

AGENDA



LOCAL TRAFFIC COMMITTEE MEETING

MONDAY 21 NOVEMBER 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.

AGENDA

1	Apologies	
2	Disclosures of Interest	
3	Confirmation of Minutes	Page
	Minutes of 17 October 2022 Local Traffic Committee Meeting	5
4	Matters Arising from Council's Resolution of Minutes	
5	Part A – Items Where Council May Exercise Its Delegated Functions	

Traffic Matters

ITEM	Page
LTC1122(1) Item 1 Palmer Street and Donnelly Street, Balmain - Intersection Improvements (Baludarri-Balmain Ward / Balmain Electorate / Leichhardt LAC)	13
LTC1122(1) Item 2 Smith Street (at Lackey Street and Morris Street), Summer Hill- Proposed Streetscape Improvement Works. (Djarrawunang-Ashfield Ward/Summer Hill Electorate/Burwood LAC)	15
LTC1122(1) Item 3 Wardell Road/Riverside Crescent, Dulwich Hill- No Left Turn Restriction (Djarrawunang-Ashfield Ward/Summer Hill Electorate/Inner West PAC)	23
LTC1122(1) Item 4 New Canterbury Road at Balanaming Lane, Petersham - 'No Left Turn Vehicles Over 6m Long' restrictions (Damum - Stanmore Ward / Newtown Electorate / Inner West PAC)	38
LTC1122(1) Item 5 Dulwich Hill Station Precinct Public Domain Improvements Amendment – Amendment to Bus Zone Operational Times – (Midjuburi – Marrickville Ward / Summer Hill Electorate / Inner West PAC)	42
LTC1122(1) Item 6 Unnamed Link Road, Lilyfield (between Mary Street and Maliyawul Street) - Proposed Shared Pedestrian and Bike Path & One-way traffic (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC)	44

Parking Matters

ITEM	Page
LTC1122(1) Item 7 Rozelle North Precinct Resident Parking Scheme Extension (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC)	48
LTC1122(1) Item 8 Park Lane, Sydenham - Proposed installation of 'No Parking' restrictions western side between Henry Street and Rowe Lane (Midjuburi – Marrickville Ward / Heffron Electorate / Inner West PAC)	55

Late Items

Nil at time of printing.

6 Part B - Items for Information Only

ITEM	Page
LTC1122(1) Item 9 Rozelle Public School - Road Safety Improvements (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC	58

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 17 October 2022 at Ashfield Service Centre**

Meeting commenced at 11.00AM

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

Mayor Darcy Byrne
Bill Holliday
Graeme McKay
Solon Ghosh

Councillor – Baludarri-Balmain Ward (Chair)
Representative for Jamie Parker MP, Member for Balmain
Representative for Jo Haylen MP, Member for Summer Hill
Transport for NSW (TfNSW)

OFFICERS IN ATTENDANCE

Cr Justine Langford
Manod Wickramasinghe
Sunny Jo
George Tsaprounis
Christina Ip

Councillor – Midjuburi-Marrickville Ward
IWC's Traffic and Transport Planning Manager
IWC's Coordinator Traffic Engineering Services (North)
IWC's Coordinator Traffic Engineering Services (South)
IWC's Business Administration Officer

VISITORS

Nil.

APOLOGIES:

Colin Jones
Colin Hesse
Maryanne Duggan

SC Germaine Grant
SC Anthony Kenny
Adrian Pritchard

Inner West Bicycle Coalition
Representative for Jenny Leong MP, Member for Newtown
Representative for Jason Yat-Sen Li MP, Member for Strathfield
NSW Police – Burwood Police Area Command
NSW Police – Inner West Police Area Command
Transit Systems

DISCLOSURES OF INTERESTS:

Nil.

CONFIRMATION OF MINUTES

The minutes of the Local Traffic Committee meeting held on 19 September 2022 were confirmed.

MATTERS ARISING FROM COUNCIL'S RESOLUTION OF MINUTES

The Local Traffic Committee recommendations of its meeting on 19 September 2022 are awaiting adoption.

**LTC1022(1) Item 1 27-29 Percy Street Rozelle - Temporary Full Road Closure
(Baludarri-Balmain/ Balmain Electorate/ Leichhardt PAC)**

SUMMARY

Council has received an application from dban for the approval of a temporary full road closure of Percy Street, between Albion Street and Evans Street, Rozelle from Saturday, 12 November 2022 to Friday, 18 November 2022 to facilitate the installation of sewer mains.

Officer's Recommendation

That the proposed temporary full road closure of Percy Street, between Albion Street and Evans Street, Rozelle from Saturday 12 November 2022 to Friday 18 November 2022 to facilitate the installation of sewer mains (contingency period 2 weeks) be approved 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.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

That the proposed temporary full road closure of Percy Street, between Albion Street and Evans Street, Rozelle from Saturday 12 November 2022 to Friday 18 November 2022 to facilitate the installation of sewer mains (contingency period 2 weeks) be approved 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

LTC1022(1) Item 2 Audley Street, Audley Lane, Sadlier Crescent, Fisher Street, and eastbound parking lanes on New Canterbury Road Petersham – Temporary Full Road Closures for Special Event on Sunday 19 March 2023 – Petersham Festival - Bairro Portuguese – ENRC/2022/0041 (Damun - Stanmore Ward / Newtown Electorate / Inner West PAC)

SUMMARY

Inner West Council will be presenting Petersham Festival 'Bairro Portuguese Petersham Food and Wine Fair' on Sunday 19 March 2023 from 11:00am until 4:00pm on Audley Street and Fisher Street, Petersham. This event celebrates the very best of Portuguese culture with entertainment, music, dance, cultural activities, and traditional and contemporary foods. To facilitate the event, areas of Petersham will be closed and there will be road closures necessitating some road detours and bus diversions in surrounding streets.

Roads affected include Audley Street (between New Canterbury Road and Trafalgar Street), Sadlier Crescent (between Audley Street and Abels Lane) and Fisher Street (between Audley Street and Regent Street), Audley Lane north of New Canterbury Road (resident access excepted) as well as the eastbound parking lane on New Canterbury Road (between Audley Street and Balanaming Lane), Petersham from 1:00am until 9:00pm. It is recommended that Council agree to the temporary full road closures subject to all standard Council conditions for a temporary full road closure.

Officer's Recommendation

THAT the proposed temporary road closure of Audley Street (between New Canterbury Road and Trafalgar Street), Sadlier Crescent (between Audley Street and Abels Lane) and Fisher Street (between Audley Street and Regent Street), Audley Lane north of New Canterbury Road (resident access excepted) as well as the eastbound parking lane on New Canterbury Road (between Audley Street and Balanaming Lane), Petersham on Sunday 19 March 2023, from 1:00am until 9:00pm, for the holding of 'Bairro Portuguese Petersham Food and Wine Fair', be SUPPORTED subject to the applicant complying with but not limited to the following conditions:

1. A Traffic Management Plan (TMP) is submitted to and approved by Transport for NSW; and an application for a Road Occupancy Licence and a temporary Speed Zone Authorisation is forwarded to and approved by the Transport Management Centre;
2. Notice of the proposed event is forwarded to all affected residents and businesses, including the N.S.W. Police / Inner West Local Area Commander, Fire and Rescue NSW, NSW Ambulance and Transit Systems;
3. Transit Systems – Inner West Bus Services be requested to implement a revised routing for scheduled bus services in Audley Street on the day of the event and install temporary bus stops as required;
4. A minimum four (4) metre unencumbered passage be available for emergency vehicles through the closed section; and
5. The occupation of the road carriageways must not occur until the roads have been physically closed.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the proposed temporary road closure of Audley Street (between New Canterbury Road and Trafalgar Street), Sadlier Crescent (between Audley Street and Abels Lane) and Fisher Street (between Audley Street and Regent Street), Audley Lane north of New Canterbury Road (resident access excepted) as well as the eastbound parking lane on New Canterbury Road (between Audley Street and Balanaming Lane), Petersham on Sunday 19 March 2023, from 1:00am until 9:00pm, for the holding of 'Bairro Portuguese Petersham Food and Wine Fair', be SUPPORTED subject to the applicant complying with but not limited to the following conditions:

- 1. A Traffic Management Plan (TMP) is submitted to and approved by Transport for NSW; and an application for a Road Occupancy Licence and a temporary Speed Zone Authorisation is forwarded to and approved by the Transport Management Centre;**
- 2. Notice of the proposed event is forwarded to all affected residents and businesses, including the N.S.W. Police / Inner West Local Area Commander, Fire and Rescue NSW, NSW Ambulance and Transit Systems;**
- 3. Transit Systems – Inner West Bus Services be requested to implement a revised routing for scheduled bus services in Audley Street on the day of the event and install temporary bus stops as required;**
- 4. A minimum four (4) metre unencumbered passage be available for emergency vehicles through the closed section; and**
- 5. The occupation of the road carriageways must not occur until the roads have been physically closed.**

For motion: Unanimous

LTC1022(1) Item 3 Chapel Street, Marrickville - Request for an extension to the existing drop-off and pick-up zone outside Marrickville Public School (Midjuburi Ward/ Summer Hill Electorate/ Inner West PAC)

SUMMARY

Representations have been received from the Principal of Marrickville Public School, the P&C and parents of children attending the school for an extension to the existing school drop-off / pick-up zone on Chapel Street, Marrickville. There were also a number of complaints about local businesses 'associated' vehicles parking on Chapel Street taking up most of the available parking in the locality.

Several site inspections and a site meeting were conducted, and a proposal was developed for the installation of a further two parking spaces east of the existing four P15 spaces. This zone will be designated – 'No Parking 8-9.30am 2.30-4pm School Days' and will provide an additional two (2) space drop-off/pick-up zone which then could be used by others for up to a 5-hour period in between. It is recommended that a further two (2) parking spaces 'No Parking 8.00am-9.30am; 2.30pm-4.00pm School Days' east of the existing four (4) 'P15 8.30am to 3.30pm School Days' spaces be approved to assist parents and carers with the

drop-off and pick-up of children at the school.

Officer's Recommendation

THAT:

1. The installation of a 12 metre length (two car parking spaces) of 'No Parking 8.00am-9.30am; 2.30pm-4.00pm School Days' restrictions east of the existing 24 metre length of '15 min Parking 8.30am to 3.30pm School Days' zone on the southern side of Chapel Street, Marrickville, outside Marrickville Public School be APPROVED, to assist parents and carers with the drop-off and pick-up of children; and
2. The Principal of Marrickville Public School and P&C be advised in terms of this report

DISCUSSION

Cr Langford asked whether there was potential to change the existing 15 min parking to 5 min to increase turnover. Council Officers advised that the 15 min parking zone assists parents/carers of children with autism who attend the Aspect Centre.

The representative for the Member for Summer Hill commented that some parents preferred that the proposed 'No Parking 8.00am-9.30am; 2.30pm-4.00pm School Days' restrictions be extended to cover the length of four car spaces. The representative suggested that the proposed 'No Parking 8.00am-9.30am; 2.30pm-4.00pm School Days' restrictions be implemented before the school term ends to allow time to assess its effectiveness and make any necessary adjustments before the next school term begins. Council Officers advised that the proposal needs to be adopted by Council at its next meeting on 8 November 2022 before the proposed signage can be installed. Regardless, Council Officers will arrange for the signage to be installed as soon as Council adopts the recommendation.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

1. The installation of a 12 metre length (two car parking spaces) of 'No Parking 8.00am-9.30am; 2.30pm-4.00pm School Days' restrictions east of the existing 24 metre length of '15 min Parking 8.30am to 3.30pm School Days' zone on the southern side of Chapel Street, Marrickville, outside Marrickville Public School be APPROVED, to assist parents and carers with the drop-off and pick-up of children; and
2. The Principal of Marrickville Public School and P&C be advised in terms of this report

For motion: Unanimous

LTC1022(1) Item 4 **Trafalgar Street, Stanmore – TfNSW Stanmore Station Upgrade Project – Temporary Signs and Line Markings Plan during construction (Damun -Stanmore Ward/ Newtown Electorate/ Inner West PAC)**

SUMMARY

The signs and line marking plan for the proposed temporary traffic / parking changes in Trafalgar Street, Stanmore associated with Stanmore Station Upgrade Project works has been submitted to Council (HAS-STA-TGS-0006-00) by Haslin, on behalf of TfNSW. To safely carry out station upgrade work the temporary removal of five (5) kerbside parking spaces on Trafalgar Street will be necessary. It is recommended that the temporary signs and line marking plan be approved.

Officer's Recommendation

That:

1. the detailed temporary signs and line marking plan for Trafalgar Street, Stanmore (as part of Stanmore Station Upgrade works) as per the attached plan (Temporary Signage and Line Marking Plan - HAS-STA-TGS-0006-00) be approved.
2. The changes to parking be in place for a period of 38-week period from the date of installation.
3. The applicant be requested to meet the costs of installing and removing the associated signage.

DISCUSSION

On behalf of Cr Liz Atkins, Cr Langford requested clarification on the options that were considered aside from the preferred Option 2. Council Officers advised that a full road closure of Trafalgar Street and night works with a one lane traffic arrangement were two other options considered. Either options would have significant impacts to residents and the local road network, and therefore Option 2 was chosen.

Cr Langford also raised concerns that there would be potential loss of parking for support workers in the area. Council Officers advised that the support worker parking permit scheme administered by City of Sydney allows support workers to park in resident parking zones across the Inner West Council area. It is up to the service provider to apply for a permit through the City of Sydney website.

Cr Byrne requested that a review of the conditions be undertaken in two months after Option 2 is implemented to identify any issues. The Committee members agreed to incorporate this request with the recommendation.

COMMITTEE RECOMMENDATION

That:

1. the detailed temporary signs and line marking plan for Trafalgar Street, Stanmore (as part of Stanmore Station Upgrade works) as per the attached plan (Temporary Signage and Line Marking Plan - HAS-STA-TGS-0006-00) be approved.
2. the changes to parking be in place for a period of 38-week period from the date of installation.
3. the applicant be requested to meet the costs of installing and removing the associated signage.
4. a review of the changes be undertaken two months after installation and be brought to Council for consideration.

For motion: Unanimous

LTC1022(1) Item 5 King Georges Car Park, Rozelle - Signage and Line-marking Plan (Baludarri-Balmain/ Balmain Electorate/ Leichhardt PAC)

SUMMARY

As part of the King Georges Park Draft Plan of Management (POM) and Master Plan, design plans for the King Georges Car Park in Manning Street, Rozelle has been attached for consideration.

Officer's Recommendation

THAT the proposed signage and line-marking plan (Attachment 1) for the upgrade of King Georges Park be approved.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the proposed signage and line-marking plan (Attachment 1) for the upgrade of King George Park be approved.

For motion: Unanimous

General Business

LTC1022(1) Item 6 Update on improvements to the Frederick Street, Ashfield crossing

TfNSW has commenced community consultation for the proposed signalisation of the Frederick Street pedestrian crossing. Cr Byrne proposed that Council also send out communications to encourage residents to review the proposed options and make a submission. Council Officers will liaise with Council's Communications team to arrange communications through social media. The TfNSW representative advised that the results of the consultation will be tabled to the Committee when it is available.

The representative for the Member for Summer Hill commented that some residents are concerned that signalising the crossing would lead to rat running down Alt Street and Bland Street. It was noted that this is unlikely as Alt Street is not a link between Ashfield and Haberfield and Bland Street is a narrow road.

LTC1022(1) Item 7 Request for pedestrian crossing on Smith Street, Summer Hill

Cr Byrne received a submission from Rise & Shine Kindergarten Summer Hill raising concerns with pedestrian safety when crossing Smith Street, Summer Hill and requested that a pedestrian crossing on the street be investigated. Council Officers will liaise with Rise & Shine Kindergarten to investigate installing a pedestrian crossing.

LTC1022(1) Item 8 Request for 'No Parking' zone in Park Lane, Sydenham

A resident has made a submission requesting that a 'No Parking' zone at the rear of No. 48 Railway Road, Sydenham be investigated. The resident has reported issues with vehicles parking opposite the driveway of their property in Park Lane. Consultation has commenced for 'No Parking' along the entire length of Park Lane to identify the sections that need signposting. Following the consultation, a recommendation will be brought to the Committee for consideration.

LTC1022(1) Item 9 Updates on Waratah Street and City West Link, Haberfield

The representative for the Member for Balmain asked for an update on works proposed to improve pedestrian and cyclist safety when crossing the City West Link at Waratah Street, Haberfield. The TfNSW representative advised that modifications to the turn lines, pavement markings and signage on the pedestrian island is expected to be completed by the end of year. A communications package on these works will be released in the coming weeks and the TfNSW representative can forward this to Council Officers for circulation. The TfNSW representative also advised that TfNSW's Integration Team is working on designs for the proposed overhead pedestrian bridge. The representative will pass the contact details of the Integration Team to Council Officers and invite the team to address the Committee.

The representative for the Member for Balmain suggested a heavy bollard be installed at the western end of the pedestrian island as a short-term measure to protect pedestrians. The TfNSW representative commented that a bollard has not been considered so far and will follow up with the relevant team.

LTC1022(1) Item 10 Update on 30km/h speed zones

The representative for the Member for Balmain asked if there was any progress on the trial of 30km/h speed zones. The TfNSW representative advised that requests for 30km/h speed zones can be made to TfNSW which will be reviewed. The TfNSW representative also advised that work on 40km/h speed zones for the Inner West LGA is still progressing.

Meeting closed at 11.18am.

Item No: LTC1122(1) Item 1

Subject: PALMER STREET AND DONNELLY STREET, BALMAIN - INTERSECTION IMPROVEMENTS (BALUDARRI-BALMAIN WARD / BALMAIN ELECTORATE / LEICHHARDT LAC)

Prepared By: Sunny Jo - Coordinator – Traffic and Parking Services - North

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

Concerns have been raised from a local resident regarding road safety at the intersection of Donnelly/Palmer/Booth Streets. A review has been undertaken and a signage and linemarking improvement is proposed.

RECOMMENDATION

That:

1. **Linemarking at the intersection of Booth Street and Donnelly Street, Rozelle be upgraded to include a painted median island in Donnelly Street as shown in the attached plan; and**
2. **Two (2) W5-11A 'Crest' warning signs be installed on Palmer Street and Donnelly Street 40m west and 40m east of Booth Street as shown in the attached plan.**

OTHER STAFF COMMENTS

Concerns have been raised from a local resident regarding road safety at the intersection of Donnelly/Palmer/Booth Streets.

An examination of the crash database for this location has revealed one (1) head-on (RUM code 20) tow away accident at the intersection of Booth Street and Donnelly Street for the past 5 year period ending on 2021.

Site investigations revealed an irregular four-way intersection with a crest restricting sight distances for traffic approaching from Palmer Street and Donnelly Street. To assist vehicle delineation from the east and west approaches it is proposed that a painted island be installed at the Donnelly Street approach, and two (2) W5-11A 'Crest' warning signs to improve safety at this location.

A signage and linemarking plan is attached.

FINANCIAL IMPLICATIONS

The cost of these works will be funded from Council's operational budgets.

PUBLIC CONSULTATION

The proposed changes do not result in changes to the on-street parking or traffic priority at this location. Accordingly, consultation has not been undertaken for this proposal.

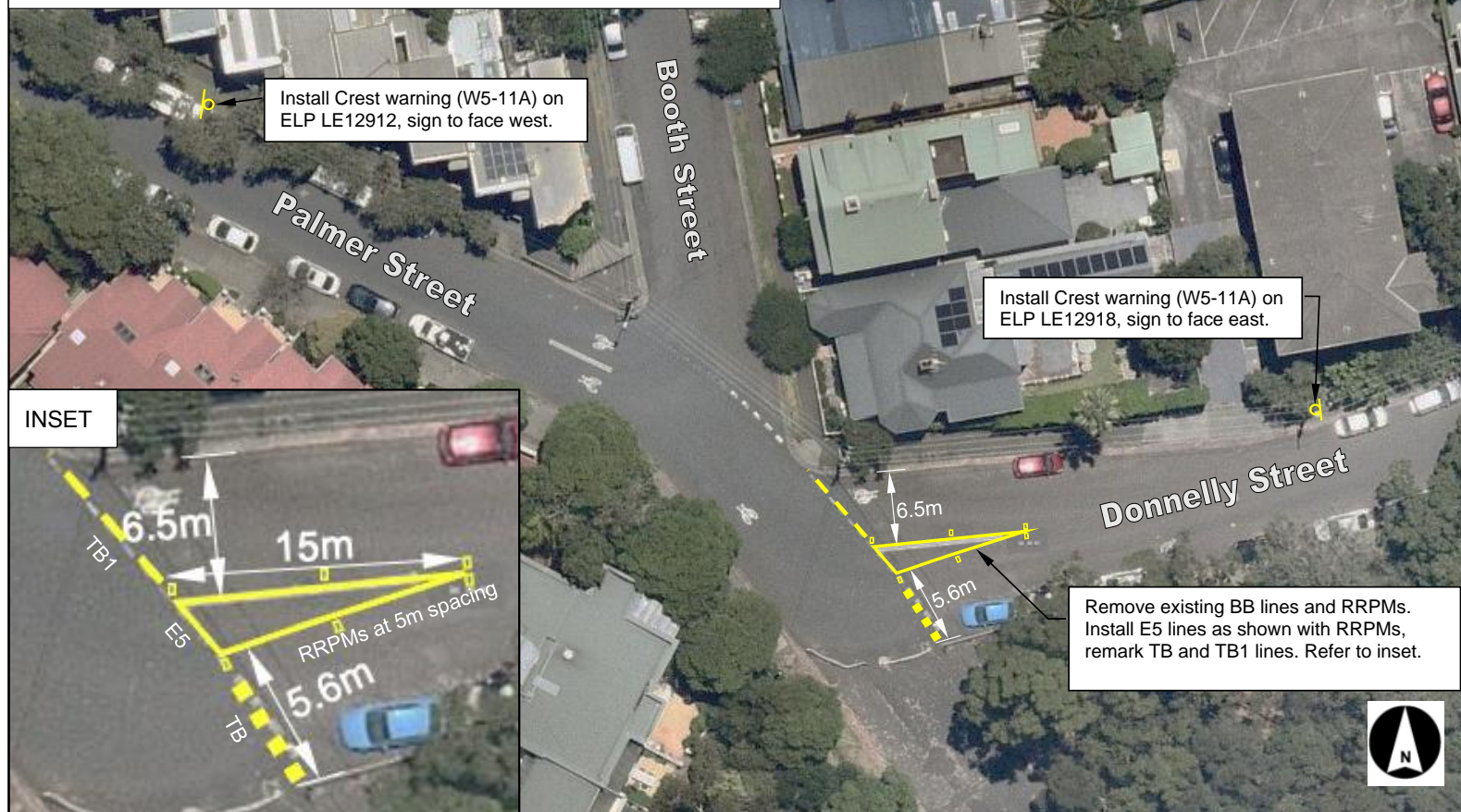
ATTACHMENTS

1. [Booth Street and Donnelly Street intersection improvements](#)

Proposed line marking and signposting

Intersection of Booth Street, Palmer Street and Donnelly Street, Balmain

November 2022



Item No: LTC1122(1) Item 2

Subject: SMITH STREET (AT LACKEY STREET AND MORRIS STREET), SUMMER HILL-PROPOSED STREETSCAPE IMPROVEMENT WORKS.
(DJARRAWUNANG-ASHFIELD WARD/SUMMER HILL ELECTORATE/BURWOOD LAC)

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

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

Council has finalised design plans to improve the streetscape in Lackey Street, Morris Street & Smith Street, Summer Hill by providing widened decoratively paved footpaths incorporating landscaped garden beds. The proposal aims to improve the overall aesthetic of the town centre as well as improving pedestrian and motorist safety at these intersections.

RECOMMENDATION

That the detailed design plan to provide widened decorative paved footpaths incorporating landscape garden beds (with associated/revised signs and markings) at the intersections of Smith Street with Lackey and Morris Street and integrating two (2) existing crossings in Smith Street, Summer Hill (as shown per plan 10221-Attachment 1) be APPROVED.

BACKGROUND

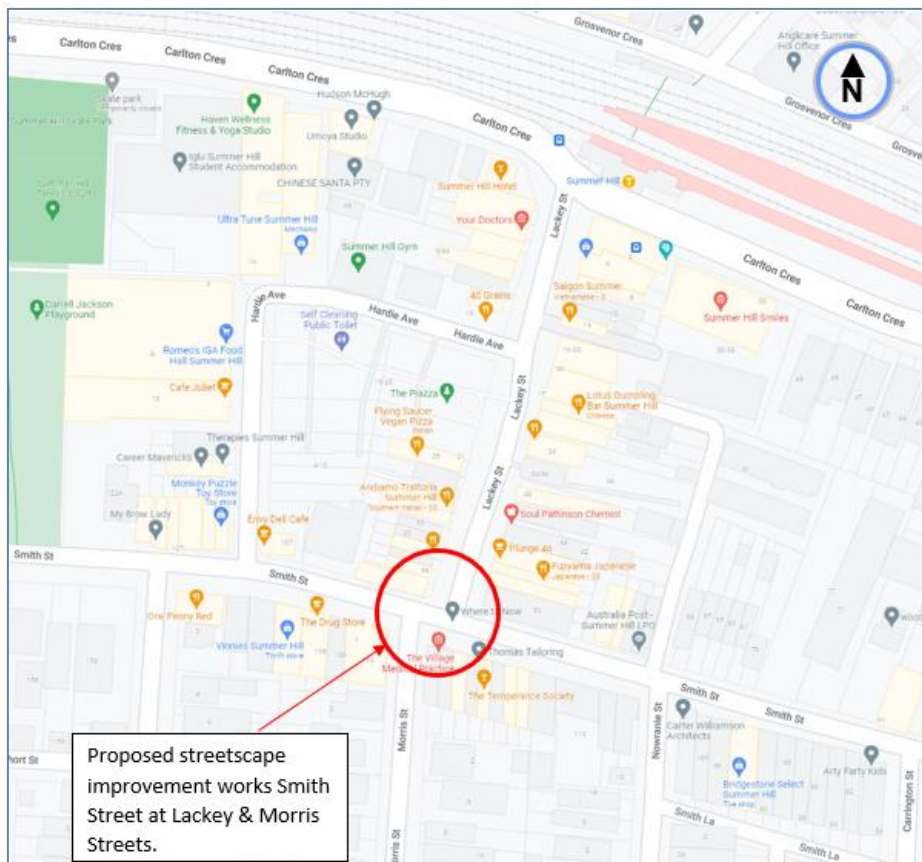
In August 2022, Council officers presented a concept design plan of the proposal under an open Town Centre exhibition to improve the streetscape at the intersection of Lackey Street & Morris Street with Smith Street, Summer Hill. The general feedback from this exhibition was positive and supportive of the upgrades being proposed.

FINANCIAL IMPLICATIONS

The project is estimated around \$200,000 and will be funded under a Town Centre Capital program.

OTHER STAFF COMMENTS

Site Location and Road Network



Locality Map

Street Name	Lackey Street
Section	Intersection with Smith Street
Carriageway Width (m) kerb to kerb	Approx. 10.8m
Carriageway Type	Two-way, one travel lane each direction, kerbside parking both sides.
Classification	Local
Speed Limit	40 (within High Pedestrian Activity) zone
85th percentile speed	34
Vehicles per day (vpd)	3400
Reported Crash History (July 2016-June 2021)	No recorded accidents
Heavy Vehicle Volume (%)	3.4
Parking Arrangements	½ P and Loading zone (8.30am-6.00pm Mon-Fri., 8.30am-12.30pm Sat) near intersection.

Street Name	Smith Street
Section	Intersection with Lackey and Morris Streets
Carriageway Width (m) kerb to kerb	Approx. 10.1 metres.
Carriageway Type	Two-way, one travel lane each direction, kerbside parking both sides.
Classification	Local
Speed Limit	40 (within High Pedestrian Activity) zone
85th percentile speed	35
Vehicles per day (vpd)	4800
Reported Crash History (July 2015-June 2020)	One (1) accident -RUM 49 (2022)- parking/U-turn- non casualty (towaway), east of Lackey Street.
Heavy Vehicle Volume (%)	2-2.5
Parking Arrangements	1P and 1/4P (8.30am-6.00pm Mon-Fri., 8.30am-12.30pm Sat) near intersection.

Street Name	Morris Street
Section	Intersection with Smith Street.
Carriageway Width (m) kerb to kerb	Approx. 10.1 metres.
Carriageway Type	Two-way, one travel lane each direction, kerbside parking both sides.
Classification	Local
Speed Limit	40 (within High Pedestrian Activity) zone near intersection, 50 outside
85th percentile speed	44 outside
Vehicles per day (vpd)	1100
Reported Crash History (July 2016-June 2021)	No recorded accidents
Heavy Vehicle Volume (%)	3.0
Parking Arrangements	1P 8.30am-6.00pm Mon-Fri., 8.30am-12.30pm Sat) and unrestricted parking near intersection.

The following works are proposed and are illustrated on plan **ATTACHMENT 1**.

Smith Street / Lackey St / Morris St, Summer Hill (Plan No. 10221):

- Construct new kerbs along new alignments to form widened decorative paved footpaths incorporating landscaped garden beds.
- Relay the existing decorative paving as needed to match in with any new works and provide new decorative paving to infill the new widened footpath areas (new paving to match existing pavers already used in the town centre),
- Integrate the new works with the 2 existing raised pedestrian crossings in Smith Street
- Construct new kerb ramps to improve pedestrian accessibility across Lackey Street & Morris Street
- Resurface the road pavement with new asphalt where required (final extent yet to be determined)
- Incorporate new street trees (where feasible)
- Provide new stormwater drainage pits and pipes to better manage stormwater in the streets
- Adjusting some of the existing “No Stopping” zones and signage, without impacting the existing car parking spaces;
- Install associated pavement line marking and signage as required;

Parking Changes

It is proposed to slightly adjust existing “No Stopping” signage on the western side of Morris Street to better align the kerb returns. No other changes are proposed. However, no existing on-street car parking spaces will be lost as a result of the proposed works.

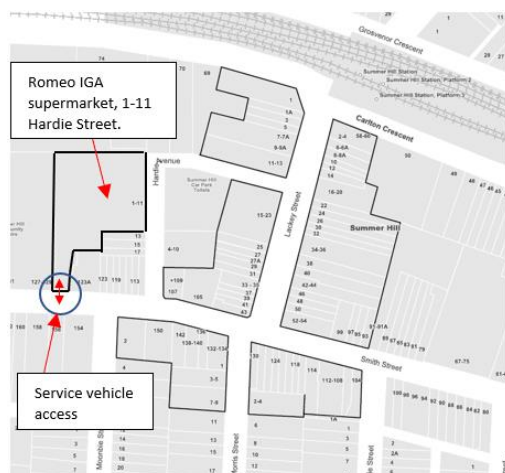
Streetlighting

The existing street lighting within the scope of works, including at the 2 existing pedestrian crossings, is deemed adequate. Therefore, no changes are proposed to the existing street lighting due to these works.

It should be further noted that the Summer Hill Town Centre is generally serviced by rigid truck vehicles ranging from 8.8m to 12.5m length trucks/buses. **ATTACHMENT 2** displays turning path movements for these type vehicles at the various corners. The corner radii of the intersections are designed to adequately cater for these movements. School buses 12.5m length are known to infrequently turn left from Smith Street into Lackey Street (1-2 per morning). It is known that on occasions non-rigid small length (14m) semi-trailers may be servicing the Romero LGA supermarket (1-11 Hardie Street) with access off Smith Street. These vehicles could, with caution, adequately negotiate left turn from Smith Street into Lackey Street, if the route out is onto Carlton Crescent.

Fencing to the pedestrian crossings at will be removed, as planting areas will be made to guide pedestrians to the crossings. This will allow better aesthetics and view of pedestrians versus traffic. Planting areas at the pedestrian crossings will be low scrubs.

PUBLIC CONSULTATION



Consultation Area Plan

Consultation to the above properties is currently being undertaken (as from the 28 October) with closing date of submissions being **16 November 2022**. 150 letters have been mailed out to residing occupants and non-residing owners of above properties.

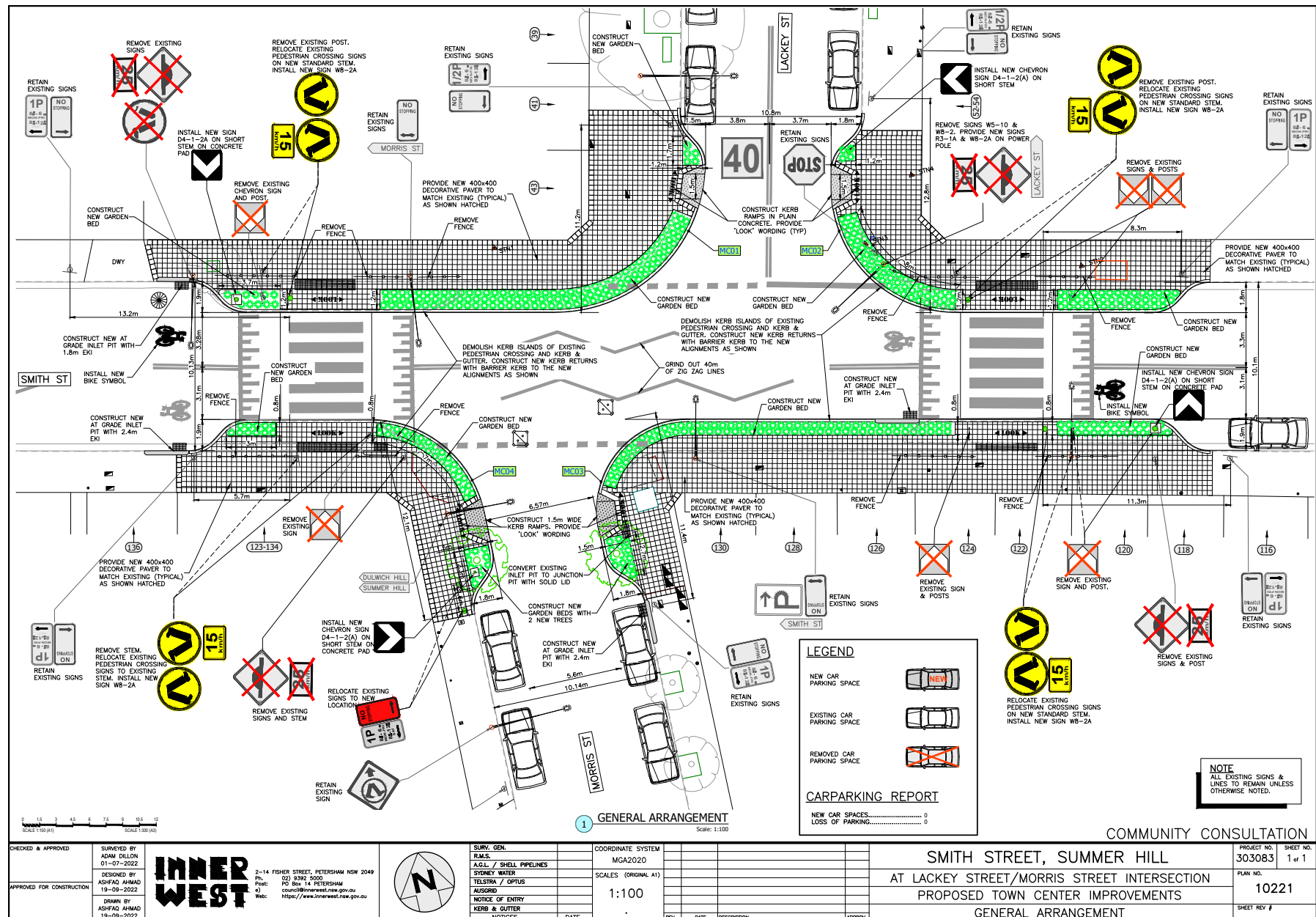
No responses have been received to date in the compilation of this report. Any additional responses received prior to the LTC meeting will be tabled at the meeting.

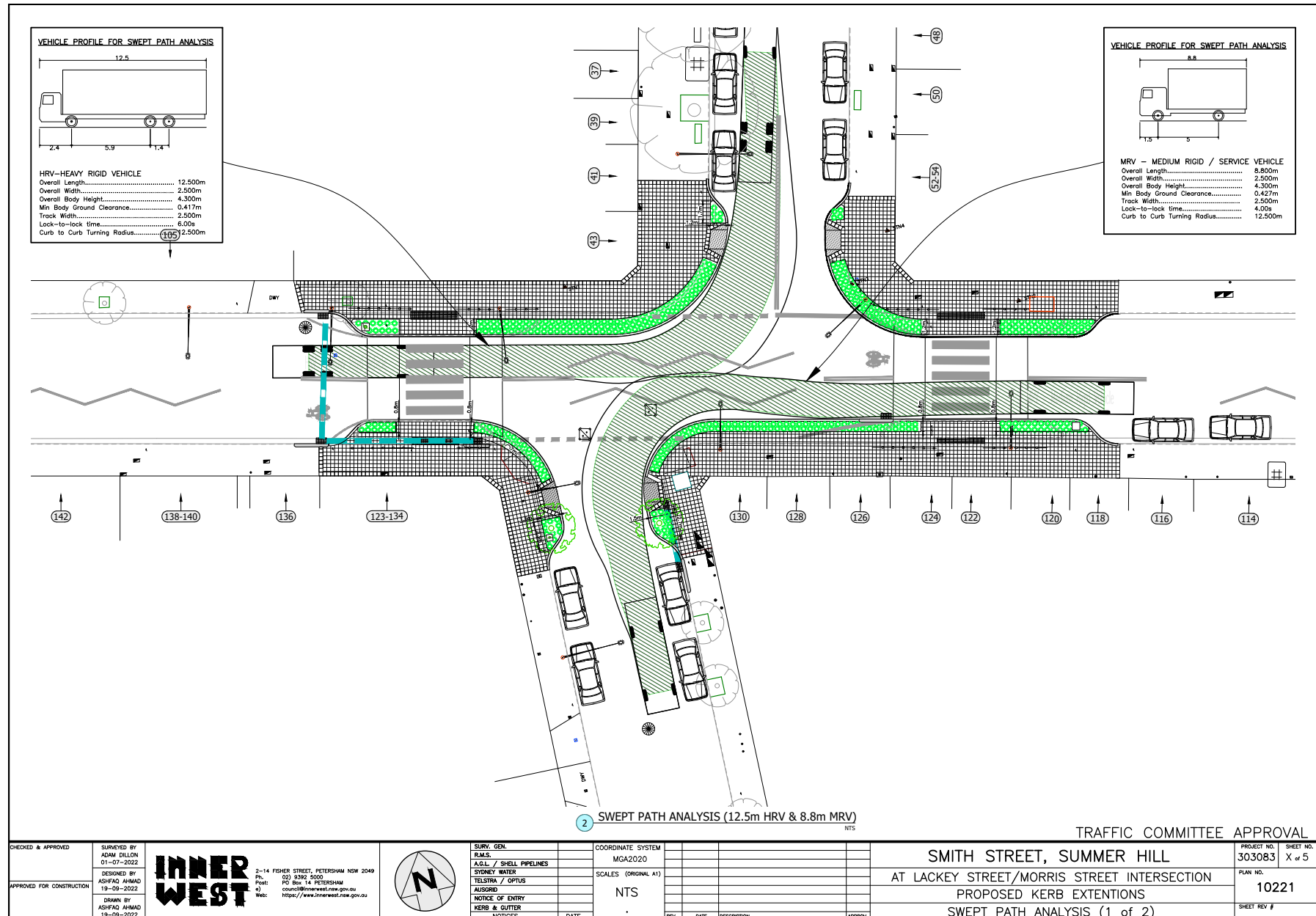
CONCLUSION

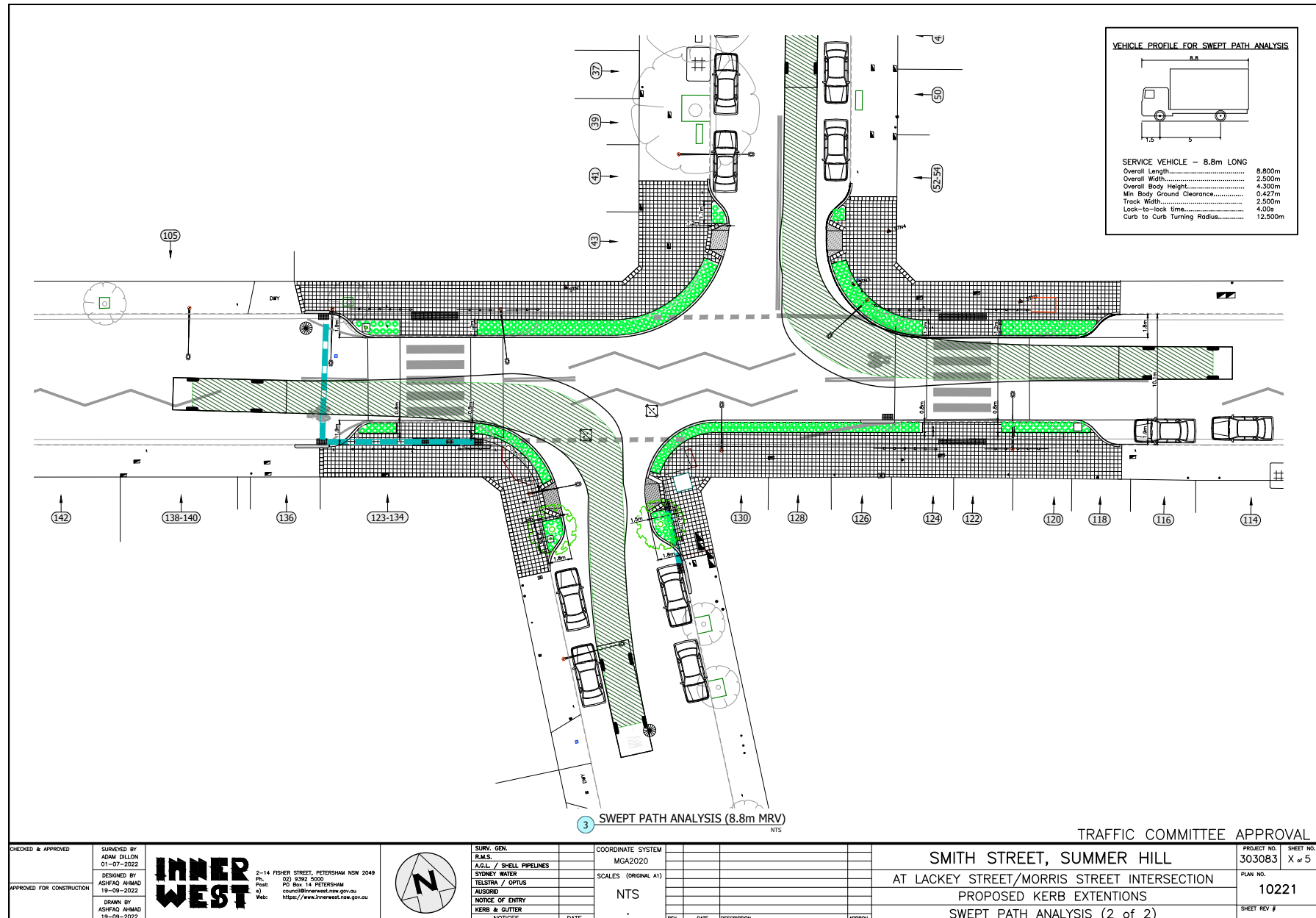
It is recommended that the widened decorative paved footpaths incorporating landscape garden beds (with associated/revised signs and markings) at the intersections of Smith Street with Lackey and Morris Street and integrating two (2) existing crossings in Smith Street, Summer Hill be approved as shown per plan 10221-Attachment 1.

ATTACHMENTS

1. [Proposed plan of footway widening at intersection\(s\) of Smith Street with Lackey Street and Morris Street, Summer Hill.](#)
2. [Service vehicle/bus swept paths at Smith Street intersection\(s\) with Lackey Street and Morris Street.- 2 plans](#)







Item No: LTC1122(1) Item 3

Subject: WARDELL ROAD/RIVERSIDE CRESCENT, DULWICH HILL- NO LEFT TURN RESTRICTION (DJARRAWUNANG-ASHFIELD WARD/SUMMER HILL ELECTORATE/INNER WEST PAC)

Prepared By: Jason Scoufis - Traffic and Parking Planner

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

A number of recommendations are proposed in the area bounded by Wardell Road, Ewart Street and Garnet Street, Dulwich Hill. These recommendations include replacing the 'No Left Turn' restriction with a 'No Left Turn Vehicles Over 6 metres' restriction at Wardell Road/Riverside Crescent.

It also includes the introduction of a 'No Left Turn 7:00-9:30am Mon-Fri, Bicycles Excepted' sign in Riverside Crescent at Tennyson Street and other additional measures to reduce speeds in the local area.

RECOMMENDATION

That:

1. The existing 'No Left Turn' restriction be replaced with a 'No Left Turn Vehicles Over 6 metres' restriction at Wardell Road/Riverside Crescent subject to approval by TfNSW;
 2. A 'No Left Turn 7:00-9:30am Mon-Fri, Bicycles Excepted' sign be installed in Riverside Crescent at Tennyson Street to restrict westbound movements subject to approval by TfNSW;
 3. 20 metres of 'No Parking 7:00am-9:30am Mon-Fri' be installed on the western side of Wardell Road south of Ewart Street along the frontages of 281-285 Wardell Road;
 4. The statutory 10 metres of 'No Stopping' be installed on the southern side of Ewart Street immediately east of Riverside Crescent;
 5. The BB lines in Riverside Crescent at Wardell Road be adjusted by relocating 1 metre northeast for a length of 10 metres;
 6. A concept design for traffic calming in the form of kerb extensions at the Tennyson Street/Riverside Crescent and Riverside Crescent/Balfour Street intersections be prepared for consideration by Traffic Committee;
 7. A concept design for an upgraded pedestrian refuge in Riverside Crescent at Ewart Street be prepared for consideration by Traffic Committee; and
 8. TfNSW be requested to consider a 30 km/h speed limit trial in Ness Avenue, Balfour Street, Tennyson Street and Riverside Crescent between Wardell Road and Ewart Street.
-

BACKGROUND

At the July 2021 Traffic Committee, the following was recommended when considering a report in relation to the 'No Left Turn sign' in Wardell Road at Riverside Crescent which was installed in early 2021 as part of the Greenway Project.

1. The 'No Left Turn' sign in Wardell Road facing northeast bound motorists at Riverside Crescent be replaced with a 'No Left Turn Vehicles over 6 metres' sign subject to TfNSW approval of a TMP.
2. The BB lines in Riverside Crescent at Wardell Road be adjusted by relocating 1m northeast for a length of 10 metres.
3. A concept design for traffic calming in the form of kerb extensions at the Tennyson Street/Riverside Crescent be prepared for consideration by Traffic Committee.
4. A 30 km/h speed limit in Ness Avenue along the on-road Greenway route be supported for a 12-month trial period subject to approval of the trial by TfNSW.

Council subsequently endorsed the recommendation with the following amendment:

5. Notes the proposal will be consulted with the community.

The 'No Left Turn' sign was introduced in early 2021 to reduce traffic in local streets whilst supporting cycling for the on-road sections of the Greenway. It was installed as part of the approved on- road works for the Greenway which included community consultation.

The current proposal to modify the sign from a 'No Left Turn' to a 'No Left Turn Vehicles over 6 metres' resulted from issues shared with Council post installation of the sign regarding the traffic restriction's impact on traffic congestion, travel times, unsafe traffic movements through the petrol station and vehicles continuing to make the left turn.

Following the July 2021 Traffic Committee and subsequent Council resolution, consultation was undertaken in August/September 2021 regarding the proposal to replace the the 'No Left Turn' sign in Wardell Road facing northeast bound motorists at Riverside Crescent with a 'No Left Turn Vehicles over 6 metres' sign.

A total of 257 letters were mailed out, inviting the community to provide comments online, by post or by phone. Council's Have Your Say website had a total of 107 submissions with only 30% supporting the proposal. A further 20 submissions were received via email or phone with only 40% of these supporting the proposal. Additionally, a petition was received with 94 signatures opposing the proposed changes to the sign.

Given the lack of support for the proposal, no immediate action was taken to modify the sign .

During the consultation, the main objections to the proposal included the fact that the sign was installed following support during Greenway associated consultation with residents of Riverside Crescent, Tennyson Street, Balfour Street and Ness Avenue. Other concerns raised related to the negative impact on road safety and amenity the proposal would have, given it would increase traffic in the local road network and favor vehicle movements as opposed to cyclists and pedestrians.

It should be noted that TfNSW adjusted the traffic signal timings at the Wardell Road/Ewart Street signals to provide additional time for northeast bound traffic in Wardell Road on approach to Ewart Street in mid-2021. Whilst the traffic signal adjustments have improved traffic flow there are still considerable issues. These include traffic congestion and increased travel times, unsafe traffic movements through the petrol station and vehicles that continue to make the left turn in conflict with the sign.

In regard to traffic congestion and travel time delays, extensive queuing continues to occur heading northeast in the weekday AM peak in Wardell Road on approach to the Ewart Street traffic signals, with queueing often extending past the Permanent Avenue/Riverview Road/Wardell Road roundabout a length of some 700 metres.

This traffic queueing would be reduced if motorists were able to turn left into Riverside Crescent as per previous traffic conditions pre-early 2021, as less vehicles would then need to travel through the Ewart Street/Wardell Road traffic signals, thereby reducing intersection delays for all motorists approaching Dulwich Hill from the south, including bus services. Similarly, those motorists wishing to head west currently need to travel through the traffic signals at Ewart Street/Wardell Road increasing their travel time and also other motorists' travel times as these vehicles add to traffic congestion. If they were able to turn left at Riverside Crescent, they would not need to queue to make a left turn at Ewart Street.

In regard to safety issues associated with the existing situation, a significant number of motorists continue to use the petrol station to make the left turn from Wardell Road into Riverside Crescent to avoid illegally turning left against the 'No Left Turn' sign. This results in dangerous conditions between motorists and pedestrians associated with the petrol station business and those vehicles travelling through to avoid illegally turning left from Wardell Road into Riverside Crescent in conflict with the sign. Similarly, safety issues occur as a result of motorists making the illegal left turn from Wardell Road into Riverside Crescent and other motorists making other turning movements and pedestrians not expecting these maneuvers.

Given the lack of community support for the previous proposal to replace the 'No Left Turn' sign with 'No Left Turn Vehicles over 6 metres' sign which would have resulted in the reintroduction of full permeability of vehicular movements back into the local road network, three alternate options were developed for further consideration and consultation.

Traffic data was also collected in November 2021 and is provided in **Attachment 1**. The traffic data included intersection counts and speed and volume counts.

The results of the Average Daily Traffic Volume (ADT) and 85th percentile speed counts are detailed below.

Location	ADT	85 th ile Speed
Ness Avenue between Garnet Street and Tennyson Street	912 veh/day	45 km/h
Garnet Street between Ness Avenue and Tennent Parade	N/A	32 km/h
Tennyson Street between Ness Avenue and Riverside Crescent	636 veh/day	49 km/h
Balfour Street between Ness Avenue and Riverside Crescent	391 veh/day	42 km/h
Riverside Crescent between Wardell Road and Tennyson Street	1,384 veh/day	31 km/h

Riverside Crescent between Tennyson Street and Balfour Street	1,041 veh/day	37 km/h
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In regard to traffic volumes all road sections have acceptable existing traffic volumes for a local residential street. The speed results also indicate that all road sections have acceptable speeds in relation to the speed limit of 50 km/h, however it is recommended that the speed limit be reduced to further reduce the speed profile in the area, in particular Tennyson Street.

Revised Options for further consideration

Details of the three options for further assessment are detailed below and a plan of each Option detailed in **Attachment 2**.

Option 1 - In association with replacing the existing 'No Left Turn' restriction with a 'No Left Turn Vehicles Over 6 metres' restriction at Wardell Road/Riverside Crescent, install:

- a 'No Left Turn 7:00-9:30am Mon-Fri, Bicycles Excepted' sign in Riverside Crescent at Tennyson Street to restrict westbound movements.
- 20 metres of 'No Parking 7:00am-9:30am Mon-Fri; on the western side of Wardell Road along the frontages of 281-285 Wardell Road.

Option 2 - In association with replacing the existing 'No Left Turn' restriction with a 'No Left Turn Vehicles Over 6 metres' at Wardell Road/Riverside Crescent, install:

- a 'No Left Turn 7:00-9:30am Mon-Fri, Bicycles Excepted' sign in Riverside Crescent at Tennyson Street to restrict westbound movements
- a 'No Left Turn 7:00-9:30am Mon-Fri, Bicycles Excepted' sign in Riverside Crescent at Balfour Street to restrict westbound movements
- 20 metres of 'No Parking 7:00am-9:30am Mon-Fri' on the western side of Wardell Road along the frontages of 281-285 Wardell Road.

Option 3 - In association with retaining the existing 'No Left Turn' restriction at Wardell Road/Riverside Crescent, install:

- 20 metres of 'No Parking 7:00am-9:30am Mon-Fri' on the western side of Wardell Road along the frontages of 281-285 Wardell Road
- 'No Entry Bicycles Excepted' sign facing northbound traffic in Riverside Crescent and associated kerb blisters in front of No. 92 Riverside Crescent (immediately north of the driveway to mechanics)

FINANCIAL IMPLICATIONS

The costs to implement the recommendations will be funded from Council's operational and Traffic Facilities Budget.

PUBLIC CONSULTATION

Council undertook community consultation through Council's Have Your Say website in July/August 2022 on the three proposed options that aim to reduce the issues associated with the restriction, whilst maintaining suitable conditions for the local roads, in particular the on-street Greenway in Ness Avenue.

A total of 380 letters were mailed out, inviting the community to provide comments online, by post or by phone. Council's Have Your Say website had a total of 120 submissions.

	Your Say Support	Your Say Support rate
Option 1	63	53%
Option 2	35	29%
Option 3	31	26%

A further 7 submissions were received via email or phone with 5 of these supporting Option 1, 2 supporting Option 2 and 1 supporting Option 3. Additionally, a petition was received with 84 signatures in support of Option 3. Many of those signatures on the petition also provided feedback through Your Say.

A summary of comments is detailed below.

Community Comment	Officer's Response
If motorists are currently ignoring the 'No Left Turn' sign into Riverside Crescent it is unlikely that they will comply with 'No Left turn' signs into Tennyson Street and/or Balfour Street as proposed in Option 1 and Option 2.	The travel time delay resulting from the existing 'No Left Turn' restriction is significant in comparison to the proposed AM peak 'No Left Turn' at either Tennyson Street or Balfour Street as it requires motorists to negotiate the heavily congested Ewart Street/Wardell Road signalised intersection and in many cases also a longer travel path, hence higher compliance is expected.
Would like to be able to turn left unrestricted from Wardell Road into Riverside Crescent and from Riverside Crescent to Tennyson Street at all times. It is becoming increasingly difficult to travel around the inner west due to road restrictions such as this.	During the consultation in 2021 there was a lack of support for modifying 'No Left Turn' to a No Left Turn vehicles over 6 metres' in isolation hence it is not being proposed.
Remove the proposed 'No Parking' on Wardell Road as it will impact local residents' ability to park in front of their properties.	The proposed 'No Parking' in AM weekday peak will allow additional storage capacity for vehicles making a left turn into Ewart street and reduce traffic delays. The minimum hours of 7:00am-9:30am are proposed to minimise inconvenience to local residents. It will allow residents to park on-street overnight, however, they will need to leave by 7:00am on weekdays. Furthermore, business owners/shoppers will be able to park in these spaces during general business hours.

Option 1 will divert all traffic to Balfour Street.	Whilst noting that Option 1 will result in additional traffic in Balfour Street in the weekday AM peak, it does not form part of Council's Bike Route, thereby limiting conflict with cyclists. Furthermore, the volume of traffic in Balfour Street under Option 1 is estimated to be within the environmental capacity of a local road and motorists will also have the option of making the left turn at Ewart Street.
The concrete island in Riverside Crescent results in unsafe left turns and needs to be modified as part of the proposals.	Linemarking is to be modified as part of the recommendation to allow sufficient width for left turning vehicles. The concrete island does not need to be removed as larger vehicles will be banned from making this turn. Furthermore, the island slows vehicles down making the left turn.
Concern raised regarding visibility when turning left from Riverside Crescent into Ewart Street.	Noted and agreed. Recommendation to include 10 metres of 'No Stopping' on Ewart Street east of Riverside Crescent to provide adequate sight lines as inspections have revealed illegal parking within statutory 'No Stopping'.
Options 1 and Option 2 prioritise the need of motorists over cyclists, residents and pedestrians.	The proposals aim to form a balance between all competing demands. Tennyson Avenue and Ness Avenue have already been traffic calmed to provide safe conditions for cyclists and pedestrians by reducing vehicular speeds. Further recommendations in the form of reduced speed limits and additional traffic calming will further reduce speeds.
Concern raised that the installation of kerb blisters as proposed in Option 3 will reduce parking.	Noted however the kerb blisters are required as part of this proposal to physically narrow the road carriageway to encourage one way traffic.
Why are trucks banned from making the left turn from Wardell Road into Riverside Crescent?	Trucks are banned to reduce the risk of cyclists needing to share the road space with trucks.
Support or Option 3. Existing 'No Left Turn' is vital for buffering the Greenway from motorists attempting to cut through residential streets rather than sticking to main arteries. Option 3 makes resident streets safer for cyclists and pedestrians.	<p>The volume of traffic that will use local roads under Option 1 and Option 2 will generally increase however will be within the environmental capacity of a road.</p> <p>Furthermore the vehicles that will be redistributed will generally be making a series of left turns thereby they will not be in conflict with opposing direction traffic flow minimising conflict with other movements.</p>
Does not support Option 1 and Option 2 as they will result in a continuation of non-compliance with vehicles continuing to turn left into Tennyson Street and Balfour Street. Traffic data unreliable due to COVID.	Note that COVID has impacted on reliability of data, however under Option 1 vehicles will be permitted to turn left at Balfour Street or Ewart Street and under Option 2 will be able to make the left turn at Ewart Street. It is expected that this will result in higher compliance than current traffic conditions due to the difference in travel times

	associated with these Options as opposed to the current situation whereby vehicles heading west are delayed due to traffic signal delays.
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Assessment of Options

In order to assess the estimated impact of the 3 options on traffic volumes, the existing proportion of traffic which turns left from Riverside Crescent into the 3 traffic available routes is estimated as follows based on the traffic data.

Street	AM Left Turn from Riverside Crescent	PM Left Turn from Riverside Crescent
Tennyson Street	25%	40%
Balfour Street	15%	20%
Ewart Street	60%	40%

Based on the above information and traffic assumption that 60% to 70% of existing traffic making a left turn at the signals will redirect to Riverside Crescent to make this turn during peak weekday conditions under Option 1 and Option 2 the estimated turning traffic volumes under the 3 options in both the AM and PM weekday are detailed below.

AM weekday peak hour estimated traffic

	Existing Weekday AM Peak	Option 1 estimate	Option 2 estimate	Option 3 estimate
Left Turn from Wardell Road into Ewart Street	125	38	50	198
Left Turn from Wardell Road into Riverside Crescent using the service station	15	0	0	0
Left Turn from Wardell Road into Riverside Crescent	58	161	148	0
Left Turn from Riverside Crescent into Tennyson Street	24	0	0	5
Left Turn Riverside Crescent into Balfour Street	10	69	0	5
Left Turn from Riverside Crescent into Ewell Street	54	107	163	20

PM weekday peak hour estimated traffic

	Existing Weekday PM Peak	Option 1 Estimate	Option 2 estimate	Option 3 estimate
Left Turn from Wardell Road into Ewart Street	84	33	33	111
Left Turn from Wardell Road into Riverside Crescent using the service station	6	0	0	0
Left Turn from Wardell Road into Riverside Crescent	21	77	77	0
Left Turn from Riverside Crescent into Tennyson Street	21	41	41	5
Left Turn Riverside Crescent into Balfour Street	10	20	20	5
Left Turn from Riverside Crescent into Ewart Street	18	38	38	10

Option 1 and Option 2 will result in a redistribution of northeast bound traffic from Wardell Road into Riverside Crescent. A proportion of the traffic that currently turns left from Wardell Road into Ewart Street will now make the left turn from Wardell Road into Riverside Crescent. It is estimated that the following redistribution of traffic will occur under each of these options in comparison to the existing traffic volumes.

AM weekday peak hour estimated changes to existing traffic volumes

	Option 1 estimate	Option 2 estimate	Option 3 estimate
Left Turn from Wardell Road into Ewart Street	(-87)	(-75)	+73
Left Turn from Wardell Road into Riverside Crescent using the service station	(-15)	(-15)	(-15)
Left Turn from Wardell Road into Riverside Crescent	+103	+90	(-58)
Left Turn from Riverside Crescent into Tennyson Street	(-24)	(-24)	(-19)
Left Turn Riverside Crescent into Balfour Street	+59	(-10)	(-5)

Left Turn from Riverside Crescent into Ewell Street	+53	+109	(-34)
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PM weekday peak hour estimated changes to existing traffic volumes

	Option 1 estimate	Option 2 estimate	Option 3 estimate
Left Turn from Wardell Road into Ewart Street	(-51)	(-51)	+27
Left Turn from Wardell Road into Riverside Crescent using the service station	(-6)	(-6)	(-6)
Left Turn from Wardell Road into Riverside Crescent	+56	+56	(-21)
Left Turn from Riverside Crescent into Tennyson Street	+20	+20	(-16)
Left Turn Riverside Crescent into Balfour Street	+10	+10	(-5)
Left Turn from Riverside Crescent into Ewell Street	+20	+20	(-8)

The RMS guide To Traffic Generating development provides information in relation to the Environmental Capacity of residential streets. The midblock weekday AM and PM peak hour traffic volumes estimated for each of the options is detailed below.

Midblock Existing and Estimated Traffic Volumes

	Exist. AM	Option 1 AM	Option 2 AM	Option 3 AM	Exist. PM	Option 1 PM	Option 2 PM	Option 3 PM
Riverside Crescent	142	245	232	84	116	172	172	95
Tennyson Street	47	23	23	28	68	88	88	52
Balfour Street	36	95	26	31	34	44	44	29
Ness Avenue	81	116	47	57	83	113	113	62

The table indicates that all roads have peak hour volumes within the maximum environmental capacity of a local road which is 300 veh/h.

CONCLUSION

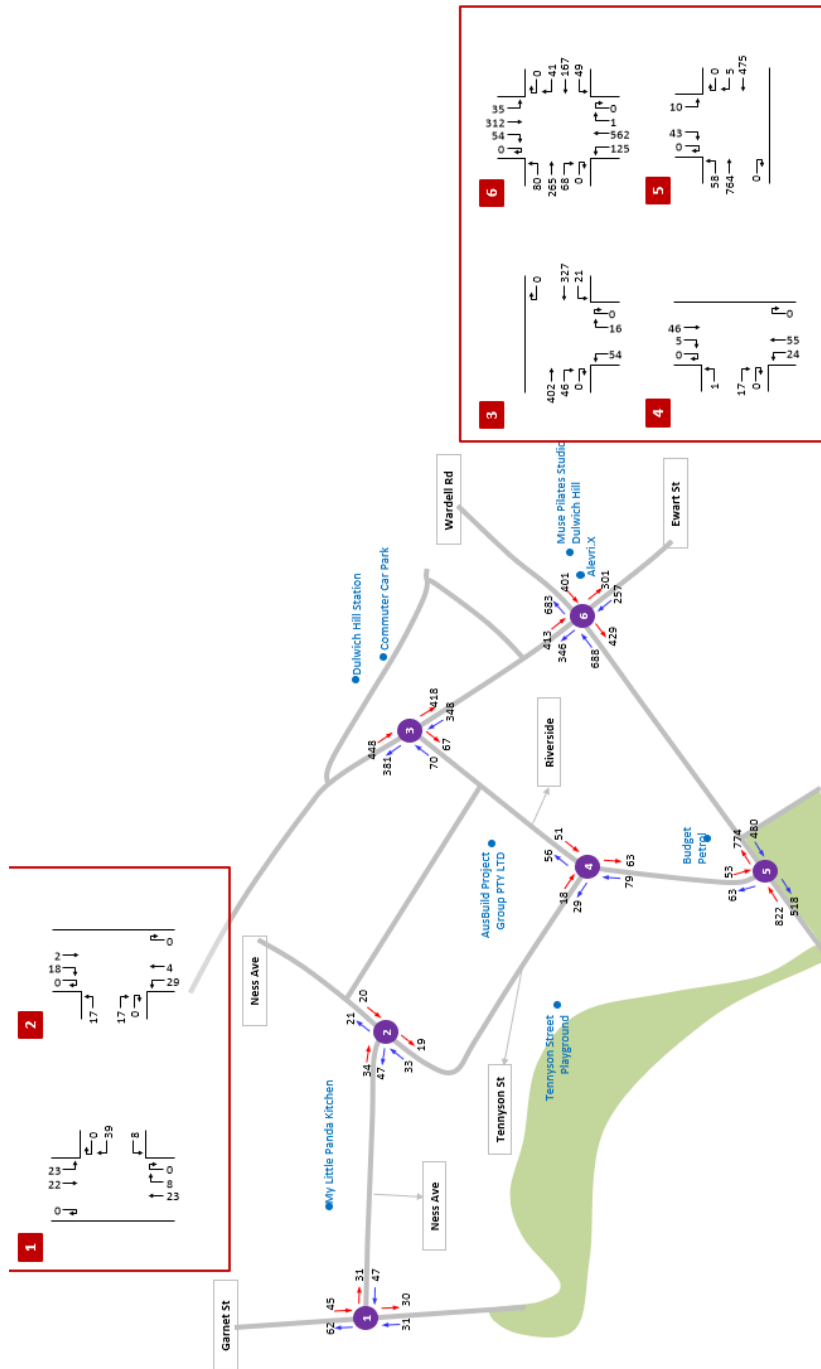
It is recommended that Option 1 whilst redistributing traffic onto the local road network be supported as it allows permeability into the local area, however it has an internal traffic ban during AM weekday peak hours to partially constrain traffic along Tennyson Street and Ness Avenue as opposed to having no internal peak hour ban which would result in full permeability on the local road network. Option 1 will also eliminate the existing safety issues that occur with illegal left turning vehicles from Wardell Road whereby other vehicles or pedestrians may not be expecting these maneuverers and similarly conflict within the service station. The additional measures recommended including kerb extensions and speed limit reduction will further reduce speeds. Option 1 also had the highest support rate through Yoursay.

Option 2 is not recommended as it does not allow traffic to either use Balfour Street and Tennyson Street to make the left turn during weekday AM peak times and would force all traffic to travel the full length of Riverside Crescent up to Ewart Street thereby requiring one intersection to cater for all left turning movements.

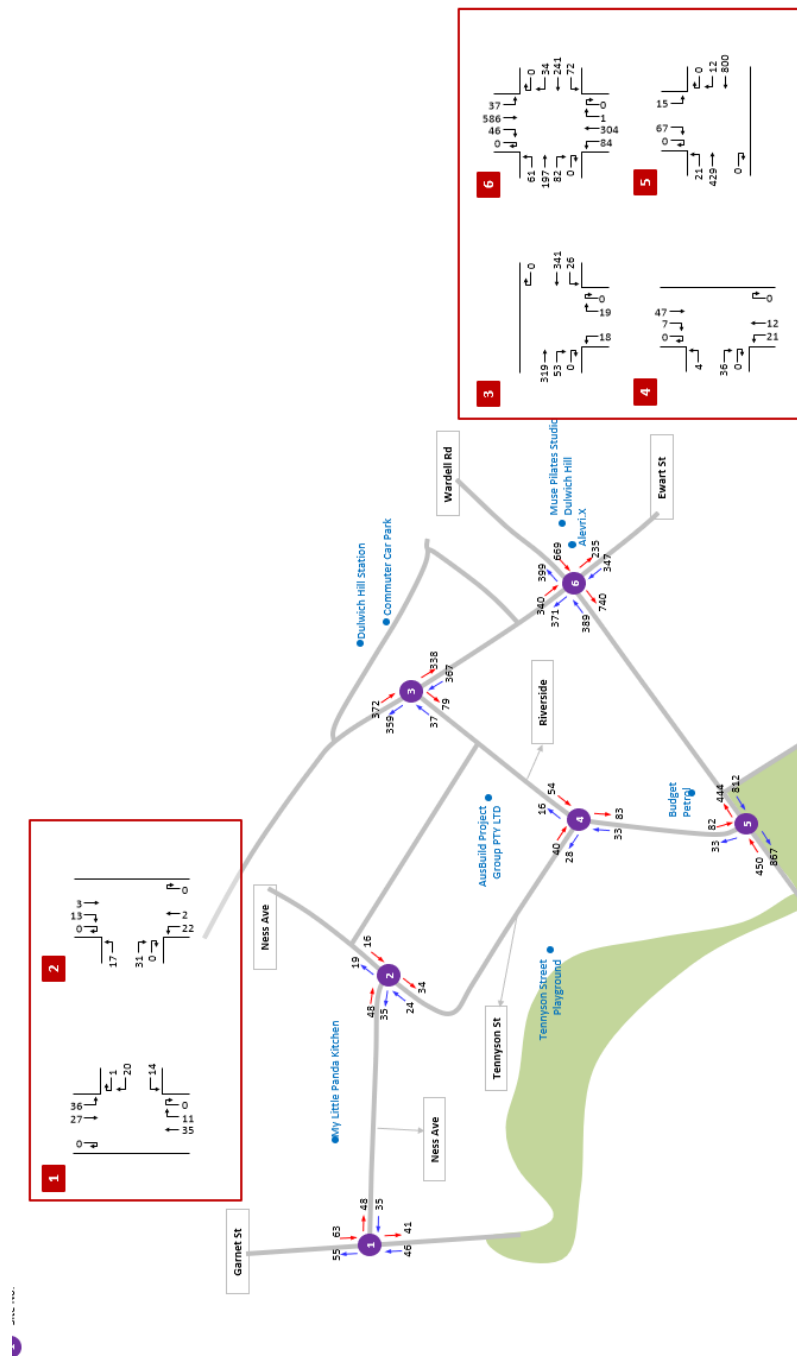
In regard to Option 3, whilst noting that this option reduces traffic volumes in the local road network, the proposal is not supported as it will redistribute further traffic into the Wardell Road/Ewart Street intersection further increasing journey times and congestion including existing bus services. There is also likely to be a significant number of vehicles that continue to turn left at either Riverside Crescent or through the petrol station and travel through the one-way section in the opposite direction. Similarly, motorists will be doing u-turns in Riverside Crescent when confronted with a 'No Entry' sign. This will create conflict and unsafe traffic conditions.

ATTACHMENTS

1. [↓](#) Intersection Counts
2. [↓](#) Options



WEEKDAY AM PEAK HOUR INTERSECTION COUNTS



WEEKDAY PM PEAK HOUR INTERSECTION COUNTS



INSTALL NEW
**'NO LEFT TURN 7.00AM - 9.30AM
MONDAY – FRIDAY BICYCLES EXCEPTED'**
SIGN AT THE RIVERSIDE CRESCENT /
TENNYSON STREET INTERSECTION

REPLACE EXISTING 'NO LEFT TURN' WITH
'NO LEFT TURN VEHICLES OVER 6 METRES'
AT WARDELL ROAD / RIVERSIDE CRESCENT
INTERSECTION



OPTION 1



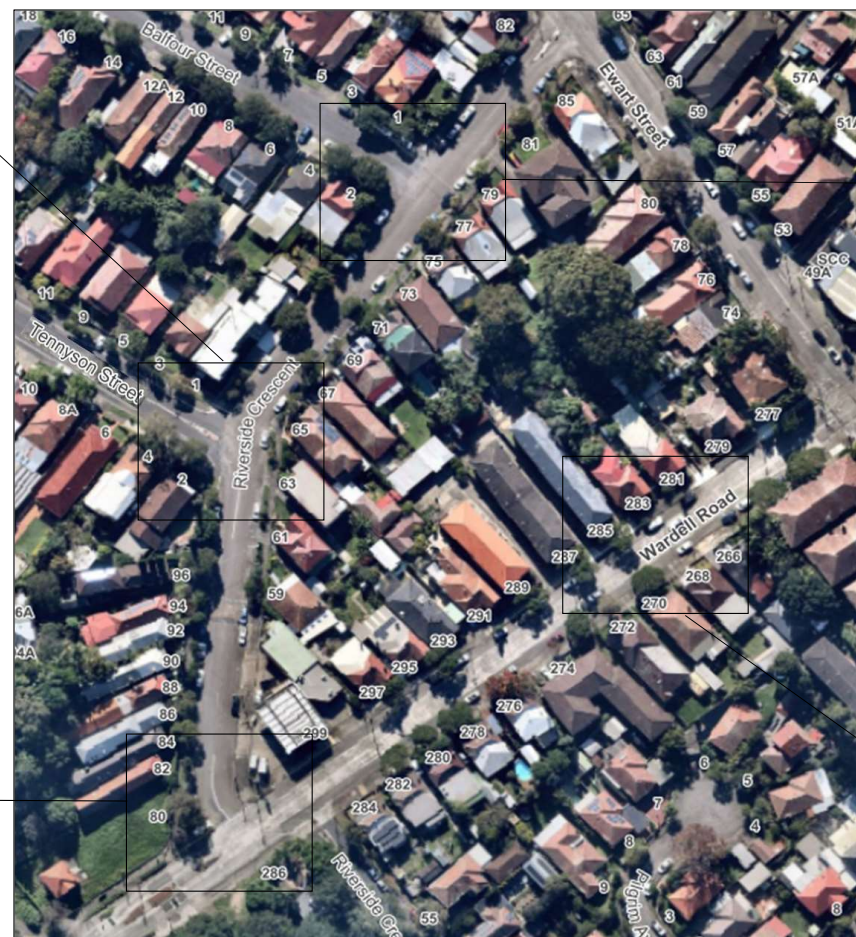
INSTALL 20 METRES OF
'NO PARKING 7.00AM - 9.30AM MONDAY - FRIDAY'
RESTRICTION OUTSIDE 281-285 WARDELL ROAD

OPTION 2



INSTALL NEW
**'NO LEFT TURN 7.00AM - 9.30AM
MONDAY – FRIDAY BICYCLES EXCEPTED'**
SIGN AT THE RIVERSIDE CRESCENT /
TENNYSON STREET INTERSECTION

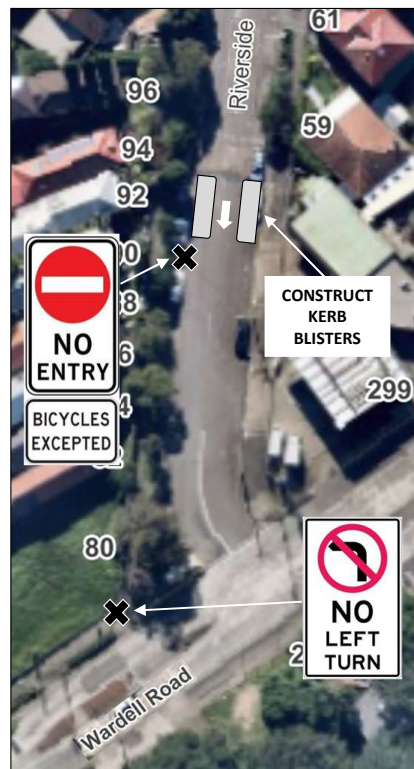
REPLACE EXISTING 'NO LEFT TURN' WITH
'NO LEFT TURN VEHICLES OVER 6 METRES'
AT WARDELL ROAD / RIVERSIDE CRESCENT
INTERSECTION



INSTALL NEW
**'NO LEFT TURN 7.00AM - 9.30AM
MONDAY – FRIDAY BICYCLES EXCEPTED'**
SIGN AT THE RIVERSIDE CRESCENT /
BALFOUR STREET INTERSECTION

INSTALL 20 METRES OF
'NO PARKING 7.00AM - 9.30AM MONDAY - FRIDAY'
RESTRICTION OUTSIDE 281-285 WARDELL ROAD





RETAIN EXISTING 'NO LEFT TURN' AT
WARDELL ROAD / RIVERSIDE CRESCENT
INTERSECTION AND;

INSTALL NEW
'NO ENTRY BICYCLES EXCEPTED'
SIGN IN RIVERSIDE CRESCENT AND ASSOCIATED
KERB BLISTERS IN FRONT OF 92 RIVERSIDE CRESCENT



Item No: LTC1122(1) Item 4

Subject: NEW CANTERBURY ROAD AT BALANAMING LANE, PETERSHAM - 'NO LEFT TURN VEHICLES OVER 6M LONG' RESTRICTIONS (DAMUM - STANMORE WARD / NEWTOWN ELECTORATE / INNER WEST PAC)

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

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

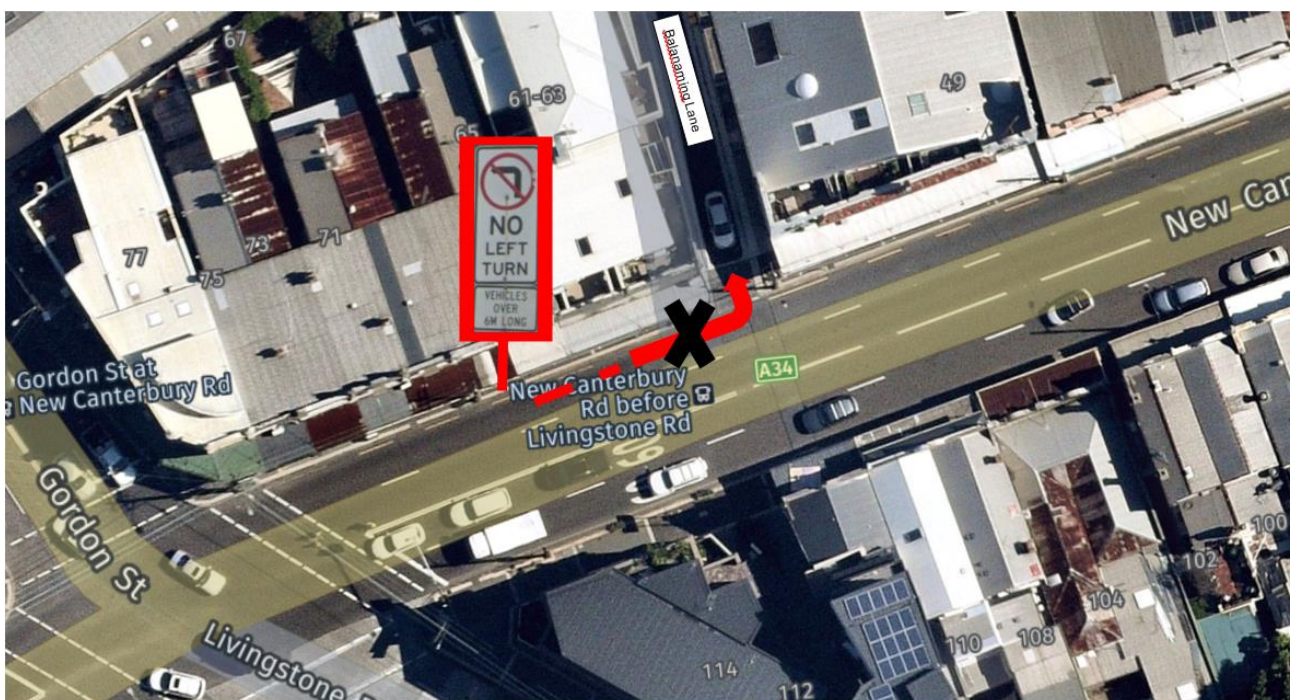
Following safety concerns raised by residents regarding trucks turning left at New Canterbury Road into Balanaming Lane, a left turn ban for vehicles greater than 6 metres is proposed. Trucks making a left turn from New Canterbury Road into Balanaming Lane are constrained by the width of the laneway and the adjacent buildings. This has resulted in damage to the awning on the southwest corner on numerous occasions

RECOMMENDATION

That the installation of 'No Left Turn Vehicles Over 6m Long' restrictions on New Canterbury Road at Balanaming Lane, Petersham be supported subject to a Traffic Management Plan (TMP) being considered and approved by TfNSW in order to deter trucks turning into the laneway and damaging the adjoining properties.

BACKGROUND

Trucks making the left-hand turn from New Canterbury Road into Balanaming Lane are constrained by the width of the laneway and the awning/building. The awning has been damaged on numerous occasions as a result of truck strikes. A Traffic Management Plan (TMP) has been prepared to detail the impact of banning left turning vehicles greater than 6 metres and will be submitted to TfNSW for their approval and implementation. Please refer to the diagram below.



FINANCIAL IMPLICATIONS

Nil.

OFFICERS COMMENTS

Balanaming Lane is 100 metres in length from Sadlier Street to New Canterbury Road, Petersham. It is a 6m wide (wall-to-wall) 'Service Lane' which allows two-way traffic and has a stop sign located at the northern end of the laneway. Parking along the laneway is completely restricted and is sign posted as a 'No Parking' corridor. At its south end it joins with New Canterbury Road, a State Road.

The surrounding land uses have changed in the recent past and now there are many medium residential housing units which has brought additional vehicles into the laneway. Average daily traffic volumes are around 240 vehicles per day with around 5 percent being trucks. Balanaming Lane is a local road and hence a TMP is required for the proposed vehicle movement ban.



The following images are a series of photos looking north along Balanaming Lane from New Canterbury Road and looking south along Balanaming Lane from Sadlier Street, Petersham:





PUBLIC CONSULTATION

Community engagement commenced on 4 November 2022 and closed on 18 November 2022. 31 notification letters were hand delivered to the owners and occupiers within the immediate surrounding area and an email was sent to the owner of 61-63 New Canterbury Road. No responses have been received to date.

CONCLUSION

In order to deter trucks from turning into Balanaming Lane from New Canterbury Road, Petersham and causing damage to the adjoining properties, it is recommended that the installation of 'No Left Turn Vehicles Over 6m Long' restrictions be installed in New Canterbury Road at Balanaming Lane, Petersham be supported.

ATTACHMENTS

Nil.

Item No: LTC1122(1) Item 5

Subject: DULWICH HILL STATION PRECINCT PUBLIC DOMAIN IMPROVEMENTS
AMENDMENT – AMENDMENT TO BUS ZONE OPERATIONAL TIMES –
(MIDJUBURI – MARRICKVILLE WARD / SUMMER HILL ELECTORATE /
INNER WEST PAC)

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

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

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. 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 southwest 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. The Bus Stop (for school buses) in front of the new entrance to the Metro Station on Wardell Road now will have its operational hours amended to accommodate timed parking for the general public outside bus operational times. This will provide much needed parking opportunities for the public in the locality. In addition, the now redundant 'No Parking 4-6pm Mon-Fri' restrictions between No.248 and No.252 Wardell Road, Dulwich Hill is proposed to be removed.

RECOMMENDATION

That:

1. The operation of the Bus Zone on Wardell Road outside the new Metro Station be amended as follows – 'Bus Zone AM Peak 0.7.30 – 08.30 and PM Peak 3.00 – 4.00'. and '1P 8.30AM to 3PM Mon-Fri and 800AM – 12PM Sat'; and
2. The redundant 'No Parking 4-6pm Mon-Fri' restrictions on Wardell Road, between No.248 and No.252 Wardell Road, Dulwich Hill be removed and replaced with '1P 8AM – 6PM Mon-Fri and 8AM -12PM Sat'.

BACKGROUND

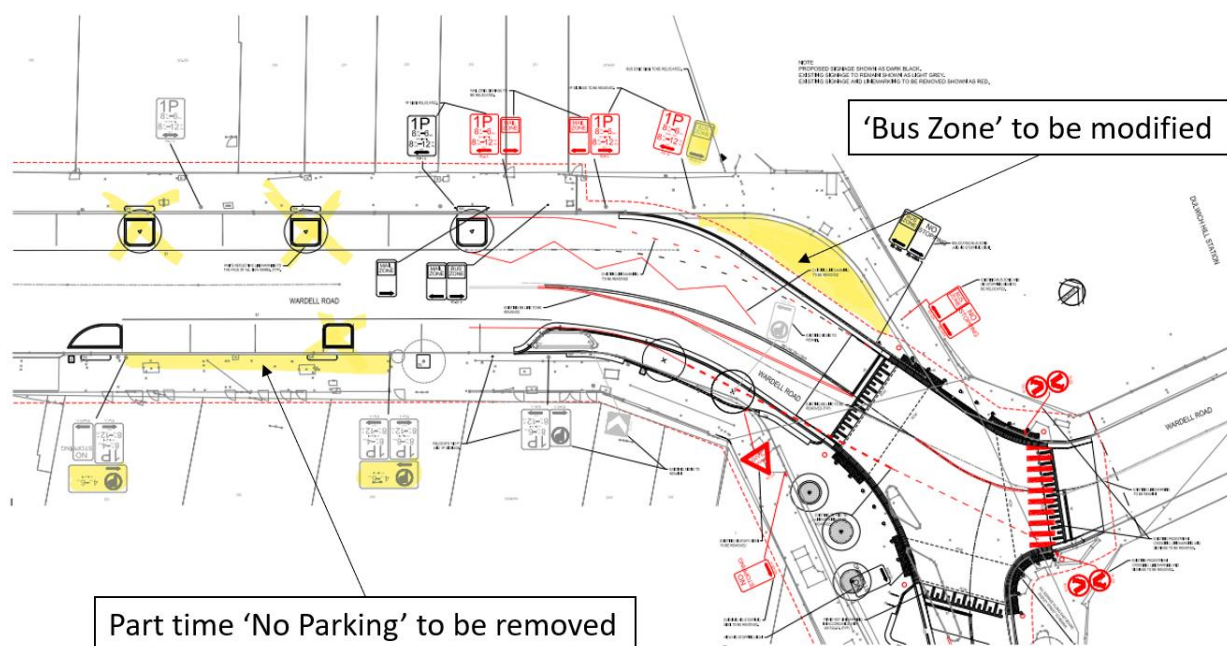
Businesses within the Dulwich Hill Station Precinct have expressed concerns that the lack of on-street parking in and around the Dulwich Hill Station Precinct has become challenging. At present there is a full time Bus Zone, used for school buses, in front of the new entrance to the Metro Station on Wardell Road and Council is proposing to change the Bus Zone sign to reflect the times of day when it is used by school buses, thus freeing the space up for timed parking for the general public outside of these times.

Council Officers have consulted with a representative from Transit Systems to amend the operational times of the subject bus zone to the effective hours of bus operations. Outside

these times Council Officers aim to provide on-street parking opportunities. Hours the bus stop is required are - AM Peak 0.7.30 – 08.30 and PM Peak 3.00 – 4.00.

It is noted that that the Light Rail shutdown hours and use of this bus zone during this period can be managed when required.

In addition, the new kerb blister on Wardell Road outside No.252 removes the need for the present 'No Parking 4-6pm Mon-Fri' restrictions between No.248 and No.252 Wardell Road, Dulwich Hill on approach to the traffic signals. It is therefore proposed to remove these restrictions and extend the existing timed 1P parking until 6pm.



FINANCIAL IMPLICATIONS

The costs of installation of the signage as recommended can be funded within Council's signs and line marking budget.

ATTACHMENTS

Nil.

Item No: LTC1122(1) Item 6
Subject: UNNAMED LINK ROAD, LILYFIELD (BETWEEN MARY STREET AND MALIYAWUL STREET) - PROPOSED SHARED PEDESTRIAN AND BIKE PATH & ONE-WAY TRAFFIC (BALUDARRI-BALMAIN WARD/BALMAIN ELECTORATE/LEICHHARDT PAC)

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

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

Council is planning to improve pedestrian and cyclist safety in the unnamed Link Road, Lilyfield (between Mary Street, Frazer Street and Maliyawul Street) by constructing kerb and gutter to narrow the road and widen the footpath to form a shared pedestrian and bike path.

RECOMMENDATION

That the attached detailed design plan (Design Plan No.10216) for the proposed shared pedestrian and bike path, road narrowing, one-way southbound conversion and associated works at Unnamed Link Road, Lilyfield (between Mary Street, Frazer Street and Maliyawul Street) be approved.

BACKGROUND & OTHER STAFF COMMENTS

The detailed design plan shown in **Attachment 1** outlines the proposed upgrade works on Unnamed Link Road, Lilyfield and includes the following treatments:

- Construction of new kerb and gutter on the western side of the Unnamed Link Road;
- Reconstruction of existing concrete footpath;
- Construction of new landscaped area (with low height plants);
- Construction of three (3) new asphalt speed cushions;
- Constructing of new landscaped kerb blister ;
- Provide four (4) new indented parallel parking spaces;
- Road narrowing and one-way southbound conversion;
- Installing new pavement line marking; and
- Installing and relocating signage associated with the works.

It is proposed to remove 10 existing angle parking spaces and provision of four (4) new parallel parking spaces. Therefore, the proposed works will result in the net loss of six (6) regulated on-street parking spaces.

The proposed upgrade will improve safety for pedestrians and cyclists by reducing the road width and widening the shared pedestrian and bike path.

Noting that the proposed location of the Unnamed Link Road, Lilyfield is contained with crown land, a Traffic Management Plan will be submitted to Transport for NSW for approval of the one-way conversion prior to implementation.

FINANCIAL IMPLICATIONS

Funding of has been allocated to this project for construction in the 2022/23 Capital Works Program.

PUBLIC CONSULTATION

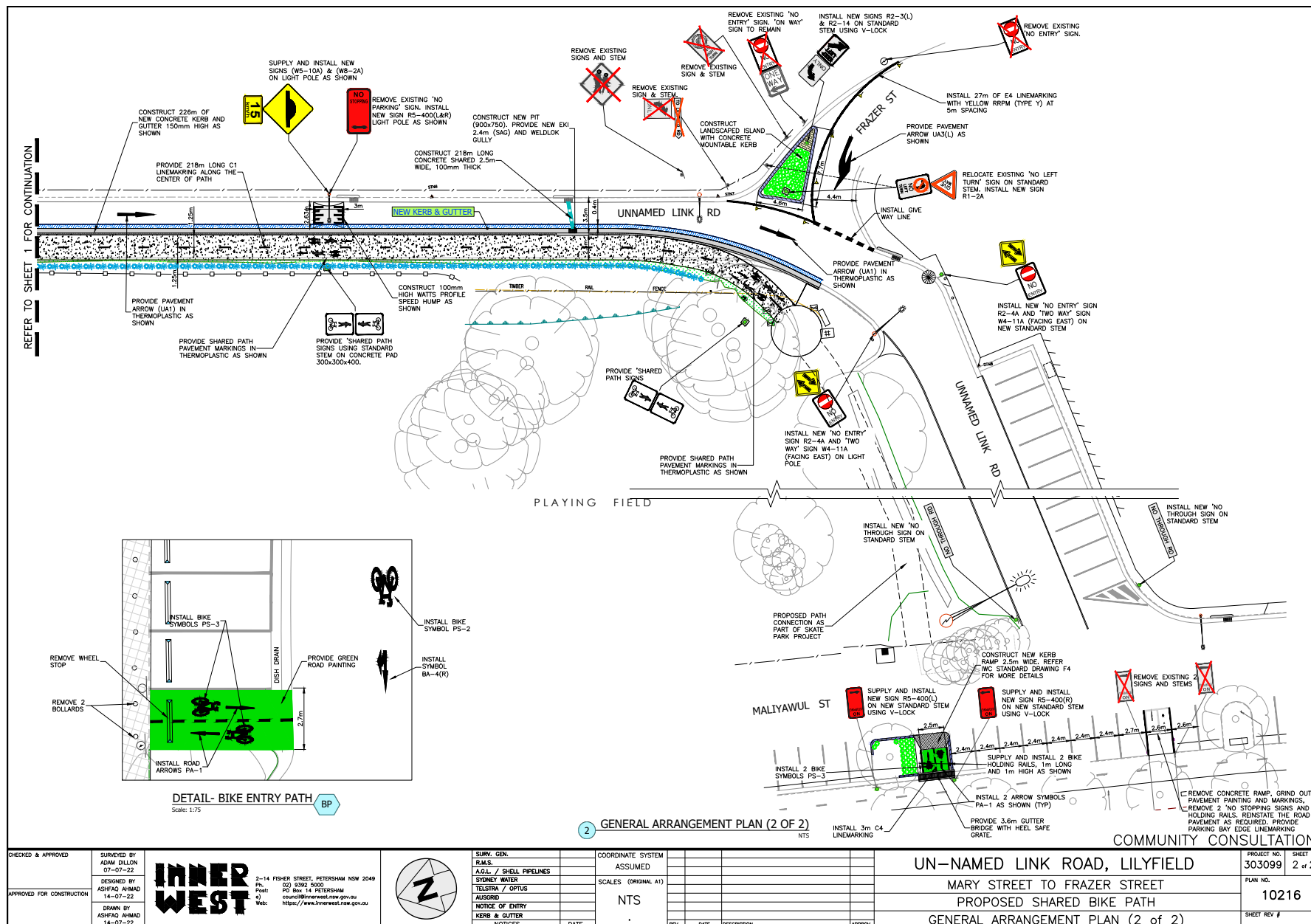
A letter outlining the proposal was mailed out to 29 properties in Frazer Street and Morton Street, Lilyfield.

The last day for comments for this proposal is Thursday, 17 November 2022 and any comments will be tabled at the November 2022 Local Traffic Committee meeting

ATTACHMENTS

1. [↓](#) Unnamed Link Road, Lilyfield - Proposed Shared Pedestrian and Bike Bath





Item No: LTC1122(1) Item 7

Subject: ROZELLE NORTH PRECINCT RESIDENT PARKING SCHEME EXTENSION
(BALUDARRI-BALMAIN WARD/BALMAIN ELECTORATE/LEICHHARDT
PAC)

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

Authorised By: Manod Wickramasinghe - Traffic and Transport Manager

SUMMARY

Council at its meeting on 12 April 2022 adopted the Rozelle North Precinct Parking study. As part of the study, both short and long term strategies were developed including the expansion of the existing Resident Parking Scheme (RPS) to residential streets within the Rozelle North Precinct (R1 or B1 Zone) and to introduce eight (8) time restricted parking in Robert Street to provide a higher visitor turnover to support local businesses. This report provides details of the proposed parking changes.

RECOMMENDATION

That:

1. The proposed '2P 8am-6pm Mon-Fri Permit Holders Excepted area R1' be installed on sections of Evans Street, Clare Street, George Street, Goodsir Street, Collins Street, Moore Street, Perrett Street, Murdoch Street, Mansfield Street, Mackenzie Street, Brent Street, Hartley Street, and Mullens Street, as shown in the attached plan;
2. The proposed '2P 8am-6pm Mon-Fri Permit Holders Excepted area B1' be installed on sections of Mullens Street, Stewart Street, Sutton Street, Valley Street, Davidson Street, Creek Street, Wortley Street, Reynolds Street, Reynolds Avenue, Rumsay Street, Smith Street, Beattie Street, Evans Street, Clare Street, Clay Street and George Street, as shown in the attached plan;
3. The existing time limit restrictions and hours of operation of current streets in the B1 zone that have an existing RPS will be retained, however, the restriction be converted to a B1 zone at the next permit renewal period.
4. '2P 6am-4pm Mon-Fri' be installed for eight (8) parking spaces on the south side of Robert Street, east Mullens Street as outlined in the attached plan; and
5. Council's Compliance Manager be informed of the parking changes in Balmain and Rozelle.

BACKGROUND

Council at its meeting on 12 April 2022 adopted the Rozelle North Precinct Parking Study which examined parking utilization in Rozelle and Balmain. The study developed short and long term strategies for managing parking in this area. The highest priority items from the Parking Study for implementation are:

- Resident Parking scheme (RPS) be expanded to include the additional streets in the R1 Zone and B1 Zone as identified in the report with '2P 8am-6pm (Mon-Fri) Permit Holders Excepted Area R1' signposting in those streets not currently signposted with

an RPS in the R1 Zone and '2P 8am-6pm (Mon-Fri) Permit Holders Excepted Area B1' signposting in those streets not currently signposted with an RPS in the B1 Zone.

- Convert 8 unrestricted parking spaces on the southern side of Robert Street immediately east of Mullens Street to '2P 6am-4pm Mon-Fri'

FINANCIAL IMPLICATIONS

The cost to implement the Rozelle North Precinct Parking Strategy will be funded from Council's operational budget.

OTHER STAFF COMMENTS

The enclosed plan presents the proposed Resident Parking Scheme (RPS) expansion for Rozelle and Balmain. During development of the RPS expansion, some street frontages were retained as unrestricted parking to offer small opportunities for those who may not be eligible for parking permits, this includes some Commercial properties and reserves. Any existing mobility parking zones, timed restriction zones, loading zones, bus zones and others will be retained.

Resident will be notified prior to the signage installation to give adequate time to understand the Scheme and apply for permits. Information on parking permit eligibility, how to apply for permits and other information will be distributed to the community. The eligibility of resident parking permits will be in accordance with Council's Policy (former Leichhardt Resident Parking Schemes Policy) and as outlined below:

Number of Off-street parking spaces at Property	Number of Eligible Permit Type	
	Resident Parking Permit	Visitor Parking Permit
0	2	1
1	1	1
2 or more	0	1

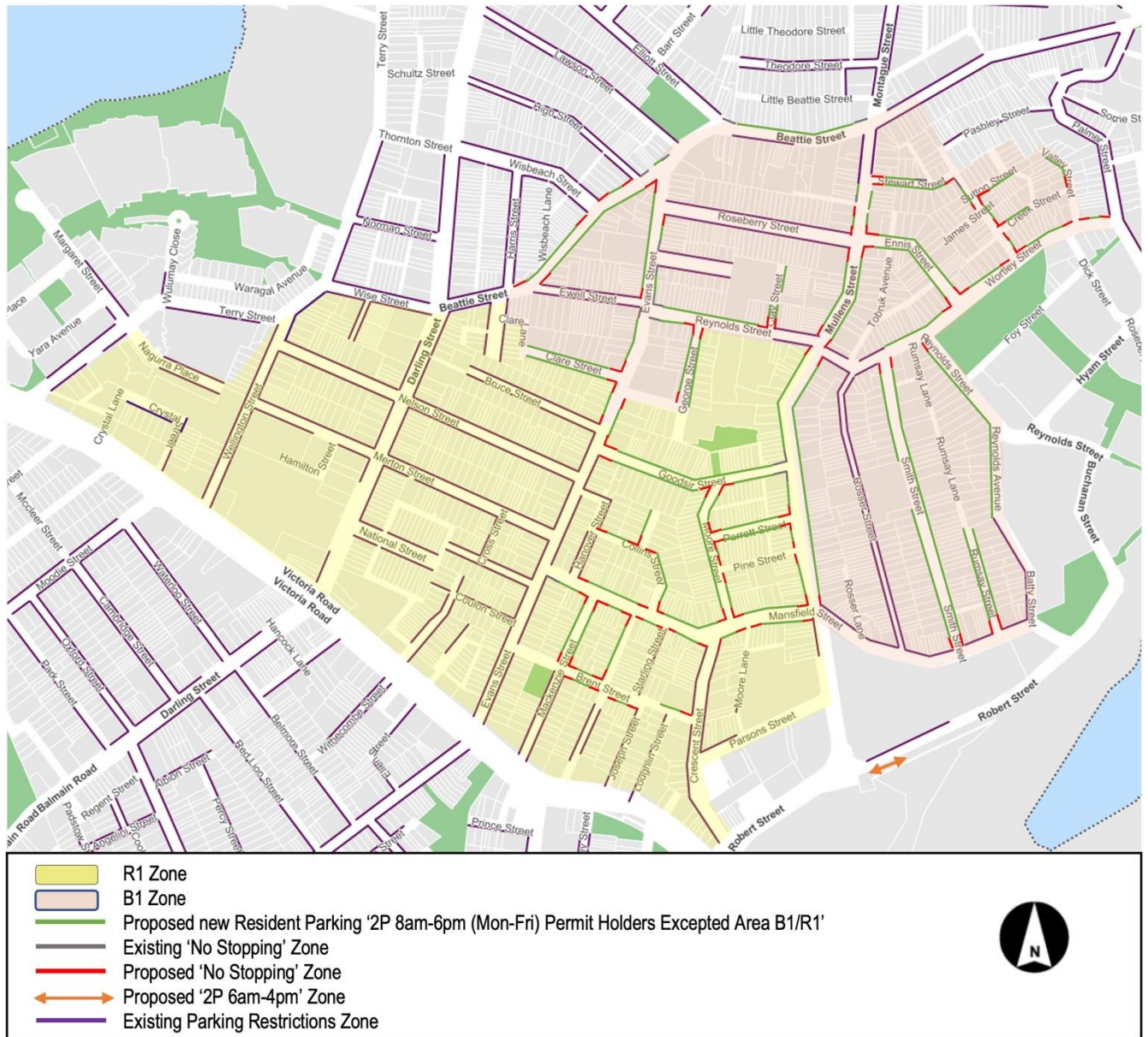
Note:

1. Dual occupancies, multi dwelling housing and residential flat buildings, subdivisions into two or more lots and the strata subdivision of residential flat buildings, approved after January 2001, are **NOT** eligible to participate in Council's Parking Permit Scheme.
2. Multi-dwelling units with visitor parking within the premises will not be issued visitor parking permits.

Any parking permit issuance anomaly that was historical will continue with the existing arrangement for the existing owner and will revert to the above eligibility for any future changes to the property ownership or development.

For new RPS signs 'No Stopping' zones must also be installed at all intersections (as per NSW Road Rules) without parking signage.

It is also proposed that the first eight (8) unrestricted angle parking on the south side of Robert Street, east of Mullens Street be converted to a '2P 6am-4pm Mon-Fri' which is consistent with the existing restrictions on the north side.



PUBLIC CONSULTATION

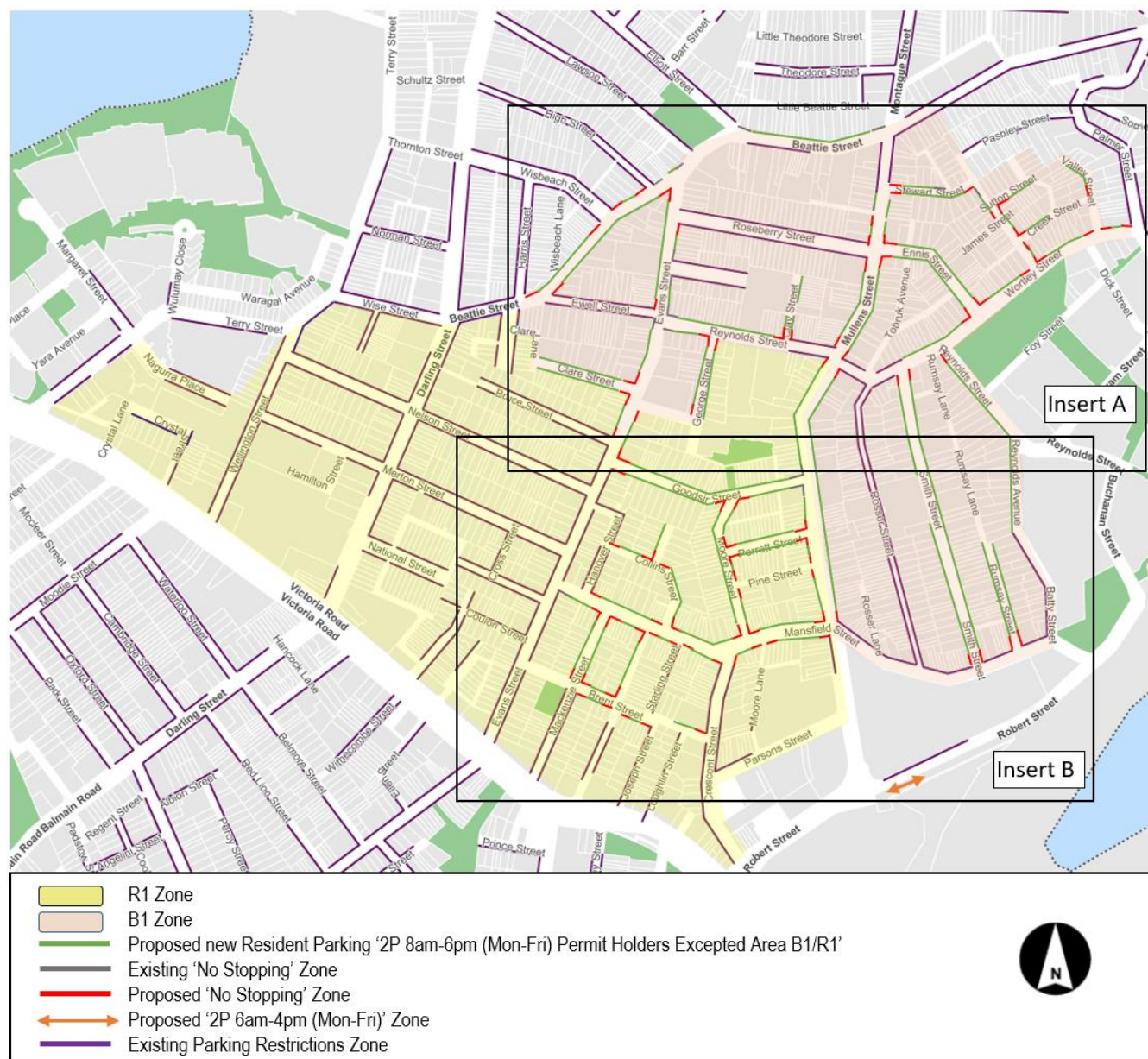
During the Public Exhibition of the Rozelle North Precinct Parking Council posted 3,886 letters to residents, businesses, organisations and institutions in November and December 2020 inviting to participate in an online questionnaire on the study. Members of the public could also request a paper-based copy of the questionnaire.

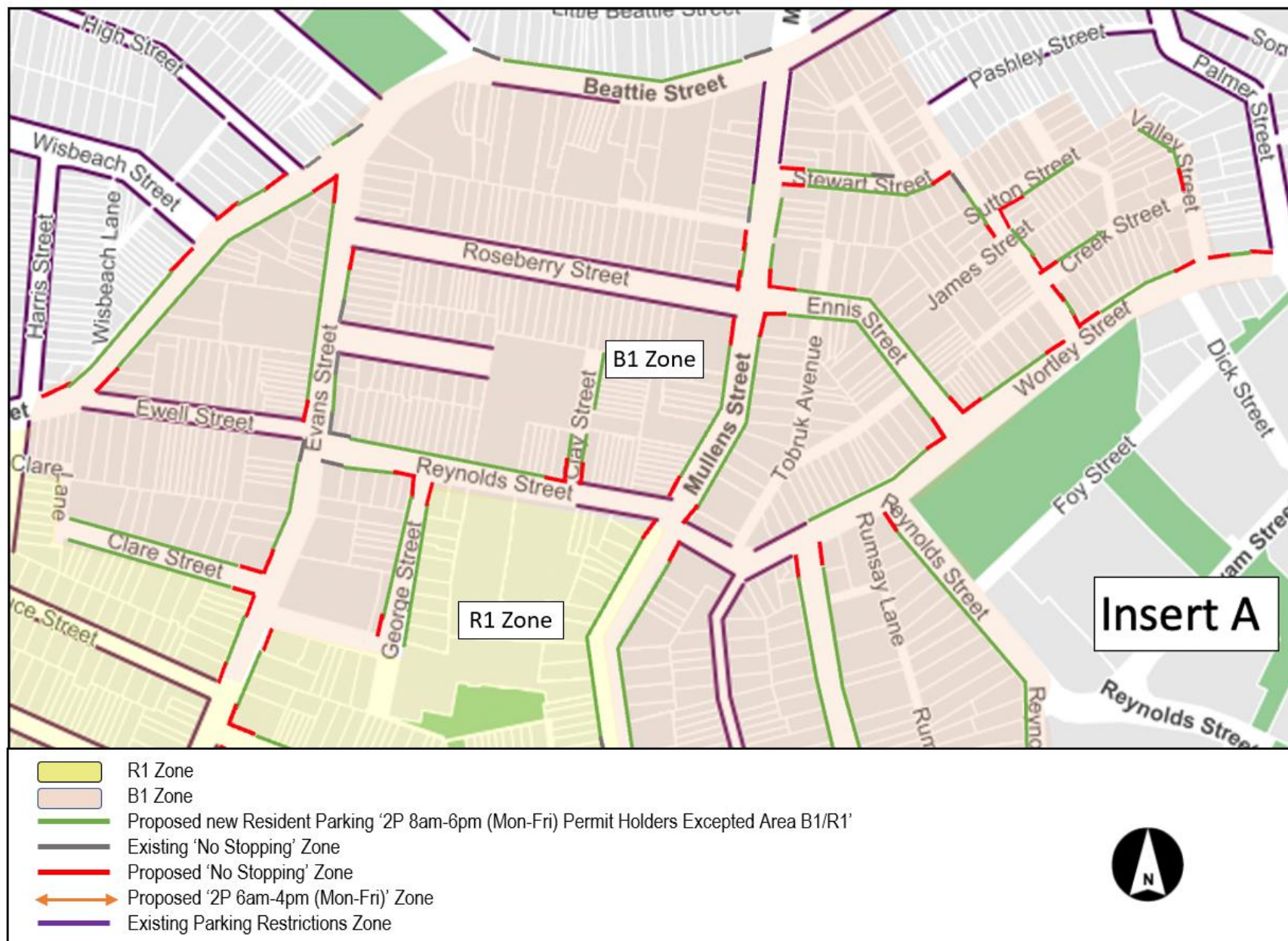
A total of 334 submissions were received, with the main findings as follows:

- Strong support that the Resident Permit Parking Scheme be extended to include the entire Rozelle North Study Area.
- Concerned with parking associated with non-residents including commuter parking, school parking and lack of enforcement of current restrictions.
- Concerned with parking too close to intersections and across driveways and inability for workers to park more than the existing 2 hour restrictions.

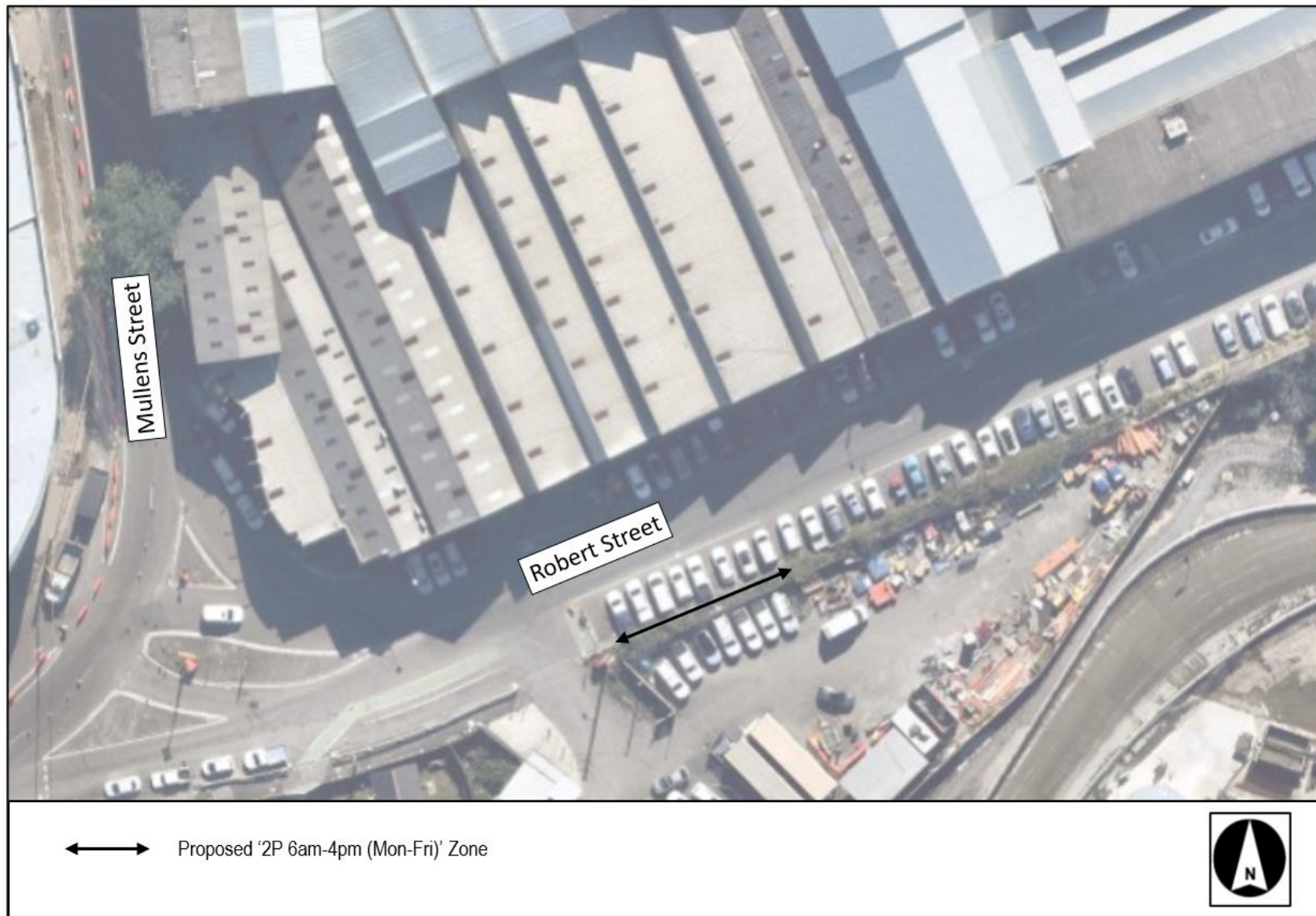
ATTACHMENTS

1. [Rozelle North RPS Signage Plan](#)









Item No: LTC1122(1) Item 8

Subject: **PARK LANE, SYDENHAM - PROPOSED INSTALLATION OF 'NO PARKING' RESTRICTIONS WESTERN SIDE BETWEEN HENRY STREET AND ROWE LANE (MIDJUBURI – MARRICKVILLE WARD / HEFFRON ELECTORATE / INNER WEST PAC)**

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

Authorised By: Manod Wickramasinghe - Traffic and Transport Manager

SUMMARY

Requests have been received from residents of Railway Road, Sydenham for the installation of 'No Parking' restrictions on the western side of Park Lane, to improve vehicular access to their off-street parking space at the rear of their property. On investigation it was found that there are no parking spaces on the western side of the laneway which did not interfere with driveway/off-street access for properties on the eastern side of the laneway. Residents have been notified of the proposal to install 'No Parking' signs on the west side of Park Lane. It is recommended that the proposal be approved.

RECOMMENDATION

That the installation of a full-time 'No Parking' zone on the western side of Park Lane, between Henry Street and Rowe Lane, Sydenham be APPROVED to provide clear vehicular access to the residents' off-street car parking spaces.

BACKGROUND

Council Officers have been advised by residents that vehicles are regularly parked opposite their off-street car parking spaces in Park Lane, which makes it difficult to enter and exit their off-street car parking space. On investigation it was found that there are no parking spaces on the western side of the laneway which did not interfere with driveway/off-street access for properties on the eastern side of the laneway. In order to alleviate this issue Council is proposing to install 'No Parking' restrictions along the western side of Park Lane, Sydenham between Rowe Lane and Henry Street. Please refer to the diagram below.



'No Parking' restrictions prohibit motorists from parking within the specified zone, however, motorists may legally stop for the purposes of loading/unloading passengers and/or goods.

DISCUSSION

Park Lane is approximately 5.3 metres in width and runs east-west between Henry Street and Rowe Lane. Park Lane provides rear access to properties fronting Park Road and Railway Road, therefore, there are driveways located on both sides of the road.



In 2015 Council installed full-time 'No Parking' restrictions on the eastern side of Park Lane, between Henry Street and Rowe Lane, Sydenham in order to provide clear vehicular access to the residents' off-street car parking space,

It is noted that there are an equal amount of garages/driveways located along both sides of Park Lane. A site inspection undertaken by a Council Officer revealed that it was observed that several vehicles were parked in front of garages/off-street parking spaces in addition to any legal parking spaces in Park Lane. However, some of these parking spaces are located opposite driveways and when a vehicle is parked in these spaces it does not leave sufficient space for residents to enter/exit from their garages/off-street parking spaces due to the narrow carriageway.

Further, it should be noted that laneways were generally built to provide service access for commercial properties and access into off-street parking facilities. Prohibiting parking in the laneway will help achieve this goal.

FINANCIAL IMPLICATIONS

The costs of installation of the 'No Parking' restrictions as recommended can be funded within Council's operational signs and line marking budget.

PUBLIC CONSULTATION

A notification letter was hand delivered on 29 September 2022 to owners and occupiers of Park Road and Railway Road between Henry Street and Rowe Lane, Sydenham regarding the proposal to install a full-time 'No Parking' zone on the west side of Park Lane. The closing date for submissions ended on 28 October 2022. 45 letters were distributed.

A total of six (6) responses were received from residents, representing a 7.5% return. Of these submissions, three (3) responses were received in opposition of the proposed 'No Parking' restrictions and three (3) responses were received in support.

Comments from respondent	Council's Officer comments
Resident is concerned by the proposal as it will remove parking at the back of their property and effect their ability to park work related vehicles.	Noted
Resident does not support the proposal due to the fact the 'No Parking' will not allow them to park in front of their off-street parking space in the lane.	It should be noted that laneways were generally built to provide service access for properties and access into off-street parking facilities
The resident queried why remove all parking in Park Lane. Resident is concerned the proposal will result in loss of parking spaces for the residents of Railway Road who are not eligible for residential parking permits. Resident advised that the few limited parking spaces are getting used by commuters and residents are being penalised by loss of parking.	It is noted that the parking of vehicles on the west side of the laneway can restrict access to off-street parking spaces, which may result in more vehicles being parked on the road, if these garages are not utilised. It should be noted that laneways were generally built to provide service access for properties and access into off-street parking facilities

Comments from resident in support of 'No Parking' restrictions

Comments from respondent	Council's Officer comments
Resident supports the proposal for 'No Parking' restrictions on both sides of Park Lane as they frequently experience vehicular access difficulties to their off-street parking space due to vehicles parking directly opposite their driveway and/or adjacent to one another on both sides of the road.	Noted. It should be noted that laneways were generally built to provide service access for properties and access into off-street parking facilities
Resident fully supports 'No Parking' restrictions on both sides of the laneway as they have experienced ongoing issues with parked cars blocking entry and exit to their property for numerous years day and night.	
Resident fully supports 'No Parking' restrictions on both sides of the laneway as they state that "their garage exit is constantly blocked due to vehicles parked where they need to swing out of their garage".	

CONCLUSION

In order to provide clear vehicular access to all residents' off-street car parking space(s), it is recommended that a full-time 'No Parking' zone be installed on the west side of Park Lane, between Henry Street and Rowe Lane, Sydenham.

ATTACHMENTS

Nil.

Item No: LTC1122(1) Item 9

Subject: ROZELLE PUBLIC SCHOOL - ROAD SAFETY IMPROVEMENTS
(BALUDARRI-BALMAIN WARD/BALMAIN ELECTORATE/LEICHHARDT
PAC

Prepared By: Jason Scoufis - Traffic and Parking Planner

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

Council has received representations from The Victoria Road Parents & Residents Safety Working Group who have submitted a report to TfNSW outlining a number of road safety concerns in and around Victoria Road along the frontage of Rozelle Public School. Whilst these concerns relate to issues under the care and control of TfNSW this report is provided as information only.

RECOMMENDATION

That the report be received and noted.

BACKGROUND

Council has received representations from The Victoria Road Parents & Residents Safety Working Group who have submitted a report to TfNSW outlining a number of road safety concerns in and around Victoria Road along the frontage of Rozelle Public School. A copy of the report submitted to TfNSW is attached.

This submission requests TfNSW as a minimum undertake the following improvements:

- Extend the 40 km School Zone along the frontage of Rozelle Public School to include Victoria Road from the Victoria Road / Darling Street intersection to the Victoria Road /Wellington Street intersection.
- Modify the traffic signal phasing at Victoria Road/Darling Street to allow pedestrians to cross Victoria Road without needing to compete with left turning vehicle movements onto Victoria Road.
- Relocate the existing Red Light Speed Safety Camera from the intersection of Victoria Road and Evans Street to the intersection of Victoria Road and Darling Street.
- Install barriers or bollards on the kerb returns at Victoria Road/Darling Street intersection.

Some of these concerns were also highlighted in the Rozelle North LATM that the Local Traffic Committee considered at its meeting held 15th August 2022. As part of the Rozelle North LATM, the Traffic Committee recommended the following in relation to Victoria Road, which has subsequently been endorsed by Council:

- TfNSW be requested to investigate implementing a 40 km/h School Zone along the frontage of Rozelle Public School in Victoria Road.

- TfNSW be requested to investigate adjustment to the traffic signals at the Victoria Road/Wellington Street to reduce traffic delays/queuing in Wellington Street and provide safer conditions for pedestrians crossing Victoria Road.

It should also be noted that at the Council meeting held on 25 October 2022, Council considered a Notice of Motion regarding pedestrian safety on Victoria Road and Darling Street, Rozelle and resolved to write to Transport for NSW to request the following improvements:

- Reiterate the need to investigate implementing a 40km/h School Zone between Wellington Street and Withcombe Street on Victoria Road;
- Investigate changing the light filtering pattern to remove competition between pedestrians and motorists turning left onto Victoria Road;
- Install a Red Light Speed Safety Camera at the intersection of Victoria Road and Darling Street; and
- Investigates where bollards or barriers may be installed on corner kerbs of the intersection to protect pedestrians

FINANCIAL IMPLICATIONS

Nil

PUBLIC CONSULTATION

Nil

ATTACHMENTS

1. [Victoria Road Parents & Residents Safety Working Group Submission to TfNSW](#)

FORMAL SUBMISSION

to

TRANSPORT for NSW

to request

**CHANGES TO ADDRESS ISSUES WHICH PRESENT SIGNIFICANT RISKS TO
PEDESTRIAN SAFETY, WITH PARTICULAR CONCERN FOR SCHOOL CHILDREN**

Submitted by

The Victoria Road Parents & Residents Safety Working Group

1 November 2022

TABLE OF CONTENTS

	<u>Page</u>
Executive Summary	3
Section 1: Background	4
Section 2: Proposed Changes	9
Section 3: Westconnex Considerations	18
Section 4: Community Support	19
Section 5: List of Additional Reference Documents	20
Conclusion	21

Executive Summary

The Rozelle Public School catchment straddles the major commuter and trade corridor that is Victoria Road.

30% of the students enrolled at Rozelle Public School must cross Victoria Road each weekday to attend school.

Additionally, many students of Sydney Secondary College – Balmain Campus commute by bus and are required to cross Victoria Road in order to attend school.

Approximately 600 student crossings per day take place at the intersection of Victoria Road and Darling Street. A further ~200 student crossings take place at the intersection of Victoria Road and Wellington Street. This equates to over 140,000 student crossings per year at these intersections.

This is in addition to the large number of adults, commuters and other pedestrians using these intersections.

In September 2020 a professional audit of the intersection was conducted and a report prepared for Transport for New South Wales. That audit identified:

- two issues classified as Intolerable Risks;
- two issues classified as High Risk; and
- a further nine issues classified as Medium Risk.

Despite this audit report and efforts from the community and local government representatives, no changes have been made to address these significant issues and risks.

A working group of concerned parents and residents has been formed to prepare this submission and to urge Transport for NSW and the NSW State Government to address the safety issues on Victoria Road.

This submission specifically requests, at a minimum, the following improvements:

1. Expand the area of the scheduled Rozelle Public School Speed Safety Zone to incorporate the two intersections of Victoria Road / Darling Street and Victoria Road / Wellington Street.
2. Change the light filtering pattern to remove competition between pedestrians and drivers turning left onto Victoria Road.
3. Relocate the Red Light Speed Safety Camera from the intersection of Victoria Road and Evans Street to the intersection of Victoria Road and Darling Street.
4. Introduce barriers or bollards as appropriate on corner kerbs of the intersection of Victoria Road and Darling Street.

It would be unacceptable for Transport for NSW and the NSW State Government to wait until a tragic incident occurs before taking appropriate and necessary action to address these known risks.

SECTION 1: BACKGROUND

Introduction

For many years parents and residents of the area have been concerned about the safety of pedestrians using the intersections of Victoria Road / Darling Street and Victoria Road / Wellington Street. Of particular concern is the safety of school children crossing the intersections daily as they attend Rozelle Public School (RPS) and Sydney Secondary College – Balmain Campus (SSCBC).

A professional safety audit of the intersection of Victoria Road and Darling Street was carried out on 30 July 2020, and a report was issued to Transport for NSW on 10 September 2020. A copy of that report is included in this submission.

The audit identified many safety issues at the intersection. Two of these were classified as creating Intolerable Risks, the highest risk category possible, and by name inferring that these safety issues cannot be tolerated or ignored. Two safety issues were classified as High Risk, and a further nine safety issues were classified as Medium Risk.

Since that report was prepared, members of the Rozelle community and the school have requested improvements to the Victoria/Darling intersection. The Inner West Council has declared its support for changes that would improve safety of the intersection. The Member of State Parliament has also lobbied repeatedly for changes to improve safety at the intersection.

Despite the audit report and the efforts of the community, no changes have been made to the intersection. This is considered unacceptable by concerned parents and residents, a view that is shared by the RPS administration and P&C committee.

The possible consequences of failing to take action are obvious, and include harm to pedestrians, likely children. That harm may well result in significant disability or a fatality. Given the analysis set out in this submission, failing to take action should not be an option. The Government has been on notice of these issues for some time. Should the possible consequences eventuate, the failure to take action will be exposed.

This submission formally requests changes be made to improve safety for all pedestrians using the intersections, but especially for the children heading to and from school each day. The changes proposed are cost effective measures that are proportionate to the risk. Indeed, they represent the minimum level of action that should be taken to address the issues identified. We urge the implementation of the proposed changes, without delay.

Area of Concern

Figure 1.0 outlines the area of concern. This area incorporates Victoria Road from the Iron Cove Bridge to the intersection with the Anzac Bridge and City West Link corridors. Highlighted in red are the two intersections that are the focus of this submission. Highlighted in blue are Rozelle Public School (590 students) and Sydney Secondary College - Balmain Campus (750 students).

Figure 1.1 Rozelle Area

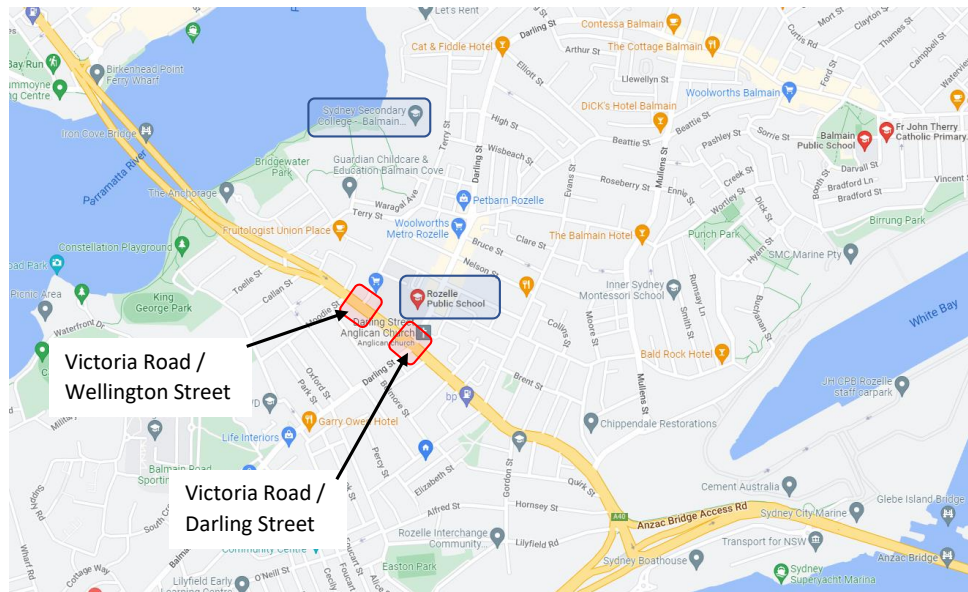


Image source: Google Maps 8/9/2022.

Rozelle Public School Catchment

The RPS catchment straddles Victoria Road as outlined in Figure 1.2. Of the 598 students enrolled at RPS, 181 reside to the southwest of Victoria Road (source: RPS administration, June 2022). Accordingly, 30% of the students enrolled at Rozelle Public School must cross Victoria Road each weekday to attend school.

Figure 1.2 RPS Catchment

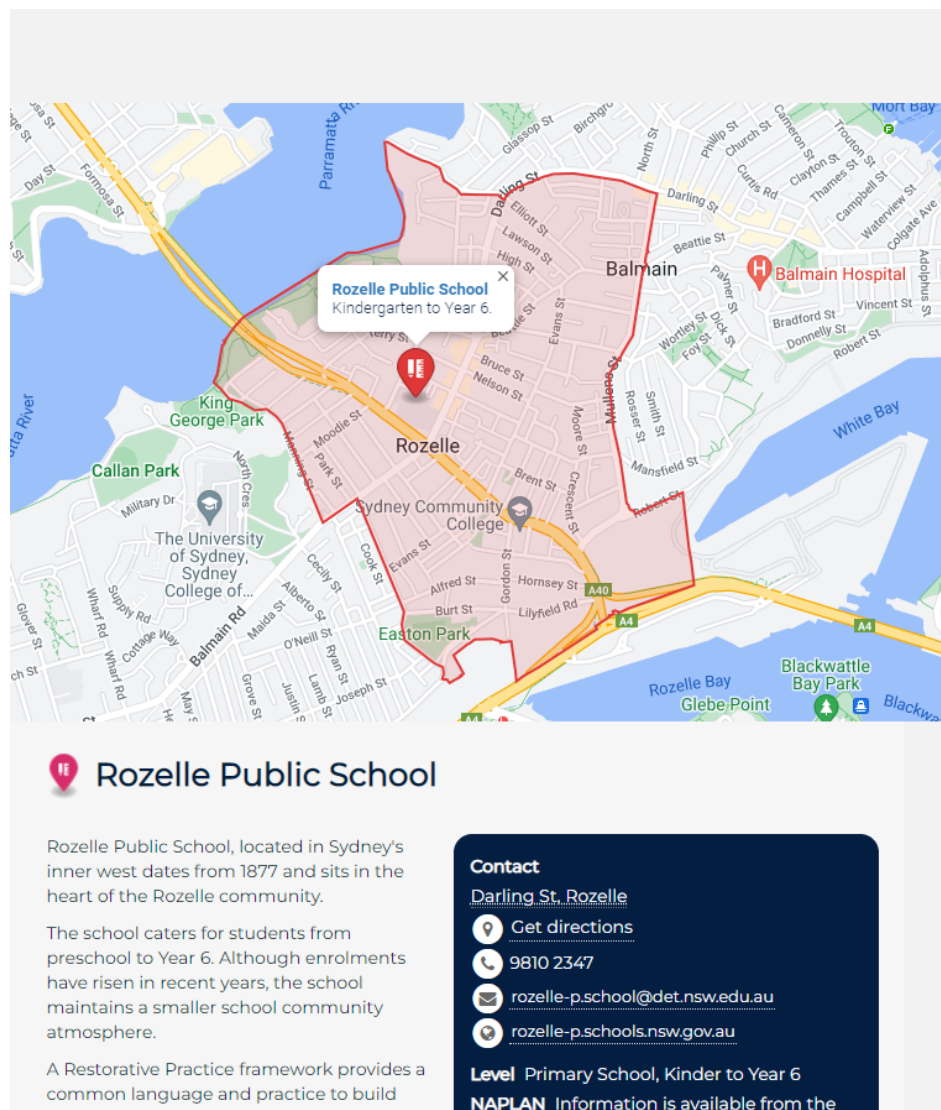


Image source: <https://schoolfinder.education.nsw.gov.au/index#school-info-container>

Options to cross Victoria Road

Figure 1.3 shows the part of the RPS catchment that lies across Victoria Road. The 181 students living in this area have no option but to cross Victoria Road to attend school each day.

The options for these students to cross Victoria Road are indicated with blue arrows. Of these, the intersection at Darling Street is by far the busiest student crossing, followed by the intersection at Wellington Street. The Victoria / Darling intersection also sees the highest volumes of other types of pedestrians.

The option to cross underneath Victoria Road is impractical for most residents of the highlighted area, and the crossings at Evans Street and Gordon Street are less utilised as families prefer to head up to Darling Street rather than walk up the footpath on Victoria Road which is heavily used by cyclists.

Figure 1.3 Victoria Road Crossing Options

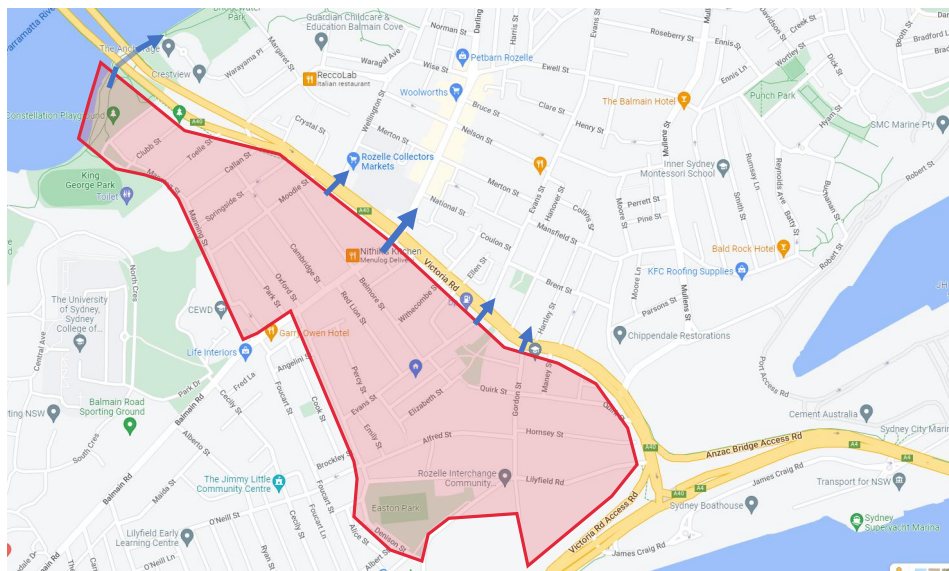


Image source: Google Maps 8/9/2022.

Student Pedestrian Volumes

To verify the volume of student pedestrian crossings, a series of direct observations were made in June and September 2022. These observations were made based on the following procedure:

1. The observer attended the intersection for one hour during peak school commuting periods as identified in Table 1.1 below.
2. The observer wore a hi-vis safety vest.
3. The observer employed crowd counters (hand clickers) to record the number of students who crossed the intersection during the observation hour.
4. Pedestrians were only included in the tally if they met the following criteria:
 - a. They were wearing an RPS or SCCBC uniform; or
 - b. They were clearly of school age (i.e. not pre-school or young adult commuters)
5. Other pedestrians, including parents and siblings of students, were not included in the tally.

Table 1.1 provides the results of these observations. The results of the tally suggest the following volumes:

1. Approximately 550-600 student crossings occur per day at the intersection of Victoria Road / Darling Street, and
2. Approximately 200 additional student crossings occur per day at the intersection of Victoria Road / Wellington Street.

Table 1.1 Observations of Student Pedestrian Crossings

Date	Intersection	Start	Finish	Student Crossings Observed
22 Jun 2022	Victoria / Darling	8:00	9:00	301
22 Jun 2022	Victoria / Darling	14:45	15:45	271
27 Jun 2022	Victoria / Darling	8:00	9:00	299
29 Jun 2022	Victoria / Darling	14:30	15:30	186
29 Jun 2022	Victoria / Wellington	14:30	15:30	108
20 Oct 2022	Victoria / Wellington	15:00	16:00	114

Considering that the average Australian school year consists of 180 school days, the above observations indicate that as many as **144,000 student pedestrian crossings per year** take place at these two intersections.

SECTION 2: PROPOSED IMPROVEMENTS

The following four enhancements to the area are proposed and requested. Each is a cost-effective measure to reduce the identified risk. The following measures represent the minimum changes that should be made, without delay:

1. Expand the area of the scheduled Rozelle Public School Speed Safety Zone to incorporate the intersections. This would increase driver awareness of a proximal school, reduce maximum speeds during peak school hours, and introduce higher deterrents for infractions.
2. Change the light filtering pattern to remove competition between pedestrians and drivers turning left onto Victoria Road. This would address one of the **Intolerable** risks identified in the report.
3. Relocate the Red Light Speed Safety Camera from the intersection of Victoria Road and Evans Street to the intersection of Victoria Road and Darling Street. This would address the second **Intolerable** risk identified in the audit report.
4. Introduce barriers or bollards as appropriate on corner kerbs to ensure large vehicles maintain adequate clearance and to keep pedestrians back from the edge of the roadway.

These enhancements are each outlined in more detail in the following pages.

Proposed Improvement 1: Rozelle Public School Speed Safety Zone

It is proposed that the area of the scheduled Rozelle Public School Speed Safety Zone be expanded to incorporate the two intersections most used by student pedestrians. Without a defined School Speed Safety Zone, drivers on Victoria Road are not being made aware of the hundreds of students per day crossing Victoria Road.

As shown in Figure 2.1, the current School Speed Safety Zone does not provide any measure of safety for students crossing Victoria Road. The current Zone is located primarily on the school frontage along Darling Street, with an additional set of flashing lights on Wellington Street near the rear entrance to the school and the entrance to the Preschool. The location of these flashing lights is such that motorists on Victoria Road are not made aware that a school is nearby, nor that students may (in this case, must) be crossing the road on which they are driving.

Figure 2.1 Current RPS School Speed Safety Zone



Image source: Google Maps 8/9/2022.

The expansion of the RPS School Speed Safety Zone would increase driver awareness of a proximal school, reduce maximum speeds during peak school hours, and introduce higher deterrents for road safety infractions.

The proposed Zone is illustrated in Figure 2.2, and would be signposted as follows:

- Victoria Road eastbound just prior to Wellington Street (this would then incorporate the Victoria Road crossing at Wellington Street).
- Victoria Road westbound at Withecombe Street.
- Darling Street (SW of Victoria Road) at Waterloo Street.
- Other signage as currently exists.

Figure 2.2 Proposed new School Speed Safety Zone:

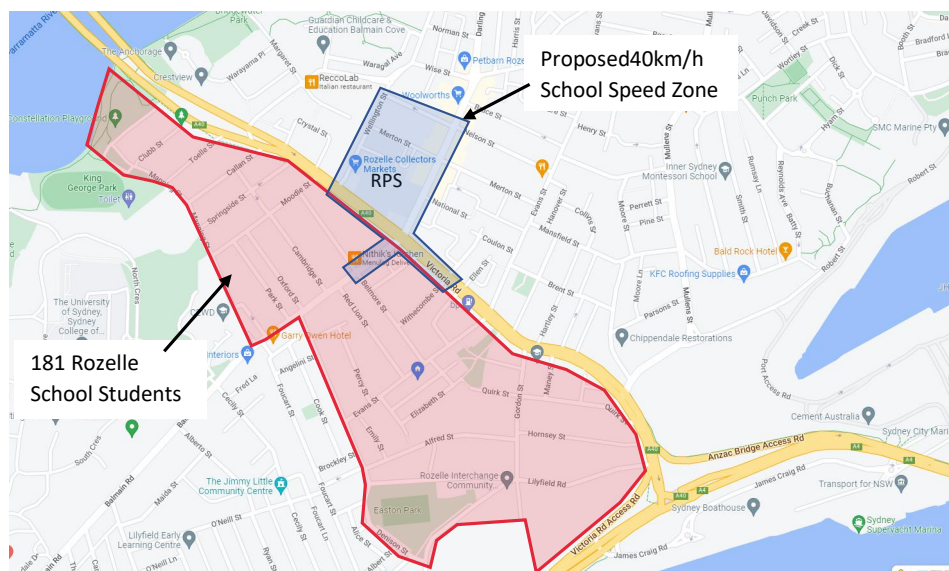


Image source: Google Maps 8/9/2022.

It is noted that School Speed Safety Zones are usually located along the school frontage. However, there are at least two reasons why the requested Zone expansion is justified:

1. As outlined by the Transport for NSW Centre for Road Safety, the purpose of School Speed Safety Zones is centred on child safety, not specifically on school frontage location:

40km/h school zones help protect children on their way to and from schools at the times and places where they are often in high numbers. This lower speed limit reduces the risk and potential severity of a crash. School zone signs, dragon's teeth road markings and flashing lights improve the visibility of school zones.

Source: <https://roadsafety.transport.nsw.gov.au/stayingsafe/schools/flashinglights/index.html>

As noted, there are up to 800 student crossings per school day (144,000 per year) at the intersections of Victoria Road / Darling Street and Victoria Road / Wellington Street. Again, these students have no option but to cross Victoria Road to attend School.

2. There are at least two precedents of School Speed Safety Zones being implemented along busy NSW corridors despite these corridors not being school frontages. These are shown on the following two pages.

The first of these precedents is located at Riverside Girls High School (RGHS) at Huntley's Point. As shown in Figures 2.3 and 2.4, RGHS students are protected by a 40km/h School Speed Safety Zone on Victoria Road. This is despite the school frontage being on Huntley's Point Road, and despite the installation of a pedestrian overpass crossing Victoria Road.

Figure 2.3 Riverside Girls High School

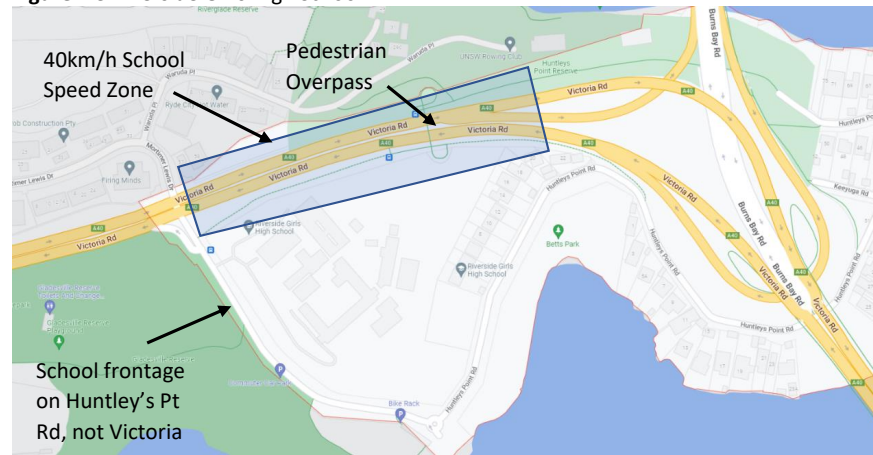


Image source: Google Maps 8/9/2022.

Figure 2.4 Riverside Girls High School

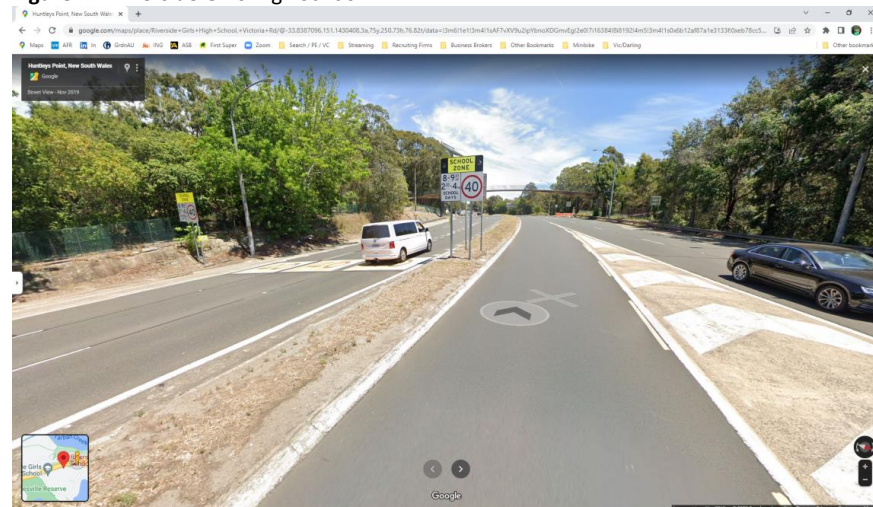


Image source: Google Maps 8/9/2022.

The second precedent is located at Fort Street High School (FSHS) in Petersham. As shown in Figures 2.5 and 2.6, FSHS students are protected by a 40km/h School Speed Safety Zone on Parramatta Road, another extremely busy transport corridor. This is despite the school frontage being on Palace Street, and despite the installation of a pedestrian overpass crossing Parramatta Road.

Figure 2.5 Fort Street High School

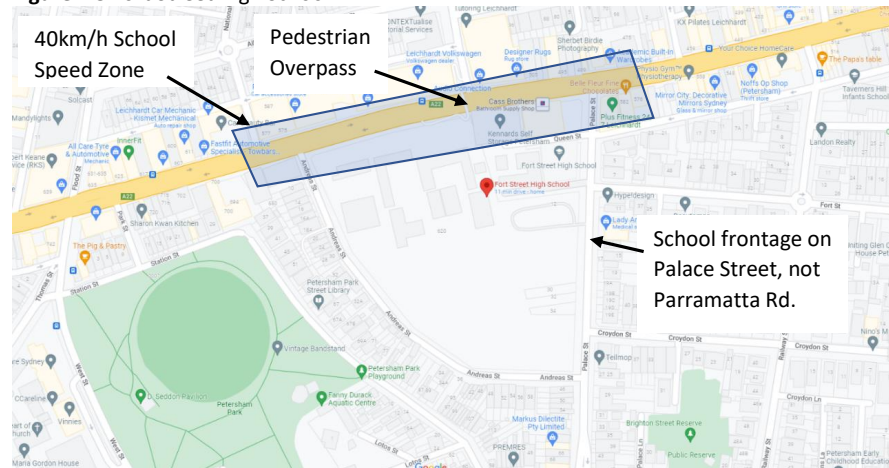


Image source: Google Maps 8/9/2022.

Figure 2.6 Fort Street High School

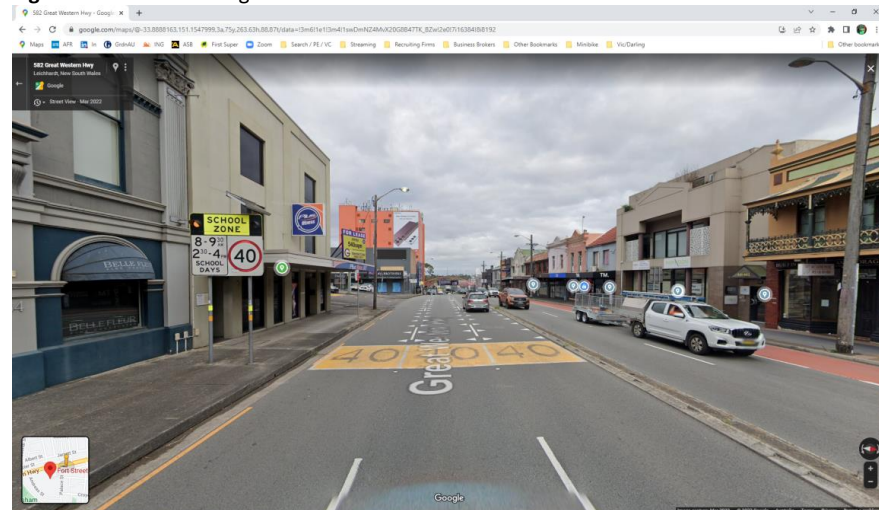


Image source: Google Maps 8/9/2022.

Proposed Improvement 2: Light Filtering Programme at Victoria Road / Darling Street Intersection

It is proposed that the traffic lights be revised to remove competition for space between pedestrians and drivers turning left onto Victoria Road.

Figure 2.7 shows the path of vehicle traffic (red) and pedestrian traffic (blue) at the intersection of Victoria Road and Darling Street. The September 2020 road safety audit report highlighted this issue on page 6 (figure 2-3). In the audit, five signal phases are described. The signal phase of concern is Phase II, the solid green light for Darling Street traffic to cross Victoria Road, coinciding with the 'green man' allowing pedestrians to cross Victoria Road.

Figure 2.7 Pedestrian Traffic / Vehicle Traffic Clash

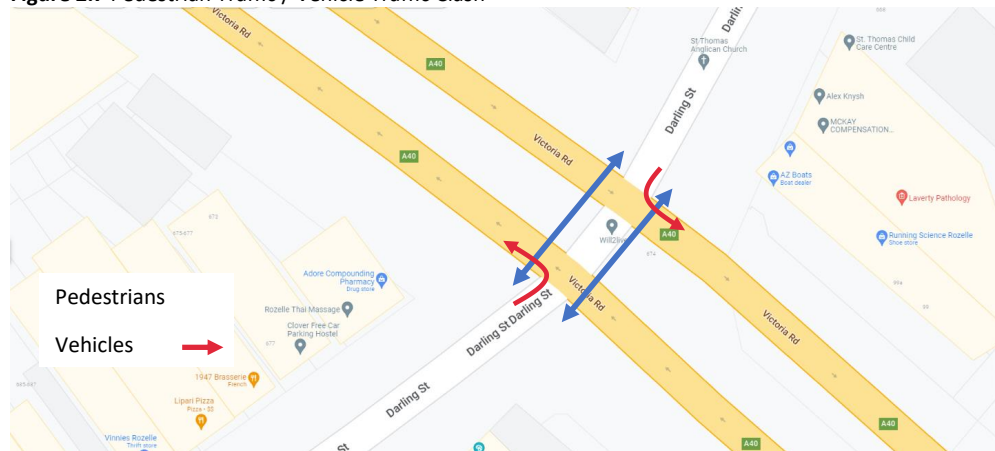


Image source: Google Maps 8/9/2022.

This solid green light brings vehicles turning left on to Victoria Road into competition for space with pedestrians crossing Victoria Road. During Phase II, vehicles are frequently observed creeping towards the pedestrian crossings while waiting to turn, pressuring pedestrians to finish crossing quickly, and driving rapidly through gaps between pedestrians.

It is proposed that the traffic lights be reprogrammed to remove Phase II. This would address one of the **Intolerable** risks identified in the report and would be relatively simple to implement. Vehicles turning left on to Victoria Road can utilise Phase IV (exclusive green arrow) to complete their turn. Direct observation of the intersection suggests that vehicle traffic volumes during these times are not so high as to cause large queues by removing Phase II. If the change caused problematic queues along Darling Street, this could be addressed by slightly increasing the duration of Phase IV.

This removal of Phase II could be set to coincide with peak school hours of 8-930am and 230-4pm when student pedestrian traffic across Victoria Road is at its highest.

Proposed Improvement 3: Relocation of Red Light Speed Safety Camera

Vehicles turning right from Victoria Road citybound on to Darling Street (towards Lilyfield) have either one or two dedicated turning lanes, depending on the signal light phasing and lane signage which varies with the time of day.

Figure 2.7 outlines the issue that arises frequently as the lights change. The completion of the green arrow for vehicles turning right on to Darling Street also marks the commencement of the green man allowing pedestrians to cross Darling Street.

Figure 2.7 Dual right-turn lanes from Victoria Road on to Darling Street

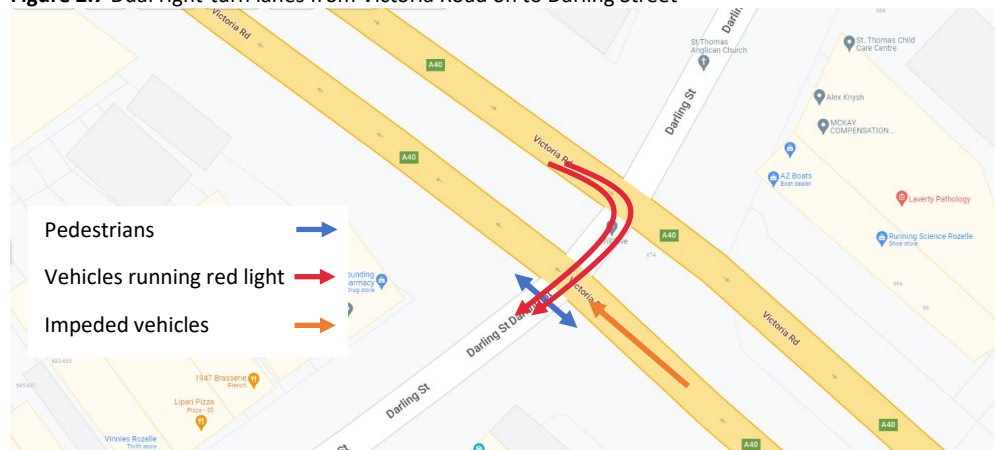


Image source: Google Maps 8/9/2022.

Vehicle traffic regularly runs the orange & red phases of this dual turning lane, resulting in vehicles blocking the intersection and the pedestrian crossing during the Green Man phase. This issue was raised in the September 2020 road safety audit on Page 8 (Figure 2-5). Pressure (honking) from traffic heading NW on Victoria Road causes drivers who have been caught out running the red light to rush across the active pedestrian crossing.

To address the issue of vehicles continuing to turn at the end of the signal light phase, it is proposed that a Red Light Speed Safety Camera be installed at the intersection. This would address the second **Intolerable** risk identified in the audit report. It would also help address the less frequent but similarly unsafe issue of vehicles running the red light in the straight citybound lanes along Victoria Road and ending up in the busy pedestrian crossing across Victoria Road.

This enhancement to the intersection has been proposed previously and supported by the local Member for State Parliament. These requests have been **declined without detailed rationale**. One possible issue may be the existing Red Light Speed Safety cameras at Wellington Street and Evans Street where they cross Victoria Road. Given that pedestrian and vehicle traffic is significantly higher at the intersection of Victoria Road and Darling Street than it is at Victoria Road and Evans Street, it is proposed that the existing red light safety camera at Evans Street be relocated to the larger intersection. This would help address the **Intolerable** risks at Victoria Road / Darling Street without increasing the total number of Red Light Speed Safety cameras along Victoria Road in the Rozelle area. No changes are proposed to the existing Red Light Speed Safety camera at Wellington Street.

Proposed Improvement 4: Improved Barrier Safety for Pedestrians

As shown in Figure 2.8 the intersection of Victoria Road and Darling Street has confined spaces for the volume and type of traffic using the intersection. In particular, the inner radius of the left turn from Darling Street (Lilyfield side) on to Victoria Road (headed NW) is tight. This means that larger vehicles regularly run up on to the kerb where pedestrians are waiting, or the vehicle needs to make a three-point turn to get on to Victoria Road.

A less frequent but similar issue arises on the opposite corner where vehicles turn from Darling Street (Balmain side) on to Victoria Road citybound. On this corner there are currently faded painted reminders for pedestrians to stand back from the kerb edge.

Bicycle lanes through the footpath areas of the intersection further complicate the crowding at these corners, leading pedestrians to frequently move closer to the kerb edge, increasing their proximity to traffic on Victoria Road, particularly the turning traffic as outlined in Figure 2.8.

Figure 2.8 Tight left-turn radius from Darling Street on to Victoria Road

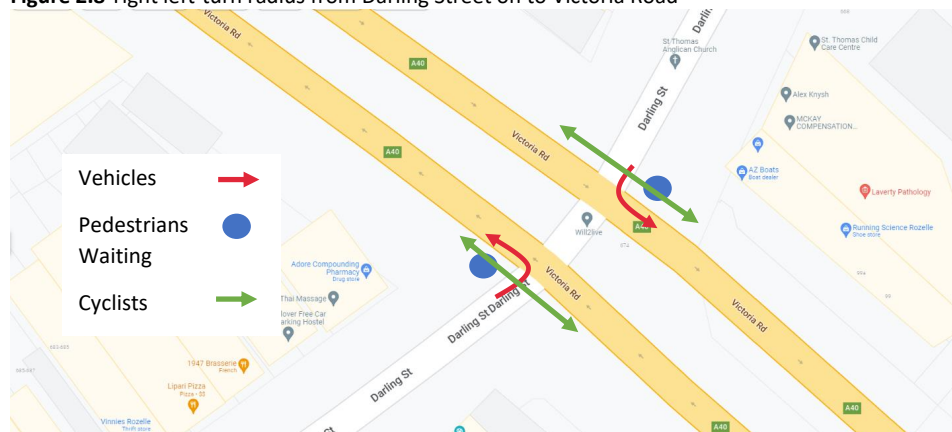


Image source: Google Maps 8/9/2022.

It is proposed that the existing barriers be reviewed and enhanced to improve the safety of pedestrians. Existing barriers are either minimal or damaged, reducing their effectiveness in addressing these issues and the associated safety risks.

SECTION 3: WESTCONNEX CONSIDERATIONS

The Westconnex project includes a bypass tunnel underneath Victoria Road through to the intersection with the Anzac Bridge and City West Link. It is expected that the tunnel, once active, will reduce traffic along Victoria Road by up to 50%. Whilst this reduction in street level traffic would be welcomed by the community, it is important to note that a reduction in total traffic volume would not adequately address the safety issues outlined in the September 2020 Audit.

Specifically, the Victoria Road bypass tunnel will not change the following characteristics of the area:

1. 181 (30%) of RPS students will still reside on the southwest side of Victoria Road and must cross Victoria Road each day to attend school.
2. Many SSC-Balmain students will continue to commute to Rozelle by bus and board/disembark on the southwest side of Victoria Road, necessitating a crossing.
3. It is expected that the majority or entirety of bus traffic along Victoria Road will continue to operate at street level to service Rozelle/Balmain residents.
4. The volume of vehicles turning left on to Victoria Road from Darling Street will not reduce, as they will not utilise the tunnel.
5. The volume of vehicles turning right from Victoria Road citybound on to Darling Street will not reduce, as they will not utilise the tunnel.
6. The need for improved kerbside safety barriers is primarily due to the inherently tight radius of the corners, not due to the total volume of vehicle traffic along Victoria Road.

SECTION 4: COMMUNITY SUPPORT

The local community has indicated their strong support for the safety enhancements proposed in this submission. The following articles of support have been secured and form attached or referenced parts of this submission:

1. Letters of support are attached, from the following community stakeholders:
 - a. Mr. Andrew Braiding, Principal, Rozelle Public School
 - b. Ms. Ingrid Koodrin, Principal, Sydney Secondary College Balmain Campus
 - c. P&C Committee, Rozelle Public School
 - d. P&C Committee, Sydney Secondary College Balmain Campus
2. The Inner West Council has at their 25 October 2022 meeting raised and unanimously approved a motion in support of the same changes proposed in this submission. This indicates their support in principle for associated changes that would affect local streets adjacent to Victoria Road, and which would therefore require council approval.
3. A community petition has been established. The link to this petition is <https://www.gopetition.com/petitions/state-government-improve-pedestrian-safety-at-darling-st-victoria-road-now.html>

SECTION 5: LIST OF ADDITIONAL REFERENCE DOCUMENTS

Attached are the following documents relating to the previous efforts to address the safety risks in this area:

1. The Road Safety Audit report prepared by Cardno for Transport for NSW, dated 10 September 2020.
2. A letter from Mr. Jamie Parker MP to the Minister for Transport and Roads, dated 4 November 2021
3. The response from Transport for NSW to Mr. Jamie Parker MP, dated 24 December 2021.
4. A letter from Mr. Jamie Parker MP to Rt. Hon. Minister for Metropolitan Roads, dated 15 June 2022.
5. The response from Transport for NSW to Mr. Jamie Parker MP, dated 9 August 2022.

It is the view of this working group that the responses to the Member for Balmain have been unsatisfactory and demonstrate a lack of serious interest to date in addressing the significant safety risks identified in the September 2020 safety audit report.

Conclusion

As concerned parents and residents of the area, we implore Transport for NSW and the NSW State Government to take the steps necessary to address the clear and significant safety issues previously identified and professionally validated. It is not acceptable to wait until there has been a significant injury or fatality. The risks are clearly defined, and action must be taken now to protect pedestrians, particularly those who are most vulnerable – children.

Sincerely,

On behalf of **The Parents and Residents Victoria Road Safety Working Group**

John Freeman (contact representative - 0433 822 789)

Rebecca Freeman

Ben Prag

Amy Munro

Scott Munro

20 additional households within the Rozelle area

Rozelle Public School

Live Love Learn



24 October 2022

Letter of support for the Victoria Road Parents & Residents Safety Working Group

As Principal of Rozelle Public School, I fully support the steps taken by the Victoria Road Parents and Residents Safety Working Group to improve pedestrian safety in the local community.

Rozelle Public School is a large primary school located on the corner of Victoria Road and Darling Street. The school caters for children from the local area - some as young as 4 who attend our preschool. Most of our students live in the school catchment, walking, riding or scootering to school. 181 of our students live on the western side of Victoria Road and are required to cross at this busy intersection twice a day.

Please consider the request and suggestions put forward by the working group. In particular, I would urge you to consider the request for a 40km / hour School Zone on Victoria Road. Slowing the traffic around the school during peak pedestrian times is essential and will benefit the safety and wellbeing of our students and the entire local community.

Regards

Andrew Braiding
Principal



Phone: 02 9810 0471
Fax: 02 9555 7340
balmain-h.school@det.nsw.edu.au
25-33 Terry Street
Rozelle NSW 2039
balmain-h.schools.nsw.gov.au

19 October 2022

Letter of support for The Victoria Road Parents & Residents Safety Working Group

As principal of Sydney Secondary College Balmain Campus, I fully support the efforts of the Victoria Rd Parents and Residents Safety Working Group to improve safety for students from my school and others while crossing Victoria Rd.

Balmain Campus has had an increase in enrolments in recent years, now at over 830, including students in 3 autism support classes, 1 physical disabilities class and 1 class for students with emotional disturbance. These students with a disability are particularly vulnerable when navigating travel to and from school.

I urge you to consider the very reasonable requests put forward by the Working Group at a minimum and put in place as a matter of urgency the modifications that will ensure student safety is paramount in our community.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Ingrid Koodrin', written over a horizontal line.

Ingrid Koodrin
Principal

Rozelle Public School P & C Association

663 Darling Street, Rozelle
PO Box 300, Rozelle NSW 2039

tel:	02 9810 2347
fax:	02 9555 8715
email:	rozellepublicschool@pandcaffiliate.org.au
President:	Annabelle Berriman
Treasurer:	Susan Stiehm
Secretary:	Nic Hanson

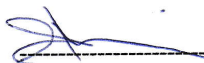
Date: 11th October 2022

The members of the Rozelle Public School Parents and Citizens association would like to give their unequivocal support to the submission made by the "The Victoria Road Parents & Residents Safety Working Group" to improve pedestrian safety on the stretch of Victoria Road in Rozelle.

The P&C has campaigned alongside senior staff at the school over several years for greater safety measures for pedestrians near the school, especially the dangerous pedestrian crossings at the Darling Street intersection. Meetings regarding these concerns were held with TfNSW representatives (or RMS as it was known back then) as far back as 2015. The P&C successfully lobbied for a safety audit of the intersection which was carried out in 2020 and highlighted "intolerable" safety issues for pedestrians.

Incredibly over two years later not a single safety measure has been considered or implemented by TfNSW. Our real fear is that, as suggested in the audit, it is only a matter of time before a child is maimed or killed on one of the crossings. We have numerous testimonies from parents and carers at the school about near misses involving motorists running red lights and engaging in other dangerous behaviour that support the findings of the audit.

The parents and community cannot tolerate the lack of action any longer. Therefore, we wholeheartedly support every recommendation made in the working group's submission and request that the state government work with Inner West Council to implement the appropriate safety measures as soon as possible.



Annabelle Berriman (President)



Nic Hanson (Secretary)

sydneysecondarycollege**balmaincampus**

P&C

17 October 2022

Letter of support for The Victoria Road Parents & Residents Safety Working Group

I write on behalf of the Sydney Secondary College Balmain P&C Association in support of The Victoria Road Parents & Residents Safety Working Group submission to Transport for NSW requesting changes to address issues presenting significant risks to pedestrian safety, with particular concern for school children.

Many members of the Sydney Secondary College Balmain community have expressed concern for the lack of safety measures for pedestrians near the high school, and extending to Darling Street and Victoria Road where many of our students walk to catch buses and cross busy roads on their way to and from school each day.

The Sydney Secondary College Balmain P&C Association strongly supports the recommendations of the Safety Working Group and requests that Transport for NSW, and local council work together to take immediate action to improve safety and protect our community.

Yours sincerely



Nicole Swanson
President, Sydney Secondary College Balmain P&C

Existing Condition Road Safety Audit

Victoria Road & Darling Street,
Rozelle

80021006



Prepared for
Transport for NSW

10 September 2020





Existing Condition Road Safety Audit
Victoria Road & Darling Street, Rozelle

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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Approved By:

Hayden Calvey

Traffic Engineering Team Lead – Level 3 Auditor

Date Approved

10/09/2020

Document History

Version	Effective Date	Description of Revision	Prepared by	Reviewed by
01	07/08/2020	Draft		Hayden Calvey Justine Wallis
02	27/08/2020	Draft		Hayden Calvey
03	10/09/2020	Final		Hayden Calvey

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Existing Condition Road Safety Audit
Victoria Road & Darling Street, Rozelle

Project Summary

Project Number:	80021006
Final Report Date:	Thursday, 10 September 2020
Title of Audit:	Victoria Road & Darling Street, Rozelle
Location of Audit:	Rozelle NSW
Project Description:	TfNSW Network & Safety Services have received multiple concerns from the community in relation to the safety at the intersection of Victoria Road and Darling Street, Rozelle.
Purpose of Audit:	The purpose of this audit is to review and identify existing road user behaviour and resulting road safety hazards. The audit is to consider all road users at the intersection including 50m on all approaches.
State:	NSW
Stage of Audit:	Existing Condition Road Safety Audit
Client Company:	Transport for NSW
Client Contact:	Tanmila Islam
Client Phone:	0288492719 / 0419038859
Client Email:	tanmila.samin.islam@transport.nsw.gov.au
Audit Date:	Thursday, 30 July 2020
Audit Team:	Hayden Calvey (Level 3) Justine Wallis (Level 3) Siavash Shahsavaripour (Level 0 – observing auditor)



Table of Contents

1	Project Description	1
1.1	Audit Stage	1
1.2	Study Area	2
1.3	Audit Team	4
1.4	Audit Program	4
1.5	Reference Plans	4
1.6	Assumptions & Exclusions	4
2	Behaviour Observations	5
3	Audit Risk Assessment Technique	10
3.2	Audit Findings	12
4	Responding to the Audit Report	20
4.1	Formal Statement	20

Tables

Table 1-1	Audit Stages	1
Table 1-2	Audit Personnel	4
Table 1-3	Audit Program	4
Table 3-1	Incident Frequency	10
Table 3-2	Incident Severity	10
Table 3-3	Resulting Level of Risk Matrix	10

Figures

Figure 1-1	Site Location	2
Figure 2-1	Filtering movements on Victoria Road	5
Figure 2-2	Filtering movements on Darling Street	6
Figure 2-3	Left turn signal phasing display	6
Figure 2-4	Lane changes	7
Figure 2-5	Red light running	8
Figure 2-6	Darling bus stop location	8
Figure 2-7	Victoria Road lane allocation	9
Figure 2-8	Darling Street inner radius	9
Figure 3-2	Crash Speed and Probability of Fatality	11



Existing Condition Road Safety Audit
Victoria Road & Darling Street, Rozelle

1 Project Description

TfNSW Network & Safety Services have received multiple concerns from the community in relation to the safety at the intersection of Victoria Road and Darling Street, Rozelle.

In order to fully assess the existing conditions and develop, if necessary, option for improved traffic efficiency and safety, a Road Safety Audit of the subject signalised intersection is required.

1.1 Audit Stage

A site inspection was undertaken on Thursday 30 July 2020, during day and night conditions. Weather conditions during the day were fine. The audit stages are described below.

Table 1-1 Audit Stages

Project Phase	Type of Road Safety Audit	Project Stage Description	
Pre-construction	Strategic Design	Conducted at the completion of the strategic design stage of the project life cycle. The strategic design stage is where broad options for a proposed project are determined. Also known as the feasibility stage.	Route choice Continuity of road network Intersection / interchange type
	Concept Design	Conducted at the completion of the concept design stage of the project life cycle. The concept stage is where options are examined for a proposed project and a preferred option is selected. Also known as the preliminary design stage.	Horizontal and vertical alignments Intersection layouts Access locations Road user groups
	Detailed Design	Conducted at the completion of the detailed design stage of the project life cycle. The detailed design stage is where a design is completed to sufficient detail to commence construction.	General road layout and alignment Intersection layouts Signage / linemarking Drainage / lighting Roadside furniture
Construction	Roadworks	Conducted at the commencement of each stage of the roadworks where changes affect traffic operations, traffic travel path characteristics, or traffic roadside characteristics during the construction stage of the project life cycle. This may be a one-off. Also known as a road work traffic scheme stage.	Changed traffic conditions Speed zone schemes Signage / linemarking Hazards / barriers
	Pre-opening	Conducted immediately after the completion of construction of the entire	Detailed inspection of new scheme and tie ins with existing road



Existing Condition Road Safety Audit
Victoria Road & Darling Street, Rozelle

		project works or the construction of roadworks stage and where possible prior to the road / path being used by traffic.	All user groups
Post-construction	Finalisation	Conducted on an existing road, path or road network some time after the completion of the construction of road infrastructure works. It is typically conducted once road user patterns have settled following the works, or immediately prior to the change-over of ownership or responsibility in regard to the assets or network operations following the works. Also known as post-opening stage.	<ul style="list-style-type: none"> • Design standards • Road condition / dilapidation • Horizontal / vertical alignment • Driver behaviour
	Existing Road	Conducted on an existing road, path or road network where no recent construction works were undertaken.	

The audit was generally undertaken in accordance with 'TfNSW Guidelines for Road Safety Audit Practices (2011)' and 'Austroads: Guide to Road Safety Part 6 (2019)'. To the best of the auditors' ability, the audit has taken into consideration traffic volume / classification, climatic impacts and all road user groups where applicable.

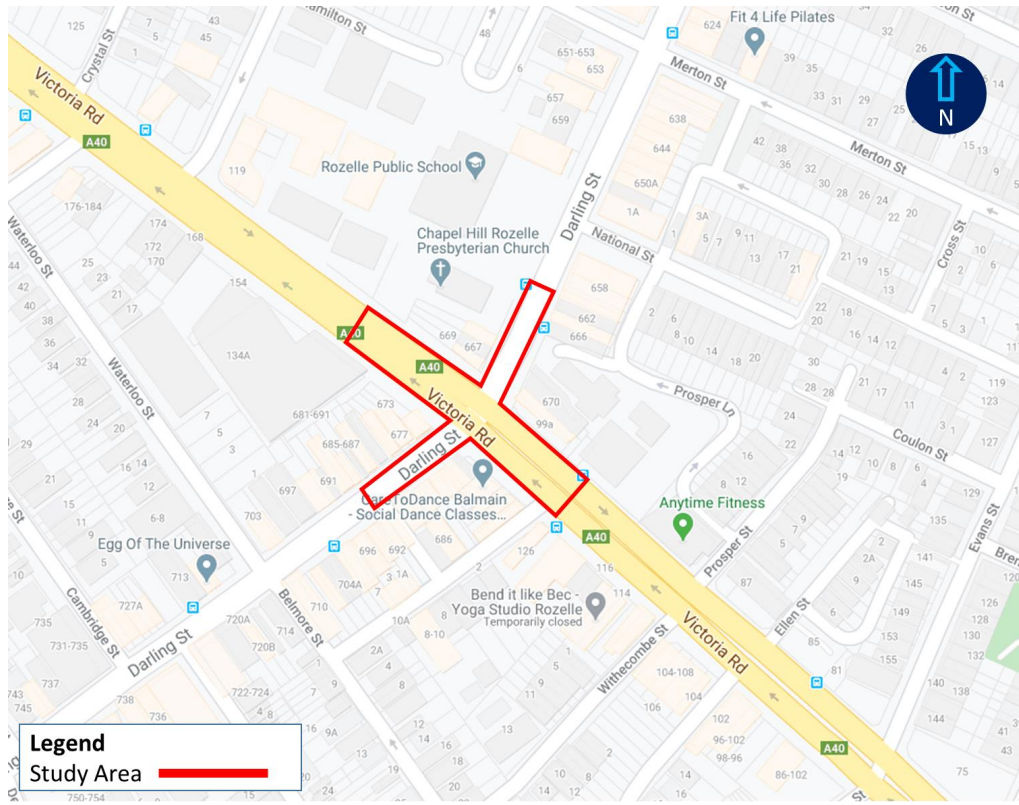
1.2 Study Area

Figure 1-1 illustrates the extent of the study area and the property boundaries.

Figure 1-1 Site Location



Existing Condition Road Safety Audit
Victoria Road & Darling Street, Rozelle



Source: Google Maps



Existing Condition Road Safety Audit
Victoria Road & Darling Street, Rozelle

1.3 Audit Team

Table 1-2 Audit Personnel

Role	Detail
Client	Transport for NSW
Client Contact	Tanmila Islam
Lead Auditor	Hayden Calvey (RSA-02-0754)
Team Members	Justine Wallis (RSA-02-0897) Siavash Shahsavapour (observing auditor)
Contact for Audit Enquiries	Hayden.calvey@cardno.com.au

1.4 Audit Program

Table 1-3 Audit Program

Activity	Date
Site Visit	30 July 2020
Draft Report	5 August 2020
Project Manager Close-Out	Separate to this document
Final Report	10 September 2020

1.5 Reference Plans

There were no design plans used as a reference.

1.6 Assumptions & Exclusions

The following considerations have been excluded:

- > Crash data has not been considered
- > Maintenance or traffic control has not been considered
- > Future land-use or road network improvements has not been considered

2 Behaviour Observations

As per the specified brief, the Audit team were on-site during peak commuter and school zone hours, as follows:

- > 8.00am – 9.30am
- > 2.30pm – 4.00pm
- > 4.30pm – 6.00pm
- > Night time

The Audit team observed a number of consistent motorist, pedestrian and cycling actions which may result in hazard road conditions. Below is a detailed summary of the general behaviour of road users and the operation of the intersection (the list below is of the most common actions, and not a list of all actions):

1. Vehicle filtering across Victoria Road pedestrian crossings

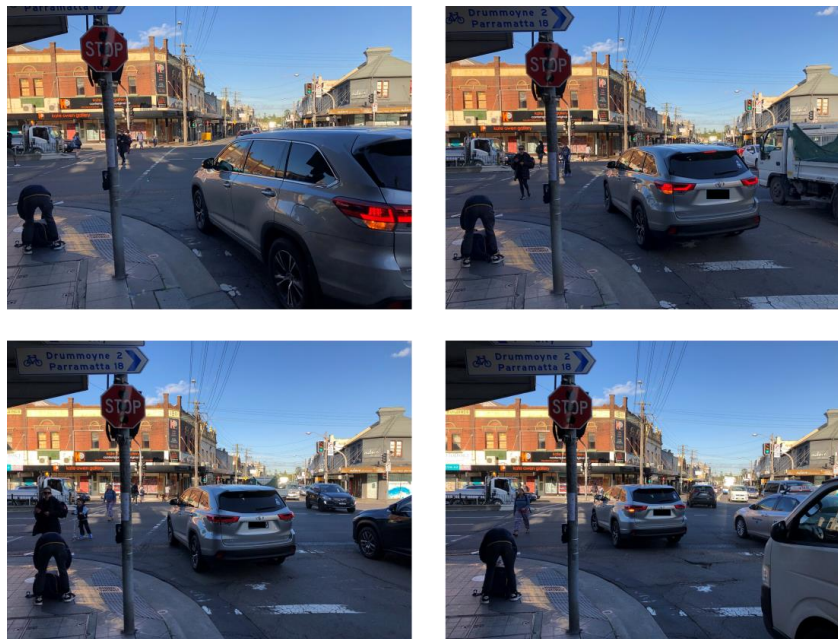
During the green-on-green period (where the left turn from Darling Street, northern approach, filters across the pedestrian walking man) it was observed that vehicles would split gaps in the pedestrian stream.

Vehicles would creep forward of the hold line during the filter phase, pressuring pedestrians to increase walking speed.

Vehicles that split gaps in pedestrians resulted in the following car accelerating on the assumption there was an available gap without realising the pedestrian stream was still continuing. This was particularly evident where large vehicles / vans were the lead vehicle and restricting sight lines for the following car.

During the morning period the eastern crossing appeared to have a higher pedestrian demand. During the afternoon / evening time period both crossings appeared to have a similar pedestrian demand to each other.

Figure 2-1 Filtering movements on Victoria Road





Existing Condition Road Safety Audit
Victoria Road & Darling Street, Rozelle

2. Filtering across Darling Street pedestrian crossing

No red arrow protection is provided for the two crossing locations on Darling Street. Similar to Item 1, vehicles were seen to try and split gaps in the pedestrian flow.

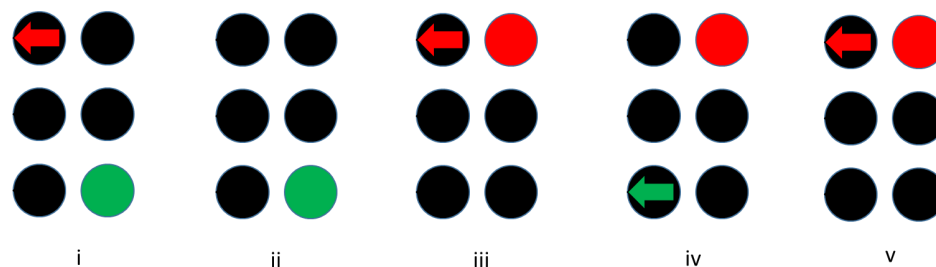
Figure 2-2 Filtering movements on Darling Street



3. Left turn signal phasing

The signal phasing for the left turns on Darling Street (both approaches) appeared to result in consistent red light running, and perceived short phase time for motorists resulting in increased aggressive driver behaviour. The phasing sequence for the left turn is shown in **Figure 2-3** below (note amber phase is omitted from the diagram).

Figure 2-3 Left turn signal phasing display



Motorists moving forward past the hold line during phase (ii) assumed this was their only opportunity to complete the left turn resulting in increased turning speed to beat the red light in phase (iii). During this phase, pedestrians were observed to still utilise the signal crossing and therefore requiring motorists to give way.



Existing Condition Road Safety Audit
Victoria Road & Darling Street, Rozelle

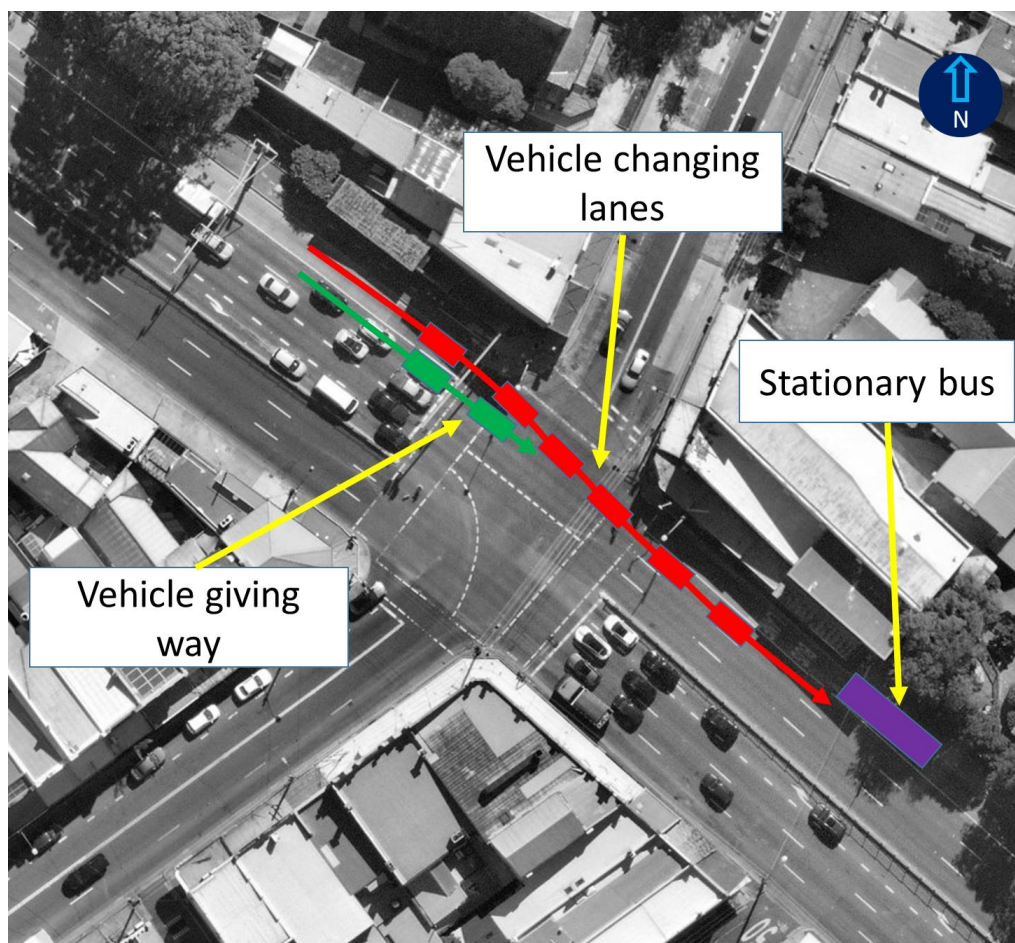
Motorists who did not depart the intersection during phase (ii) sometimes assumed that was their only opportunity, unaware of the proceeding green arrow in phase (iv). This resulted in the front vehicle not observing the green arrow in phase iv due to being distracted, resulting in inefficiency through the intersection, horn honking from proceeding vehicles and increased turning speed through the intersection.

Motorists who seemed to be more familiar with the signal operation would continue their path of travel from phase (ii) to phase (iv) disregarding the red light arrow shown in phase (iii) in contrary to the Australian Road Rules. The red arrow is displayed for some three seconds only in line with standard signal phasing.

4. Lane changing in the middle of the intersection

It was observed that vehicles travelling eastbound, in the kerbside lane (which is a Bus Lane only in the morning peak period), would undertake an abrupt lane change mid intersection if a queue or standing bus was observed on the departure side of the intersection. This is diagrammatically shown in **Figure 2-4**.

Figure 2-4 Lane changes



5. Adhering to orange signal

Motorists performing a right turn from Victoria Road to Darling Street often would not stop during the orange light, with most motorists observed to cross the hold line well after the orange light is displayed

(where they were not the first vehicle to observe the change) and in cases would run the red light due to the aggressive driver behaviour. In turn, vehicles that would proceed through the intersection in the final stages of the orange or start of the red signal light would cross the opposing pedestrian crossing during the green walking man. **Figure 2-5** provides examples of this behaviour (photos captured are of vehicles who travelled through the late stages of an orange or red light and not just queued vehicles).

Figure 2-5 Red light running

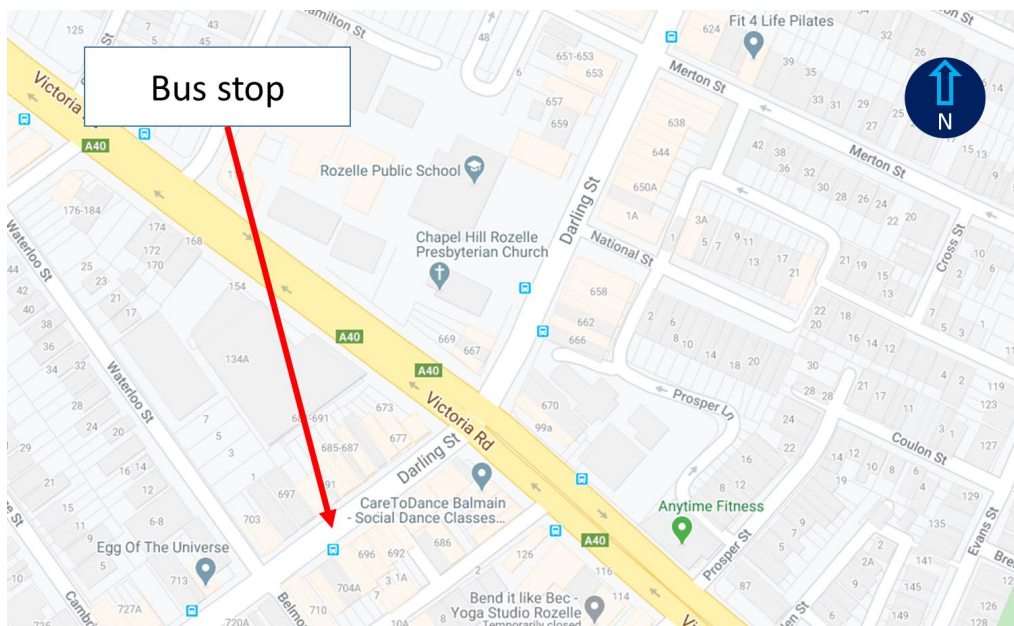


In other cases, due to congestion upstream of the departure lane, vehicles who have proceeded through the intersection during the late stages of the orange or start of the red light would get caught queuing within the intersection and holding up traffic.

6. Darling Street bus stop location

The bus stop located on Darling Street, southern departure lane, would often result in congestion and queuing back to the signalised intersection. This would reduce the capacity of the intersection during, particularly during the dual right turns that occur in the evening peak period.

Figure 2-6 Darling bus stop location



7. Victoria Road lane use allocation

During the evening peak period, the western approach lane configuration permits dual right turning into Darling Street. On occasions, it was observed that some motorist would be unaware of the dual



Existing Condition Road Safety Audit
Victoria Road & Darling Street, Rozelle

right turn lane configuration and would proceed through the intersection from Lane 4 (refer to **Figure 2-7**).

Figure 2-7 Victoria Road lane allocation

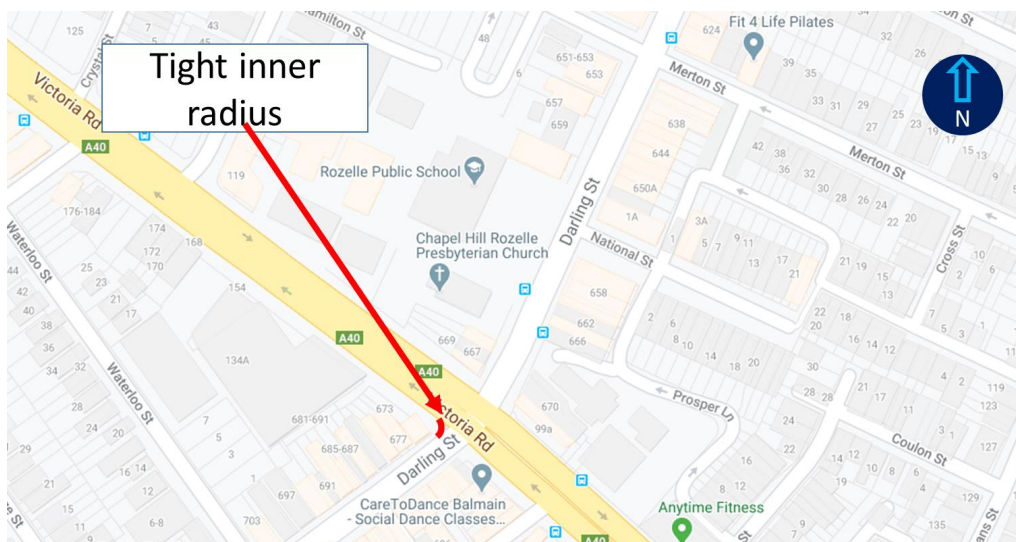


Motorists who correctly followed the lane configuration were also 'honked' from behind by cars unaware of the lane allocation, resulting in lane changes near the hold line where there is a speed differential between lane 3 and lane 4.

8. Turning radius on Darling Street (south west approach) to Victoria Road

It was evident based on observed turning movements that the inner radius on Darling Street (south west approach) is tight. One one occasion, a bus was required to reverse within the intersection to reposition itself to make the turn.

Figure 2-8 Darling Street inner radius





Existing Condition Road Safety Audit
Victoria Road & Darling Street, Rozelle

3 Audit Risk Assessment Technique

For each of the safety issues identified, the level of risk with each has been determined. **Table 3-1**, **Table 3-2** and **Table 3-3** are extracted from Austroads: Guide to Road Safety Part 6A: Implementing Road Safety Audits (2019) and have been used in the assessment of risk for this audit

Table 3-1 Incident Frequency

Frequency	Description
Frequent	Once or more per week
Probable	Once or more per month
Occasional	Once or more per year
Improbable	Less often than once every year

Table 3-2 Incident Severity

Severity	Description	Examples
Catastrophic	Likely multiple deaths	<ul style="list-style-type: none"> High-speed, multi-vehicle crash on freeway. Car runs into crowded bus stop. Bus and petrol tanker collide. Collapse of bridge or tunnel.
Serious	Likely death or serious injury	<ul style="list-style-type: none"> High or medium-speed vehicle/vehicle collision. High or medium-speed collision with a fixed roadside object. Pedestrian or cyclist struck by a car
Minor	Likely minor injury	<ul style="list-style-type: none"> Some low-speed vehicle collisions. Cyclist falls from bicycle at low speed. Left-turn rear-end crash in a slip lane.
Limited	Likely trivial injury or property damage only	<ul style="list-style-type: none"> Some low-speed vehicle collisions. Pedestrian walks into object (no head injury). Car reverses into post.

Table 3-3 Resulting Level of Risk Matrix

	Frequent	Probable	Occasional	Improbable
Catastrophic	Intolerable	Intolerable	Intolerable	High
Serious	Intolerable	Intolerable	High	Medium
Minor	Intolerable	High	Medium	Low
Limited	High	Medium	Low	Low

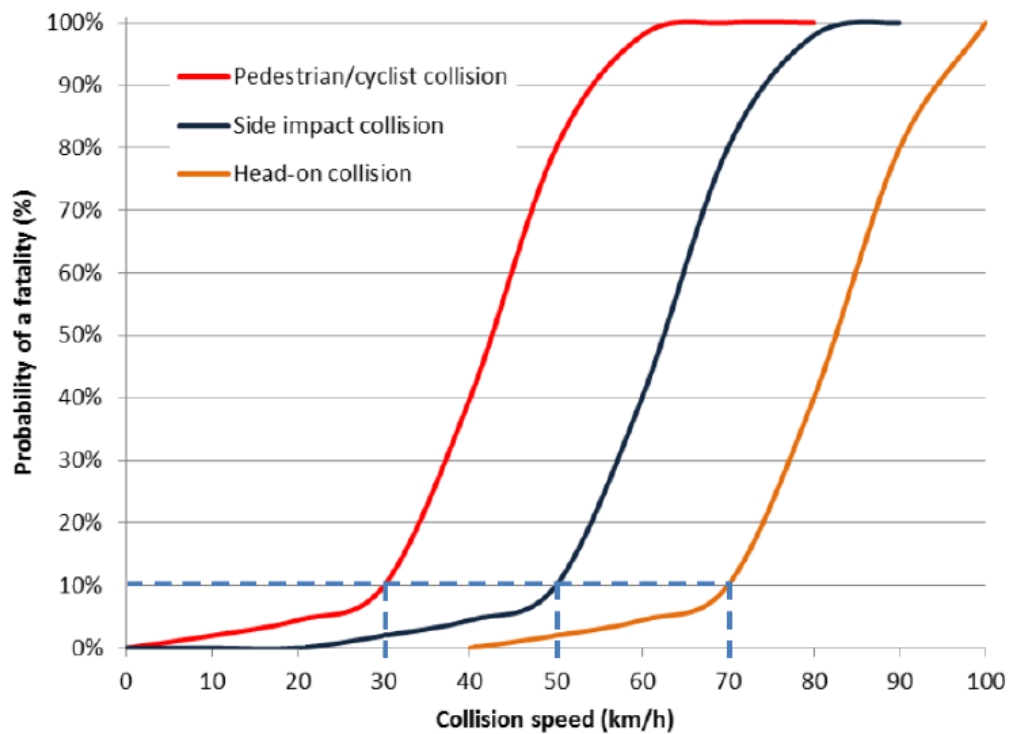
Austroads also provides guidance on the relationship between travel speeds, vehicle stopping distances and the resulting impact forces with respect to the human body and its tolerances. This is further explained by the chance of survival for some crash examples below and **Figure 3-2**:

- > Pedestrian struck by vehicle 20 to 30km/h
- > Motorcyclist struck by vehicle (or falling off) 20 to 30km/h
- > Side-impact vehicle striking a pole or tree 30 to 40km/h
- > Side-impact vehicle to vehicle crash 50km/h
- > Head-on vehicle to vehicle (equal mass) crash 70km/h



Existing Condition Road Safety Audit
Victoria Road & Darling Street, Rozelle

Figure 3-2 Crash Speed and Probability of Fatality



Source: Austroads: Integrating Safe System with Movement and Place for Vulnerable Road Users (2020)



Existing Condition Road Safety Audit
Victoria Road & Darling Street, Rozelle


3.2 Audit Findings

Item	Safety Hazard Finding	Risk Rating	
1. Darling Street left turn filtering against pedestrians	Vehicles turning left from Darling Street, onto Victoria Road, filter through the opposing pedestrian flow. Motorists often tried to seek gaps and pressure pedestrians. There is a risk that this movement may result in a vehicle to pedestrian crash with a potential fatal outcome. Refer to Figure 2-1 .	<u>Frequency</u> Probable <u>Severity</u> Serious <u>Level of Risk</u> Intolerable	
2. Darling Street left turn signal phasing	The signal phasing for the left turn movement from Darling Street onto Victoria Road results in motorist running red lights or not proceeding through the intersection efficiently resulting in driver frustration, increased turning speed and potential increase in risk taking behaviour. This behaviour was observed to be constant throughout the day, with increased frequency during the morning peak for northern approach and afternoon peak for the south peak. This was generally consistent with traffic congestion at these times. There is potential for rear-end crashes due to motorists unaware of the signal change or run-off road crash type due to increased turning speed. Refer to Figure 2-3 .	<u>Frequency</u> Occasional <u>Severity</u> Minor <u>Level of Risk</u> Medium	
3. Victoria Road eastbound lane changing	Vehicles in the kerbside lane on Victoria Road, travelling eastbound, would often change lanes at speed through the intersection to avoid being delayed by buses stopping on the departure side of the intersection. This is compounded by the crest of the intersection whereby vehicles approaching do not observe a stationary bus within the lane. This lane changing would happen in most cases as a forced entry into the adjacent traffic stream. There is a risk that that due to the bus stop location and crest, resulting in abrupt lane changes, that an increase in rear-end and side-swipe crashes will occur. Refer to Figure 2-4 .	<u>Frequency</u> Probable <u>Severity</u> Minor <u>Level of Risk</u> High	
4. Victoria Road eastbound lane configuration	During the evening peak period, the eastbound approach on Victoria Road provides three through lanes (including a shared left turn) and dual right turning lanes. The dual right turn lane is created by changing the lane use gantry signage on the approach. The road pavement however only shows a single right turn lane under this configuration. Some motorists are unaware of this lane configuration during the evening peak period and will utilise lane 4 as a through lane. There is potential for increased rear-end due to the travel speed of vehicles in lane 4 and the either stationary vehicles in lane 4 waiting to turn right. Or side-swipe crashes due to vehicles seeking to advance in the queue in lane 5 and changing to lane 4, unaware of vehicles that may be seeking to utilise lane 4 as a through lane. Refer to Figure 2-7 .	<u>Frequency</u> Occasional <u>Severity</u> Minor <u>Level of Risk</u> Medium	
5. Crest at intersection	The crest at the location restricts sight lines for eastbound and westbound motorists on Victoria Road.	<u>Frequency</u> Occasional	



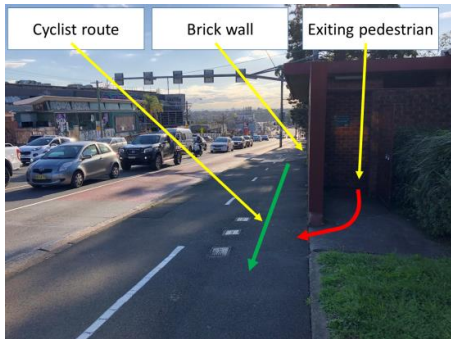
Existing Condition Road Safety Audit
Victoria Road & Darling Street, Rozelle

Item	Safety Hazard Finding	Risk Rating	
	There is a risk that motorists will be unable to view a queue or hazard within the roadway on the departure side of the intersection resulting in a crash.	Severity Level of Risk	Minor Medium
6. Turning radius for Victoria Road diamond phase	<p>Simultaneous opposing right turns by two buses (or heavy rigid trucks) on Victoria Road appears to be difficult with the potential need for one vehicle to yield for the other. Similarly, dual right turns on Victoria Road into Darling Street appears difficult for a bus and passenger vehicle without the need for one to yield for the other.</p> <p>There is a risk of rear-end crashes where vehicles following another vehicle is expecting to travel unrestricted through the intersection, unaware the lead vehicle may stop for the opposite movement.</p> <p>There is a risk of side-swipe crashes due to two heavy rigid trucks right turning simultaneously.</p> <p>There is a risk of side-swipe crashes for the dual right turn movement from Victoria Road into Darling Street.</p>	Frequency Severity Level of Risk	Occasional Limited Low
7. Running of red lights	<p>Many motorists were observed to proceed through the intersection during the late stages of the orange light (and not yielding when they had the opportunity) and often result in running the red light.</p> <p>This was more evident for the left turns from Darling Street in the afternoon / evening periods and right turns from Victoria Road in the afternoon / evening periods.</p> <p>Particularly for the right turns, this behaviour resulted in driving through the green walking man on Darling Street pedestrian phase.</p> <p>There is risk of pedestrian crashes may occur resulting in potential fatality.</p> <p>Refer to Figure 2-5.</p>	Frequency Severity Level of Risk	Frequent Serious Intolerable
8. Turning radius for Darling Street (south west) to Victoria Road	<p>It is evident that large vehicles (e.g. buses) find the left turn from Darling Street (south west approach) onto Victoria Road difficult due to the tight radius. This is further evidenced by the positioning of a bollard and tyre tracking over the kerb.</p> <p>There is a risk that due to the tight inner radius of the corner, vehicles will track over the footpath resulting in a pedestrian crash.</p>	Frequency Severity Level of Risk	Occasional Serious High
9. Turning radius from Victoria Road (eastern approach)	<p>It is evident that large vehicles (e.g. buses) are required to use the middle lane, or part of the middle lane, to turn left into Darling Street.</p> <p>There is a risk that motorcyclists or bike riders will be unaware of this movements and may get squeezed within the kerb lane resulting in a crash.</p> <p>Similarly, larger vehicles may be unaware that they need to utilise the middle lane to turn into Darling Street and may track over the inner kerb or cross over the Darling Street centreline impacting with a vehicle in Darling Street.</p>	Frequency Severity Level of Risk	Improbable Serious Medium

Item	Safety Hazard Finding	Risk Rating
10. Crossing width of Darling Street pedestrian crossings	<p>The crossing width on Darling Street is approximately 2.7m on the south western approach. Pedestrians were observed to cross in groups wider than this width, resulting in encroaching across the hold line or into the intersection vehicle travel area.</p> <p>There is a risk due to the potential insufficient marked crossing width that pedestrians will encroach into vehicle travel areas of the intersection resulting in pedestrian crashes.</p>	<p><u>Frequency</u> Improbable</p> <p><u>Severity</u> Serious</p> <p><u>Level of Risk</u> Medium</p>
11. Position of bus Darling Street bus stop (ID 203928) adjacent to school	<p>The bus stop is located immediately at an entry / exit gate to Rozelle Public School. During the afternoon school peak, it was observed that exiting students would access buses and the bus stop by circulating behind the advertisement board as the school gate is located on this side and therefore presents the shortest path to the bus stop. The bus stop in this location provides only a narrow gap between the structure and kerb.</p> <p>From the drivers perspective (bus and car), a student will not be visible due to the advertisement within the bus stop and only acknowledge the presence of a student at the last minute. The narrow width between the bus stop and kerb may result in students intentionally or unintentionally using the road space to access the bus stop or bus service, increasing potential for a pedestrian crash.</p> 	<p><u>Frequency</u> Improbable</p> <p><u>Severity</u> Serious</p> <p><u>Level of Risk</u> Medium</p>
12. Position of Darling Street bus stop (ID 203939)	<p>The bus stop is located on the southern side of Darling Street and impacts to the traffic flow efficiency of the dual right turn from Victoria Road into Darling Street.</p> <p>The presence of a stationary bus results in motorists having to change lanes during congestion. This results in queuing back to Victoria Road and often through the intersection.</p> <p>There is a risk that vehicles queue across the intersection and pedestrian crossing and get stuck during the changing of the lights. This may result in pedestrians having to filter through queued vehicles across the pedestrian crossing resulting in pedestrian crashes or slips and falls, or queued vehicles blocking movements resulting in side-swipe crashes.</p> <p>Refer to Figure 2-6.</p>	<p><u>Frequency</u> Occasional</p> <p><u>Severity</u> Serious</p> <p><u>Level of Risk</u> High</p>



Existing Condition Road Safety Audit
Victoria Road & Darling Street, Rozelle

Item	Safety Hazard Finding	Risk Rating
13. Public toilet block interface with Victoria Road shared path	<p>The sight lines from the public toilet exit to / from the shared path is restricted by the design of the toilet facility. The abutting wall is louvered however during low level lighting / night time conditions the illumination of this area was poor.</p> <p>There is a risk that cyclists within the shared path will not see a pedestrian exiting to the toilet facility resulting in a low speed crash.</p> 	<p><u>Frequency</u> Improbable</p> <p><u>Severity</u> Minor</p> <p><u>Level of Risk</u> Low</p>
14. Victoria Road shared path interface with intersection	<p>The shared path narrows at the intersection due to the presence of signal posts. Delineation of signal posts and the pathway in this location is poor.</p> <p>There is a risk that the narrowing of the path may increase potential for pedestrian and cyclist crashes, or cyclist crashes with signal posts.</p>	<p><u>Frequency</u> Improbable</p> <p><u>Severity</u> Minor</p> <p><u>Level of Risk</u> Low</p>




Existing Condition Road Safety Audit
Victoria Road & Darling Street, Rozelle

Item	Safety Hazard Finding	Risk Rating
15. Kerb type on Darling Street and Victoria Road	<p>The inner kerb on the south western approach to Victoria Road is low and provides little to no redirective attributes.</p> <p>There is a risk that this kerb type will be insufficient in providing protection to pedestrians in this location.</p>	<p><u>Frequency</u> Improbable</p> <p><u>Severity</u> Serious</p> <p><u>Level of Risk</u> Medium</p>



Existing Condition Road Safety Audit
Victoria Road & Darling Street, Rozelle

Item	Safety Hazard Finding	Risk Rating
16. Line marking conditions	<p>In general, the linemarking of the intersection is poor and worn away. This is compounded during low level lighting and night time conditions.</p> <p>There is a risk that poor delineation of the intersection will impact lane choice and pedestrian crossing locations resulting in crashes.</p>	<p><u>Frequency</u> Occasional</p> <p><u>Severity</u> Minor</p> <p><u>Level of Risk</u> Medium</p>
17. Pavement conditions	<p>The pavement condition of the north western pedestrian crossing has trip hazards.</p> <p>There is a risk that pedestrians will be unaware of the trip hazards resulting in a fall.</p> 	<p><u>Frequency</u> Improbable</p> <p><u>Severity</u> Limited</p> <p><u>Level of Risk</u> Low</p>
18. Position of Darling Street No Right Turn signage	<p>The time restricted No Right Turn signage on the departure side of the intersection is located outside of the motorists immediate vision.</p> <p>There is a risk that motorists who did not observe the first regulatory signage are potentially less likely to observe the second sign due to its position. This may result in illegal manoeuvres increasing potential far side crash types</p>	<p><u>Frequency</u> Improbable</p> <p><u>Severity</u> Limited</p> <p><u>Level of Risk</u> Low</p>



Existing Condition Road Safety Audit
Victoria Road & Darling Street, Rozelle

Item	Safety Hazard Finding	Risk Rating
19. Victoria Road lane use gantry at Wellington Street	<p>There is a No Right Turn sign located at the Wellington Street intersection which conflicts with the lane use gantry sign. This may create driver confusion resulting abrupt lane changing or driver behaviour causing potential rear-end or side-swipe crashes.</p>	<p><u>Frequency</u> Improbable</p> <p><u>Severity</u> Limited</p> <p><u>Level of Risk</u> Low</p>



Existing Condition Road Safety Audit
Victoria Road & Darling Street, Rozelle

Item	Safety Hazard Finding	Risk Rating	
20. Provision of tactiles	The tactiles provided for the crossing points are either non-exist (eastern corner), or located within the tram ramp incline. Incorrect placement (or lack thereof) of tactiles inhibits persons with a disability / visually impaired persons from knowing their surroundings and utilising the crossing. This may result in visually impaired pedestrians encroaching into vehicle travel paths causing a pedestrian crash.	<u>Frequency</u>	Improbable
		<u>Severity</u>	Serious
		<u>Level of Risk</u>	Medium



Existing Condition Road Safety Audit
Victoria Road & Darling Street, Rozelle

4 Responding to the Audit Report

A project manager is under no obligation to accept the findings outlined in this audit report. This report simply provides the opportunity for the project manager to review potential problems highlighted by the auditors.

A formal road safety audit report should be responded to in writing.

It should be noted that this audit will be recorded on the NSW Register of Road Safety Auditors and the project manager should expect email notification from the register to confirm the audit has been carried out.

The mitigation measures are provided as suggestions only, and do not consider any environmental impacts that may need to be further investigated. Similarly, the measures provided are aimed at being low cost solutions and do not involve any significant changes to geometry / construction requirements.

4.1 Formal Statement

We, the undersigned, declare that the study area was reviewed on 30 July 2020 to identify the safety and operational deficiencies.

It should be noted that while every effort has been made to identify potential safety hazards, no guarantee could be made that every deficiency has been identified.

It is suggested that points of concern be investigated and necessary corrective actions are undertaken.

Hayden Calvey
Level 3 Auditing Team Lead
RSA-02-0754

Justine Wallis
Level 3 Auditing Team Member
RSA-02-0897

Siavash Shahsavaripour
Level 0 Auditing Observer



The Hon. Rob Stokes
Minister for Transport and Roads
GPO Box 5341
Sydney NSW 2001

Thursday, 04 November 2021

Rob,
Dear Minister,

Please find enclosed a copy of correspondence I received from Mr Ben Prag of the Rozelle Public School P&C committee regarding the need for a red light speed camera at the corner of Darling Rd and Victoria Rd, Rozelle.

Mr Prag states that a recommendation has been made to install a red light speed camera at this site, however the funding has not been secured in the most recent round of assessment. Mr Prag states that when it is considered again in the next round of assessment, it will have been four years since the issue was first raised. He states he would like the matter to be resolved as soon as possible.

I encourage you to examine the concerns of Mr Prag. I look forward to receiving your response on this important matter.

Thank you for your time.

Yours sincerely,

[Signature]
Jamie Parker MP
Member for Balmain

This is a critical public safety issue!

Encl. Correspondence from Mr Ben Prag of the Rozelle Public School P&C committee



Our Ref: 01344909

Mr Jamie Parker MP
Member for Balmain
balmain@parliament.nsw.gov.au

Dear Mr Parker

Thank you for your correspondence to the former Minister for Transport and Roads on behalf of Mr Ben Prag, Vice President of Rozelle Public School P&C, Rozelle, about placing a red-light speed camera at the intersection of Darling Street and Victoria Road Rozelle. I have been asked to respond to you.

I appreciate the reasons which prompted Mr Prag to write.

I am advised this location was not shortlisted for further consideration in previous red-light speed camera site selections, when compared to other intersections in NSW. However, Transport for NSW advises it will continue to monitor this intersection for future red-light speed camera site selection, or for other safety treatments.

Transport for NSW's Centre for Road Safety advises it is not able to install red-light speed cameras at every requested location across NSW. Fixed red-light and mobile speed cameras are used to address speeding and red-light running in NSW at specific locations with a known crash history or at high-risk sections of road or intersections. I understand there is a red-light speed camera nearby at the intersection of Evans Street and Victoria Road, Rozelle.

Please note that speeding and red-light running are matters for enforcement by the NSW Police Force. Should Mr Prag witness any incidents at this intersection in the future, I encourage him to report it to the Police Assistance Line on 131 444.

I trust this information is of assistance.

Yours sincerely

24/12/2021

Terry McSweeney
Director Customer Response

PO Box K659, Haymarket NSW 1240



JAMIE PARKER MP

MEMBER FOR BALMAIN

112a Glebe Point Road, Glebe NSW 2037
Tel: 02 9660 7586
jamie.parker@parliament.nsw.gov.au
www.jamieparker.org.au



The Hon. Natalie Ward
Minister for Metropolitan Roads
GPO Box 5341
Sydney NSW 2001

Wednesday, 15 June 2022

Pedestrian safety at Victoria Road and Darling Street, Rozelle

Natalie,
Dear Minister,

I am prompted to write as I have received a number of calls and messages from Rozelle Public School parents regarding pedestrian safety around the school, and the Victoria Road & Darling Street intersection in particular.

Parents state that despite a safety audit report prepared for Transport for NSW in 2020, which outlines several concerns including that there is an intolerable risk of people running red lights at the Victoria Road & Darling Street intersection, there has been no progress on implanting any new safety measures for pedestrians.

I note as well that in response to representations I made to the previous Minister for Transport regarding a request for a red-light speed camera in the area it was stated that the Victoria Road and Darling Street intersection would be monitored for future red-light speed camera site selection, along with other other safety treatments.

I encourage you to examine the concerns and I would appreciate an update on these matters as soon as possible. I look forward to receiving your response.

Thank you for your time.

Yours sincerely,

This red light camera needs to be urgently implemented. The safety audit makes it clear.

Jamie Parker MP
Member for Balmain



Mark Taylor MP

Parliamentary Secretary for Infrastructure and Cities, Transport and Roads

OFFICIAL

Our Ref: 01522234

Mr Jamie Parker MP
Member for Balmain
112A Glebe Point Road
GLEBE NSW 2037

Dear Mr Parker

Thank you for your correspondence to the Minister for Metropolitan Roads about pedestrian safety at the intersection of Victoria Road and Darling Street, Rozelle, near Rozelle Public School. I have been asked to respond to you.

I acknowledge the reasons which prompted you to write.

Under the NSW Road Rules, drivers must give way to pedestrians crossing at a signalised crossing. Red-arrow lanterns have been installed at the intersection of Victoria Road and Darling Street to hold traffic and allow pedestrians to establish themselves on the crossing. Transport for NSW has extended the red-light holding time for drivers to improve the safety of pedestrians using the eastern and western crossings on Victoria Road.

Transport for NSW is not able to install red-light speed cameras at all requested locations. When compared to other intersections in NSW, this location was not shortlisted for further consideration in previous red-light speed camera site selections.

Transport for NSW will continue to monitor this intersection for future red-light speed camera site selection based on other site considerations.

Thank you for taking the time to write.

Yours sincerely

Mark Taylor MP

09/08/2022

GPO Box 5341, Sydney NSW 2001

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