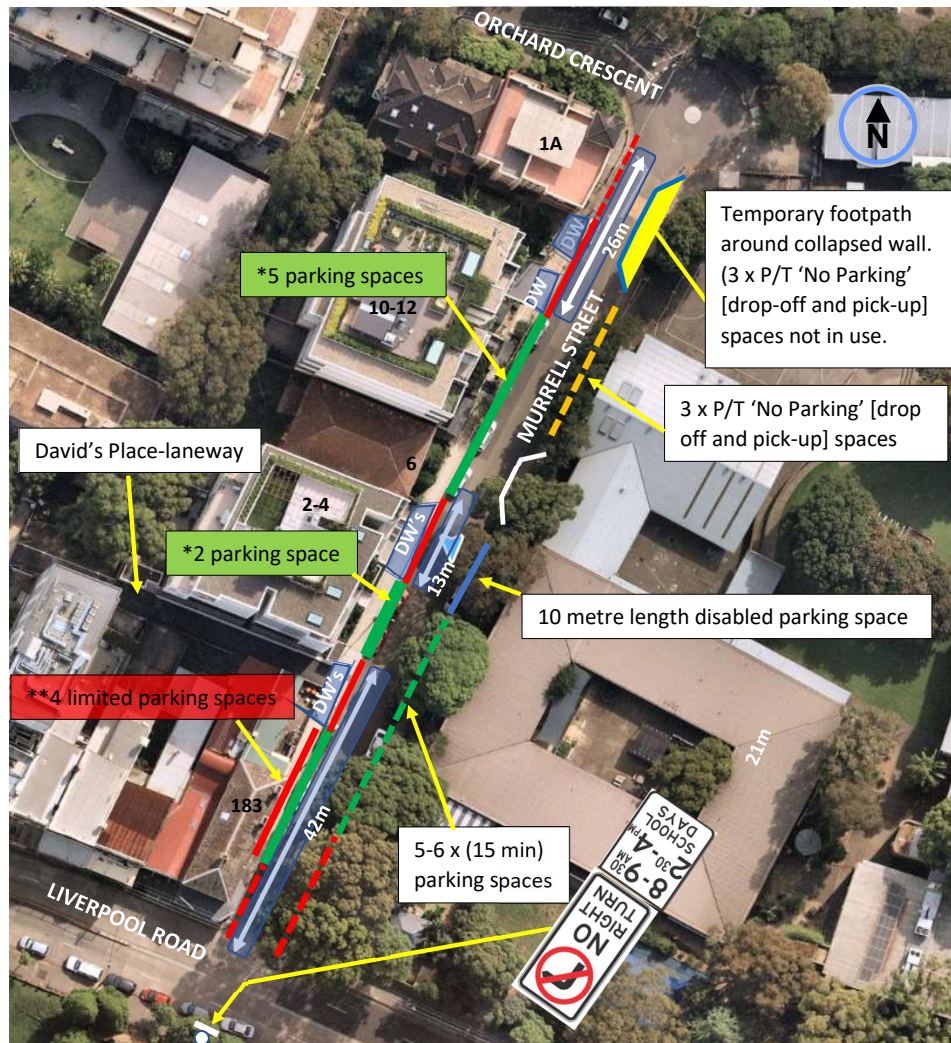
8.00am-9.30am., 2.30pm-4.00pm

School Days



Vehicle Clearance area
(approximate length)

ATTACHMENT 3 – PROPOSED AMENDMENT TO TRAFFIC AND PARKING CHANGES IN MURRELL STREET, ASHFIELD



Proposed 'No Stopping'

DW's - Existing driveways.

Existing 'No Stopping'

***Maintain (7) full time parking spaces to western side:**

**** Maintain (4) limited parking spaces to west side:**

(7) x "2P 8am-6pm Mon-Fri.,
Permit Holders Excepted AREA 1"

(4) x "No Stopping 8.30am-9.30pm., 2.30pm-
3.30pm School Days
2P 9.30am-2.30pm., 3.30pm-6.00pm Mon-
Fri., Permit Holders Excepted AREA 1"

Existing parking to eastern side- no changes:

No Parking 8.00am-9.30am., 2.30pm-4.00pm Mon-Fri (school hour drop-off and pick-up)

15 min parking 7.00am-10.30am., 2.30pm-6.00pm (school/child -care drop-off and pick -up)

Existing disabled parking
8.00am-9.30am., 2.30pm-4.00pm
School Days



Vehicle Clearance area
(approximate length)

Item No: LTC0722(1) Item 4
Subject: RAILWAY STREET, CROYDON-PROPOSED 'NO PARKING' OPPOSITE DRIVEWAY.
(GULGADYA-LEICHHARDT WARD/STRATHFIELD ELECTORATE/ASHFIELD PAC)

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

Authorised By: George Tsaprounis - Coordinator – Traffic and Parking Services

SUMMARY

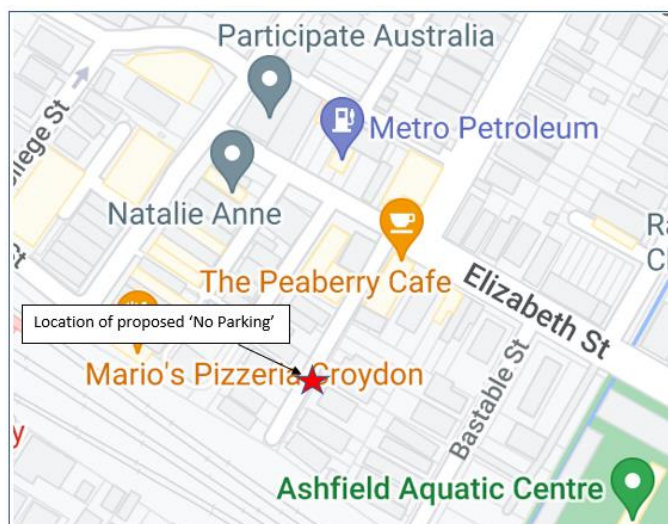
Concerns have been raised by the owner of 12 Hordern Parade, Croydon with parked vehicles obstructing vehicular ingress and egress to the rear of his garage in Railway Street. To alleviate the problem, a small length of sign posted 'No Parking' supplemented with road markings is proposed in Railway Street opposite the rear garage to 12 Hordern Parade, Croydon.

RECOMMENDATION

That a length of approximately 4.0 metres of 'No Parking' be assigned outside No.9 Railway Street, Croydon, supplemented with bay line and No Parking markings as shown in ATTACHMENTS 1C.

BACKGROUND

Railway Street is a dead -end street that runs off Elizabeth Street, Croydon. The street is narrow and measures approximately 6.1 metres in width between kerb to kerb. The footways on both sides are narrow between 0.7-0.8 metres wide. The street serves business and resident vehicle access only.



The eastern side of Railway Street is signposted with "2P 8.00am-6.00pm Mon-Fri., Permit Holders Excepted Area 7". 'No Parking' exists to the western side to allow vehicle passageway. The eastern side of the street has existing corner business/shops near to Elizabeth Street followed by a childcare centre, a single dwelling house (with off-street parking) and 4 single storey terraces to the southern end of the street. All properties to the western side (including 12 Hordern Parade) rear back onto Railway Street.

The kerb space on the eastern side caters for approximately 8-10 vehicles. The child-care centre has 9 off-street recessed 90-degree angle parking spaces to cater for its needs. There is no turning area to the end of the street. Vehicles park right up to the end and reverse and turn around at the first available open driveway or child-care parking spaces (if vacant).

FINANCIAL IMPLICATIONS

The work will be funded under Council's general signs and line marking budget.

OTHER STAFF COMMENTS

The following is provided in determining the proposal.

- The owner of 12 Hordern Parade had bought the house in the last year and has sought to arrange with the residents of the terraces to move their vehicles when requiring access. However, concern has lately been raised that more non-resident vehicles are or would be likely parking in the street and that he has been blocked out on occasions to access his driveway.
- The owner of 12 Hordern Parade only seeks a short length of 'No Parking' to undertake a 3-4-point turn manoeuvre in and out of his garage with the zone specifically placed to allow 3 good nominal size vehicles to park within the frontages of the terraces 8-11 Railway Street.
- The garage for No 12 Hordern Parade is 2.6metres in width and is built as a structured carport. The expense and trouble to widen the driveway-garage is not perceived an option. All other driveway garages along the western side can access via opposing driveway or are wider or set back into the properties.
- An original proposal was only to have 'No Parking' signs placed outside in front of No.9 Railway Street; however, objections were raised not only to loss of parking but also the ugliness of signage to the frontage of the properties and intrusion to the front gate of No 9 Railway Street- **see ATTACHMENTS 1A and 1B.**
- An amended proposal was made to supplement the sign posting with road markings in this situation. Re-notification/consultation of the amended proposal was made out to the directly affected residents of 8-11 Railway Street-See **ATTACHMENT 1C.** Under this proposal the signage to the front can be mounted to the telegraph pole and the second vehicle would be permitted to park back up to the bay line, appropriately allowing two vehicles to park outside No 10-11. The result is considered to reduce signage intrusion and appearance to the front of No.9, reduce impact to loss of parking and clearly identify where vehicles can park up to by way of the bay lines and No Parking logo.
- **ATTACHMENTS 2 and 3** are provided to show the difficulty (with vehicles parking right opposite-along the blue line) and **ATTACHMENT 4** the improvement (with the cleared 'No Parking' zone) to access the garage with vehicle template movements. **ATTACHMENT 5** shows photos of the existing street environment and view of the of the garage in question.
- Under the Council's Public Domain Parking Policy, it should be noted that Council would prioritise access to off-street parking facilities over parking provision within a laneway. Railway Street (being narrow) is considered similarly to a laneway providing mainly off-street parking facilities. The residents of the 4 terraces with no off-street are entitled to resident parking permits enabling them to park longer periods of time under the Resident Parking Scheme restrictions in Railway Street.

A letter outlining the above proposal was distributed to (11) directly affected properties (13 letters) both in Railway Street and Hordern Parade.

Two (2) responses were received in objection to the proposal under initial consultation with (1) in support (by the owner of 12 Hordern Parade) in confirmation and agreement under re-notification/consultation of the amended proposal.

The following comments by the objectors are tabled with officer responses given.

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<p>by providing a space, but the system falls down a bit when resident cars are not about and other non-resident cars park in the space.</p> <ul style="list-style-type: none"> • Make the current zone outside 7-11 for resident parking only and not introduce proposed signage. • If approved, would ask that the front signs be placed on the telegraph pole. 	
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CONCLUSION

In view of the above, it is recommended that a length of approximately 4.0 metres of 'No Parking' be assigned outside No.9 Railway Street, Croydon, supplemented with bay line and No Parking markings as shown in ATTACHMENTS 1C.

ATTACHMENTS

1. [↓](#) Initial proposal (signage only) and amended proposal (signage and markings)
2. [↓](#) Vehicle template forward entry into garage -cars parking along and opposite driveway.
3. [↓](#) Vehicle template reverse entry into garage- cars parked along and opposite driveway.
4. [↓](#) Vehicle template forward entry into garage- clearance 'No Parking' zone provided.
5. [↓](#) Photos of street environment

INITIAL AND AMENDED PROPOSALS FOR NO PARKING IN RAILWAY STREET, CROYDON.

ATTACHMENTS 1A-C



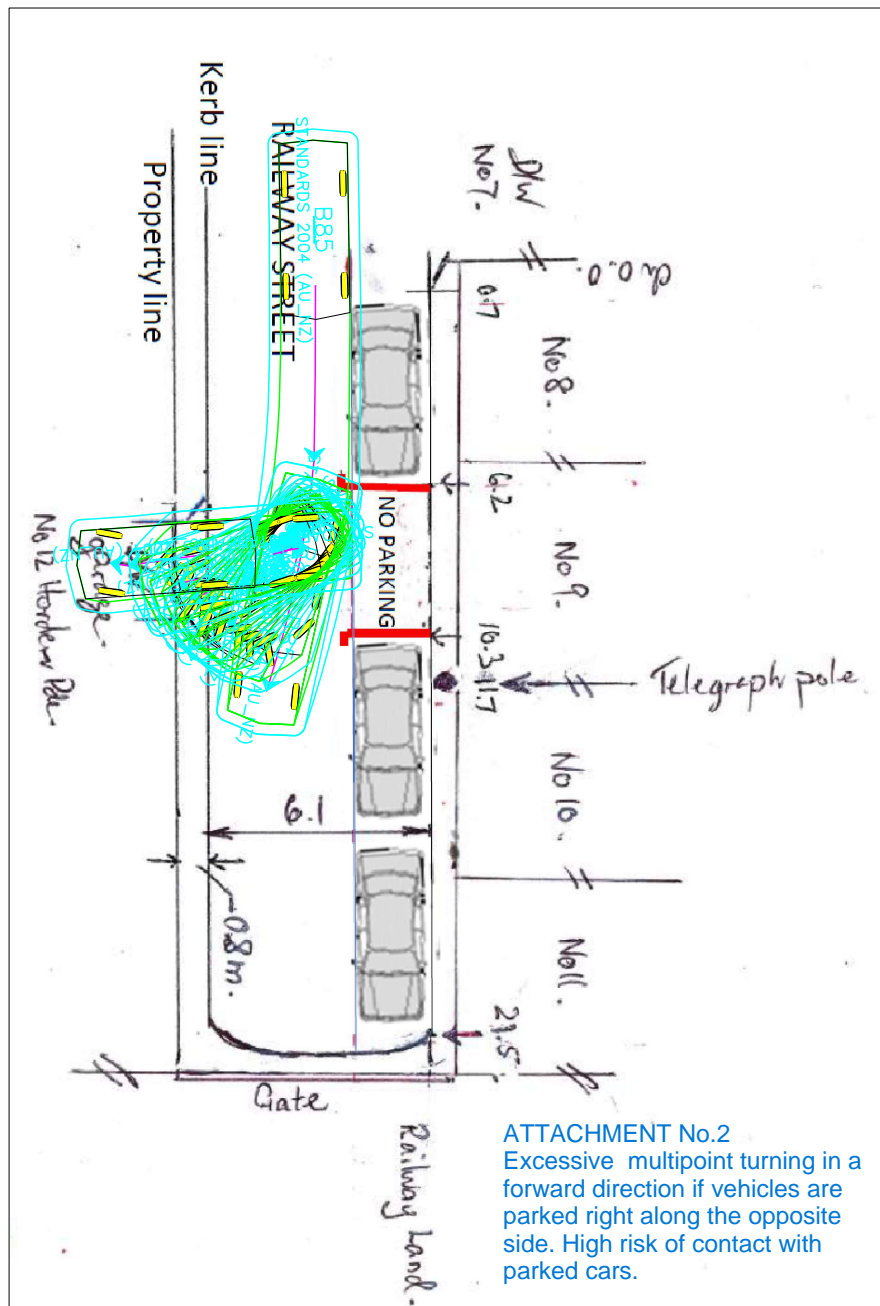
ATTACHMENT No. 1A

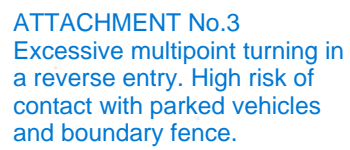


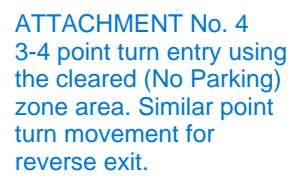
ATTACHMENT No.1B



ATTACHMENT No.1C







PHOTOS OF RAILWAY STREET ENVIRONMENT

ATTACHMENT No.5



Railway Street viewing north to Elizabeth Street



Railway Street viewing south -midblock



Railway Street viewing south to dead end.



View of parked vehicles o/s house No's 8-11.
Space provided between cars on this occasion.



View of garage- 12 Hordern Parade, Croydon.