

AGENDA



LOCAL TRAFFIC COMMITTEE MEETING

MONDAY 19 JUNE 2023

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

Minutes of 15 May 2023 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 |
|---|------|
| LTC0623(1) Item 1 Seven Bridges Walk - Special Event (Gulgadga - Leichhardt & Baludarri - Balmain Ward/ Balmain Electorate/ Leichhardt PAC) | 13 |
| LTC0623(1) Item 2 Petersham North Latm Study (Damun-Stanmore Ward/Newtown Electorate/Inner West PAC) | 95 |
| LTC0623(1) Item 3 Wardell Road, Dulwich Hill - Traffic Improvements (Djarrawunang-Ashfield Ward/Summer Hill Electorate/Inner West PAC) | 153 |
| LTC0623(1) Item 4 Ewart Street, Dulwich Hill; Burrows Avenue, Railway Road, Gleeson Avenue and (Lower) Railway Parade, Sydenham - Temporary Parking Changes During Major Rail Shutdown Of T3 Line for Sydney Metro Upgrade Works - Bus Replacements for 11 Days Between Thursday 6 July to Sunday 16 July 2023 (Midjuburi - Marrickville Ward / Summer Hill Electorate / Inner West PAC) | 155 |
| LTC0623(1) Item 5 Wardell Road, Dulwich Hill – Consent Condition For Extension To Existing School Drop Off Zone Adjacent To St Maroun's College At Nos.149-206 Wardell Road (Djarrawunang Ward/Summer Hill Electorate/Inner West PAC) | 165 |
| LTC0623(1) Item 6 Smidmore Street, Marrickville – ENRC/2023/0025 - Temporary full road closures for Marrickville Metro Markets 11 to 13 August 2023, 13 to 15 October 2023, 8 to 10 December 2023, 9 to 11 February 2024, 12 to 14 April 2024, 7 to 9 June 2024 and related temporary changes to Victoria Road kerbside parking restrictions to accommodate relocation of community bus (Midjuburi – Marrickville Ward / Heffron Electorate / Inner West PAC) | 171 |
| LTC0623(1) Item 7 Hardie Avenue, Summer Hill - Proposed Raised Pedestrian (zebra) crossing and associated streetscape and community facility improvements. (Djarrawunang-Ashfield Ward/Summer Hill Electorate/Burwood PAC) | 193 |
| LTC0623(1) Item 8 Grosvenor Crescent and Sloane Street, Summer Hill-proposed upgrade (raising) of existing pedestrian (zebra) crossings and associated streetscape improvements. (Djarrawunang-Ashfield Ward/Summer Hill Electorate/Burwood PAC) | 198 |

| | |
|---|-----|
| LTC0623(1) Item 9 Proposed Roundabout & Safety Improvements - Elliott Street, Terry Street & Glassop Street, Balmain (Baludarri - Balmain Ward / Balmain Electorate / Leichhardt PAC) | 206 |
| LTC0623(1) Item 10 Kensington Road, Summer Hill-proposed 'No Right Turn 6am-10am, 3pm-7pm Mon-Fri' from Kensington Road into Liverpool Road. (Djarrawunang-Ashfield Ward/Summer Hill Electorate/Burwood PAC) | 211 |

Parking Matters

| ITEM | Page |
|---|------|
| LTC0623(1) Item 11 Meeks Road, Marrickville - 'No Stopping' yellow line and signage (Midjuburi – Marrickville Ward / Summer Hill Electorate / Inner West PAC) | 218 |
| LTC0623(1) Item 12 Perry Lane, Lilyfield - Proposed 'No Parking' Restrictions (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC) | 221 |
| LTC0623(1) Item 13 King George Park Carpark, Manning Street, Rozelle - Proposed '8p 8.00am-8.00pm' Restrictions (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC) | 223 |
| LTC0623(1) Item 14 Intersection of Joseph Street and Unnamed Laneway (Between Ryan Street & Lamb Street), Lilyfield - Proposed 'No Stopping' Restrictions (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC) | 226 |
| LTC0623(1) Item 15 Intersection of Croydon Road and Sunbeam Avenue, Croydon. -Proposed 'No Stopping' to the eastern corner of Croydon Road, north of Sunbeam Avenue. (Gulgadya-Leichhardt Ward/Strathfield Electorate/Burwood PAC) | 228 |

Late Items

Nil at time of printing.

6 Part B - Items for Information Only

Nil at the time of printing.

7 Part C - Items for General Advice

Nil at the time of printing.

8 General Business

9 Close of Meeting

**Minutes of Local Traffic Committee Meeting
Held on 15 May 2023 at Ashfield Service Centre**

Meeting commenced at 11.08am

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 | Councillor – Baludarri-Balmain Ward (Chair) |
| Bill Holliday | Representative for Kobi Shetty MP, Member for Balmain |
| Patricia Arcilla | Representative for Jenny Leong MP, Member for Newtown |
| Sgt Charles Buttrose | NSW Police – Leichhardt Police Area Command |
| Ben Walters | NSW Police – Inner West Police Area Command |
| Brad Malavey | NSW Police – Inner West Police Area Command |
| Nina Fard | Transport for NSW (TfNSW) |
| Jerimia Tukadra | Transport for NSW (TfNSW) |
| Mohammed Isfan | Transport for NSW (TfNSW) |

NON VOTING MEMBERS IN ATTENDANCE

| | |
|----------------------|--|
| Colin Jones | Inner West Bicycle Coalition (IWBC) |
| Manod Wickramasinghe | IWC's Traffic and Transport Services Manager |
| George Tsaprounis | IWC's Coordinator Traffic Engineering Services (South) |
| Jason Scoufis | IWC's Traffic and Parking Planner |
| Miia Hynninen | IWC's Business Administration Officer |

VISITORS

| | |
|------------------|--|
| Elizabeth Dale | Resident - Item 3 |
| Margaret Hoban | Resident – Item 3 |
| Shirley Udall | Resident – Item 7 |
| Sharon O'Connell | Resident – Item 7 |
| Paul Corbett | Traffic Engineer Representative for Applicant – Item 7 |

APOLOGIES:

| | |
|--------------|--|
| Graeme McKay | Representative for Jo Haylen MP, Member for Summer Hill |
| Sunny Jo | IWC's Coordinator Traffic Engineering Services (North) |
| Ivy Tseng | Representative for Jason Yat-sen Li MP, Member for Strathfield |

DISCLOSURES OF INTERESTS:

Nil.

CONFIRMATION OF MINUTES

That the Minutes of the Local Traffic Committee Meeting held on Monday, 17 April 2023 were confirmed.

MATTERS ARISING FROM COUNCIL'S RESOLUTION OF MINUTES

LTC0523(1) Item 1 Livingstone Road cycle way upgrades and safety improvements review – C1222(2) Item 26 (Midjuburi-Marrickville Ward/Summer Hill Electorate/Inner West LAC)

SUMMARY

A review of Livingstone Road cycle way (Marrickville - Local Bicycle Route 3 (LR03) Frazer Park to Marrickville Road) has been undertaken and the findings of the review are detailed in this report along with recommendations for consideration in construction of any future cycleways in the Inner West.

Officer's Recommendation

That:

1. The report be received and noted.
2. The noted enhancements to the Livingstone Road Cycleway, be considered as part of Council's draft Cycling Action Plan (subject to detailed design and further consultation with affected residents at each location)

DISCUSSION

The IWBC representative supports the report and recommends that the Committee adopt these recommendations, and change the wording from noted to endorsed.

The Committee members agreed with the Officer's recommendation, subject to change the above wording.

COMMITTEE RECOMMENDATION

That:

1. The report be received and endorsed.
2. The noted enhancements to the Livingstone Road Cycleway, be considered as part of Council's draft Cycling Action Plan (subject to detailed design and further consultation with affected residents at each location)

For motion: Unanimous

LTC0523(1) Item 2 The Esplanade, Ashfield - "STOP" sign and holding line (Djarrawunang - Ashfield Ward / Summer Hill Electorate / Burwood PAC)

SUMMARY

In response to concerns raised by local residents, Council proposes to install a 'STOP' sign and associated holding line in The Esplanade at the intersection of Markham Avenue and Markham Place, Ashfield.

Officer's Recommendation

That:

1. That the existing Pedestrian sign (W6-1) on the northern side of The Esplanade at the intersection of Markham Avenue and Markham Place, Ashfield be removed and replaced with a "STOP" sign facing westbound traffic;
2. That a 6.5m "STOP" holding line be installed from the western splay corner of 315 Liverpool Road towards the eastern edge of the drainage pit lintel located outside the boundary of Nos.17-20 The Esplanade and No.1 Markham Place; and
3. That the Pedestrian sign (W6-1) be relocated to the electric light pole (ASH-P02A) on the northern side outside Nos.17-20 The Esplanade, Ashfield.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

That:

1. That the existing Pedestrian sign (W6-1) on the northern side of The Esplanade at the intersection of Markham Avenue and Markham Place, Ashfield be removed and replaced with a "STOP" sign facing westbound traffic;
2. That a 6.5m "STOP" holding line be installed from the western splay corner of 315 Liverpool Road towards the eastern edge of the drainage pit lintel located outside the boundary of Nos.17-20 The Esplanade and No.1 Markham Place; and
3. That the Pedestrian sign (W6-1) be relocated to the electric light pole (ASH-P02A) on the northern side outside Nos.17-20 The Esplanade, Ashfield.

For motion: Unanimous

LTC0523(1) Item 3 Withecombe Street and Ellen Street, Rozelle - Proposed 'Trucks Prohibited, Over 3t GVM' restrictions (Baludarri-Balmain Ward/ Balmain Electorate/ Leichhardt PAC)

SUMMARY

Council has received concerns regarding trucks using Withecombe Street and Ellen Street and subsequently causing property damage in Withecombe Street and Ellen Street, Rozelle. In order to minimize damage from trucks, a 'Trucks Prohibited Over 3t GVM' restriction is proposed on Withecombe Street from Belmore Road to Victoria Road, and Ellen Street from Evans Street to Victoria Road.

Officer's Recommendation

THAT:

1. The proposed 'Trucks Prohibited, Over 3t GVM' zone be approved for the entire length of Withecombe Street, and Ellen Street, Rozelle between Evans Street to Victoria Road, subject to TfNSW approval of Traffic Management Plan; and
2. The 'Trucks Prohibited, Over 3t GVM' signs be installed at Victoria Road, Evans

Street, and Belmore Street as per attached signage plan.

DISCUSSION

Public speakers: Margaret Hoban and Elizabeth Dale entered at 11.38am.

Ms Hoban supported the recommendation and raised several concerns about vehicles travelling down Withecombe Street turning against one way restrictions in Belmore Street, and queried whether the proposal stopped long vehicles turning down Withecombe Street.

Ms Dale supported the recommendation and noted concerns of trucks travelling down Withecombe Street turning against one way restrictions in Belmore Street, and safety concerns when they reverse or U-turn.

Council Officers confirmed that weight restrictions would encapsulate small and medium rigid vehicles.

(Ms Hoban and Ms Dale left at 11.50am)

The representative for the Member for Balmain noted that the sign is adequate and will fix the issue.

The representative for NSW Police noted that Ms Hoban and Ms Dale were not aware that delivery vehicles with a destination in the street will still be allowed to enter the street . Council Officers advised that this can be clarified with the residents and is part of the usual consultation process.

The TfNSW representative noted that the sign will not be in the Victoria Road corridor and suggested that TfNSW meet with Council to discuss signage location.

COMMITTEE RECOMMENDATION

THAT:

1. The proposed 'Trucks Prohibited, Over 3t GVM' zone be approved for the entire length of Withecombe Street, and Ellen Street, Rozelle between Evans Street to Victoria Road, subject to TfNSW approval of Traffic Management Plan; and
2. The 'Trucks Prohibited, Over 3t GVM' signs be installed at Victoria Road, Evans Street, and Belmore Street as per attached signage plan.

For motion: Unanimous

LTC0523(1) Item 4 West Street, Petersham – Pedestrian Safety Improvement Works – raised pedestrian crossing - Design Plan 10240-A Project 303082 (DAMUN - STANMORE WARD/ NEWTOWN ELECTORATE/ INNER WEST PAC)

SUMMARY

Council has finalised a design plan for pedestrian safety improvement works in West Street, Petersham. The proposed works will include raising the existing pedestrian (zebra) crossing which will improve pedestrian safety at this locality.

Officer's Recommendation

That the detailed design plan for the raising of the existing pedestrian crossing and associated signs and line markings in West Street, Petersham (as per Plan No.10240-A) be approved.

DISCUSSION

The IWBC representative queried if we can make the design similar to the pedestrian crossing which is situated on West Street at Station Street by incorporating an uphill bicycle lane.

Council Officers indicated that that there is sufficient width to provide an uphill bicycle lane without modifying the current design plan should it be needed. Officers, however, indicated that since the construction of the pedestrian crossing on West Street at Station Street (which has a bicycle lane treatment), Council has now developed a bicycle strategy which indicates an off-road path (along the western footpath of West Street) is to be provided rather than an on-road path.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

That the detailed design plan for the raising of the existing pedestrian crossing and associated signs and line markings in West Street, Petersham (as per Plan No.10240-A) be approved.

For motion: Unanimous

LTC0523(1) Item 5 West Street, Petersham at the intersection of The Boulevarde – Pedestrian Safety Improvement Works – proposed raised pedestrian crossing - Design Plan 10241 Project 303082 (DAMUN - STANMORE WARD/ NEWTOWN ELECTORATE/ INNER WEST PAC)

SUMMARY

Council has finalised a design plan for pedestrian safety improvement works in West Street, Petersham at the intersection of The Boulevarde. The proposed works will include raising the existing pedestrian (zebra) crossing along with various associated works, including landscaped kerb blisters and road resheeting, and will improve pedestrian safety in the locality.

Officer's Recommendation

That the detailed design plan for the raising of the existing pedestrian crossing and new adjacent landscaped kerb blisters and ramps and associated signs and line markings in West Street, Petersham at the intersection of The Boulevarde (as per Plan No.10241) be approved.

DISCUSSION

Council Officers tabled a late submission from a resident who raised concerns with existing 'No Stopping' and 'No Parking' signage as well as a maintenance request to have trees trimmed.

COMMITTEE RECOMMENDATION

That the detailed design plan for the raising of the existing pedestrian crossing and new adjacent landscaped kerb blisters and ramps and associated signs and line markings in West Street, Petersham at the intersection of The Boulevarde (as per Plan No.10241) be approved.

For motion: Unanimous

**LTC0523(1) Item 6 728-750 Princes Highway, Tempe – Bunnings – ENR1/2021/0035
Special Condition 3 – Signage and Line Marking Plans –
MOD20220424 (MIDJUBURI - MARRICKVILLE WARD /HEFFRON
ELECTORATE /INNER WEST PAC)**

SUMMARY

Detailed signage and line marking plans for 728-750 Princes Highway, Tempe have been submitted as part of ENR1/2021/0035 approval special condition 3 prior lodgement of the 'Roadworks – Step 2 Permit to Construct'. It is recommended that the submitted plans be approved for Smith Street and no objection raised to the works along Princes Highway.

Officer's Recommendation

That:

1. The detailed signage and line marking plans for the proposed Bunnings development at 728-750 Princes Highway, Tempe showing the new slip lane and upgrade of Smith Street (as per the attached Plans HD202r-11-HD25, 26 and 27) be supported subject to separate TfNSW approval for the changes to the Princes Highway and TCS design; and
2. The costs of the supply and installation of the associated signage are to be borne by the applicant in accordance with Council's Fees and Charges.

DISCUSSION

It was noted that in the submitted design plans, the design does not address some of the approved treatments/concerns from the Tempe South LATM, such as;

- The width of footpath on south side of Smith Street appears to be unchanged although it was intended to be widened.
- There is a tight right turn angle from Princes Highway turning bay across 3 lanes which may result in collisions
- The median across Princes Highway should be closed at Foreman Street.
- Garden beds at the Bunnings entry/exit driveway into Smith Street (to prevent vehicle egressing into the residential street network) have not been incorporated in the plans.

The Committee members agreed to defer the proposal so that these matters can be addressed by the developer.

COMMITTEE RECOMMENDATION

That the detailed signage and line marking plans for the proposed Bunnings development at 728-750 Princes Highway, Tempe showing the new slip lane and upgrade of Smith Street (as per the attached Plans HD202r-11-HD25, 26 and 27) be deferred to address the identified matters.

For motion: Unanimous

**LTC0523(1) Item 7 Fawcett Street, Balmain - Proposed 'No Parking' Restrictions
(Baludarri - Balmain Ward/ Balmain Electorate/ Leichhardt PAC)**

SUMMARY

Council has received a request to install a 12.6m length No Parking zone adjacent to a new driveway access at 14C Jane Street, Balmain. The proposal sees the provision of adequate sight distance when manoeuvring in and out of the driveway of the proposed development.

Officer's Recommendation

That:

1. The installation of 'No Parking' signposting in Fawcett Street, Balmain, starting 10m from the existing 'No Parking' zone located south of the proposed driveway and extending 12.6m north, be approved subject to consultation with residents of Fawcett Street; and
2. The 'No Parking' signs be installed at the applicant's expense at no cost to Council.

DISCUSSION

Public speakers: Shirley Udall and Sharon Scott entered at 11.11am.

Ms Udall did not support the recommendation and raised several concerns and suggested that Council consider:

- The narrowness of the street causes difficulties entering/exiting driveways;
- The removal of parking spaces affects the potential for her to get a disability parking space should she require one in future; and
- The removal of multiple parking spaces takes away spots from the current residents and the area already has a huge demand for parking.

Ms Scott did not support the recommendation and raised several concerns and suggested that Council consider:

- The loss of parking for the parents from the nearby public school;
- There are safety concerns for the school children with vehicles entering/exiting the driveway and line of sight issues;
- The current demand for parking spaces in the area is high; and
- Concerns for elderly residents who will not be able to park close by their homes.

(Ms Udall and Ms Scott left the meeting at 11.23am)

Public speaker: Paul Corbett entered the meeting at 11.24am.

Mr Corbett did support the recommendation and suggested that Council consider:

- Fawcett Street is already narrow and shouldn't allow for parking at all as it leaves vehicles movements restricted;
- The property on the immediate north of the site has a garage as well as the property to the south of the site on the eastern side; and
- On-street parking surveys were undertaken and it was noted that that there was capacity in the surrounding streets.

(Mr Corbett left the meeting at 11.37am.)

The Committee members agreed to defer the proposal to undertake consultation with residents.

COMMITTEE RECOMMENDATION

That the installation of ‘No Parking’ signposting in Fawcett Street, Balmain, starting 10m from the existing ‘No Parking’ zone located south of the proposed driveway and extending 12.6m north, be deferred to address the identified matters.

For motion: Unanimous

General Business

Item 8 Request for Resident Parking Scheme in Scouller Street, Marrickville

The Mayor tabled a request from a resident of Scouller Street, Marrickville who raised concerns about vehicles being dumped in the street due to no parking restrictions.

Mr Suttie has requested if we could introduce resident parking permits and time limits to the street. He also noted concerns for multiple properties without off street parking who rely on street parking spaces.

Mr Suttie also raised concerns regarding an unregistered Mercedes parked outside 22 Scouller Street and a Yacht parked on the street since Christmas.

Council Officers advised that they would undertake an investigation and advise the resident of the process.

For motion: Unanimous

Item 9 Request for update on traffic light upgrade at Alice Street corner of Edgeware Road, Newtown

The representative for the Member for Newtown requested an update on the traffic light upgrade at Alice Street turning onto Edgeware Road, Newtown.

It was raised that at a previous meeting it was advised that this would be completed by the end of financial year.

TfNSW will investigate and report back by the end of financial year.

Item 10 Citybound bus stop on Salisbury Road, Stanmore

The representative for the Member for Newtown raised that the citybound bus stop on Salisbury Road in Stanmore, the set back of the seats causes line of sight issues specifically for people with limited mobility and elderly people can't see around the current tree line. This is causing residents to not see their bus and people are missing their buses.

The representative for Member for Newtown requested for a solution and for the trees to be trimmed.

Council Officers agreed to arrange an investigation.

Meeting closed at 12.14pm.

Item No: LTC0623(1) Item 1

Subject: SEVEN BRIDGES WALK - SPECIAL EVENT (GULGADGA - LEICHHARDT & BALUDARRI - BALMAIN WARD/ BALMAIN ELECTORATE/ LEICHHARDT PAC)

Prepared By: Zara Helal - Traffic Engineer

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

The Cancer Council NSW Seven Bridges Walk event will be held on Sunday, 22 October 2023 at various locations in Sydney, including areas within the Inner West Council. The Event is in its eighteenth year of operation and the applicant seeks approval again in 2023.

RECOMMENDATION

That the Cancer Council NSW Seven Bridges Walk to be held on Sunday, 22 October 2023 be approved, subject to a current Public Liability Insurance Policy which includes the Inner West Council being an interested party being submitted by the event organiser prior to the event.

BACKGROUND & OTHER STAFF COMMENTS

The Cancer Council NSW Seven Bridges Walk concept was created and developed by the Pedestrian Council of Australia (PCA) who will remain the owner of the event. The PCA has engaged Mothership Events to deliver the Event Operations and manage the marketing of the Event on behalf of PCA. The Cancer Council NSW Seven Bridges Walk can be regarded as an active opportunity to further enhance the councils' and stakeholders' charter toward promoting walking as a healthy activity and as an increasingly important means of active transport. In addition, the event will provide a significant contribution to the Cancer Council NSW (CCNSW).

The course of CCNSW Seven Bridges Walk will open at 7:00am, and close at 4:30pm and it is estimated that it may attract up to 15,000 participants. The walking route is approximately 27km in length and is a closed loop circuit that utilises pathways around the inner metropolitan region of Sydney that skirts the Sydney Harbour and includes the crossing of seven bridges. Special event buses will operate in both directions around the course and will be provided free of charge to everyone holding an 'event passport'.

Course Description:

The walking route is approximately 27km in length and is a closed loop circuit that utilises pathways around the inner metropolitan region of Sydney that skirts the Sydney Harbour and includes the crossing of Seven Bridges.

The Seven Bridges are:

1. Sydney Harbour Bridge
2. Pyrmont Bridge
3. ANZAC Bridge
4. Iron Cove Bridge
5. Gladesville Bridge
6. Tarban Creek Bridge
7. Fig Tree Bridge

Village Locations:

Event 'Villages' are located around the course and will be used as check-in locations, First Aid points, drink stations, light catering and entertainment.

The 6 villages are:

1. Milsons Point Village (Burton Street at Alfred Street, Milsons Point)
2. Pyrmont Village (at Pyrmont Bay Park, Pirrama Rd, opposite The Star Casino)
3. Rozelle Village (at Waterfront Drive Sporting Ground - Callan Park)
4. Hunters Hill Village (at Hunters Hill Scout Hall, Durham St near the Church St overpass on Burns Bay Road, Hunters Hill)
5. Lane Cove Village (Blaxlands Corner – Central Park, William Edward St and Kenneth St, Lane Cove)
6. Wollstonecraft Village (at Brennan Park, Hazelbank St at King St, Wollstonecraft)

Impact on the Inner West LGA

The route through the Inner West LGA is via:

- ANZAC Bridge to Victoria Road
- Pedestrian bridge over Victoria Road
- Lilyfield Road
- Burt Street
- Denison Street
- Cheltenham Street
- O'Neill Street
- Cecily Street
- Through Callan Park to King George Park
- Byrnes Street to Victoria Road OR
- Byrnes Street to Iron Cove Bridge via the underpass (alternative route).

Traffic and Pedestrian Management Plan (TMP)

This event does not require closure of any roads in the Inner West LGA. As the participants will be using footpaths and crossing the street network with assistance of traffic controllers, the Event does not cause significant impacts on traffic and transport systems. Therefore, the walk can be considered as a Class 3 event. Hence, Council's approval for the Traffic & Transport Management Plan is adequate.

The attached Pedestrian and Traffic Management Plan (TMP), when approved by the relevant authorities, becomes the prime document detailing with the traffic and transport arrangements under which this event is to proceed.

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

The route for the proposed Seven Bridges Walk and the Traffic Control Plans (TCP) and Traffic Management Plan for Inner West Council LGA are attached.

FINANCIAL IMPLICATIONS

All costs associated with the Seven Bridges Walk are funded by the event organisers.

ATTACHMENTS

1. [↓](#) Traffic Control Plan - Seven Bridges Walk 2023
2. [↓](#) Traffic Management Plan - Seven Bridges Walk 2023

7BW 2023 TRAFFIC AND PEDESTRIAN RISK MANAGEMENT PLAN VERSION 1

| 2023 Seven Bridges Walk | | | Course Features | | Risk Analysis & Evaluation Descriptors | | | | | | | | |
|--|--|--|---|--|---|--|--|--|--|--|--|--|--|
| Course Planning, Risk Assessment & Operations Plan | | | Nil X = No Crossing (keeping to same side of pathway) | | Note: To be read in conjunction with Risk Assessment & Management Overview Document & relevant evaluation Tables. | | | | | | | | |
| Date: Sunday 22 October 2023 | | | Ped X = Pedestrian/Zebra Road Crossing (TCP or CMP depending on ADT) | | Likelihood Rating: A = Almost Certain, B = Likely, C = Possible, D = Unlikely, E = Rare, F = Very Rare, G = Extremely Rare | | | | | | | | |
| Author: Justin Nyker (Mothership Events) Edited by: Petr Danks (TPP) | | | TCS X = Traffic Controlled Signal Road Crossing Point (TCP or CMP depending on ADT) | | Consequence Rating: 1 = Insignificant, 2 = Minor, 3 = Moderate, 4 = Major, 5 = Catastrophic/Severe | | | | | | | | |
| Version 1: 29th April 2023 | | | Local Road X = Minor Local Road Crossing (TCP or CMP depending on ADT) | | Level of Risk: VL = Very Low (1-5), L = Low (6-11), M = Medium (12-17), H = High (18-23), VH = Very High (24-29), E = Extreme (30+) | | | | | | | | |
| TCP 1 = Traffic & Pedestrian Control Point with Traffic Controller | | | Local Road X (TCP) = Local Road Crossing with Traffic Controller Assisting | | Risk Priority: SL = Very Low, 4 = Low, 3 = Medium, 2 = High, 1 = Very High | | | | | | | | |
| CM 2 = Course Marshal Point (Course Direction & Information) | | | Course Marshal Point (CMP) = Key Course Directional & Information Point | | | | | | | | | | |
| 2023 Seven Bridges Walk | | | Course Decision Point (CDP) = Course Point where there is Alternate Route | | | | | | | | | | |
| Course Planning, Risk Assessment & Operations Plan | | | Date: Sunday 22 nd October 2023 | | Version 1 29 th April 2023 | | | | | | | | |

| TCP/ CMP/ STEN Ref. | Local Area | Gov. | Street by Street DESCRIPTION of Route | Course Feature Nil X, Ped X, TCS X, Local Rd X, Local Rd X (TC-Assist) | Risk Type 'Traffic' 'Pedestrian' or 'Other' | Description of: the Risk/Hazard, the consequence of impact; what, how when may this risk occur | Likelihood Rating A -> G | Consequence Rating 1 -> 5 | Level of Risk VL -> E | Priority 5=VL -> 1=VH | Risk Treatment Options (Accept, Avoid, Transfer, Reduce Likelihood, Reduce Consequence) | Likelihood Rating (after risk treatment) | Consequence Rating (after risk treatment) | Level of Residual Risk (after treatment applied) - VL>E |
|------------------------------|---------------|-----------------|--|---|--|--|--------------------------------|---------------------------------|--------------------------|-----------------------------|---|---|---|---|
| | | NSC | VILLAGE - Milsons Point, Burton St, Milsons Point | Nil X | Crowd Control, Flows & Information | Congested Ped flows accessing site, Crowd Control Issues, Inadequate Resourcing, Wind, Rain, Contractor Management, Functionality | B | 2 | Medium | 3 | Reduce Likelihood & Consequence: Detailed Site Plan, Appropriate Resources, Crowd control Devices, Queueing Systems, Weighted Structures, Cover, Brief to Staff & Contractors, Signage Plan, First Aid, Rehydration, Toilets | C | 2 | Low |
| | | NSC | Through Tunnel on Burton St to Cahill Walk Steps, South of Milsons Point Station | Nil X | Pedestrian | Pedestrian Congestion | C | 1 | VL | 4 | Accept: Event Marshalls (from village), Signage, Registration and Queueing Systems, Processing rate of participants starting the course. | C | 1 | VL |
| | | RMS | Cahill Walk - (Milsons Point) Up 48 steps onto Sydney Harbour Bridge | Nil X | Medical & Pedestrian | Accessibility, Congestion & Minor Medical likelihood due to Stairs, Slip Trip or Fall | C | 2 | Low | 3 | Accept: Marshals & Access to First Aid | C | 2 | Low |
| | | RMS | Sydney Harbour Bridge (SHB) - Along Eastern Pathway (LHS) | Nil X | Pedestrian | Congestion | C | 1 | VL | 4 | Accept: Signs, Marshals to respond from Milsons Point Village to bridge walkway for any congestion issues | C | 1 | VL |
| | | RMS | SHB Stamp Point - end of SHB | Nil X | Pedestrian | Congestion | B | 2 | Medium | 3 | Reduce Likelihood: Ensure adequate Event Marshalls, Stampers and Signage to reduce congestion | C | 2 | Low |
| | | RMS | Down several flights of stairs to Cumberland St | Nil X | Medical & Pedestrian | Accessibility, Congestion & Minor Medical due to Stairs; Slip Trip and Fall | B | 2 | Medium | 3 | Reduce Likelihood: Ensure adequate Event Marshalls and Signage to reduce congestion | C | 2 | Low |
| | | CM 1 | Turn left on Cumberland Street and veer left under Sydney Harbour Bridge | Nil X | Pedestrian | Directional | C | 2 | Low | 3 | Accept: Use marshals and signage to direct participants | C | 2 | Low |
| | | TCF7347 CM 2 | Exit onto Watsons Rd and walk down Argyle St., cross at pedestrian crossing, follow footpath | Ped X | Traffic & Pedestrian | Directional, Road Crossing Point | C | 2 | Low | 4 | Accept: Signage and Marshal | C | 2 | Low |
| | | TCF7348 CM 3 | Cross at pedestrian crossing on Kent st, near Argyle st corner, continue along LHE of Argyle st to High St | Ped X | Traffic & Pedestrian | Directional, Road Crossing Point | C | 2 | Low | 4 | Accept: Signage and Marshal | C | 2 | Low |
| | | TCF7349 | Left onto High Lane LHS | Nil X | Pedestrian | Directional, Road Crossing Point | C | 2 | Low | 4 | Accept: Signage | C | 2 | Low |
| | | COS | Left onto High Street at end of High St | Nil X | Pedestrian | Directional | C | 2 | Low | 4 | Accept: Signage | C | 2 | Low |
| | | TCF7350 | Right onto Kent Street at intersection to continue South on Kent Street, crossing over Gas Lane | Ped X | Pedestrian | Road Crossing Point | C | 2 | Low | 4 | Accept: Low volume side street | C | 2 | Low |
| | | TCF7351 CM 4 | Cross at Pedestrian crossing and Lights at Napoleon & Kent St Intersection | Local Rd X (TCP) | Traffic & Pedestrian | Road Crossing Point | C | 2 | Low | 4 | Accept: Traffic Controller & Marshal, advance warning signage | C | 2 | Low |
| | | COS | Turn right at Erskine Street | Nil X | Pedestrian | Directional | C | 2 | Low | 4 | Accept: Signage will be used to direct participants along the correct route in this location. | C | 2 | Low |
| | | TCF7352 CM 5 | Cross at Pedestrian Light Crossing at Sussex St and continue west on Erskine St | TCS X | Traffic & Pedestrian | Directional | C | 2 | Low | 4 | Accept: Signage and Course Marshal, existing traffic lights | C | 2 | Low |
| | | COS | Cross at Pedestrian Lights Crossing at Shelley St and continue west on Erskine St then cross Lime St at the Pedestrian crossing. | Ped X | Traffic & Pedestrian | Directional | C | 2 | Low | 4 | Accept: Signage | C | 2 | Low |
| | | PNSW | From the crossing take the stairs to the King St Wharf Promenade then turn left and follow promenade along King St Wharf | Nil X | Pedestrian | Directional & Congestion | C | 1 | VL | 4 | Accept: Signage | C | 1 | VL |
| | | PNSW | Walk along King Street Wharf southbound to Sydney Aquarium | Nil X | Pedestrian | Directional & Congestion | C | 1 | VL | 4 | Accept: Signage | C | 1 | VL |
| | | PNSW | Along boardwalk alongside "Wildlife World" | Nil X | Pedestrian | Directional & Congestion | C | 1 | VL | 4 | Accept: Signage | C | 1 | VL |
| | | PNSW | Bare left at Darling Harbour Aquarium Wharf | Nil X | Pedestrian | Directional & Congestion | C | 1 | VL | 4 | Accept: Signage | C | 1 | VL |
| | | PNSW | Along board walk outside of Sydney Aquarium | Nil X | Pedestrian | Directional & Congestion | C | 1 | VL | 4 | Accept: Signage | C | 1 | VL |



| TCP/ CMP/ STEN Ref. | Local Gov. Area | Street by Street DESCRIPTION of Route | Course Feature Nil X, Ped X, TCS X, Local Rd X, Local Rd X (TC-Assist) | Risk Type 'Traffic' 'Pedestrian' or 'Other' | Description of the Risk/Hazard, the consequence of impact; what, how when may this risk occur | Likelihood Rating A -> G | Consequence Rating 1 -> 5 | Level of Risk VL -> E | Prior ity 5=V L | Risk Treatment Options (Accept, Avoid, Transfer, Reduce Likelihood, Reduce Consequence) | Likeliho od Rating (after risk treatment) | Consequence Rating (after risk treatment) | Level of Residual Risk (after treatment applied) - VL>E | Residual Risk Priority |
|------------------------------|-----------------------|--|---|--|---|--------------------------------|---------------------------------|--------------------------|--------------------------|---|--|---|---|---------------------------|
| | PNSW | Turn right towards Pyrmont Bridge East Entry | Nil X | Pedestrian | Directional & Congestion | C | 1 | VL | 4 | Accept: Signage | C | 1 | VL | |
| | PNSW | Up Escalators, stairs or lift to Eastern end of Pyrmont Bridge | Nil X | Pedestrian | Accessibility, Directional, Congestion | C | 2 | Low | 3 | Accept: Signage | C | 2 | Low | |
| | PNSW | Across Pyrmont Bridge towards Murray St and Darling Drive | Nil X | Pedestrian | Directional & Congestion due to bridge opening; Cyclists riding across the bridge not giving way to Pedestrians | B | 3 | High | 3 | Reduce Consequence: Signage and marshals to manage queues Reduce Likelihood: Advanced notification signage installed on the bridge 1 week prior to the event to warn cyclists and pedestrians of the event. | C | 2 | Low | |
| CMP | PNSW | End of Pyrmont Bridge Turn Right down Murray Street RHS Pyrmont Bridge Stamp Point – End of PB | Nil X | Pedestrian | Directional & Congestion due to bridge opening; Cyclists riding across the bridge not giving way to Pedestrians | B | 3 | High | 3 | Reduce Consequence: Signage and marshals to manage queues Reduce Likelihood: Advanced notification signage installed on the bridge 1 week prior to the event to warn cyclists and pedestrians of the event. | C | 2 | Low | |
| CM 6&7 | COS | At end of Murray St turn left onto Boardwalk to Pyrmont Village | Nil X | Pedestrian | Directional | C | 2 | Low | 4 | Accept: Signage & marshals | C | 2 | Low | |
| | PNSW | VILLAGE - Pyrmont Bay Park | Nil X | Crowd Control, Flows & Information | Crowd Control Issues, Inadequate Resourcing, Wind, Rain, Contractor Management, Functionality | B | 2 | Medium | 3 | Reduce Likelihood & Consequence: Site Plan, Appropriate Resources, Crowd control Devices, Queueing Systems, Weighted Structures, Cover, Brief to Staff & Contractors, Signage Plan, First Aid, Rehydration, Toilets | C | 2 | Low | |
| | COS | From village continue along Pirrama Rd | Nil X | Pedestrian | Directional | C | 1 | VL | 4 | Accept: Signage | C | 1 | VL | |
| | COS | Cross Darling Island Rd | Local Road X | Traffic & Pedestrian | Road Crossing Point, Directional | C | 2 | Low | 4 | Accept: Signage | C | 2 | Low | |
| | COS | Continue on RHS footpath to Pirrama Park. At Pirrama Park turn right and walk along the boardwalk along the waterfront | Nil X | Pedestrian | Directional | C | 1 | VL | 4 | Accept: Signage | C | 1 | VL | |
| | COS | Follow the foreshore past Harris St and continue along to the Old Glebe Island Bridge | Nil X | Pedestrian | Directional | C | 1 | VL | 4 | Accept: Signage | C | 1 | VL | |
| TCP7354 | COS | Cross Bowman St and walk along LHS of Bank St | Local Road X (TC-Assist) | Traffic & Pedestrian | Road Crossing Point, Pedestrian & Traffic Congestion & Directional | C | 3 | Medium | 3 | Reduce Likelihood: 2 x Traffic Controller operating a stop/slow arrangement, signs and devices used for Pedestrian and vehicle awareness, 1 x TC slowing traffic coming down hill towards crossover | C | 2 | Low | |
| CM 7 | COS | Turn Left onto Quarry Master Dr | Nil X | Pedestrian | Directional | C | 1 | VL | 4 | Accept: Signage | C | 1 | VL | |
| TCP7355 | RMS | Ramp- Cnr Saunders & Quarry Master Dr onto Anzac Bridge Walk Ramp | Nil X | Cyclists & Pedestrian | Directional & Congestion; cyclists | B | 2 | Medium | 3 | Reduce Likelihood: Event Marshalls, Advance warning signs from 1 week prior to the event to notify cyclists | C | 2 | Low | |
| CM 9 | RMS | Onto Anzac Bridge East- includes sectioned area with history of bridge signage | Nil X | Cyclists & Pedestrian | Directional & Congestion; cyclists | B | 2 | Medium | 3 | Reduce Likelihood: Event Marshalls, Advance warning signs from 1 week prior to the event to notify cyclists | C | 2 | Low | |
| CM 10&11 | RMS | Anzac Bridge East (Stamp Point) | Nil X | Cyclists & Pedestrian | Directional & Congestion; cyclists | B | 2 | Medium | 3 | Reduce Likelihood: Event Marshalls, Advance warning signs from 1 week prior to the event to notify cyclists | C | 2 | Low | |
| | RMS | Across Anzac Bridge | Nil X | Cyclists & Pedestrian | Directional & Congestion; cyclists | B | 2 | Medium | 3 | Reduce Likelihood: Event Marshalls, Advance warning signs from 1 week prior to the event to notify cyclists | C | 2 | Low | |
| CM | RMS | Across Anzac Bridge – mid block exit | Nil X | Cyclists & Pedestrian | Directional & Congestion; cyclists | B | 2 | Medium | 3 | Reduce Likelihood: Event Marshall, Advance warning signs from 1 week prior to the event to notify cyclists | C | 2 | Low | |
| CM 12 | RMS | Turn right from ramp onto James Craig Rd and continues under Anzac Bridge | Nil X | Cyclists & Pedestrian | Directional & Congestion; cyclists | B | 2 | Medium | 3 | Accept: Signage | C | 2 | Low | |
| TCP7357 CM 13 | ? | Continue along Northern side of James Craig Rd | Local Road X (TCP) | Cyclists & Pedestrian | Road Crossing Point, Pedestrian & Traffic Congestion | C | 4 | Medium | 3 | Accept: Traffic Controller | C | 2 | Low | |
| CM | ? | Continue along Northern side of James Craig Rd, turn right and proceed up The Crescent | Nil X | Cyclists & Pedestrian | Directional & Congestion; cyclists | B | 2 | Medium | 3 | Reduce Likelihood: Event Marshall | C | 2 | Low | |
| TCP7358 CM 14&15 | ? | TC at lights holding peds to cross with lights, Marshall to assist | TCS X | Pedestrians | Crossover point | B | 3 | High | 3 | Reduce Likelihood & Consequence: TC to hold peds, marshall at other light crossing to remind participants of same. Signage at location. | C | 2 | Low | |
| CM 16 | RMS | Exit Anzac Bridge onto pathway near old bus stop | Nil X | Traffic & Pedestrian | Safety; cyclist | C | 3 | Medium | 3 | Reduce Likelihood & Consequence: Install CCB's along curb that is directly exposed to oncoming traffic to reduce likelihood of a participant walking onto the roadway | D | 2 | Low | |
| TCP7359 CM 17 | IWC | Proceed along left of Victoria Rd | Local Road X (TC-Assist) | Pedestrian | Local Road Crossing Point – traffic lights | B | 2 | Medium | 3 | Reduce Likelihood: Traffic Controller and Course Marshal | C | 1 | VL | |
| | IWC | Along Lilyfield Road RHS | Nil X | Pedestrian | Directional & Congestion, narrow f/path | C | 1 | VL | 4 | Accept: Signage | C | 1 | VL | |
| TCP7360 CM 18 | IWC | Cross Lilyfield Road on local road crossing to RHS prior to Gordon Street | Local Road X (TCP) | Traffic & Pedestrian | Local Road Crossing Point, Pedestrian & Traffic Congestion, Directional | C | 4 | Medium | 3 | Accept: Devices used for Pedestrian awareness and Signs, Marshalls to assist with crowd control | C | 2 | Low | |
| | IWC | Cross Gordon Street onto Burt Street RHS | Local Road X | Pedestrian | Local Road Crossing Point, Pedestrian & Traffic Congestion | C | 2 | Low | 4 | Accept: Signage & Marshal | C | 2 | Low | |
| CM 19 | IWC | Continue on Burt St and cross Alfred Lane, continue past Easton Park (RHS) | Local Road X | Traffic & Pedestrian | Local Road Crossing Point & Directional | C | 2 | Low | 4 | Accept: Signage | C | 2 | Low | |
| | | Author: Justin Nyker: 7BW2023 Master Course Plan April 2023 | | | | | | | | | | | | |

| TCP/ CMP / STEN Ref. | Local Gov. Area | Street by Street DESCRIPTION of Route | Course Feature Nil X, Ped X, TCS X, Local Rd X, Local Rd X (TC-Assist) | Risk Type 'Traffic' 'Pedestrian' or 'Other' | Description of the Risk/Hazard, the consequence of impact; what, how when may this risk occur | Likelihood Rating A -> G | Consequence Rating 1 -> 5 | Level of Risk VL -> E | Priorit y 5=VL -> 1=VH | Risk Treatment Options (Accept, Avoid, Transfer, Reduce Likelihood, Reduce Consequence) | Likelihood Rating (after risk treatment) | Consequence Rating (after risk treatment) | Level of Residual Risk (after treatment applied) - VL>E | Residual Risk Priority |
|-------------------------------|-----------------------|--|---|--|---|--------------------------------|---------------------------------|--------------------------|---------------------------------|---|---|--|---|---------------------------|
| TCP361 | IWC | Crossover of Burt St to access drink station in Easton Park | Local Road X | Traffic & Pedestrian | Local Road Crossing | C | 2 | Low | 4 | Accept: Devices used for Pedestrian awareness and Signage | C | 2 | Low | |
| CM 20 | IWC | Crossover of Denison St from Easton Park to continue course | Local Road X | Traffic & Pedestrian | Local Road Crossing | C | 2 | Low | 4 | Accept: Marshall & Devices used for Pedestrian awareness and Signage | C | 2 | Low | |
| | IWC | Turn left walk along Cheltenham St (LHS) | Nil X | Pedestrian | Directional and congestion | C | 2 | Low | 4 | Accept: Signage | C | 2 | Low | |
| | IWC | Cross Foucart St into O'Neill St | Local Road X | Traffic & Pedestrian | Safety, Directional & congestion | C | 2 | Low | 4 | Accept: Devices used for Pedestrian awareness and Signage | C | 2 | Low | |
| TCP362 CM21 | IWC | Turn right into Cecily St and follow up RHS to Balmain Rd | Nil X | Pedestrian | Directional & congestion due to narrow footpath | C | 2 | Low | 4 | Accept: Signage | C | 2 | Low | |
| TCP 7363 | IWC | Cross Balmain Rd/Darling St at Cecily St Traffic lights into Rozelle Hospital Grounds | TCS X (TCP) | Traffic & Pedestrian | Road Crossing Point, Pedestrian & Traffic Congestion & Directional | B | 3 | High | 3 | Reduce likelihood: use Traffic Controller to push button so regular crossing opportunities occur, hold pedestrians once the pedestrian light starts flashing red, Signs and Devices used for Pedestrian and driver awareness, CCB utilised to hold walkers back from live traffic. Bollards used on side street to assist with holding of walkers, Reduce Consequence: Cross all pedestrians at Pedestrian Lights | C | 2 | Low | |
| CM 22 - 25 | IWC | Enter grounds and take slight Left down Pathways into Rozelle Hospital Gardens | Nil X | Pedestrian | Directional based on historical account at location | B | 2 | Medium | 4 | Reducing Likelihood: Roaming Event Marshall, Devices used for Pedestrian awareness and Signage | C | 2 | Low | |
| TCP 7364 | IWC | Turn right into North Crescent Road adjacent to Front SCA (Sydney College of Arts) at end of Pathway | Nil X | Traffic & Pedestrian | Existing Path, road shoulder, Accessibility, & Minor Medical | C | 2 | Low | 4 | Accept: Road closure with TC holding same. | C | 2 | Low | |
| TCP 7364 | IWC | Follow rd (becomes Central Ave) veer right onto Military Dr | Nil X | Traffic & Pedestrian | Existing Path to a point, then insufficient shoulder. | C | 2 | Low | 4 | Accept: Road closure with TC holding same. | C | 2 | Low | |
| TCP 7364 | IWC | Turn right at end of pathway towards Callan Park into carpark LHS | Nil X | Traffic & Pedestrian | Existing Path to a point, then insufficient shoulder. | C | 2 | Low | 4 | Accept: Road closure with TC holding same. | C | 2 | Low | |
| TCP 7364 | IWC | At end of roundabout, Turn Left into Callan Park and cross through | Nil X | Traffic & Pedestrian | | C | 2 | Low | 4 | Accept: Road closure with TC holding same. | C | 2 | Low | |
| | IWC | VILLAGE – ROZELLE Callan Park/Waterfront Drive Sporting Ground | Nil X | Crowd Control, Flows & Information | Crowd Control Issues, Inadequate Resourcing, Wind, Rain, Contractor Management, Functionality | B | 2 | Medium | 3 | Reduce Likelihood & Consequence: Site Plan, Appropriate Resources, Crowd control Devices, Queueing Systems, Weighted Structures, Cover, Brief to Staff & Contractors, Signage Plan, First Aid, Rehydration, Toilets | C | 2 | Low | |
| CM 2021 | IWC | Continue along Waterfront Drive on inside of fence (park side) RHS | | Pedestrian | Directional, Road Crossing Point | C | 2 | Low | 4 | Accept: Signage | C | 2 | Low | |
| | IWC | Cross at Waterfront Dr and Point Rd and follow path down to and around Waterfront, past King George Park | | Pedestrian | Directional | C | 1 | Low | 4 | Accept: Ped X Marshall and Signage | C | 1 | Low | |
| | IWC | Continue on pathway up the hill to access Iron Cove Bridge – Ramp for Prams and Accessibility Access | Nil X | Pedestrian | Directional | C | 1 | VL | 4 | Accept: Village Marshalls and Signage | C | 1 | VL | |
| | RMS | Continue along new Iron Cove Bridge | Nil X | Cyclists & Pedestrian | Congestion due to other walkers using the bridge as part of the bay walk. Cyclists not giving way to pedestrians. | C | 2 | Low | 5 | Accept: Signage notifying people of the event from 1 week prior. | C | 2 | Low | |
| TCP7365 CM26-27 | RMS | IRON COVE BRIDGE DECISION POINT | Nil X | Cyclists & Pedestrian | Congestion due to other walkers using the bridge as part of the bay walk. Cyclists not giving way to pedestrians. | C | 2 | Low | 5 | Accept: Signage notifying people of the event from 1 week prior. | C | 2 | Low | |
| TCP7366 CM28 | CBC | IRON COVE BRIDGE Stamp point | Nil X | Traffic & Pedestrian | Directional & Congestion; | B | 2 | Medium | 3 | Reduce Likelihood: Bridge Stamp Marshall and Advance warnings signs from 1 week prior on the bridge. | C | 2 | Low | |
| TCP7367 CM29 | CBC | Continue on Victoria Road, keep on LHS and cross Park Ave | TCS X (TCP) | Traffic & Pedestrian | Road Crossing Point, Pedestrian & Traffic Congestion & Directional | B | 3 | High | 3 | Reduce likelihood: use Traffic Controllers to push button so regular crossing opportunities occur, Traffic controller to hold pedestrians once the pedestrian lights begin to flash red; Signs and Devices used for Pedestrian and driver awareness. Reduce Consequence: Cross all pedestrians at Pedestrian Lights | C | 2 | Low | |
| TCP7367 | CBC | Cross Victoria Rd and continue along Park Ave | TCS X (TCP) | Traffic & Pedestrian | Road Crossing Point, Pedestrian & Traffic Congestion & Directional | B | 3 | High | 3 | Reduce likelihood: Marshall to manage footpath area and advise to cross with lights. Reduce Consequence: Cross all pedestrians at Pedestrian Lights | C | 2 | Low | |
| | CBC | Continue along Park Ave and turn Left into Renwick Street LHS | Nil X | Pedestrian | Directional | C | 1 | VL | 4 | Accept: Signage | C | 1 | VL | |

| | | | | | | | | | | | | | | |
|-----------------|-----|---|------------------------|-----------------------|---|---|---|--------|---|--|---|---|-----|--|
| | CBC | Continue on LHS of Renwick St, crossing Thornley St, then Day St and Edwin St | Local Road X | Traffic & Pedestrian | Local Road Crossing Points, Pedestrian & Traffic Congestion & Directional | C | 2 | Low | 4 | Accept: Signage | C | 2 | Low | |
| ICP7368 SM30 | CBC | At end of Renwick Street turn left onto Lyons and Cross Lyons onto LHS Wrights Rd | Local Rd X (TC-Assist) | Traffic & Pedestrian | Local Road Crossing Point, Pedestrian & Traffic Congestion & Directional | C | 3 | Medium | 3 | Reduce Likelihood: Crowd Control Barriers installed to direct participants to a preferred crossing location. Reduce Consequence: Traffic controller at location to provide safe crossing opportunities. Signs and Devices used for Pedestrian and driver awareness. Marshall at location to assist with moving walkers on so not milling at location. | D | 2 | Low | |
| | CBC | Continue on Wrights Rd then cross Seymour St and continue along Wrights Rd (LHS) | Local Road X | Traffic & Pedestrian | Pedestrian & Traffic Congestion; Directional Issues | C | 2 | Low | 4 | Accept: Signage | C | 2 | Low | |
| ICP7369 | CBC | From Wrights Road Cross Wolsley Street (RHS)- | Local Road X (TCP) | Traffic & Pedestrian | Road Crossing Point, Pedestrian & Traffic Congestion & Directional | C | 2 | Medium | 2 | Reduce Likelihood: Devices used to direct Pedestrian awareness and Signage | D | 2 | Low | |
| | CBC | From Wolsley Turn Right onto Victoria Road RHS | NII X | Pedestrian | Directional & Congestion | C | 1 | VL | 4 | Accept: Signage | C | 1 | VL | |
| | RMS | Onto Gladesville Bridge Pathway | NII X | Pedestrian & Cyclists | Congestion; cyclists | C | 2 | Low | 4 | Accept: Signage; Advanced warning signage installed 1 week prior to the event | C | 2 | Low | |
| | RMS | Across Gladesville Bridge | NII X | Pedestrian & Cyclists | Congestion; cyclists | C | 2 | Low | 4 | Accept: Signage; Advanced warning signage installed 1 week prior to the event | C | 2 | Low | |

| TCP/ CMP / STEN Ref. | Local Gov. Area | Street by Street DESCRIPTION of Route | Course Feature Nil X, Ped X, TCSX, Local Rd X, Local Rd X (TC-Assist) | Risk Type 'Traffic' 'Pedestrian' or 'Other' | Description of the Risk/Hazard, the consequence of impact; what, how when may this risk occur | Likelihood Rating A -> G | Consequence Rating 1 -> 5 | Level of Risk VL -> E | Priorit y S=VL -> 1=VH | Risk Treatment Options (Accept, Avoid, Transfer, Reduce Likelihood, Reduce Consequence) | Likelihood Rating (after risk treatment) | Consequence Rating (after risk treatment) | Level of Residual Risk (after treatment applied) - VL->E | Residual Risk Priority |
|-------------------------------|-----------------------|---|--|--|---|--------------------------------|---------------------------------|--------------------------|---------------------------------|--|---|---|--|---------------------------|
| | RMS | End of Gladesville Bridge, Follow path around to the right and under bridge GLADESVILLE BRIDGE Stamp Point | Nil X | Pedestrian & Cyclists | Directional & Congestion; cyclists | C | 2 | Low | 4 | Accept: Signage; Advanced warning signage installed 1 week prior to the event | C | 2 | Low | |
| CMP | HHC | Take Left into pedestrian tunnel down the stairs under bridge on pathway onto Huntley's Point Road LHS | Nil X | Pedestrian | Directional & Congestion | C | 1 | VL | 4 | Accept: Signage | C | 1 | VL | |
| | HHC | Turn left out of tunnel and continue LHS on the grass to the pathway through reserve to Tarban Creek Bridge | Nil X | Pedestrian | Directional | C | 1 | VL | 4 | Accept: Signage | C | 1 | VL | |
| | RMS | Onto Tarban Creek Bridge | Nil X | Pedestrian | Directional | C | 1 | VL | 4 | Accept: Signage | C | 1 | VL | |
| | RMS | Across Tarban Creek Bridge | Nil X | Pedestrian | Congestion | C | 1 | VL | 4 | Accept: Signage | C | 1 | VL | |
| CMP | RMS | End Tarban Creek Bridge TARBAN CREEK BRIDGE Stamp Point | Nil X | Pedestrian | Directional and Congestion | C | 2 | Low | 4 | Accept: Bridge Marshall and Signage | C | 2 | Low | |
| TCF7370 | HHC | Follow Path off Bridge to Durham Street and cross to Village | Local Road X | Pedestrian | Local Road Crossing Point, Pedestrian & Traffic Congestion & Directional and Operational Vehicles turning | C | 2 | Low | 3 | Reduce Likelihood: Closure of Durham St north of the Village will reduce the likelihood of vehicles being around the point where people cross the road. Event Marshalls and Signage | C | 2 | Low | |
| | HHC | VILLAGE – HUNTERS HILL Hunters Hill Scout Hall | Nil X | Crowd Control, Flows & Information | Crowd Control Issues, Inadequate Resourcing, Wind, Rain, Contractor Management, Functionality | B | 2 | Medium | 3 | Reduce Likelihood & Consequence: Site Plan, Appropriate Resources, Crowd control Devices, Queueing Systems, Weighted Structures, Cover, Brief to Staff & Contractors, Signage Plan, First Aid, Rehydration, Toilets | C | 2 | Low | |
| | HHC | Continue up Durham St RHS, and at Church St turn left to cross Durham St | Local Rd X (TCP) | Traffic & Pedestrian | Road Crossing Point, Pedestrian & Traffic Congestion & Directional | C | 2 | Low | 3 | Accept: Event Marshalls and Signage | C | 2 | Low | |
| TCF7370 | HHC | Cross Church St at traffic lights | Local Rd X (TCP) | Traffic & Pedestrian | Road Crossing Point, Pedestrian & Traffic Congestion & Directional | B | 3 | High | | Reduce likelihood: use Traffic Controller to push button so regular crossing opportunities occur, Hold pedestrians once the pedestrian lights begin to flash red, Signs and Devices used for Pedestrian and driver awareness. Reduce Consequence: Cross all pedestrians at Pedestrian Lights | C | 2 | Low | |
| | HHC | Continue down Reiby Rd and cross to RHS | Local Road X | Traffic & Pedestrian | Road Crossing Point & Directional | C | 2 | Low | | Accept: Signage | C | 2 | Low | |
| | HHC | Pass Hunters Hill High School, keeping to RHS | Nil X | Pedestrian | Directional | C | 1 | VL | | Accept: Signage | C | 1 | VL | |
| | HHC | At the end of Reiby Rd cross to LHS and continue up pathway leading to Fig Tree Bridge | Local Road X | Traffic & Pedestrian | Road Crossing Point & Directional | C | 2 | Low | | Accept: Signage | C | 2 | Low | |
| | RMS | Figtree Bridge- Start | Nil X | Pedestrian | Congestion | D | 1 | VL | 4 | Accept: Signage | D | 1 | VL | |
| | RMS | Across Figtree Bridge | Nil X | Pedestrian | Congestion | D | 1 | VL | 4 | Accept: Signage | D | 1 | VL | |
| | RMS | Figtree Bridge- End FIGTREE BRIDGE Stamp Point | Nil X | Pedestrian | Congestion | D | 1 | VL | 4 | Accept: Signage | D | 1 | VL | |
| TCF7371 | LCC | Cross Fig Tree Bridge loop road at Pedestrian Crossing (requires treatment) | Ped X (TCP) | Traffic & Pedestrian | Road Crossing Point, Pedestrian & Traffic Congestion & Directional | C | 3 | Medium | 2 | Reduce Likelihood: Traffic Controller, signs and devices used for Pedestrian and vehicle awareness | C | 2 | Low | |
| | LCC | Turn immediately right and follow narrow path onto 'The Avenue'- 6 steps | Nil X | Pedestrian | Directional, Accessibility, Congestion & Minor Medical | B | 2 | Medium | 3 | Reduce Likelihood: Signage and Map | C | 2 | Low | |
| | LCC | Walk up steep hill on RHS of The Avenue which leads onto Haughton St | Nil X | Pedestrian | Directional, No Pathway, On Road access only, Accessibility, Congestion & Minor Medical | B | 2 | Medium | 3 | Reduce Likelihood: Signage and devices to alert attention to walkers | C | 2 | Low | |
| TCF7372 | LCC | At Linley Place turn left (crossing Haughton St) onto LHS of Linley Place | Local Road X | Traffic & Pedestrian | Directional, No Pathway, On Road access only, Accessibility, Congestion | B | 2 | Medium | 3 | Reduce Likelihood: Signage and Map | C | 2 | Low | |
| | LCC | Keeping on LHS follow Linley Place around to the right | Nil X | Pedestrian | Directional, No Pathway, On Road access only, Accessibility, Congestion | B | 2 | Medium | 3 | Reduce Likelihood: Signage and Map | C | 2 | Low | |
| | LCC | Turn immediately left into View St (LHS) | Local Road X | Traffic & Pedestrian | Local Road Crossing Point, Pedestrian & Traffic Congestion & Directional | C | 2 | Low | 3 | Accept: Signage | C | 2 | Low | |
| TCF7373 | LCC | Continue along View St, Cross onto RHS after Carisbrook St | Local Road X (TCP) | Traffic & Pedestrian | Road Crossing Point, Pedestrian & Traffic Congestion & Directional | B | 2 | Medium | 4 | Reduce Likelihood: Traffic Controller, signs and devices used for Pedestrian and vehicle awareness | C | 2 | Low | |

| TCP/ CMP /STEN Ref. | Local Gov. Area | Street by Street DESCRIPTION of Route | Course Feature Nil X, Ped X, TCS X, Local Rd X, Local Rd X (TC-Assist) | Risk Type 'Traffic' 'Pedestrian' or 'Other' | Description of: the Risk/Hazard, the consequence of impact; what, how when may this risk occur | Likelihood Rating A -> G | Consequence Rating 1 -> 5 | Level of Risk VL -> E | Priorit y 5=VL -> 1=VH | Risk Treatment Options (Accept, Avoid, Transfer, Reduce Likelihood, Reduce Consequence) | Likelihood Rating (after risk treatment) | Consequence Rating (after risk treatment) | Level of Residual Risk (after treatment applied) - VL>E | Residual Risk Priority |
|------------------------------|-----------------------|---|---|--|--|--------------------------------|---------------------------------|--------------------------|---------------------------------|---|---|--|---|---------------------------|
| | LCC | Continue along View St to corner of Burns Bay Road and turn right | Nil X | Pedestrian | Directional | C | 1 | VL | 4 | Accept: Signage | C | 1 | VL | |
| CM26 | LCC | Continue approx. 50m and turn right into Linley Point Reserve (narrow dirt track) | Nil X | Pedestrian | Uneven dirt Path, Directional, Minor Medical | C | 2 | Low | 4 | Accept: Event Marshalls and Signage, bollards to indicate entry | C | 2 | Low | |
| | LCC | Follow path into Carisbrook Reserve, Narrow Dirt Track | Nil X | Pedestrian | Directional | C | 2 | Low | 4 | Accept: Signage | C | 2 | Low | |
| | LCC | Follow Carisbrook Reserve around waterfront (option to use toilets and fill up water bottles at Carisbrook House) | Nil X | Traffic & Pedestrian | Directional | C | 2 | Low | 4 | Accept: Signage | C | 2 | Low | |
| | LCC | Turn Right towards Burns Bay Oval- oversmall footbridge across water | Nil X | Pedestrian | Directional | C | 2 | Low | 4 | Accept: Signage | C | 2 | Low | |
| | LCC | Continue straight along and underneath Old Bridge at Burns Bay Oval | Nil X | Pedestrian | Directional | C | 2 | Low | 4 | Accept: Signage | C | 2 | Low | |
| | LCC | Turn left onto Kooyong Road- (RHS of Burns Bay Oval) | Nil X | Pedestrian | Directional | C | 2 | Low | 4 | Accept: Signage | C | 2 | Low | |
| CM31 R32 | LCC | Continue along Kooyong Road RHS (loop around) to Riverview St Intersection | Local Road X | Traffic & Pedestrian | No Pathway, On Road access only, Accessibility | C | 2 | Low | 4 | Accept: Signage & marshall at crossover | C | 2 | Low | |
| TCF7374 | LCC | Cross Riverview St onto LHS | Local Road X (TCP) | Pedestrian | Directional & Congestion | C | 2 | Low | 4 | Accept: Traffic Controller and signage | C | 2 | Low | |
| | LCC | Continue along Riverview St LHS up a very steep Hill | Nil X | Pedestrian | Accessibility, Congestion & Minor Medical | B | 2 | Medium | 4 | Reduce Likelihood: Signage; information on website noting this area is a medium grade walk | C | 2 | Low | |
| | LCC | At the top of the hill, cross Riverview St to RHS | Local Road X | Traffic & Pedestrian | Directional | B | 2 | Medium | 4 | Reduce Likelihood: Use a Traffic Controller and signage | C | 2 | Low | |
| CM28 | LCC | Continue down RHS Riverview St to roundabout where the course splits (decision point) | Local Road X | Pedestrian | Directional | C | 1 | VL | 4 | Accept: Signage | C | 1 | VL | |
| | | COURSE SPLIT - Tambourine Bay Rd/ Pengilly/ Flaumont | | | | | | | | | | | | |
| | | Option 1- Warraroon reserve | | | | | | | | | | | | |
| TCF7376 CM33 | LCC | Turn Right at Tambourine Bay Rd | Local Road X | Pedestrian | Directional & Congestion | B | 2 | Medium | 3 | Reduce Likelihood: Event Marshall and Signs, TC at location to assist | C | 2 | Low | |
| | LCC | Continue down Tambourine Rd and follow to end | Nil X | Pedestrian | Directional | C | 1 | VL | 4 | Accept: Event Marshall & Signage | C | 1 | VL | |
| | LCC | Enter Tambourine Bay Reserve, pass Sea Scouts and enter Warraroon Reserve | Nil X | Pedestrian | Directional | C | 1 | VL | 4 | Accept: Signage and ribbons used | C | 1 | VL | |
| CMP | LCC | Follow bush track to River road - MEDIUM GRADE | Nil X | Pedestrian | Directional | C | 2 | Low | 4 | Accept: Event Marshall & Signage | C | 2 | Low | |
| TCF7376 | LCC | River Road West/ Cnr Warraroon | Nil X | Pedestrian | Directional & Congestion | C | 2 | Low | 4 | Accept: Signage | C | 2 | Low | |
| | | COURSE JOINS | | | | | | | | | | | | |
| | | Option 2 via roads | | | | | | | | | | | | |
| CM 34 | LCC | At the roundabout Cross Tambourine Bay Rd and follow footpath towards Flaumont Ave | Local Road X | Traffic & Pedestrian | Local Road Crossing Point, Pedestrian & Traffic Congestion & Directional | C | 2 | Low | 3 | Accept: Signage | C | 2 | Low | |
| | LCC | Continue along footpath to Flaumont Ave | Nil X | Pedestrian | Directional | C | 1 | VL | 4 | Accept: Signage | C | 1 | VL | |
| TCF7377 | LCC | Along LHS of Flaumont Ave | Nil X | Pedestrian | Directional | C | 1 | VL | 4 | Accept: Signage | C | 1 | VL | |
| | LCC | At the end of the street turn left into Romani Ave LHS | Nil X | Pedestrian | Directional | C | 1 | VL | 4 | Accept: Signage | C | 1 | VL | |
| TCF7377 | LCC | Cross Romani onto RHS and continue to end of the street | Local Road X | Traffic & Pedestrian | Local Road Crossing Point, Pedestrian Congestion & Directional | C | 2 | Low | 4 | Accept: Signage | C | 2 | Low | |
| | LCC | At Carranya Rd turn right and cross to LHS | Local Road X | Traffic & Pedestrian | Local Road Crossing Point, Pedestrian & Traffic Congestion & Directional | C | 2 | Low | 4 | Accept: Signage | C | 2 | Low | |
| | LCC | Continue along LHS Carranya Rd | Nil X | Pedestrian | Directional & Congestion | C | 1 | VL | 4 | Accept: Signage | C | 2 | Low | |
| | LCC | At end of Carranya Rd turn left into Warraroon Rd | Nil X | Pedestrian | Directional & Congestion | C | 1 | VL | 4 | Accept: Signage | C | 2 | Low | |
| TCF7378 | LCC | Cross Warraroon Road to RHS and continue to River Rd | Local Road X (TCP) | Traffic & Pedestrian | Pedestrian & Traffic Congestion & Directional | B | 2 | Medium | 3 | Reduce Likelihood: Traffic Controller to keep pedestrians clear of main roadway & use Signs | C | 2 | Low | |
| | | Course Joins | | | | | | | | | | | | |
| TCF7378 | LCC | Follow River Road West (RHS) | Nil X | Pedestrian | Directional | C | 1 | VL | 4 | Accept: Signage | C | 1 | VL | |

| | | | | | | | | | | | | | | |
|-----------------|-----|---------------------------------------|-------|------------|--------------------------|---|---|-----|---|---------------------------------|---|---|-----|--|
| CM35 TC97226 | LCC | Turn right into William Edward Street | NII X | Pedestrian | Directional & Congestion | C | 2 | Low | 4 | Accept: Event Marshal & Signage | C | 2 | Low | |
|-----------------|-----|---------------------------------------|-------|------------|--------------------------|---|---|-----|---|---------------------------------|---|---|-----|--|

| TCP/ CMP /STEN Ref. | Local Gov. Area | Street by Street DESCRIPTION of Route | Course Feature Nil X, Ped X, TCS X, Local Rd X, Local Rd X (TC-Assist) | Risk Type 'Traffic' 'Pedestrian' or 'Other' | Description of the Risk/Hazard, the consequence of impact; what, how when may this risk occur | Likelihood Rating A -> G | Consequence Rating 1 -> 5 | Level of Risk VL -> E | Priorit y 5=VL -> 1=VH | Risk Treatment Options (Accept, Avoid, Transfer, Reduce Likelihood, Reduce Consequence) | Likelihood Rating (after risk treatment) | Consequence Rating (after risk treatment) | Level of Residual Risk (after treatment applied) - VL->E | Residual Risk Priority |
|------------------------------|-----------------------|--|---|--|---|--------------------------------|---------------------------------|--------------------------|---------------------------------|--|---|--|--|---------------------------|
| | LCC | Continue RHS William Edward St and cross the road at the pathway through to Central Park | Local Road X | Pedestrian | Directional & Congestion | C | 2 | Low | 4 | Accept: Event Marshal & Signage | C | 2 | Low | |
| | LCC | VILLAGE – LANE COVE Central Park | Nil X | Crowd Control, Flows & Information | Crowd Control Issues, Inadequate Resourcing, Wind, Rain, Contractor Management, Functionality | B | 2 | Medium | 3 | Reduce Likelihood & Consequence: Site Plan, Appropriate Resources, Crowd control Devices, Queueing Systems, Weighted Structures, Cover, Brief to Staff & Contractors, Signage Plan, First Aid, Rehydration, Toilets | C | 2 | Low | |
| | LCC | COURSE SPLITS - River Rd/ Northwood/ Flemming | | | | | | | | | | | | |
| | LCC | Option 1 - Via River Rd | | | | | | | | | | | | |
| CM 36 TCP7380 | LCC | From Central Park walk along the LHS of Kenneth Street and Cross Pedestrian Crossing at Kenneth Street to RHS | TCS X (TCP) | Traffic & Pedestrian | Road Crossing Point, Pedestrian & Traffic Congestion & Directional | C | 2 | Low | 2 | Accept: Signage, traffic controller | C | 2 | Low | |
| CM 33 | LCC | Cross Northwood Rd to the Northern Footpath (i.e. LHS) at Kenneth Street | TCS X (TCP) | Traffic & Pedestrian | Road Crossing Point, Pedestrian & Traffic Congestion & Directional | C | 2 | Low | 2 | Accept: Event Marshals & Signage, | C | 2 | Low | |
| | LCC | Follow River Road LHS cross Stevenson Street | Local Road X | Traffic & Pedestrian | Local Road Crossing Point, Pedestrian & Traffic Congestion & Directional | C | 2 | Low | 4 | Accept: Signage | C | 2 | Low | |
| | LCC | Continue to follow River Road (LHS) cross Entry road to Lane Cove Country Club | Local Road X | Traffic & Pedestrian | Local Road Crossing Point, Pedestrian & Traffic Congestion & Directional | C | 2 | Low | 4 | Accept: Signage | C | 2 | Low | |
| TCP7380 | LCC | Continue to follow River Road (LHS) downhill and along flatter section, pathway gradually narrows | Nil X | Pedestrian | Safety, Directional & congestion, Pedestrians walking on road due to narrow footpath | B | 3 | High | 2 | Reduce Likelihood & Consequence: Reduce River Rd to One Lane eastbound. Eastbound to one lane at McMahon's Rd. Participants are directed to keep on footpath. | C | 2 | Low | |
| | LCC | Continue along River road to Pedestrian Lights at Greenwich Hospital, Narrow Pathway | Nil X | Traffic & Pedestrian | Safety, Directional & congestion | B | 3 | High | 2 | Reduce Likelihood & Consequence: Reduce River Rd to One Lane eastbound. Eastbound to one lane at McMahon's Rd. Participants are directed to keep on footpath. | C | 2 | Low | |
| CM 37 TCP7383 | LCC | Cross River Rd to RHS at Ped Lights at Greenwich Hospital | TCS X | Traffic & Pedestrian | Road Crossing Point, Pedestrian & Traffic Congestion & Directional | C | 3 | Medium | 3 | Accept: Cross at Pedestrian Lights, left lane on River Rd already taken out by RMS | C | 2 | Low | |
| | LCC | Continue along River Road (RHS), cross Hospital entry then up the stairs to Cnr St. Vincents Road/ River Road | Nil X | Traffic & Pedestrian | Safety, Directional & congestion | C | 1 | VL | 4 | Accept: Signage | C | 1 | VL | |
| CM 38 | LCC | Turn Right onto St. Vincent's Road staying on RHS | Nil X | Pedestrian | Directional & Congestion | C | 1 | VL | 4 | Accept: Event Marshals and Signs | C | 1 | VL | |
| CM 39 | LCC | Turn Left to cross St Vincents Road at Gore Street | Local Road X | Traffic & Pedestrian | Local Road Crossing Point, Pedestrian & Traffic Congestion & Directional | C | 2 | Low | 4 | Accept: Cross road at most sensible point, use Event Marshals to keep pedestrians clear of main roadway & use Signs where appropriate | C | 2 | Low | |
| | LCC | Option 2 - Gore Creek Reserve | | | | | | | | | | | | |
| CM 40 TCP7380 | LCC | From Central Park walk along the LHS of Kenneth Street and Cross Kenneth Street to RHS | TCS X (TCP) | Traffic & Pedestrian | Local Road Crossing Point, Pedestrian & Traffic Congestion & Directional | C | 2 | Low | 2 | Accept: Event Marshal and signage | C | 2 | Low | |
| TCP7381 | LCC | Continue down Northwood Rd (RHS), crossing at Flemming St | Local Road X (TC-Assist) | Traffic & Pedestrian | Local Road Crossing Point, Pedestrian & Traffic Congestion & Directional, Narrow footpath | B | 3 | High | 2 | Reduce Likelihood and Consequence: Traffic Controller, signage and use bollards and tape in the gutter to direct participants to Traffic Controller to cross | C | 2 | Low | |
| | LCC | Along Flemming St to the end of the road | Nil X | Traffic & Pedestrian | No Pathway, On Road access only, Accessibility, Congestion | A | 2 | Medium | 3 | Reduce Likelihood: Use Caution Signage | C | 2 | Low | |
| CMP | LCC | At end of Flemming St proceed down steep steps into Gore Creek Res | Nil X | Pedestrian | Accessibility, Congestion & Minor Medical | C | 2 | Low | 3 | Accept: Signage | C | 2 | Low | |
| | LCC | Follow footpath through Res and across foot bridge | Nil X | Pedestrian | Directional & Congestion | C | 1 | VL | 4 | Accept: Signage | C | 1 | VL | |
| CMP | LCC | Join lower end of St Vincents Rd (as you enter the car park follow the road left) | Nil X | Pedestrian | Directional & Congestion | C | 1 | VL | 4 | Accept: Event Marshals & Signs | C | 1 | VL | |
| CM 41 | LCC | Cross Gore St to LHS and join Option 1 | Local Road X (TCP) | Pedestrian | Directional | C | 2 | Low | 4 | Accept: Event Marshal & Signage | C | 2 | Low | |
| TCP7384 CM 38 | LCC | Continue up Gore St LHS, up the hill (stairs), and at the end of the road turn right into Carlotta St onto LHS | Local Road X | Traffic & Pedestrian | Local Road Crossing Point, Pedestrian & Traffic Congestion & Directional | C | 1 | VL | 4 | Reduce Likelihood and Consequence: Signage, 2 marshals to direct patrons to stick to footpath | C | 1 | VL | |
| | LCC | Immediately turn left into Oscar St LHS | Nil X | Pedestrian | Directional & Congestion | C | 1 | VL | 4 | Accept: Signage, bollards to ensure crossing at correct positions | C | 1 | VL | |
| | LCC | Turn left into Greenwich Rd on LHS | Nil X | Pedestrian | Directional & Congestion | C | 1 | VL | 4 | Accept: Signage | C | 1 | VL | |
| TCP 7353 | LCC | Cross Greenwich Road at ped. Island/ Refuge to RHS | Ped X (TCP) | Traffic & Pedestrian | Pedestrian Road Crossing Point, Pedestrian & Traffic Congestion & Directional | C | 4 | High | 2 | Reduce Likelihood: Cross at Pedestrian Refuge, use 2 x Traffic Controller & Signs | C | 3 | M | |
| CMP | LCC | Continue along Greenwich Rd RHS and turn right at Greendale and proceed along (RHS) of road | Nil X | Traffic & Pedestrian | Local Road Crossing Point, Pedestrian & Traffic Congestion & Directional | C | 2 | Low | 4 | Accept: Signage | C | 2 | Low | |

| TCP/ CMP/ STEN Ref. | Local Gov. Area | Street by Street DESCRIPTION of Route | Course Feature Nil X, Ped X, TCS X, Local Rd X, Local Rd X (TC-Assist) | Risk Type 'Traffic' 'Pedestrian' or 'Other' | Description of: the Risk/Hazard, the consequence of impact; what, how when may this risk occur | Likelihood Rating A -> G | Consequence Rating 1 -> 5 | Level of Risk VL -> E | Priority 5=VL -> 1=VH | Risk Treatment Options (Accept, Avoid, Transfer, Reduce Likelihood, Reduce Consequence) | Likelihood Rating (after risk treatment) | Consequence Rating (after risk treatment) | Level of Residual Risk (after treatment applied) - VL>E | Residual Risk Priority |
|------------------------------|-----------------------|--|---|--|--|--------------------------------|---------------------------------|--------------------------|-----------------------------|--|---|--|---|---------------------------|
| CM 42 TCP7386 | LCC | Veer right into Glenview St and cross to LHS towards St Giles Ave | Local Road X (TCP) | Pedestrian | Directional & Congestion | C | 2 | Low | 4 | Accept: Course Marshal and Signage | C | 2 | Low | |
| | | Continue on Glenview St LHS and turn left into St Giles Ave | Nil X | Pedestrian | Directional & Congestion | C | 2 | Low | 4 | Accept: Signage | B | 1 | Low | |
| CMP | LCC | At end of St Giles Street follow path across foot bridge into Smoothey Park | Nil X | Pedestrian | Congestion | C | 1 | VL | 3 | Accept: Course Marshal and Signage | C | 1 | VL | |
| | NSC | Turn right after Beenkes Bridge | Nil X | Pedestrian | Directional | C | 2 | Low | 4 | Accept: Signage | C | 2 | Low | |
| | NSC | Turn Left prior to Station through Pedestrian Tunnel continuing towards Milner Crescent | Nil X | Pedestrian | Directional | C | 2 | Low | 4 | Accept: Signage and Chalk Sprays | C | 2 | Low | |
| FCP7387 | NSC | Cross Milner Crescent onto LHS and turn right | Local Rd X | Pedestrian | Local Road Crossing Point, Directional | C | 2 | Low | 4 | Accept: Signage and Traffic Controller | C | 2 | Low | |
| CM 43 | NSC | Continue along LHS Milner Crescent to Shirley Rd | Local Road X | Traffic & Pedestrian | Local Road Crossing Point, Pedestrian & Traffic Congestion & Directional | C | 2 | Low | 4 | Accept: Signage and Event Marshals | C | 2 | Low | |
| | NSC | Turn left at Shirley Rd | Nil X | Pedestrian | Directional | C | 1 | VL | 4 | Accept: Signage | C | 1 | VL | |
| | NSC | Continue along Shirley Road (LHS) and cross at Roundabout straight into Newlands Street keeping to the LHS (note Shirley Rd continues Left of the roundabout) | Local Road X | Traffic & Pedestrian | Local Road Crossing Point, Directional | C | 2 | Low | 3 | Accept: Signage | C | 2 | Low | |
| CM 44 FCP7389 | NSC | At the end cross Newlands Street turn right into Morton Street RHS | Local Road X | Traffic & Pedestrian | Local Road Crossing Point, Directional | C | 2 | Low | 4 | Accept: Course Marshall and Signage | C | 2 | Low | |
| | NSC | Cross Rocklands Road | Local Road X | Traffic & Pedestrian | Local Road Crossing Point, Directional | C | 1 | VL | 4 | Accept: Signage | C | 1 | VL | |
| FCP7389 | NSC | Turn right into Hazelbank | Nil X | Traffic & Pedestrian | Directional | C | 1 | VL | 4 | Accept: Signage | C | 1 | VL | |
| CM 45 | NSC | Cross Hazelbank onto LHS toward Brennan Park | Local Road X | Pedestrian | Directional | C | 2 | Low | 4 | Accept: Course Marshall and Signage | C | 2 | Low | |
| FCP7390 | NSC | Cross King Ln and King St, and enter Brennan Park | Local Road X | Pedestrian | Directional | C | 2 | Low | 4 | Accept: Traffic Controller & signage | C | 2 | Low | |
| | NSC | VILLAGE - Wolstonecraft Brennan Park | Nil X | Crowd Control, Flows & Information | Crowd Control Issues, Inadequate Resourcing, Wind, Rain, Contractor Management, Functionality | B | 2 | Medium | 3 | Reduce Likelihood & Consequence: Site Plan, Appropriate Resources, Crowd control Devices, Queueing Systems, Weighted Structures, Cover, Brief to Staff & Contractors, Signage Plan, First Aid, Rehydration, Toilets | C | 2 | Low | |
| | NSC | Exit Brennan Park. Cross King St into Carr St (LHS) | Local Road X (TCP) | Traffic & Pedestrian | Local Road Crossing Point, Pedestrian & Traffic Congestion & Directional | C | 2 | Low | 3 | Accept: Signage | C | 2 | Low | |
| TCP7391 | NSC | Continue down LHS Carr St and cross Crows Nest Road | Local Road X (TCP) | Traffic & Pedestrian | Directional | B | 3 | High | 3 | Accept: Traffic Controller and Signage | C | 2 | Low | |
| CM43 | NSC | Continue on Carr St and Cross Bay Rd and Clifton St | Local Road X | Traffic & Pedestrian | Directional | C | 1 | VL | 4 | Accept: Course Marshall & Signage | C | 1 | VL | |
| | NSC | Cross Eureka Street and turn right on LHS and continue under tunnel which turns into Union St | Local Road X | Traffic & Pedestrian | Pedestrian & Traffic Congestion & Directional | C | 2 | Low | 4 | Accept: Signage | C | 2 | Low | |
| | NSC | Cross Bank St and continue along Union Street | Local Road X | Traffic & Pedestrian | Directional | C | 2 | Low | 4 | Accept: Signage | C | 2 | Low | |
| | NSC | Continue along Union Street uphill (LHS to Blues Point Road Lights Crossing) | Nil X | Pedestrian | Directional | C | 1 | VL | 4 | Accept: Signage | C | 2 | Low | |
| CM 46 TCP7393 | NSC | Cross Blues Point Road into Lavender Street (LHS) | TCS X (TCP) | Traffic & Pedestrian | Pedestrian & Traffic Congestion & Directional | C | 2 | Low | 3 | Accept: Cross at Pedestrian Lights, Traffic controller & Marshalls along with Signage | C | 2 | Low | |
| FCP7394 | NSC | On Lavender street RHS photo opportunity | Nil X | Traffic & Pedestrian | Pedestrian Congestion | B | 2 | Medium | 2 | Accept: Signage | C | 2 | Low | |
| | NSC | Cross Harbour View Cres and Cliff St | Local Road X | Pedestrian | Directional & Congestion | C | 2 | Low | 4 | Accept: Signage | C | 2 | Low | |
| FCP7345 | NSC | Turn Right into Alfred Street RHS | Nil X | Pedestrian | Directional & Congestion | C | 1 | VL | 4 | Accept: Signage, Traffic Controller to reinforce | C | 1 | VL | |
| | NSC | Cross Cliff and Glen Street toward signalised pedestrian | Local Road X | Traffic & Pedestrian | Local Road Crossing Point, Pedestrian & Signalized Pedestrian Road Crossing | C | 2 | Low | 4 | Accept: Signage | C | 2 | Low | |
| FCP7346 | NSC | Cross Alfred Street South at Signalised Pedestrian Crossing | TCS X | Traffic & Pedestrian | Signalized Pedestrian Road Crossing Point, Pedestrian & Traffic Congestion & Directional | C | 2 | Low | 3 | Accept: Cross at Pedestrian Crossing, use marshal & Signs to direct to location | C | 2 | Low | |
| | NSC | Continue down Alfred Street LHS and Left into Burton Street | Nil X | Pedestrian | Directional | C | 1 | VL | 4 | Accept: Signage | C | 1 | VL | |
| CMP | NSC | Cross Burton Street to RHS | Local Road X | Traffic & Pedestrian | Directional and Congestion | C | 1 | VL | 4 | Accept: Closure of Burton St for Village Activities | C | 1 | VL | |

| | | | | | | | | | | | | | |
|--|-----|---------------------------------|-------|--|--|--|--|--|--|--|--|--|--|
| | NSC | FINISH at Burton Street Tunnel. | NII X | | | | | | | | | | |
| | | | | | | | | | | | | | |

TRAFFIC MANAGEMENT PLAN

Version 1.0

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SEVEN BRIDGES WALK

22nd OCTOBER 2023
VARIOUS LOCATIONS



TRAFFIC MANAGEMENT PLAN SEVEN BRIDGES WALK 2023 Traffic Plan Professionals v1.0 Page 2 of 17

CONTENT

| | |
|---|----|
| CONTENT | 2 |
| 1 DOCUMENT AUTHOR | 4 |
| 2 DOCUMENT HISTORY | 4 |
| 3 DISTRUBUTION | 4 |
| 4 DISCLAIMER | 4 |
| 5 CONFIDENTIALITY STATEMENT | 5 |
| 6 TERMS AND DEFINITIONS | 5 |
| 7 EXECUTIVE SUMMARY | 5 |
| 8 SCOPE | 6 |
| 9 OBJECTIVES | 6 |
| 10 MANAGEMENT OF THE TMP | 7 |
| 11 IMPLEMENTATION | 7 |
| 12 PLANNING STRATEGIES | 7 |
| 13 EVENT DETAILS | 7 |
| 14 TRAFFIC MANAGMENT | 8 |
| 14.1 Road Closures | 8 |
| 14.2 Village Locations | 9 |
| 14.3 Bridge Locations | 9 |
| 14.4 Course Information | 9 |
| 14.5 Event Transport Information | 9 |
| 14.6 Vehicle Emergency Access | 11 |
| 14.7 Public Parking | 11 |
| 14.8 Taxi Zone(s) | 11 |
| 14.9 Public Drop Off Zone(s) | 11 |
| 14.10 Regulatory Signage | 11 |
| 14.11 Speed Zones | 11 |
| 14.12 Target Hardening | 11 |
| 14.13 Public Notifications | 11 |
| 14.14 TGS's | 12 |
| 15 RISK MANAGEMENT | 13 |
| 15.1 Risk Assessment Plan (Risk Register) | 13 |



TRAFFIC MANAGEMENT PLAN

SEVEN BRIDGES WALK 2023

Traffic Plan Professionals v1.0

Page 3 of 17

16 CONSULTATION & CONTACT LIST

14

17 APPENDIX

14

APPENDIX 1

15

APPENDIX 2 – Traffic Control Plans

16

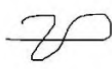
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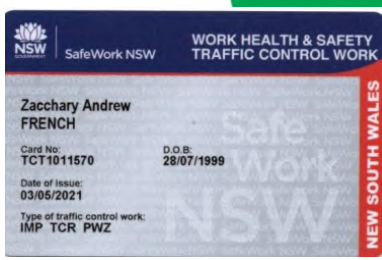


Attachment 2

TRAFFIC MANAGEMENT PLAN SEVEN BRIDGES WALK 2023 Traffic Plan Professionals v1.0 Page 4 of 17

1 DOCUMENT AUTHOR

| | |
|--------------------|---|
| Prepared By | Zacchary French, Planning & Operations Officer, |
| Signature |  |
| Date | 28 th April 2023 |



2 DOCUMENT HISTORY

| Reviewed By | Version | Date | Comments |
|--------------------|---------|------------|----------------------------|
| Drew Ferguson-Tait | 1.0 | 28/04/2023 | Draft approved for release |

3 DISTRUBUTION

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TRAFFIC MANAGEMENT PLAN SEVEN BRIDGES WALK 2023 Traffic Plan Professionals v1.0 Page 5 of 17

5 CONFIDENTIALITY STATEMENT

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6 TERMS AND DEFINITIONS

| Terms | Definitions |
|---------|--|
| RMS | Roads & Maritime Services |
| PAX | Persons Amount X |
| ADT | Average Daily Traffic |
| AS/NZS | Australian Standards/New Zealand Standards |
| PAC | Police Area Command |
| LGA | Local Government Area |
| PWZ/TMP | Prepare Work Zone Traffic Management Plan |
| VMS | Variable Message Sign |
| TGS | Traffic Guidance Scheme |
| TMP | Traffic Management Plan |
| HVA | Hostile Vehicle Attack |
| HVMP | Hostile Vehicle Mitigation Plan |
| THD | Target Hardening Device |

7 EXECUTIVE SUMMARY

The purpose of the TMP is to provide an overview of the Traffic operation that will require to be implemented for the 18th annual Seven Bridges Walk to be held on Sunday 22nd October 2023 at various locations in Sydney.

The walk is promoted as “not a race and everyone is a winner”. You can start at any of the seven event Villages and walk clockwise around as much or little of the 27km (approx.) closed loop circuit as you like. As part of the offerings for the Cancer Council NSW Seven Bridges Walk, there will be food, music and activities at each of the seven Villages. The TMP has been updated based on feedback from previous years events.



TRAFFIC MANAGEMENT PLAN SEVEN BRIDGES WALK 2023 Traffic Plan Professionals v1.0 Page 6 of 17

8 SCOPE

This plan addresses traffic management for the proposed works only and the document has been prepared following consultation and assessments from the respective stakeholders listed within this document.

The document includes the provision for the safe movement of vehicular and pedestrian traffic, the protection of workers from passing traffic, the design, installation and removal of any necessary temporary detours, the provision of traffic controllers, the installation of temporary advance warning signs and safety barriers.

Where possible road closures have been minimised to maintain regular traffic flow.

Various traffic control devices/measures have been used whilst creating the relevant Traffic Control Plan.

This document should be read in conjunction with the following:

| # | Document | Version |
|----|---|---------------|
| 1 | RMS Guide to Transport & Management for Special Events | 3.5 |
| 2 | RMS Traffic Control at Worksites Manual | 6.1 |
| 3 | AS/NZS | 2890.6-2009. |
| 4 | Local Government Act 1993 | No 30 |
| 5 | Roads Act 1993 | No 33 |
| 6 | Australian Standard | 1742 |
| 7 | The Use of Variable Message Sign (VMS) RMS Policy | 10.408 |
| 8 | Safework Australia – Traffic Management: Guide for events | April 2021 |
| 9 | Safework Information Sheet – Traffic Management | April 2021 |
| 10 | Risk Management - Guidelines | ISO31000:2018 |

9 OBJECTIVES

The core objectives with respect to the Traffic Management Plan are to:

1. Ensure the safety of its employees, contractors, the general public, RMS personnel, pedestrians, cyclists and traffic,
2. Keep traffic delays to a minimum,
3. Maintain satisfactory property access,
4. Minimise disruption to businesses,
5. For works near speed cameras, traffic lights & traffic counters etc:
 - a) Inform the RMS Representative and
 - b) Not damage the equipment,
 - c) Make suitable arrangements where required.



TRAFFIC MANAGEMENT PLAN SEVEN BRIDGES WALK 2023 Traffic Plan Professionals v1.0 Page 7 of 17

- d) When required, obtain approvals and licenses such as Road Occupancy, Direction to Restrict (DTR for Speed Limit Sign Authorisation) and Traffic Signals,
6. Minimise disturbance to the environment,
7. Design temporary roadways and detours in accordance with TfNSW Road Design Guide and
8. Meet the requirements of TfNSW Traffic Control at Worksites Manual.

10 MANAGEMENT OF THE TMP

Traffic Plan Professionals Pty Ltd has undertaken that it will provide both the Traffic Management Plans & Traffic Controllers for this event.

It is required by Council/TfNSW and/or consenting authorities that all traffic control works to be carried out by SafeWork NSW certified and accredited personnel.

11 IMPLEMENTATION

Traffic Management for work and/or events sites will be in accordance with the TfNSW Traffic Control at Work Sites Manual as modified to site conditions.

The implementation of these plans is the responsibility of Traffic Plan Professionals and shall be carried out by SafeWork NSW certified and accredited personnel.

12 PLANNING STRATEGIES

Following preparation of the final draft plans, assessment and approvals is required by the following:

| Agency | Area |
|-------------------------------|-------------------|
| NSW Police | PAC |
| Council | Various |
| Transport for New South Wales | TfNSW |
| Event Promoter | Mothership Events |

13 EVENT DETAILS

| | |
|----------------------|-------------------------------|
| Event Name | Seven Bridges Walk |
| Event Owner/Promoter | Cancer Council NSW |
| Event Date(s) | 22 nd October 2023 |
| Event Time(s) | 07:00 – 16:30hrs |



TRAFFIC MANAGEMENT PLAN SEVEN BRIDGES WALK 2023 Traffic Plan Professionals v1.0 Page 8 of 17

| | |
|-----------------------------|---|
| Bump In Dates/Times | 17 th October – 19 th October – 7am to 5pm - Course Signage 20 th October – 7am to 5pm – Course Signage + Office 21 st October – 6am to 9pm – Village Sites |
| Bump Out Dates/Times | 22 nd October – 5pm to 12am – Village Sites + Office 23 rd October – 7am to 5pm – Course Signage |
| Venue(s) | Various locations/bridges throughout Sydney |
| Pax | 10 - 15,000 Walkers throughout the day |
| Demographic | Mixed ages & Families |

14 TRAFFIC MANAGEMENT

During the event traffic safety will be managed by the implementation of specifically tailored TGSs that have been designed to meet with event specific operations. This plan has been prepared to safely manage traffic with minimal impact on non-event stakeholders as recommended in the TfNSW Guide to Traffic and Transport Management for Special Events.

In the risk management context, the TfNSW Guide to Traffic and Transport Management for Special Events reads that a TGS be a Risk Management Plan for traffic, however a TGS shall not be an acceptable form of risk management and the event organiser should seek a separate risk review.

At its core the prepared TGSs implement various short-term road closures to safety manage vehicular and pedestrian flow within the precinct.

14.1 ROAD CLOSURES

Short term roads closures and control points shall be implemented at the following locations.

- 1) Burton Street, Milsons Point
- 2) Durham Street, Hunters Hill
- 3) Central Ave, Callan Park
- 4) Waterfront Drive, Callan Park
- 5) North Crescent, Callan Park
- 6) Military Drive, Callan Park

Burton Street, Milsons Point will be closed from immediately after the markets on 21st October through to Midnight on 22nd October same as previous years.

Callan Park Closures will commence 05:00am on 22nd October and run through to approx. 16:30hrs.



TRAFFIC MANAGEMENT PLAN SEVEN BRIDGES WALK 2023 Traffic Plan Professionals v1.0 Page 9 of 17

Item 1

14.2 VILLAGE LOCATIONS

There will be six Villages around the course that participants must pass through to complete the circle walk, each of the Villages will provide information, registration, first aid and toilets plus food, refreshments and entertainment.

The locations for the Villages will be clearly marked on the course map and can be found at:

1. Milsons Point Village - Burton Street, Milsons Point
2. Pyrmont Village - Pyrmont Bay Park, Pyrmont
3. Rozelle Village – Waterfront Drive Sporting Ground, Rozelle
4. Hunters Hill Village - Hunters Hill Scout Hall, Hunters Hill
5. Lane Cove Village – Central Park, Blaxland's Corner, Lane Cove
6. Wollstonecraft Village - Brennan Park, Wollstonecraft

Toilet facilities in between villages will be marked on the course map.

14.3 BRIDGE LOCATIONS

There are the 7 bridge locations that we will cross as part of the course:

| | | | |
|----|-----------------------|----|---------------------|
| 1. | Sydney Harbour Bridge | 5. | Gladesville Bridge |
| 2. | Pyrmont Bridge | 6. | Tarban Creek Bridge |
| 3. | Anzac Bridge | 7. | Figtree Bridge |
| 4. | Iron Cove Bridge | | |

14.4 COURSE INFORMATION

Participants can register and start at any Village, where they can pick up their Event Passport which includes a course map and official event wristband.

The course/facilities will be open from 7.00am - 4.30pm on event day and all participants are held at each stamp point until 07:00hrs to ensure a managed exit from the Village, all participants must travel on the course in a CLOCKWISE direction only, this will assist with reducing overcrowding at any crossing point. This is how the event has operated in the past without issue.

There is water available at stations in each Village for participants to fill up their own water bottles, participants are also reminded to utilise existing pathways for this walk and that they should abide by normal road rules.

Site map available from Event Organiser, on event day same will be available online.

14.5 EVENT TRANSPORT INFORMATION

A free event bus service traveling around the course will be available on event day only for event participants. To be able to use this free transport system you will need to show your Event Passport. No dogs are allowed on free event transport, except for guide and companion dogs.

The FREE event bus service will run from Milsons Point in both a clockwise (c) and anti-clockwise (a) directions around the course, so look out for a bus stop on either side of the road. The first buses will leave



Attachment 2

TRAFFIC MANAGEMENT PLAN SEVEN BRIDGES WALK 2023 Traffic Plan Professionals v1.0 Page 10 of 17

Milsons Point at approximately 8.30am and the last at approximately 4.30pm. Buses will be available from each bus stop approximately every 20 minutes in the morning and every 15 minutes in the afternoon.

Clockwise Bus Stops (C)

| | | |
|------------|---------------------------------|--|
| Bus Stop 1 | Milsons Point | Outside Milsons Point Village on Alfred St South outside Milsons Point Train Station |
| Bus Stop 9 | Pirrama Rd, Pyrmont | Pirrama Rd opposite Pyrmont Village, outside the Star Casino |
| Bus Stop 8 | Victoria Rd, Rozelle | Victoria Rd near Toelle |
| Bus Stop 7 | Drummoyne | Victoria Rd near Lyons Rd, opposite the Drummoyne Post Office |
| Bus Stop 6 | Burns Bay Rd, Hunters Hill | On the north bound exit ramp to Church St, Hunters Hill |
| Bus Stop 5 | Burns Bay Rd, Linley Point | On Western side of Burns Bay Rd opposite intersection of View St |
| Bus Stop 4 | River Rd West, Blaxlands Corner | On Northern side of River Rd, near William Edward St |
| Bus Stop 3 | Bus Stop River Rd, Greenwich | On Northern side of River Rd, opposite Greenwich Hospital |
| Bus Stop 2 | King St, Wollstonecraft | King St, opposite side of the road to Wollstonecraft Village (Brennan Park) |

Anti-Clockwise Bus Stops (A)

| | | |
|------------|---------------------------------|---|
| Bus Stop 1 | Milsons Point | Alfred St South opposite side of the road to Milsons Point Trains |
| Bus Stop 2 | King St, Wollstonecraft | King St, outside Wollstonecraft Village (Brennan Park) |
| Bus Stop 3 | River Rd, Greenwich | On Southern side of River Rd, outside Greenwich Hospital |
| Bus Stop 4 | River Rd West, Blaxlands Corner | On Southern side of River Rd, near William Edward St |
| Bus Stop 5 | Burns Bay Rd, Linley Point | On Eastern side of Burns Bay Rd, south of intersection of View St |
| Bus Stop 6 | Burns Bay Rd, Hunters Hill | On the south bound exit ramp to Church St, Hunters Hill |
| Bus Stop 7 | Victoria Rd, Drummoyne | Victoria Rd near Lyons Rd, outside the Drummoyne Post Office |
| Bus Stop 8 | Victoria Rd, Rozelle | Victoria Rd at Terry St |
| Bus Stop 9 | Pirrama Rd, Pyrmont | Pirrama Rd outside Pyrmont Village |

NB: there are bus stops located near to 6 of the 7 villages as well as 3 additional bus stops (points 5, 7 & 9) on both sides of the road and in some cases, they are not directly opposite each other. Further information is available at each of the villages re same.

For a clockwise bus service, please use the Bus Stop number with a 'c' after the number.



TRAFFIC MANAGEMENT PLAN SEVEN BRIDGES WALK 2023 Traffic Plan Professionals v1.0 Page 11 of 17

For an anti-clockwise bus service please use the Bus Stop number with an 'a' after the number.

On the day if you are unsure please see the Information Point at the nearest village.

14.6 VEHICLE EMERGENCY ACCESS

Due to the minimal closures involved for this event emergency vehicle access entry/exit points have been maintained.

14.7 PUBLIC PARKING

Public Parking shall be in located local streets and carparks in and around the event course.

14.8 TAXI ZONE(S)

No additional Taxi Zones are proposed for this event. Taxi's will operate as normal.

14.9 PUBLIC DROP OFF ZONE(S)

No dedicated Public Drop Off Zones have been implemented for this event.

14.10 REGULATORY SIGNAGE

No additional regulatory signage shall be implemented for this event.

14.11 SPEED ZONES

No Temporary Speed Reduction Zones will be implemented for this event.

14.12 TARGET HARDENING

See the Hostile Vehicle Mitigation Plan (HVMP) for further information.

14.13 PUBLIC NOTIFICATIONS

Public notifications shall be undertaken as part of the Event DA from each respective Council, this will be organised by Mothership Events and/or a third-party provider to the impacted residents/business affected by the closures via a letter box drop 7 days prior to the event.



TRAFFIC MANAGEMENT PLAN SEVEN BRIDGES WALK 2023 Traffic Plan Professionals v1.0 Page 12 of 17

14.14 TGS's

| TGS NO: | DESCRIPTION |
|---------|---|
| 7344 | Burton St / Alfred St Sth Milsons Point |
| 7345 | Alfred St Sth Milsons Point |
| 7346 | Sydney Harbour Bridge Stairs Cumberland St The Rocks |
| 7347 | Watson St Millers Point |
| 7348 | Argyle St Millers Point |
| 7349 | High St Millers Point |
| 7350 | Kent St Millers Point |
| 7351 | Naploeon St / Kent St Millers Point |
| 7352 | Ersine St Sydney |
| 7353 | Pirrama Rd Pyrmont |
| 7354 | Bowman St Pyrmont |
| 7355 | Anzac Bridge Ramp Pyrmont |
| 7356 | James Craig Rd off ramp Pyrmont |
| 7357 | James Craig Rd Pyrmont |
| 7358 | James Craig Rd / The Crescent Lilyfield |
| 7359 | Lilyfield Rd / Victoria Rd Lilyfield |
| 7360 | Lilyfield Rd / Gordon St Lilyfield |
| 7361 | Denison St / Cheltenham St Rozelle |
| 7362 | O'Neill St / Cecily St Rozelle |
| 7363 | Cecily St / Balmain Rd Lilyfield |
| 7364 | Callan Park (Internal) |
| 7365 | Victoria Rd Drummoyne |
| 7366 | Victoria Rd Drummoyne |
| 7367 | Victoria Rd / Park Ave Drummoyne |
| 7368 | Lyons Rd / Wrights Rd Drummoyne |
| 7369 | Wolseley St Drummoyne |
| 7370 | Durham St / Church St Hunters Hill |
| 7371 | Burns Bay Rd off ramp walking access to The Avenue Linley Point |
| 7372 | Haughton St Linley Point |
| 7373 | View St Linley Point |
| 7374 | Riverview St / Kooyong Rd Riverview |
| 7375 | Riverview St Riverview |



Item 1

Attachment 2

TRAFFIC MANAGEMENT PLAN SEVEN BRIDGES WALK 2023 Traffic Plan Professionals v1.0 Page 13 of 17

| | |
|------|---|
| 7376 | Riverview St / Tambourine Bay Rd Riverview |
| 7377 | Flamout Ave / Roman Ave Riverview |
| 7378 | Warraroon Rd / Yallambee Rd Riverview |
| 7379 | William Edward St River Rd West Longueville |
| 7380 | Kenneth St / Northwood Rd Lane Cove |
| 7381 | Northwood Rd / Fleming St Lane Cove |
| 7382 | River Rd Lane Cove (Installed by RMS). |
| 7383 | River Rd Lane Cove (Greenwich Hospital) |
| 7384 | Gore St Greenwich |
| 7385 | Greenwich Rd / Oscar St Greenwich |
| 7386 | Glenview St Greenwich |
| 7387 | Milner Cr Greenwich |
| 7388 | Newlands St / Morton St Wollstonecraft |
| 7389 | Hazelbank Rd / Morton St Wollstonecraft |
| 7390 | King St / Carr St Wollstonecraft |
| 7391 | Carr St / Crows Nest Rd Waverton |
| 7392 | Carr St / Euroka St / Woolcott St Waverton |
| 7393 | Blues Point Rd / Union St North Sydney |
| 7394 | Lavender St / Walker St Lavender Bay |
| 7395 | Alfred St South / Lavender St Lavender Bay |

15 RISK MANAGEMENT

15.1 RISK ASSESSMENT PLAN (RISK REGISTER)

A Master risk assessment has been created for the event, included within that document are the respective traffic risks and as part of the process we have updated/reviewed as part of this documentation.



TRAFFIC MANAGEMENT PLAN SEVEN BRIDGES WALK 2023 Traffic Plan Professionals v1.0 Page 14 of 17

16 CONSULTATION & CONTACT LIST

The below list are the practitioners consulted as documents owners, stakeholders and/or approval authorities for this document.

| NAME | ORGANISATION |
|--------------------|---|
| Zacc French | Traffic Plan Professionals Pty Ltd |
| Drew Ferguson-Tait | Traffic Plan Professionals Pty Ltd |
| Lauren Clarke | Cancer Council NSW |
| Justin Nyker | Mothership Events |
| Brent Lean | Mothership Events |
| Sam Swan | Mothership Events |
| Jacob McIntyre | Mothership Events |
| Corrine Dawes | Police/Major Events group - Sydney |
| | Buses |
| Kenneth Seeto | TfNSW |
| Anthony Hillis | DPC |
| Heather Palmisani | Inner West Council |
| Brooke Morris | Callan Park |
| Leanne Stathakis | Hunters Hill Council |
| Taran Janovsky | North Sydney Council |
| Sarah Cameron | Department of Planning, Industry and Environment (DPIE) - Callan Park |
| Heather Thomson | Lane Cove Council |
| Steve Deamer | Canada Bay Council |
| Jason Craig | Place Management NSW |
| Lee Easton | St John's Ambulance |

17 APPENDIX

The below appendices form part of the TMP and should be read in part or/and in whole when reviewing the above information.

| # | Document Name |
|---|--------------------------|
| 1 | TfNSW Format |
| 2 | Traffic Control Plan set |



TRAFFIC MANAGEMENT PLAN SEVEN BRIDGES WALK 2023 Traffic Plan Professionals v1.0 Page 15 of 17

APPENDIX 1

TMP FORMAT

A. Description or detailed plan of proposed measures.

Is a detailed plan of the proposed measures necessary? **YES** refer to TGS's that show the changed road conditions and detours etc.

B. Identification and assessment of impact of proposed measures.

Is a detailed assessment required? **NO** – There is minimal delay for traffic and only in several locations that are within local council area.

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

Is an assessment required? **NO**, this is an annual event and has occurred for many years without any traffic flow issues.

D. Assessment of public transport services affected.

Is an assessment required? **NO**. Bus services are engaged as part of the event to assist participants with reaching the various locations if they choose not to walk.

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

Are these details required? **Not applicable**.

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

Is an assessment required? **Not applicable**.

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

Is an assessment required? **NO**, event has been operating for many years without issue.

H. Public consultation process

Is a public consultation process required? **NO**, event has been assessed by Council's Planning previously.



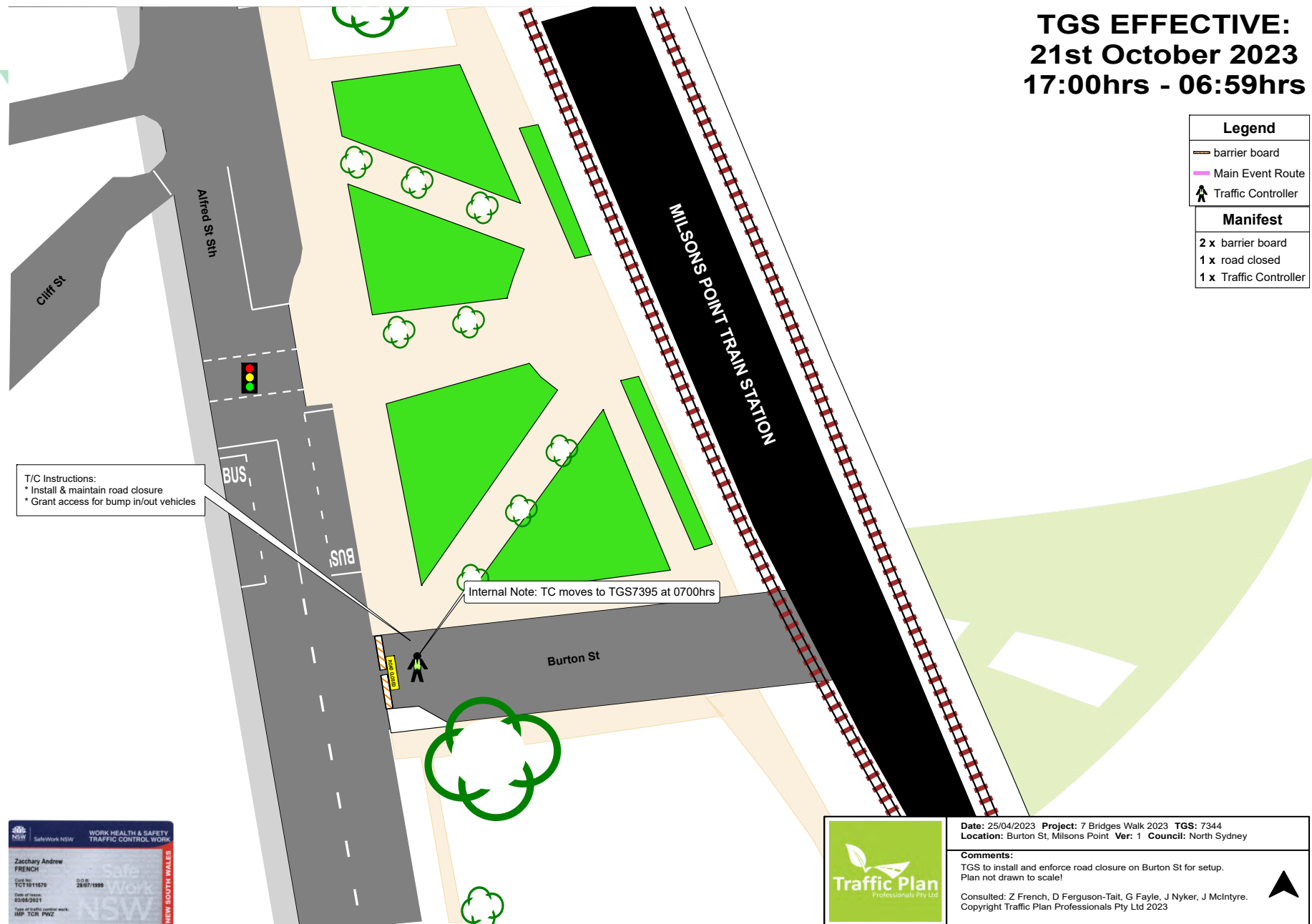
TRAFFIC MANAGEMENT PLAN
SEVEN BRIDGES WALK 2023
Traffic Plan Professionals v1.0
Page 16 of 17

Item 1

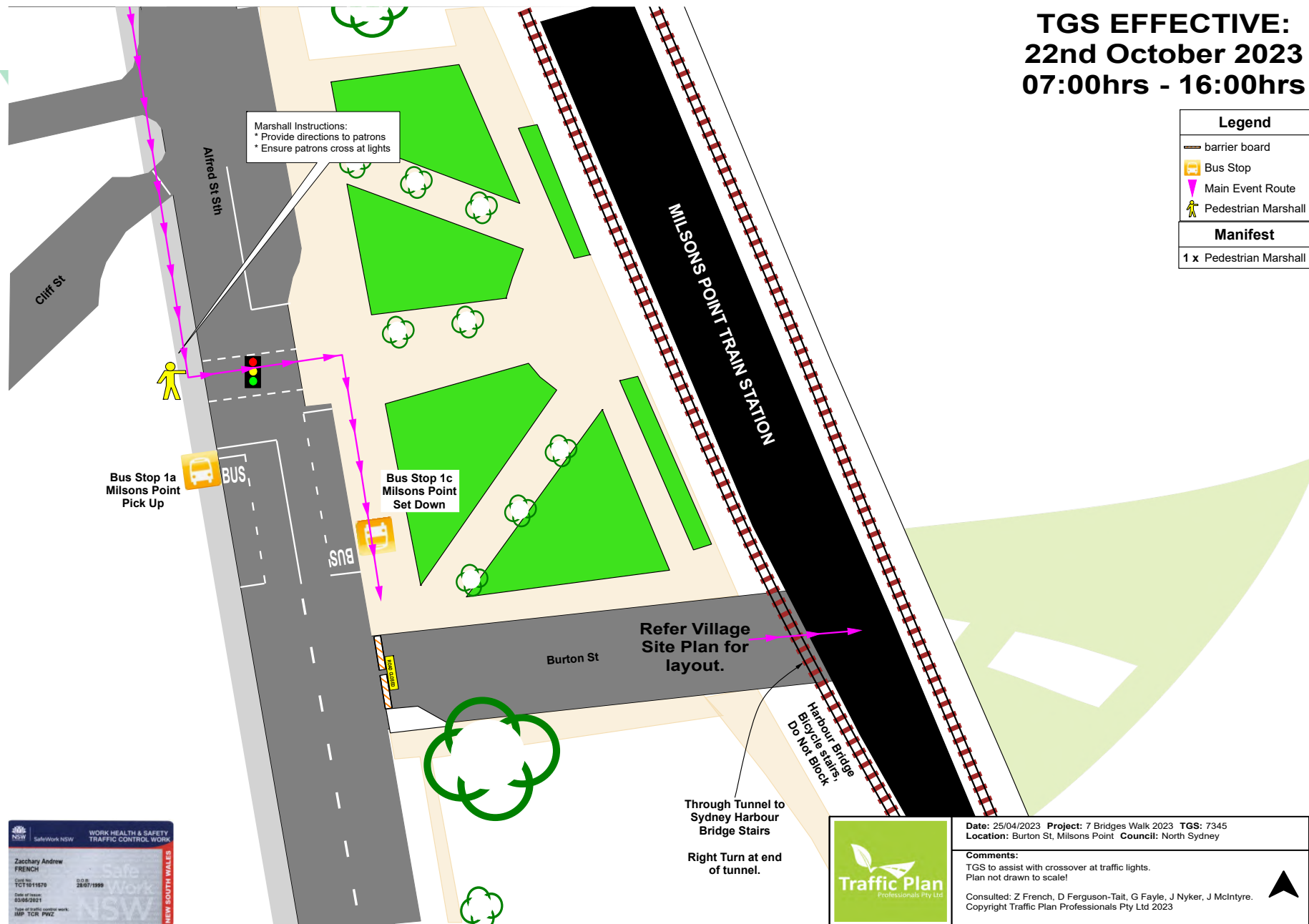
APPENDIX 2 – TRAFFIC CONTROL PLANS

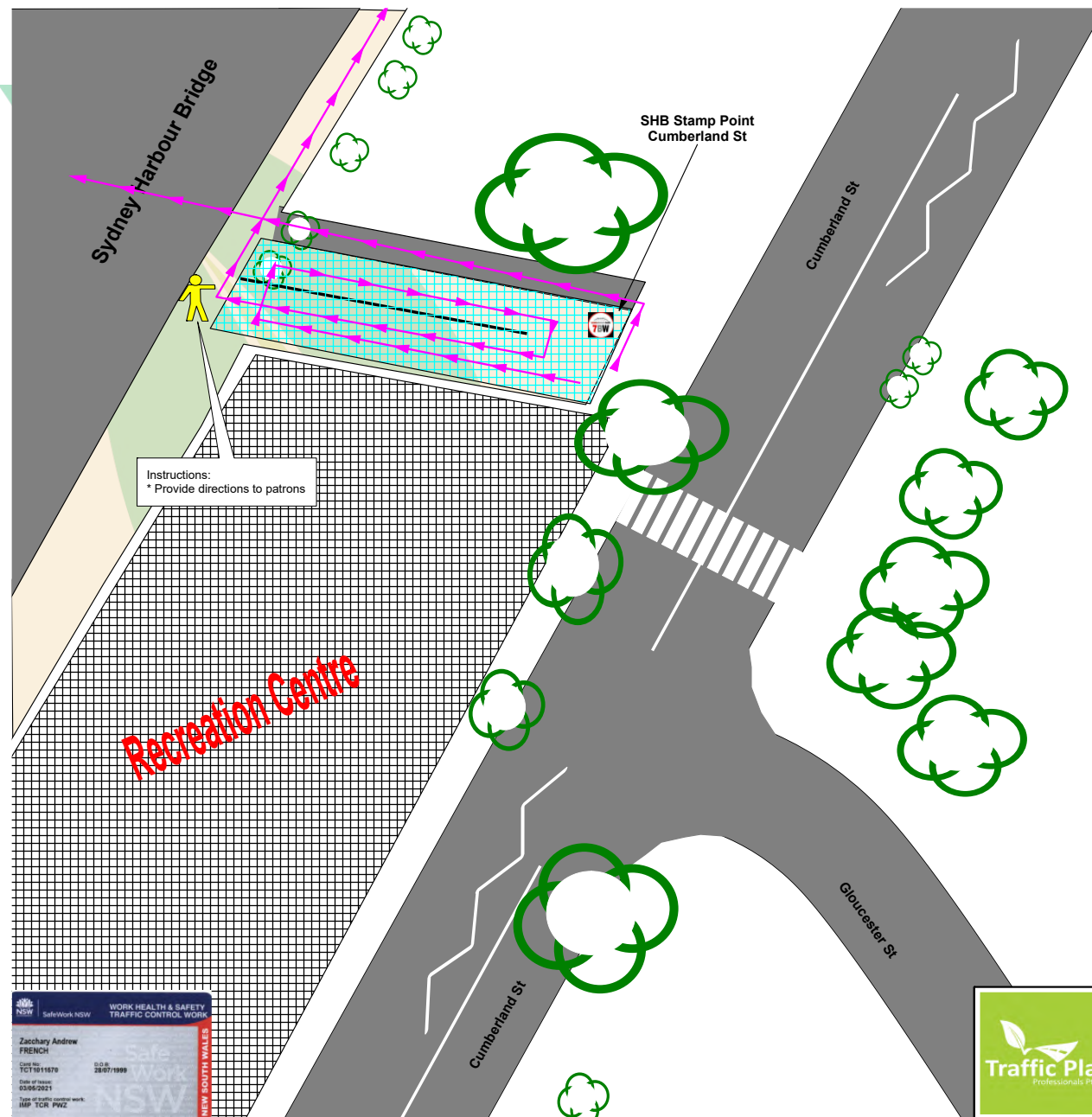


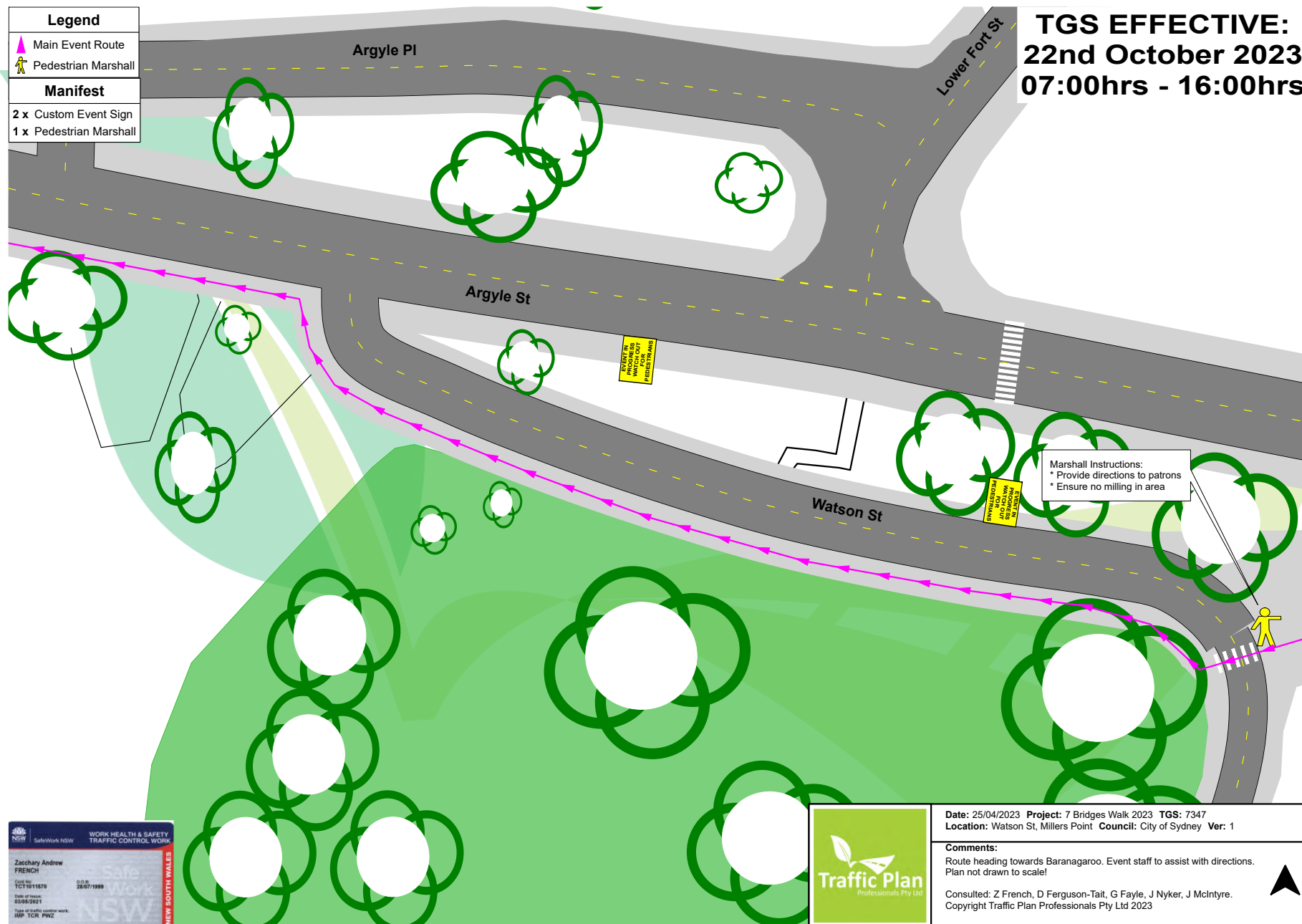
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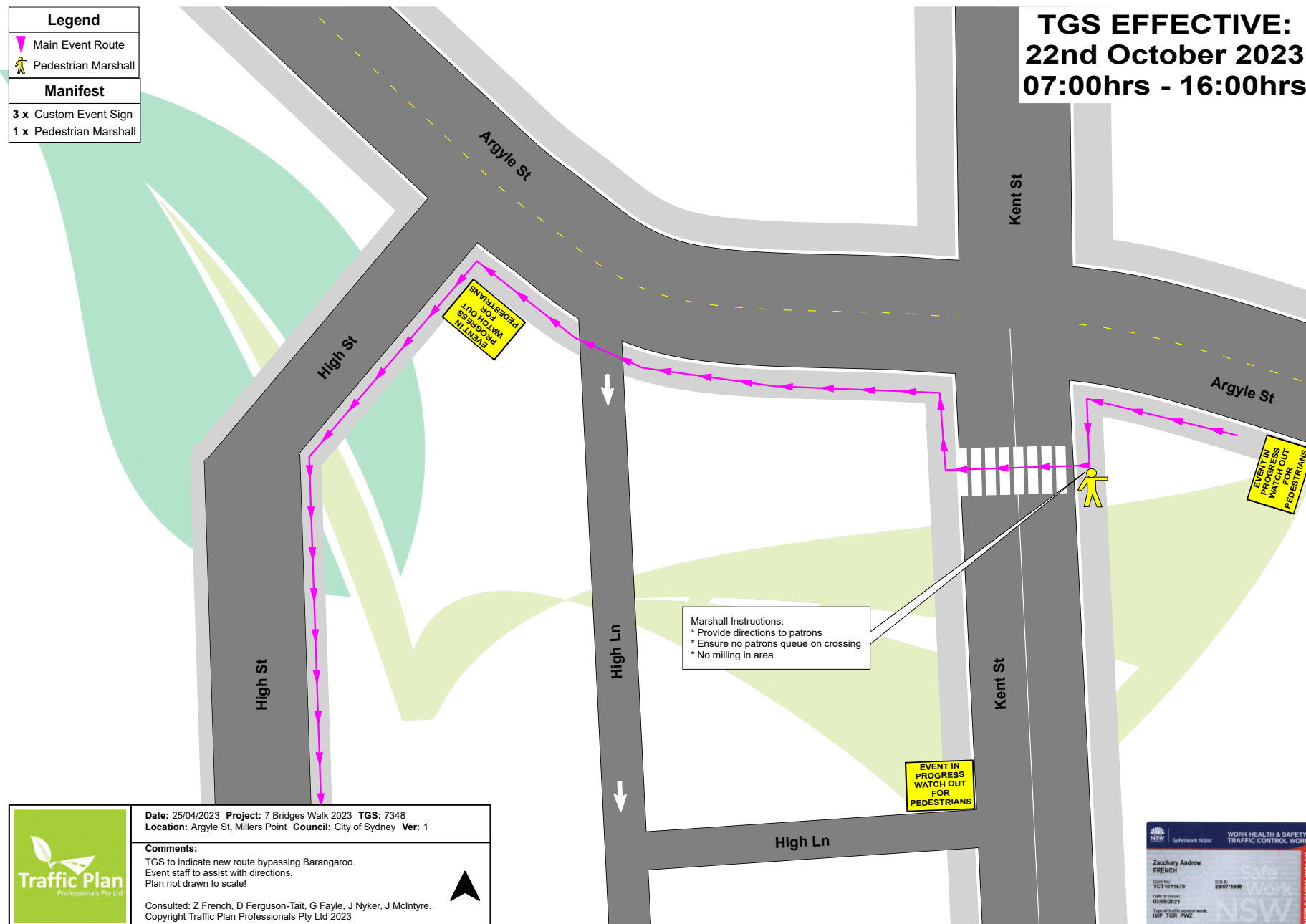


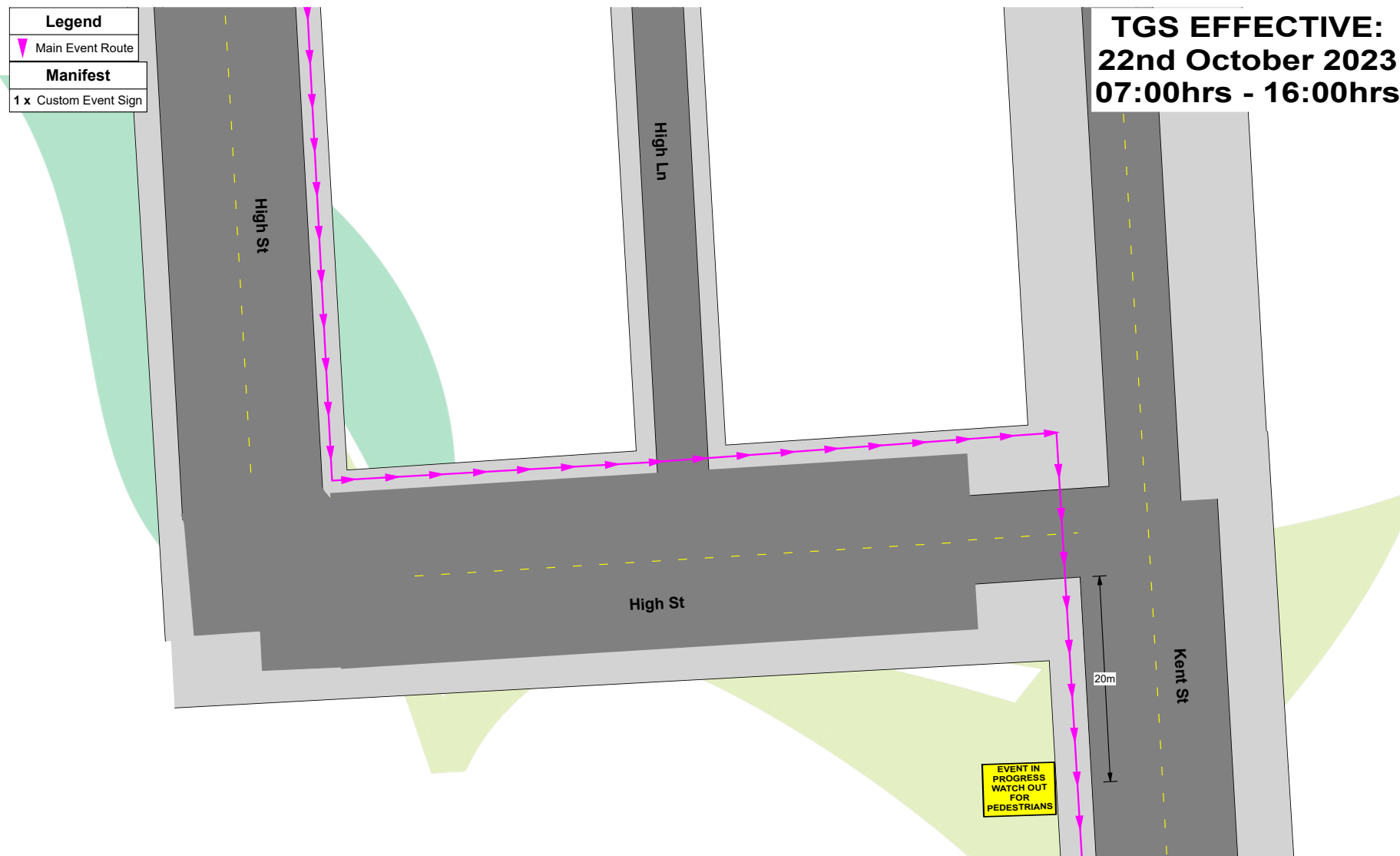
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22nd October 2023
07:00hrs - 16:00hrs**





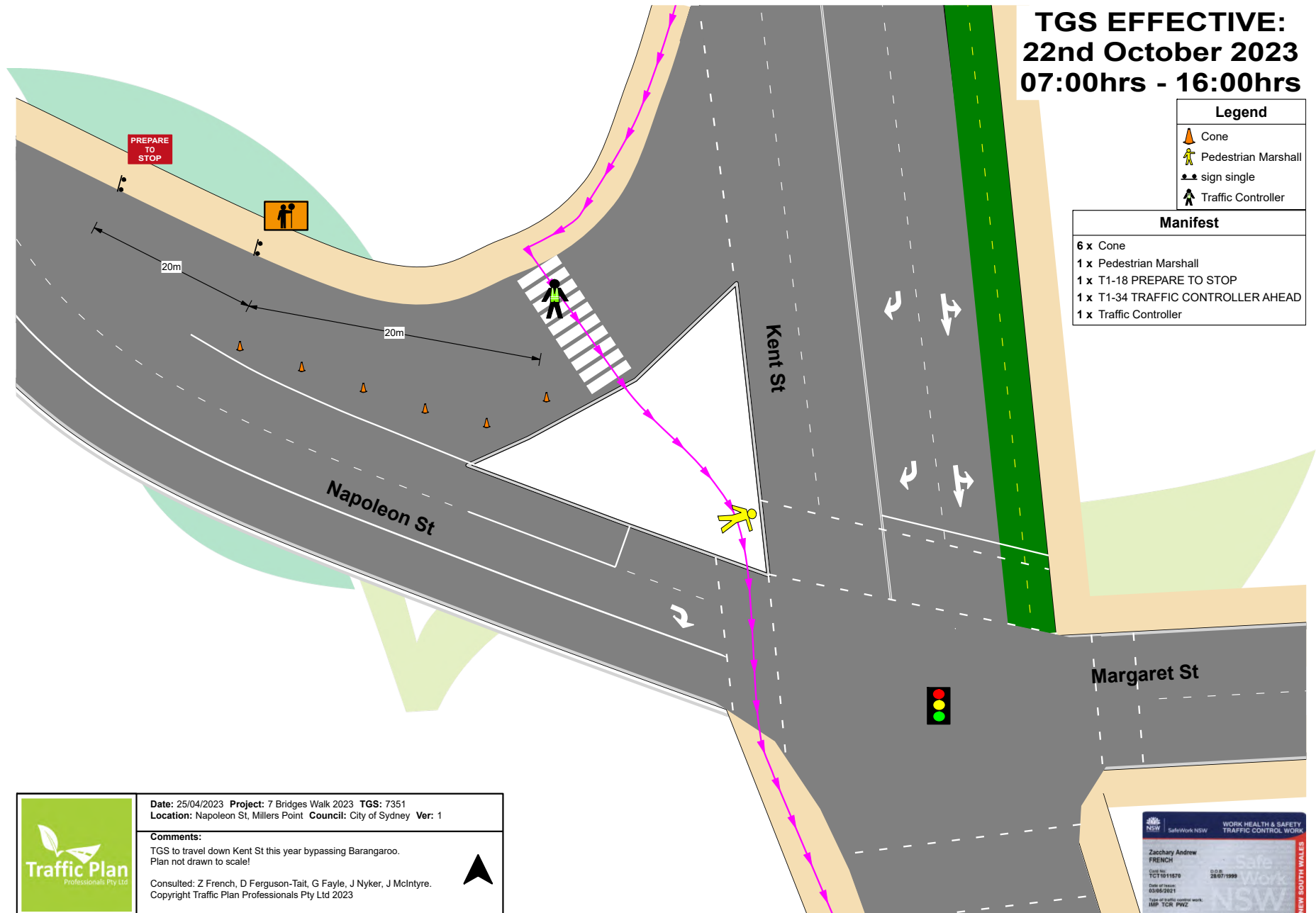


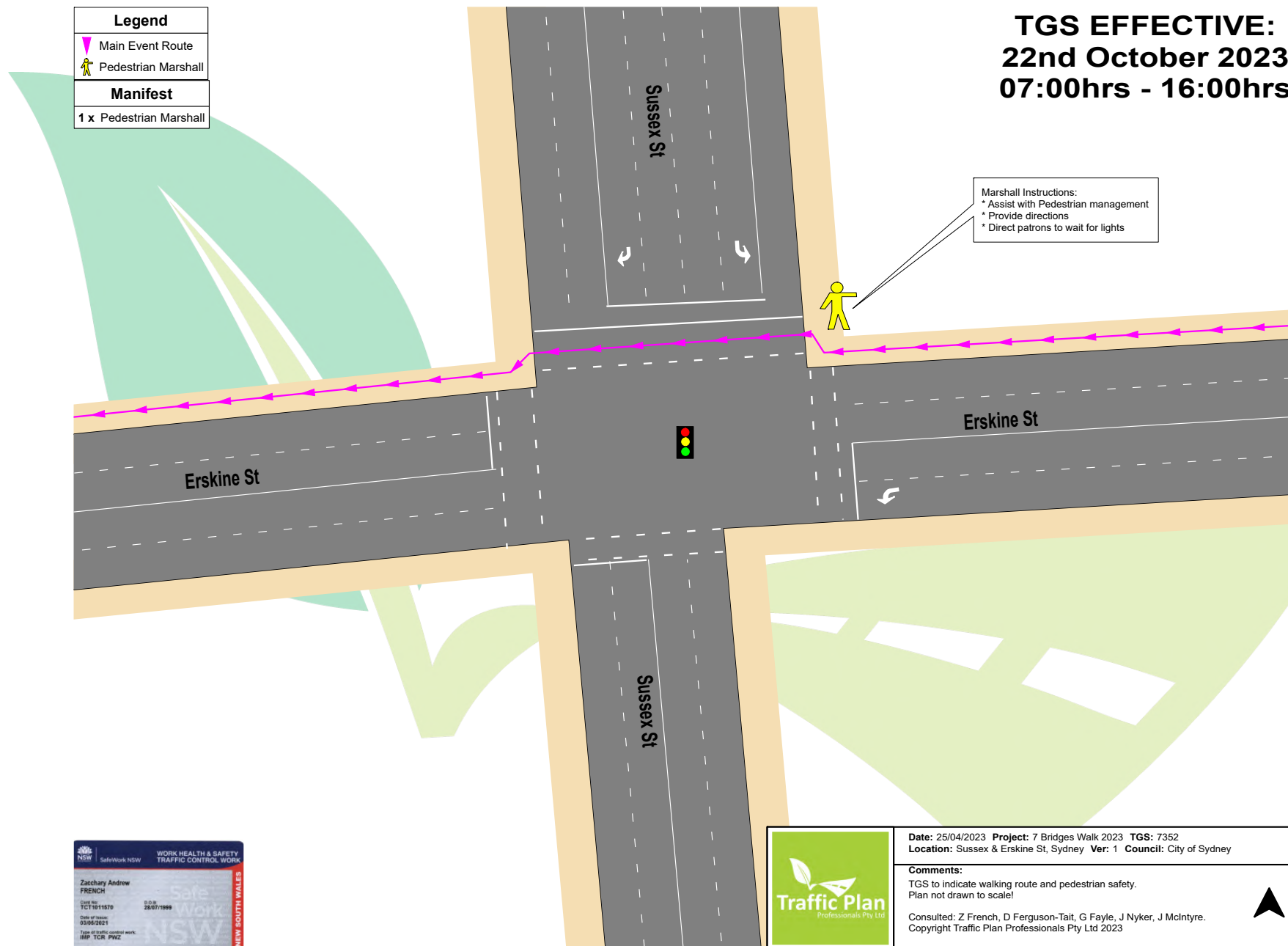


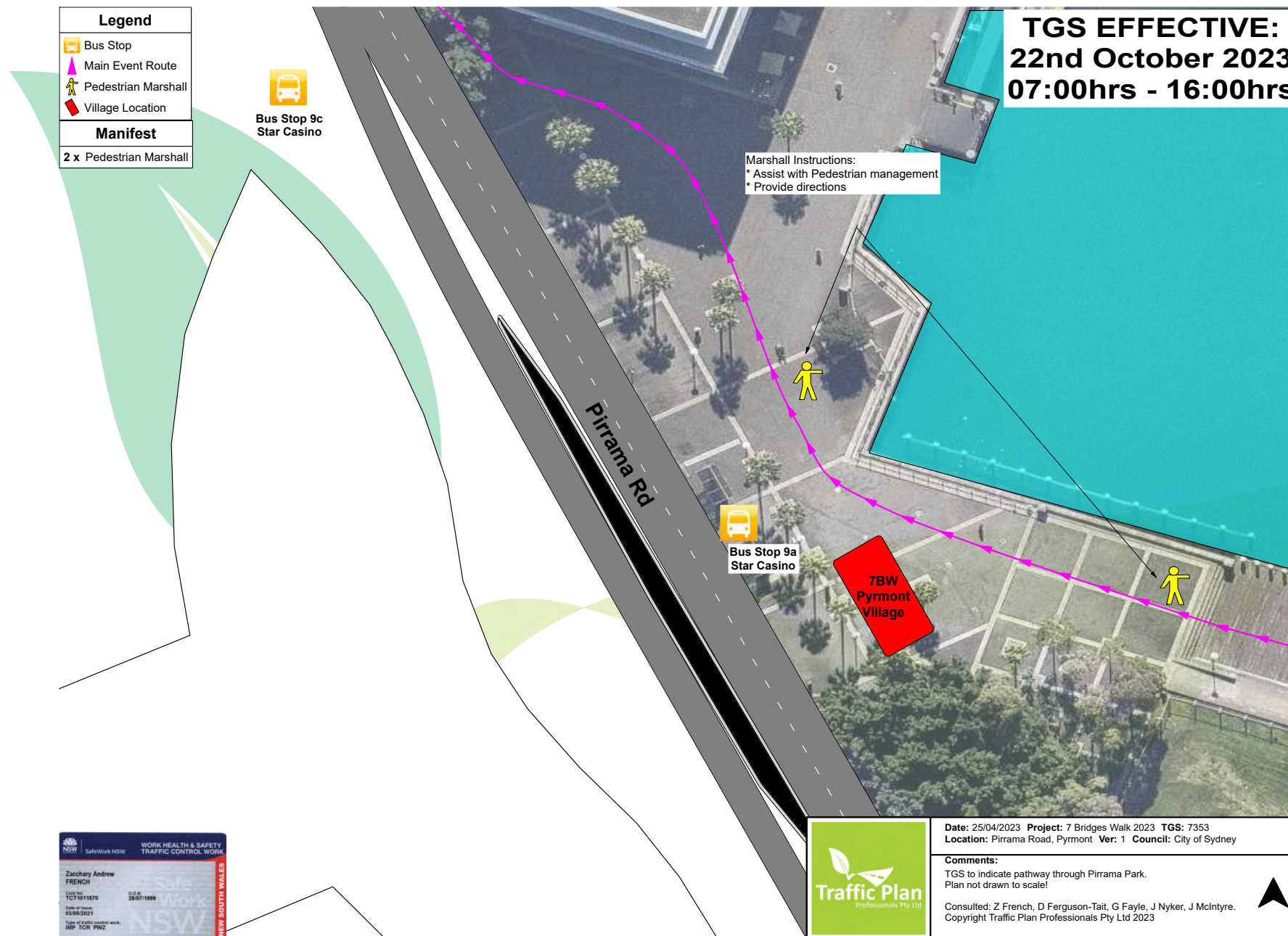


| | |
|--|--|
| | Date: 25/04/2023 Project: 7 Bridges Walk 2023 TGS: 7349 Location: High St, Millers Point Council: City of Sydney Ver: 1 |
| | Comments: TGS to bypass Baranagaroo. Event staff to assist with directions. Plan not drawn to scale! Consulted: Z French, D Ferguson-Tait, G Fayle, J Nyker, J McIntyre. Copyright Traffic Plan Professionals Pty Ltd 2023 |

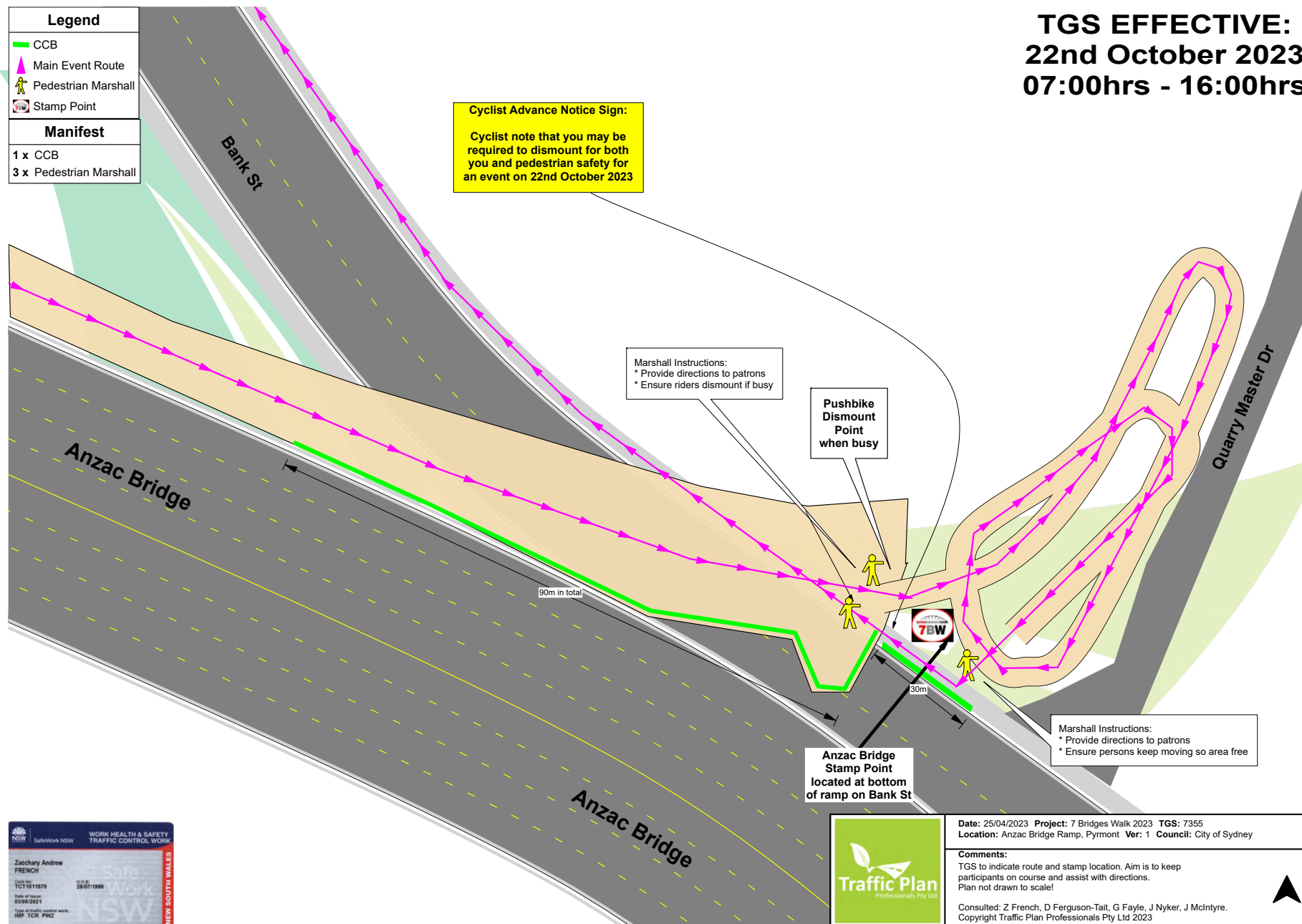












TGS EFFECTIVE:
22nd October 2023
07:00hrs - 16:00hrs

Cyclist Advance Notice Sign:
Cyclist note that you may be required to dismount for both you and pedestrian safety for an event on 22nd October 2023

Marshall Instructions:
* Provide directions to patrons
* Ensure persons keep moving through area

Legend
Main Event Route
Pedestrian Marshal
tree

Manifest
1 x Custom Event Sign
1 x Pedestrian Marshal

Anzac Bridge

James Craig Rd

SWIMMING FOR CHILDREN AND PEDESTRIANS IN RIVERS

Traffic Plan Professionals Pty Ltd




Date: 25/04/2023 **Project:** 7 Bridges Walk 2023 **TCP:** 7356
Location: Anzac Bridge Ramp, Pyrmont **Ver:** 1 **Council:** Leichardt

Comments:
TGS to indicate new route due to closure of pedestrian/cycle path.
Plan not drawn to scale!

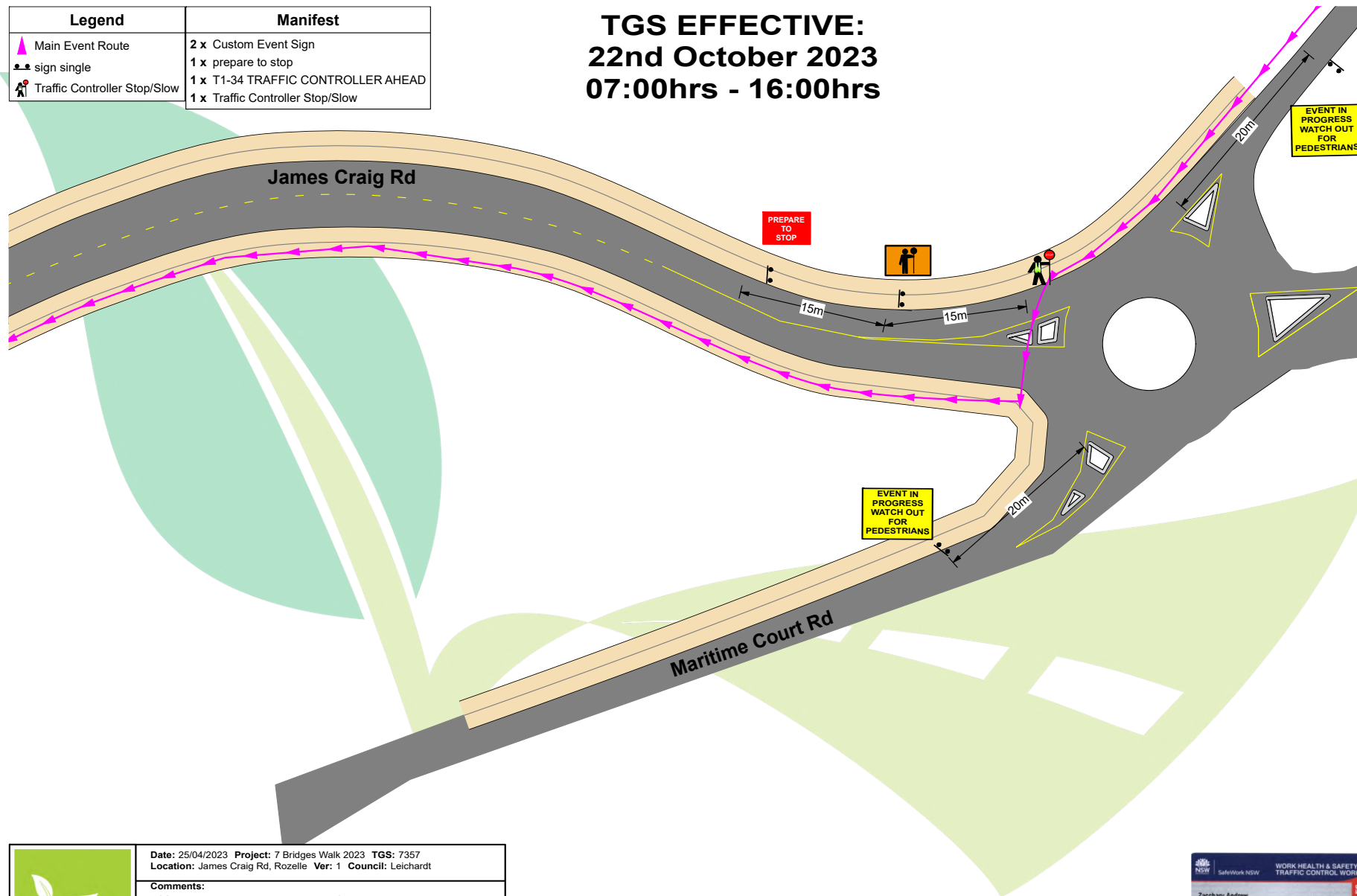
Consulted: Z French, D Ferguson-Tait, G Fayle, J Nyker, J McIntyre.
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SafeWork NSW
WORK HEALTH & SAFETY
TRAFFIC CONTROL WORK

Zacchary Andrew FRENCH
Lic No: YCT1511570
Date of issue: 03/06/2021
Type of traffic control work: IMP TCR PWZ

| Legend | Manifest |
|--|------------------------------------|
|  Main Event Route | 2 x Custom Event Sign |
|  sign single | 1 x prepare to stop |
|  Traffic Controller Stop/Slow | 1 x T1-34 TRAFFIC CONTROLLER AHEAD |
| | 1 x Traffic Controller Stop/Slow |

**TGS EFFECTIVE:
22nd October 2023
07:00hrs - 16:00hrs**

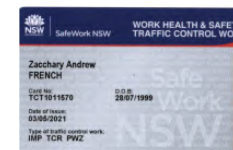


Date: 25/04/2023 Project: 7 Bridges Walk 2023 TGS: 7357
Location: James Craig Rd, Rozelle Ver: 1 Council: Leichardt

Comments:

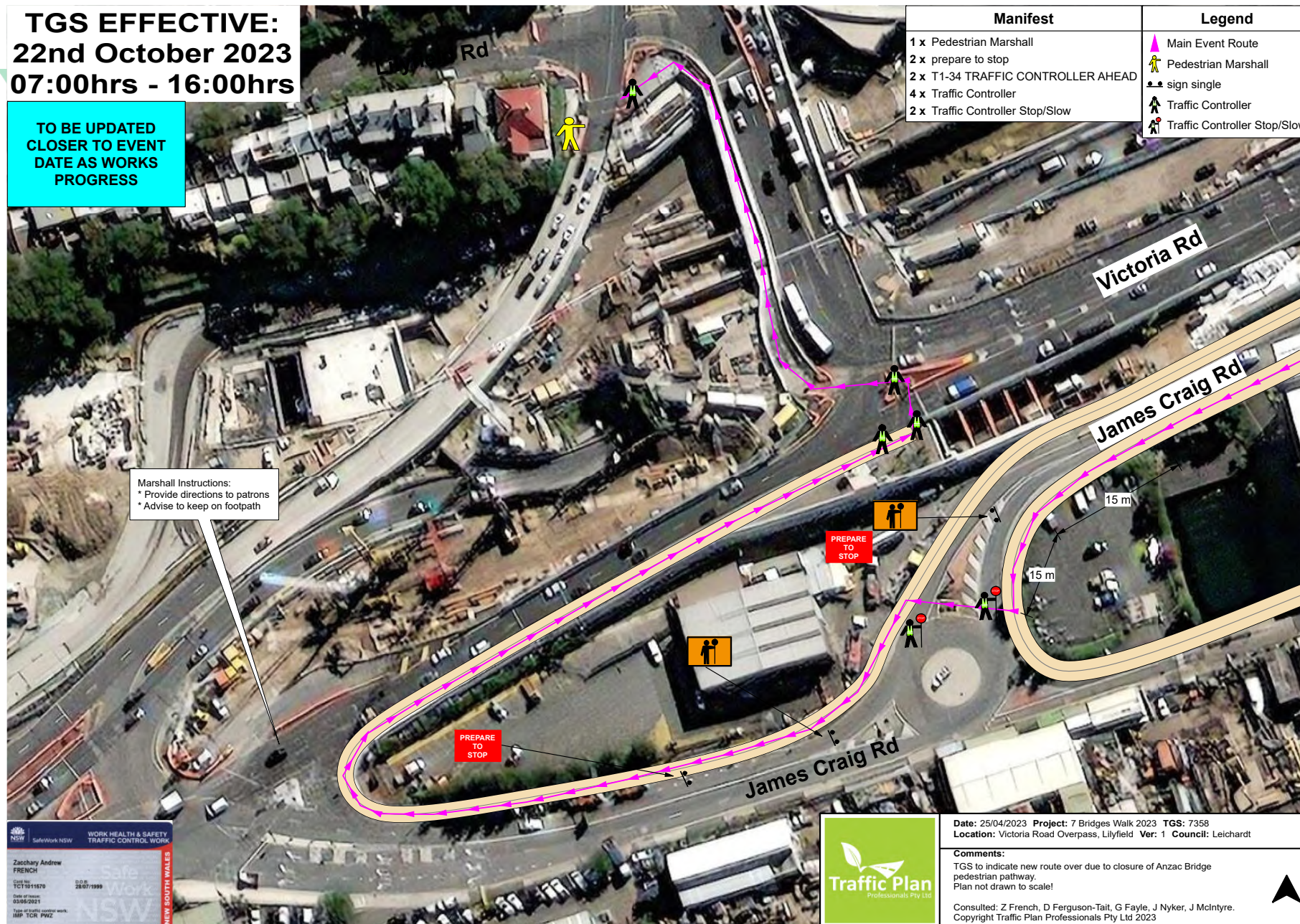
TGS to indicate new route due to closure of path on Anzac Bridge.
Plan not drawn to scale!

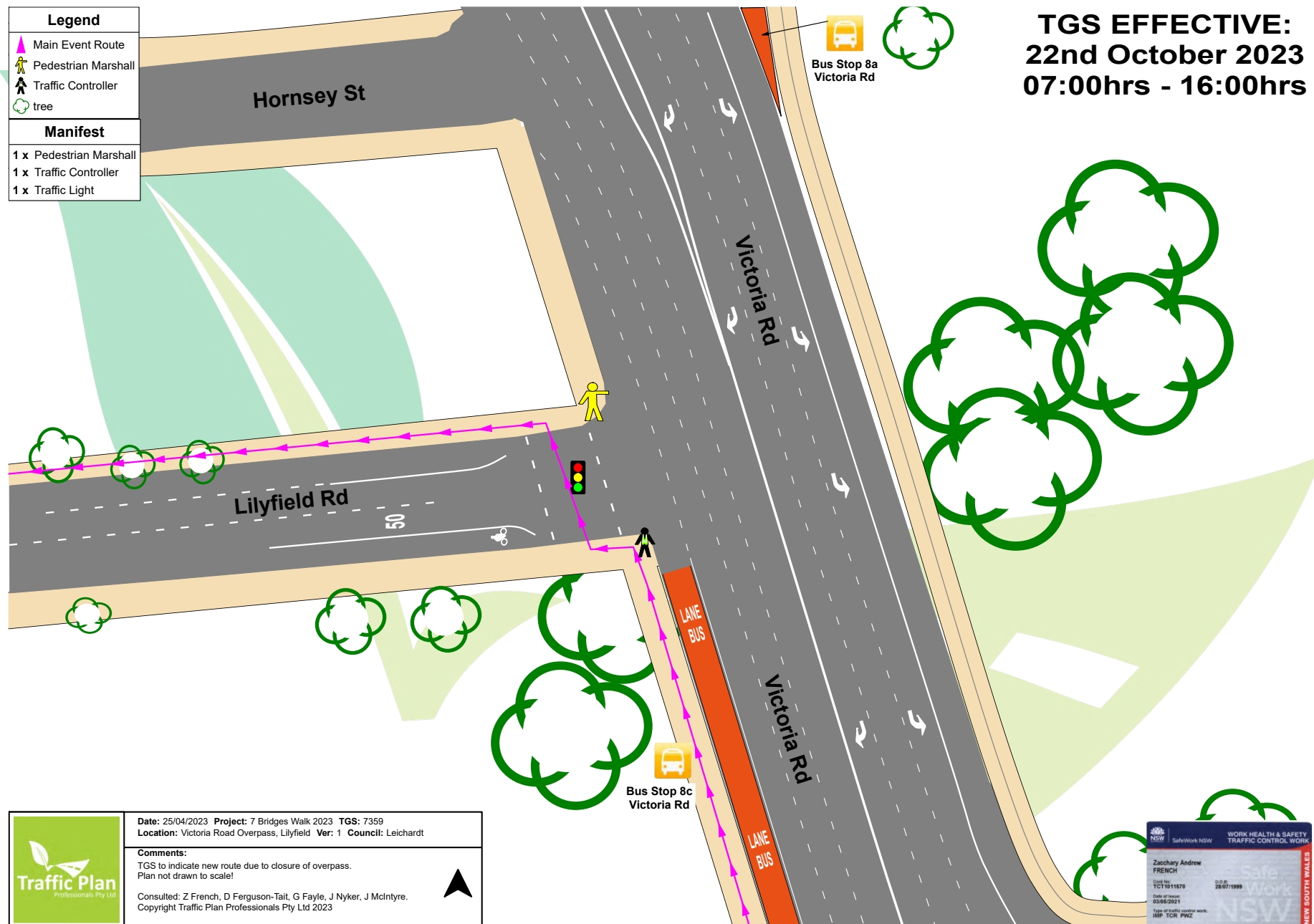
Consulted: Z French, D Ferguson-Tait, G Fayle, J Nyker, J McIntyre.
Copyright Traffic Plan Professionals Pty Ltd 2023

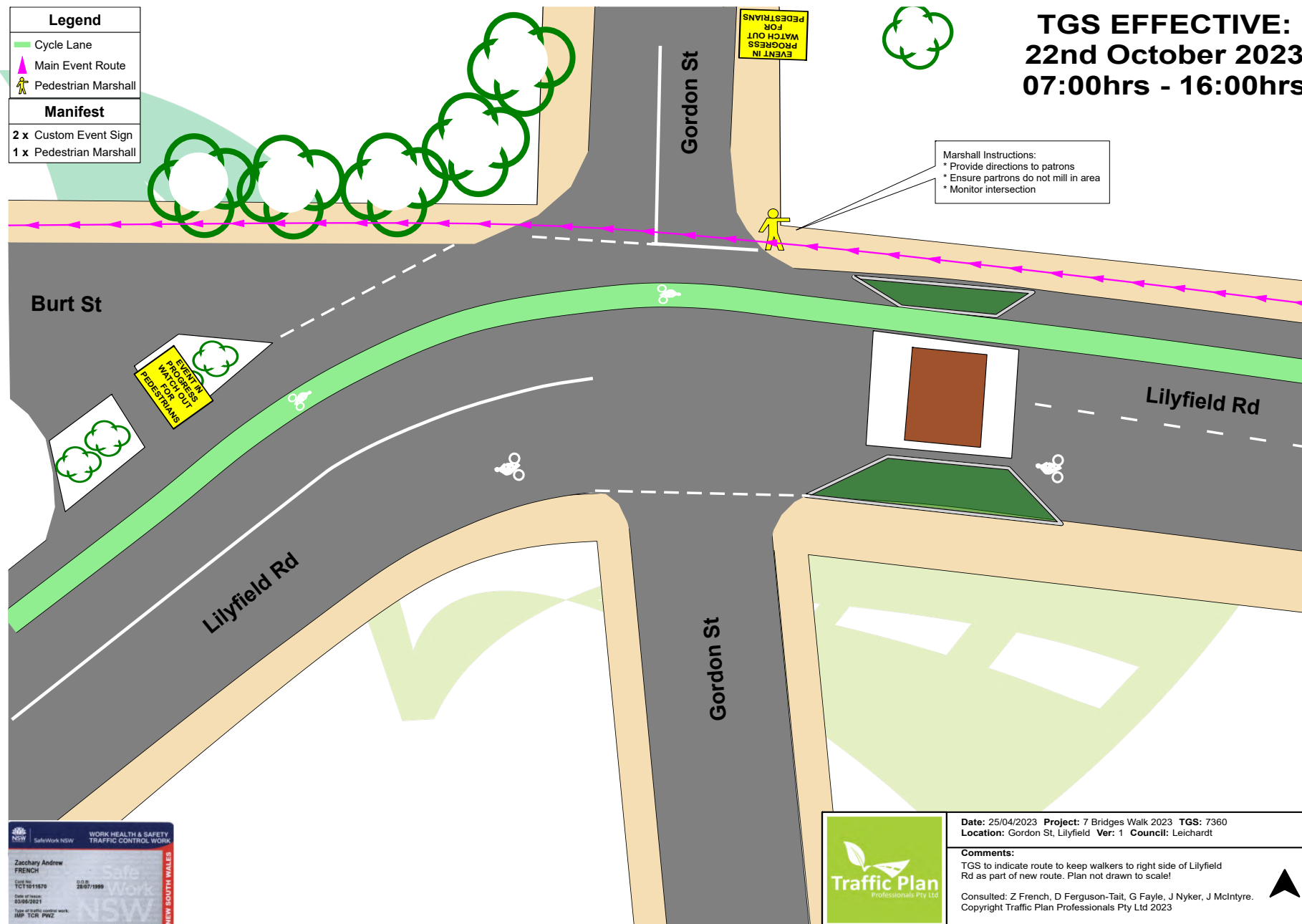


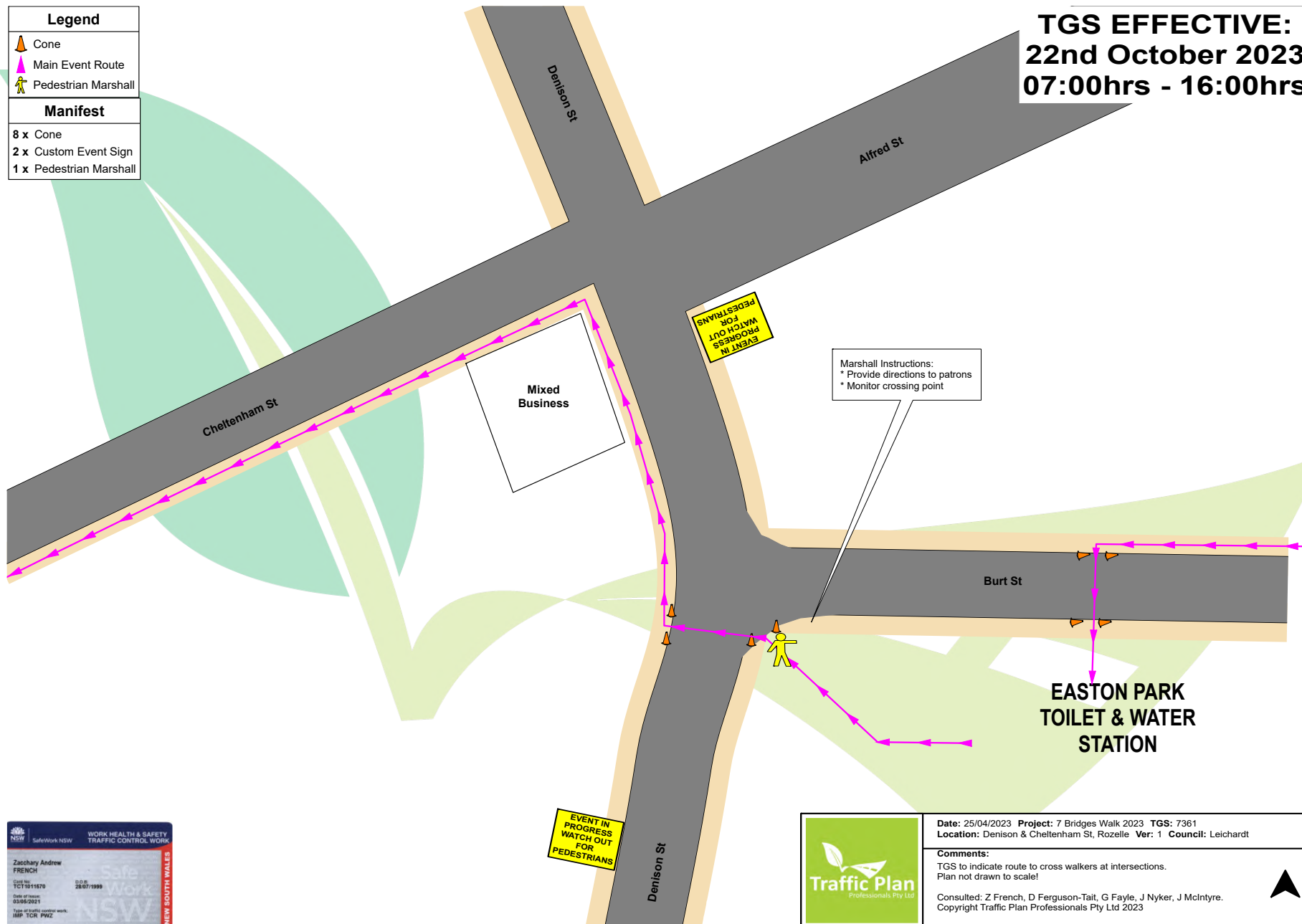
**TGS EFFECTIVE:
22nd October 2023
07:00hrs - 16:00hrs**

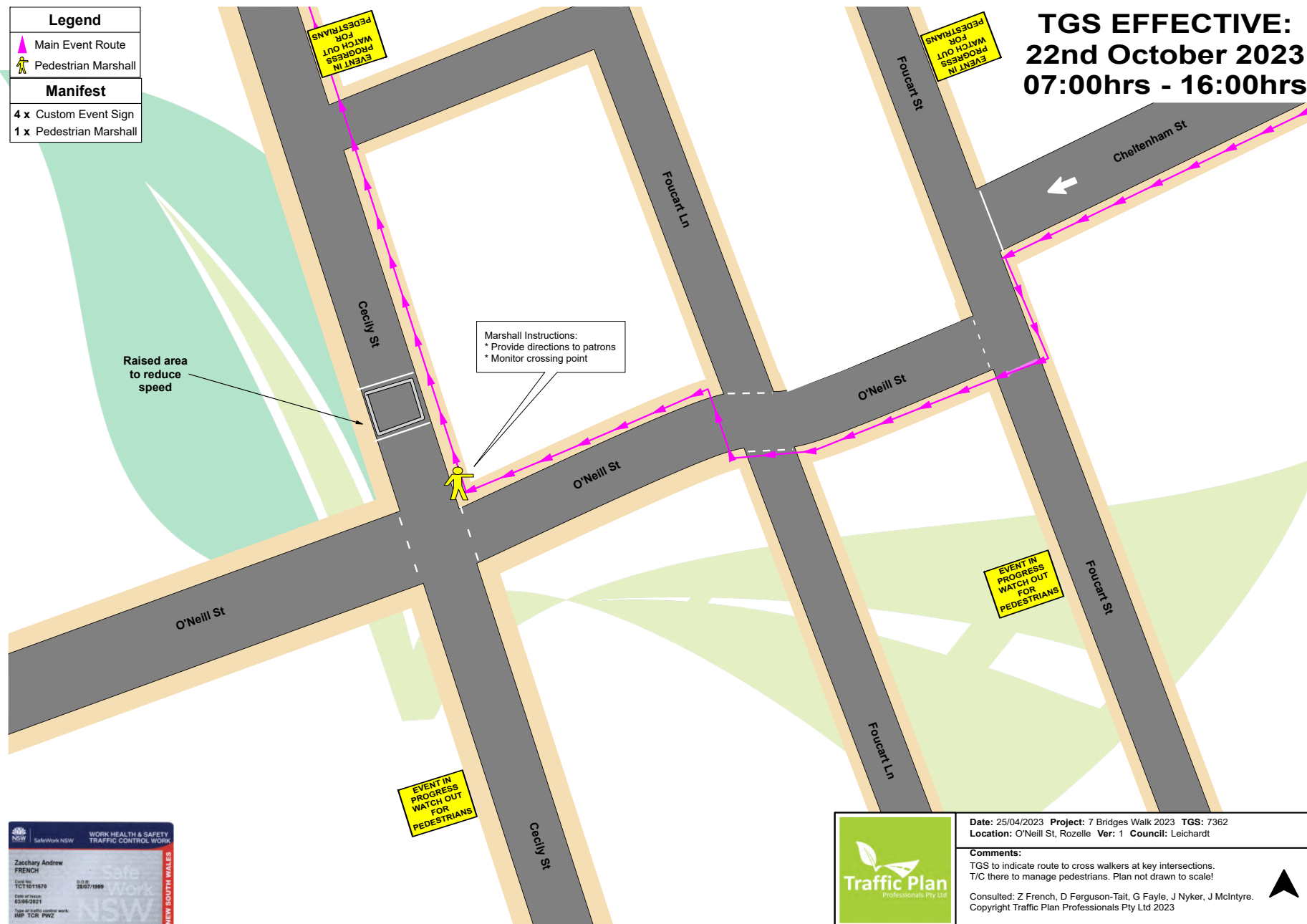
**TO BE UPDATED
CLOSER TO EVENT
DATE AS WORKS
PROGRESS**

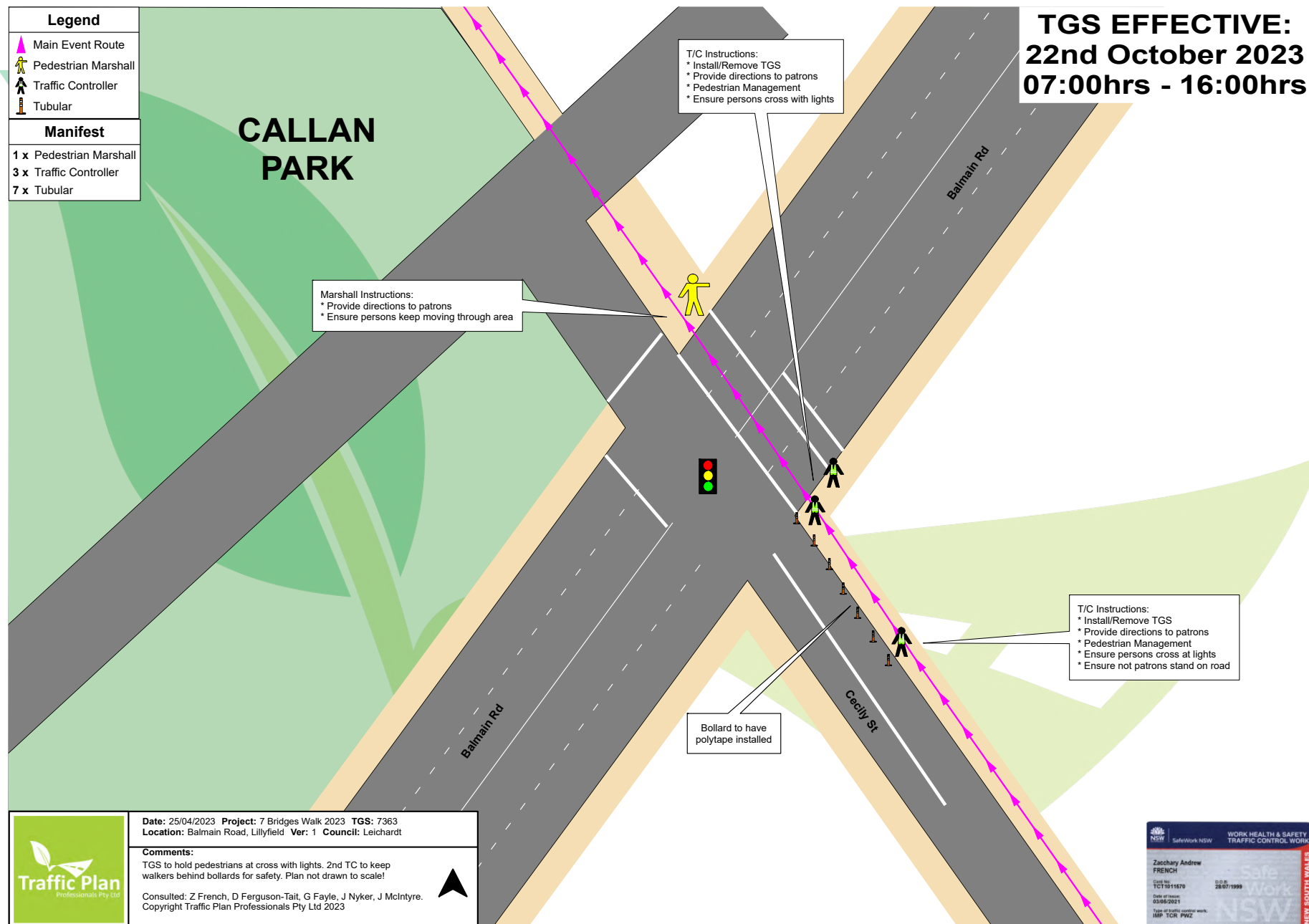


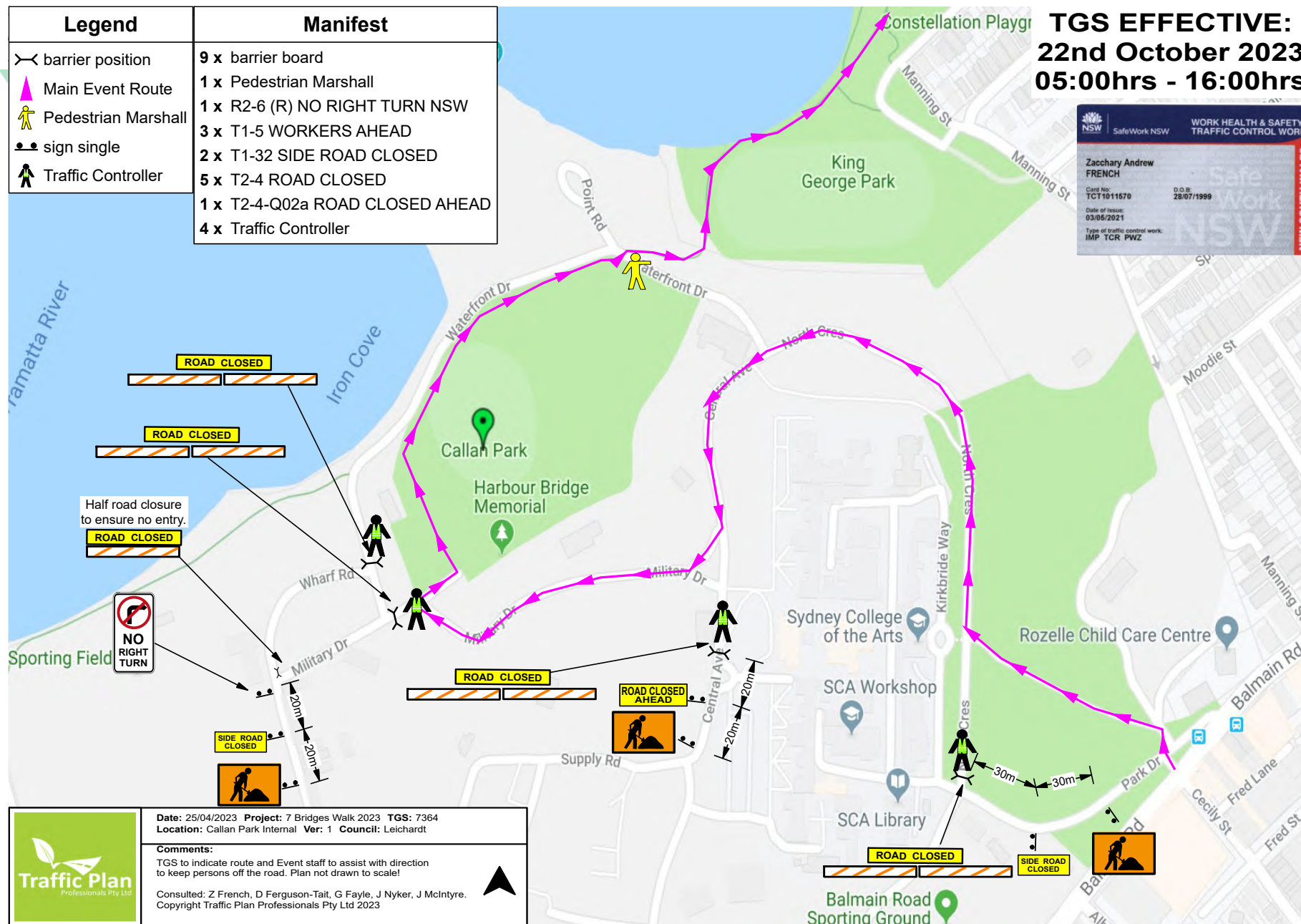


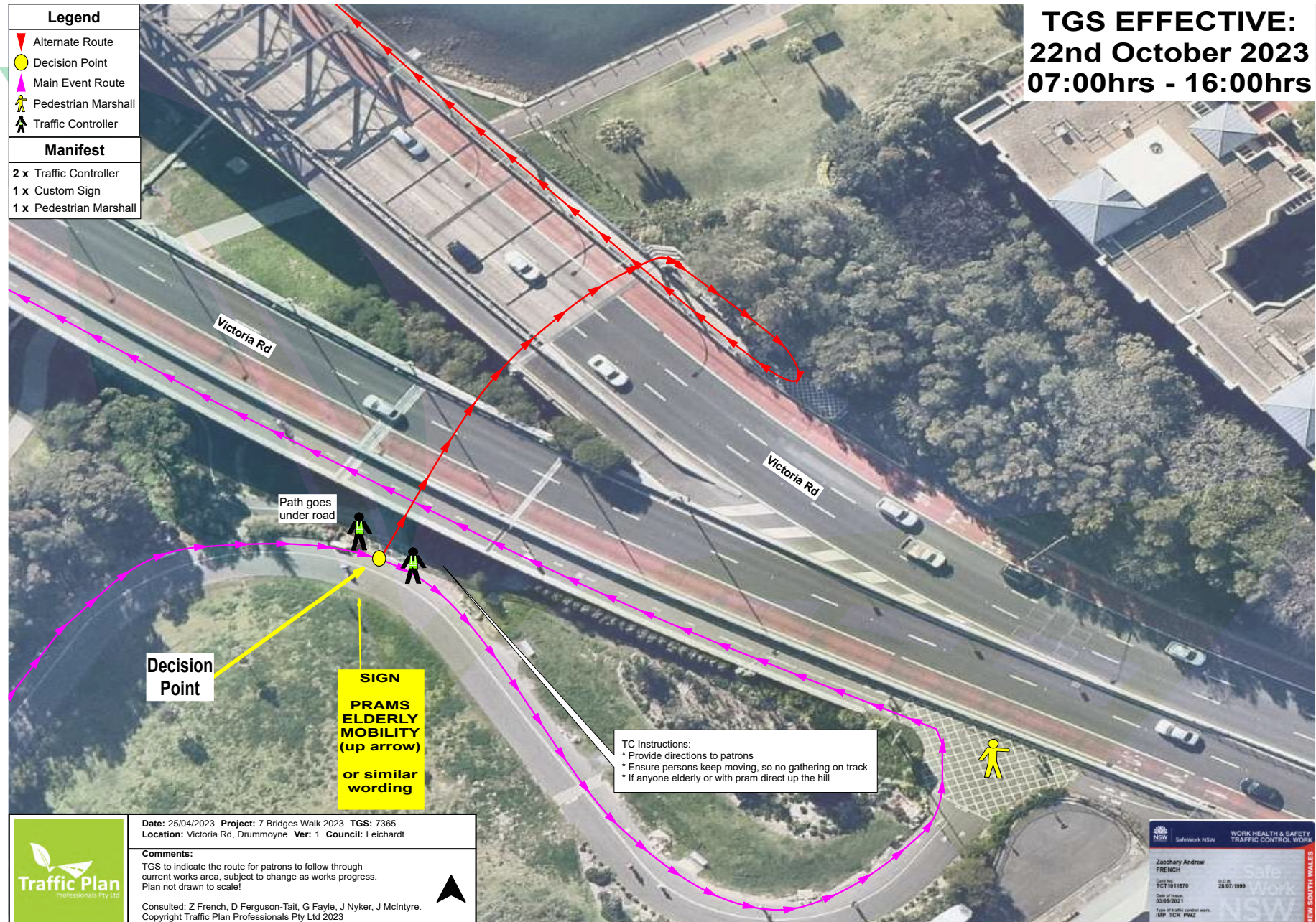


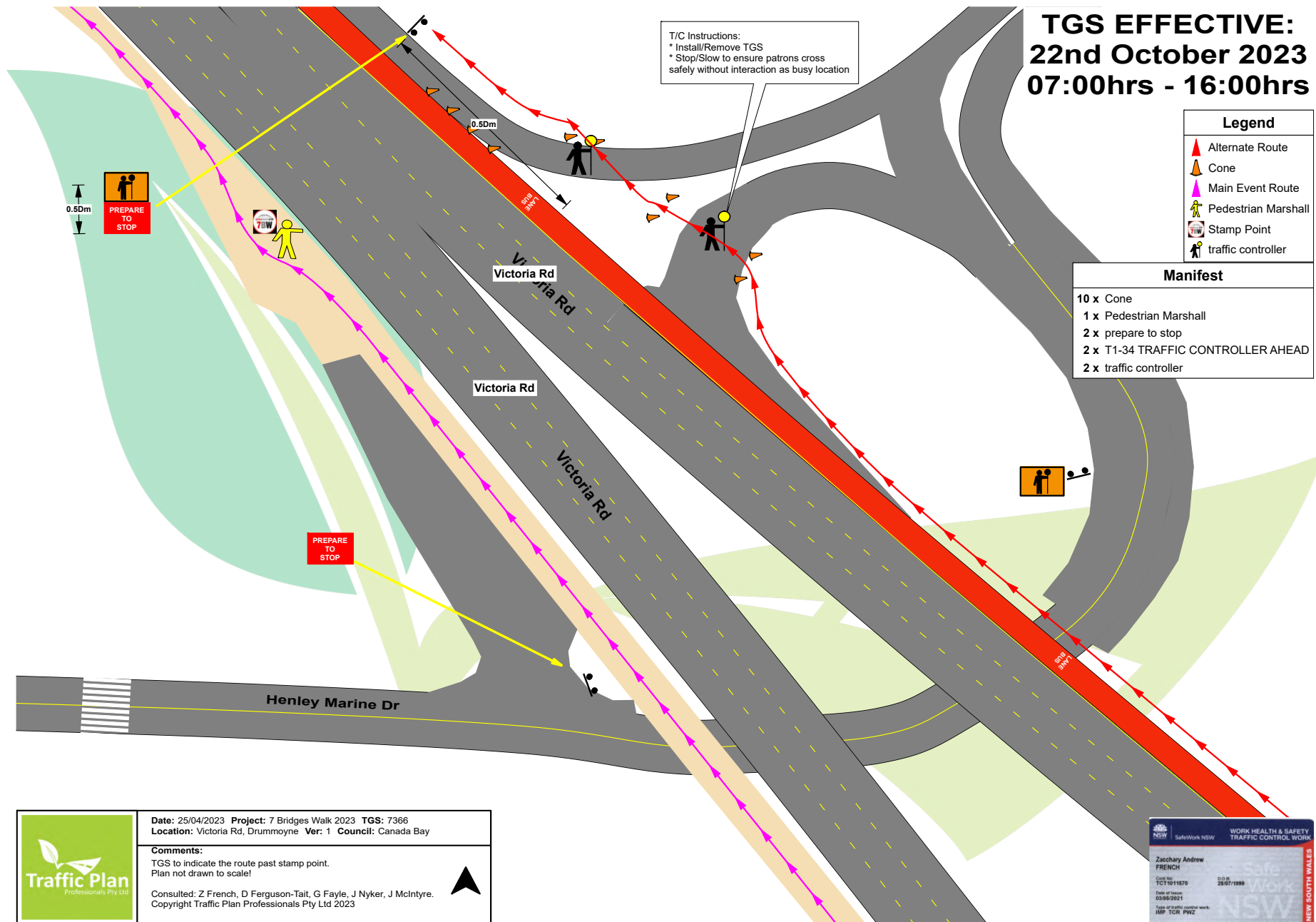

















| Legend | Manifest |
|---|-------------------------|
|  | 1 x CCB |
|  | 2 x Pedestrian Marshall |
|  | 2 x Traffic Controller |
|  | |
|  | |


**TGS EFFECTIVE:
22nd October 2023
07:00hrs - 16:00hrs**

**SERVICE
STATION**

Marshall Instructions:
* Provide directions
* Ensure pedestrians stay off road and cross with lights

T/C Instructions:
* Install/Remove TGS
* Assist with Pedestrian management
* Provide directions
* Ensure pedestrians stay off road and cross with lights

Marshall Instructions:
* Assist with Pedestrian management
* Provide directions



Date: 25/04/2023 **Project:** 7 Bridges Walk 2023 **TGS:** 7367
Location: Victoria Rd & Park Ave, Drummoyne **Ver:** 1 **Council:** Canada Bay

Comments:
TC to hold pedestrians and cross with lights for public safety.
Plan not drawn to scale!

Consulted: Z French, D Ferguson-Tait, G Fayle, J Nyker, J McIntyre.
Copyright Traffic Plan Professionals Pty Ltd 2023



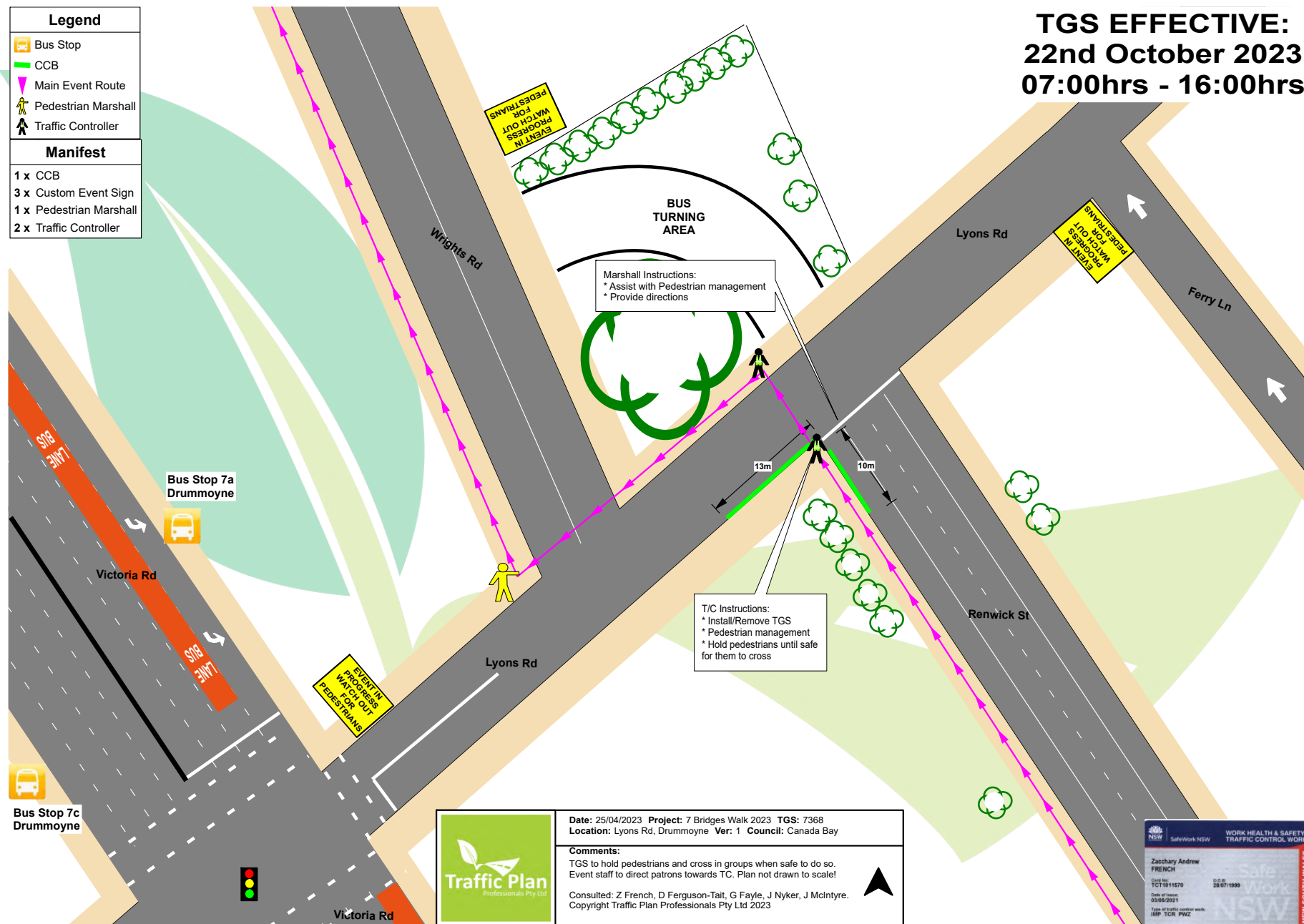
WORK HEALTH & SAFETY
TRAFFIC CONTROL WORK

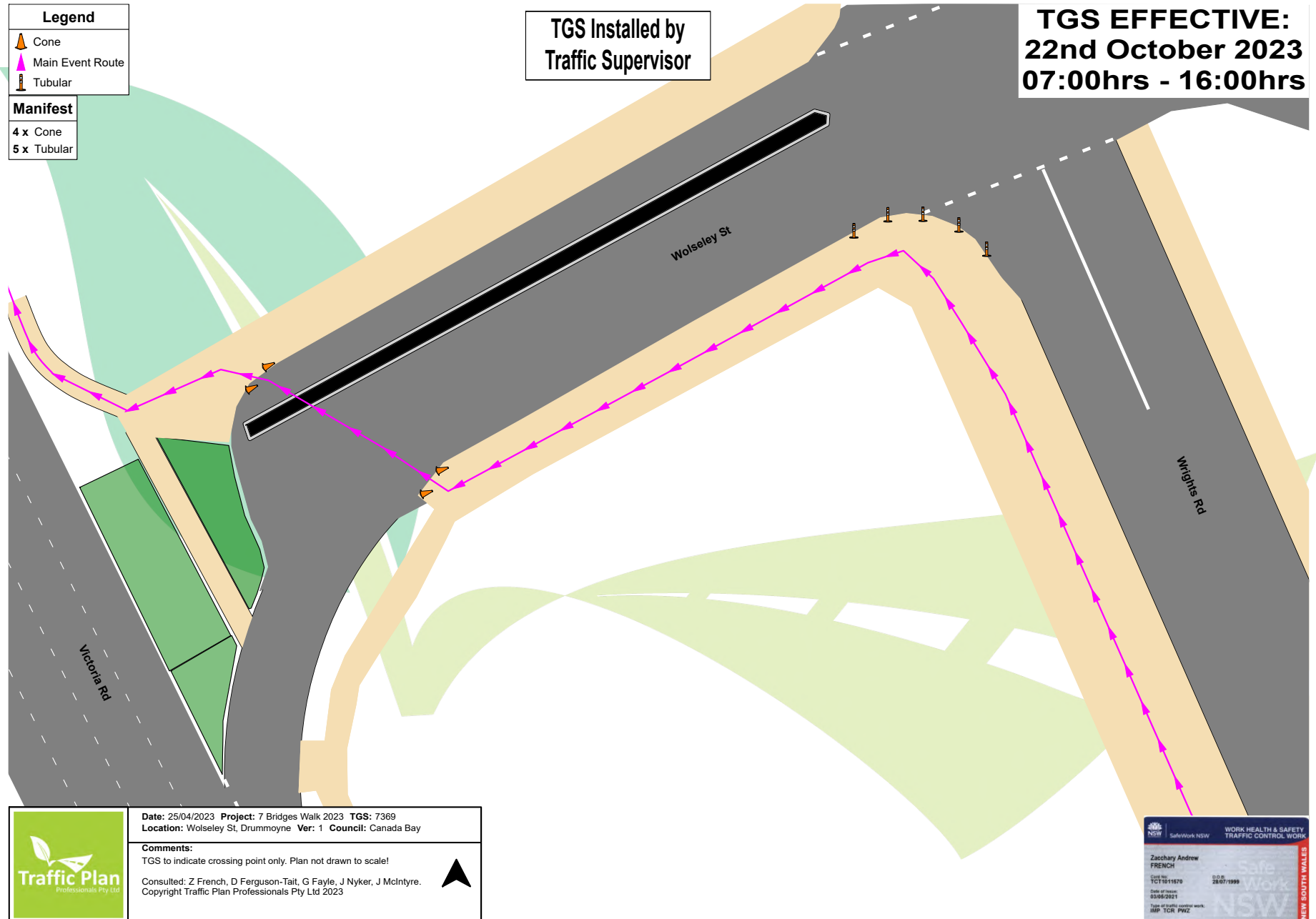
Zachary Andrew
FRENCH
Copy No: TCT1011570
Date of issue: 03/06/2023
Type of traffic control work: MAP TCR PWZ

28/07/1999

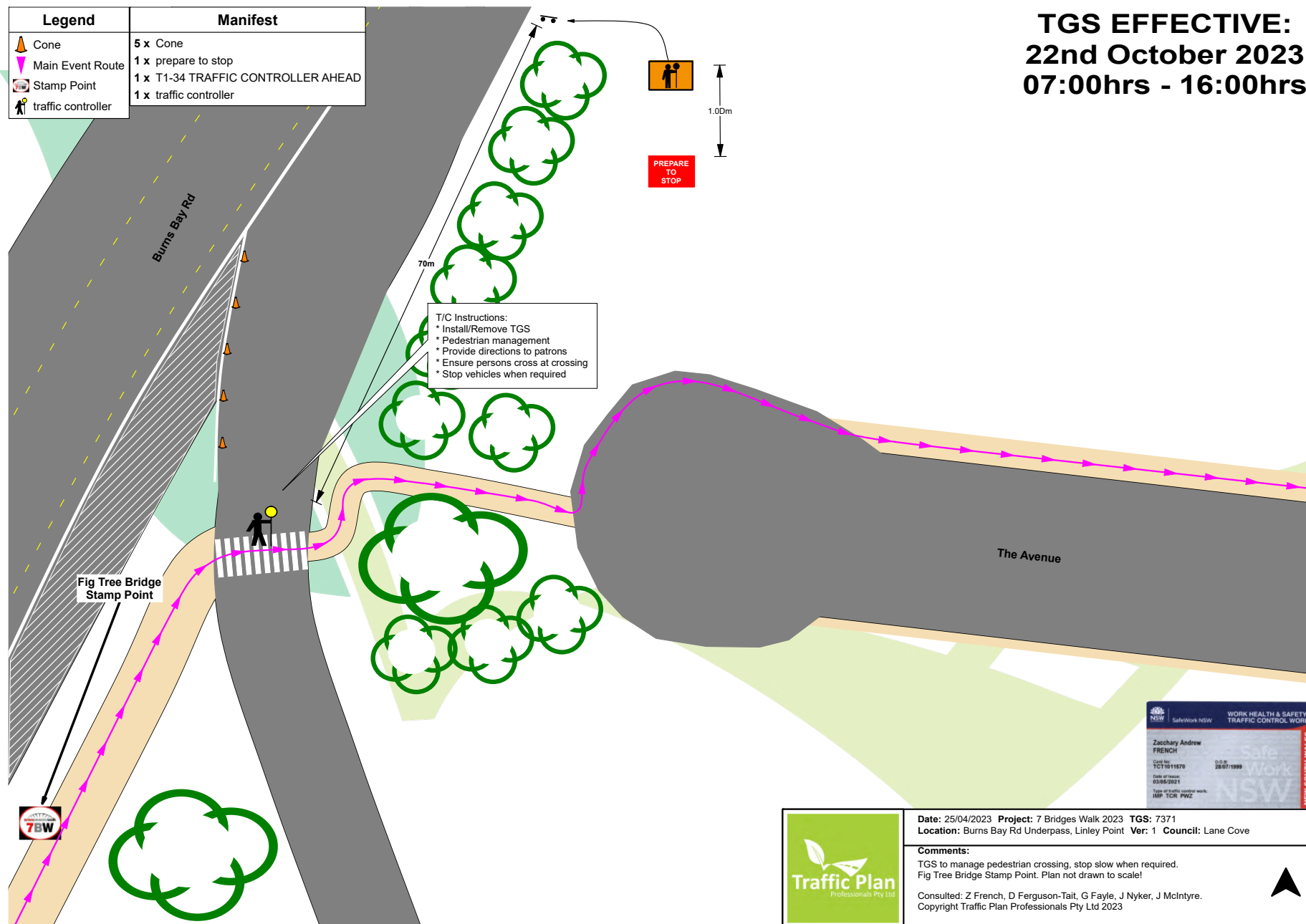
Safe Work NSW

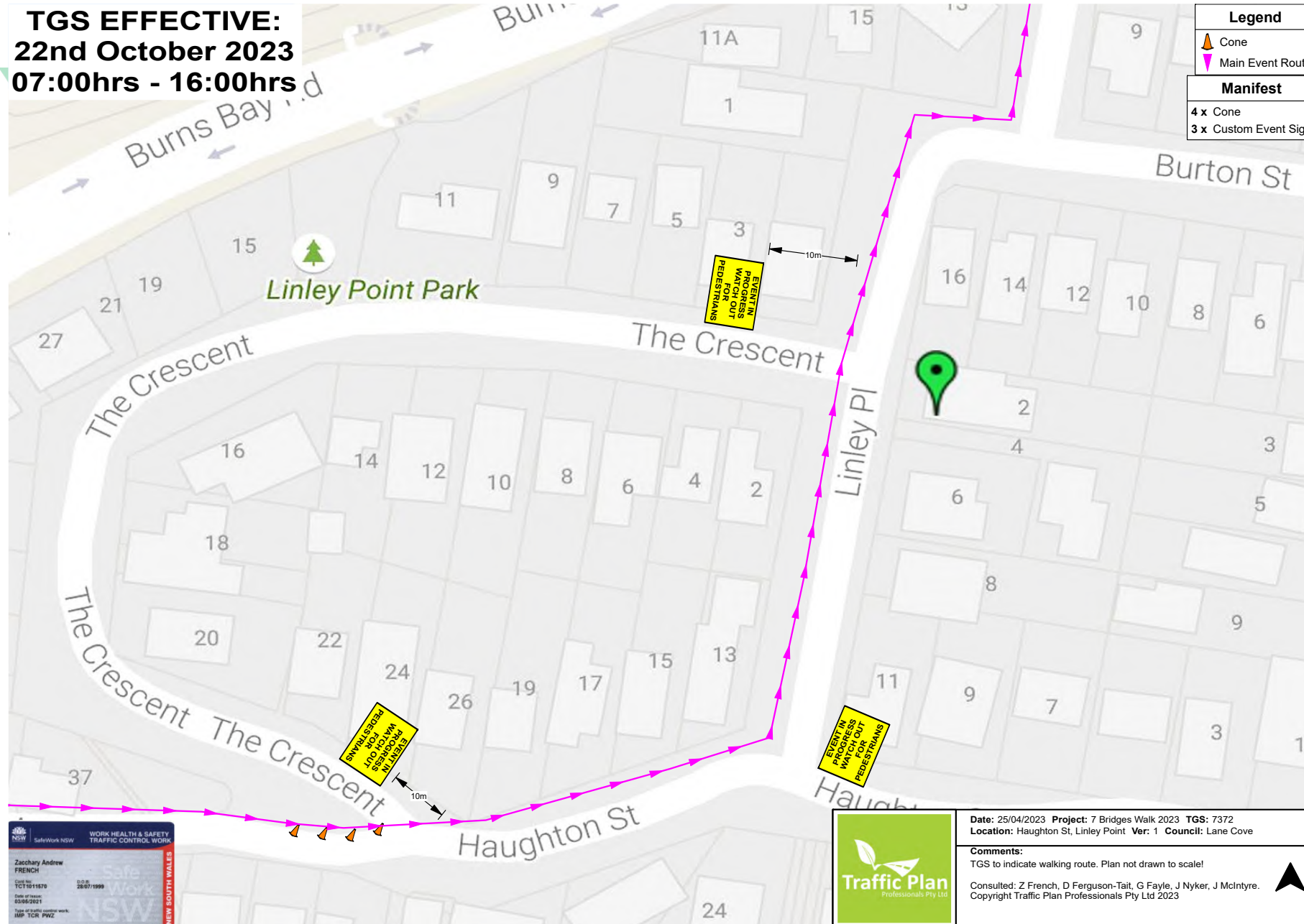
NEW SOUTH WALES





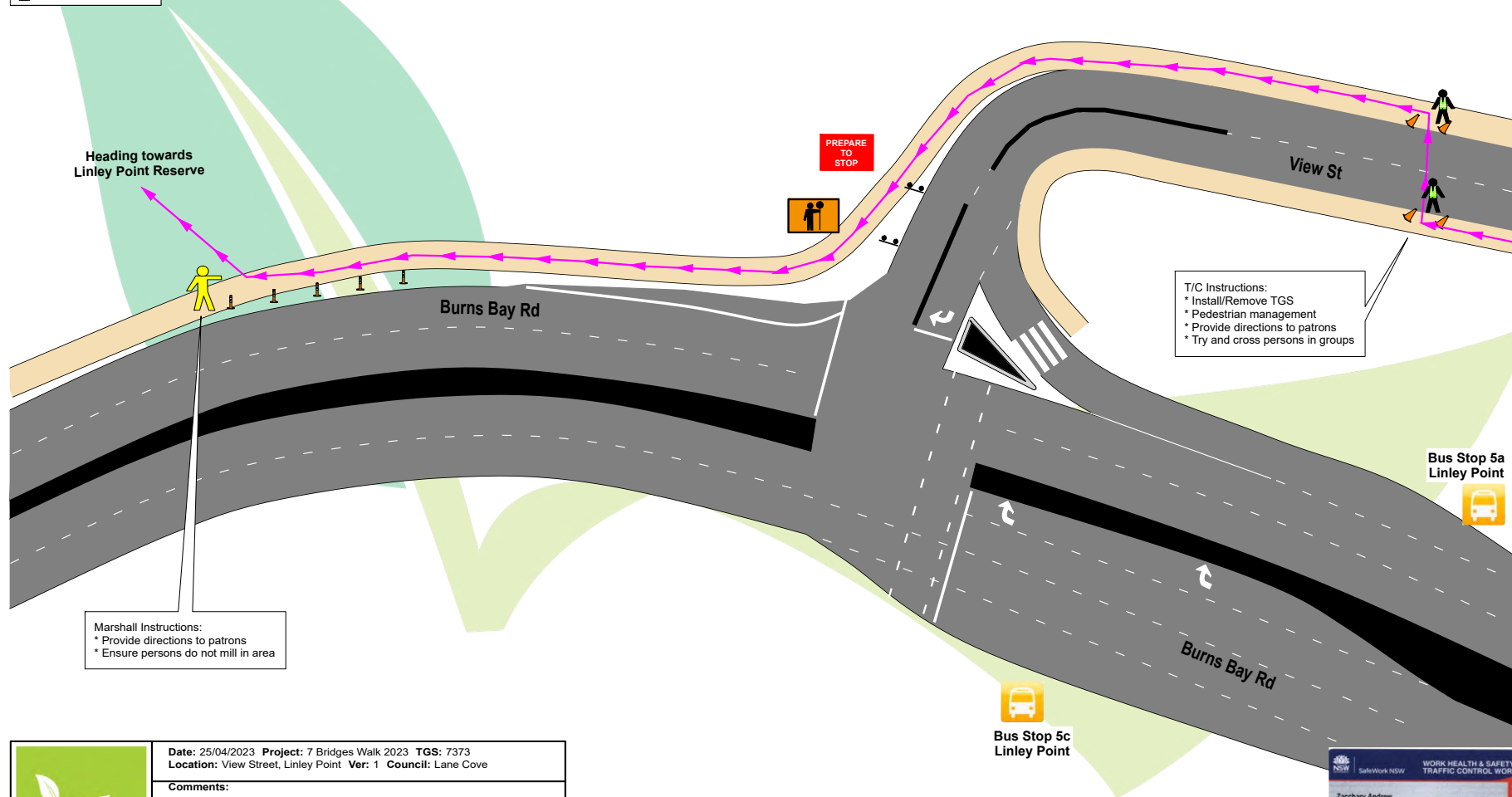






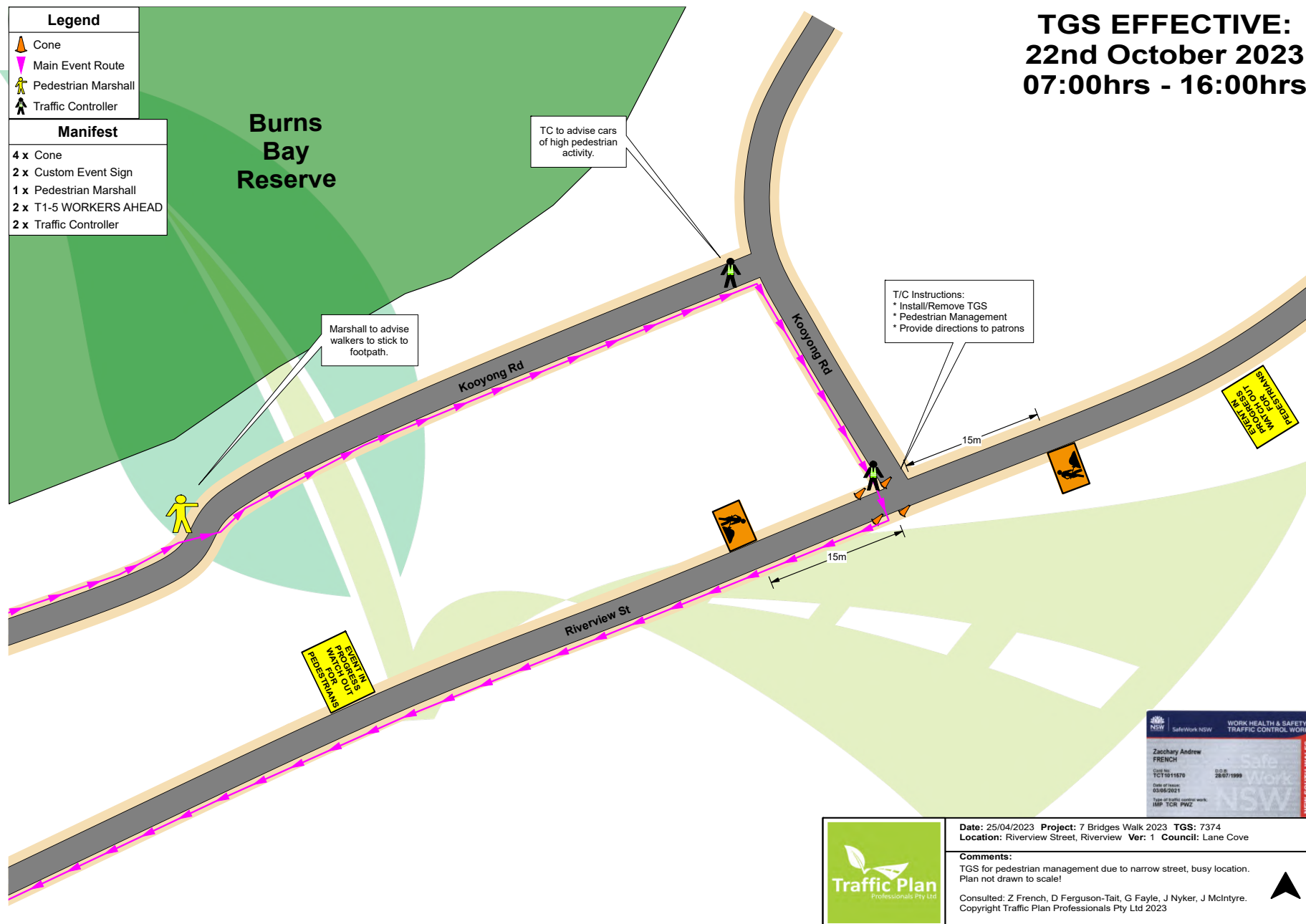
| Legend | Manifest |
|---------------------|------------------------------------|
| Bus Stop | 4 x Cone |
| Cone | 1 x Pedestrian Marshall |
| Main Event Route | 1 x prepare to stop |
| Pedestrian Marshall | 1 x T1-34 TRAFFIC CONTROLLER AHEAD |
| sign single | 2 x Traffic Controller |
| Traffic Controller | 5 x Tubular |
| Tubular | |

**TGS EFFECTIVE:
22nd October 2023
07:00hrs - 16:00hrs**



| | |
|--|--|
| | Date: 25/04/2023 Project: 7 Bridges Walk 2023 TGS: 7373 Location: View Street, Linley Point Ver: 1 Council: Lane Cove |
| | Comments: TGS for pedestrian management at crossing point due to location. Plan not drawn to scale! |
| | Consulted: Z French, D Ferguson-Tait, G Fayle, J Nyker, J McIntyre. Copyright Traffic Plan Professionals Pty Ltd 2023 |

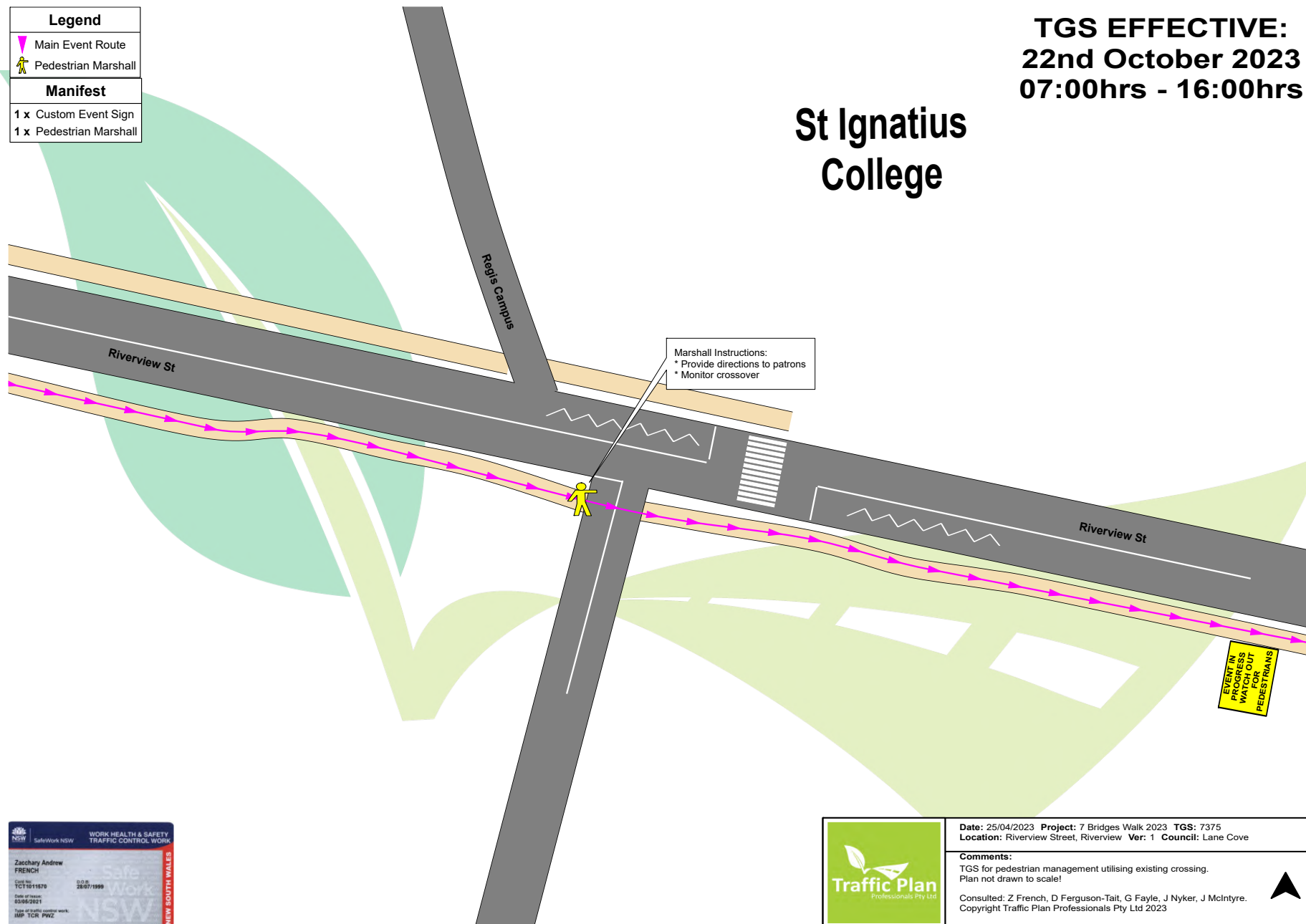
| | |
|---|--|
| | WORK HEALTH & SAFETY TRAFFIC CONTROL WORK |
| Zachary Andrew FRENCH | |
| Doc Ref: TCT1511570 | D.O.B. 28/07/1999 |
| Date of Issue 09/05/2021 | |
| Type of traffic control work HMP TCR PW2 | |




| Legend | |
|---|--------------------|
|  | Main Event Route |
|  | Pedestrian Marshal |
| Manifest | |
| 1 x | Custom Event Sign |
| 1 x | Pedestrian Marshal |

TGS EFFECTIVE:
22nd October 2023
07:00hrs - 16:00hrs

St Ignatius College




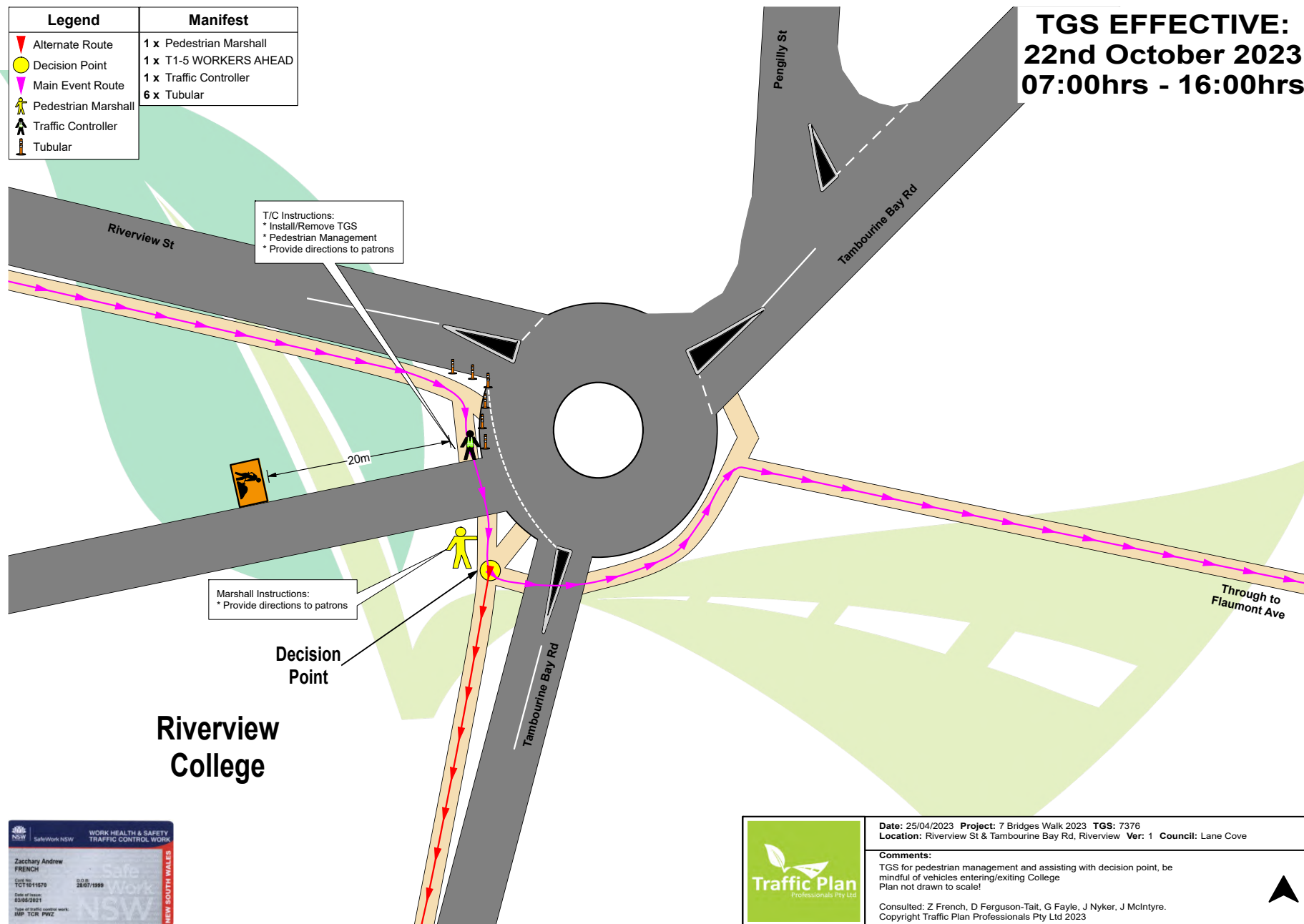


Date: 25/04/2023 **Project:** 7 Bridges Walk 2023 **TGS:** 7375
Location: Riverview Street, Riverview **Ver:** 1 **Council:** Lane Cove

Comments:
TGS for pedestrian management utilising existing crossing.
Plan not drawn to scale!

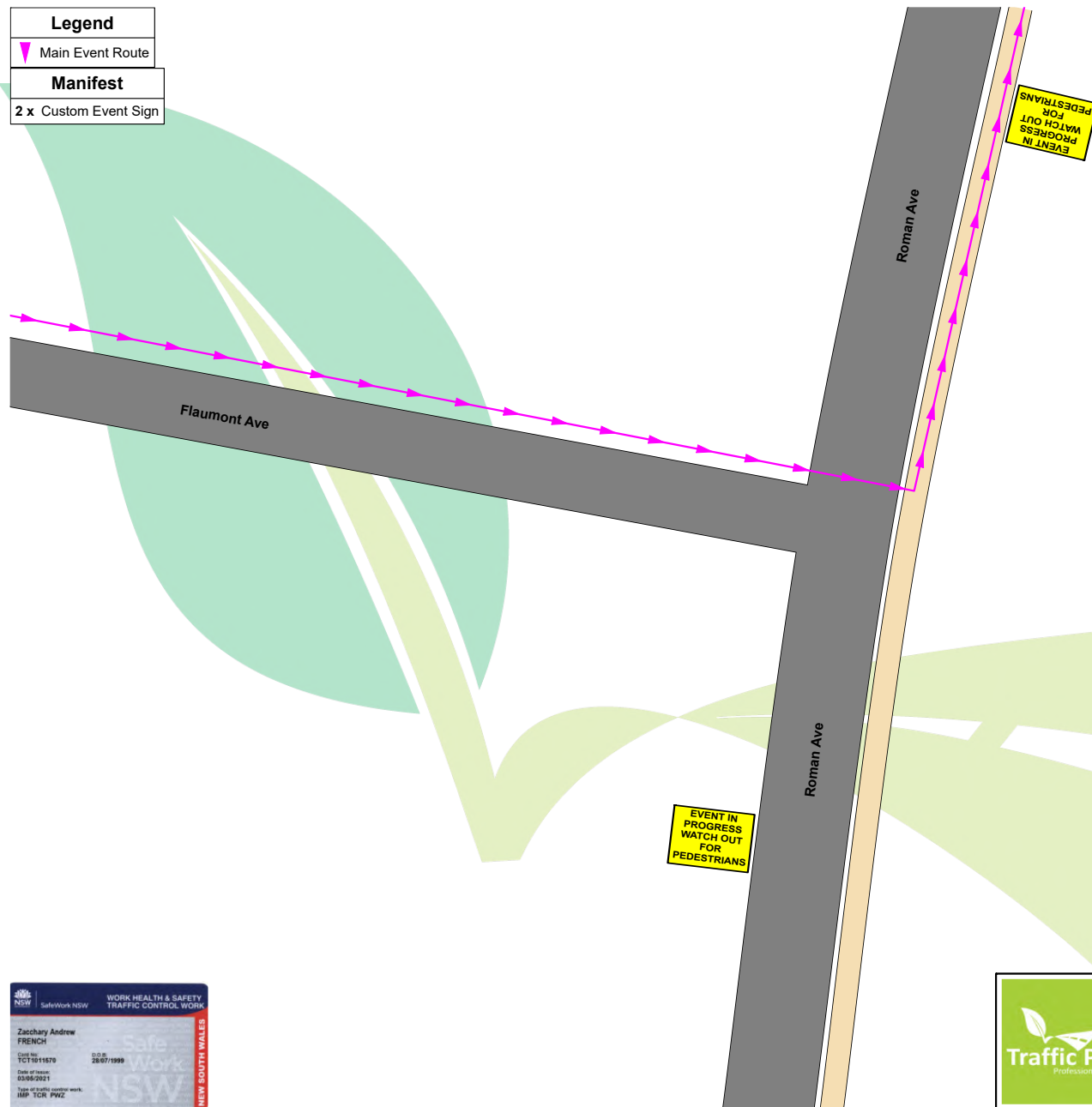
Consulted: Z French, D Ferguson-Tait, G Fayle, J Nyker, J McIntyre.
Copyright Traffic Plan Professionals Pty Ltd 2023






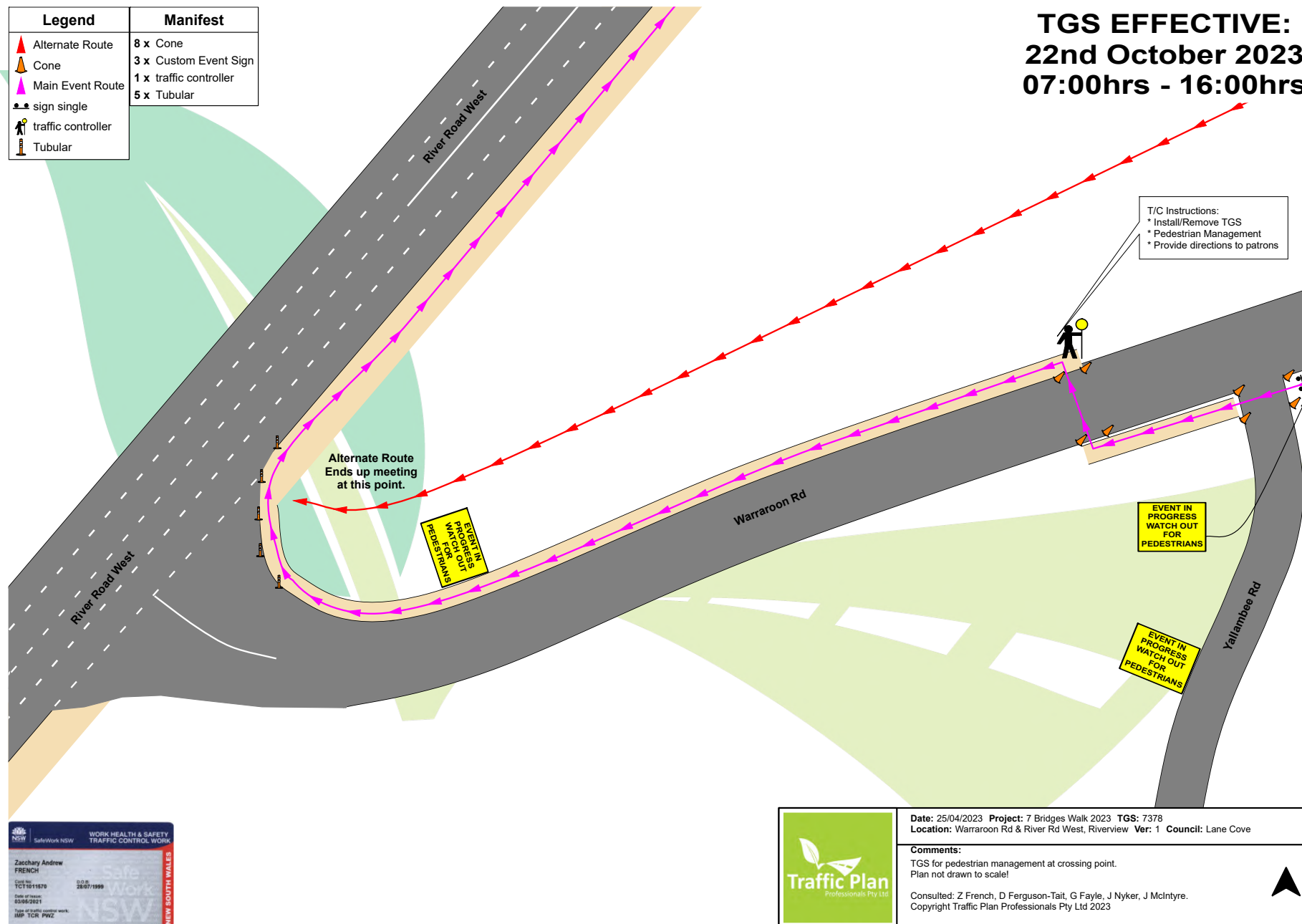
| Legend |
|-----------------------|
| ▼ Main Event Route |
| Manifest |
| 2 x Custom Event Sign |

**TGS EFFECTIVE:
22nd October 2023
07:00hrs - 16:00hrs**




| | |
|---|--|
|  | Date: 25/04/2023 Project: 7 Bridges Walk 2023 TGS: 7377 Location: Flaumont Ave, Riverview Ver: 1 Council: Lane Cove |
| | Comments: TGS for pedestrian management at intersection. Plan not drawn to scale! Consulted: Z French, D Ferguson-Tait, G Fayle, J Nyker, J McIntyre. Copyright Traffic Plan Professionals Pty Ltd 2023 |

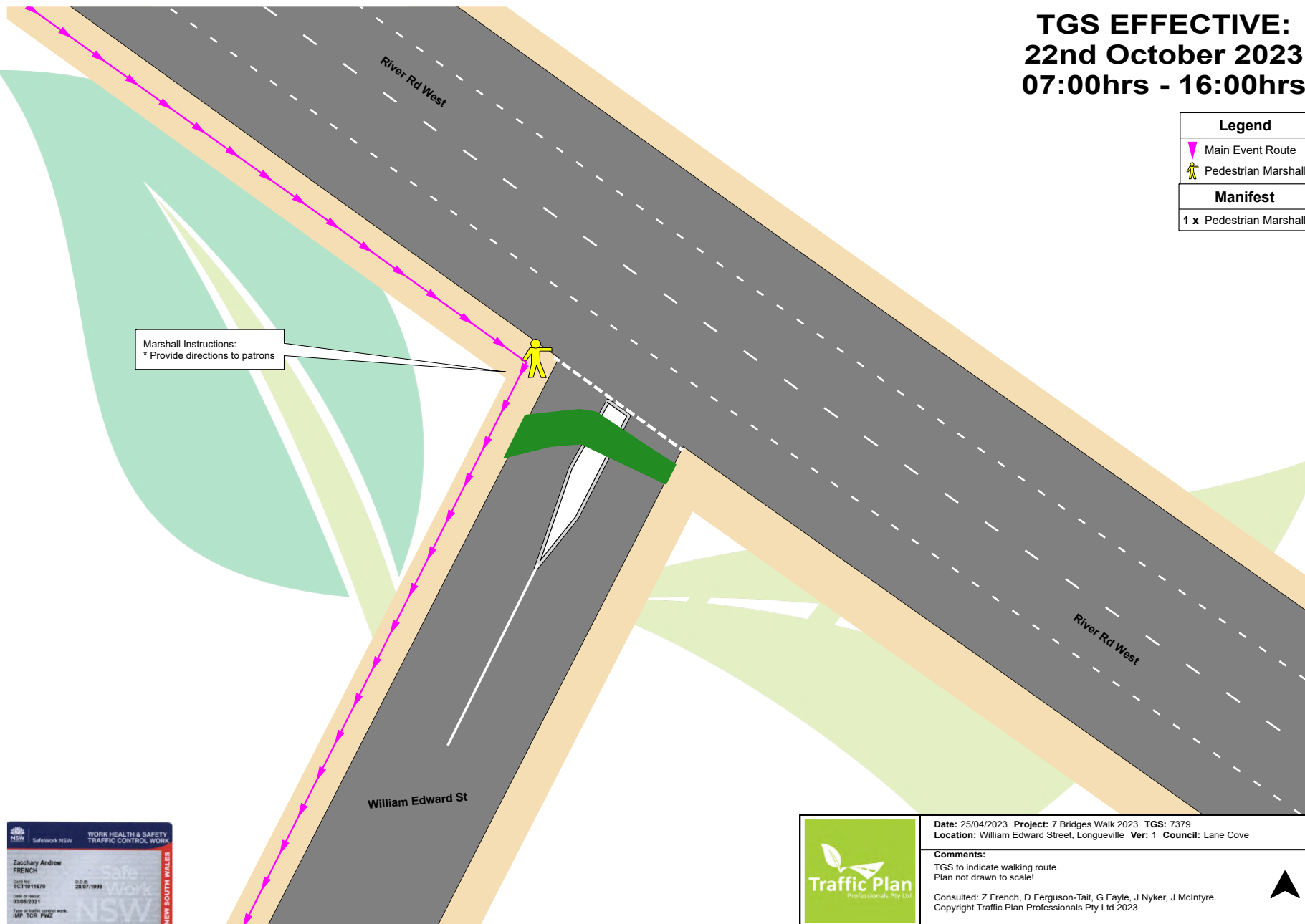




**TGS EFFECTIVE:
22nd October 2023
07:00hrs - 16:00hrs**

| Legend | |
|---|--------------------|
|  | Main Event Route |
|  | Pedestrian Marshal |
| Manifest | |
| 1 x Pedestrian Marshal | |

Marshall Instructions:
* Provide directions to patrons

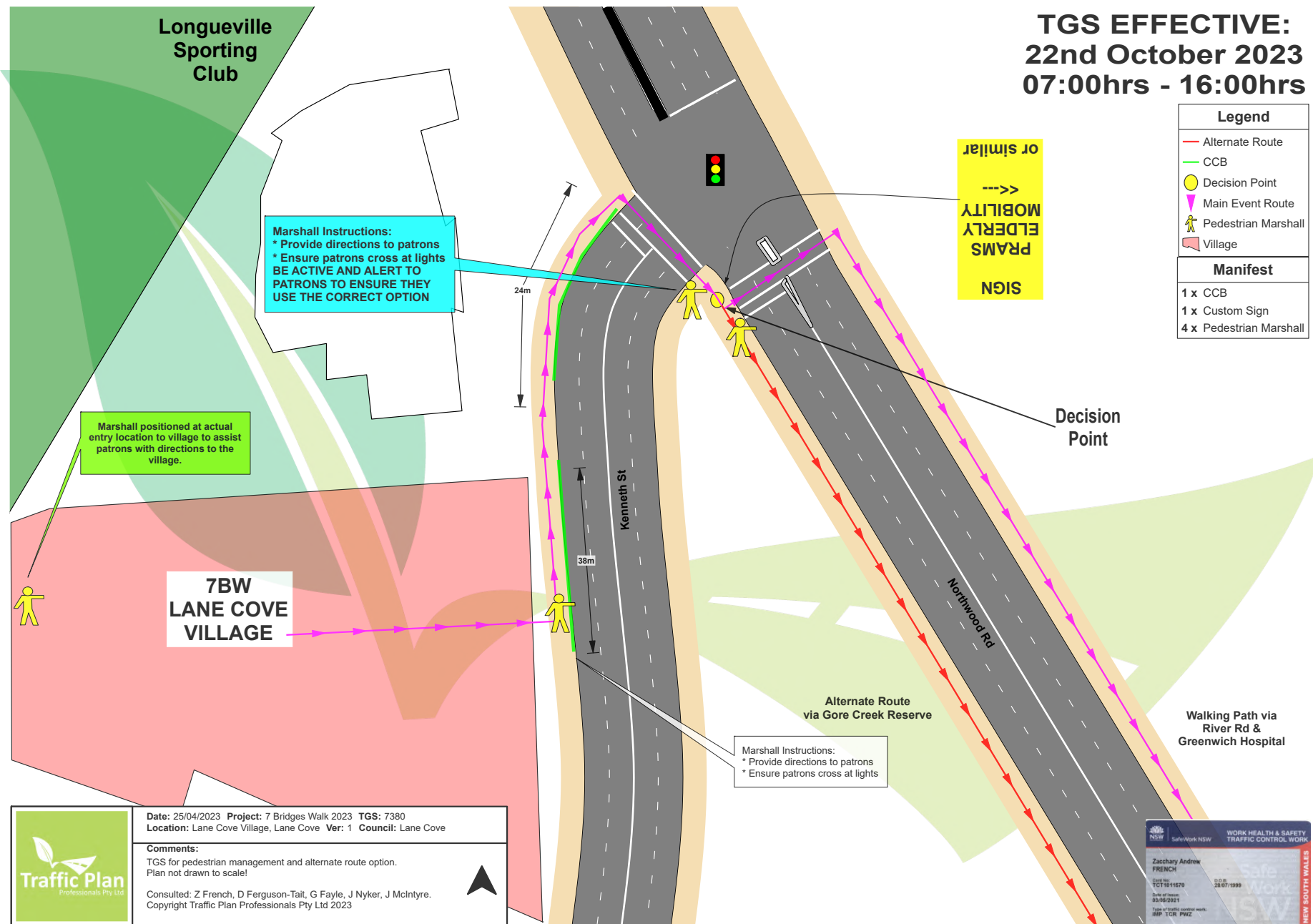


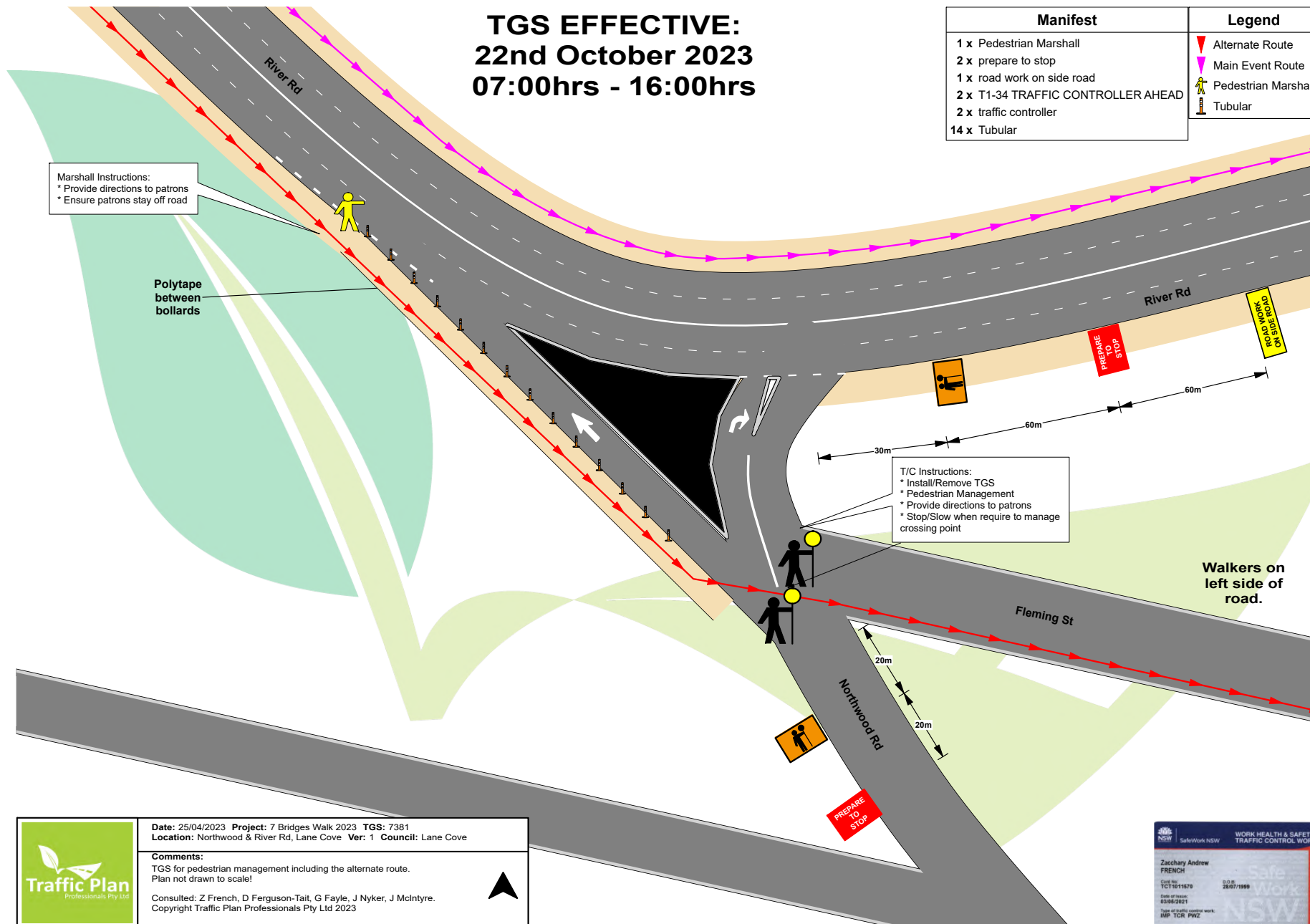
Date: 25/04/2023 Project: 7 Bridges Walk 2023 TGS: 7379
Location: William Edward Street, Longueville Ver: 1 Council: Lane Cove

Comments:
TGS to indicate walking route.
Plan not drawn to scale!

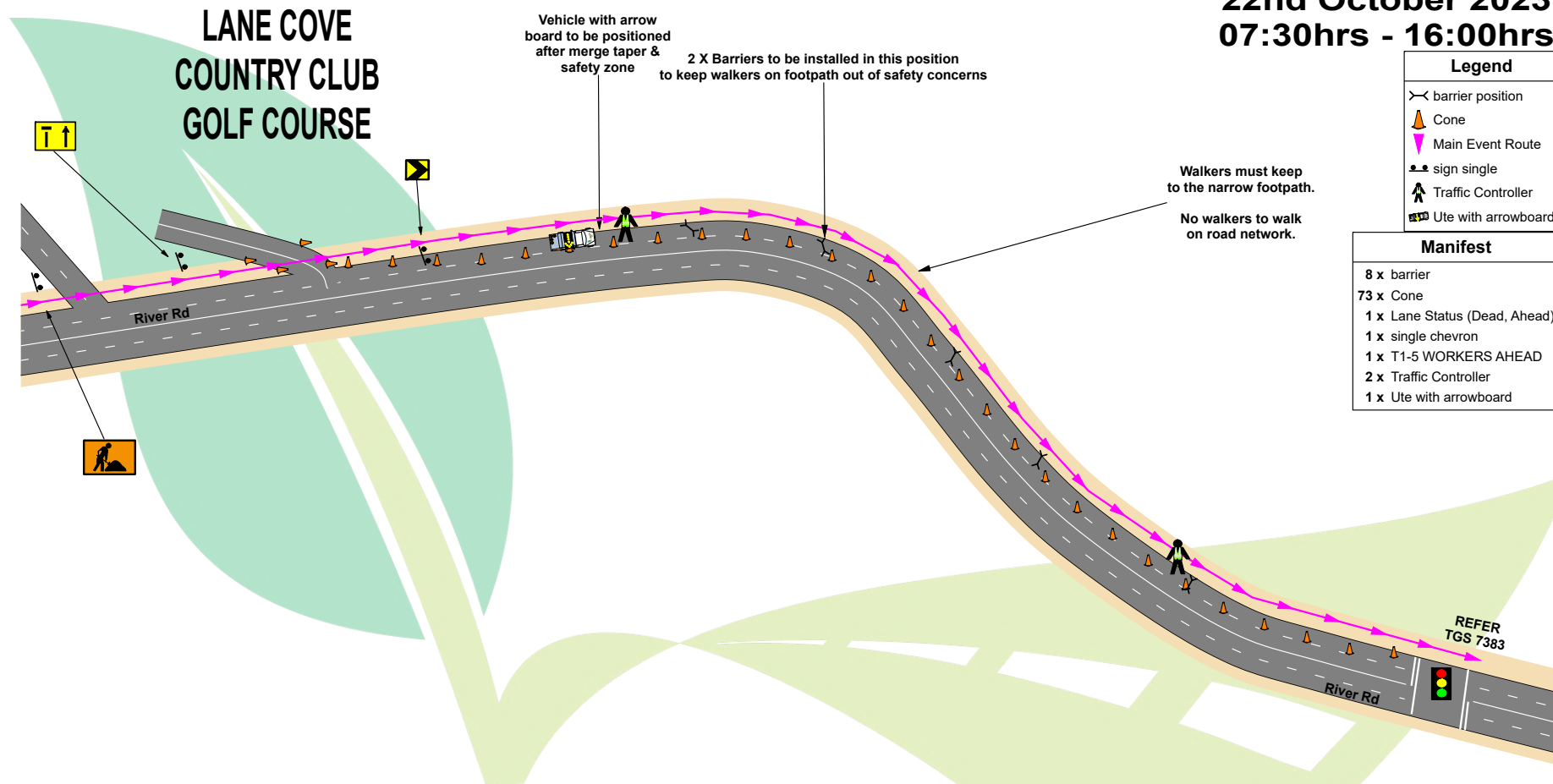
Consulted: Z French, D Ferguson-Tait, G Fayle, J Nyker, J McIntyre.
Copyright Traffic Plan Professionals Pty Ltd 2023










**TGS EFFECTIVE:
22nd October 2023
07:30hrs - 16:00hrs**



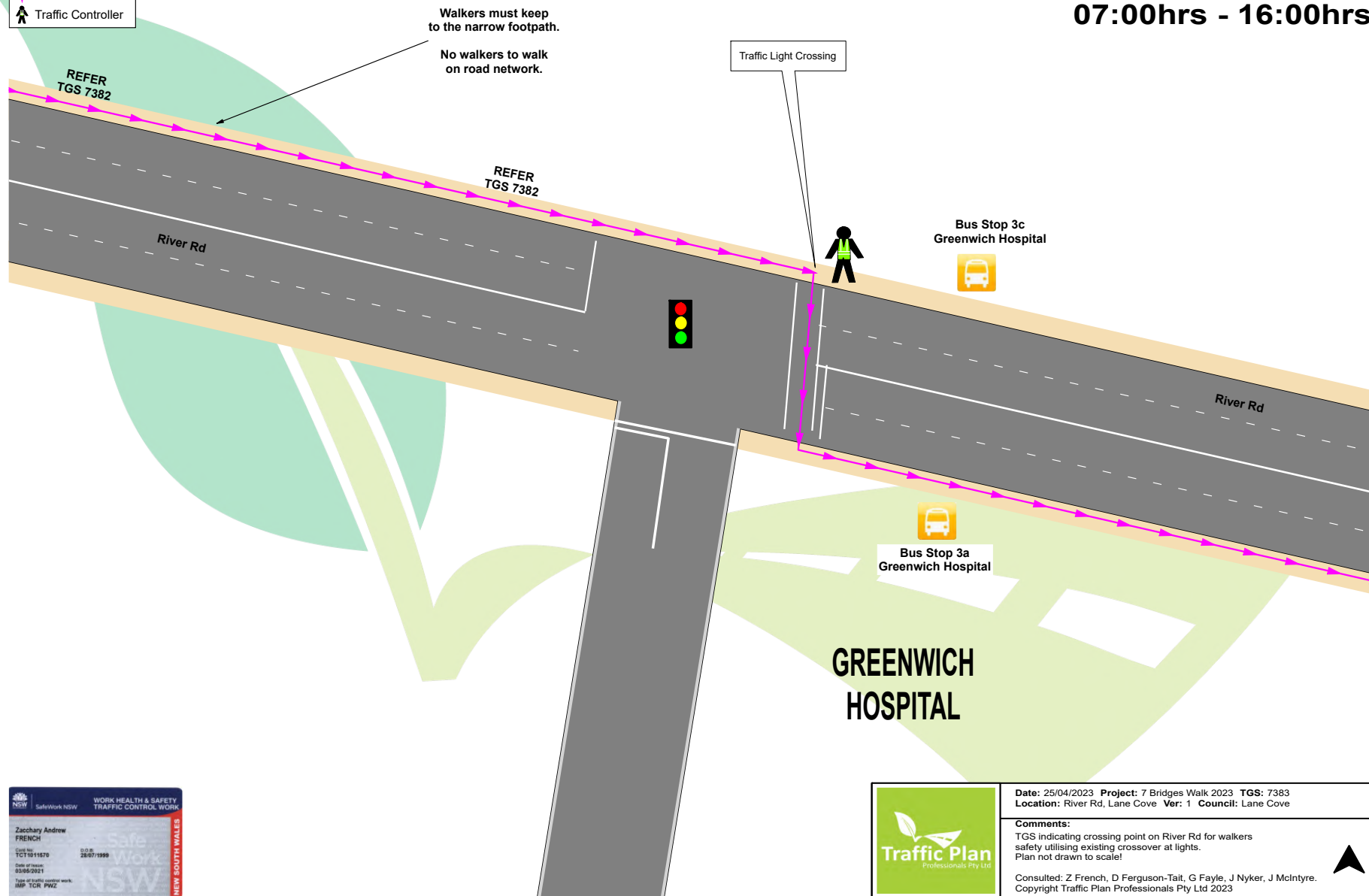
Date: 25/04/2023 Project: 7 Bridges Walk 2023 TGS: 7382
Location: River Rd, Lane Cove Ver: 1 Council: Lane Cove


Comments:
TGS for installation of lane closure on River Rd for walkers safety and that of drivers. Plan not drawn to scale!

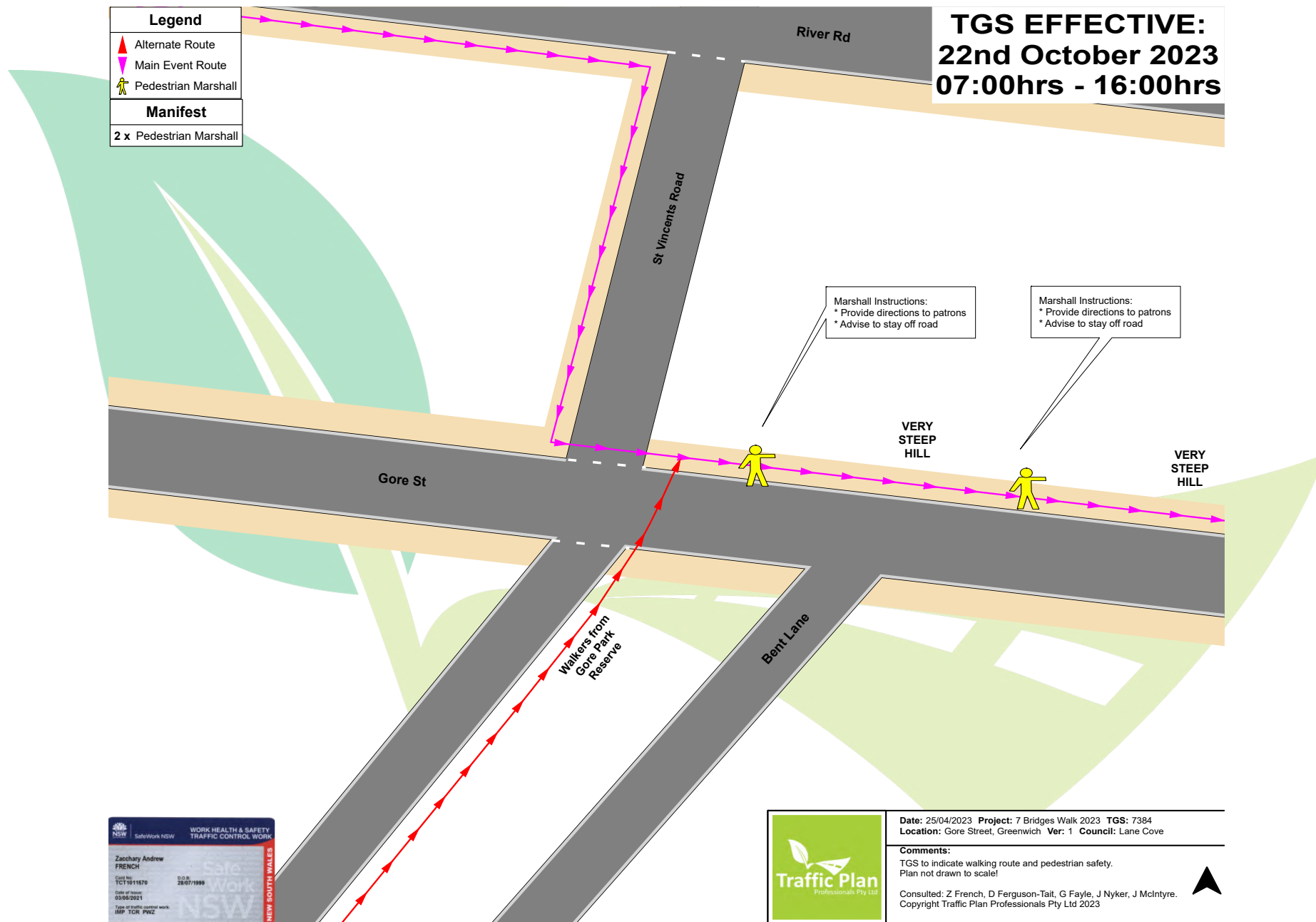
Consulted: Z French, D Ferguson-Tait, G Fayle, J Nyker, J McIntyre.
Copyright Traffic Plan Professionals Pty Ltd 2023

| Legend | Manifest |
|--|------------------------|
|  Bus Stop | 1 x Traffic Controller |
|  Main Event Route | |
|  Traffic Controller | |

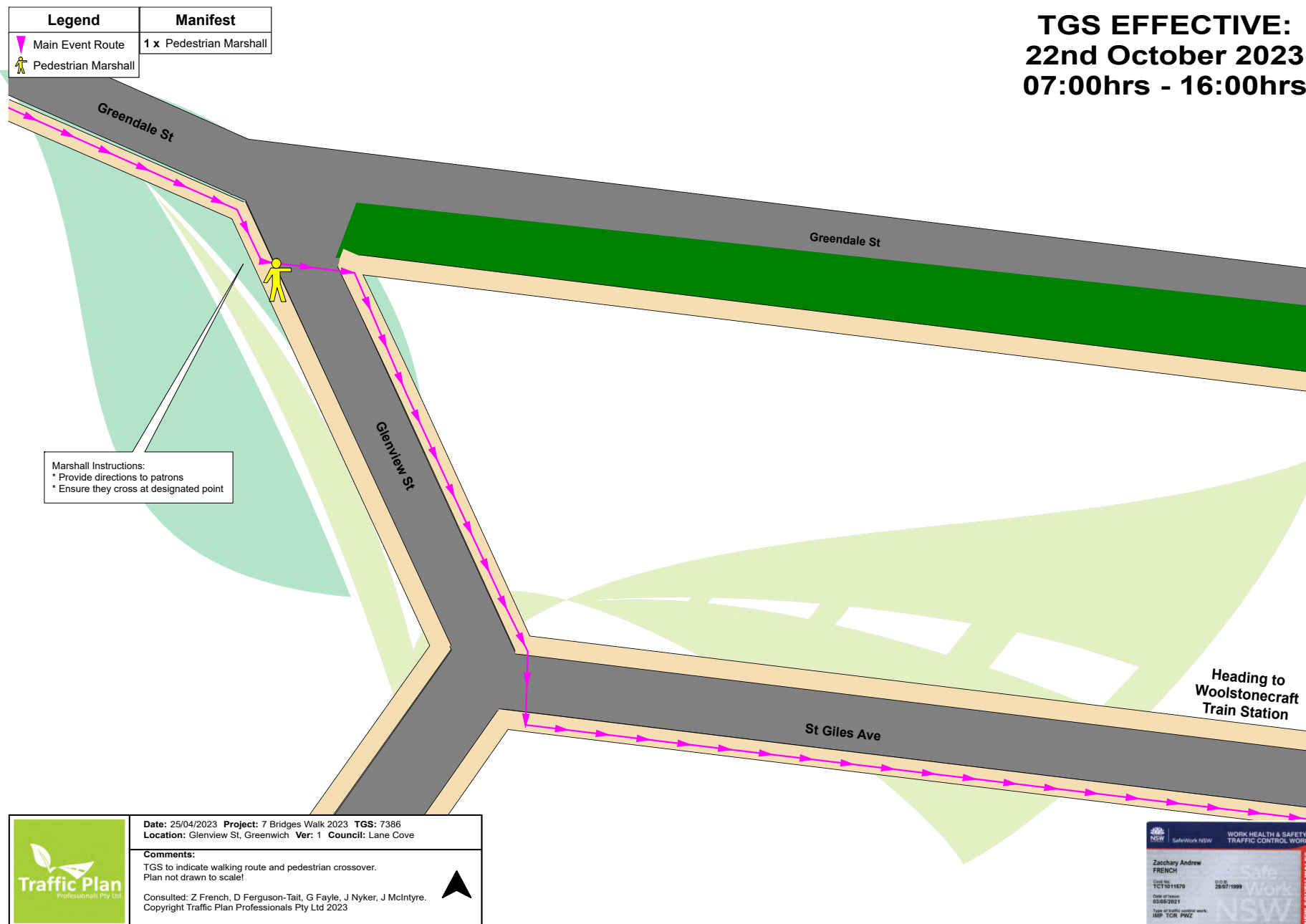
**TGS EFFECTIVE:
22nd October 2023
07:00hrs - 16:00hrs**

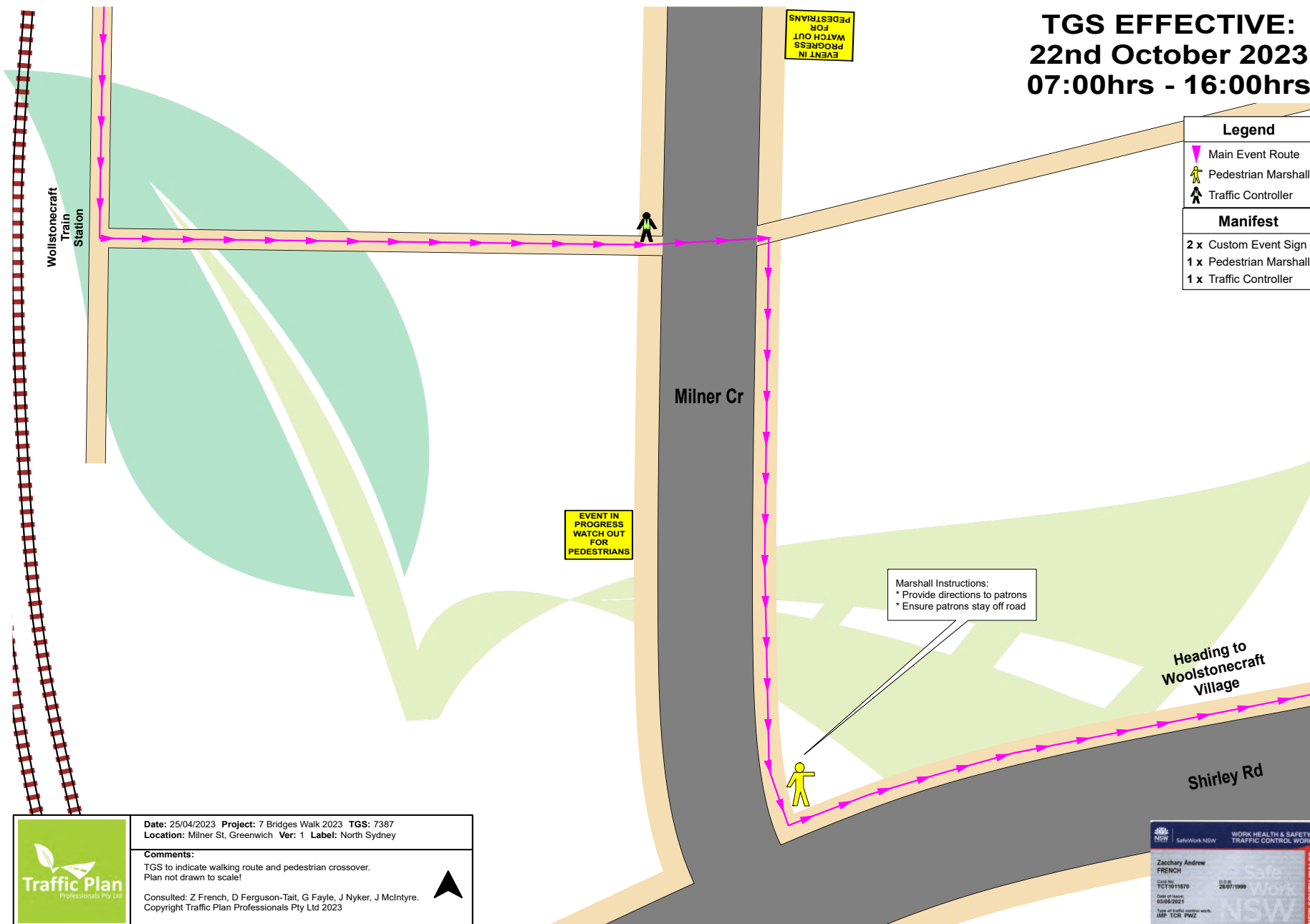


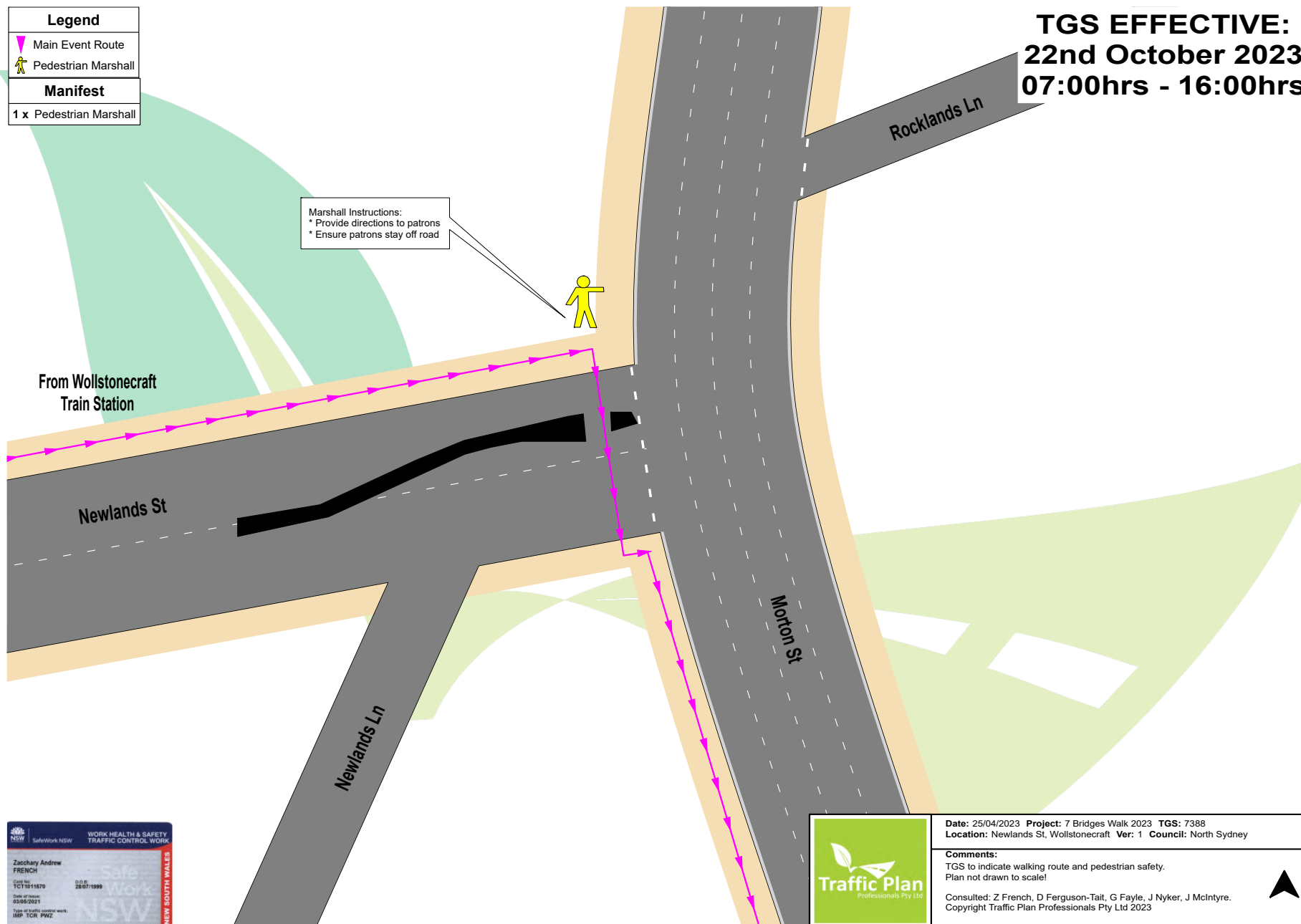
| | |
|---|--|
|  | Date: 25/04/2023 Project: 7 Bridges Walk 2023 TGS: 7383 Location: River Rd, Lane Cove Ver: 1 Council: Lane Cove |
| | Comments: TGS indicating crossing point on River Rd for walkers safety utilising existing crossover at lights. Plan not drawn to scale! Consulted: Z French, D Ferguson-Tait, G Fayle, J Nyker, J McIntyre. Copyright Traffic Plan Professionals Pty Ltd 2023 |

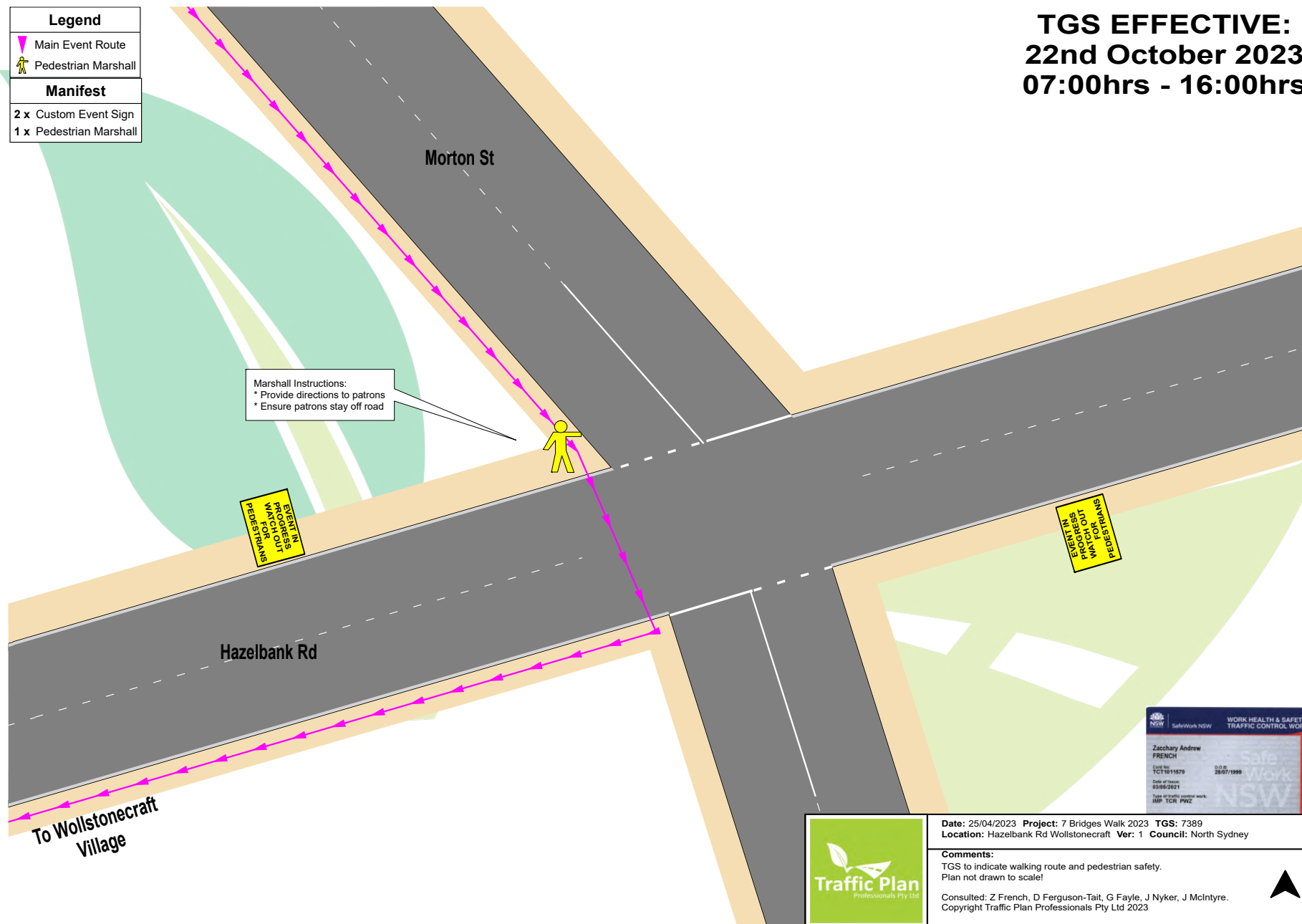




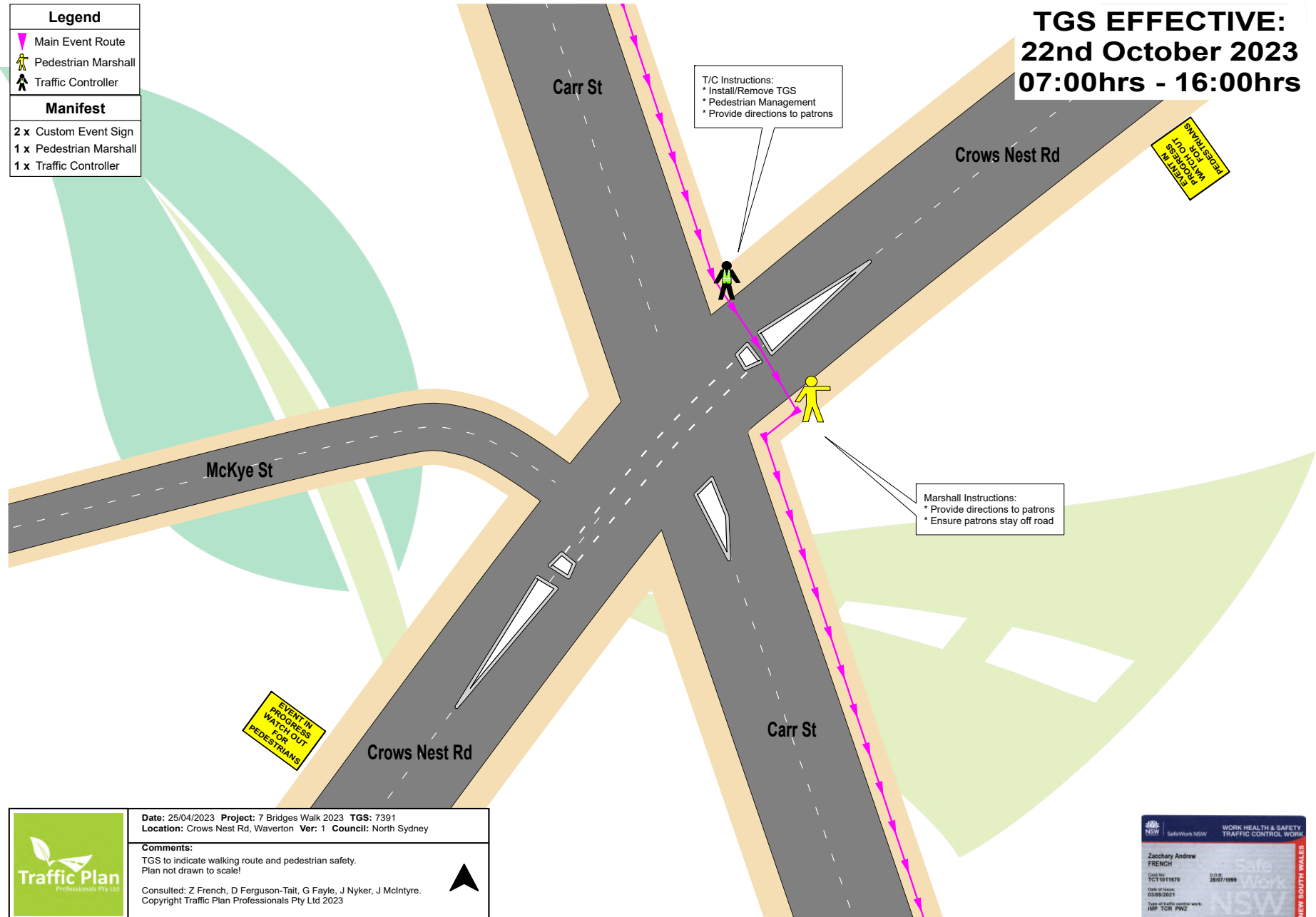


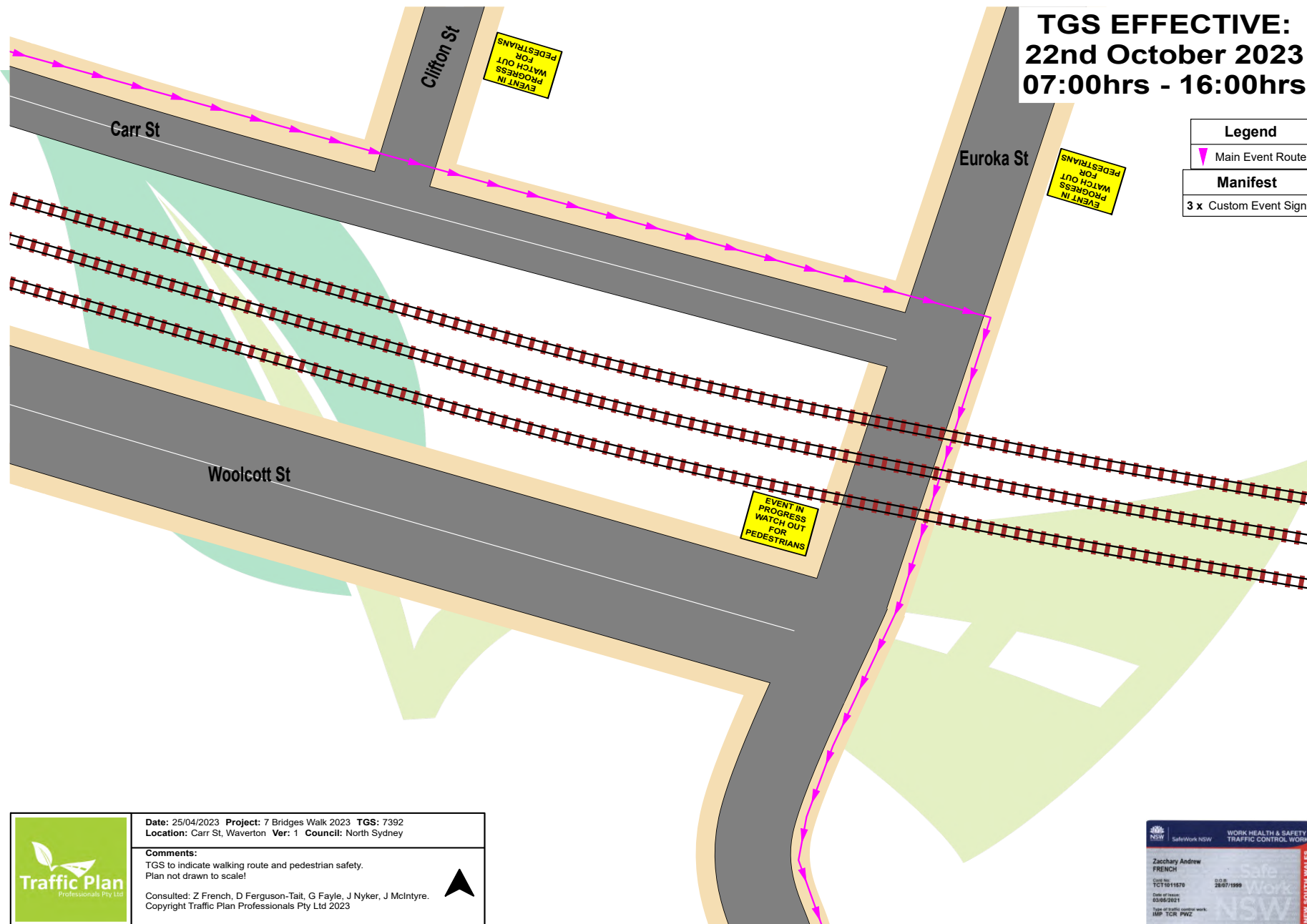


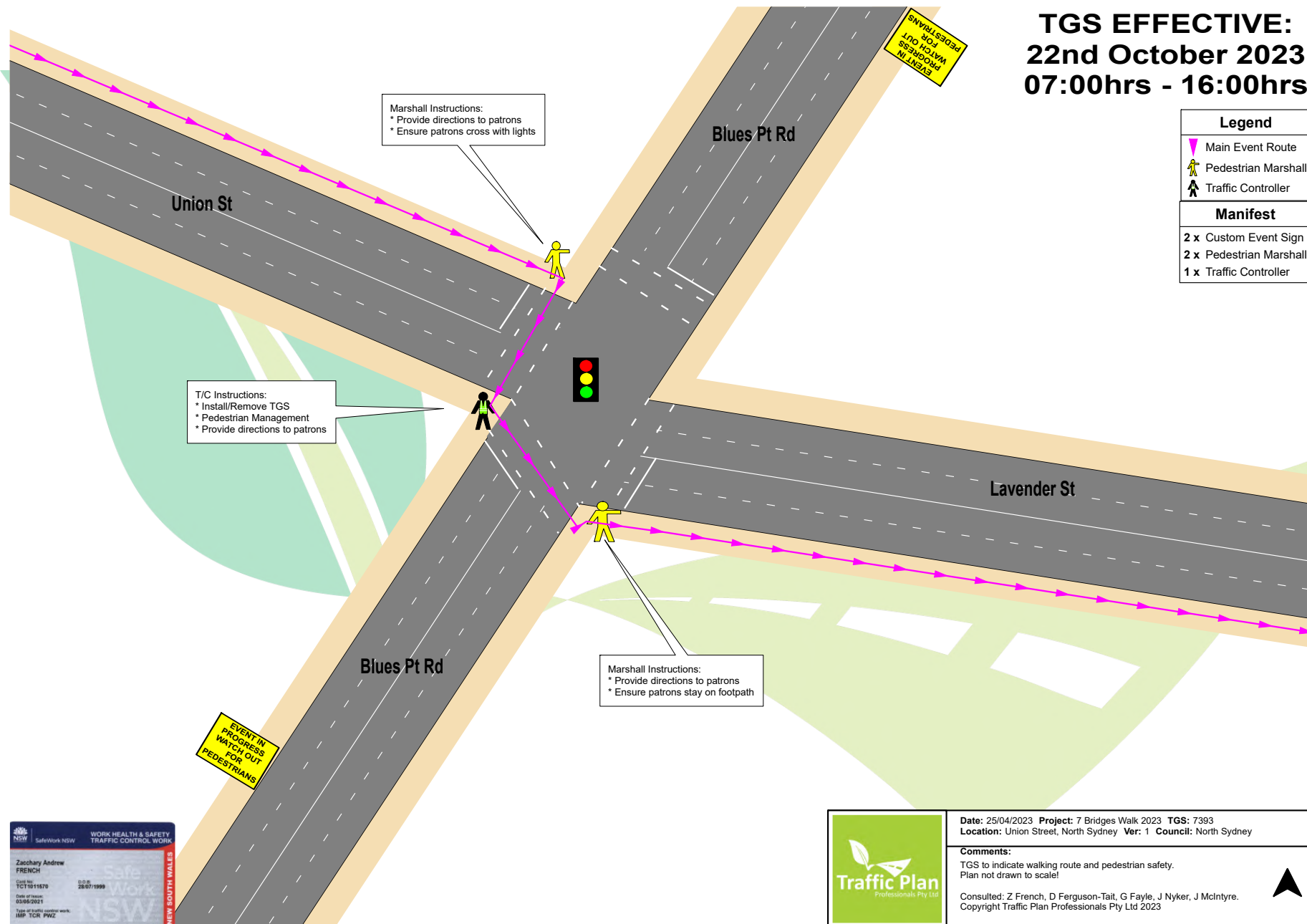


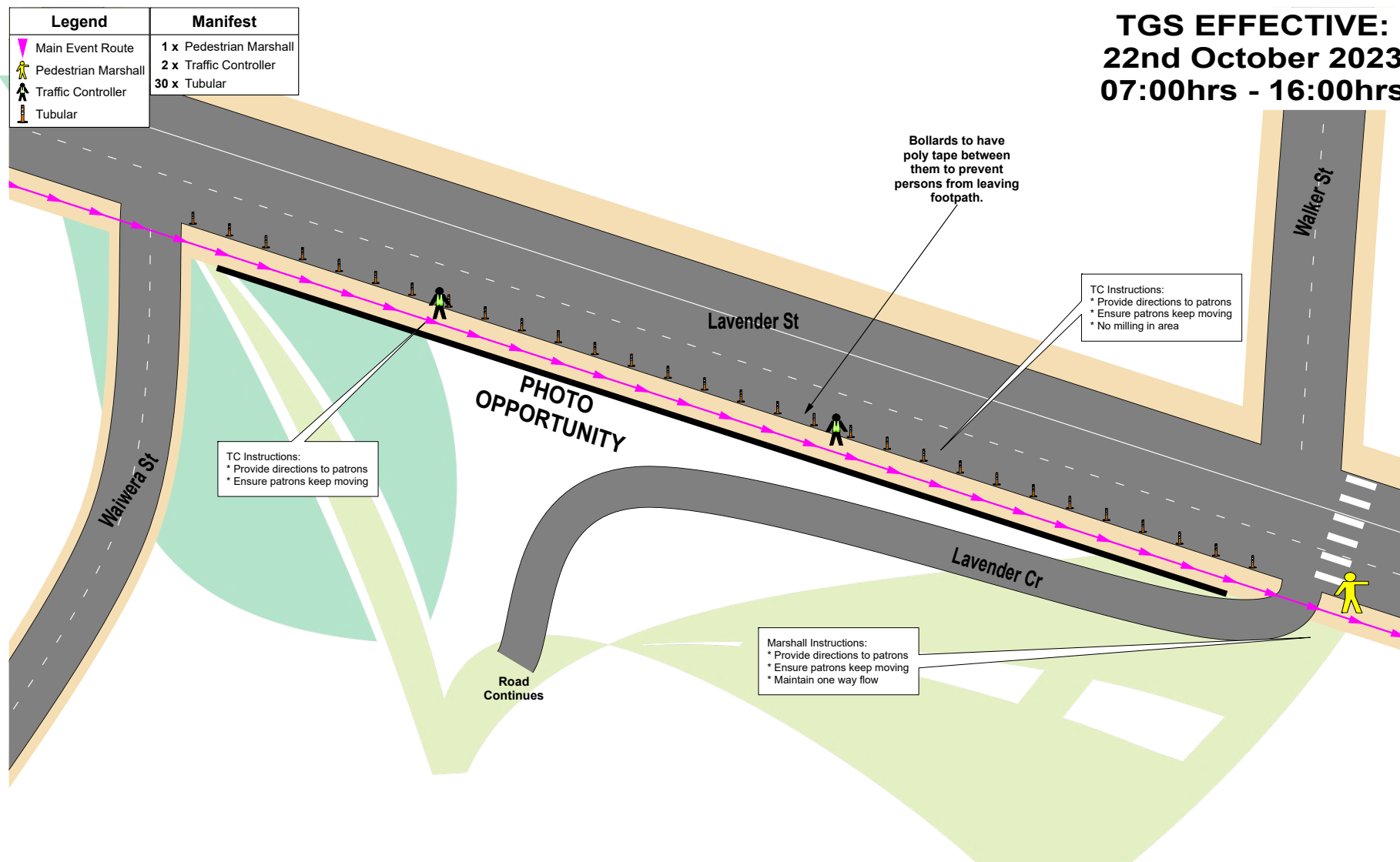








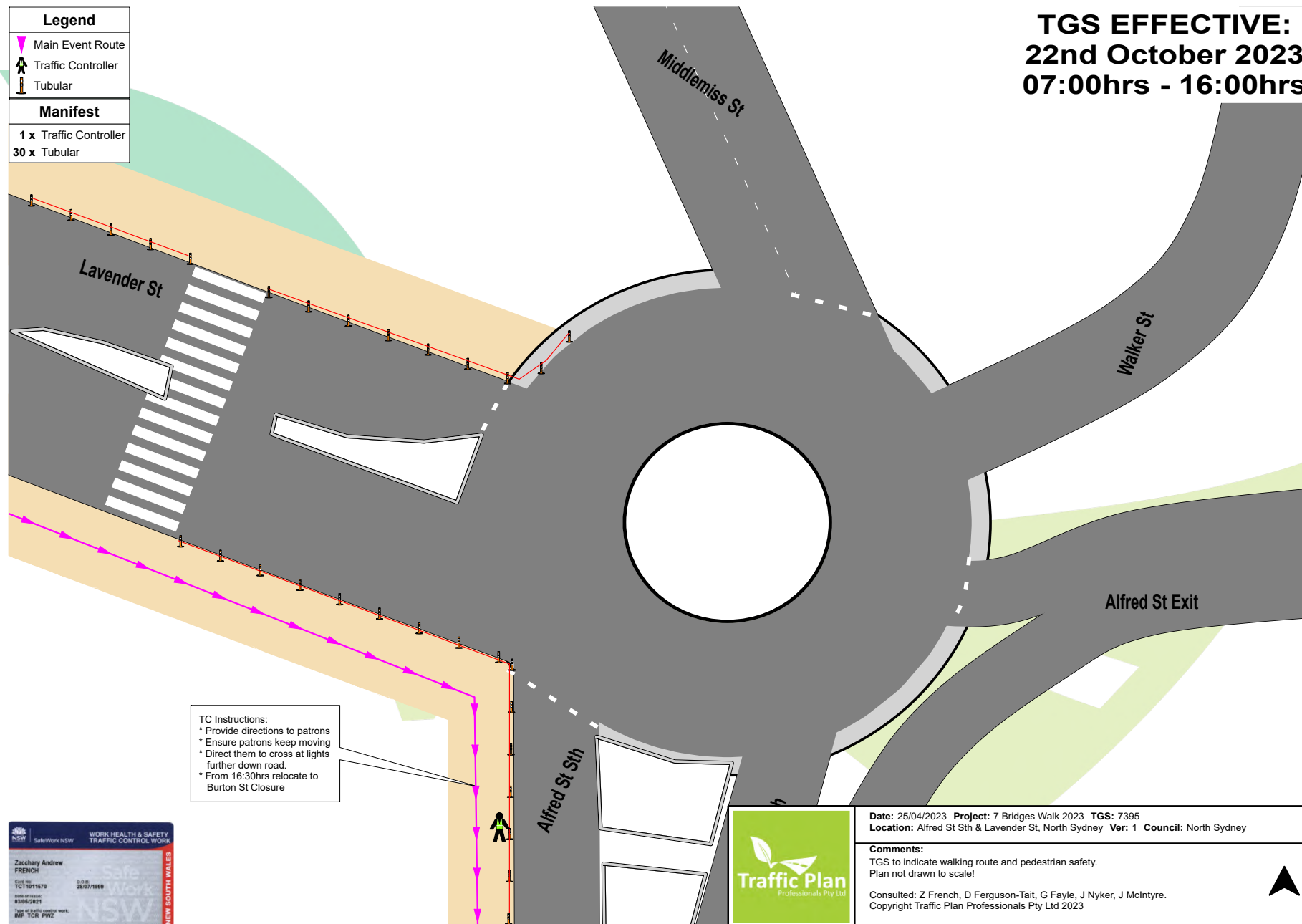




Date: 25/04/2023 **Project:** 7 Bridges Walk 2023 **TGS:** 7394
Location: Lavender Street, Lavender Bay **Ver:** 1 **Council:** North Sydney

Comments:
TGS to indicate walking route and pedestrian safety.
Plan not drawn to scale!

Consulted: Z French, D Ferguson-Tait, G Fayle, J Nyker, J McIntyre.
Copyright Traffic Plan Professionals Pty Ltd 2023





Item 1

Attachment 2

Item No: LTC0623(1) Item 2

Subject: PETERSHAM NORTH LATM STUDY (DAMUN-STANMORE
WARD/NEWTOWN ELECTORATE/INNER WEST PAC)

Prepared By: Jason Scoufis - Coordinator Traffic Studies and Road Safety

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

Council has prepared a draft Local Area Traffic Management (LATM) study to address key community concerns about traffic, pedestrian and cycling facilities in the Petersham North LATM precinct area.

The recommendations aim to align with Council policies and strategies, with an emphasis on improving pedestrian and cyclist movements, whilst retaining safe and acceptable traffic volume and speeds in local streets.

RECOMMENDATION

That:

1. **The final draft Petersham North Local Area Traffic Management (LATM) Study be endorsed for community consultation; and**
2. **The report be placed on Public Exhibition, providing a minimum 28 days for community feedback and the results be reported back to the Traffic Committee.**

BACKGROUND

As part of Council's Local Area Traffic Management (LATM) Strategy Review Program Council has prepared the Petersham North LATM study.

The Petersham North LATM (area M3) precinct is bounded by West Street, Parramatta Road, Crystal Street and Terminus Street. The final draft report is provided in **Attachment 1** and traffic count data provided in **Attachment 2**.

The objective of the study is to reduce traffic volumes and speeds in local roads to increase liveability and improve safety and access for pedestrians. The Petersham North LATM was originally completed in 1988 and reviewed in 2005/2006.

In developing recommendations for the LATM Study, consideration was given to incorporate the following principals of Local Area Traffic Management:

- Reduction in vehicle speeds.
- Minimise traffic levels and intruding traffic in a local street.
- Minimise crash risk.
- Improve local amenity by:
 - Reducing car use
 - Increasing use of public transport
 - Increasing walking and cycling
 - Improving the streetscape

Traffic tube counts, intersection counts, and origin destination data were collected, and crash history reviewed to assist the study. Further site observations were used to determine what type of facility was warranted in specific locations.

A summary of the recommendations is detailed below.

- Install 3 x speed humps in Andreas Street between Palace Street and Parramatta Road.
- Install a raised pedestrian (zebra) crossing in Palace Street north of Andreas Street.
- Install a raised pedestrian (zebra) crossing in Andreas Street west of Palace Street.
- Install a single lane roundabout at Croydon Street/Railway Street.
- Install a mobility parking space on the eastern side of West Street north of the existing at grade zebra crossing along the frontage of Petersham Park.
- Install a mobility parking space on the eastern side of Wentworth Street at the northern end along frontage of Petersham Park.
- Replace raised threshold in Brighton Street between Wentworth Street and The Avenue with a raised pedestrian (zebra) crossing.
- Install a speed hump in Brighton Street between Crystal Lane West and Crystal Street.
- Install raised pedestrian (zebra) crossing on eastern leg of intersection (Brighton Street) at Brighton Street/Railway Street intersection.
- Install raised pedestrian (zebra) crossings on southern leg of intersection (Railway Street) at Brighton Street/Railway Street intersection.
- Install raised pedestrian (zebra) crossings on eastern leg (Brighton Street) of Brighton Street/Palace Street intersection.
- Install raised pedestrian (zebra) crossings on western leg (Brighton Street) of Brighton Street/Palace Street intersection.
- Install raised pedestrian (zebra) crossings on southern leg (Palace Street) of Brighton Street/Palace Street intersection.
- Install a raised pedestrian (zebra) crossing in Terminus Street at Palace Street.
- Request TfNSW review safety and performance of the West Street/Terrace Street traffic signals.
- Request TfNSW implement 40 km/h speed limit on Local Roads and 50 km/h speed limit on Regional Roads within study area.
- Replace existing four space 'No Parking 4pm-6pm Mon-Fri' with 'No Parking 7:00am-9:30am, 4:00pm-6:00pm Mon-Fri' on eastern side of West Street between Parramatta Road and Station Street.
- Provide 1.5 metre gap in existing midblock road closure island in Station Street to allow access for cyclists.
- Install a 10 km/h Shared Zone in Fishers Reserve and Carrington Lane with footway parking on northern side of Fishers Reserve.
- Install kerb blisters in Station Street at Lotos Street.
- Install continuous footpath treatment to cross The Avenue at Brighton Street.

FINANCIAL IMPLICATIONS

The cost of proposed treatments as listed in the draft proposed treatments arising from the Petersham North LATM Study is estimated to cost approximately \$1,154,450 (including GST). This cost takes into consideration 10% contingency. Once the LATM Study is adopted, detailed design and construction will be scheduled.

PUBLIC CONSULTATION

Council undertook a survey through Council's Yoursay website with invitation letters mailed out to stakeholders and residents within the study area in May/June 2022. A total of 220 submissions were received through the online survey and a further 25 contributed through the online mapping tool. An additional 3 responses were received via email.

The main outcomes of the first stage of consultation are that the problems identified by the greatest number of respondents are high traffic volumes, followed by pedestrian safety issues and the third most raised issue was rat running on local roads.

Regarding particular streets, Brighton Street, West Street and Palace Street have the highest level of concern for too much traffic, heavy vehicle use, rat running and exceeding the speed limit. Andreas Street also has a level of concern for rat running and exceeding speed limit.

The Engagement Outcomes Report of the first stage of consultation is attached in **Attachment 3**.

ATTACHMENTS

1. [Download](#) Final Draft Petersham North LATM Study
2. [Download](#) Traffic Counts
3. [Download](#) Petersham North LATM Engagement Outcomes Report

INNER WEST

Petersham North LATM Study

Final Draft Report
Prepared by Inner West Council

20
23



Item 2

Attachment 1

2

Petersham North LATM Study

Contents

| | |
|--------------------------------|----|
| 1. Introduction | 04 |
| 2. Existing conditions | 05 |
| 3. Identified community issues | 25 |
| 4. LATM recommendations | 26 |
| 5. Summary of proposals | 47 |
| Appendix A | 49 |

4

Petersham North LATM Study



1. Introduction

As part of Inner West Council's Local Area Traffic Management (LATM) Strategy Review Program, Council has prepared the Petersham North LATM Study.

The objective of the study is to reduce traffic volumes and speeds in local roads to increase liveability and improve safety and access for pedestrians. The Petersham North LATM was originally completed in 1988 and reviewed in 2005/2006.

In developing LATM recommendations consideration is to be given to incorporate the following principles of Local Area Traffic Management:

- Reduction on vehicular speeds
- Minimise traffic levels and intruding traffic in a local street
- Minimise crash risk
- Improve local amenity by:
 - Reducing car use
 - Increasing use of public transport
 - Increasing walking and cycling
 - Improving the streetscape

2. Existing conditions

The Petersham North LATM Area (M3) is bounded by West Street, Parramatta Road, Crystal Street and Terminus Street.

A map of the study area is shown in Figure 2.1 below.



Figure 2.1 Study Area

6

Petersham North LATM Study

Surrounding Land Use Attractors

Significant open space is provided at Petersham Park and Brighton Street Reserve. A local café precinct is located along Brighton Street in and around Palace Street and the White Cockatoo Hotel is located at the Railway Street/Terminus Street intersection. Petersham Train Station is located at the south-eastern section of the study area.

Educational facilities are provided at Fort Street High School located between Parramatta Road, Andreas Street and Palace Street which has some 920 students. Taverners Hill Public School is in Elswick Street and is small school with students from Kindergarten to Year 2 with some 40 students. KU Petersham is a preschool located in Brighton Street immediately east of Petersham Park. Fanny Durack Aquatic Centre has an open-air pool located in Petersham Park.

The school catchment area for Taverners Hill includes the full study area and further west to the light rail line and east to Whites Creek/Percival Road and north to Perry Street. Fort Street is an academically selective high school hence the student population comes from all over Sydney with a high proportion of students catching a train to/from Petersham Station to access school.

Journey to Work

The 2016 and 2021 Journey to Work data was examined to identify travel trends within the Petersham North study area. The summary of the data is summarised in Table 2.1 below. It must be noted that this data does not cover the whole area of Petersham North LATM precinct. However, it is a reasonable to assume that the data represents the whole study area.

| | 2016 | | 2021 | |
|----------------------------|--------|-----|--------|-----|
| | Number | % | Number | % |
| Car | 1,508 | 33% | 894 | 19% |
| Train | 1,345 | 29% | 201 | 4% |
| Walk only | 229 | 5% | 144 | 3% |
| Bus | 308 | 7% | 85 | 2% |
| Car as passenger | | | 71 | 2% |
| Did not go to work | | | 520 | 11% |
| Worked at Home | 177 | 4% | 2,597 | 55% |
| Public Transport | 1,951 | 42% | 378 | 8% |
| Car as driver or passenger | 1,699 | 37% | 991 | 21% |

Table 2.1 Journey to Work Data

In Petersham, on the day of the 2016 Census, the most common methods of travel to work for employed people included 'car as driver' 33%, train 29.0%, bus 7%, 'walked only' 5% and 'worked at home' 4%. On the day, 42% of employed people used public transport (train, bus, ferry, tram/light rail) as at least one of their methods of travel to work and 37% used car (either as driver or as passenger).

On Census Day 2021, various stages of COVID lockdowns were in place. This impacted how people worked on the day as evidenced in the table above with only 8% of employed people using public transport and only 21% using a car (as either driver or passenger). The work at home was very high at 55%.

Petersham North LATM (2005 Review)

The Petersham North LATM was initially completed in 1988. A review of the LATM was undertaken in 2004/2005 including consultation of the proposed additional treatments. After consultation the following projects were recommended, which have since all been completed;

- One midblock threshold in Brighton Street between West Street and Palace Street
- Two midblock thresholds in Croydon Street between Palace Street and Crystal Street
- One midblock threshold in Palace Street between Croydon Street and Fort Street
- Two pedestrian refuge islands in Croydon Street at its junction with Railway Street
- One pedestrian refuge island in Terminus Street at its junction with Palace Street
- One pedestrian refuge island in Croydon Street at its junction with Crystal Street
- One pedestrian refuge island in Andreas Street at its junction with Palace Street

Draft Inner West Cycling Strategy 2023

The draft Inner West Cycling Strategy was publicly exhibited in November 2022 with finalisation and adoption by Council anticipated in mid-2023. The draft Cycling Strategy outlines 6 priorities with actions to provide a safer cycling network and support more people cycling.

The draft Cycling Strategy applies the NSW Government's Movement and Place framework. Movement and Place is a cross-government framework for planning, designing, and managing the street network to maximise benefits for the people and places they serve. The draft bike network map specifies local streets designated for Prioritised cycling access and main streets designated for Place-based cycling access. The NSW Design and Roads and Streets Guide and the Network Planning in Precincts Guide aim to shift the emphasis in network planning from a hierarchy of roads towards a network that is place-based and prioritises walking, cycling, public transport use. This approach will form the basis of planning the Inner West bike network.



8

Petersham North LATM Study

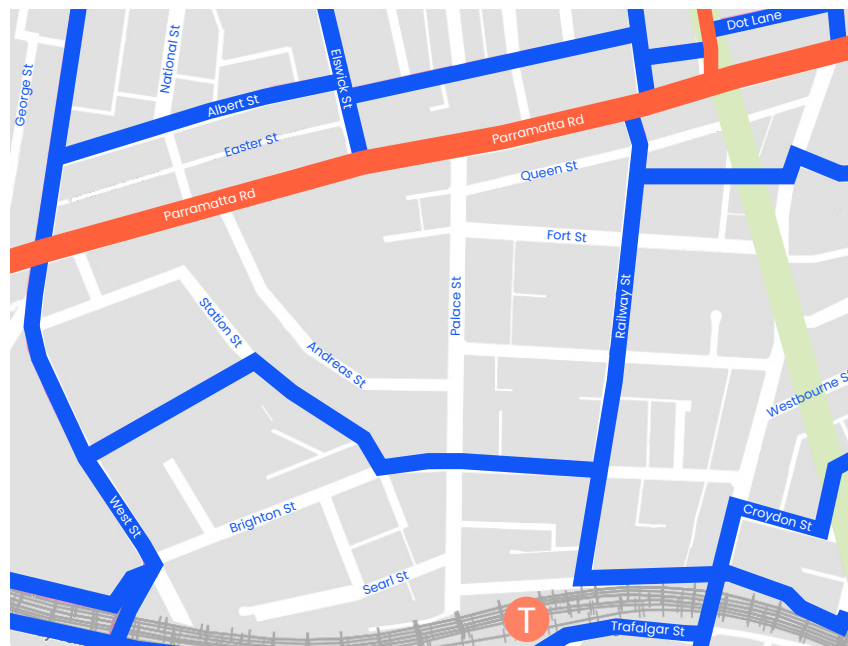


Figure 2.2 Draft Cycling Network Map

Figure 2.2 details the cycling network map within the study area. On the western boundary of the study area lies the proposed Parramatta Road Rd to Marrickville Park cycle route. The concept plan for this route was approved by Council in 2018 and generally involves converting the existing footpath on the western side of West Street between Railway Terrace and Parramatta Road into a shared path. This project is dependent on securing grant funding from the State Government. Council will continue to apply for appropriate grants to progress this project to the next stage.

Prioritised Cycling Access Routes are also identified in Railway Street, Station Street, Brighton Street, Terminus Street and Elswick Street.

Pedestrian Access Mobility Plan PAMP (2021)

Bitzios Consulting was commissioned by Inner West Council to undertake and develop the Inner West PAMP to provide an updated and consolidated PAMP that covers the entire LGA. The PAMP provides Council with a long-term strategy for the development and improvement of pedestrian routes and facilities with a focus on encouraging and increasing localised pedestrian activity. The PAMP includes a detailed works program that identified issues associated with access, connectivity, crossing deficiency, infrastructure condition, missing footpath, narrow footpath, obstruction, and safety issues. The identified proposals in the PAMP of relevance to the LATM include;

- (SA202) Raise existing pedestrian crossing in West Street at Petersham Park frontage
- (CD1816) Missing crossing point in Palace Street south of Searl Street – install new kerb ramp pair
- (CD1822) Missing crossing point in Palace Street at Fort Street – install new kerb ramp pair
- (CD1770) Brighton Street reconstruct misaligned refuge island at West Street
- (CD1835) Railway Street crossing at roundabout reconstruct refuge island at northern approach
- (CD1820) Palace Street missing crossing point immediately north of Andreas Street – install new kerb ramps
- (CD1821) Palace Street missing crossing point immediately north of Queen Street – install new kerb ramps



10

Petersham North LATM Study

Parramatta Road Corridor Precinct Wide Traffic Study

PRCUTS is a State Government endorsed strategy for the revitalisation of Parramatta Road Corridor. PRCUTS Implementation Plan 2016–2023 requires that 'prior to any rezoning, a traffic and transport study be prepared for the Corridor'. To fulfill this requirement, IWC and DPE jointly commissioned Cardno consultants to carry out a transport study analysing the transport network implications of proposals contained in the PRCUTS, in combination with the numerous adjacent infrastructure projects, including WestConnex.

The following actions detailed in the study relate specifically to the LATM study area which encompasses the PRCUTS Leichhardt Precinct and Taverners Hill Precinct.

- A-LU1 - Public domain improvements to key north-south streets perpendicular to Parramatta Road including Crystal Street. This work has been completed.
- A-AT8 - Provide continuous footpath treatments with kerb extensions in Park Street at Parramatta Road, in Park Street at Station Street, in Palace Street at Parramatta Road, in Railway Street at Parramatta Road in Queen Street at Crystal Street.
- A-AT8 - Provide continuous footpath treatments in Petersham Street at Parramatta Road and Elswick Street at Crystal Street. This work has been completed.
- A-R1 - Undertake public domain improvements, including conversion of Petersham Street to a pocket park between Parramatta Road and Queen Street. This work has been completed.
- A-R3 - Investigate crash clusters in Crystal Street between Parramatta Road and Elswick Street and Parramatta Road between Norton Street and Macquarie Street
- A-AT2 - Investigate and provide pedestrian crossings at the Andreas Street and Palace Street intersections with Parramatta Road.

The LATM recommendations do not include these actions as they are already included in the PRCUTS Study Actions whilst some have already been completed. They will however complement the recommended actions included in this report. In terms of review of crashes in Crystal Street, the recommendations from the LATM include a speed reduction in Crystal Street and the local road network to improve road safety in general.



Figure 2.3 Road Hierarchy

Road Hierarchy

The funding classification of road hierarchy is as follows:

- State Roads fully funded by TfNSW
- Regional Roads shared funding between Council and TfNSW
- Local Roads fully funded by Council

The functional classification is as follows:

- State Road/Arterial Roads predominantly carry through traffic from one region to another and are controlled by TfNSW.
- Regional/sub arterial roads connect the arterial roads to areas of development and carry traffic directly from one part of the region to another.
- Collector roads connect the sub arterial roads to the local road system in a developed area.
- Local Roads are the subdivisional roads within a particular developed area. These are used solely as local access roads.

The study area has one state road which is Parramatta Road and two regional roads which are West Street and Crystal Street as detailed in Figure 2.3. All other roads are local roads including the collector roads of Palace Street and Brighton Street.

12

Petersham North LATM Study

Crash Data

A review of the most recent 5 years of recorded crash data has been undertaken as detailed in Figure 2.4 below. This corresponds with the period 2017–2021. A total of 84 crashes occurred in the study area. Most of the crashes occurred on State Roads. The administration and management of state roads is carried out and financed by Transport, and regional and local roads are administered, managed, and financed by local councils. It should be noted that only crashes that result in a casualty or a vehicle being towed away are included. All other minor crashes are not recorded.

In this regard a total of 48 crashes occurred on Parramatta Road which is a state road. Crystal Street, which is a regional road, had a total of 21 crashes. West Street, which is also a regional road, had a significantly lower number of crashes with a total of 6 crashes.

In total 6 crashes involved pedestrians, 7 involved cyclists. 2 crashes were fatalities, 15 resulted in serious injury, 21 moderate injury, 25 minor injury and 21 tow away.

State Road Crashes

Parramatta Road/West Street – The intersection with the highest number of crashes in the study area is Parramatta Road/West Street. 8 crashes were recorded at this intersection. 4 of these were rear end crashes, 1 cross traffic, 2 right through and 1 pedestrian crash.

Parramatta Road/Crystal Street – A total of 4 crashes were recorded. 2 of these were associated with rear end crashes, 1 was an off road on bend crash and 1 was a pedestrian crash.

Parramatta Road/Balmain Road – A total of 5 crashes were recorded. 4 of these were associated with rear end crashes, 1 was a lane change left.

Other Parramatta Road Crashes

There were further crashes at the Elswick Street intersection (4 crashes), Rofe Street intersection (2 crashes), Railway Street intersection (2 crashes) and Norton Street intersection (15 crashes). Note that Norton Street lies outside of the study area.

Regional Road Crashes

West Street/Brighton Street – There was one crash at this intersection. It involved vehicles from the same direction, specifically lane changing left heading northbound in West Street. There were no crashes involving turning movements at the intersection.

West Street/Thomas Street – There was one crash at this intersection, a rear end crash between northbound vehicles on approach to the existing raised pedestrian (zebra) crossing.

West Street/Station Street – There were 2 crashes at this intersection, a left turn sideswipe and off left on right bend.

West Street between Brighton Street and Station Street

– 3 midblock crashes occurred including a pedestrian crash at or near the existing pedestrian (zebra crossing) near the southern end of the frontage of Petersham Park. The other crash was a rear end crash with both vehicles heading in a southbound direction. This also occurred at or near the existing pedestrian (zebra crossing). A further crash occurred towards Station Street involving a rear end crash between vehicles heading northbound.

Crystal Street/Fort Street – There were 4 crashes at the intersection, 2 involving crashes between vehicles making a right turn out of Fort Street and southbound vehicles in Crystal Street.

Crystal Street/Queen Street – There were 3 crashes at the intersection, 2 involving crashes between vehicles making a right turn out of Queen Street and southbound vehicles in Crystal Street. The other involved manoeuvring heading in a northbound direction in Crystal Street

Crystal Street/Brighton Street – There were 3 crashes at the intersection, 1 involving a pedestrian crash between a car turning left out of Brighton Street and a pedestrian crossing Brighton Street at Crystal Street, a rear end crash between southbound vehicles and a right near crash between vehicle making a right turn out of Brighton Street and a northbound vehicle.



Figure 2.4 Crash Data 2017– 2021 Five Year Period

14

Petersham North LATM Study

Local Road Crashes

Croydon Street/Railway Street – A total of two crashes occurred at this intersection. This intersection is a STOP controlled intersection with priority given to Railway Street. One of these crashes was a vehicle from opposing direction and the other crash is a vehicle from adjacent direction.

A further crash occurred mid-block in Croydon Street between Railway Street and Crystal Street involving an eastbound vehicle running off road and another cross-traffic crash at the Croydon Street/Kirkpatrick Lane intersection involving a westbound vehicle.

Other Local Road intersections

No other intersections had more than one recorded crash during the five-year period. There was one crash in Croydon St at Kirkpatrick Lane involving a cyclist (cross traffic crash) and one in Croydon Street near Crystal Street 'off road left into object' heading east. One crash occurred at the Fishers Reserve/Carrington Lane intersection 'Fell in/from vehicle'. A crash occurred in Railway Street heading southbound near Queen Street on path vehicle door. A bicycle crash occurred in Terminus Street heading westbound near Palace Street.

Other Local Road Midblock Crashes

There were no local roads that had more than one crash. A crash occurred off road on right bend heading westbound in Andreas Street. A further crash involved a northbound vehicle off road on straight in Railway Street between Brighton Street and Croydon Street. A further crash occurred off road out of control with a left off roadway crash heading eastbound in Croydon Street between Croydon Lane West and Crystal Street.

Bus Services

Several bus routes service the study area as detailed in Figure 2.5.

Route 413 provides a link between Campsie and Central travels the full length of West Street through the study area.

Route 445 Campsie to Balmain via Market Place Crystal Street travels the full length of Crystal Street through the study for northbound bus movements and for southbound movements uses Railway Street between Parramatta Road and Fort Street and Fort Street between Railway Street and Crystal Street.

Route 412 Campsie to City uses the section of Crystal Street between Douglas Street and Trafalgar Street.

Many buses use Parramatta Road within the study area including Route 413, Route 461, Route 480, and Route 483.



Figure 2.5 Bus Routes in Study Area

16

Petersham North LATM Study

Traffic Data

Traffic data was collected in February 2022 in the form and speed and volume counts as detailed in Table 2.2 including an assessment of acceptable speed and volume.

| Road | Location | Classification | Avg. Daily Traffic (ADT) | Accept. traffic volume | Posted speed limit | 85%ile speed (nb/eb) | 85%ile speed (sb/wb) | Acceptable Speed (50 km/h speed limit) | Acceptable Speed (40 km/h speed limit) |
|-------------|----------------------------------|----------------|--------------------------|------------------------|--------------------|----------------------|----------------------|--|--|
| Park St | b/w Parramatta Rd and Station St | Local | 231 | Y | 50 | 27 | 24 | Y | Y |
| Andreas St | b/w Parramatta Rd and Palace St | Local | 642 | Y | 50 | 53 | 43 | Y | N |
| Palace St | b/w Fort St and Croydon St | Collector | 3116 | Y | 50 | 43 | 46 | Y | N |
| Brighton St | b/w Wentworth St and The Avenue | Collector | 3877 | Y | 50 | 37 | 39 | Y | Y |
| Fort St | b/w Railway St and Petersham St | Local | 1,632 | Y | 50 | 47 | 49 | Y | N |
| Railway St | b/w Fort St and Croydon St | Local | 1,310 | Y | 50 | 48 | 47 | Y | N |
| Croydon St | b/w Railway St and Hordern Ave | Local | 1,060 | Y | 50 | 39 | 38 | Y | Y |
| Brighton St | b/w Railway St and Crystal St | Collector | 5,653 | N | 50 | 45 | 48 | Y | N |
| Terminus St | b/w Railway St and Crystal St | Local | 255 | Y | 50 | 42 | 38 | Y | Y |

Table 2.2 Speed and Volume Review

Regarding traffic volumes all road sections have acceptable traffic volumes except for Brighton Street between Railway Street and Crystal Street which exceeds the acceptable traffic volume by some 10%. Regarding speed, all road sections have acceptable speed profiles regarding the existing posted speed limit. When comparing to a potential 40 km/h speed limit there are several streets where the 85%ile speed exceeds the proposed 40 km/h speed limit. These are Andreas Street, Palace Street, Fort Street, Railway Street and Brighton Street. Figure 2.6 details these findings.

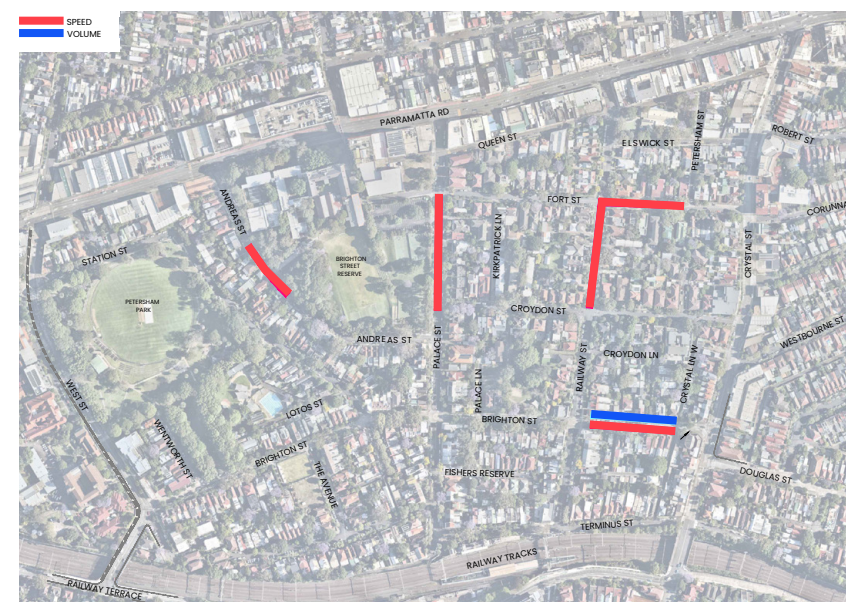


Figure 2.6 Speed and Volume Non-Compliance at 40 km/h speed limit

18

Petersham North LATM Study

Intersection Counts

Intersection counts were undertaken at the following locations on Tuesday 1st November 2022;

- Railway Street/Brighton Street
- Croydon Street/Railway Street
- Andreas Street/Palace Street
- Palace Street/Brighton Street
- Terminus Street/Palace Street
- Fishers Reserve/Palace Street
- Brighton Street/The Avenue
- Brighton Street/Station Street
- Brighton Street between Wentworth Street and The Avenue

The intersection counts were undertaken to provide additional information regarding potential improvements to pedestrian amenity and for assessment of future intersection upgrades.

The summary of traffic counts is provided in **Appendix A**.

Pedestrian Crossing (Zebra) Assessment

Pedestrian crossings (zebra crossings) provide an opportunity for people to cross a road safely and on demand. They can improve safety, amenity, priority, and legibility.

Transport for NSW utilises a warrant system to determine if a pedestrian crossing is warranted at a specific location on roads operated by the NSW Government (Supplement to Australian Standard AS 1742.10-2009). This warrant system is not mandatory for use on non-arterial roads operated by local government.

A 'reduced warrant' for sites used predominantly by children and by aged or impaired pedestrians is provided by TfNSW. If the crossing is used predominantly by school children, is not suitable site for a children's crossing and in two counts of one hour duration immediately before and after school hours (8:00am-9:00am, 3:00pm-4:00pm):- (a) $P \geq 30$ AND (b) $V \geq 200$ a pedestrian (zebra) crossing may be installed. Given the high volume of students travelling in the study area between Petersham Station and Fort Street high School a reduced warrant assessment has been undertaken with findings in **Table 2.3** below.

| Location | AM Ped | AM Vehicles | Zebra Warrant AM | PM Ped | PM Vehicles | Zebra Warrant PM |
|--|--------|-------------|------------------|--------|-------------|------------------|
| Palace Street north of Andreas Street | 184 | Local | Yes | 1 | 144 | No |
| Palace Street south of Andreas Street | 7 | 245 | No | 11 | 190 | No |
| Andreas Street west of Palace Street | 229 | 273 | No | 106 | 82 | No |
| Brighton Street in front of Petersham Park | 33 | 446 | Yes | 26 | 242 | No |
| Railway Street north of Croydon Street | 12 | 122 | No | 9 | 92 | No |
| Railway Street south of Croydon Street | 7 | 152 | No | 4 | 106 | No |
| Croydon Street east of Railway Street | 74 | 117 | No | 37 | 65 | No |
| Croydon Street west of Railway Street | 60 | 51 | No | 39 | 33 | No |
| Railway Street north of Brighton Street | 34 | 154 | No | 16 | 105 | No |
| Railway Street south of Brighton Street | 32 | 34 | No | 13 | 41 | No |
| Brighton Street east of Railway Street | 79 | 404 | Yes | 42 | 346 | Yes |
| Brighton Street west of Railway Street | 72 | 436 | Yes | 37 | 316 | Yes |
| Palace Street north of Brighton Street | 64 | 273 | Yes | 21 | 192 | No |
| Palace Street south of Brighton Street | 68 | 51 | No | 32 | 28 | No |
| Brighton Street east of Palace Street | 264 | 439 | Yes | 29 | 315 | No |
| Brighton Street west of Palace Street | 310 | 453 | Yes | 132 | 247 | Yes |
| Palace Street north of Terminus Street | 173 | 14 | No | 33 | 19 | No |

Continued →

20

Petersham North LATM Study

Pedestrian Crossing (Zebra) Assessment continued

| Location | AM Ped | AM Vehicles | Zebra Warrant AM | PM Ped | PM Vehicles | Zebra Warrant PM) |
|---|--------|-------------|------------------|--------|-------------|-------------------|
| Palace Street south of Terminus Street | 2 | 58 | No | 12 | 1 | No |
| Terminus Street east of Palace Street | 103 | 7 | No | 119 | 18 | No |
| Palace Street north of Fishers Reserve | 12 | 49 | No | 7 | 27 | No |
| Palace Street south of Fishers Reserve | 17 | 35 | No | 67 | 22 | No |
| Fishers Reserve east of Palace Street | 257 | 8 | No | 64 | 3 | No |
| Brighton Street east of The Avenue | 6 | 431 | No | 1 | 234 | No |
| The Avenue south of Brighton Street | 43 | 24 | No | 41 | 23 | No |
| Brighton Street west of The Avenue | 7 | 435 | No | 10 | 246 | No |
| Station Street north of Brighton Street | 49 | 31 | No | 14 | 34 | No |
| Station Street south of Brighton Street | 47 | 3 | No | 41 | 1 | No |
| Brighton Street east of Station Street | 14 | 456 | No | 11 | 247 | No |
| Brighton Street west of Station Street | 14 | 438 | No | 6 | 234 | No |

Table 2.3 Pedestrian (zebra) Crossing Assessment

TfNSW released the 'Pedestrian Crossing Guideline' in September 2022 as the combined threshold for pedestrians and vehicular movements is hard to achieve on local roads as evidenced in the table above.

As an alternative the guidelines state that a pedestrian crossing can be considered if in each two separate hours periods in a typical day the pedestrian flow is or is expected to be greater than 20 where children and elderly or mobility impaired pedestrians count as two pedestrians.

Pedestrian crossings (zebra crossings) provide an opportunity for people to cross a road safely and on demand. They can improve safety, amenity, priority, and legibility.



22

Petersham North LATM Study

Continuous Footpath Treatment

Under the road rules, a footpath is a road related area. When entering, or crossing, a road related area from a road, drivers must give way to any pedestrians or other road users on the road related area. Therefore, where pedestrian priority is desirable, but a regulatory pedestrian crossing is not warranted, a continuous footpath treatment that is not differentiated in colour and texture from the adjacent footpath may be a suitable solution.

Typically, no more than 45 vehicles per hour moving through the intersection to be treated. There should be few, if any, heavy vehicles frequenting the intersection. Measured vehicle flows apply for three periods of one hour in any day. This measure should capture the busiest traffic flows that occur at that location. Table 2.4 provides an assessment of suitability of this treatment at locations within the study area.

| Location | AM Ped | AM Vehicles | Zebra Warrant AM | PM Ped | PM Vehicles | Zebra Warrant PM) |
|--|--------|-------------|------------------|--------|-------------|-------------------|
| Palace Street north of Andreas Street | 184 | 245 | No | 1 | 144 | No |
| Palace Street south of Andreas Street | 7 | 273 | No | 11 | 190 | No |
| Andreas Street west of Palace Street | 229 | 50 | No | 106 | 83 | No |
| Brighton Street in front of Petersham Park | 33 | 446 | No | 26 | 242 | No |
| Railway Street north of Croydon Street | 12 | 122 | No | 9 | 92 | No |
| Railway Street south of Croydon Street | 7 | 152 | No | 4 | 106 | No |
| Croydon Street east of Railway Street | 74 | 117 | No | 37 | 65 | No |
| Croydon Street west of Railway Street | 60 | 51 | No | 39 | 33 | Yes |
| Railway Street north of Brighton Street | 34 | 154 | No | 16 | 105 | No |
| Railway Street south of Brighton Street | 32 | 34 | Yes | 13 | 41 | Yes |
| Brighton Street east of Railway Street | 79 | 404 | No | 42 | 346 | No |
| Brighton Street west of Railway Street | 72 | 436 | No | 37 | 316 | No |

| Location | AM Ped | AM Vehicles | Zebra Warrant AM | PM Ped | PM Vehicles | Zebra Warrant PM) |
|---|--------|-------------|------------------|--------|-------------|-------------------|
| Palace Street north of Brighton Street | 64 | 273 | No | 21 | 192 | No |
| Palace Street south of Brighton Street | 68 | 51 | No | 32 | 28 | Yes |
| Brighton Street east of Palace Street | 264 | 439 | No | 29 | 315 | No |
| Brighton Street west of Palace Street | 310 | 453 | No | 132 | 247 | No |
| Palace Street north of Terminus Street | 173 | 14 | Yes | 33 | 19 | Yes |
| Palace Street south of Terminus Street | 2 | 58 | No | 12 | 1 | Yes |
| Terminus Street east of Palace Street | 103 | 12 | Yes | 119 | 18 | Yes |
| Palace Street north of Fishers Reserve | 12 | 49 | No | 7 | 27 | Yes |
| Palace Street south of Fishers Reserve | 17 | 35 | Yes | 67 | 22 | Yes |
| Fishers Reserve east of Palace Street | 257 | 8 | Yes | 64 | 3 | Yes |
| Brighton Street east of The Avenue | 6 | 431 | No | 1 | 234 | No |
| The Avenue south of Brighton Street | 43 | 24 | Yes | 41 | 23 | Yes |
| Brighton Street west of The Avenue | 7 | 435 | No | 10 | 246 | No |
| Station Street north of Brighton Street | 49 | 31 | Yes | 14 | 34 | Yes |
| Station Street south of Brighton Street | 47 | 3 | Yes | 41 | 1 | Yes |
| Brighton Street east of Station Street | 14 | 456 | No | 11 | 247 | No |
| Brighton Street west of Station Street | 14 | 438 | No | 6 | 234 | No |

Table 2.4 Continuous Footpath Treatment Assessment

24

Petersham North LATM Study

Origin Destination Survey

On Tuesday 7th February 2023, an origin destination survey along Brighton Street, Petersham. The survey was completed during the following time periods.

- 07:30 to 09:30 on Tuesday 7th February 2023
- 15:00 to 18:00 on Tuesday 7th February 2023

The information recorded at 2 stations, covering movements in both directions. Number plate observations were classified into two vehicle classes:

- Light vehicles
- Heavy vehicles.

The data indicates the following;

- In the AM weekday peak, 46% of traffic heading eastbound in Brighton Street (entered at West Street, exited at Crystal Street) do not have a destination within the study area
- In the PM weekday peak 36% of traffic heading eastbound in Brighton Street (entered at West Street, exited at Crystal Street) do not have a destination within the study area
- In the AM weekday peak, 26% of traffic heading westbound in Brighton Street (entered at Crystal Street, exited at West Street) do not have a destination within the study area
- In the PM weekday peak 24% of traffic heading westbound in Brighton Street (entered at Crystal Street, exited at West Street) do not have a destination within the study area

It should be noted that in the westbound direction there is likely to be additional through traffic which does not have a destination in the study area that uses Palace Street and Andreas Street to access Parramatta Road in addition to those that exit via West Street. The data showed that there is negligible (some 2 to 3) through heavy vehicle movements in both the AM and PM peak periods.

3. Identified Community issues

Council undertook an initial survey through Council's Yoursay website in May/June 2022 and the outcomes are detailed in an Engagement Outcomes Report.

The main outcomes of the first stage of consultation are that the problem identified by the greatest number of respondents as an issue is high traffic volumes, followed by pedestrian safety issues and the third most raised issue was rat running on local roads.

Regarding particular streets, Brighton Street, West Street and Palace Street had the highest level of concern for too much traffic, heavy vehicle use, rat running and exceeding the speed limit.




Andreas Street also had a level of concern for rat running and exceeding speed limit.

26

Petersham North LATM Study

4. LATM Recommendations

An overall plan of the proposed treatments is detailed right in Figure 4.1. Further details of each recommendation are detailed in this section including concept plans.

-  EXTENT OF PR CUTS IN LATM STUDY AREA
-  PARRAMATTA RD TO MARRICKVILLE PARK CYCLE ROUTE AS PER APPROVED CONCEPT PLAN 2018
-  APPROVED DESIGN FOR RAISED ZEBRA CROSSING

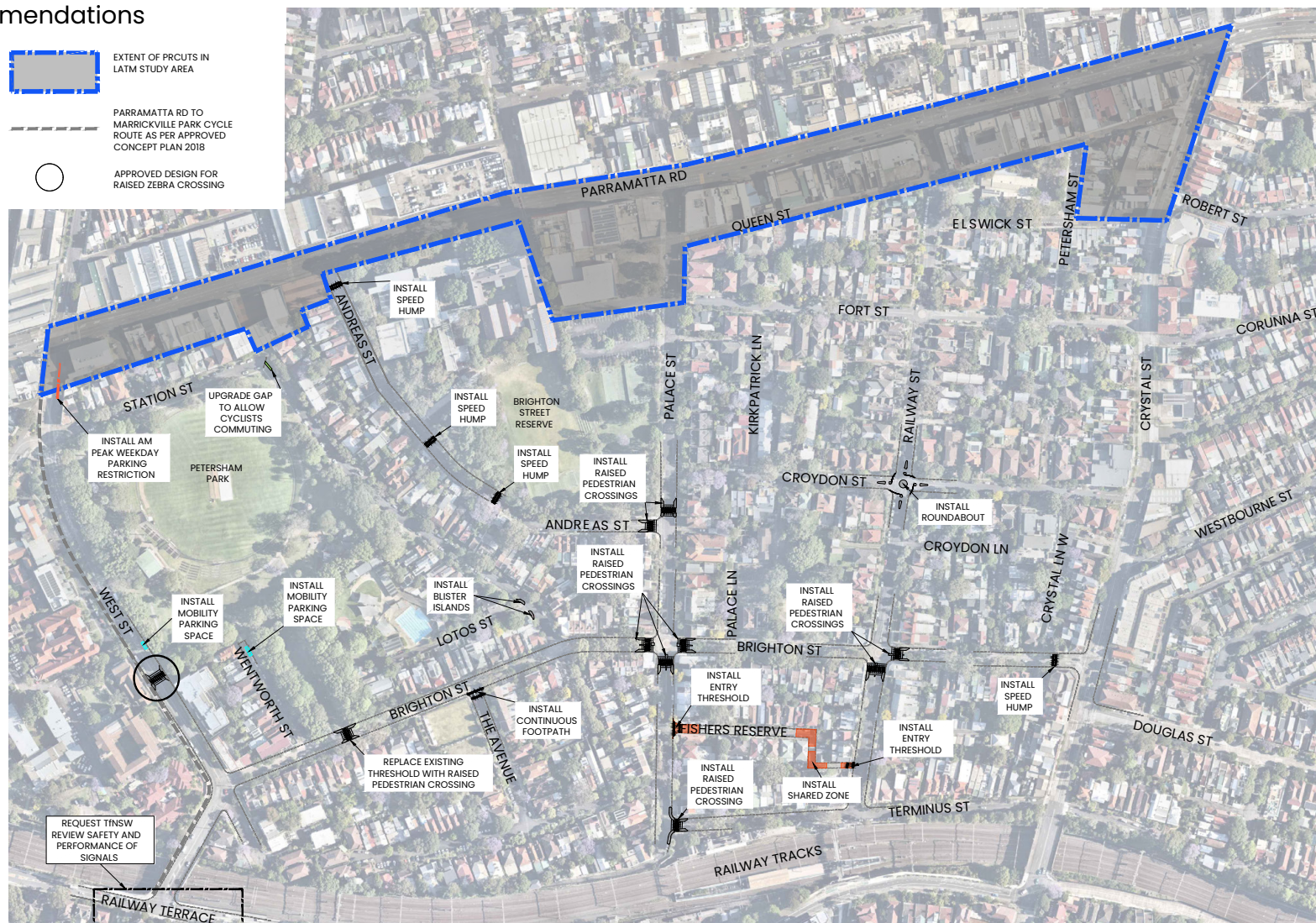


Figure 4.1 Overall Plan of Proposed Treatments

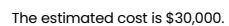


Figure 4.2 Andreas Street

30

Petersham North LATM Study

Palace Street/Andreas Street Intersection

Based on discussion with Fort Street High School staff, consultation responses and site observations, it is proposed to install a raised pedestrian (zebra) crossing in Palace Street north of Andreas Street as detailed in Figure 4.3. Observations indicate that a significant number of High School students cross Palace Street at this location in the AM peak. Currently there is no pedestrian facility to facilitate this movement in a safe manner.

Given the wide-ranging school catchment area, nearly all students (800–900 students), travel by train to/from school and therefore walk from the Petersham Train Station, approximately 300 metres. These students cross Palace Street at or near the Andreas Street intersection and therefore the crossing facility will be located on the existing pedestrian desire line. Speeding, pedestrian safety and rat running issues were raised during initial consultation. These issues should be reduced by the proposal. It is expected that once the facility is installed that more students will cross at this location the PM school peak as they tend to cross Palace Street further south in the PM peak. This will also reduce speeds in Palace Street.

A review indicates that in the AM peak (184 pedestrians, 245 vehicles) the reduced warrant is met on the northern leg. In the PM peak (1 pedestrian, 144 vehicles), the reduced warrant is not met for vehicles or pedestrians, as students tend to walk on the western footpath of Palace Street towards the Petersham Train Station. However, it should be noted that 11 pedestrian movements cross the southern leg of the intersection, and it would be expected that these pedestrians would use the proposed pedestrian crossing as would some of the 106 students that cross Andreas Street. Furthermore, the pedestrian movements currently cross on a diagonal at the intersection and will only have to slightly adjust their desire line to use the facility. The estimated number of pedestrians expected to use the crossing once installed would meet the reduced warrant in both the AM and PM peak. The installation of the crossing will result in the loss of on street parking of approximately four spaces in Palace Street.

The estimated cost is \$80,000.

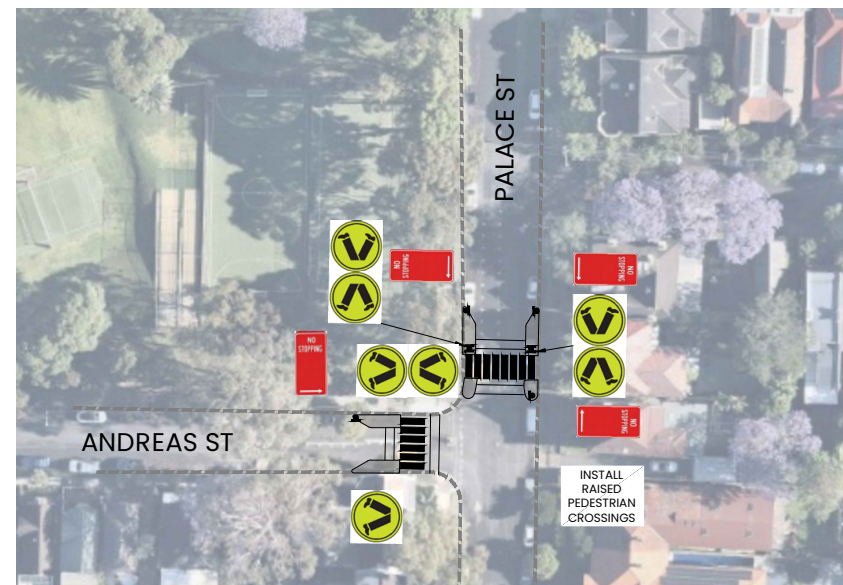


Figure 4.3 Andreas Street/Palace Street

Similarly, a raised pedestrian (zebra) crossing is also proposed in Andreas Street at its intersection with Palace Street. Observations indicate that this is a significant pedestrian desire line between the train station and the school, in particular in the afternoon peak. The pedestrian component of the warrant is met in both the AM and PM peak (229 and 106 respectively); however, the traffic volume is not (50 and 82 respectively). Given its proximity to the school and the high number of pedestrians it is recommended that a pedestrian (zebra crossing) be installed. It should also be noted that it complies with the requirements of recently released (September 2022) TfNSW Pedestrian Crossing Guideline that in each of two separate one-hour periods in a typical day, the pedestrian flow crossing the road is equal to or greater than 20 where children and elderly mobility impaired pedestrians count as two pedestrians. The Guideline does not specify a traffic volume component requirement.

The installation of the crossing in Andreas Street will result in the loss of on street parking of approximately two spaces in Andreas Street.

The estimated cost is \$80,000.

32

Petersham North LATM Study

Croydon Street/Railway Street

A roundabout is proposed at the Croydon Street/Railway Street roundabout as detailed in Figure 4.4. Under current conditions the intersection is STOP controlled with priority given to Railway Street. The roundabout will reduce vehicular speeds. There have been two crashes at this intersection and a further midblock crash. One of these crashes was a vehicle from opposing direction and the other crash is a vehicle from adjacent direction. A further crash occurred mid-block in Croydon Street between Railway Street and Crystal Street involving an eastbound vehicle running off road and a cross traffic crash occurred at the Croydon Street/Fitzpatrick Lane intersection with a westbound vehicle in Croydon Street. The roundabout should assist in reducing the likelihood of these crashes. It will also reduce speeds in Railway Street which have a high recorded 85th speed of 48 km/h.

The installation of the roundabout will result in the loss of on street parking of approximately eight spaces. A SIDRA intersection Assessment has been carried to assess the performance of a roundabout.

| Existing Priority Controlled | | Proposed Roundabout Control | |
|------------------------------|-----------|-----------------------------|-----------|
| Level of Service AM | A | Level of Service AM | A |
| Average Delay AM | 8 seconds | Average Delay AM | 9 seconds |
| Level of Service PM | A | Level of Service PM | A |
| Average Delay PM | 8 seconds | Average Delay PM | 9 seconds |

Table 4.1 SIDRA Intersection Assessment

The estimated cost is \$150,000.

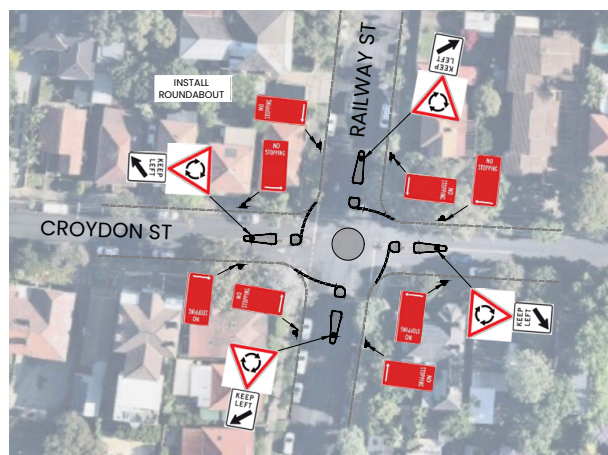


Figure 4.4 Croydon Street/Railway Street

West Street and Wentworth Street Mobility Parking Spaces

Based on discussion with Council's mobility planner regarding existing shortfalls in mobility parking within the study area, mobility parking spaces are proposed to be installed in West Street near the existing zebra crossing along the frontage of Petersham Park. Similarly, a mobility parking space is also proposed in Wentworth Street to provide access to the park. The locations are as detailed in Figure 4.5. Both these spaces will improve access to Petersham Park and Fanny Durack Aquatic Centre. Note that the accessible space can also be used by residents with a mobility parking permit.

The estimated cost is \$4,000.

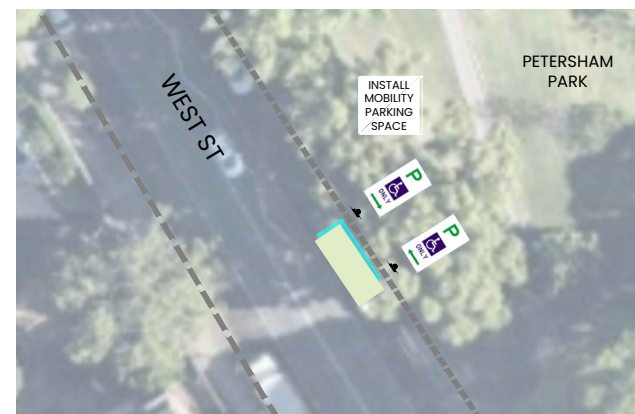


Figure 4.5 Wentworth Street and West Street

34

Petersham North LATM Study

West Street at existing at grade Pedestrian (Zebra) Crossing

West Street carries significant traffic volumes in the order of 12,000 vehicles/day. To assist pedestrians, it is proposed to raise the existing at grade zebra crossing located near the southern edge of the Petersham Park frontage as detailed in Figure 4.6. There have been two crashes at this location including a pedestrian crash. The proposal will improve safety by reducing speeds on approach to the crossing. The detailed design for this project has been prepared and consultation of the proposal was carried out in March/April 2023. These works are expected to be undertaken during the 2023/2024 financial year, subject to the outcome of this separate community engagement, final approvals, and budget allocations and therefore not included in cost estimate of proposals.

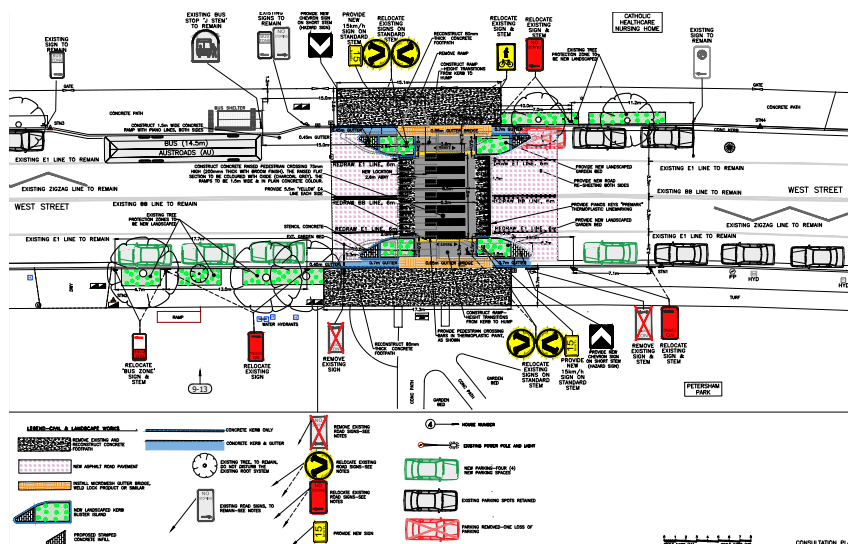


Figure 4.6 West Street along Petersham Park Frontage

Brighton Street between Wentworth Street and The Avenue

The community engagement indicated that there were insufficient opportunities to safely cross Brighton Street in and around Petersham Park. Hence it is proposed to upgrade the existing raised threshold to a raised zebra crossing in this location as per Figure 4.7. The data indicates that a sufficient number of pedestrians cross at this location including 33 pedestrians in the AM peak and 26 in the PM peak and traffic volumes are 446 in the AM peak and 242 in the PM peak. During the overall peak PM (3.45-4.45pm) 35 pedestrians crossed and traffic volumes were 285 meeting the requirements for a reduced warrant. During the community engagement it was also raised as a safety issue through Council's Access and Inclusion team. The installation of the crossing will result in the loss of on street parking of approximately five spaces.

The estimated cost is \$80,000.

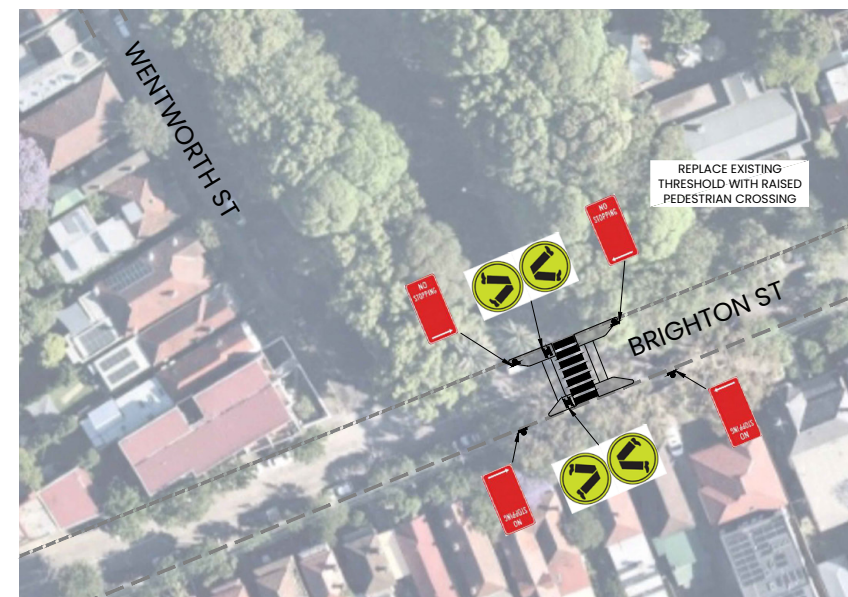


Figure 4.7 Brighton Street along Petersham Park frontage

36

Petersham North LATM Study

Brighton Street between Crystal Lane West and Crystal Street

A speed hump is proposed in Brighton Street between Crystal Lane West and Crystal Street to reduce speeds of traffic when entering from Crystal Street as per Figure 4.8. The speed data indicates that whilst they are acceptable for a 50 km/h speed limit, they are high for a 40 km/h speed limit with westbound 85%ile speed recorded of 48 km/h which is proposed as part of the study recommendations. Similarly, the pedestrian amenity would be improved by reducing the speed profile, as it would reduce speeds of vehicles that make a left turn from Crystal Street into Brighton Street which is able to be negotiated at a higher speed due to the large kerb return radius. This will have no impact on parking.

The estimated cost is \$10,000.



Figure 4.8 Brighton Street between Crystal Lane West and Crystal Street

Brighton Street/Railway Street Intersection

Raised zebra crossings are proposed on Brighton Street on the eastern approach and on Railway Street on the southern approach to the Brighton Street/Railway Street roundabout controlled intersection as detailed in Figure 4.9. The pedestrian counts undertaken at this location indicate that the reduced warrant for such a facility is partially achieved as during the AM peak 79 pedestrians crossed the eastern leg and 32 crossed the southern leg and similarly during the PM peak 42 pedestrians crossed the eastern leg and 13 crossed the southern leg. Regarding vehicles, during the AM peak, 404 used the eastern leg and 34 used the southern leg, whilst in the PM peak, 346 use the eastern leg and 41 use the southern leg. Whilst noting that the southern leg does not meet the traffic volume requirements it does meet the TfNSW Pedestrian Crossing Guideline requirements.

Whilst noting that the western leg (Brighton Street) meets the reduced warrant, due to geometric constraints a pedestrian (zebra) crossing is not proposed at this location however the proposed pedestrian (zebra) crossing on the eastern leg will provide a safe opportunity to cross Brighton Street.

The installation of the crossings will result in the loss of on street parking of approximately six spaces including four in Railway Street and two in Brighton Street.

The estimated cost is \$160,000.



Figure 4.9 Brighton Street/ Railway Street

38

Petersham North LATM Study

Brighton Street/Palace Street Intersection

Raised zebra crossings are proposed on three legs of the Brighton Street/Palace Street intersection as detailed in Figure 4.10. This area has significant pedestrian activity associated with the adjacent cafes and students travelling to/ from Fort Street High and Petersham Train Station. The reduced warrant for a zebra crossing is met on the western leg (pedestrian volumes of 310 AM and 132 in the PM peak) and generally on the eastern leg (pedestrian movements of 264 AM and 29 PM peak). The southern leg is met in both the AM and PM peak for pedestrian movements (68 in the AM peak and 32 in the PM peak) however the southern leg does not meet the traffic volume requirements as traffic volumes are 51 in the AM peak and 28 in the PM peak, however it does meet the requirements as required in the TfNSW's recently released Pedestrian Crossing Guideline. This will address the pedestrian safety and speeding issue raised during consultation.

The installation of the crossings will result in the loss of on street parking of approximately four spaces including one space in Brighton Street east of Palace Street, two in Palace Street south of Brighton Street, and one in Brighton Street west of Palace Street.

The estimated cost is \$240,000.

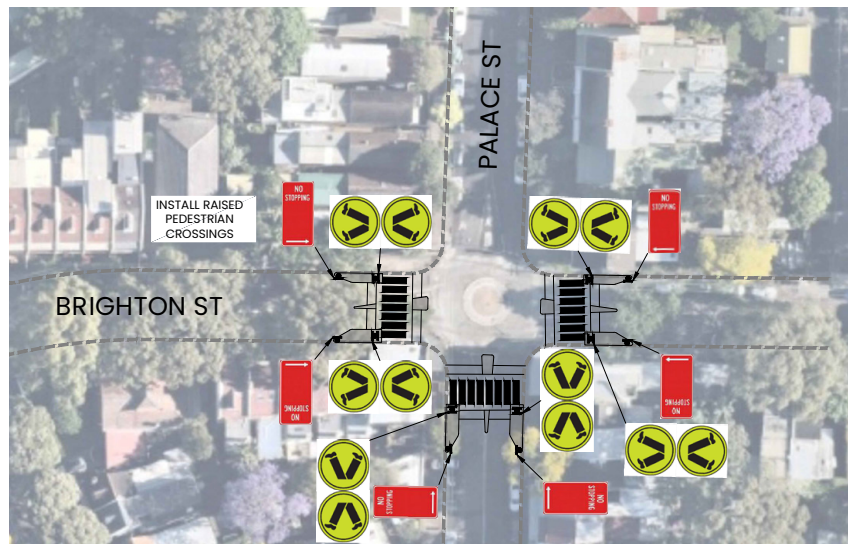


Figure 4.10 Brighton Street/Palace Street

Palace Street/Terminus Street

A raised zebra crossing is proposed in Terminus Street at Palace Street as shown in Figure 4.11. This will provide pedestrian priority. This location has low vehicle movements (7 in the AM peak and 18 in the PM peak) and high pedestrian movements (103 and 119 in the peak periods) indicating that significant pedestrian line exists at this location. One crash has been recorded at this intersection involving a cyclist heading westbound in Terminus Street near Palace Street running off road resulting in a minor injury. Whilst this location does not meet the vehicular component for a reduced warrant it does meet the requirements detailed in the Pedestrian Crossing Guideline. A bicycle crash occurred in Terminus Street heading westbound near Palace Street.

The installation of the crossing will result in the loss of two on street parking spaces, both in Terminus Street.

The estimated cost is \$80,000.

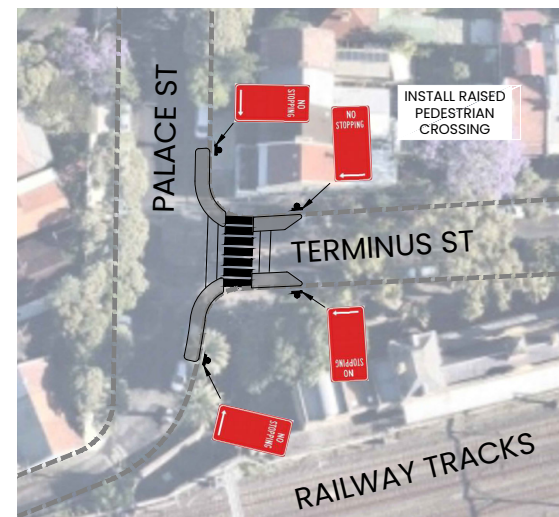


Figure 4.11 Palace Street/Terminus Street

40

Petersham North LATM Study

West Street/Terrace Street

Several residents raised concerns regarding the operations of the West Street/Railway Terrace traffic signals. The concerns related to pedestrian safety associated with the lack of hardstand storage space for pedestrians to wait on the north-western kerb whilst waiting to cross Railway Terrace and safety issues associated with pedestrians when crossing Railway Terrace and vehicles making a right turn from West Street due to the overlap of pedestrian and vehicle movements. They also raised issues associated with insufficient phase time for traffic approaching the signals from West Street making a right turn and the excessive queueing that occurs and trucks making a left turn into West Street making pedestrians feel unsafe whilst waiting to cross West Street due to their turning path. Council has forwarded these concerns to TfNSW who are responsible for traffic signal operations.

Implement Reduced Speed Limits

Speed zones are set to enable drivers travelling at a speed limit to safely respond to potential risks in the road environment. Lower speeds deliver significant road safety benefits, reducing both the number and severity of crashes. Travelling at speeds that are set to accommodate the mix of vehicles and people movements on the road network allows drivers and riders to stop to avoid crashes, and if they do crash, to reduce the impact to prevent death and serious injuries, especially in areas of high pedestrian activity.

The chances of survival for a pedestrian being hit by a car is 10 percent at 50 km/h which increases significantly to 60 percent at a speed of 40 km/h.

In line with preliminary draft report for Council's Inner West@40 Study on proposed speed limit reductions, it is recommended that all local roads in the Petersham North LATM study area have their speed limit reduced from 50km/h to 40km/h and the Regional Roads comprising of Crystal Street and West Street be reduced from 60 km/h to 50 km/h. The proposal is detailed in Figure 4.12. The area is considered 'Priority B' in the preliminary Inner West@40 Study. This will require TfNSW approval as they are responsible for setting speed limits. The speed reduction will result in safer conditions for motorists, pedestrians and cyclists noting that there have been a number of crashes particularly along the Regional Roads of Crystal Street (21 crashes) and West Street (6 crashes) which it is proposed to reduce the speed limit from 60 km/h to 50 km/h.

The estimated cost is \$10,000.

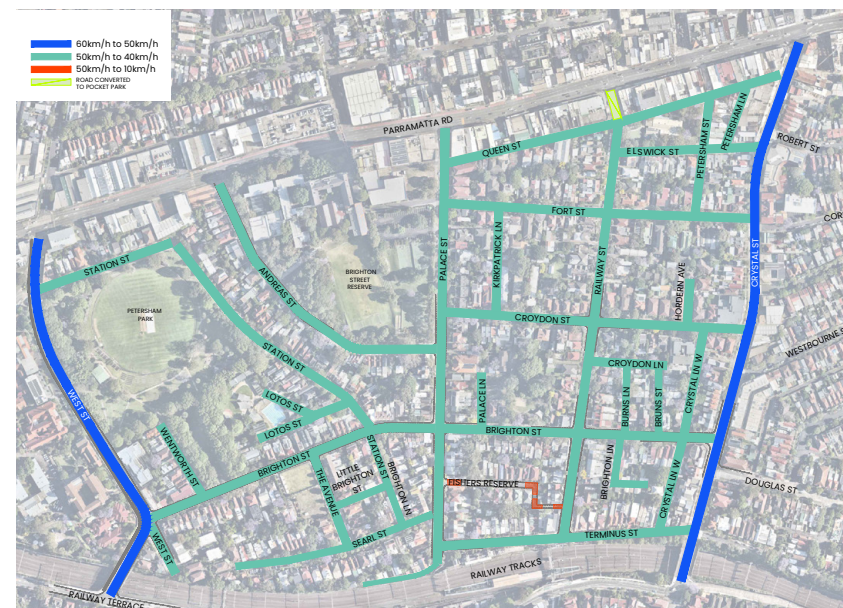


Figure 4.12 Reduced Speed limits

42

Petersham North LATM Study

West Street between Parramatta Road and Station Street

Concern has been raised regarding the AM peak congestion associated with the existing parking signposting on the eastern side of West Street south of Parramatta Road which restricts southbound traffic on the departure side of the signals to one lane. Two approach lanes in Flood Street are provided for through traffic which is required to merge into one lane on the departure side. To provide improved traffic conditions, it is recommended as detailed in Figure 4.13 that the existing four space 'No Parking 4pm-6pm Mon-Fri' be replaced with 'No Parking 7am-930 am, 4pm-6pm Mon-Fri'. This will provide additional road space for vehicles to merge into one southbound lane thereby reducing the impact of upstream queuing which extends into the throat of the Parramatta Road/West Street intersection.

The estimated cost is \$500.

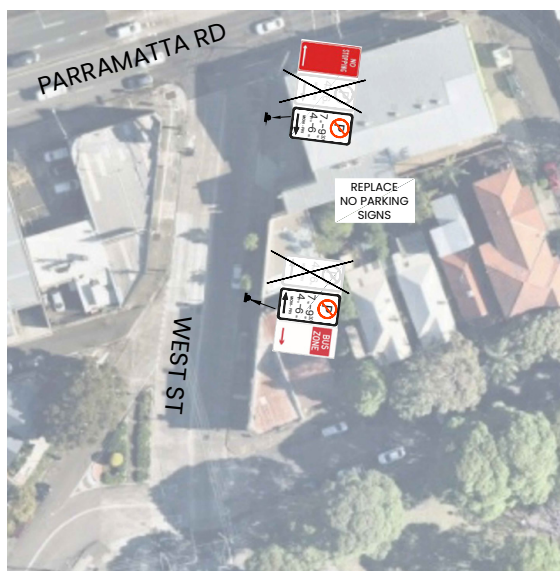


Figure 4.13 West Street between Parramatta Road and Station Street

Station Street

At the existing road closure in front of No. 37 Station Street, it is proposed to widen the gap between the kerb and the road closure island as shown in Figure 4.14 to allow adequate width for cyclist movements to address the issue raised during consultation. Under current conditions this gap has been provided for drainage purposes, however it can be widened to accommodate cyclists to 1.5 metres. This width will continue to physically restrict vehicular movements. This was raised as an issue during consultation.

The estimated cost is \$5,000.



Figure 4.14 Station Street at existing road closure

44

Petersham North LATM Study

Fishers Reserve and Carrington Lane

It has been observed that footway parking is occurring on the northern side of Fishers Reserve as the road carriageway is too narrow to allow for on street parking on both sides of the road and a travel lane. The footway parking consists of vehicles straddling both the road carriageway and the northern footpath of Fishers Reserve leaving minimal residual footpath to walk on. Once the road bends 90 degrees there are no usable footpaths and the sharp road bend limits sight lines in an area where pedestrians are forced to use the road carriageway. Similar conditions are experienced in Carrington Lane, which links Fishers Reserve and Railway Street, however parking is not permitted in this road section due to the narrow road reserve. In this regard it is recommended to install a 10 km/h Shared Zone along the full length of Fishers Reserve and Carrington Lane including formalising footway parking in areas where it currently occurs as per Figure 4.15. Entry threshold treatments are proposed on Fishers Reserve at Palace Street and on Railway Street at Carrington Lane to treat each entrance to the Shared Zone as recommended in TfNSW Technical Direction for Design and Implementation of Shared Zones to encourage lower speeds and indicate entry/exit to the zone. Parking bays are to be marked and the carriageway surface is to be painted at each entry point and around the two 90-degree road bends to provide further warning of the Shared Zone. A total of 8 vehicular movements were observed in the AM peak and 3 in the PM peak indicating that the location is suitable for a Shared Zone. One crash occurred at the Fishers Reserve/Carrington Lane intersection involving a person falling from a vehicle.

The estimated cost is \$50,000.



Figure 4.15 Fishers Reserve/Carrington Lane

Lotos Street/Station Street

During consultation concerns were raised regarding vehicles parking in Station Street too close to the intersection with Lotus Street impeding sight lines and making it dangerous to exit the street. Site inspections have revealed this is an ongoing issue. To alleviate this, it is recommended that kerb blisters be installed for a 5 metres length on both sides of Station Street at Lotos Street as per Figure 4.16. This will minimise loss of parking whilst maintaining improved sightlines. This will require further detailed risk assessment prior to approval.

The estimated cost is \$10,000.

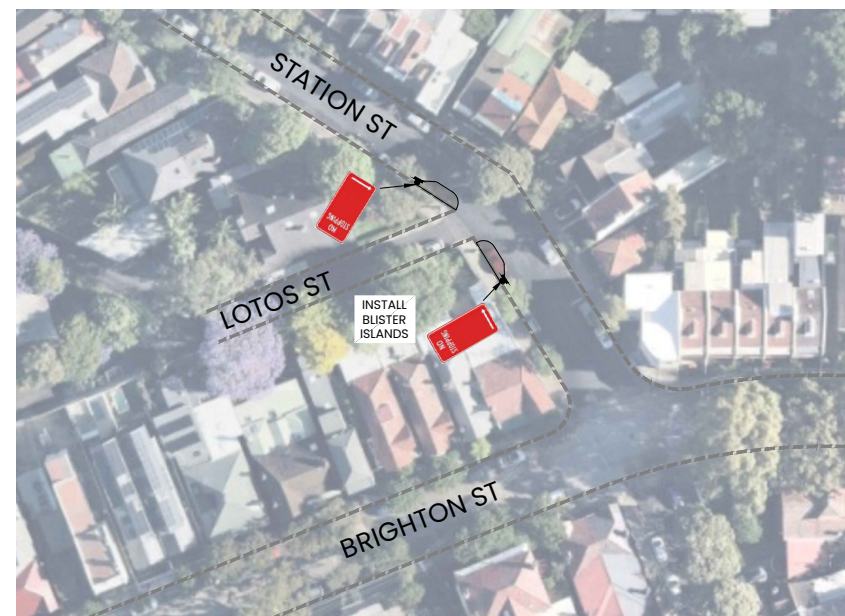


Figure 4.16 Lotos Street/Station Street

46

Petersham North LATM Study

The Avenue/Brighton Street

Concerns were raised during consultation regarding accessibility to Petersham Park and West Street bus services for those residents to the south of Station Street. To provide improved access it is proposed to install a continuous footpath treatment to cross The Avenue at Brighton Street. The location meets the requirements for a continuous footpath treatment as there are only 24 vehicle movements in the AM peak and 23 in the PM peak whilst there are 43 pedestrian movements in the AM peak and 41 in the PM peak.

The estimated cost is \$30,000.



Figure 4.17 The Avenue/Brighton Street

5. Summary of proposals

| Item No | Location | Proposal | Priority |
|---------|---|--|--------------------------------------|
| 1 | Andreas Street | Install 3 x speed humps in Andreas Street between Palace Street and Parramatta Road. | Medium |
| 2 | Palace Street/Andreas Street Intersection | Install a raised pedestrian (zebra) crossing in Palace Street north of Andreas Street. | High |
| 3 | Palace Street/Andreas Street Intersection | Install a raised pedestrian (zebra) crossing in Andreas Street west of Palace Street. | Medium |
| 4 | Croydon Street/Railway Street | Install a single lane roundabout at Croydon Street/Railway Street. | Medium |
| 5 | West Street along the frontage of Petersham Park | Install a mobility parking space on the eastern side of West Street north of the existing at grade zebra crossing along the frontage of Petersham Park. | Medium |
| 6 | Wentworth Street | Install a mobility parking space on the eastern side of Wentworth Street at the northern end along frontage of Petersham Park. | Medium |
| 7 | West Street at existing at grade Pedestrian (Zebra) Crossing at southern frontage of Petersham Park | Raise existing at grade pedestrian (zebra) crossing. The detailed design of these works is underway as part of the PAMP Works and not included in overall costs of LATM. | Scheduled for construction 2023/2024 |
| 8 | Brighton Street between Wentworth Street and The Avenue | Replace raised threshold in Brighton Street with a raised pedestrian (zebra) crossing. | Medium |
| 9 | Brighton Street between Crystal Lane West and Crystal Street | Install a speed hump in Brighton Street between Crystal Lane West and Crystal Street. | Medium |
| 10 | Brighton Street/Railway Street Intersection | Install raised pedestrian (zebra) crossings on eastern leg of intersection (Brighton Street). | High |
| 11 | Brighton Street/Railway Street Intersection | Install raised pedestrian (zebra) crossings on southern leg of intersection (Railway Street). | Medium |
| 12 | Brighton Street/Palace Street Intersection | Install raised pedestrian (zebra) crossings on eastern leg (Brighton Street) of Brighton Street/Palace Street intersection. | High |
| 13 | Brighton Street/Palace Street Intersection | Install raised pedestrian (zebra) crossings on southern leg (Palace Street) of Brighton Street/Palace Street intersection. | Medium |
| 14 | Brighton Street/Palace Street Intersection | Install raised pedestrian (zebra) crossings on western leg (Brighton Street) of Brighton Street/Palace Street intersection. | High |
| 15 | Palace Street/Terminus Street | Install a raised pedestrian (zebra) crossing in Terminus Street at Palace Street. | Medium |

Table 5.1 Summary of Proposals

Continued →

48

Petersham North LATM Study

Summary of proposals continued

| Item No | Location | Proposal | Priority |
|---------|--|--|--|
| 16 | West Street/Terrace Street | Request TfNSW review safety and performance of the West Street/Terrace Street traffic signals. | Traffic signal operations are responsibility of TfNSW. Council has forwarded these concerns to TfNSW |
| 17 | Local Roads and Regional Roads in Study Area | Request TfNSW implement 40 km/h speed limit on Local Roads and 50 km/h speed limit on Regional Roads. | High |
| 18 | West Street between Parramatta Road and Station Street | Replace existing four space 'No Parking 4pm-6pm Mon-Fri' with 'No Parking 7:00am-9:30am, 4:00pm-6:00pm Mon-Fri' on eastern side of West Street between Parramatta Road and Station Street. | Low |
| 19 | Station Street | Provide 1.5 metre gap in existing midblock road closure island in Station Street to allow access for cyclists. | Medium |
| 20 | Fishers Reserve and Carrington Lane | Install a 10 km/h Shared Zone in Fishers Reserve and Carrington Lane with footway parking on northern side of Fishers Reserve. | Low |
| 21 | Lotos Street/Station Street | Install kerb blisters in Station Street at Lotos Street. | Low |
| 22 | The Avenue/Brighton Street | Install continuous footpath treatment to cross The Avenue at Brighton Street | Medium |

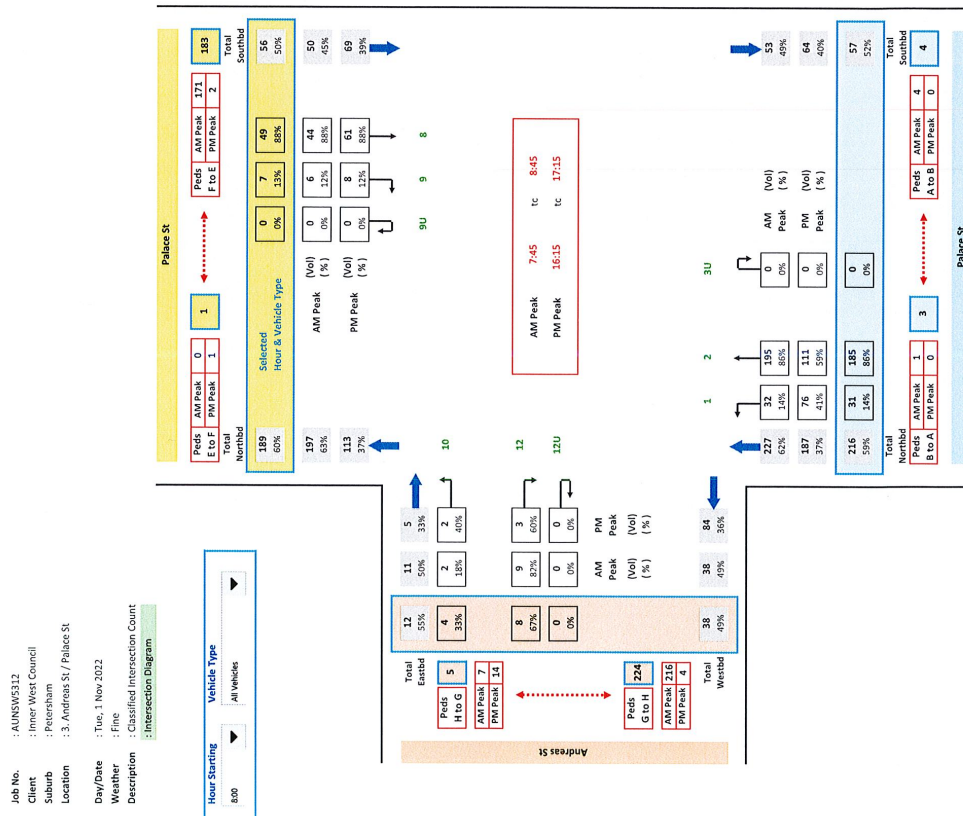
Table 5.1 Summary of Proposals

It is estimated that the total cost of all proposals will be approximately \$1,019,500 inclusive of GST and \$1,121,450 including 10% contingency.

Appendix A

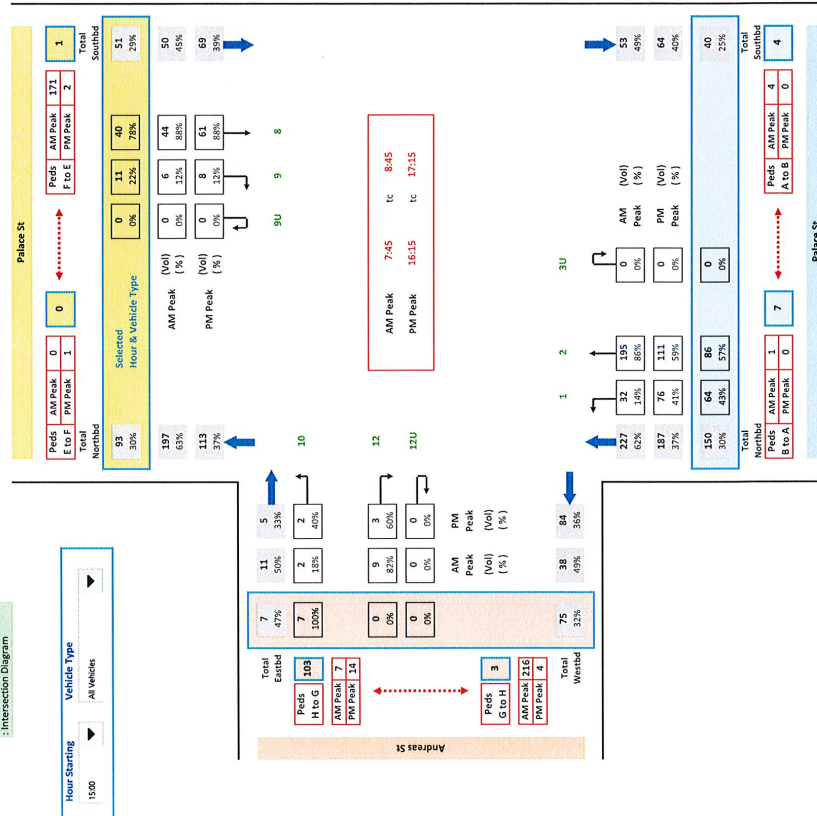
Traffic Counts

For further information about
cycling in the Inner West,
visit innerwest.nsw.gov.au





Job No. : AUNSW5312
Client : Inner West Council
Suburb : Petersham
Location : 3. Andreas St / Palace St
Day/Date : Tue, 1 Nov 2022
Weather : Fine
Description : Classified Intersection Count
Intersection Diagram



Job No.

: AUNSW5312

Client

: Inner West Council

Suburb

: Petersham

Location

: 9, Brighton St(btw'n Wentworth St & The Avenue)

Day/Date

: Tue, 1 Nov 2022

Weather

: Fine

Description

: Mid-block Count

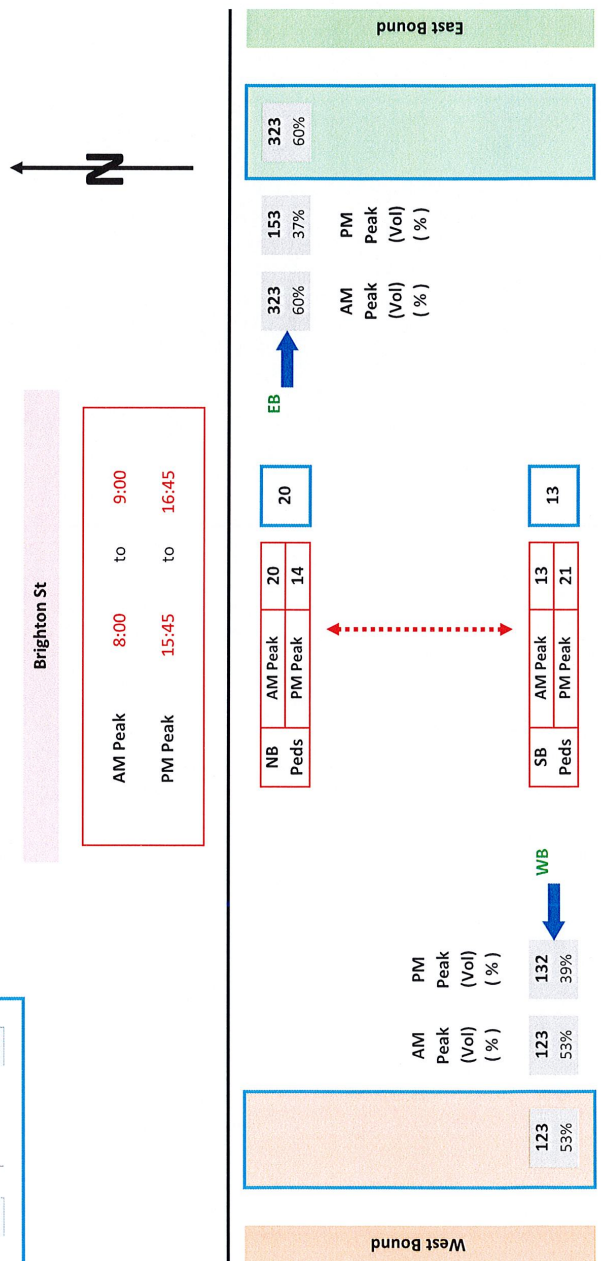
: Intersection Diagram

MATRIX

Traffic and Transport Data

Hour Starting

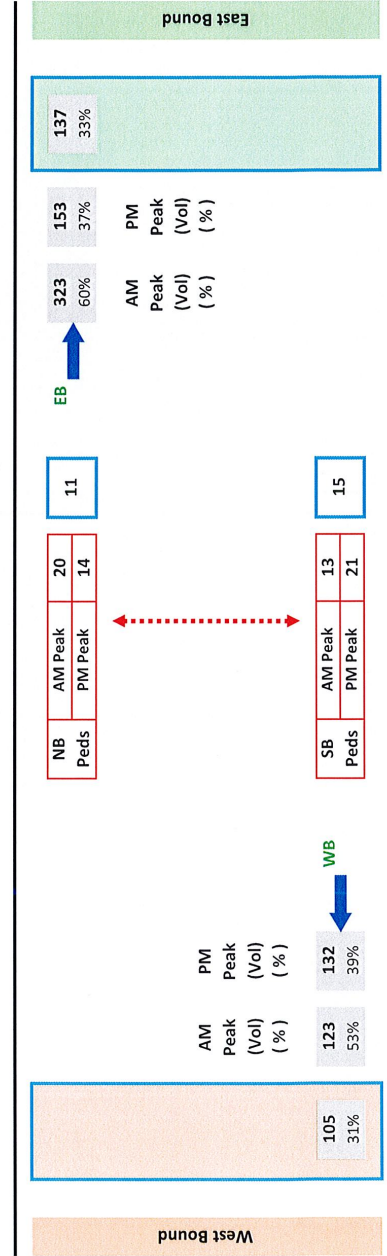
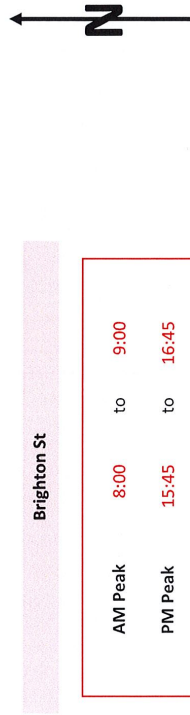
Vehicle Type

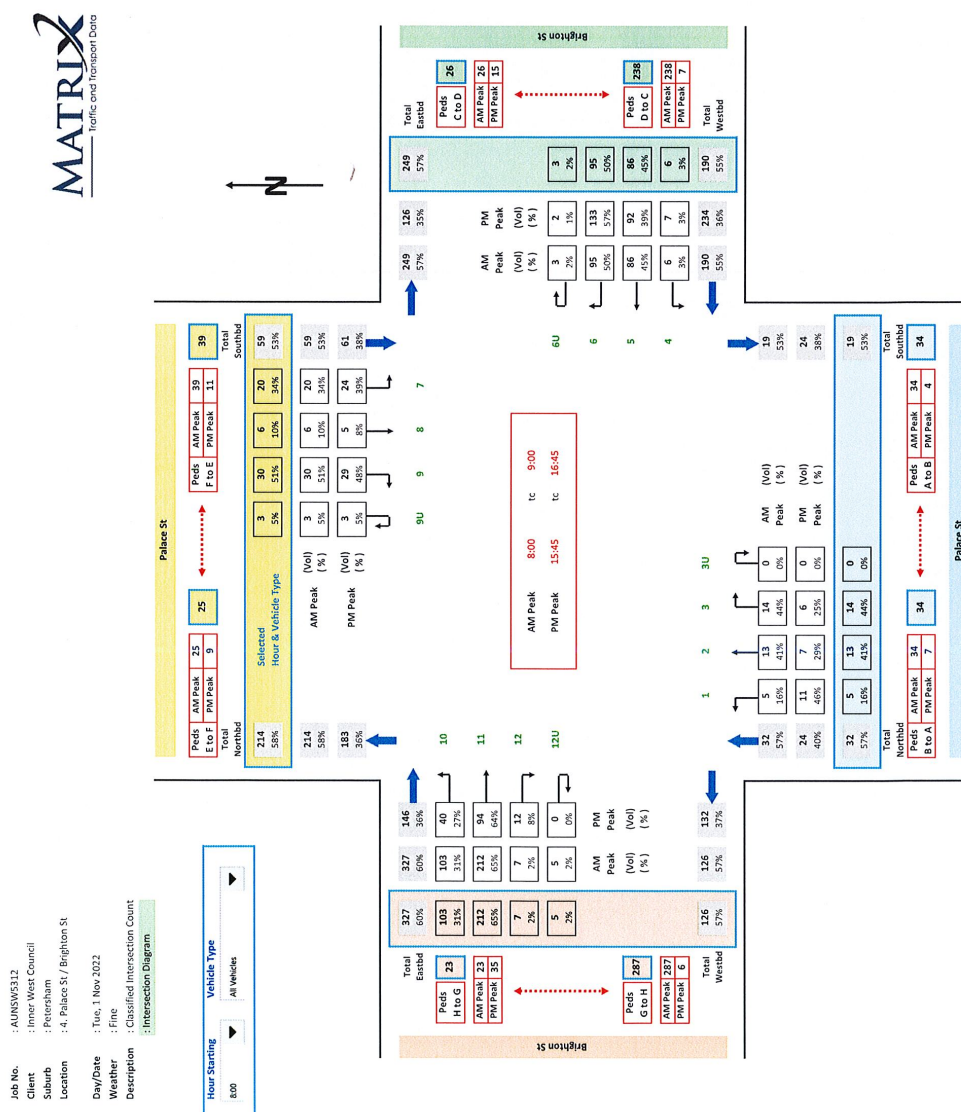


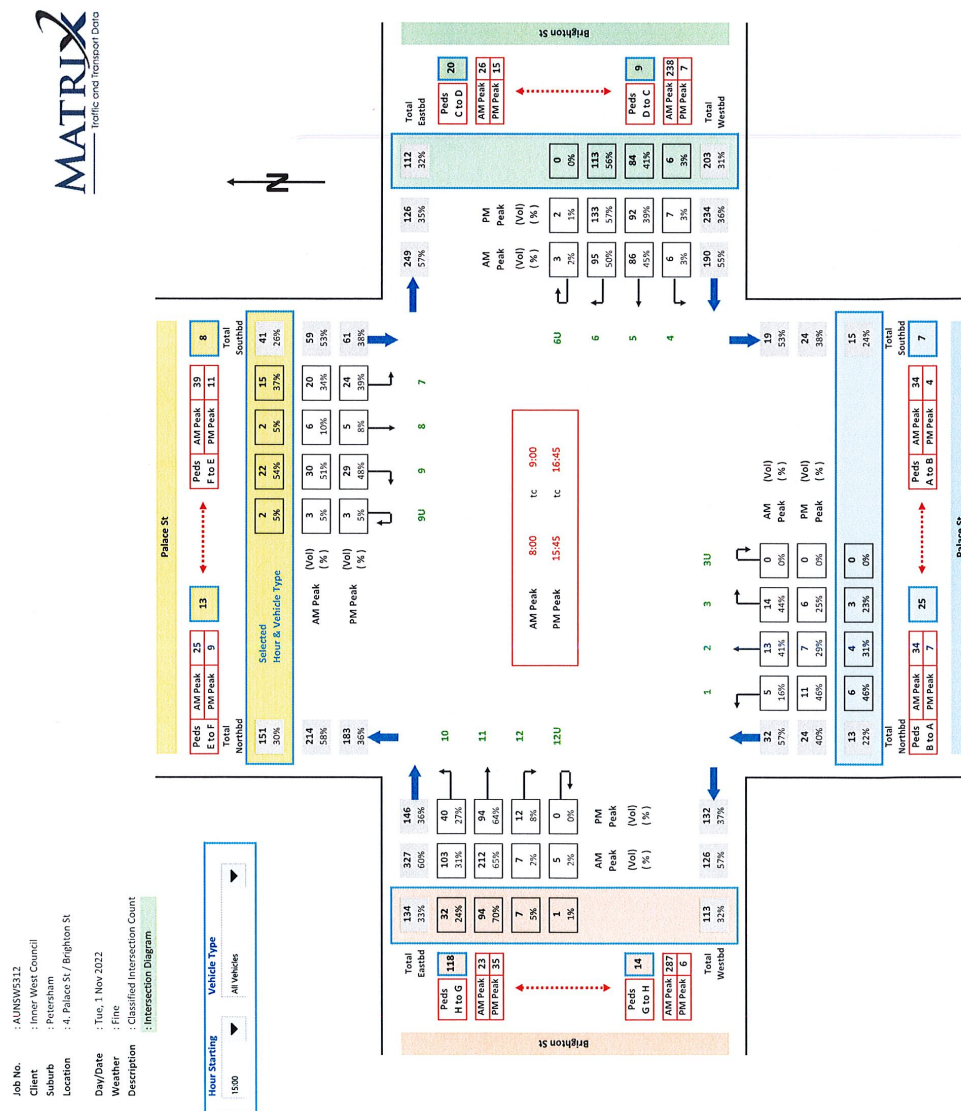
Job No. : AUNSW5312
Client : Inner West Council
Suburb : Petersham
Location : 9. Brighton St(btwm Wentworth St & The Avenue)
Day/Date : Tue, 1 Nov 2022
Weather : Fine
Description : Mid-block Count
: Intersection Diagram

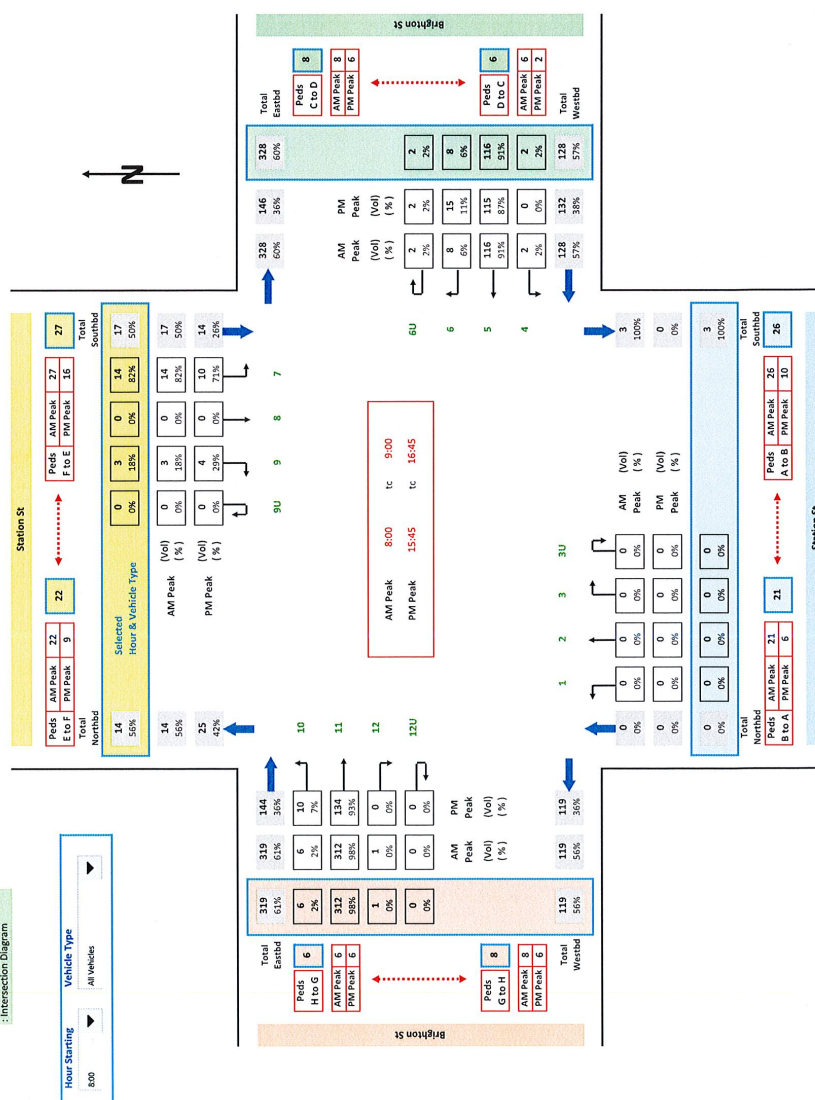


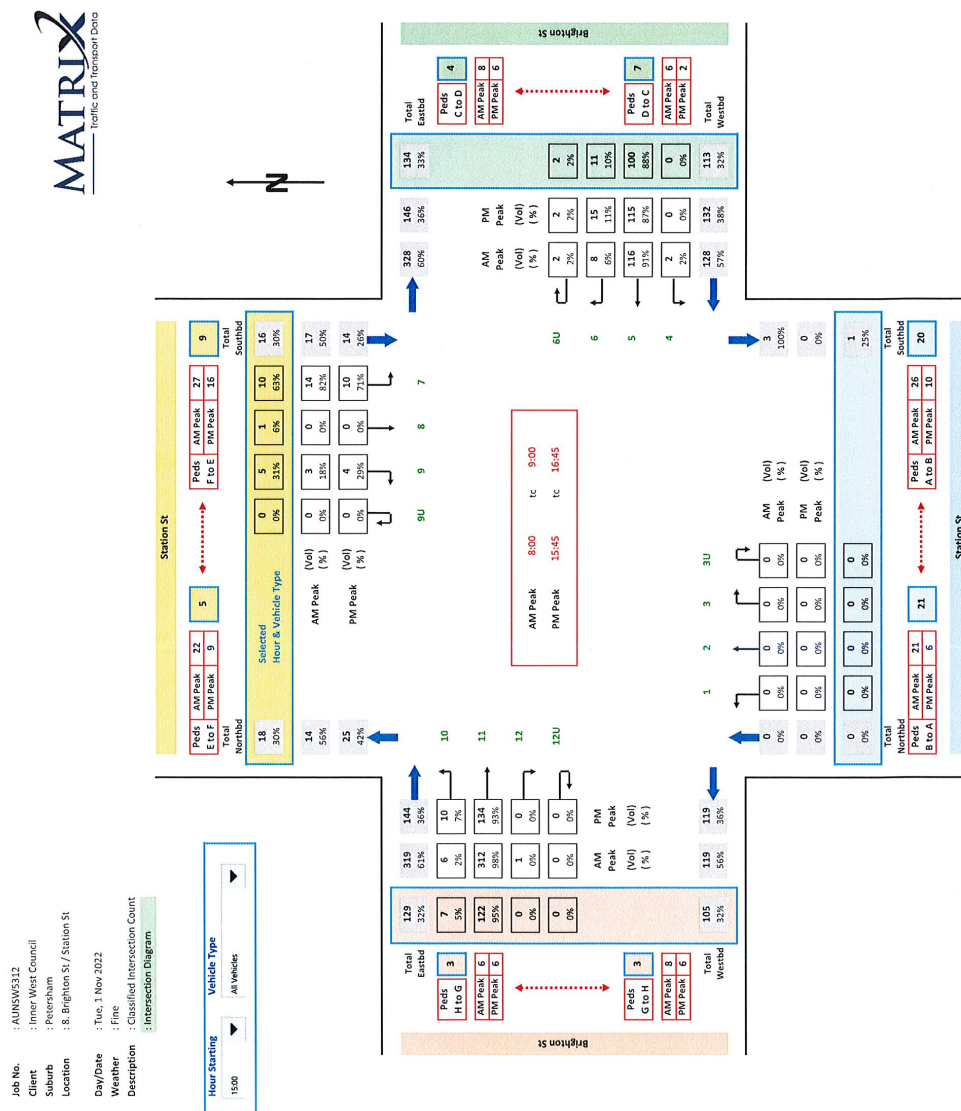
Hour Starting Vehicle Type







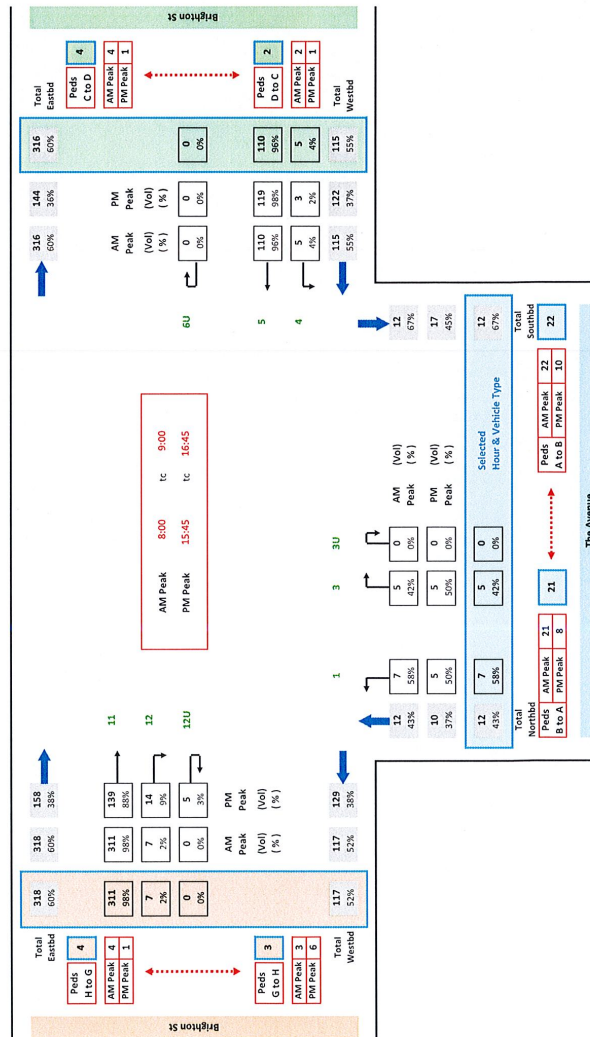






Job No. : AUNSW5312
Client : Inner West Council
Suburb : Petersham
Location : 7 Brighton St / The Avenue
Day/Date : Tue, 1 Nov 2022
Weather : Fine
Description : Classified Intersection Count
Intersection Diagram

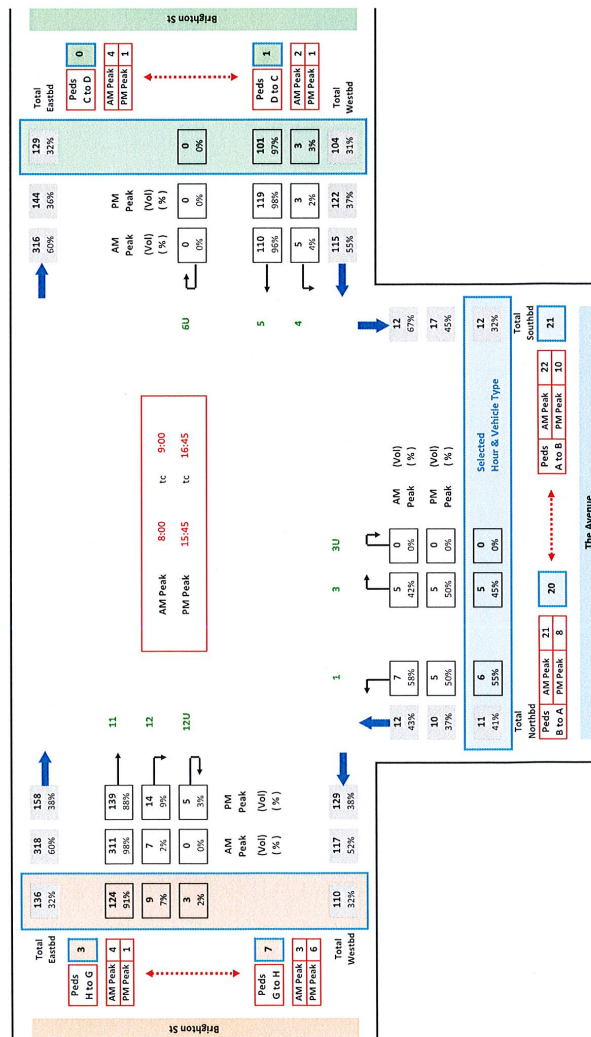
Hour Starting: 8:00
Vehicle Type: All Vehicles



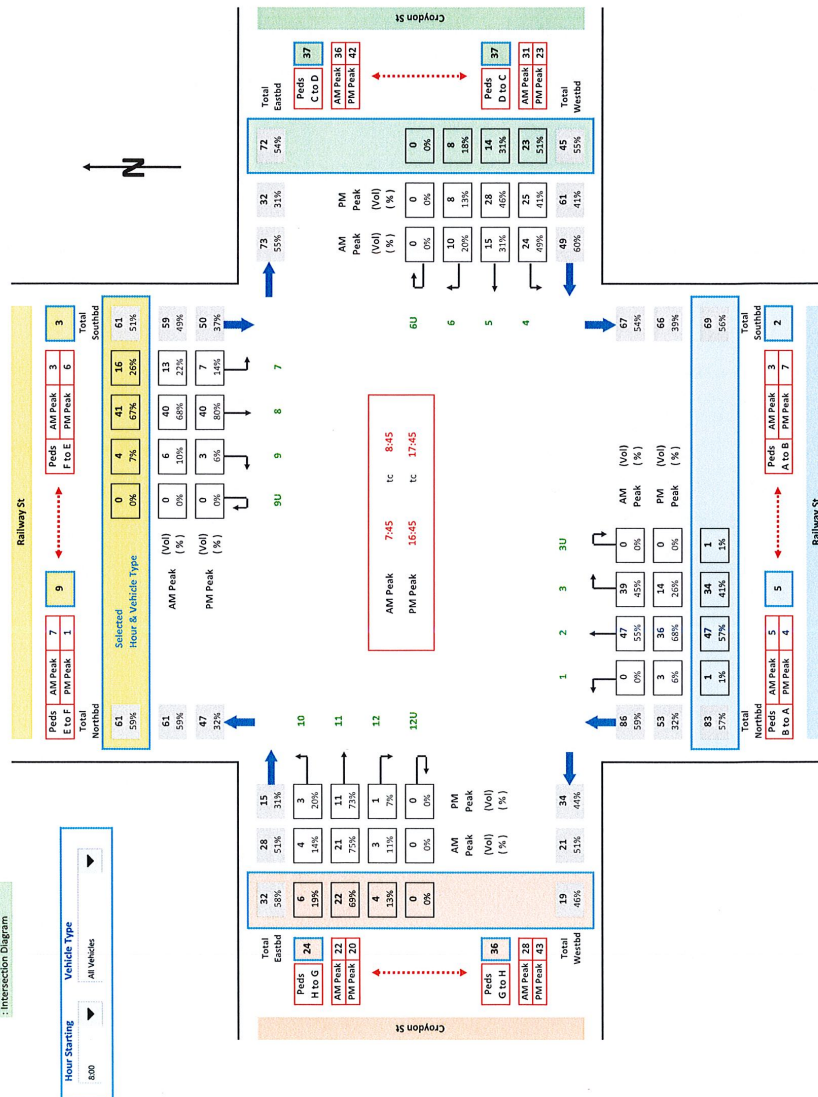


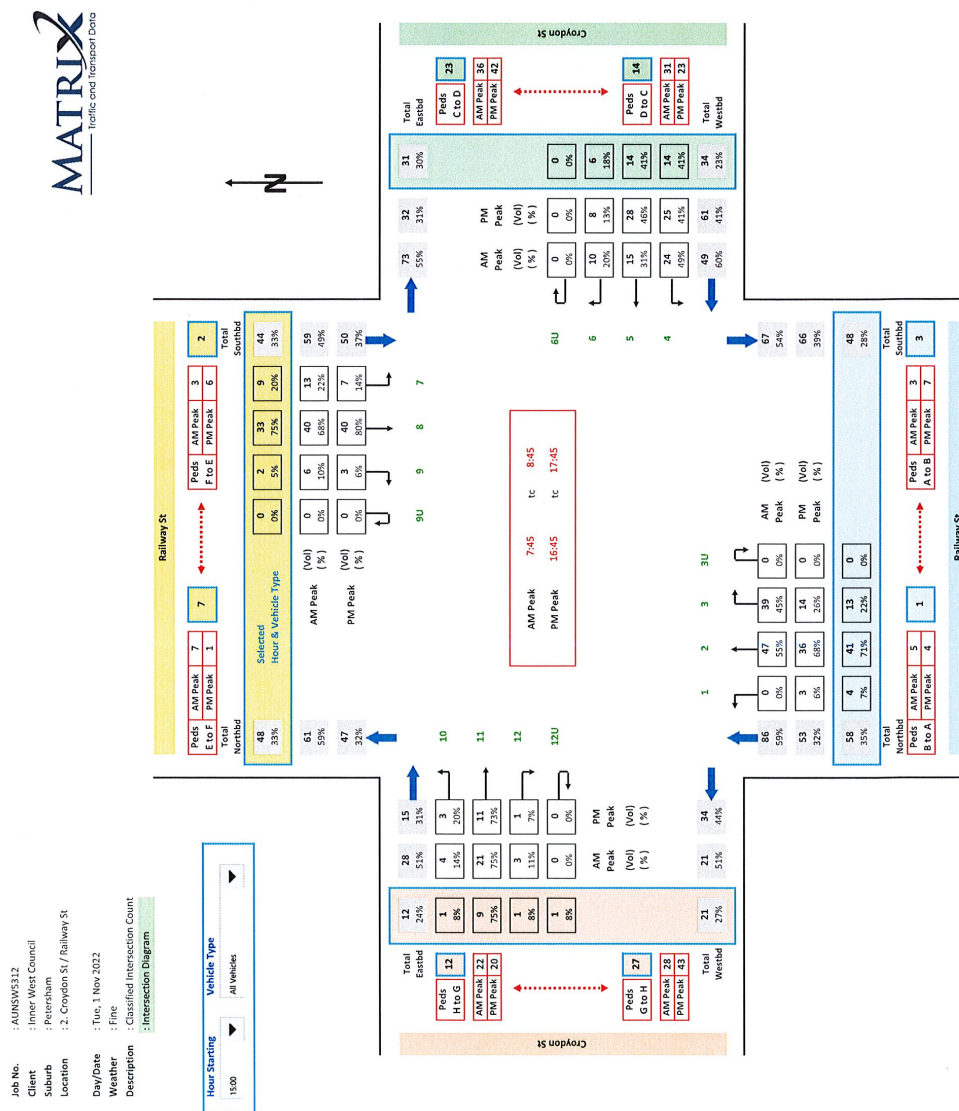
Job No. : AUNSW3312
Client : Inner West Council
Suburb : Petersham
Location : 7, Brighton St / The Avenue
Day/Date : Tue, 1 Nov 2022
Weather : Fine
Description : Classified Intersection Count
Intersection Diagram

Hour Starting: 1500
Vehicle Type: All Vehicles



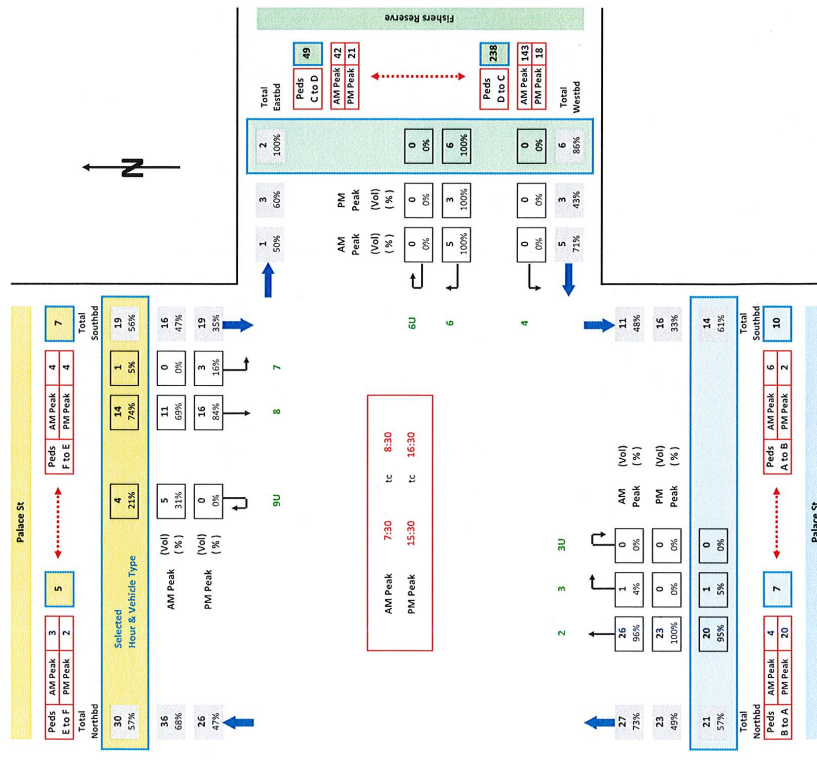
Job No. : AUNSW5312
Client : Inner West Council
Suburb : Petersham
Location : 2, Croydon St / Railway St
Day/Date : Tue, 1 Nov 2022
Weather : Fine
Description : Classified Intersection Count
Intersection Diagram

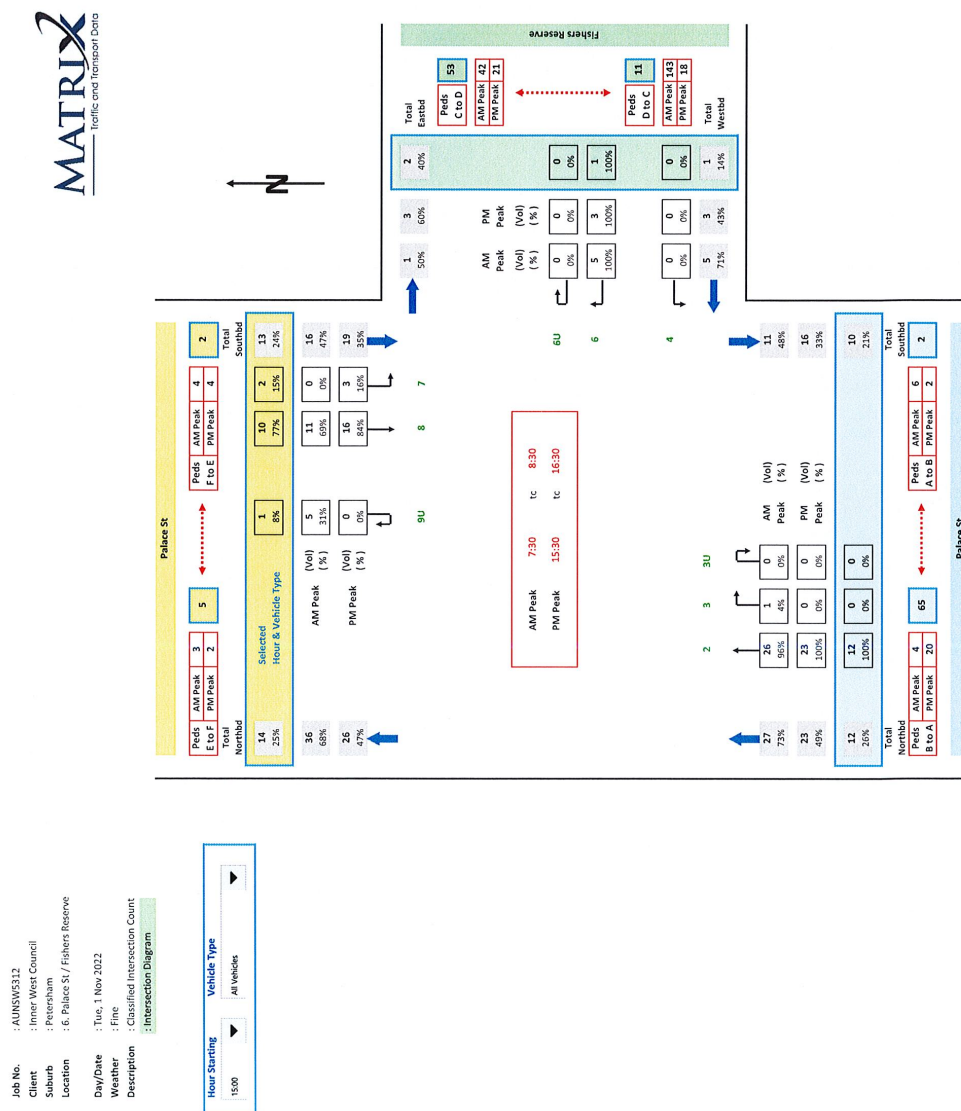




Job No. : AUNSW5312
Client : Inner West Council
Suburb : Petersham
Location : 6. Palace St / Fishers Reserve
Day/Date : Tue, 1 Nov 2022
Weather : Fine
Description : Classified Intersection Count
Intersection Diagram

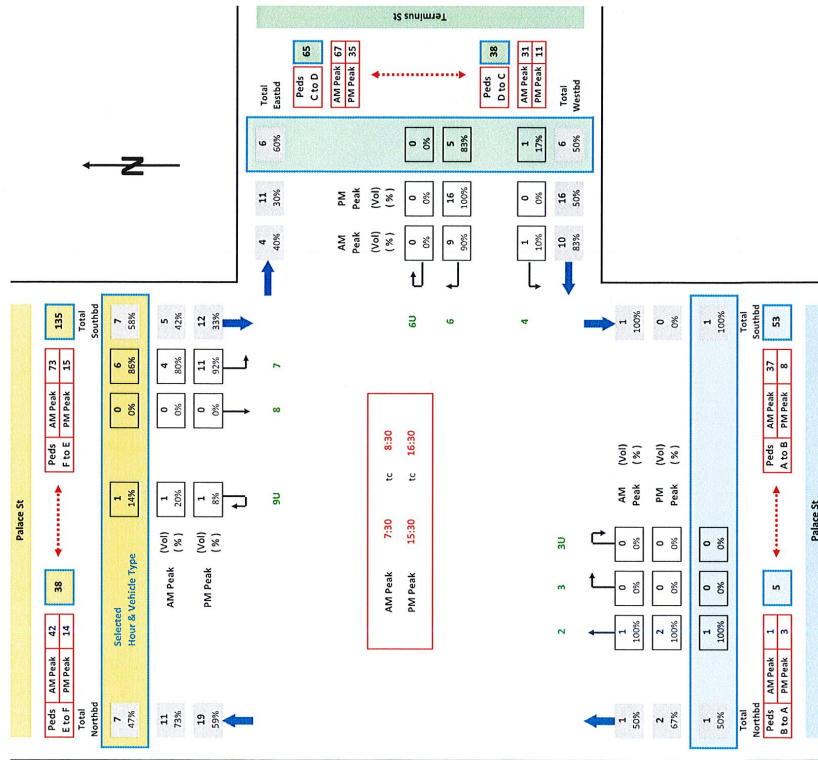
Hour Starting: 8:00
Vehicle Type: All Vehicles





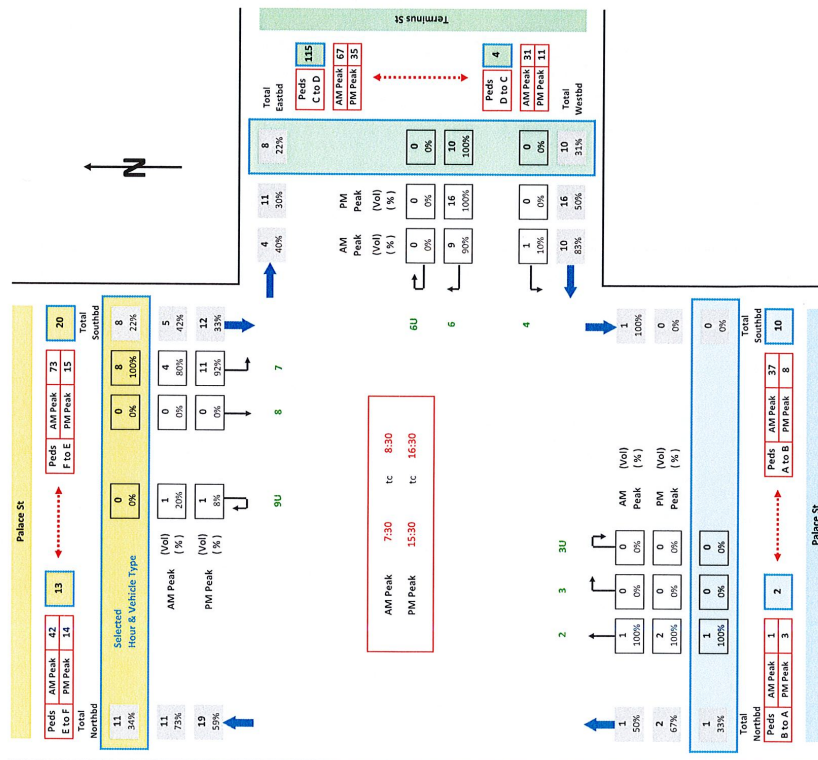
Job No. : AUNSW312
Client : Inner West Council
Suburb : Petersham
Location : S. Palace St / Terminus St
Day/Date : Tue, 1 Nov 2022
Weather : Fine
Description : Classified Intersection Count
Intersection Diagram

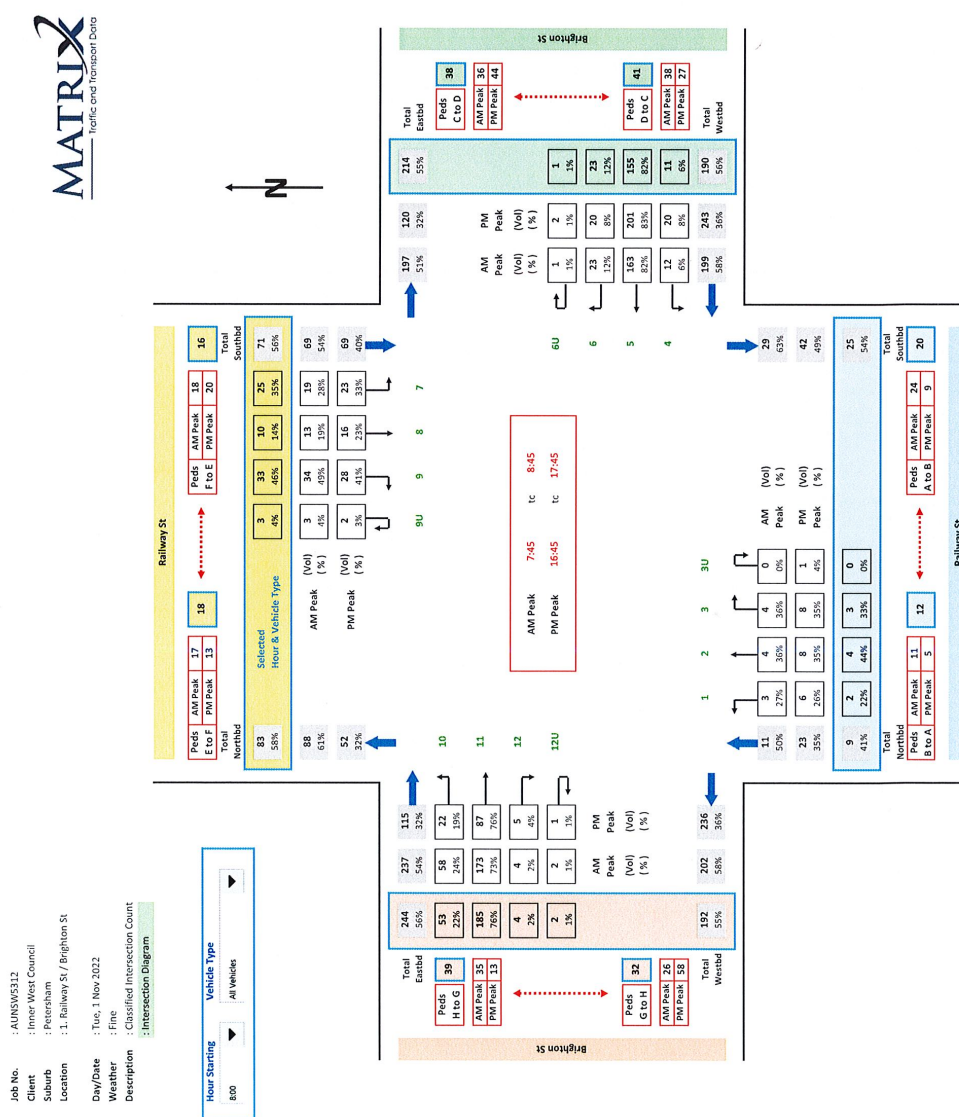
Hour Starting: 8:00
Vehicle Type: All Vehicles

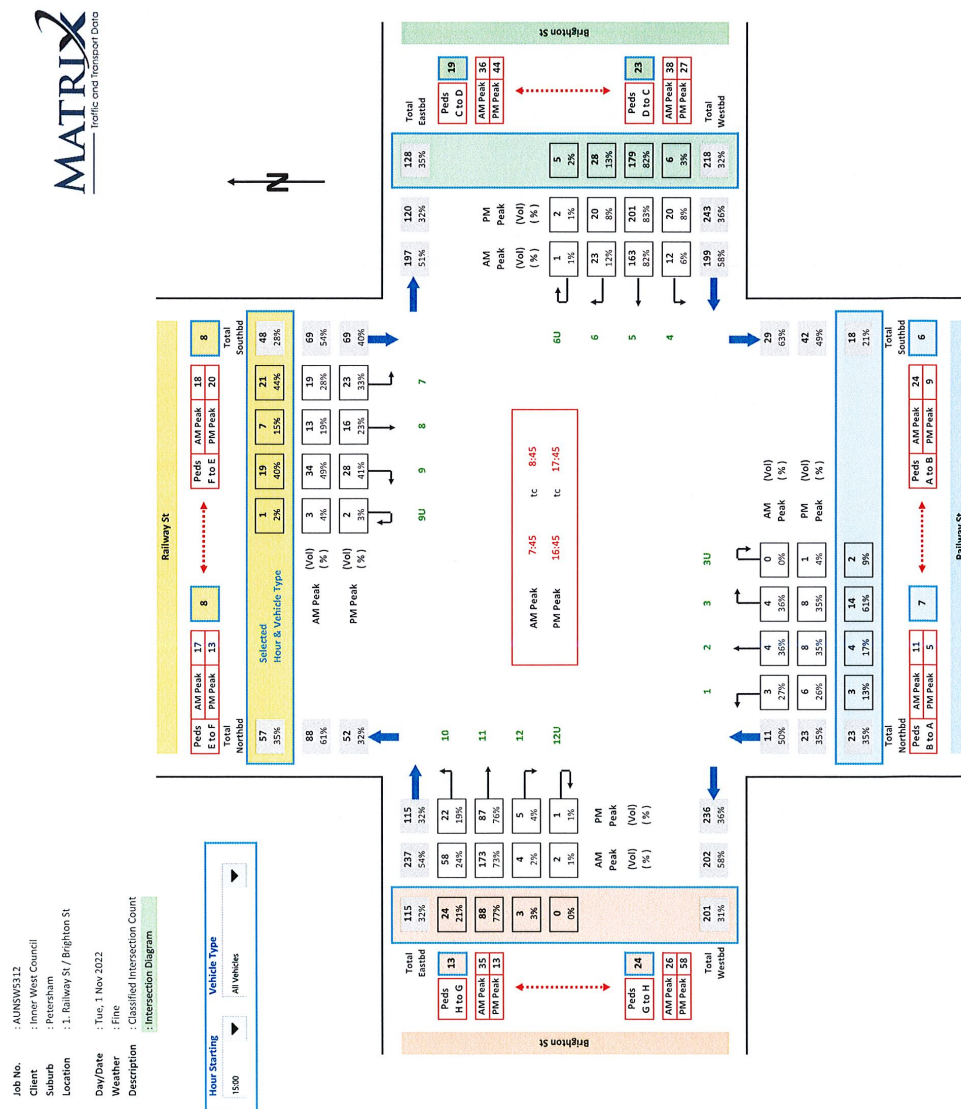


Job No. : AUNSW5312
Client : Inner West Council
Suburb : Petersham
Location : S. Palace St / Terminus St
Day/Date : Tue, 1 Nov 2022
Weather : Fine
Description : Classified Intersection Count
Intersection Diagram

Hour Starting: 15:00
Vehicle Type: All Vehicles







INNER WEST

Item 2

Engagement outcomes report Petersham North LATM



Page 1 of 11

Attachment 3

Contents

| | |
|---------------------------|---|
| Summary | 3 |
| Background | 3 |
| Promotion | 4 |
| Engagement methods | 4 |
| Engagement outcomes | 4 |

Summary

This Engagement Outcomes Report outlines the feedback received during the first stage of community engagement comprising the initial insights regarding the Petersham North LATM . A later stage of consultation will include feedback on public exhibition of the final draft report.

Council undertook an initial survey through Council's Yoursay website in May/June 2022 with invitation letters mailed out to stakeholders and residents within the study area to determine existing issues and ideas in the study area. A total of 220 responses were received through the online survey and a further 25 through the mapping tool.

The main outcomes of the first stage of consultation are that the problems identified by the greatest number of respondents are high traffic volumes, followed by pedestrian safety issues and the third most raised issue was rat running on local roads.

Regarding particular streets, Brighton Street, West Street and Palace Street have the highest level of concern for too much traffic, heavy vehicle use, rat running and exceeding the speed limit.

Andreas Street also has a level of concern for rat running and exceeding speed limit.

Background

The Petersham North LATM was initiated as part of Council's LATM Strategy Program. The study aims to;

- Reduce vehicle speeds
- Minimise traffic levels and intruding traffic in a local street
- Minimise crash risk
- Improve local amenity by:
 - o Reducing car use, increasing use of public transport, increasing walking, and cycling and improving the streetscape.

Promotion

The opportunity to participate was promoted via:

- Council's social media
- Your Say Inner West E-news and homepage
- Letters to residents and businesses
- Council website
- email

Engagement methods

The community could provide feedback online via Your Say Inner West or request a paper copy of the questionnaire. Paper responses could be submitted via email or post. Yoursay provided the community with the opportunity to provide responses via the survey form or social map.

Engagement outcomes

Council undertook an initial survey through Council's Yoursay website in May/June 2022 with invitation letters mailed out to stakeholders and residents within the study area to determine existing issues and ideas in the study area. A total of 220 submissions were received through the online survey and a further 25 contributed through the online mapping tool. An additional 3 responses were received via email.

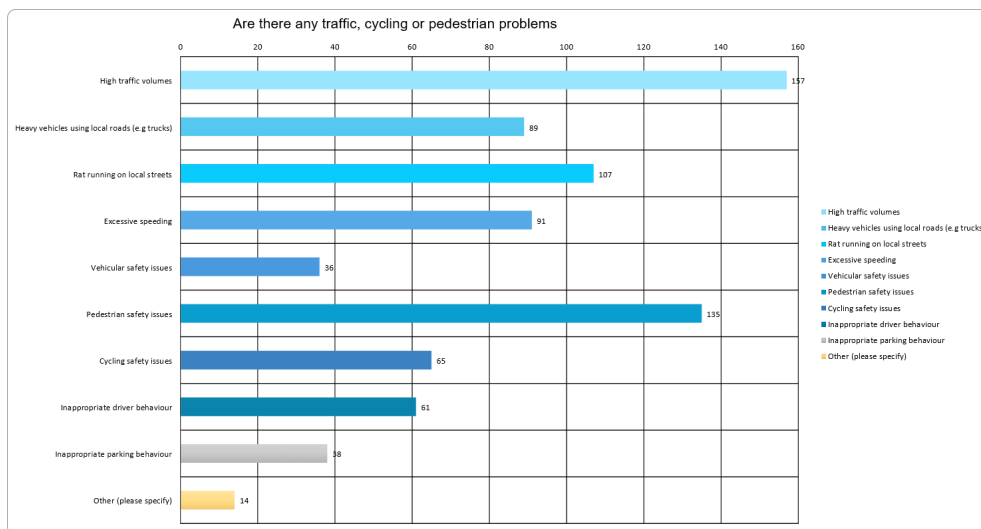


Figure 1 Overall Rating of Traffic, Cycling or Pedestrian Problems

The main outcomes of the first stage of consultation as detailed in **Figure 1** are that the problem identified by the greatest number of respondents as an issue is **high traffic volumes** during the AM and PM weekday peak periods. This issue is raised in **Brighton Street, Palace Street and West Street** with concern raised that Brighton Street is being used a short cut to avoid Parramatta Road and similarly some vehicles use Brighton Street-Palace Street- Andreas as a short cut. Several submissions raised the issue with excessive queueing at Railway Street/Terrace Street signals associated with a lack of green time for West Street southbound traffic.

The second most identified concern relates to **pedestrian safety issues** in particular, Brighton Street along the frontage of Petersham Park and at the roundabout controlled Brighton Street/Palace Street and Brighton Street/Railway Street intersections and in and around Palace Street at Andreas Street for Fort Street High School students and café patrons.

The issue was considered a concern at all times of the week and associated with excessive through traffic. The issue of difficulty crossing Crystal Street for pedestrian was also raised.

The third most raised issue was **rat running on local roads** identified as an issue in Brighton Street, Palace Street and Andreas Street at all times of the week. A number of submissions suggested additional traffic calming measures in the form of speed humps whilst others suggested some forms of road closures/banned

traffic movements in Brighton Street. Fort Street –Railway Street was also raised as a rat run to avoid Crystal Street/Parramatta Road.

Regarding **excessive speeding**, Brighton Street, Palace Street and Andreas Street were raised as issues. Crystal Street was also raised for consideration to reduce the existing speed limit which is 60 km/h and similarly the existing 50 km/h speed limit on local roads within the study area was considered too high.

In relation to **heavy vehicles** using West Street and Crystal Street were raised as issues in many submissions. Suggestions were made to ban large trucks on West Street. The West Street/Railway Terrace intersection was raised as an issue in relation to large trucks making left turns needing to mount the footpath. There is an existing 'No Left Turn Sign Vehicles Under 9 metres Excepted' facing southbound traffic in West Street on approach to Railway Terrace and a 'No Right Turn for Trucks Over 12 metres' sign in Parramatta Road facing eastbound traffic at West Street. These signs prevent Heavy Rigid Vehicles and larger vehicles from making these turning manoeuvres. Several submissions raised heavy vehicles using Brighton Street as opposed to Parramatta Road as an issue.

Vehicular safety issues have been raised about vehicles making left turns from Palace Street into Andreas Street at excessive speed hitting parked cars in Andreas Street. Vehicles illegally parking in No Stopping zones in Palace Street at Andreas Street was raised impacting on sight lines and parked cars in the first legal parking spaces in Andreas Street at Palace Street being damaged due to narrow width adjacent to existing pedestrian refuge island.

It was suggested to install a roundabout at Croydon Street/Railway Street as vehicles do not stop at the intersection and sight lines are limited.

It was raised that vehicles park in Station Street too close to the Lotos Street intersection impacting on sight lines due to a lack of No Stopping signs.

Concern was also raised that even though there are roundabouts in Brighton Street which reduce speeds there is still concerns about speeding in Brighton Street and Palace Street creating safety issues for Fort Street High Students and café patrons.

The intersection of West Street/Railway Terrace was raised in relation to a lack of green time given to West Street resulting in vehicles running the red light.

Cycling safety issues raised at Brighton Street as considered an appropriate route for cyclists but the high traffic volume and speed impact its attractiveness and safety including at roundabouts. Speeds considered excessive and request for a

30 km/h or 40 km/h speed limit. Request for cycle lanes in Crystal Street by reducing traffic lanes. Request for cycle path on West Street. Railway Terrace/West Street raised as cyclist/pedestrian/vehicular conflict point.

Inappropriate Parking behaviour raised for Palace Street between Brighton Street and Parramatta Road with school parking impacting on residents' ability to find a space. Suggested that trailers/bots/caravans parking in Railway Street and Palace Street. Vehicles parking in front of No. 46 Palace Street impacting on sight lines out of Andreas Street.

Other information about traffic, pedestrian and cycling issues raised regarding suggestion to provide additional fencing at Brighton Street/Palace Street due to high pedestrian activity. A general comment about reducing speeds in the study area. It was also pointed out that there is no pedestrian crossing for the 900 students at Fort Street High to cross at Brighton Street/Palace Street roundabout. Lack of lane capacity raised at the West Street/Brighton Street intersection resulting in excessive delays. Fishers Reserve was raised as dangerous due to its two-way narrow road nature. Large trucks using Brighton Street as a rat run to avoid Crystal Street/Parramatta Road intersection was also mentioned.

| Issue | Response |
|---|---|
| Brighton Street is being used a short cut to avoid Parramatta Road and similarly some vehicles use Brighton Street-Palace Street- Andreas as a short cut. | Several traffic calming measures are proposed in Brighton Street, Palace Street and Andreas Street which will reduce speeds making it less desirable as a rat run. |
| Excessive queueing at Railway Street/Terrace Street signals associated with a lack of green time for West Street southbound traffic. | Traffic signal operations under care and control of TfNSW. Concerns forwarded to TfNSW for their review and investigation. |
| Pedestrian safety issue in Brighton Street along the frontage of Petersham Park and at the roundabout controlled Brighton Street/Palace Street and Brighton Street/Railway Street intersections and Station Street and in and around Palace Street at Andreas Street for Fort Street High School students and café patrons. | Proposed raised pedestrian (zebra) crossings at the Brighton Street and Railway Street roundabouts and near Fort Street High frontages will provide safer conditions for pedestrians. |

| | |
|---|---|
| Difficulty crossing Crystal Street. | Proposed to reduce speed limit from 60 km/h to 50 km/h in Crystal Street will provide safer pedestrian conditions. |
| A number of submissions suggested additional traffic calming measures in the form of speed humps whilst others suggested some forms of road closures/banned traffic movements in Brighton Street. | The recommendations include several speed control devices in the form of raised pedestrian crossings to further reduce speeds and reduce the attractiveness of Brighton Street as a through route. No movements are proposed to be banned as it will create further traffic issues elsewhere and there is limited access points to the study area in particular to/from West Street. |
| Fort Street –Railway Street raised as a rat run to avoid Crystal Street/Parramatta Road. | No additional treatments proposed at this location. No crashes recorded in Fort Street. |
| Excessive speeding in Brighton Street, Palace Street, Andreas Street and Crystal Street were raised as issues. | Several traffic calming treatments proposed in these streets. |
| Heavy vehicles using West Street and Crystal Street were raised as issues in many submissions. | These roads are regional roads hence are expected to carry heavy vehicles. |
| Suggestions were made to ban large trucks on West Street. | West Street is Regional Road hence is designed to move freight. There is an existing 'No Right Turn Sign for Trucks over 12 metres' facing eastbound motorists making a right turn into West Street and a 'No Left Turn vehicles under 9 metres excepted' in West Street facing southbound motorists making a left turn into Railway Terrace. These signs restrict movements that have geometric constraints. They can be enforced by NSW Police. |

| | |
|--|--|
| Several submissions raised heavy vehicles using Brighton Street as opposed to Parramatta Road as an issue. | Brighton Street has a 3-tonne load limit and signs designated this restriction at both West Street and Crystal Street are provided. The traffic data indicates that there are minimal through truck movements using Brighton Street. A truck is allowed to use the road if the destination lies beyond the sign, and it is the only route. |
| The West Street/Railway Terrace intersection was raised as an issue in relation to large trucks making left turns needing to mount the footpath. | Forwarded to TfNSW for their investigation. |
| Vehicles making left turns from Palace Street into Andreas Street at excessive speed hitting parked cars in Andreas Street. | Traffic calming/pedestrian improvements proposed at this location. |
| Request for roundabout at Croydon Street/Railway Street as vehicles do not stop at intersection and sight lines are impacted. | Roundabout proposed at Croydon Street/Railway Street intersection. |
| Vehicles park in Station Street too close to the Lotos Street intersection impacting on sight lines due to a lack of No Stopping signs. | Kerb blister proposed in Station Street at Lotos Street. |
| Speeding in Brighton Street and Palace Street creating safety issues for Fort Street High Students and café patrons. | Traffic calming and pedestrian improvements proposed in Brighton Street and Palace Street. |
| The intersection of West Street/Railway terrace was raised in relation to a lack of green time given to West Street resulting in vehicles running the red light. | Forwarded to TfNSW for their investigation. |
| Cycling safety issues raised at Brighton Street as considered an appropriate route for cyclists but the high traffic volume and speed impact its attractiveness and safety including at roundabouts. | Brighton Street between Station Street and Railway Street forms part of Council's Prioritised Cycling Access Routes. Several recommendations are proposed to reduce vehicular speeds |

| | |
|---|---|
| | in Brighton Street that will improve cycling safety. |
| Speeds considered excessive for cyclists' safety and request for a 30 km/h or 40 km/h speed limit. Request for cycle path on West Street. | Recommendation to reduce speed to 40 km/h on local road network in the study area. Shared path proposed on western side of West Street as part of Parramatta Road to Marrickville Park Cycle Route subject to State Government grant funding. |
| Request for cycle lanes in Crystal Street by reducing traffic lanes. | Insufficient road width to provide cycle lanes and adequate road capacity |
| Inappropriate parking behaviour raised for Palace Street between Brighton Street and Parramatta Road with school parking impacting on residents' ability to find a space. | Noted. Outside of the brief for this study. |
| Suggested that trailers/boats/caravans parking in Railway Street and Palace Street. | Observations do not support this being an issue. |
| Vehicles parking in front of 46 Palace Street impacting on sight lines out of Andreas Street. | Recommendations include modifications to Palace Street/Andreas Street intersection which will reduce speeds in this area. |
| Provide additional fencing at Brighton Street/Palace Street due to high pedestrian activity. | Pedestrian improvements proposed at this intersection. Requirements for fencing to be considered at detail design stage. |
| It was pointed out that there is no pedestrian crossing for the 900 students at Fort Street High to cross at Brighton Street/Palace Street roundabout. | Pedestrian (zebra) crossings proposed on eastern, western, and southern legs of Brighton Street/Palace Street roundabout. |
| Existing 50 km/h speed limit considered excessive | Recommendations includes reducing speed limit to 40km/h on local roads. |
| Lack of lane capacity raised at the West Street/Brighton Street intersection resulting in excessive delays. | No further road capacity proposed as it will induce more traffic to use Brighton Street. Geometric constraints do not allow for further lane capacity. |

| | |
|---|---|
| Fishers Reserve is dangerous due to its two-way narrow road nature. | Recommendation to convert to 10km/h Shared Zone |
|---|---|

Item No: LTC0623(1) Item 3

Subject: WARDELL ROAD, DULWICH HILL - TRAFFIC IMPROVEMENTS
(DJARRAWUNANG-ASHFIELD WARD/SUMMER HILL
ELECTORATE/INNER WEST PAC)

Prepared By: Jason Scoufis - Coordinator Traffic Studies and Road Safety

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

Council is proposing traffic changes to improve traffic flow in Wardell Road. The proposed recommendations include the installation of a 'DO NOT QUEUE ACROSS INTERSECTION' sign at the Wardell Road/Riverside Crescent intersection and 'No Parking 7:00am-9:30am Monday – Friday' signposting along the frontage of 281-285 Wardell Road.

RECOMMENDATION

That:

1. A 'DO NOT QUEUE ACROSS INTERSECTION' (G9-237) sign be installed at the Wardell Road/Riverside Crescent intersection in Wardell Road facing northeast bound traffic.
2. 'No Parking 7:00am-9:30am Monday – Friday' signposting be installed along the frontage of 281-285 Wardell Road.

BACKGROUND

Council at its meeting held in December 2022 when considering a Traffic Committee report on options to improve traffic flow in Wardell Road resolved in part as follows;

Council will retain the no-left turn restriction from Wardell Road onto Riverside Crescent, installed in early 2021 as part of the Greenway Project, and will investigate further measures that protect pedestrian and cyclist safety and alleviate traffic on Wardell Road.

In regard to further measures to alleviate traffic on Wardell Road, it is recommended that the following measures be introduced:

- A 'DO NOT QUEUE ACROSS INTERSECTION' (G9-237) sign be installed at the Wardell Road/Riverside Crescent intersection in Wardell Road facing northeast bound traffic.
- 'No Parking 7:00am-9:30am Monday – Friday' signposting be installed along the frontage of 281-285 Wardell Road.

The 'DO NOT QUEUE ACROSS INTERSECTION' signposting will advise motorists heading northeast in Wardell Road not to queue across the Riverside Crescent/Wardell Road intersection. This will allow improved conditions for vehicles exiting Riverside Crescent making a right turn into Wardell Road heading southwest towards Earlwood.

The proposed 'No Parking 7:00am-9:30am Monday – Friday' signposting in front the frontage of 281-285 Wardell Road will allow for additional storage capacity in Wardell Road on approach to the Ewart Street traffic signals during the AM peak weekday when traffic queueing is at its peak heading towards Dulwich Hill. It will result in the loss of 3 to 4 parking spaces during these hours.

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.

FINANCIAL IMPLICATIONS

The costs to implement the recommendations will be funded from Council's operational signage and linemarking budget.

PUBLIC CONSULTATION

During the July/August 2022 public exhibition, no objections were received from immediately impacted properties regarding the AM peak 'No Parking' restriction.

ATTACHMENTS

Nil.

Item No: LTC0623(1) Item 4

Subject: EWART STREET, DULWICH HILL; BURROWS AVENUE, RAILWAY ROAD, GLEESON AVENUE AND (LOWER) RAILWAY PARADE, SYDENHAM - TEMPORARY PARKING CHANGES DURING MAJOR RAIL SHUTDOWN OF T3 LINE FOR SYDNEY METRO UPGRADE WORKS - BUS REPLACEMENTS FOR 11 DAYS BETWEEN THURSDAY 6 JULY TO SUNDAY 16 JULY 2023 (MIDJUBURI - MARRICKVILLE WARD / SUMMER HILL ELECTORATE / INNER WEST PAC)

Prepared By: Jennifer Adams - Traffic Engineer

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

Council has been notified by Transport for NSW (TfNSW) that Sydney Metro works will involve a major rail shutdown of the Sydenham to Bankstown rail line (T3) for an 11-day period between Thursday 6 July to Sunday 16 July 2023 (inclusive). During the shutdown buses will replace train services along the T3 line and to accommodate the increased bus movements and necessary holding areas some short-term parking changes are required at a number of locations.

Specifically, TfNSW is requesting approval for the temporary conversion of multiple parking spaces at the following locations: Ewart Street, Dulwich Hill; Burrows Avenue, Railway Road, Gleeson Avenue and (Lower) Railway Parade, Sydenham. It is recommended that no objections be raised, and Council approves the temporary short-term parking changes at the identified locations during the rail shutdowns.

RECOMMENDATION

That this report be received and noted and the following temporary short-term parking changes for 11 days from 4am Thursday 6 July to 2am Monday 17 July 2023 (inclusive) be approved and implemented by TfNSW:

Dulwich Hill Station Precinct - Ewart Street (3 parking spaces)

1. The short-term conversion of 20m (3 parking spaces) '2P 8 am – 6 pm Mon – Fri' on the northern side of Ewart Street (between Wardell Road and Bayley Street) to a 'Bus Zone' be APPROVED in order to provide a bus zone with adequate draw-in length;

Sydenham Station Precinct - Burrows Avenue (23 parking spaces)

2. The short-term conversion of 50m (14 parking spaces) rear to kerb 'unrestricted parking' on the northern kerb of Burrows Avenue (west of Gleeson Avenue) to a 'Bus Zone' be APPROVED in order to provide additional bus bays for adequate bus draw-in/draw-out length;
3. The short-term conversion of 58m (9 parking spaces) 'unrestricted parking' on the southern kerb of Burrows Avenue (west of Gleeson Avenue) to a 'Bus Zone' be APPROVED in order to provide additional bus bays for bus layover purposes;

Sydenham Station Precinct – Railway Road (3 parking spaces)

4. The short-term conversion of 18m (3 parking spaces) '2P 8:30 am – 10 pm Mon - Fri' on the eastern side kerb of Railway Road (between Burrows Avenue and

Gleeson Avenue) to a 'Bus Zone' be APPROVED in order to provide additional bus bays for bus layover purposes;

Sydenham Station Precinct - Gleeson Avenue (2 parking spaces)

5. The short-term conversion of 12m (2 parking spaces) '1P 9:00 am – 3:30 pm Mon - Fri and No Parking 6 am-9 am & 3:30 pm – 6:30 pm' on the eastern kerb of Gleeson Avenue (between Burrows Avenue and Unwins Bridge Road) to a 'Bus Zone' be APPROVED in order to provide a bus stop extension with adequate draw-in/draw-out length;

Sydenham Station Precinct - Lower Railway Parade (57 parking spaces)

6. The short-term conversion of 122m (46 parking spaces) 45 degree angled 'unrestricted parking' on the southern side kerb of Lower Railway Parade (between Sydenham Road and Marrickville Road) to a 'Bus Zone' be APPROVED in order to provide additional layover and standby bus bays;
7. The short-term conversion of 32m (11 parking spaces) 45 degree angled parking '4P 8:30 am – 6 pm Mon - Fri' on the southwest kerb of Lower Railway Parade (between Gleeson Avenue and Marrickville Road) to a 'Bus Zone' be APPROVED in order to provide additional layover bus bays with adequate draw-in length; and
8. The applicant and Council Rangers be advised in terms of this report.

BACKGROUND

Sydney Metro City & Southwest - Sydenham to Bankstown project will upgrade all 10 stations between Marrickville and Bankstown to meet metro standards before converting the T3 Bankstown Line to Metro operations.

During this possession, rail services on the T3 Bankstown Line will not operate and Temporary Transport Plan (TTP) buses will operate instead necessitating some short-term changes in parking at a number of locations. To support this closure TTP buses and additional T8 Airport & South Line trains will operate from Thursday 6 July to Sunday 16 July 2023 (inclusive).

All changes to street signage will be made by TfNSW contractor(s) from 10pm the night before the closures and will be reinstated at the completion of the planned shutdowns.

It is noted that for this shutdown TfNSW has identified Ewart Street the designated Dulwich Hill Station Precinct location. Previously LTC approval has been forthcoming with the below short term conversion changes made in Dudley Street, Dulwich Hill:

- The short-term conversion of 7m (1 parking space) 'Loading Zone 8:30 am – 6 pm Mon – Fri & 8:30 am – 12:30 pm Sat' on the northern side of Dudley Street (between Wardell Road and School Parade) to a 'Bus Zone' be APPROVED in order to provide an additional bus bay with adequate draw-in length;
- The short-term conversion of 18m (3 parking spaces) 'P30 min 8:30 am – 6 pm Mon – Fri & 8:30 am – 12:30 pm Sat' on the northern side of Dudley Street (between Wardell Road and School Parade) to a 'Bus Zone' be APPROVED in order to provide an additional bus bay with adequate draw-in length;

TfNSW in their last shutdown were forced to temporarily use Ewart Street bus stops as Dudley Street was closed to buses due to Dulwich Hill Station Precinct Public Domain Improvements Project works. Two temporary bus stops, 150 metres away, were subsequently installed on Ewart Street between Wednesday 1 March to 7 April 2023.



TfNSW have now advised that the relocation was successful from a bussing reliability and bus serviceability perspective. Moving forward, they would like to continue utilising the bus stops on Ewart Street, Dulwich Hill – which includes usage during their Weekend and school holiday operations moving into the future.

In a submission to Council regarding TfNSW's utilisation of Ewart Street, Dulwich Hill at Murray Lane bus stop location (currently a Night Ride bus stop - Stop ID: 2204118) they state Ewart Street at Murray Lane bus stop advantages are:

- Enhanced travel path between Hurlstone Park to Marrickville – utilising Ewart Street only and not having to be diverted from the bus route. Noting that the travel time enhancement will have a benefit to customers, some who travel from stations further south-west of Canterbury.
- Enhanced travel times - buses will save up to 3 minutes in travel time by directly utilising Ewart Street.
- Overall better passenger experience (This service is used by up to 28,000 customers on a weekday.)
- Allows for the use of coaches who find it challenging to traverse on the older route path.
- The walking distance for passengers from Dulwich Hill station is downhill and is approximately 190 metres from the train station.
- Previously TfNSW has requested 3 x parking spaces and 1 x loading zone to be replaced by a Bus Zone on Dudley Street. TfNSW now request only 3 x parking spaces to be replaced by a Bus Zone on Ewart Street – enabling additional parking and space on Dudley Street.

Council Officers have raised concerns with TfNSW that the proposed area in Ewart Street does not have the bus infrastructure that has been provided in Dudley Street (i.e. bus shelters) and that Ewart Street is located further from the Station than Dudley Street. Furthermore, trees and planting beds located in the footpath in Ewart Street may pose a problem with regarding to passenger access onto buses.

Due to short notice, the July 2023 temporary short-term changes can be supported however it is noted that at some time in the future TfNSW may be requested by Council to return to using Dudley Street, Dulwich Hill as the preferred location for all buses as it is immediately adjacent to Dulwich Hill Station and considered more convenient for local residents.

FINANCIAL IMPLICATIONS

There are no financial implications for Council associated with this matter. The cost of the work will be borne by Transport for NSW.

OFFICER COMMENTS

Each of the locations will be detailed separately.

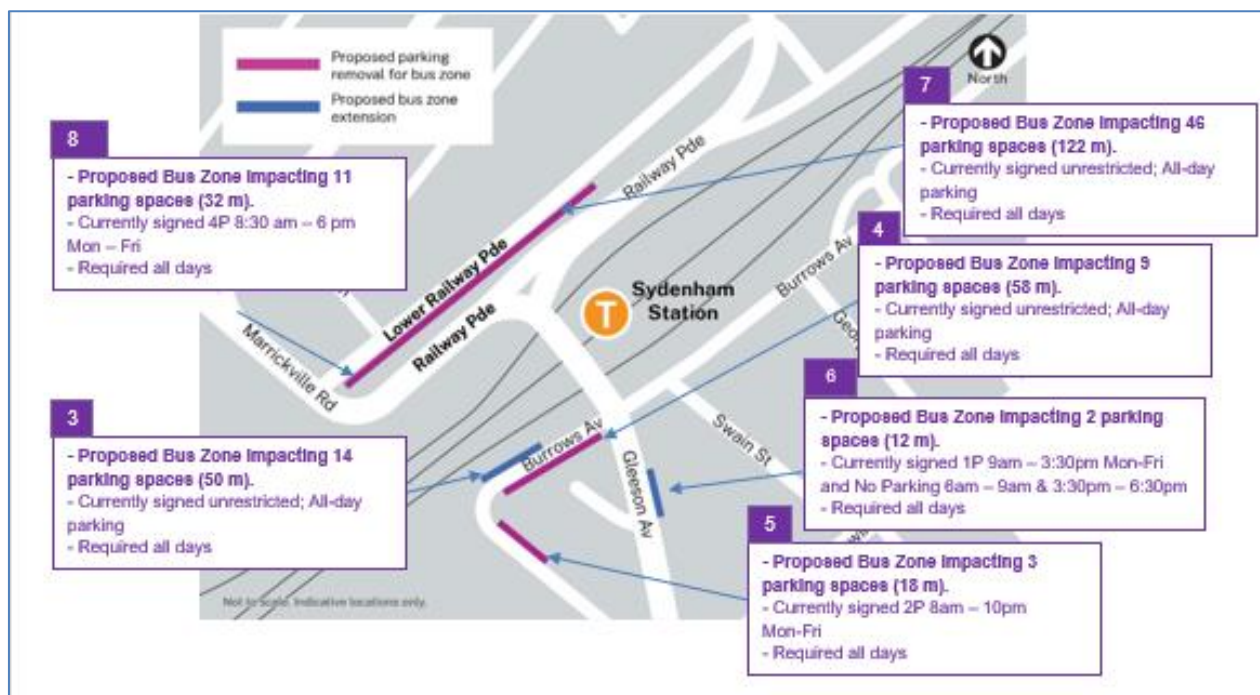
Dulwich Hill Station Precinct (3 parking spaces)



1. Ewart Street, northern side (Stop ID: 2204118) - Bus stop extension (3 parking space)
 - Ewart Street (northern kerb between Wardell Road and Bayley Street)
 - Currently sign posted '2P 8:30 am – 6 pm Mon – Fri'
 - Proposed Bus Zone is required for all days of the TTP bus operation
 - Proposed temporary change will impact approximately three parking spaces (20m).
 - This change is proposed to create a bus stop area and to provide adequate space for draw-in/draw-out purposes.

Sydenham Station Precinct (85 parking spaces)

2. Burrows Avenue, Sydenham (Stop ID: 204421) Rear to kerb parking – Bus Zone Extension (14 parking spaces)
 - Burrows Avenue (northern kerb west of Gleeson Avenue)
 - Currently 'Unrestricted parking'
 - Proposed Bus Zone is required for all days of the TTP bus operation
 - This proposed change is to create the space required for buses to layover and to provide adequate space for draw-in/draw-out purposes.
 - Proposed temporary change will impact approximately 14 rear to kerb parking spaces (50 m).



3. Burrows Avenue, Sydenham – (Southern kerb) – Bus Zone (9 parking spaces)
 - Burrows Avenue (southern kerb west of Gleeson Avenue)
 - Currently 'Unrestricted parking'
 - Proposed Bus Zone is required for all days of the TTP bus operation
 - This proposed change is to create the space required for buses to layover safely.
 - Proposed temporary change will impact approximately 9 parking spaces (58 m).
4. Railway Road, Sydenham NSW 2204 – (Northeastern kerb) – Bus Zone (3 parking spaces)
 - Railway Road (northeastern kerb between Gleeson Avenue and Burrows Avenue)
 - Currently '2P 8am – 10pm Mon-Fri'
 - Proposed Bus Zone is required for all days of the TTP bus operation
 - This proposed change is to create the space required for buses to layover safely and to provide adequate turning circle space.
 - Proposed temporary change will impact approximately 3 parking spaces (18 m).
5. Gleeson Avenue, Sydenham (Eastern kerb) Bus Zone extension (2 parking spaces)
 - Gleeson Avenue (eastern kerb between Burrows Avenue and Railway Road)
 - Currently '1P 9:00 am – 3:30 pm Mon – Fri'
 - Proposed Bus Zone extension is required for all days of the TTP bus operation
 - Proposed temporary change is to create additional space required for buses to adequately draw in/out from the bus stop.
 - Proposed temporary change will impact approximately 2 parking spaces (12m).
6. Section A of Lower Railway Parade, Sydenham 90-degree angled parking, Sydenham – Layover Bus Zone and Standby area (46 parking spaces)
 - Lower Railway Parade Parallel Parking (southern side between Sydenham Road and Marrickville Road)
 - Currently 'Unrestricted parking'
 - Proposed Bus Zone is required for all days of the TTP bus operation
 - Proposed temporary change will impact approximately 46 angled parking spaces (122 m).

- This proposed change is to create the space required for buses to layover. This location is proposed as it is (i) reasonably close to the active bus stop; (ii) located along the route path used between the last and first stops; and (iii) as far as removed from residential dwellings.

7. Section B of Lower Railway Parade, Sydenham 90-degree angled parking, Sydenham - Layover Bus Zone (11 parking spaces)

- Lower Railway Parade Parallel Parking (southern side between Gleeson Avenue and Marrickville Road)
- Currently '4P 8:30 am – 6 pm Mon – Fri' restrictions
- Proposed Bus Zone is required for all days of the TTP bus operation
- Proposed temporary change will impact approximately eleven angled parking spaces (32 m).
- This proposed change is to create the space required for buses to layover. This location is proposed as it is (i) reasonably close to the active bus stop; and (ii) located along the route path used between the last and first stops.

PUBLIC CONSULTATION

Transport for NSW propose the temporary parking changes and they will carry out consultation with local businesses and residents during June 2023. A copy of draft notification letters are reproduced at the end of this report.

The consultation program will consist of the following activities:

- Two-week public consultation period to impacted areas with a printed community notification outlining the proposed kerbside changes. A copy of the community notifications is also available on the My Sydney website - <https://www.mysydney.nsw.gov.au/SydenhamtoBankstown>

A Consultation Outcomes Report will be prepared collating feedback and TfNSW's comment on that feedback. It is proposed to table this report at the meeting.

Transport for NSW

Proposed temporary parking changes

T3 Bankstown Line upgrade work – Sydenham Station
May 2023



Transport for NSW acknowledges the Gadigal people of the Eora Nation as the Traditional Custodians of the lands on which we work and pay respects to Elders past and present.

As part of the Sydney Metro City & Southwest project, rail upgrade work will take place between Sydenham and Bankstown from Thursday 6 July to Sunday 16 July 2023.

Have your say

During this time, buses will replace trains. Temporary parking changes are needed around Sydenham Station to allow extra buses to operate safely in the area.

Transport invites you to provide feedback on the proposed parking kerbside changes by Monday 12 June.

Proposed temporary changes

The following temporary changes are needed for 11 days between **4am Thursday 6 July and 2am Monday 17 July 2023**:

- Remove 57 parking spaces (154 metres) on the southern side of Lower Railway Parade to create a new bus zone. Currently, a total 46 spaces are sign posted all-day parking and 11 spaces are sign posted four-hour parking between 8.30am and 6pm, Monday to Friday.
- Remove 14 parking spaces (50 metres) on the western side of Burrows Avenue to extend the existing bus zone. The spaces are currently all-day unrestricted parking.
- Remove nine parking spaces (58 metres) on the eastern side of Burrows Avenue to create a

new bus zone. The spaces are currently all-day unrestricted parking.

- Remove two parking spaces (12 metres) on the eastern side of Gleeson Avenue to extend the current bus zone. The spaces are currently sign posted one-hour parking between 9am and 3.30pm, Monday to Friday and no parking between 6am and 9am and 3.30pm and 6.30pm, Monday to Friday.
- Remove three parking spaces (18 metres) on the northern side of Railway Road to create a new bus zone. The parking spaces are currently sign posted two-hour parking between 8am and 10pm, Monday to Friday.

For more information on the changes, please see the map on the back page of this notification.

We want your feedback

Transport welcomes feedback from the community on the proposed changes. We will consider all feedback before we make the changes.

Provide your feedback by **5pm Monday 12 June 2023**.

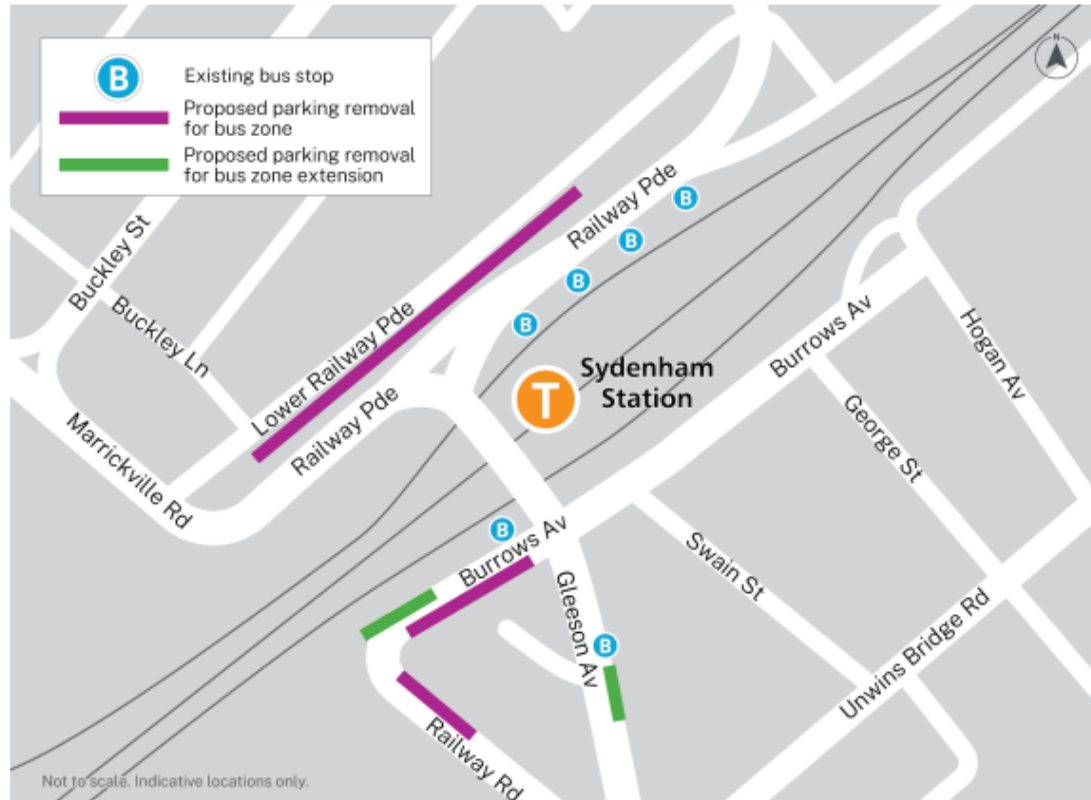
Email: TTPComms@transport.nsw.gov.au

Phone: 1800 171 386

Visit mysydney.nsw.gov.au/SydenhamtoBankstown

www.transport.nsw.gov.au/privacy-statement#Your_Privacy

Map of the proposed temporary parking changes



Contact us



Project Infoline **1800 171 386**



TTPComms@transport.nsw.gov.au



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Transport for NSW

Proposed temporary parking changes

T3 Bankstown Line upgrade work – Dulwich Hill Station
May 2023



Transport for NSW acknowledges the Gadigal and Wangal people of the Eora Nation as the Traditional Custodians of the lands on which we work and pay respects to Elders past and present.

As part of the Sydney Metro City & Southwest project, rail upgrade work will take place between Sydenham and Bankstown from Thursday 6 July to Sunday 16 July 2023.

Have your say

During this time, buses will replace trains. Temporary parking changes are needed around Dulwich Hill Station to allow extra buses to operate safely in the area.

Transport invites you to provide feedback on the proposed parking changes by Monday 12 June.

Proposed temporary changes

The following temporary changes are needed for 11 days between **4am Thursday 6 July and 2am Monday 17 July 2023**:

- Remove three parking spaces (20 metres) on Ewart Street to extend the current bus zone. The parking spaces are currently sign posted 2-hour parking between 8.30am and 6pm, Monday to Friday with parking permit holders being exempted.

For more information on the changes, please see the map on the back page of this notification.

We want your feedback

Transport welcomes feedback from the community on the proposed changes. We will consider all feedback before we make the changes.

Provide your feedback by **5pm Monday 12 June 2023**.

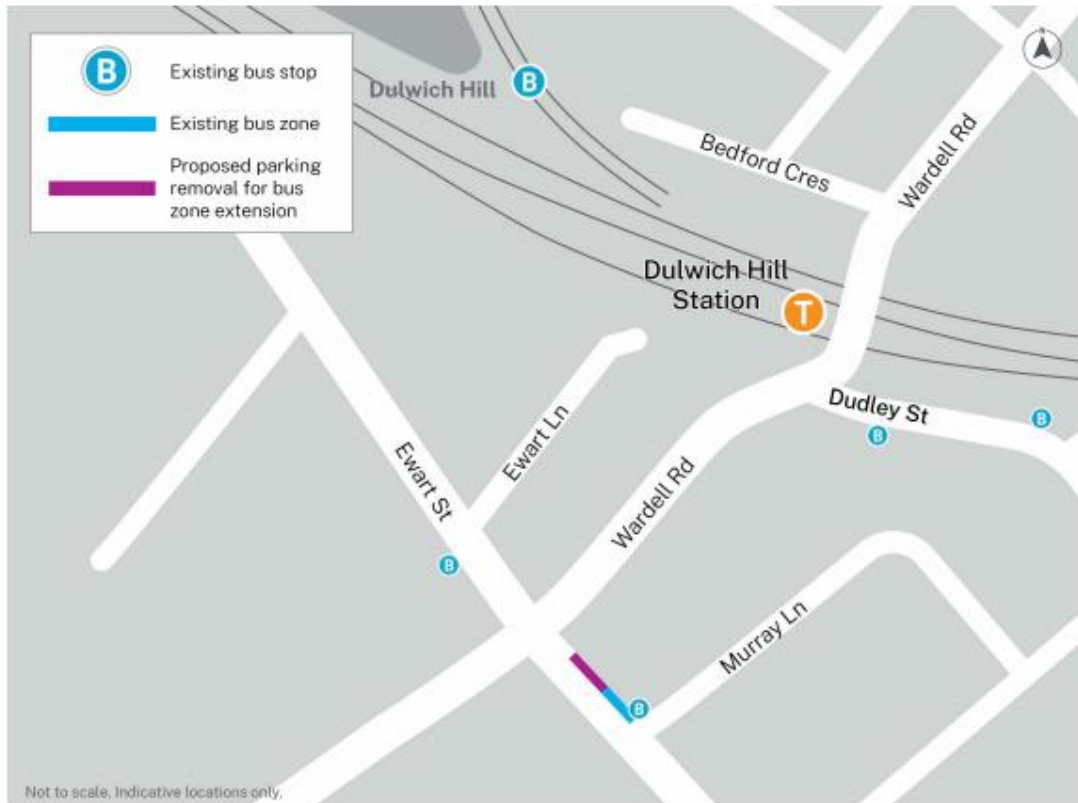
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Map of the proposed temporary parking changes



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ATTACHMENTS

Nil.

Item No: LTC0623(1) Item 5

Subject: WARDELL ROAD, DULWICH HILL – CONSENT CONDITION FOR EXTENSION TO EXISTING SCHOOL DROP OFF ZONE ADJACENT TO ST MAROUN'S COLLEGE AT NOS.149-206 WARDELL ROAD (DJARRAWUNANG WARD/SUMMER HILL ELECTORATE/INNER WEST PAC)

Prepared By: Jennifer Adams - Traffic Engineer

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

As a result of development conditions, by Sydney Eastern City Planning Panel, for St Maroun's College an extension to the existing school drop-off / pick-up zone has been included as a consent condition. This condition requires that Council approve the extension through its Local Traffic Committee.

A proposal to extend the existing 40 metre length of "No Parking 8.00-9.30am and 2.30-4.00pm School Days" restrictions in Wardell Road on the southern side by 18 meters eastward along the frontage of Gilbert Barry Reserve north of the boundary of St Maroun's College was proposed and a consultation letter went out local residents. This report gives a summary of the results of that consultation.

RECOMMENDATION

That:

1. The report be noted and the Committee NOT support any further extension of the existing 40 metre length of 'No Parking 8.00-9.30am and 2.30-4.00pm School Days' restrictions in Wardell Road on the southern side adjacent to St Maroun's College for the reasons as stated within this report; and
2. Council's Planners be notified of the decision.

BACKGROUND

St Maroun's College is located on the eastern side of Wardell Road, between Challis and Pine Streets, Dulwich Hill.

The current parking restrictions outside the school are as follows:

- 'No Parking 8.00am-9.30am; 2.30pm-4.30pm School Days' restrictions used by parents for the drop-off and pick-up of students (40 metres in length accommodating 7 car parking spaces).
- 'No Stopping' restrictions located directly outside the school's main entrance and extending to the south of the marked foot crossing.
- 'Bus Zone 8.45am-9.15am and 2.45pm-3.15pm School Days' restrictions south of the crossing, between the 'No Stopping' restrictions and Challis Avenue (16 metres in length).

A proposal for extending the original 30 metre length drop off/pick up zone was previously considered by the Traffic Committee in April 2019. The proposed extension was for a further 10 metre length. The recommendation of the Traffic Committee at the time was as follows;

"1. The extension of the existing 'No Parking 8.00am-9.30am; 2.30pm-4.00pm School Days' restrictions adjacent to St Maroun's College on Wardell Road be deferred.

2. Council's Road Safety Officer be requested to liaise with St Maroun's College regarding management of school pick-up and drop-off in the existing 'No Parking 8.00am-9.30am; 2.30pm-4.00pm School Days' zone."

Although the above recommendation was adopted by Council in May 2019, it should be noted that there was considerable objection by local residents at the time. A member of the public who addressed the Local Traffic Committee stated that over time as the school has expanded parking in the street has become worse, especially for those residents with no off-street parking facilities. The RMS representative, at the time, also stated that extending the 'No Parking' zone was unlikely to resolve road safety issues and suggested that in the first instance, the school manage pick-up and drop-off times at the 'No Parking' zone.

A further proposal for extending the drop off/pick up zone was considered by the Traffic Committee on 7 September 2020. The recommendation was that:

1. The existing 'No Parking 8.00am-9.30am; 2.30pm-4.00pm School Days' restrictions adjacent to St Maroun's College on Wardell Road (southern side of roadway) be extended 10 metres eastward (to the school boundary line west of Gilbert Barry Reserve) to improve road safety outside St Maroun's College; and
2. Council's Parking Officers be requested to regularly enforce the parking restrictions outside St Maroun's College in Wardell Road, Dulwich Hill during morning and afternoon school peak periods.

The above recommendation was adopted by Council at its meeting on 22 September 2020 and the drop off zone was extended shortly thereafter.

Council's Road Safety Officer and Coordinator, Traffic and Parking Services met with the Principal of St Maroun's College to discuss management of the school pick-up and drop-off in the existing zone as well as other options. It was acknowledged that a number of surrounding residents had voiced concerns with the loss in parking as a result of any proposed extension of the drop off/pick up zone. In this respect Council Officers investigated a number of alternate solutions to obtain additional pick up/drop off area(s) without an overall loss of unrestricted parking along Wardell Road. The options included;

- Removal of the existing School Bus Zone on the north side of Wardell Road (opposite St Maroun's College) – This was not feasible as the Bus Zone was still in operation for school buses.
- Provision of drop off/pick up area within the School – This was not feasible due to road width constraints at the school gates would result in school children and motor vehicles mixing at the exit to the school which is a potentially hazardous environment for school children. Furthermore, other vehicles can only depart when the lead vehicle departs (due to space constraints) making the operation cumbersome.
- Provision of a drop off pick up zone in the nearby side street – This was not feasible as too many house frontages would be impact as well as the zone being located too far from the school gate and the route to leave the area would be circuitous.

Thus, the request to extend the existing school drop off zone was considered to be reasonable only if the extension was limited to being adjacent to the school property boundary only and not be extended along the frontage of the adjoining reserve.

In 2022 St Maroun's College lodged a development application (DA20220318) proposing alterations and additions to the existing school at 194-210 Wardell Road. The application also proposed to increase the total number of students by 150, from 500 to 650, as well as to increase the total number of staff by 7, from 51 to 58. It is noted that the application originally proposed an increase to 800 students and 66 staff; however, the proposal was subsequently amended in response to a request for information from Council.

The proposal includes 11 additional car parking spaces on the site (resulting in a total of 37 spaces), 56 additional bicycle parking spaces (resulting in a total of 94 spaces), and two (2) motorcycle parking spaces. The Planners report noted that the proposal provides a sufficient number of car parking spaces for the proposed increase in staff numbers. Although the proposal does not comply with the minimum requirement for the proposed total number of staff (an additional 39 staff would require 20 spaces, effectively a shortfall of 9 spaces for staff alone), the proposal results in an improvement to the existing parking provision.

Fifty-three (53) submissions were received in response to the notification. Amongst these concerns were raised that the increased student and staff numbers, and subsequent parking requirements, could not be appropriately and safely accommodated on the site or surrounding streets, particularly given concerns around existing traffic and parking conditions.

As noted above, the application originally proposed to increase student numbers to 800 and staff to 66. The application was subsequently amended, reducing the proposed increase to 650 students and 58 staff, respectively. In this regard, the expected increase in traffic and parking has reduced. The application was further amended to delete a proposed expansion to the existing drop-off / pick-up area on Wardell Road (Council's Assessment Report – dated 5 March 2023).

The applicants Traffic Report dated 14 December 2022 found that the existing “drop-off area was underutilised, leading to queueing along the road as drivers endeavoured to dropoff their children as close as possible to the school entrance, despite vacant spaces available further up the drop-off zone.” (observed on site visit 2 November 2021). It noted that “A drop-off / pick-up operation management plan would improve the performance of the drop-off area.” The report further notes: “No further increase to the pick-up / drop-off area is expected to be required.”

The application went to the Sydney Eastern City Planning Panel with the recommendation for approval, including a recommendation not to extend the existing school drop-off zone in Wardell Road outside St Maroun's College. The Panel subsequently decided that an extension to the drop-off area was required and included it as a condition of consent in the determination.

FINANCIAL IMPLICATIONS

Nil.

OTHER STAFF COMMENTS

As a result of development conditions, by Sydney Eastern City Planning Panel, for St Maroun's College an extension to the existing school drop-off / pick-up zone has been included as a consent condition. This condition requires that Council consider the extension through its Local Traffic Committee.

A consultation letter went out to the surrounding residents detailing the proposal to extend the existing 40 metre length of 'No Parking 8.00-9.30am and 2.30-4.00pm School Days' restrictions in Wardell Road on the southern side by 18 meters eastward along the frontage of Gilbert Barry Reserve north of the boundary of St Marouns College. (Refer to map below).

This report gives a summary of the results of that consultation.



PUBLIC CONSULTATION

A notification letter was hand delivered to 50 properties in the immediate locality along Wardell Road, Dulwich Hill on Friday 12 May 2023.

The closing date for submissions ended on Friday 26 May 2023.

Resident survey findings - A total of four (4) responses were received from residents. All opposed to the proposal.

| Summary of Resident's Comments | Officer's response |
|---|---|
| <p>Resident does not support any further extension of the drop-off zone along the front of the Gilbert Barry reserve as this would mean parking is further reduced for tenants, residents (including aging residents) and homeowners along this road.</p> <p>Resident notes that the parking has already been reduced in the last couple of years to facilitate the school drop offs/pick ups and that this has not reduced the impact of school drop offs in any way so why add more spaces.</p> | <p>It is noted that the expansion of the current drop off zone on Wardell Road by 20m (i.e. 3 car parking spaces) will be a further increase to a drop off zone already recently approved by Council and which now extends to the boundary of the school. This will be a further loss of all day on-street carparking for residents</p> |

| | |
|--|--|
| <i>(three similar comments)</i> | |
| <p>Resident parking for this precinct is overdue. More teachers and more students associated with the school puts extra pressure on local parking. Give the residents a break and introduce two hour parking zones for non residents.</p> <p><i>(two similar comments)</i></p> | <p>Council can consider the introduction of resident parking in this precinct should Council receive a request from 10 separate households for an investigation.</p> |
| <p>The resident notes ongoing issues with double parking and obstructing driveways. They note that a select few parents park within an hour of school being let out to get a good spot which is mostly along this same road and expects that they will simply take over the extra spots provided, and stay parked until their child is let out, unless a ranger is present strictly enforcing the school zone every day.</p> | <p>Council notes that congestion occurs outside all schools especially at the afternoon pick up school period and in response Council Parking Officers regularly patrol schools in the LGA to minimise non-compliance.</p> |
| <p>The new school crossing supervisor at St Maroun's College objected to the extension of the school drop off zone.</p> <p>The supervisor raised multiple concerns regarding the behaviour of both children and parent/carers attending the school and those using the pedestrian crossing.</p> <p>The supervisor observed the operation of the current drop off zone for a 15-minute period one morning and noted that there is currently sufficient drop-off space for 90 "drop-offs" (at 2 minutes per drop-off). Given the above and the easy access to public transport there is no need for any extension to the drop-off areas this would represent a serious erosion of available parking for residents.</p> | <p>Given the issues with queuing caused on Wardell Road by parent's misuse of the drop off/pick up area it is unlikely that an additional 3 car parking spaces will make a significant difference to the problems experienced along Wardell Road. The school could explore opportunities to manage pick up/drop onsite given the relatively high traffic volumes along Wardell Road.</p> |

CONCLUSION

It is considered that any extension to the existing 40 metre length (seven car parking spaces) of 'No Parking 8.00am-9.30am; 2.30pm-4.30pm School Days' restrictions, used by parents for the drop-off and pick-up of students at St Maroun's College, is currently not warranted and therefore it is recommended that the request not be supported for the following reasons:

It is unlikely that an additional extension of 3 car parking spaces will make any significant difference to the problems experienced along Wardell Road given the issues with queuing caused on Wardell Road by parents' misuse of the drop off/pick up area. Any extension would unlikely resolve road safety issues and in the first instance the present 'No Parking' zone needs to be managed at pick-up and drop-off times. Alternately, the school should explore

opportunities to manage pick up/drop onsite given the relatively high traffic volumes along Wardell Road.

It is noted that parking spaces for many of the streets surrounding the school are highly utilised and a potential overspill of parking (due to an increase in staff numbers and students) would possibly create additional problems for residents in the surrounding streets. The associated DA reports gave little to no information of how an overspill of parking may impact the surrounding area.

It is also noted that the application originally proposed an increase to 800 students and 66 staff; however, the proposal was subsequently amended in response to a request for information from Council. Subsequently, the application considered was to increase the total number of students by 150, from 500 to 650, as well as to increase the total number of staff by 7, from 51 to 58.

ATTACHMENTS

Nil.

Item No: LTC0623(1) Item 6

Subject: SMIDMORE STREET, MARRICKVILLE – ENRC/2023/0025 - TEMPORARY FULL ROAD CLOSURES FOR MARRICKVILLE METRO MARKETS 11 TO 13 AUGUST 2023, 13 TO 15 OCTOBER 2023, 8 TO 10 DECEMBER 2023, 9 TO 11 FEBRUARY 2024, 12 TO 14 APRIL 2024, 7 TO 9 JUNE 2024 AND RELATED TEMPORARY CHANGES TO VICTORIA ROAD KERBSIDE PARKING RESTRICTIONS TO ACCOMMODATE RELOCATION OF COMMUNITY BUS (MIDJUBURI – MARRICKVILLE WARD / HEFFRON ELECTORATE / INNER WEST PAC)

Prepared By: Jennifer Adams - Traffic Engineer

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

Council has been notified by MLA Transport Planning, on behalf of Marrickville Metro Shopping Centre, regarding the temporary full road closure of Smidmore Street, Marrickville between Murray Street and the Centre's Smidmore Street car park access for Marrickville Metro Market events. Closures are proposed over six (6) separate occasions. The closures will involve related temporary changes to Victoria Road kerbside parking restrictions to accommodate relocation of the community bus stop. It is recommended that the proposed temporary road closures be approved subject to all standard Council conditions for a temporary full road closure. The related changes to kerbside signage be approved also subject to all works and costs associated with the signage changes for the relocated 'Community Bus zone' and reinstatement of Council's original parking restrictions is to be borne by the applicant.

RECOMMENDATION

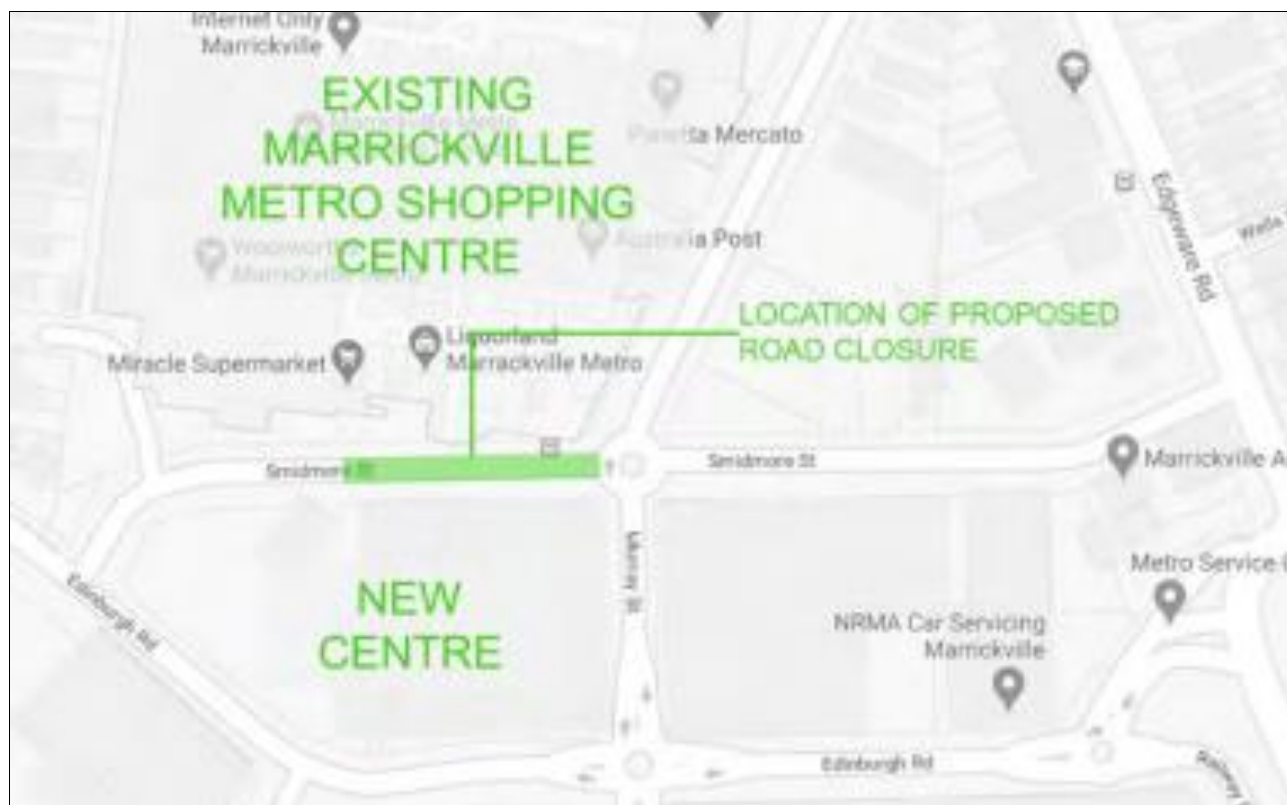
1. That the proposed temporary full road closures of Smidmore Street, between Murray Street and the Smidmore Street car park access, Marrickville for a series of two day periods 6am Saturday to midnight Sunday on 11 to 13 August 2023, 13 to 15 October 2023, 8 to 10 December 2023, 9 to 11 February 2024, 12 to 14 April 2024, 7 to 9 June 2024 for the purpose of holding Marrickville Metro Shopping Centre Markets be APPROVED, subject to the applicant complying with, but not limited to, the following conditions:
 - a. A Road Occupancy License application be obtained by the applicant from the Transport Management Centre;
 - b. All affected residents and businesses, including NSW Police Local Area Commander, Transit Systems, Fire and Rescue NSW and NSW Ambulance Services, shall be notified in writing by the applicant of the proposed temporary road closure at least 7 days prior to the event, with the applicant making reasonable provision for residents and businesses;
 - c. The occupation of the road carriageway must not occur until the road has been physically closed; and
 - d. A clear unobstructed 4-metre-wide path of travel throughout the site is recommended to be maintained at all times for emergency vehicle access, in order to provide safe egress in case of fire or other emergency.

2. That the proposed short-term temporary changes to parking restrictions in Victoria Road, Marrickville as per plans submitted by MLA Transport Planning (20008ppt05A-220225 Community Bus Stop Relocation Plan (002)) be APPROVED subject to the following conditions:
 - a. All works and cost of the supply, installation and removal of the signage associated with the temporary community bus relocation is to be borne by the applicant;
 - b. The temporary removal and reinstatement of any Council assets will be at the applicants cost and to Council's Traffic Engineers satisfaction; and
 - c. Notification of surrounding properties be undertaken at least 7 Days prior to installation of the temporary changes and relocated 'Bus Zone'.

BACKGROUND

Marrickville Metro Shopping Centre is proposing to host a series of weekend markets on Smidmore Street between Murray Street and the shopping car park access. The dates the road will be closed (from 6:00am of the close date through to midnight the open date) are 11 to 13 August 2023, 13 to 15 October 2023, 8 to 10 December 2023, 9 to 11 February 2024, 12 to 14 April 2024, 7 to 9 June 2024.

The location of the proposed road closure is shown in the diagram below.



For the proposed road closures, it is also proposed to relocate the community bus stop to Victoria Road in front of the main pedestrian entrance to the existing Centre as shown below.



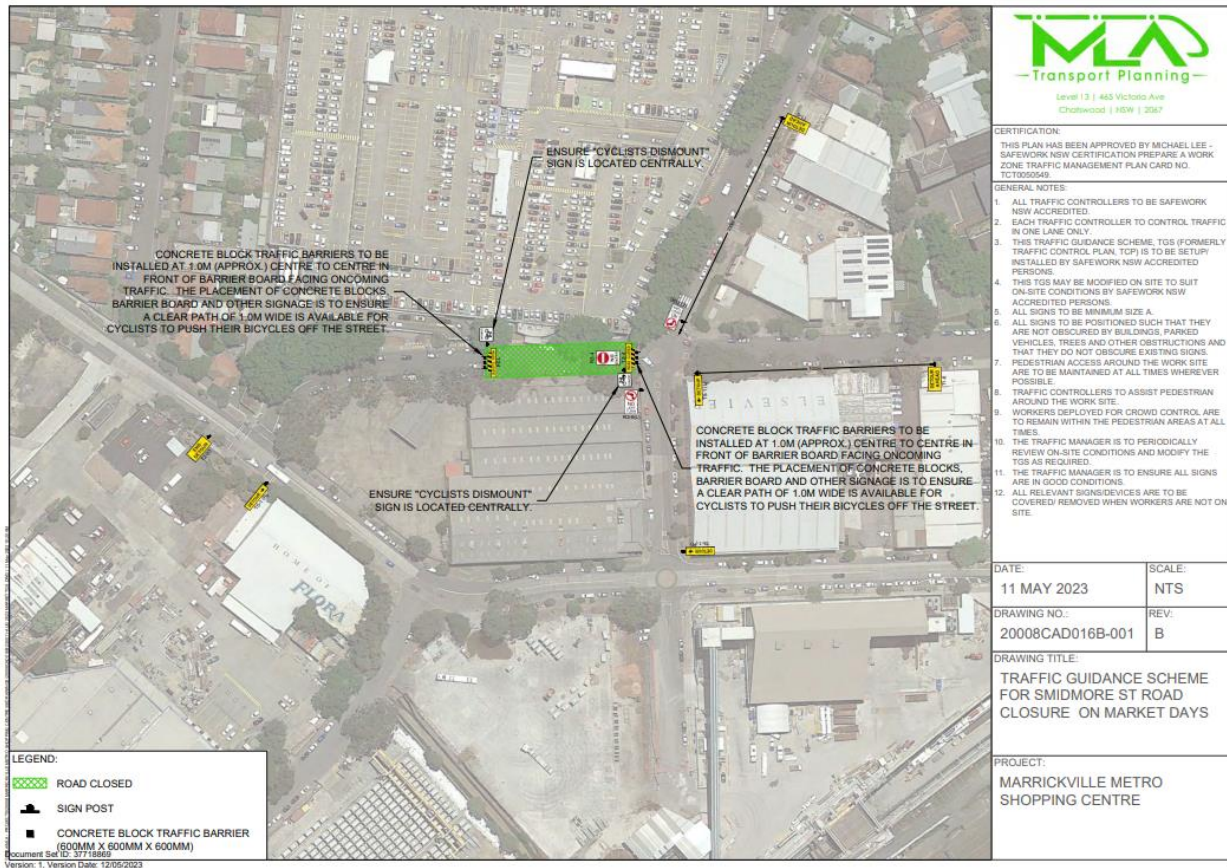
The proposed road closure of Smidmore Street will result in some traffic being rediverted to alternate traffic routes as shown below.



The section of Smidmore Street between Edinborough Road and the car park access will remain open to continue to permit access to the car park and the taxi rank on the southern side of Smidmore Street. Through traffic along Smidmore Street to/from Murray Street will not be permitted except for cyclists. However, cyclists will be required to dismount from their bicycle whilst using the closed section of Smidmore Street.

The taxi rank on Smidmore Street (near Edinborough Road) will continue to operate as per normal. Bus services in the area will not be affected by the proposed closures as buses do not require to access the section of Smidmore Street that is proposed to be closed.

The supplied TCP is reproduced below and the TMP is attached at the end of this report.



FINANCIAL IMPLICATIONS

Under Council's Fees & Charges, the applicant is to pay a fee for the temporary full road closure along with any other required road occupancy and/or road opening permit fees.

All works and costs of implementation works associated with the recommended temporary relocation of the Community Bus Zone relocations will be borne by the applicant as will the reinstatement of any of Council approved signage at the end of the temporary relocation period.

PUBLIC CONSULTATION

The applicant is to notify all affected residents and businesses in writing at least 7 days prior to the commencement of works. A copy of the notification is attached at the end of this report. The proposed road closure has been advertised on Council's website in accordance with the Roads Act 1993.

In relation to the relocation of the community bus the applicant is to notify all affected residents and businesses in writing at least 7 days prior to the commencement of works

| | |
|----------------|--|
| To | Residents |
| From | Marrickville Metro Centre Management |
| Date | 11 May 2023 |
| Subject | Smidmore St Activations Road Closure |

Dear Resident,

We write to you today in relations to events that will be activating along Smidmore St from August 2023 through to June 2024.

The Markets will feature a line up of local established and emerging artists and creatives, food and drink stalls, fresh produce and specialty grocery. These events will include performances by local musicians and entertainers, along with family activities.

For more information on these events please visit our website: www.marrickvillometro.com.au

To this effect, we have obtained approval to close and occupy Smidmore St From Murray St through to the start of the roundabout. Access to the carpark via Smidmore St coming from Edinburgh Rd is still open.

The dates the road will be closed (from 6:00am of the close date through to midnight the open date) '

- 11 to 13 August 2023
- 13 to 15 October 2023
- 8 to 10 December 2023
- 9 to 11 February 2024
- 12 to 14 April 2024, and
- 7 to 9 June 2024.

Should you have any enquires please free to contact the undersigned below.

Kind Regards,
Luke Roberts

Marrickville Metro
Centre Management

The GPT Group
Marrickville Metro
20 Smidmore Street Marrickville, NSW 2204
Phone: +61 2 9519 1066

MARRICKVILLE

METRO

Marrickville NSW 2204
Telephone: 9519 1066
www.marrickvillometro.com.au

Document Set ID: 37718852
Version: 1, Version Date: 12/05/2023

GPT acknowledges the Traditional Custodians of the land, and pays respect to all Elders both past and present.

ATTACHMENTS

1. [Aug 2023 Market Smidmore St Closure TMP\(1\)](#)



Smidmore St, Marrickville Proposed Road Closure – Market Events August 2023 -June 2024

Traffic Management Plan

Document Set ID: 37718872
Version: 1, Version Date: 12/05/2023



Smidmore St, Marrickville Proposed Road Closure – Market Events August 2023 - June 2024

Traffic Management Plan

Report Version: Final

Report Date: 11 May 2023

Report Reference: 20008r08B-230511

Client: The GPT Group

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Document Set ID: 37718872
Version: 1, Version Date: 12/05/2023



Table of Contents

| | | |
|---|---|----|
| 1 | Introduction | 1 |
| 2 | Detailed Plan of Proposed Measures | 3 |
| 3 | Identification and Assessment of Impact of Proposed Measures | 4 |
| 4 | Measures to Ameliorate the Impact of Re-Assigned Traffic | 6 |
| 5 | Assessment of Affected Public Transport Services..... | 7 |
| 6 | Details of Provision Made for Emergency Vehicles, Heavy Vehicles, Cyclists and Pedestrians | 8 |
| 7 | Assessment of Effect on Existing and Future Developments with Transport Implications in the Vicinity of the Proposed Measures | 9 |
| 8 | Assessment of Effect of Proposed Measures on Traffic Movements in Adjoining Council Areas | 10 |
| 9 | Public Consultation Process | 11 |

List of Figures

| | |
|--|---|
| Figure 1.1: Location of Proposed Road Closure | 1 |
| Figure 3.1: Diverted Traffic Routes During Proposed Road Closure | 4 |
| Figure 3.2: Post Development VISSIM Traffic Modelling Results..... | 5 |

Appendices

Appendix A Traffic Guidance Scheme



1 Introduction

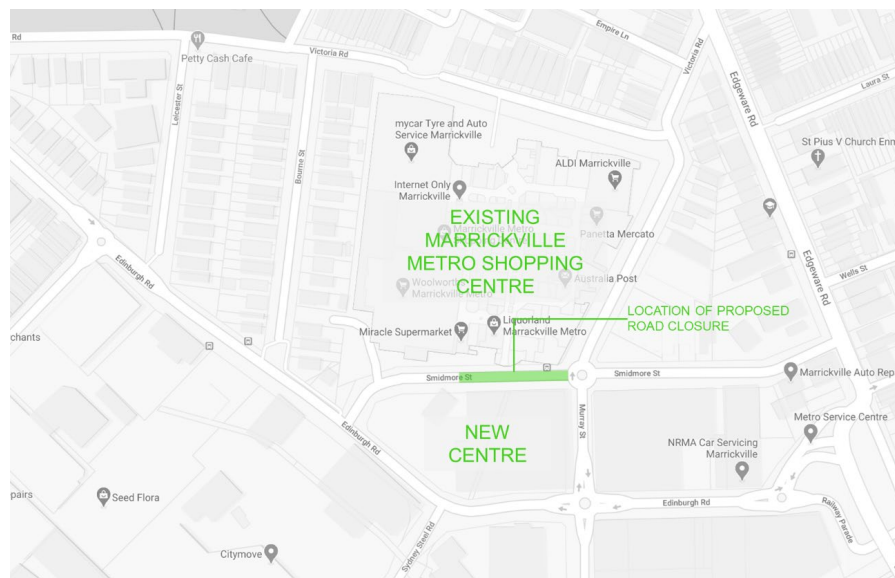
Marrickville Metro Shopping Centre (Centre) is proposing to host market stalls/events on Smidmore Street on the second weekend of every second month from August 2023 to June 2024. The proposed dates for the road closure are as follows:

- 11-13 August 2023
- 13-15 October 2023
- 8-10 December 2023
- 9-11 February 2024
- 12-14 April 2024, and
- 7-9 June 2024.

It is proposed to close Smidmore Street (between Murray Street and the car park access) to vehicular traffic from 6:00am Friday to 12:00am the following Monday when the market is being held.

Figure 1.1 shows the location of proposed road closure.

Figure 1.1: Location of Proposed Road Closure





This traffic management plan (TMP) has been prepared by MLA Transport Planning (MLA) to accompany an application to Inner West Council for the proposed road closure.

Item 6

Attachment 1



2 Detailed Plan of Proposed Measures

Is a detailed plan of the proposed measures necessary?

| | |
|-----|-------------------------------------|
| Yes | <input checked="" type="checkbox"/> |
| No | <input type="checkbox"/> |

Traffic management measures to manage traffic during the proposed road closure are presented in the traffic guidance scheme contained in Appendix A.



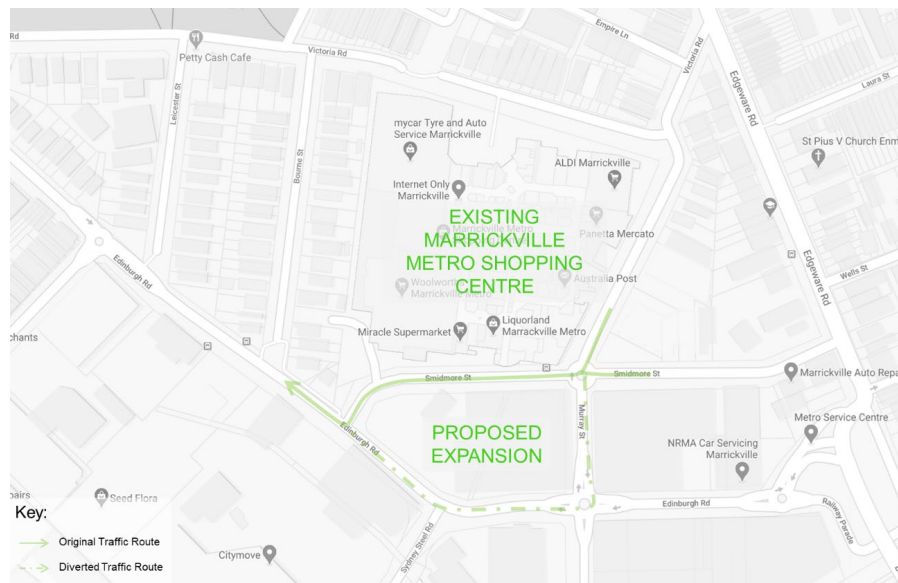
3 Identification and Assessment of Impact of Proposed Measures

Is a detailed assessment necessary?

| | |
|-----|-------------------------------------|
| Yes | <input type="checkbox"/> |
| No | <input checked="" type="checkbox"/> |

The proposed road closure of Smidmore Street will result in some traffic being re-diverted to alternate traffic routes as shown in Figure 3.1.

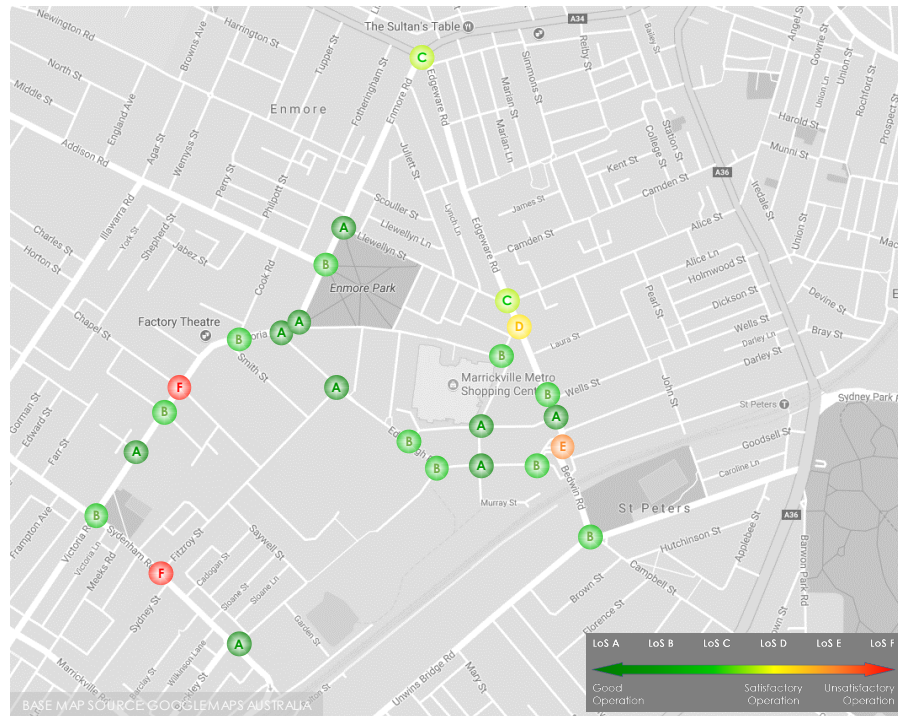
Figure 3.1: Diverted Traffic Routes During Proposed Road Closure



It is noted that traffic modelling has been conducted as part of the project application for the proposed expansion of Marrickville Metro Shopping Centre. The traffic modelling takes in account the road closure of Smidmore Street between Murray Street and the car park access in the eastbound. The traffic modelling indicates that the surrounding intersections immediately adjacent to Smidmore Street where the proposed road closure is located, namely the Edinburgh Road intersections with Smidmore Street, Sydney Steel Road and Murray Street will have good intersection operation in the future i.e. Level of Service B or better – see Figure 3.2.



Figure 3.2: Post Development VISSIM Traffic Modelling Results



Source: TTPP

In the light of the above, the proposed road closure of Smidmore Street is not expected to create any traffic impacts in the local road network.

It is further noted that market events have been held in the past in the same section of Smidmore Street without any traffic related issues.



4 Measures to Ameliorate the Impact of Re-Assigned Traffic

| Is an assessment required? | |
|----------------------------|-------------------------------------|
| Yes | <input type="checkbox"/> |
| No | <input checked="" type="checkbox"/> |

As discussed in Section 3, the proposed road closure will not create any traffic impacts. As such, traffic measures to ameliorate the traffic impacts will not be required.



5 Assessment of Affected Public Transport Services

| Is an assessment required? | |
|----------------------------|-------------------------------------|
| Yes | <input type="checkbox"/> |
| No | <input checked="" type="checkbox"/> |

The proposed road closure will not have any impacts to public transport services as the section of Smidmore Street that is proposed to be closed is not used by bus services serving the local area.



6 Details of Provision Made for Emergency Vehicles, Heavy Vehicles, Cyclists and Pedestrians

| Are these details required? | |
|-----------------------------|-------------------------------------|
| Yes | <input type="checkbox"/> |
| No | <input checked="" type="checkbox"/> |

No special provisions for emergency vehicles will be required as emergency vehicles will have the use of alternative routes in the local road network such as Edinburgh Road and Murray Street. If emergency vehicles need to attend to an issue within the closed section of Smidmore Street, the emergency vehicle will be let through.

Provision for heavy vehicles will not be required since heavy vehicles will have available other alternative routes in the local road network. See traffic guidance scheme (TGS, formerly TCP) in Appendix A for details.

The proposed road closure will not affect pedestrians as pedestrians will continue to be permitted to use the closed section of Smidmore Street.

Similarly, cyclists will be requested to dismount from the bicycle in order to use the closed section of Smidmore Street. Alternatively, cyclists can use other alternative routes. See traffic guidance scheme in Appendix A for details.



7 Assessment of Effect on Existing and Future Developments with Transport Implications in the Vicinity of the Proposed Measures

| Is an assessment required? | |
|----------------------------|-------------------------------------|
| Yes | <input type="checkbox"/> |
| No | <input checked="" type="checkbox"/> |

The proposed road closure of Smidmore Street will not have any impacts on the access to existing and future developments in the vicinity.



8 Assessment of Effect of Proposed Measures on Traffic Movements in Adjoining Council Areas

| Is an assessment required? | |
|----------------------------|-------------------------------------|
| Yes | <input type="checkbox"/> |
| No | <input checked="" type="checkbox"/> |

The proposed road closure will not affect traffic movements in adjoining Council areas.



9 Public Consultation Process

Is a public consultation process required?

| | |
|-----|-------------------------------------|
| Yes | <input type="checkbox"/> |
| No | <input checked="" type="checkbox"/> |

Centre Management will conduct a letter box drop and advise the community about the proposed road closure at least three weeks prior to the closing the road. Any feedback received from the community will be provided to Council.



Appendix A

Traffic Guidance Scheme



| | | | | | |
|---|---|--|--|--|---|
| <p>Level 13 1465 Victoria Ave Chadwood NSW 2047</p> | <p>CERTIFICATION: THIS PLAN HAS BEEN APPROVED BY MICHAEL LEE - SAFEWORK NSW CERTIFICATION PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN CARD NO. TC10050549.</p> <p>GENERAL NOTES:</p> <ol style="list-style-type: none"> 1. ALL TRAFFIC CONTROLLERS TO BE SAFEWORK NSW ACCREDITED. 2. EACH TRAFFIC CONTROLLER TO CONTROL TRAFFIC IN ONE LANE ONLY. 3. THIS TRAFFIC GUIDANCE SCHEME TGS (FORMERLY TRAFFIC CONTROL PLAN, TOP) IS TO BE SET UP/INSTALLED BY SAFEWORK NSW ACCREDITED PERSONS. 4. THIS TGS MAY BE MODIFIED ON SITE TO SUIT ON-SITE CONDITIONS BY SAFEWORK NSW. 5. CONCRETED TO BE MINIMUM SIZE A. 6. ALL SIGNS TO BE POSITIONED SUCH THAT THEY ARE NOT OBSCURED BY BUILDINGS, PARKED VEHICLES, TREES AND OTHER OBSTRUCTIONS AND THAT THEY DO NOT OBSCURE EXISTING SIGNS. 7. PEDESTRIAN ACCESS AROUND THE WORK SITE ARE TO BE MAINTAINED AT ALL TIMES WHEREVER POSSIBLE. 8. TRAFFIC CONTROLLERS TO ASSIST PEDESTRIAN ACCESS AROUND THE WORK SITE. 9. WORKERS DEPLOYED FOR CROWD CONTROL ARE TO REMAIN WITHIN THE PEDESTRIAN AREAS AT ALL TIMES. 10. THE TRAFFIC MANAGER IS TO PERIODICALLY REVIEW ON-SITE CONDITIONS AND MODIFY THE TGS AS REQUIRED. 11. THE TRAFFIC MANAGER IS TO ENSURE ALL SIGNS ARE IN GOOD CONDITIONS. 12. ALL RELEVANT SIGNAGE/DEVICES ARE TO BE REMOVED WHEN WORKERS ARE NOT ON SITE. | <p>DATE: 11 MAY 2023</p> <p>SCALE: NTS</p> | <p>DRAWING NO.: 20008CAD016B-001</p> <p>REV: B</p> | <p>DRAWING TITLE: TRAFFIC GUIDANCE SCHEME FOR SMIDMORE ST ROAD CLOSURE ON MARKET DAYS</p> | <p>PROJECT: MARRICKVILLE METRO SHOPPING CENTRE</p> |
|---|---|--|--|--|---|

MLA Transport Planning

Level 13 | 465 Victoria Avenue
Chatswood | NSW | 2067

PO Box 628 | Chatswood | NSW | 2057

www.mlatp.com.au

Item No: LTC0623(1) Item 7

Subject: **HARDIE AVENUE, SUMMER HILL - PROPOSED RAISED PEDESTRIAN (ZEBRA) CROSSING AND ASSOCIATED STREETSCAPE AND COMMUNITY FACILITY IMPROVEMENTS. (DJARRAWUNANG-ASHFIELD WARD/SUMMER HILL ELECTORATE/BURWOOD PAC)**

Prepared By: Boris Muha - Traffic Engineer

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

Council has finalised design plans to improve safety for pedestrians in Hardie Avenue, Summer Hill by converting the existing at-grade pedestrian (zebra) crossing (at the entry location of Romeo's Mall/IGA) to a raised pedestrian (zebra) crossing. The proposal aims to improve safety for pedestrian and motorists and will help address concerns about pedestrian and driver behaviour at this location, particularly during busy times.

Associated streetscape and community facility improvements are also proposed in line with the raising of the crossing (i.e. landscaped garden beds, disabled parking alterations to current Australian standards and the relocation and provision of added trolley shopping bay areas in the Summer Hill carpark.)

RECOMMENDATION

THAT the detailed design plan for the upgrade raising of the pedestrian crossing in Hardie Avenue, Summer Hill outside the Romeo's Mall/IGA) with associated street scape and community facility improvements as shown on plan 10242 in Attachment 1 be approved.

BACKGROUND

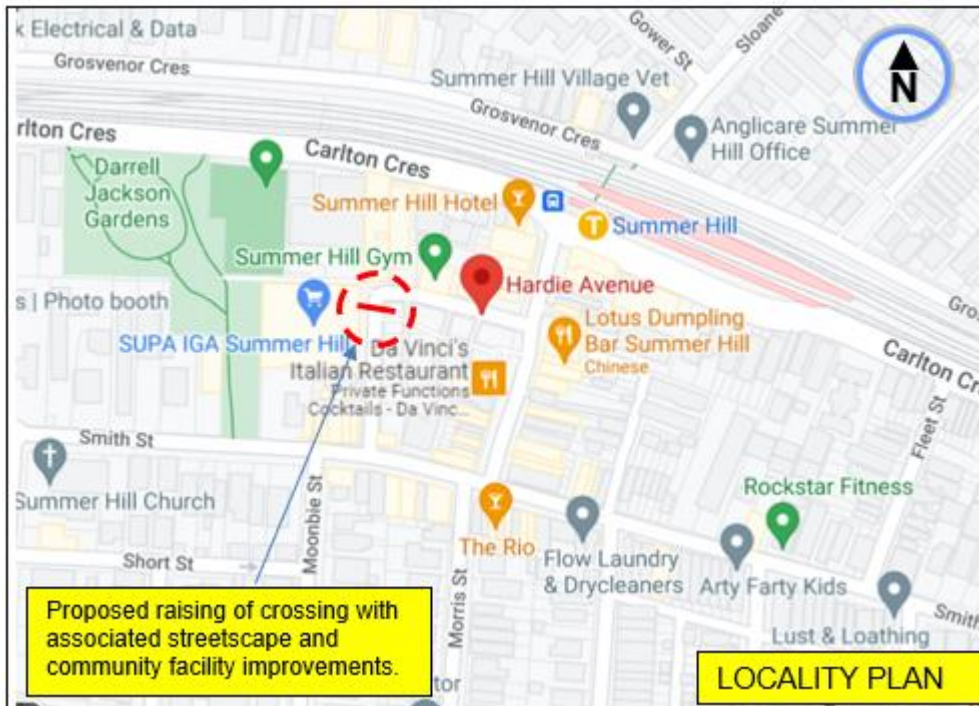
The raising of the existing crossing is part of the identified high priority works in the Inner West Council Pedestrian Access Mobility Plan (PAMP) 2020 and has similarly been captured under the Ashfield Traffic Management Strategy 2017. The associated streetscape and community facility improvements would also complement other Town Centre streetscape improvements in the area.

FINANCIAL IMPLICATIONS

The proposed physical works to the crossing in Hardie Avenue and associated improvement works is estimated around \$63,000 and will be constructed under the PAMP/Capital Works Program for the financial year 2023/2024.

OTHER STAFF COMMENTS

Site location and Road Network



| Street Name | Hardie Avenue |
|--|--|
| Carriageway width (m) kerb to kerb | Approx.7.8m |
| Carriageway type | Two-way, one travel lane each direction, summer Hill carpark to the eastern side of Hardie Avenue. |
| Classification | Local |
| Speed Limit km/h | 40 (High Pedestrian Activity) Area |
| 85 th percentile speed km/h | 30 |
| Vehicles per day (vpd) | 2700 |
| Reported crash history July 2016-July 2021 | NIL |
| Parking arrangements | East side, 2P 90-degree angle parking in carpark. Westside 'No Stopping' in vicinity of crossing. |
| Side streets | -Smith Street and Lackey Street 100m away of crossing. |

The Plan

The following works are proposed and illustrated on the attached plan for Hardie Avenue, Summer Hill (Plan No. 10242- see Attachment 1)

- Construct a new raised concrete pedestrian (zebra) crossing together with new landscaped garden beds to replace the existing at-grade pedestrian crossing at the same location;
- Provide new landscaping within the new garden beds being created, new landscaping to generally be similar to the new landscaping recently provided within Lackey Street;
- Provide 2 new medium size street trees within the 2 landscaped garden beds on the carpark side of the new raised pedestrian crossing;
- Construct “gutter bridges” with heel safe grating on one side of the new raised pedestrian crossing to maintain stormwater drainage flows within the gutter & provide safe access over to the new raised pedestrian crossing (where required);
- Replace some of the existing decoratively paved footpath with new pavers – new pavers to match as best as possible to the existing pavers (subject to supply availability);
- Construct a new raised concrete footpath (surrounded by new concrete kerb) from the newly raised pedestrian crossing across 2 existing angle parking aisles together with a new wide concrete kerb ramp to transition back down to road level;
- Relocate the existing trolley bays from their existing location to the new location in place of 2 existing parking space as shown on the plan;
- Relocate the existing Disabled Parking Spaces and widen to meet current standards
- Remove the 6 existing green bollards on the carpark side of the pedestrian crossing which will be relocated if intact otherwise bollards will now be redundant as a result of the works;
- Resurface some of the existing roadway with new asphalt adjacent to the new raised pedestrian crossing;
- Install associated pavement line markings and signage associated with the new raised pedestrian crossing as required;
- Construct a new 2.1m new concrete kerb ramp.

Parking changes

It is proposed to remove four (4) existing angle parking spaces within the carpark. Two (2) of these spaces are required to accommodate the new raised pedestrian crossing and landscaped garden beds. Another two (2) spaces are required to accommodate the relocated and widened Disabled Parking Spaces & relocated trolley return bays. Please refer to the attached plans.

It is still considered that ample parking is available in the carpark despite these changes.

Streetlighting

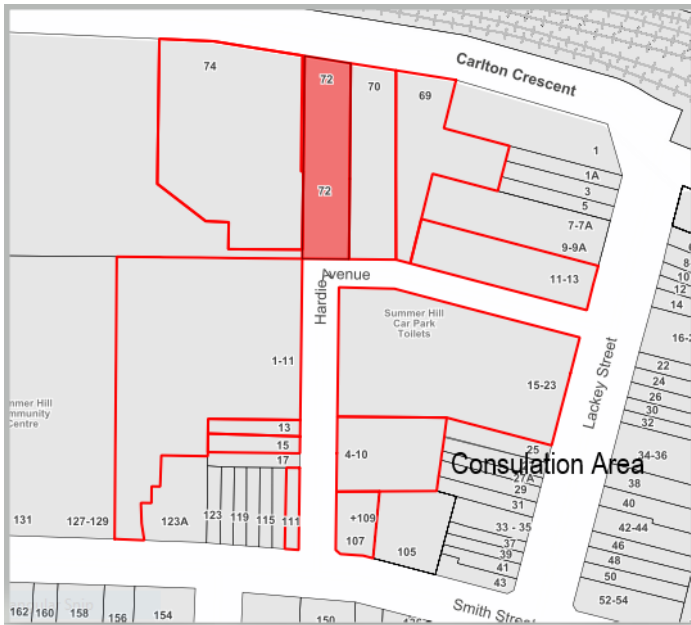
There is no lighting currently provided for the existing pedestrian crossing. Council is investigating the provision of 2 new floodlights on either side of the new raised pedestrian crossing (together with 1 new additional timber power pole) to provide the required lighting levels as part of the works. Please refer to the attached Plans for indicative locations of the pole & flood lights.

It should be further noted the raised platform length of the crossing being 5.5m accounts for improved rideability for longer heavy vehicles servicing the area.

PUBLIC CONSULTATION

22 letters containing the proposal per plan 10242 (**Attachment 1**) were mailed out to properties as shown in the consultation area below to seek comments. Consultation letters were sent out on 21 April 2023 with the closure on submissions being the 12 May 2023.

No responses were received.

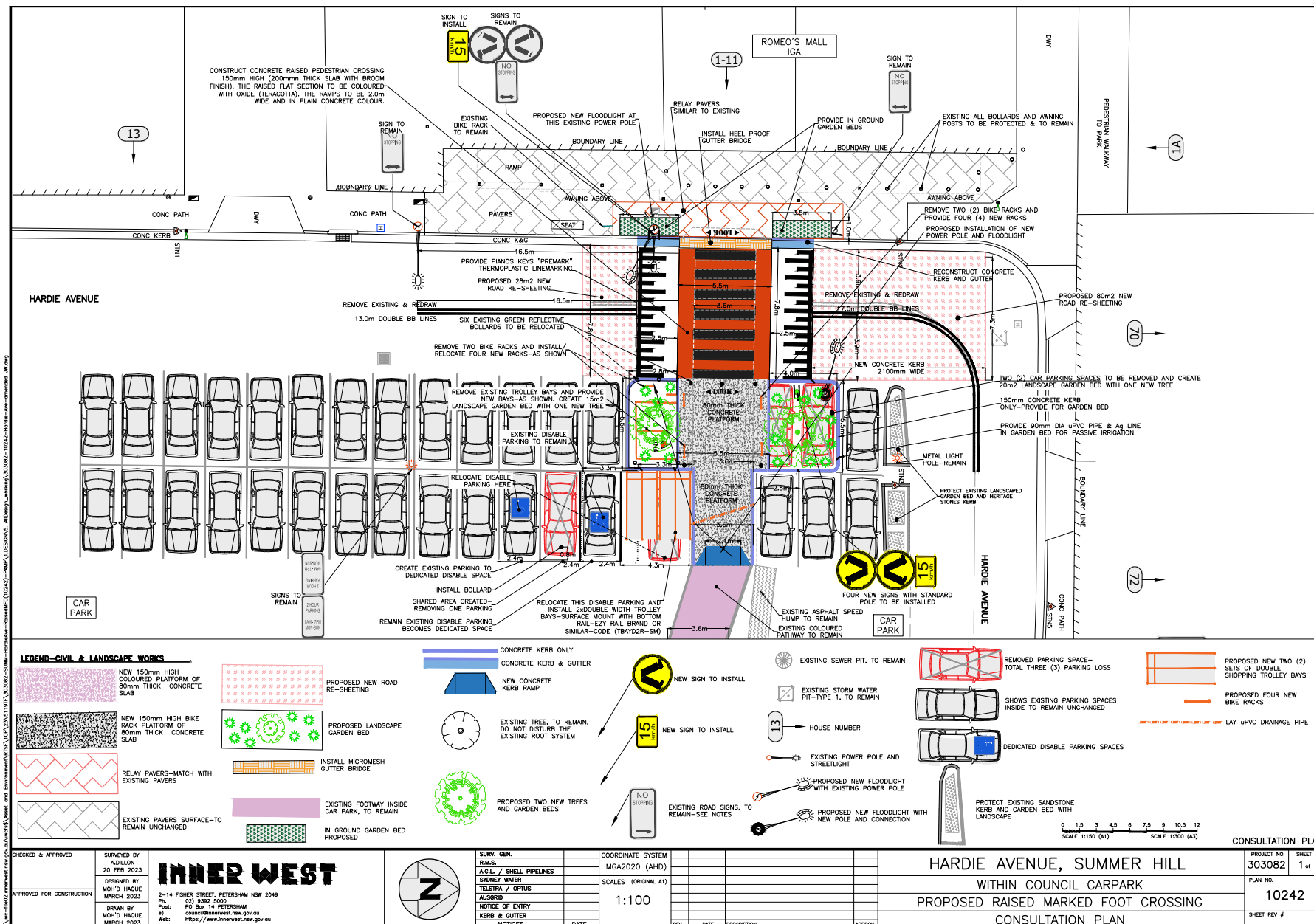


CONCLUSION

In view of the above, it is recommended the pedestrian crossing in Hardie Avenue, Summer Hill, outside the Romeo's Mall/IGA) be upgraded and raised, with associated street scape and community facility improvements included as shown on plan 10242 in **Attachment 1**.

ATTACHMENTS

1. [Plan of proposed raising of pedestrian crossing and associated works.](#)



Item No: LTC0623(1) Item 8

Subject: GROSVENOR CRESCENT AND SLOANE STREET, SUMMER HILL-
PROPOSED UPGRADE (RAISING) OF EXISTING PEDESTRIAN (ZEBRA)
CROSSINGS AND ASSOCIATED STREETSCAPE IMPROVEMENTS.
(DJARRAWUNANG-ASHFIELD WARD/SUMMER HILL
ELECTORATE/BURWOOD PAC)

Prepared By: Boris Muha - Traffic Engineer

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

Council has finalised design plans to convert (2) existing at-grade pedestrian (zebra) crossings at the intersection of Sloane Street and Grosvenor Crescent, Summer Hill, to raised pedestrian crossings with landscaped islands. The proposal aims to improve safety for pedestrians and motorists by better defining the pedestrian crossing points and reducing conflict with traffic movements in the area. This will also help address concerns with pedestrian and motorist behaviour at these locations, particularly during busy times.

Associated works would also include new drainage pits and piping, reconstruction or added new paving to footpath, and removal of a speed hump and central median island adjacent to the at-grade crossing in Grosvenor Crescent to amalgamate into a raised crossing.

RECOMMENDATION

That the detailed design plan for the upgrade of the pedestrian (zebra) crossings in Grosvenor Crescent and Sloane Street, Summer Hill, to a raised pedestrian crossing with landscaped islands and associated drainage, alterations to footpath and fencing, together with signs and line marking as shown in plan 10244 in Attachment 1 be approved.

BACKGROUND

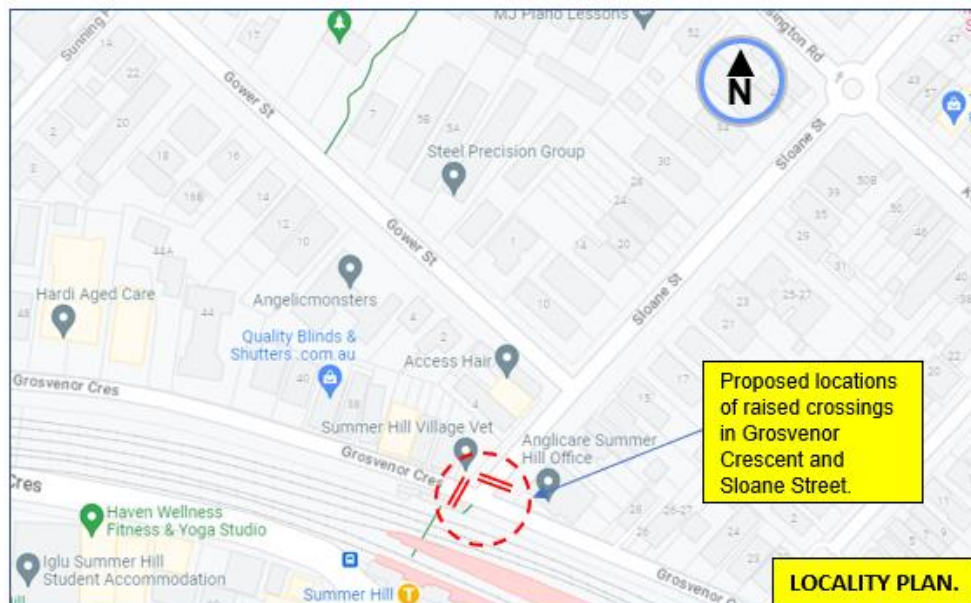
The raising of the pedestrian (zebra) crossings is part of the Inner West Council Pedestrian Access Mobility Plan (PAMP) 2020 for improved pedestrian safety and contributes to traffic calming of the area under the Ashfield Traffic Management Strategy 2017.

FINANCIAL IMPLICATIONS

The proposed physical works to upgrading and raising the crossings in Grosvenor Avenue and Sloane Street with associated works, as a combined project, is estimated around \$310,000 and will be constructed under the PAMP/Traffic Facilities Program for the financial year 2023/2024.

OTHER STAFF COMMENTS

Site location and Road Network



| Street Name | Grosvenor Crescent | Sloane Street |
|---|--|---|
| Carriageway width (m) kerb to kerb | Approx.10m | Approx.12.8m |
| Carriageway type | Two-way, one lane in each direction, with kerbside parking both sides. | Two-way, one lane in each direction, with kerbside parking both sides. |
| Classification | Local-collector (link) | Local-collector (link) |
| Speed Limit km/h | 40 (High pedestrian Activity) Area | 40 (High pedestrian Activity) Area |
| 85th percentile speed km/h | < 40 in vicinity of intersection | <40 in vicinity of intersection. |
| Vehicles per day (vapid) | 4200 | 3000 |
| Reported crash history July 2016-July 2021 | <p>(2) incidents at the intersection of Grosvenor Crescent and Sloane Street.</p> <ul style="list-style-type: none"> • (1) x 2020 -RUM 0- Pedestrian near side in Grosvenor Crescent. - minor/other injury. | <ul style="list-style-type: none"> • (1) X 2018-RUM 63-on path vehicle door (opening) in Sloane Street-serious injury. |
| Parking arrangements | 2P resident parking, No Stopping, unrestricted parking | ½ P parking on both sides near intersection. |

The Plan

The following works are proposed and are illustrated on the attached plans: Sloane Street & Grosvenor Crescent intersection, Summer (Plan No. 10244): **-see Attachment 1.**

- ☐ Construct 2 new raised concrete pedestrian crossings (1 in Sloane Street and 1 in Grosvenor Crescent) with new landscaped kerb blister islands to replace the 2 existing at grade pedestrian crossing. Both new pedestrian crossings will be slightly relocated by approx. 1m from the existing locations for better alignment and fit due to site constraints (as shown on the attached plans);
- ☐ Provide suitable landscaping within the new kerb islands to enhance the area (final species to be finalised);
- ☐ Construct "gutter bridges" with heel safe grating to provide safe access over existing kerb and guttering to the new raised pedestrian crossings (where required).
- ☐ Demolish & remove the existing speed hump & central island in Grosvenor Crescent and reinstate the road pavement with asphalt; (as shown on Plans);
- ☐ Provide new stormwater drainage pits & pipes in Grosvenor Crescent to improve drainage;
- ☐ Reconstruct some of the decorative paved footpath on north side of Sloane Street to match new levels;
- ☐ Replace the existing concrete footpath with new decorative paved footpath on the south side of Sloane Street (refer to Plans);
- ☐ Adjust the pedestrian fencing in Sloane Street & Grosvenor Street to better align with the new raised pedestrian crossings;
- ☐ Resurface the road in Grosvenor Street & Sloane Street with new asphalt (as shown on Plans);
- ☐ Slightly adjust the existing 'No Stopping' signage & zones in Sloane Street to comply with minimum requirements for pedestrian crossings (as shown on plans); and
- ☐ Install associated pavement line marking and signage as required.

Parking Changes

It is proposed to adjust the existing 'No Stopping' signage by approximately 3.7m on the north Side of Sloane Street to meet minimum requirements for pedestrian crossings. However, no existing on-street car parking spaces will be lost as a result of the proposed works.

Street lighting

The existing flood lighting at the location is deemed adequate for the new raised pedestrian crossing. Therefore, no changes are proposed to the existing street lighting due to the works.

Design vehicle tracking around the intersection.

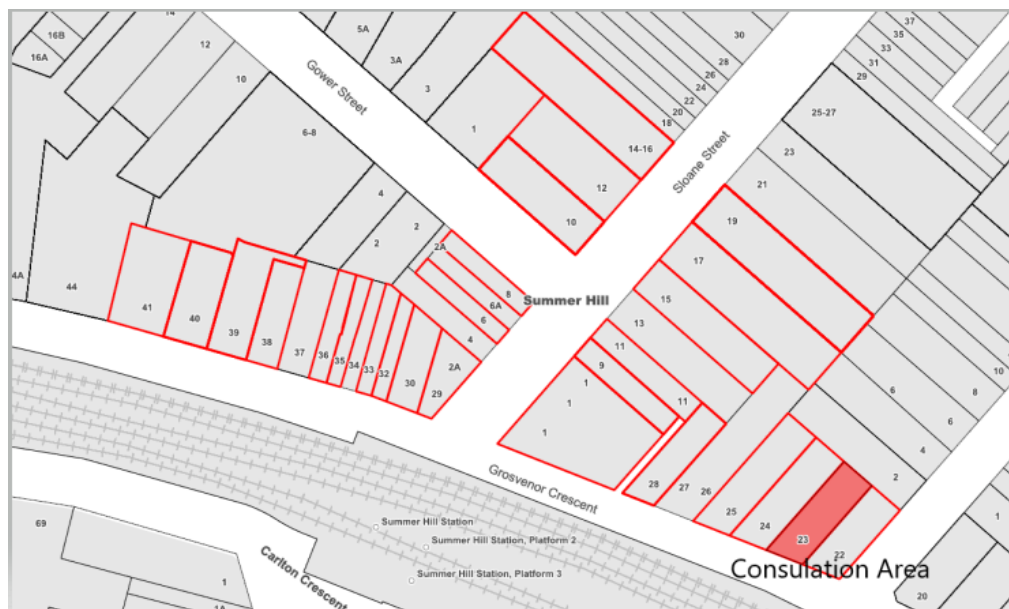
Attachment 2 identifies design garbage truck vehicle movements around the intersection under the proposed works. An existing central median island is removed under the raising of the crossing in Sloane Street. A garbage truck negotiating a left turn from Sloane Street into Grosvenor Crescent may require, under caution, to slowly come over the centreline in Sloane Street, and turn left with its wheels passing between the existing central median island and kerb line in Grosvenor Crescent, east of Sloane Street-**see plan sheet 5 of 2.**

It is viewed that the central median island be retained in Grosvenor Crescent, east of Sloane to control and limit the size of vehicle movements around the intersection, as it currently does so. Signage on the median could be either removed/repositioned if damaged by vehicle overhang. It is considered that line-marking and thorough painting of the island can still adequately substantiate vehicle guidance through and around the median in Grosvenor Crescent, east of Sloane Street.

PUBLIC CONSULTATION

91 letters containing the proposal per plan 10244 (**Attachment 1**) were mailed out to properties as shown in the consultation area below to seek comments. Consultation letters were sent out on 11 May 2023 with the closure on submissions being the 26 May 2023.

No responses were received.

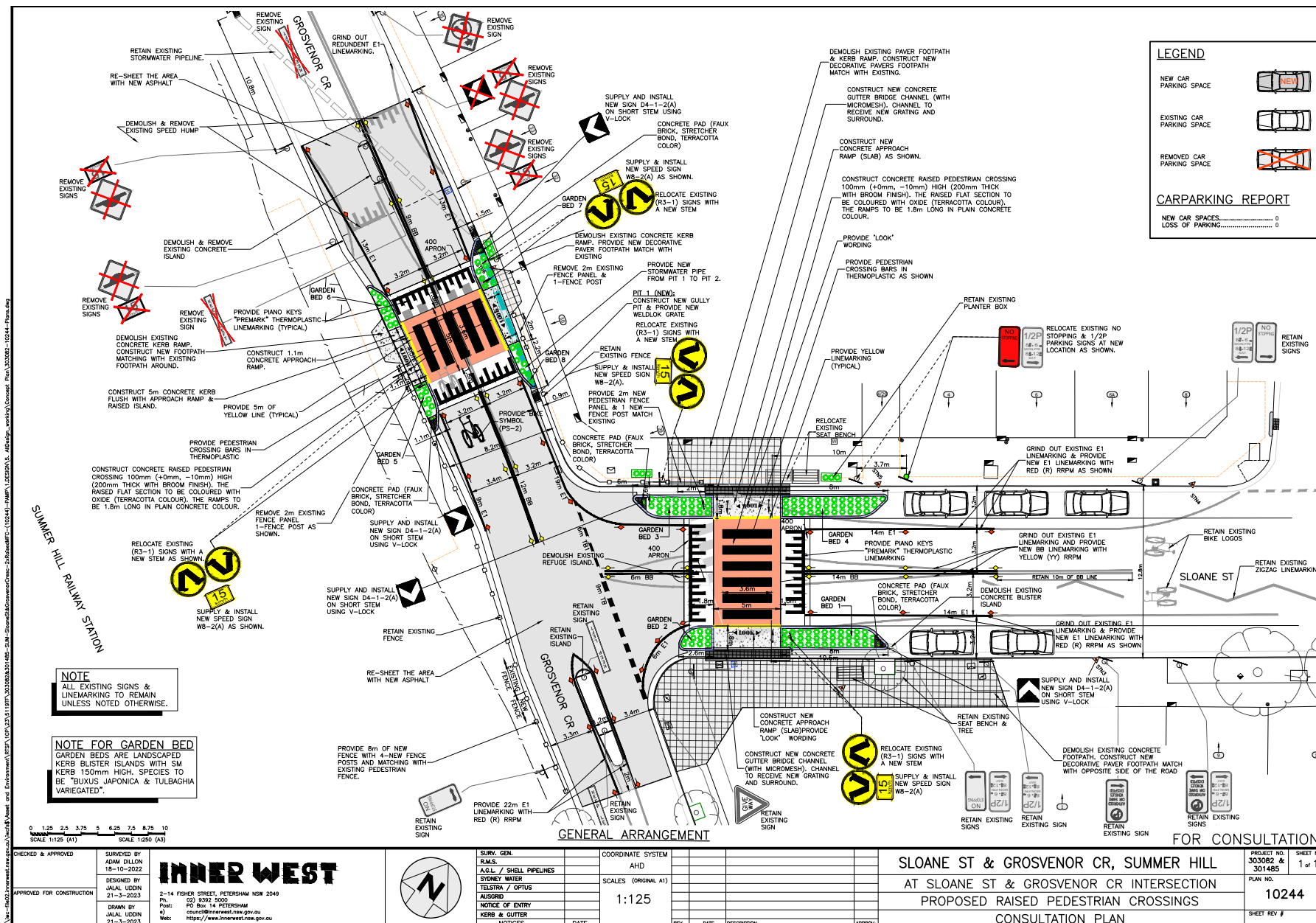


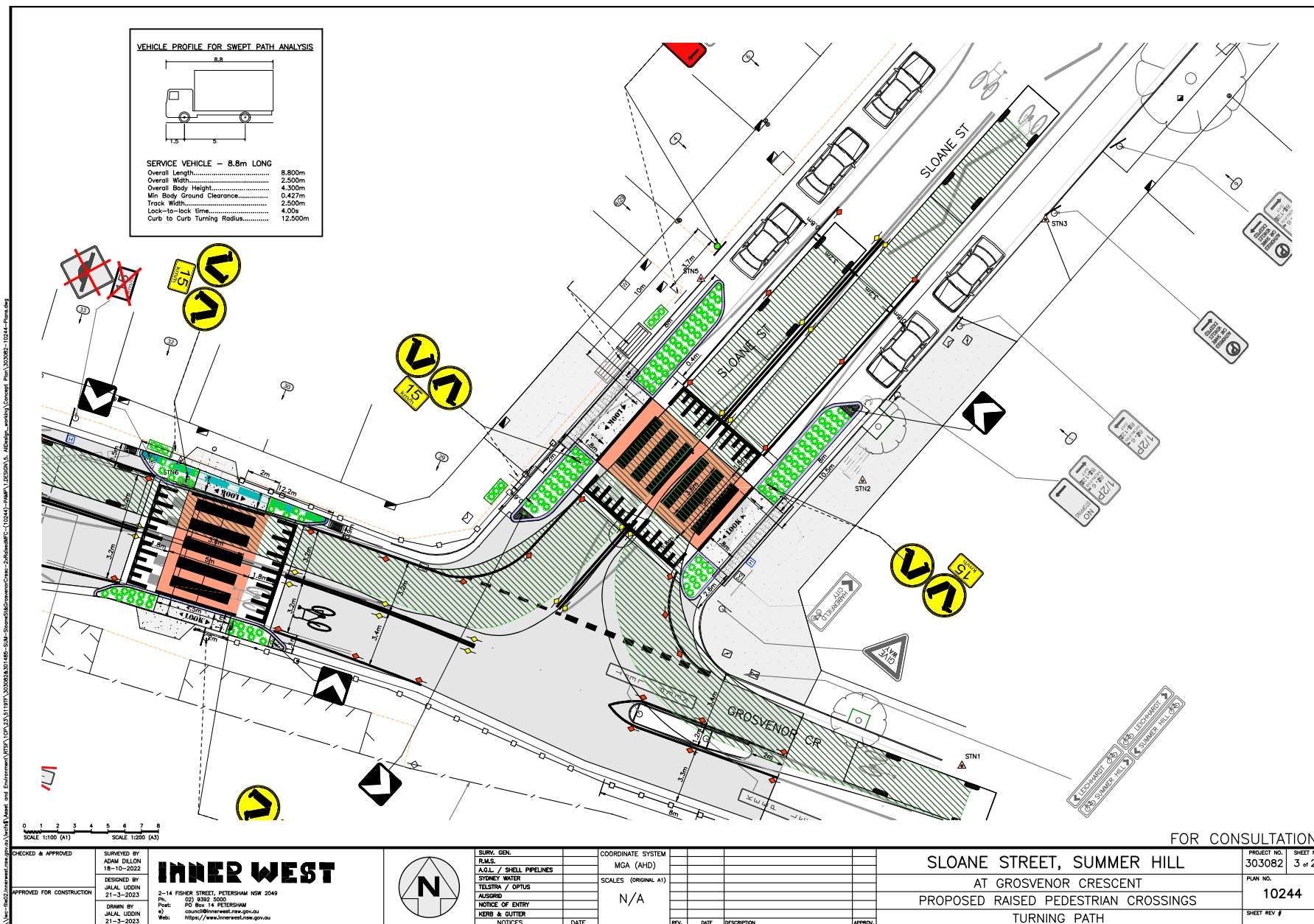
CONCLUSION

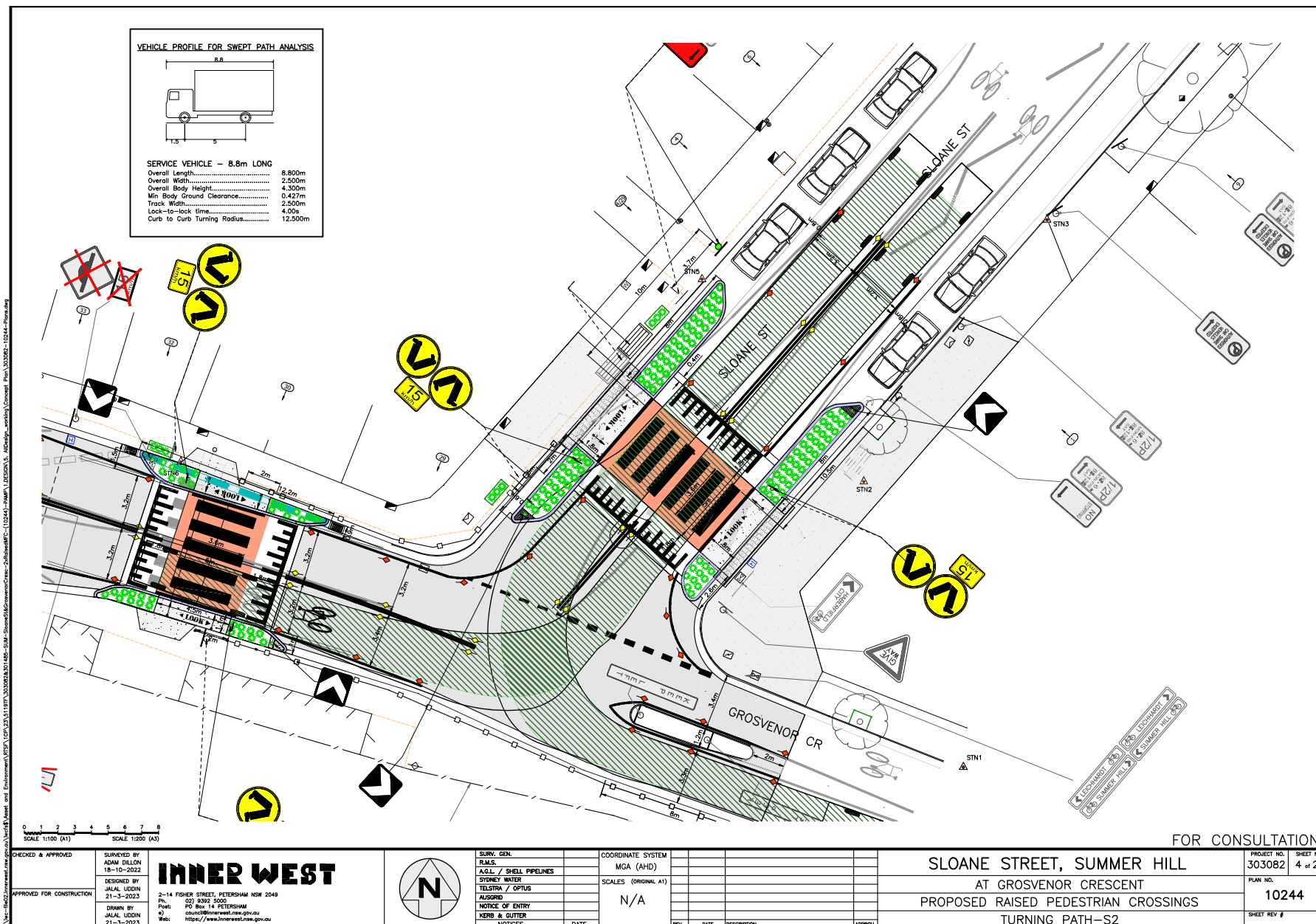
In view of the above, it is recommended that the pedestrian crossings in Grosvenor Crescent and Sloane Street, Summer Hill, be upgraded and raised, with landscaped islands and associated drainage, alterations to footpath and fencing, together with signs and line marking being provided as shown in plan 10244 in **Attachment 1**.

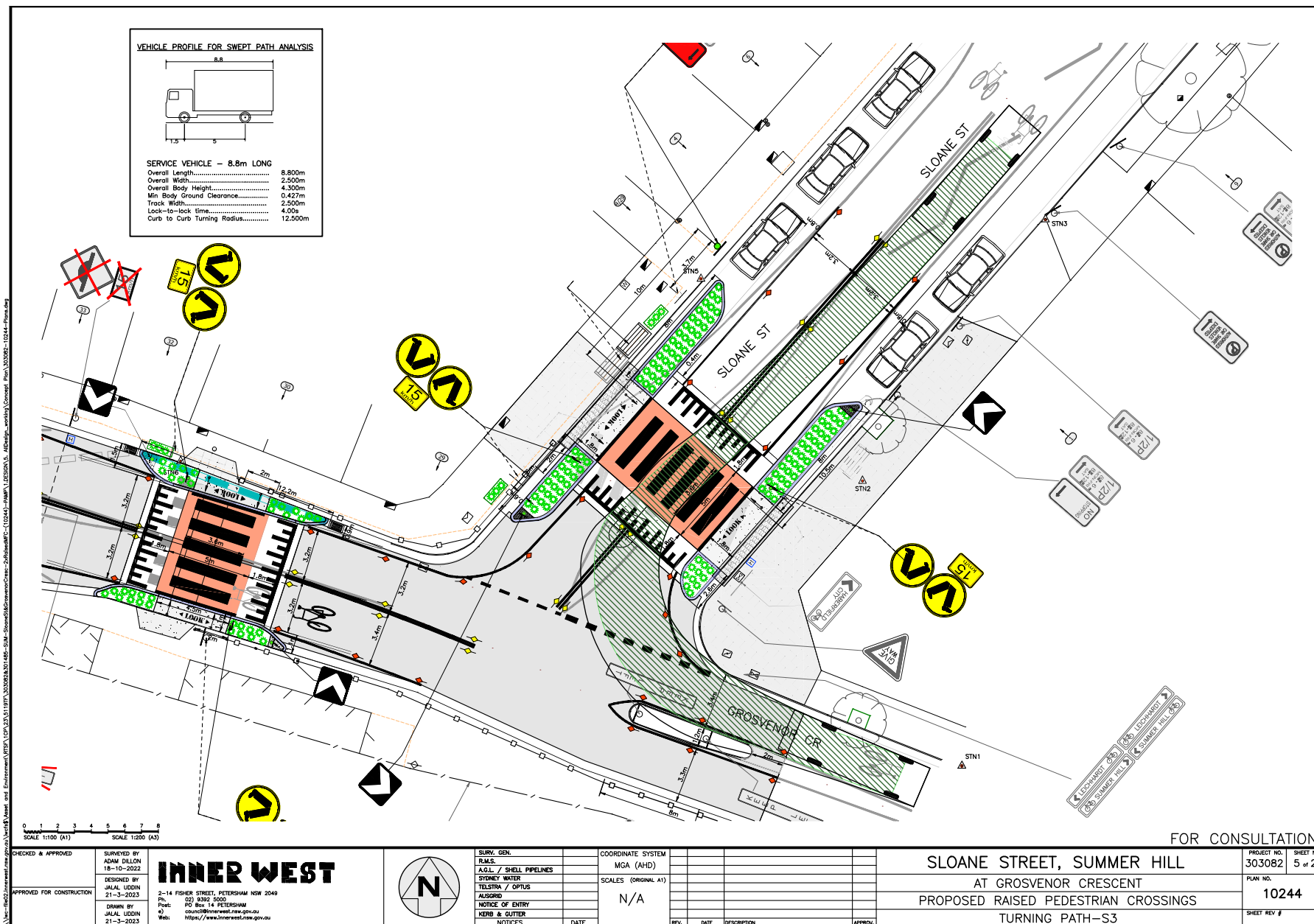
ATTACHMENTS

1. [↓](#) Plan of proposed raised crossings and associated works.
2. [↓](#) 3x Plans of vehicle (garbage truck) tracking around the intersection under proposed raising of crossings.









Item No: LTC0623(1) Item 9

Subject: PROPOSED ROUNDABOUT & SAFETY IMPROVEMENTS - ELLIOTT STREET, TERRY STREET & GLASSOP STREET, BALMAIN (BALUDARRI - BALMAIN WARD / BALMAIN ELECTORATE / LEICHHARDT PAC)

Prepared By: Zara Helal - Traffic Engineer

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

Council is proposing to improve safety at the intersection of Elliott Street, Terry Street, and Glassop Street, Balmain by constructing a roundabout and refuge splitter islands. The proposal aims to improve pedestrian and motorist safety by better defining safe pedestrian crossing points, reducing traffic speeds and conflicts at this location.

RECOMMENDATION

That the attached detailed design plan (Design Plan No.301979-10187_B) for the proposed installation of the new roundabout and refuge splitter islands including associated line marking at the intersection of Elliott Street/Terry Street/Glassop Street, Balmain be approved.

BACKGROUND & OTHER STAFF COMMENTS

The proposed roundabout and safety improvements was recommended from the Rozelle North LATM study where community concerns regarding this intersection were considered.

The intersection is currently controlled by 'STOP' signs for northbound and southbound traffic on Terry Street and Glassop Street with eastbound/westbound traffic on Elliott Street having priority. Terry Street provides a critical traffic link into the Balmain Peninsular and carries approximately 5,700 vehicle movements per day.

MODIFIED PROPOSAL

Considering the submissions received during the community consultation process, changes were made to the design to improve the vehicular turning movements to the east of the roundabout and reduce parking impacts. The revised detailed design plan has been provided in **Attachment 1**.

The proposal sees the loss of five (5) on-street parking spaces (reduced from the previous loss of 10 parking spaces) at the following locations:

- Elliott Street: one (1) space eastbound to the west of the proposed roundabout, and one (1) space westbound to the east of the proposed roundabout.
- Glassop Street: one (1) space eastbound and two (2) spaces westbound to the north of the proposed roundabout.

The detailed design plan outlines the proposed works at the subject location and includes the following treatments:

- Construct a new concrete & decorative stone roundabout, comprising a central circulating circle, two (2) pedestrian refuge splitter islands, one (1) splitter island, and one painted splitter island.
- Provide 'No Left Turn Vehicles Over 7m' signage which will restrict turning of vehicles over 7m long approaching from Glassop Street onto Elliott Street.

- Provide 'No Right Turn Vehicles Over 7m' signage which will restrict turning of vehicles over 7m long approaching from the western end of Elliott onto Terry Street.
- Provide new kerb ramps for pedestrians to cross the roads.
- Construct a new landscaped kerb extension to better align Terry Street into Glassop Street.
- Reconstruct some of damaged sections of concrete and asphalt footpath.
- Resurface the existing damaged asphalt road with new asphalt within the area of works.
- Provide new & adjust the existing 'No Stopping' signage & zones to cater for the new roundabout & required traffic movements.
- Install associated pavement line marking and signage as required.

The amended design has made the following changes in response to feedback received during the consultations period:

- Reduced the proposed loss of parking from ten (10) spaces to five (5) spaces. Parking has been reinstated at the following locations:
 - Terry Street: two (2) spaces northbound to the south of the proposed roundabout.
 - Elliott Street: one (1) space westbound and one (1) space eastbound to the west of the proposed roundabout, and one (1) space westbound to the east of the proposed roundabout.
- Reduced the roundabout island dimensions to allow for more road space while navigating around the roundabout. This included shortening the overall length of the roundabout from 8.5m to 7.9m.
- Reduced size of splitter islands in Elliott Street and Terry Street. Subsequently, the length of the 'No Stopping' zones were also reduced. This change has resulted in the reinstatement of four (4) parking spaces.
- Reduced the size of the 'No Stopping' zone on the eastern side of Elliott Street, which has resulted in the reinstatement of one (1) parking space.

A swept path analysis was undertaken using an 8.8m service vehicle as shown in **Attachment 2** and it is deemed acceptable.

FINANCIAL IMPLICATIONS

The project is listed on Council's Traffic Facilities Capital Works budget for 2022/23 and funding of \$180,000 has been allocated to this project.

PUBLIC CONSULTATION

A letter outlining the proposal was mailed out to 79 properties in Elliott Street, Terry Street and Glassop Street, Balmain requesting residents' views regarding the proposal. Seven (7) responses were received, with four (4) in general support with request for changes, and three (3) in objection to the proposal. The main concerns raised by residents are outlined below in the table.

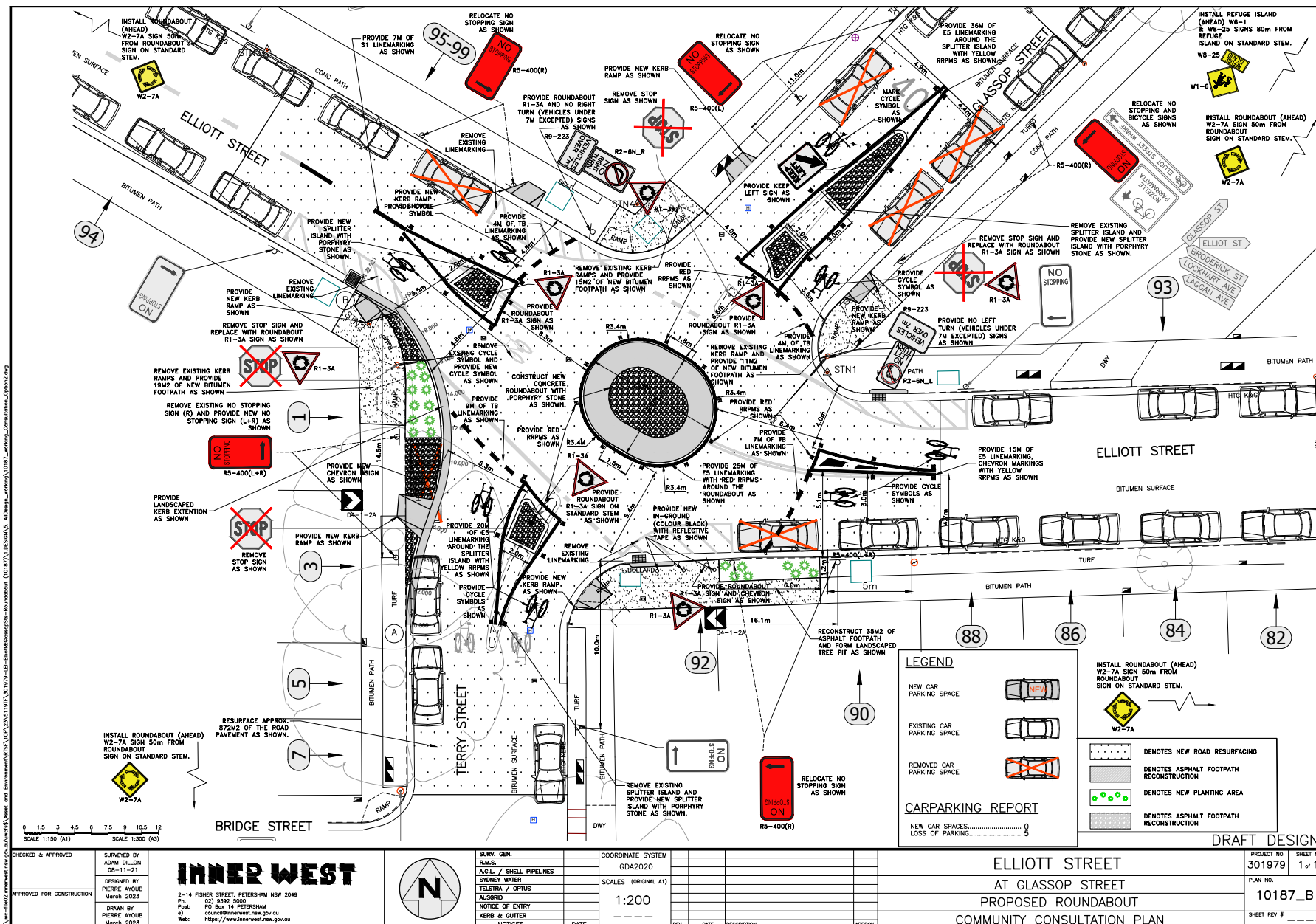
| Residents' Comments | Officer Comments |
|---|---|
| Residents are concerned regarding the loss of ten (10) parking spaces. There are concerns particularly regarding the following areas: | The proposed roundabout improves intersection safety for vehicles and provides improved crossing opportunities for pedestrians. The amended detailed design |

| | |
|---|---|
| <ul style="list-style-type: none"> - The loss of two (2) on-street parking spaces on the western side of Terry Street between Elliott Street and Bridge Street. Residents have raised concerns as the adjacent properties do not have off-street parking provisions. - The loss of on-street parking near properties owned by NSW Land and Housing Corporation may make it difficult for residents of such properties to park, as there are few off-street parking options. | <p>has taken into consideration the loss of on-street parking and minimized the impact of parking supply in the area. Five (5) parking spaces have been reinstated. It should also be noted that though the proposal impacts five (5) on-street spaces, the pedestrian safety improvements would benefit the wider community.</p> |
| <p>Residents are concerned the width of the proposed islands are too wide and roundabout dimensions are too large, which may make it difficult to drive through the intersection.</p> | <p>In order to implement a roundabout and pedestrian refuge splitter islands that comply to Standards and technical directions, it is necessary to implement certain island dimensions as well as minimum 'No Stopping' clearances. The 'No Stopping' zones are essential to provide enough sight lines for pedestrians who are crossing the road at these pedestrian refuge splitter island locations.</p> <p>Additionally, Council has reviewed the plans and reduced the roundabout island dimensions to allow for more road space while navigating around the roundabout.</p> |
| <p>A resident has requested white road markings on either side of their driveway to ensure vehicles do not park too close to their driveway.</p> | <p>Council will be able to provide white road markings on either side of the driveway as part of the works. Any future maintenance will be the responsibility of the resident.</p> |
| <p>A resident has expressed concern regarding potential difficulties of turning right around the roundabout from Elliott Street onto Terry Street, as there is a steep incline.</p> | <p>Council acknowledges that turning right when heading up the hill from Elliott Street onto Terry Street would be difficult, hence a 'No Right Turn Vehicles Over 7m' was proposed in the plans sent to residents.</p> <p>The roundabout design has been amended to further improve the right turn from Elliott Street onto Terry Street for vehicles under 7m.</p> |
| <p>Residents are concerned about potential increase of noise levels due to braking and accelerating.</p> | <p>The proposed roundabout will not increase traffic levels and the noise from braking and accelerating is not expected to be different from previous 'STOP' priority at this location.</p> |
| <p>Residents are concerned that vehicles travelling into Terry Street at high speeds pose safety concerns.</p> | <p>The roundabout will improve pedestrian and vehicular safety by reducing vehicle speeds at the intersection.</p> |
| <p>Residents are concerned that there will be light pollution impacts due to the provisions of additional street lighting.</p> | <p>Council will investigate this separately when the street lighting changes are being implemented.</p> |

| | |
|---|---|
| <p>A resident has expressed concern that the potential impacts to existing stormwater management systems including overland flow paths, impacts to existing utility services, and traffic modelling results have not been provided to support the proposed works.</p> | <p>Council has received numerous concerns over the years regarding intersection safety at this location. Accordingly, this location was reviewed as part of the Rozelle North LATM study, and recommended for a roundabout treatment.</p> <p>The stormwater and utility services will be reviewed in the detailed design, the proposal is not expected to negatively impact these assets.</p> |
|---|---|

ATTACHMENTS

1. [Download](#) Elliott Street, Terry Street & Glassop Street, Balmain Roundabout Detailed Design Plan



Item No: LTC0623(1) Item 10

Subject: KENSINGTON ROAD, SUMMER HILL-PROPOSED 'NO RIGHT TURN 6AM-10AM, 3PM-7PM MON-FRI' FROM KENSINGTON ROAD INTO LIVERPOOL ROAD.
(DJARRAWUNANG-ASHFIELD WARD/SUMMER HILL ELECTORATE/BURWOOD PAC)

Prepared By: Boris Muha - Traffic Engineer

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

Concerns have been raised regarding traffic safety and vehicular congestion/conflict at the intersection of Kensington Road and Liverpool Road, Summer Hill during the morning and afternoon peak periods. Council is proposing to limit traffic movement into Kensington Road by imposing a 'No Right Turn; 6.00am-10.00am and 3.00pm-7.00pm Mon -Fri' restriction from Kensington Road into Liverpool Road.

This will improve the safety and control of traffic at the above intersection during the above times. Vehicles will be able to detour via Sloane Street to Parramatta Road, or via Sloane Street and Gower Street to Liverpool Road towards main road intersections under signalised control.

RECOMMENDATION

That:

1. A 'No Right Turn; 6am-10am, 3pm-7pm Mon-Fri' restriction be installed at the intersection of Kensington Road and Liverpool Road, Summer prohibiting right turn movements during clearway times from Kensington Road into Liverpool Road; and
2. A Traffic Management Plan be issued to Transport for NSW seeking approval for the above part-time 'No Right Turn' ban.

BACKGROUND

The following is advised in reference to **Attachment 1** being a locality plan and showing traffic count data on streets to the south of Parramatta Road and Liverpool Road, as last registered in April 2022:

Kensington Road is classed as a local road with traffic volumes ranging from 1000-1500 vehicles per day with 85% speeds at 47kph, as controlled by an array of speed humps located within the street. The adjoining streets are Sloane Street (being a local collector link road) and Gower Street (being a local Road). Sloane Street carries around 3000-4000 vpd, whilst Gower Street carries some 1300 vehicles per day with 85% speeds ranging around 37-45 kph, again with speed humps installed in these streets to control traffic speeds.

All 3 streets are posted as 50 kph speed limit, and measure approximately 12.8m kerb to kerb. Traffic is two-way with parking to both sides of the streets. The subject intersection of Liverpool Road and Kensington Road has an existing 'No Right Turn' ban from '6am-10am Mon-Fri' to prohibit right turn vehicles from entering Kensington Road from Liverpool Road.

Available 5- year accident statistics from Transport for NSW July 2016-July 2021 indicate two (2) recorded incidences at the intersection are as follows:

- One (1) x 2019, RUM 39- Vehicles from same direction, accident degree: minor/other injury vehicle collision in Kensington Road.
- One (1) X 2021, RUM 30-Rear End, accident degree: minor/other injury- vehicle collision in Liverpool Road.

Four (4) other vehicle type crashes were recorded from 2008-2016 at the intersection having rear right, right near, rear end and cross traffic resulting with non-injury (tow-away) and serious injury severity.

FINANCIAL IMPLICATIONS

The cost of signposting will come from the signs and line marking budget.

OTHER STAFF COMMENTS

General concerns have been raised with traffic by-passing along Kensington Road from Longport Street, and traffic diverting away from Parramatta Road during peak periods in the westbound direction. Vehicles turning right at the intersection of Liverpool Road and Kensington Road are then confronted by a heavy stream of traffic in Liverpool Road during peak periods.

An intersection (camera) analysis of the intersection of Liverpool Road and Kensington Street was carried out at the same time traffic counters were laid out in April 2022 to determine the number of vehicles turning right in the morning and afternoon peak periods.

It was identified in a one hour period the maximum amount of vehicles turning right at the intersection was around 18 vehicles per hour (vph). This accounted for approximately 25% of total left and right turn vehicle movements out of Kensington Road. The right turn is considered relatively low in volume. However, with the risk of right turn vehicles having to cut across traffic in both directions of Liverpool Road to then move to the left hand side of Liverpool Road to turn left into Parramatta Road, it would be considered safe and beneficial under road safety conditions to limit right turns at this location. The accident history above may well account for incidences involved directly or indirectly with right turn movements.

A 'No Right Turn' ban between morning and afternoon clearway hours Mon-Fri would improve safety and minimise conflict at the intersection. The intersection analysis for 4 hours in the morning (i.e. 6am-10am) and 4 hours in the afternoon (i.e. 3pm-7pm) equated to some 100 vehicles through the day.

As these counts were undertaken in April 2022, more recent manual observations taken on the Thursday 1 June 2023 during a morning and afternoon peak hour could not establish more than 18 vph turning right at the intersection. No more than 3 vehicles were observed to bank up at this intersection, with only one right turn vehicle waiting at all times.

Total hourly traffic count observation in Kensington Street (between Sloane Street and Liverpool Road) showed no more than 94 vph (morning) and 106 vph (afternoon), as compared to April 2022 figures showing 127vph (morning) and 109 vph (afternoon)- see **Attachment 1**. No real increase in traffic has occurred over the last 12 months.

It is considered that the right turn traffic can be absorbed and dispersed into the surrounding street network with little or no real impact or congestion to the street environment of Sloane or Gower Street.

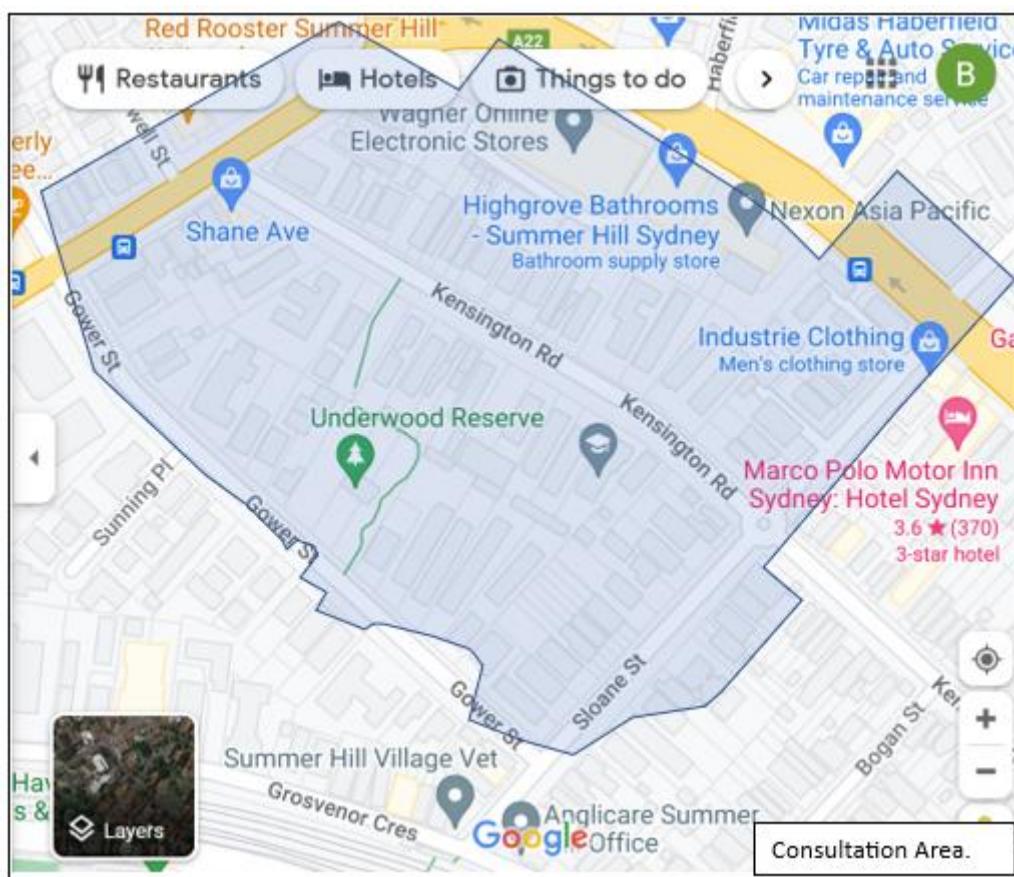
It is further proposed that signs reading 'No Right Turn 6am-10am, 3pm -7pm Mon-Fri, Ahead at Liverpool Road' be established on the northern corner side of Kensington Street, west of Sloane Street to forewarn motorist to proceed and detour via Sloane Street and/or Gower Street. Vehicles can then safely turn at the signalised intersections of Gower Street and Liverpool Road or Sloane Street and Parramatta Road. Any congestion build up to these intersections would be considered minimal with added right or left turn movements.

Alternatively, vehicle can elect to proceed, turn left, then right from Liverpool Road into Gower Street, then right into Ormand Street and left into Parramatta to head west. Any congestion build up in Liverpool Road at Gower Street would be considered minimal with added right turn movements.

As Turn bans are required to be approved by Transport for NSW, a Traffic Management Plan shall be issued to Transport for NSW seeking its formal approval.

PUBLIC CONSULTATION

1000 letters showing a plan of the proposal to add 'No Right Turn 6-10am, 3-7pm Mon-Fri' from Kensington Road into Liverpool Road, were mailed out to properties as shown in the consultation area below to seek comments. Consultation letters were sent out on 24 April 2023 with the closure on submissions being the 22 May 2023. The proposal was also advertised for 28 Days as required under the Road Act for proposed traffic changes.



17 Responses were received with (8) in support with/without comments and (9) in non-support or objection with/without comments. Those providing comments have been tabled below with officer response made.

| Supporting with comments | Officers Response |
|--|---|
| <ul style="list-style-type: none"> Constant stream of traffic in Liverpool Road make the Right hand turn almost impossible. Traffic turning Left from Kensington Road is often queued. Right hand turns will also deter some rat-running. Prohibition should be permanent. Access to /from western end of Kensington Road should be left in/out. <p>(3 similar comments)</p> | <p>Noted.</p> <ul style="list-style-type: none"> The proposal only aims to limit RH turn during clearway times, more so on safety grounds and not change traffic conditions elsewhere to avoid additional traffic and congestion to other streets, and further limit local street access. Council is separately investigating to signpost the southern corner of Kensington Road to the statutory length of 10 metres to clear the corner of parking. This may provide some opportunity for left turn vehicles to pass around right turn vehicles waiting at times outside of the proposed restrictions. |
| <ul style="list-style-type: none"> Number of near incidents of cars forcing themselves into lines of traffic. There has been one car pushed into the shops at this intersection. | <p>Noted.</p> |
| <ul style="list-style-type: none"> Happy to support but think the timing is too long. | <p>The ban is consistent with the Liverpool Road clearway times which correspond to the times where there is a heavy stream of traffic in Liverpool Road.</p> |
| <p>Support with the following additions:</p> <ul style="list-style-type: none"> increased signage showing the 50kph speed limit on both Gower Street and Kensington Road. adjust traffic light sequencing at Gower Street and Liverpool Road at peak hours to expedite rat-run traffic out of Gower Street. include more signage indicating Underwood Reserve, Gower Street is occupied by children and toddlers during daylight hours to accommodate increased young families in this densely populated pocket. <p>Gower Street has frequent pedestrian traffic throughout the day and evening and speeding traffic is an ongoing issue even with the speed humps.</p> | <ul style="list-style-type: none"> Additional 50 kph speed limit in the street is not required as local streets (in build-up areas) are at default 50 kph speed limit without the need of signposting. Traffic signals are under the care and control of TfNSW, and light sequencing can be adjusting pending on the varying traffic conditions in the area. A request could be made to the TfNSW to examine if signal sequencing in the area is satisfactory. Council will examine if 'Pedestrians' W6-1 or 'Children' W6-3 warning signs could be placed to forewarn motorists of pedestrian/child activity near the park. |

| Non-Supporting with comments | Officers Response |
|---|---|
| <ul style="list-style-type: none"> Concerns are not been raised by the people who use the intersection to turn right into Liverpool Rd at this intersection- the option to use Gower and Sloane streets is always available to | <ul style="list-style-type: none"> Residents generally made concerns to traffic generation (rat-running) in the street and speeding. Council noted the problem with right turning into Liverpool Road on the basis of road safety. |

| | |
|--|--|
| <p>them. Concerns must have been raised by the residents of Kensington Street who prefer to divert the traffic onto Sloane St or Gower St so that they don't have any traffic noise themselves in the morning and afternoon, however, the residents of those two streets have to deal with all the traffic and noise any time of the day.</p> | <ul style="list-style-type: none"> • Traffic diversion into side streets would be considered minimal based on traffic survey investigations. |
| <ul style="list-style-type: none"> • don't believe restricting traffic flow with a 'No Right Turn' will make any difference with congestion on Liverpool Road during these peak times. • suggest a 'No Right Turn' into Tideswell Street from Liverpool Road as this blocks traffic by cars attempting to try to turn into Red Rooster. • suggest a speed camera be placed on Liverpool Road at the Gower Street intersection to reduce speeding and the many traffic incidences that have occurred at this intersection for many years. Cars come off Parramatta Road straight onto Liverpool Road at great speeds and many accidents involving both pedestrians and other vehicles have suffered in result. | <ul style="list-style-type: none"> • The proposal mainly addresses a road safety issue at the intersection. • Tideswell Street is a dead- end with vehicle movements mainly into and out of Red Roaster. There is no recorded accident history at this intersection to consider ban movements, and that any ban movements may severely limit access in or out of this dead end street. • Speed cameras on the main road are the responsibility of Transport for NSW and submissions can be made to TfNSW to consider. |
| <ul style="list-style-type: none"> • Gower Street and Sloane Street is already very congested at peak hour. • Turning Kensington/Liverpool Roads into 'No right turn' between 6-10am and 3-7pm, Mon-Fri only moves the problem not solve the problem. (4 similar comments) | <p>The proposal mainly addresses a road safety issue at the intersection. Any congestion in other streets would be considered minimal with traffic diversion under this proposal.</p> |
| <ul style="list-style-type: none"> • Parking in Sloane St is not available to residents due to commuters using it to park cars to catch the train and traffic patrols happening very rarely. Suggest resident parking for both sides of road. Otherwise two hours. | <ul style="list-style-type: none"> • Parking in the street is outside the scope of this proposal. Resident parking is contained to one side of the street only in fair balance to provide longer term parking for those residents and visitors ineligible for parking permits. |
| <ul style="list-style-type: none"> • Object to the proposal. The most dangerous part about turning right onto Liverpool Road from Kensington Road are the trees planted on Liverpool Road a few years ago by Council. these obscure a drivers view of oncoming traffic. • Of a morning the roundabout at the corner of Kensington Road and Street is congested and often blocked by motorists. Forcing drivers along | <ul style="list-style-type: none"> • The trees are of a species that the underside branches are cut off to avoid visual obstruction. A request will be made under maintenance program to cut any further underside growth. • A secondary set of signs will be placed in Kensington Road, just west of the roundabout intersection with Sloane Street, advising 'No Right Turn Ahead' at Liverpool Road. This will alert motorist |

| | |
|---|--|
| <p>Kensington Street, if they are unable to turn right onto Liverpool Road, will add to this congestion. Drivers will likely turn left out of Kensington Road, block the lane by turning right at Gower Street, forcing more traffic onto Gower Street. Why create a rat-run.</p> | <p>beforehand and disperse and divert traffic via Sloane Street to Parramatta Road, or Sloane/Gower Streets to Liverpool Road, or continue and turn left into Liverpool Road, and right into Gower Street. This aims to reduce the amount of right turners if forced to turn left into Liverpool Road and right into Gower Street.</p> |
|---|--|

CONCLUSION

In view of the above, it is recommended based on traffic safety rather than traffic diversion that:

- A 'No Right Turn 6am-10am., 3pm-7pm Mon-Fri' ban be placed at the intersection of Kensington Road and Liverpool Road, Summer prohibiting right turn movements during clearway times from Kensington Road into Liverpool Road;
- An advance restriction signifying 'No Right Turn 6am-10am., 3pm-7pm Mon-Fri Ahead at Liverpool Road' be placed in Kensington Road west of Sloane Street; and
- As Turn bans are required to be approved by Transport for NSW, a Traffic Management Plan shall be issued to Transport for NSW seeking its formal approval.

ATTACHMENTS

1. [↓](#) Diagram showing location of proposed No Right Turn (clearway times) and traffic data (volumes and speeds) in the area.



Item No: LTC0623(1) Item 11

Subject: MEEKS ROAD, MARRICKVILLE - 'NO STOPPING' YELLOW LINE AND SIGNAGE (MIDJUBURI - MARRICKVILLE WARD / SUMMER HILL ELECTORATE / INNER WEST PAC)

Prepared By: John Stephens - Traffic Engineer

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

In response to concerns raised by a local resident, Council proposes to install 'No Stopping' linemarking and signage along the southern side of Meeks Road to improve road safety for cyclists and other road users.

RECOMMENDATION

That:

1. A 122m yellow 'No Stopping' line be installed on the southern side of Meeks Road between Braddock Playground and Victoria Road, Marrickville;
2. A 'No Stopping' (arrow right) signpost be installed on the eastern side of Meeks Road approximately 41m south of Maude Street;
3. A 'No Stopping' (arrows left & right) signpost be installed on the southern side of Meeks Road in the landscaped island prior to Victoria Road;
4. The GIVE WAY holding line in Meeks Road at Victoria Road be remarked; and
5. Traffic speed and volumes be monitored following the installation of the above works.

BACKGROUND

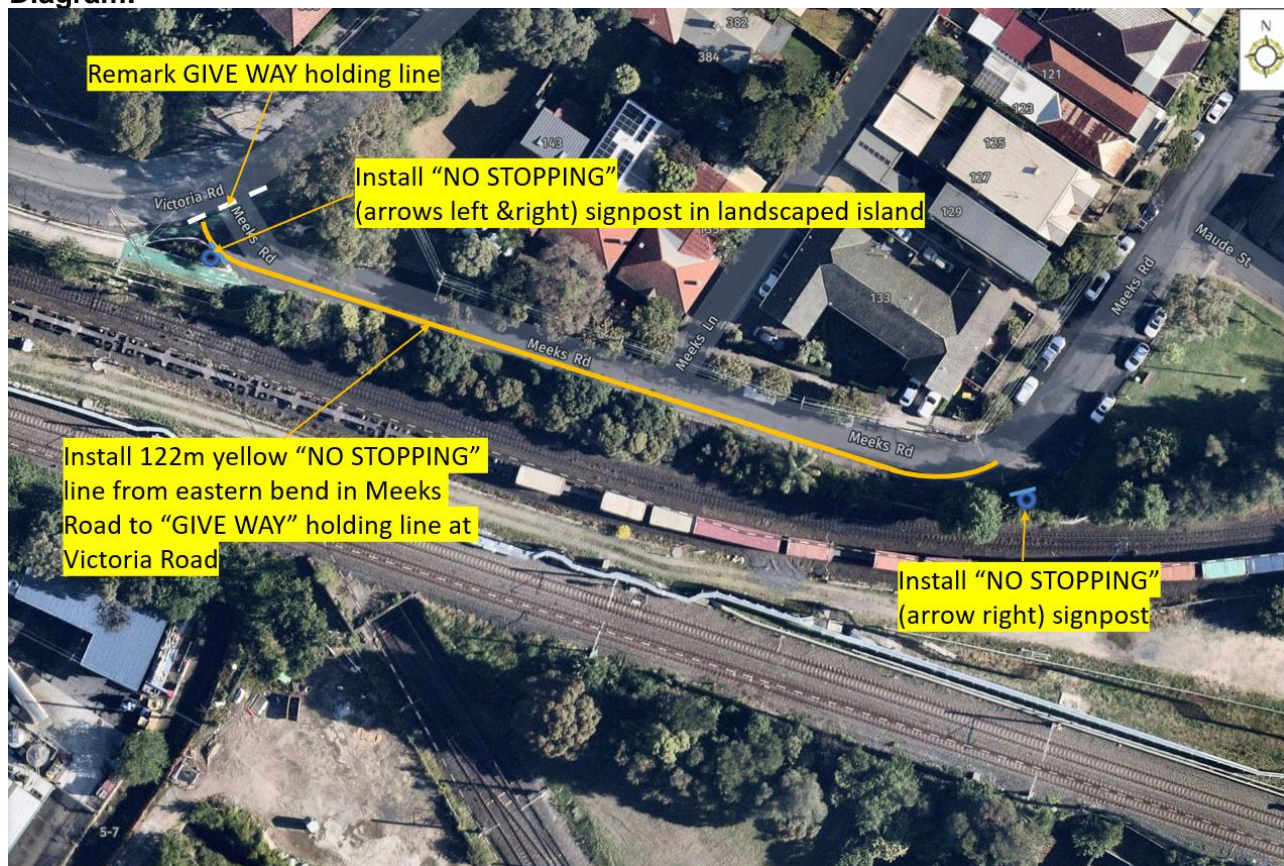
Council has received concerns from a local resident about parking that is occurring along the southern end of Meeks Street when vehicles park adjacent to the railway corridor. This section of Meeks Road is narrow (approximately 6m wide), especially with parked vehicles on both sides of the road further narrowing the carriageway and is causing a danger to cyclists and traffic.

Previously, Council had installed timber bollards along most of the southern edge of Meeks Road due to a high pressure gas line being located in the footpath area. Over the years, the shrubs and trees have grown within the unformed footpath area; however, vehicles are still being parked on the southern side which narrows the carriageway width and impacts on two-way traffic movements. Also, this section of Meeks Road forms part of Council's on-road bicycle route and the narrowing of the carriageway affects the safety of cyclists and other road users.

Therefore, it is proposed to install a yellow 'No Stopping' line along the southern side of Meeks Road between Braddock Playground and Victoria Road with associated 'No Stopping' signage at the eastern and western ends of Meeks Road.

At the time of inspection, it was also noted that the 'Give Way' holding line in Meeks Road at Victoria Road was faded and should be remarked.

Diagram:



FINANCIAL IMPLICATIONS

The cost of installation of the linemarking and signposting can be funded from Council's operational signs and linemarking budget.

PUBLIC CONSULTATION

A consultation letter was prepared indicating the proposal and mailed out to 56 properties. The consultation closed on Friday, 26 May 2023 and five responses were received, including a telephone response. Three responses were in support and two objected.

One of the supporters from Meeks Road who raised his initial concerns with Council also raised another concern about southbound traffic in Meeks Road having to move to the centre of the road to travel through the bend adjacent to the playground with vehicles parked on both sides of the road. This has led to near misses with approaching vehicles and creates a hazard to cyclists.

One of the objectors from Victoria Road was concerned that the proposal was taking away parking for residents who already pay for resident parking permits. The other objector from Meeks Road was concerned that the removal of parking would increase vehicular speeds and requested traffic calming in lieu of the proposal.

CONCLUSION

In order to provide a wider safer carriageway in Meeks Road between Braddock Playground and Victoria Road, it is recommended that the proposed 'No Stopping' linemarking and associated signage should be installed on the southern side of Meeks Road, Marrickville.

ATTACHMENTS

Nil.

Item No: LTC0623(1) Item 12

Subject: PERRY LANE, LILYFIELD - PROPOSED 'NO PARKING' RESTRICTIONS
(BALUDARRI-BALMAIN WARD/BALMAIN ELECTORATE/LEICHHARDT
PAC)

Prepared By: Zara Helal - Engineer - Traffic and Parking Services

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

Council has received concerns from residents with rear property access on Perry Lane, Lilyfield regarding vehicles parking on the northern side of the lane and subsequently obstructing their access to their property driveways. Rear access for property No.205 Lilyfield Road is further limited by a tree located on the northern side of Perry Lane, to the west of the garage of No.1 Mary Street, Lilyfield. A 'No Parking' zone is proposed to enable vehicle access to these properties.

RECOMMENDATION

That the implementation of 6.0m 'No Parking' zone on the northern side of Perry Lane, Lilyfield opposite the rear garages of Nos.205 and 207 Lilyfield Road, Lilyfield, be APPROVED.

BACKGROUND & OTHER STAFF COMMENTS

Council has received concerns from residents with rear property access on Perry Lane regarding vehicles parking on the northern side of the lane and subsequently obstructing vehicular access to their rear property driveways.

Vehicles currently park on the northern side of Perry Lane, to the west of garage of No.1 Mary Street, Lilyfield, which results in reduced manoeuvrability in and out of the subject property garage. Rear access for property No.205 Lilyfield Road is further limited by a tree located on the northern side of Perry Lane, to the west of the garage of No.1 Mary Street, Lilyfield.

Council initially proposed to implement a 3.0m 'No Parking' zone on the northern side of Perry Lane, opposite the rear access of No.205 Lilyfield Road, Lilyfield. During the community consultation process, a request was received to extend the 'No Parking' restriction to also improve access to the rear garage of No.207 Lilyfield Road. The proposal has been modified to accommodate this request.

The kerbspace on the northern side of Perry Lane, between the driveway of No.1 and No.2 Mary Street, being about 14m in length, currently allows for parking for two (2) vehicles. The modified proposal removes one (1) on-street parking space, opposite the rear driveway of No.207 Lilyfield Road.

FINANCIAL IMPLICATIONS

Nil.

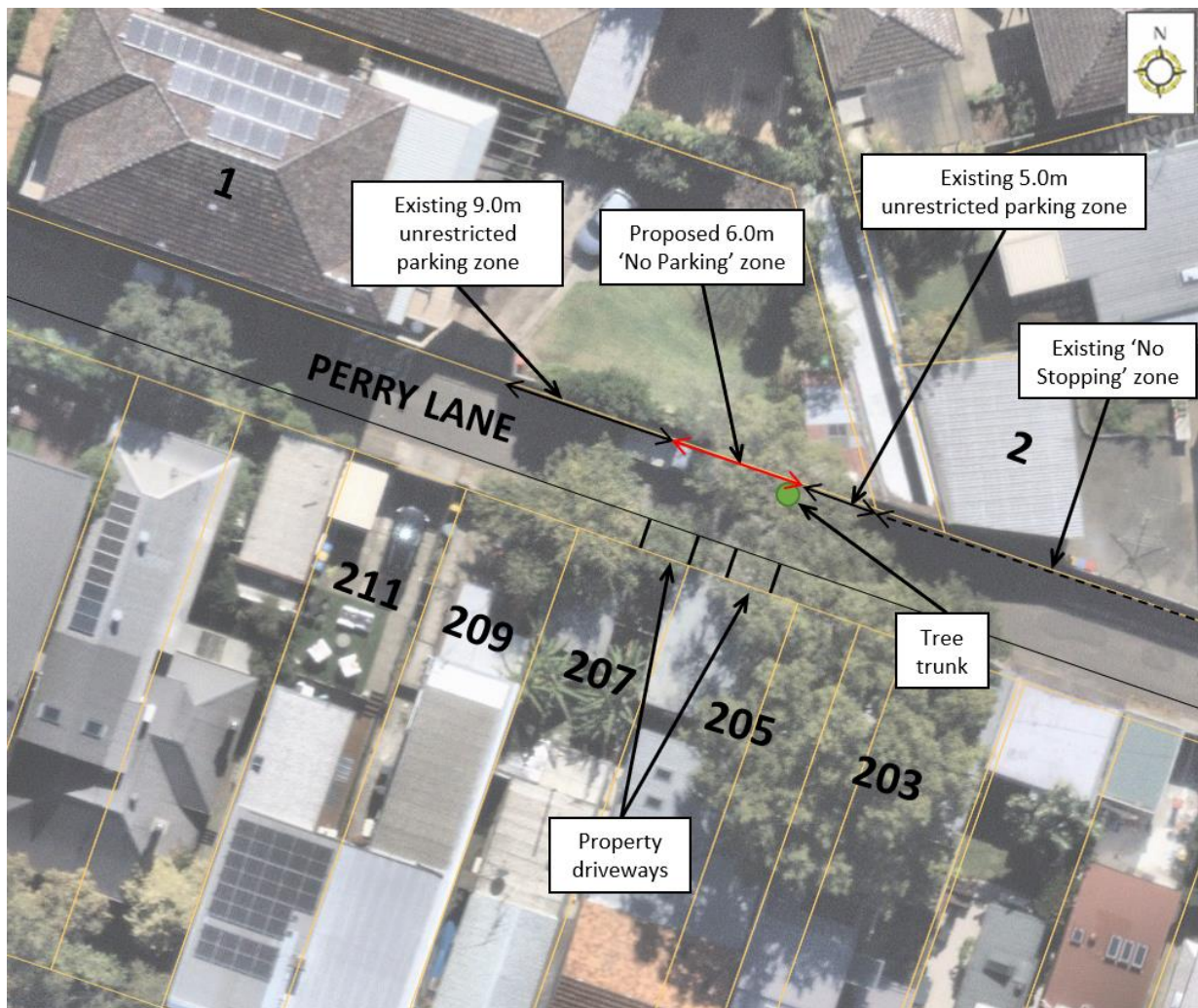
PUBLIC CONSULTATION

A letter outlining the initial proposal was mailed out to the affected properties (19 properties) in Perry Lane, Mary Street and Steward Street, Lilyfield. Three (3) responses were received, with one (1) in support of the proposal, one (1) in general support of the proposal with changes,

and one (1) in objection to the proposal. A summary of the comments and officer's response are tabled below:

| Residents' Comments | Officer Comments |
|--|---|
| There is a request to extend the 'No Parking' restriction to ensure access from the rear garage of No.207 Lilyfield Road is also improved. | The extension of the proposed 'No Parking' restrictions to improve access from the rear garage of No.207 Lilyfield Road is supported resulting in a loss of one (1) on-street parking space between the driveways of No.1 and No.2 Mary Street. |
| Objections to the potential loss of parking as this may negatively impact nearby businesses and their customers. | Given the existing satisfactory on-street parking provisions available at Perry Lane, the removal of one (1) on-street parking space is not expected to have any adverse effects on the overall parking availability in the area. |

The modified proposal is shown on the plan below.



ATTACHMENTS

Nil.

Item No: LTC0623(1) Item 13

Subject: KING GEORGE PARK CARPARK, MANNING STREET, ROZELLE -
PROPOSED '8P 8.00AM-8.00PM' RESTRICTIONS (BALUDARRI-BALMAIN
WARD/BALMAIN ELECTORATE/LEICHHARDT PAC)

Prepared By: Zara Helal - Traffic Engineer

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

Council is proposing to implement '8P 8.00am-8.00pm' parking restrictions in the recently constructed King George Park carpark, located in Manning Street, Rozelle. The restrictions are intended to ensure that the carpark is effectively utilised by different users of the park and deter vehicles and trailers from parking for extended periods.

Council is also proposing to implement one (1) additional accessible parking space in addition to the original arrangement. This will ensure there are adequate accessible parking provisions to accommodate visitors of the nearby Constellation Playground.

RECOMMENDATION

That:

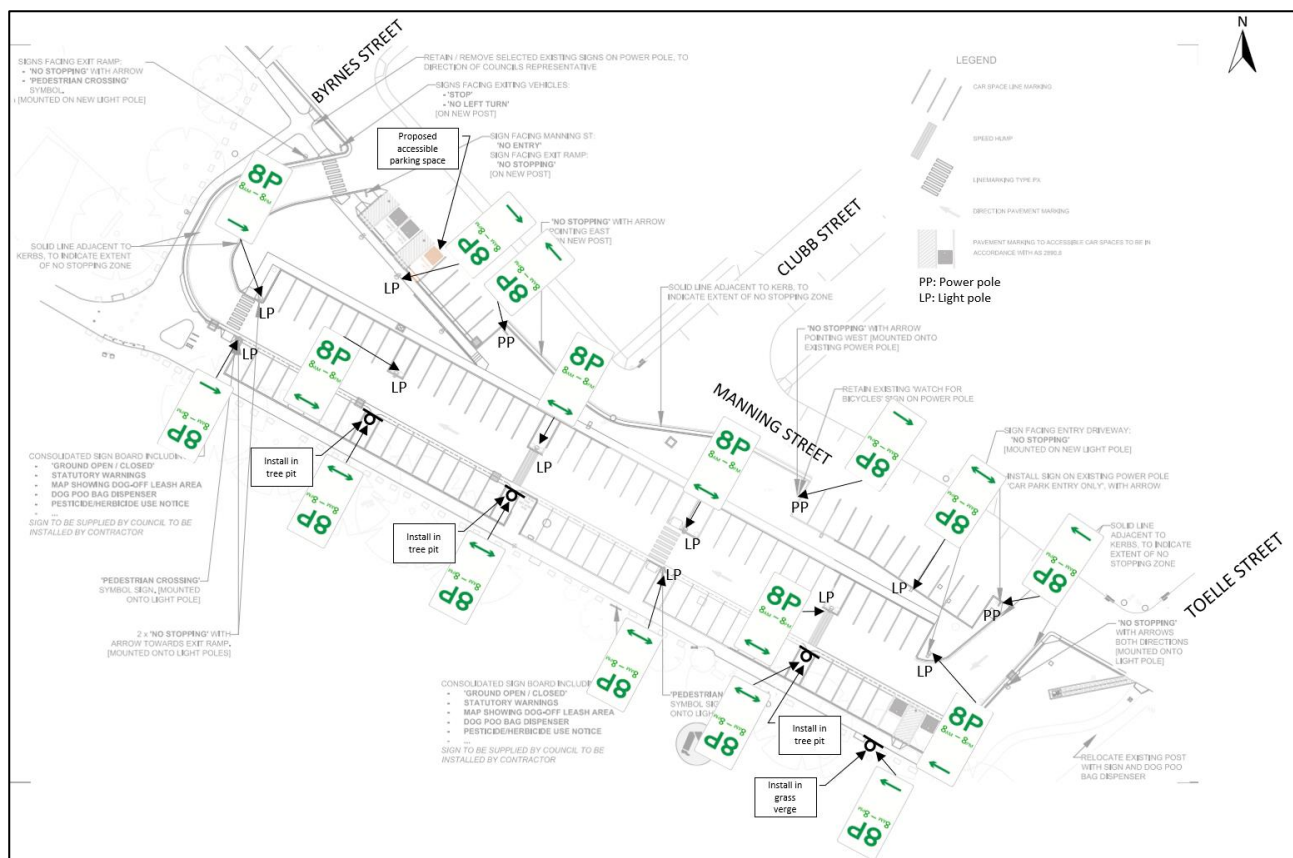
1. The proposed '8P 8.00am-8.00pm' parking restrictions in King George Park carpark, located in Manning Street, Rozelle, be approved; and
2. The implementation of one (1) additional accessible parking space in addition to the current arrangement in King George Park carpark, be approved.

BACKGROUND & OTHER STAFF COMMENTS

The King George Park carpark, located in Manning Street, Rozelle, currently does not have any timed restrictions. This was also the case prior to the recent carpark upgrades completed in April 2023. The unrestricted parking provisions have previously enabled trailers and other motor vehicles to park in the carpark for extended periods, which could thereby reduce parking availability for visitors of King George Park and the nearby Constellation Playground (also located in Manning Street, Rozelle).

To ensure visitors of King George Park and Constellation Playground have access to suitable parking, Council is proposing to implement '8P 8.00am-8.00pm' parking restrictions in the King George Park Carpark. This includes the installation of 17 signs within the carpark.

Currently, there are two (2) accessible parking spaces in the King George Park carpark. To ensure there are adequate accessible parking provisions to accommodate visitors of the Constellation Playground, one (1) additional accessible parking space in addition to the current arrangement is proposed.



FINANCIAL IMPLICATIONS

The costs associated with installing the '8P 8.00am-8.00pm' signage and pavement marking for the accessible parking space will be funded from the King George Carpark project.

PUBLIC CONSULTATION

A letter outlining the proposal was mailed out to 82 properties in Toelle Street, Clubb Street, Byrnes Street, Callan Street, and Manning Street, Rozelle. 10 responses were received, all in relation to the proposed '8P 8am-8pm' restrictions only. One (1) response is in acceptance with no changes, three (3) are in acceptance with modifications to the proposal, and six (6) are in objection to the proposal.

No responses were received regarding the proposed implementation of one (1) additional accessible parking space in addition to the current arrangement.

The main traffic and parking related concerns raised by the residents are tabled below:

| Residents' Comments | Officer Comments |
|---|---|
| Residents request Resident Parking Scheme (RPS) to be implemented on Toelle Street, to deter trailers that would otherwise park in the carpark to park in Toelle Street. Five (5) residents have requested for this provision to be made. | Council has undertaken investigation on a RPS in September 2019. During this time, there was insufficient level of support from residents to establish an RPS. Council will monitor Byrnes Street, Toelle Street, Clubb Street, Callan Street and Springside Street following installation of the carpark restrictions to determine if there has been any trailer displacement. |
| Residents request RPS within King George Park carpark, allowing access to parking when on-street spaces are fully occupied. (5 comments) | As the intended use of the carpark is for visitors of King George Park and Constellation Playground, exemptions or permits cannot be provided to residents. The carpark provides flexibility for overnight parking for residents as needed. |

| | |
|--|---|
| Residents request a 'Motor Vehicle Only' restriction alongside the proposed '8P 8.00am-8.00pm' parking restrictions, as they deem this restriction alone to be inadequate in deterring trailers in the short-term. (5 comments) | The 8P restriction is considered adequate to deter long-term vehicle parking, including trailers. Additionally, high levels of trailers have not been observed in the adjacent streets. |
| There is concern regarding adequate monitoring of parking restrictions by Council. (1 comment) | Council's parking enforcement team respond to requests made through Council's website and phone number. |
| Residents request that there be 1-2 dedicated carshare spaces as residents report there are currently carshare vehicles parked on Toelle Street for extended periods. (5 comments) | As the intended use of the carpark is for visitors of King George Park and Constellation Playground, the implementation of dedicated carshare spaces within the carpark is not currently supported. |
| One (1) resident has requested speed restrictions to be implemented within the carpark to ensure safety of pedestrians. | Speed humps have been installed in the carpark to ensure that vehicle speeds are acceptable. |
| Residents request unrestricted parking within King George Park carpark, so the carpark may be used as overflow parking by residents, and by commuters and workers who currently park in local streets. (2 comments) | Refer to above response regarding other users of the carpark. The intended use of the carpark is for visitors of King George Park and Constellation Playground. Additionally, it should be noted that the proposed '8P 8.00am-8.00pm' restrictions do not prevent residents or other carpark users to park overnight, given there is adequate parking availability. |
| One (1) resident has requested that an electric vehicle charger be installed in the carpark. | This was considered during the consultation undertaken during the King George Park masterplan and can be further considered in Council's electric vehicle charging tender. |
| One (1) resident has requested that school bus routes be further investigated. The resident is concerned that buses are currently facing difficulty in turning right from Callan Street into Manning Street, as cars are parked on both sides of Manning Street throughout the day. | Bus access through this intersection may be constrained by vehicles parking too close to the intersection. Vehicles are expected to park in accordance with the NSW Road Rules. |
| Residents have requested that additional safety measures are implemented for pedestrians at the northern ends of Toelle Street, Byrnes Street and Clubb Street, near their intersections with Victoria Road. As Victoria Road has a speed limit of 60km/h, vehicles enter these adjacent streets at high speeds. This has caused concerns regarding pedestrian safety at and near these intersections. (7 comments). | Sections of Toelle Street, Byrnes Street and Clubb Street were reconstructed near Victoria Road as part of the Iron Cove works undertaken by WestConnex Rozelle Interchange. Council has previously raised this safety issue with them. |

ATTACHMENTS

Nil.

Item No: LTC0623(1) Item 14

Subject: INTERSECTION OF JOSEPH STREET AND UNNAMED LANEWAY
(BETWEEN RYAN STREET & LAMB STREET), LILYFIELD - PROPOSED
'NO STOPPING' RESTRICTIONS (BALUDARRI-BALMAIN WARD/BALMAIN
ELECTORATE/LEICHHARDT PAC)

Prepared By: Zara Helal - Traffic Engineer

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

Council has received concerns regarding vehicles obstructing sight lines and manoeuvring space by parking too close to the intersection of Joseph Street at Unnamed Laneway (between Ryan Street and Lamb Street), Lilyfield. An investigation has now been completed and is presented in this report.

RECOMMENDATION

That the following statutory restrictions be signposted:

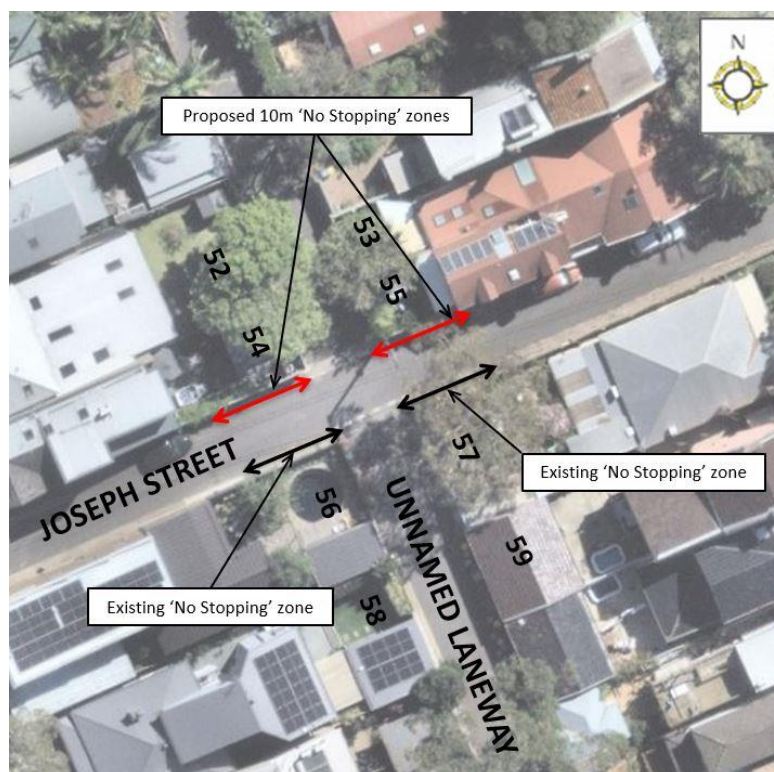
1. 10m 'No Stopping' zone on the northern side of Joseph Street, east of Unnamed Laneway; and
2. 10m 'No Stopping' zone on the northern side of Joseph Street, west of Unnamed Laneway.

BACKGROUND & OTHER STAFF COMMENTS

Council has received concerns regarding vehicles obstructing sight lines and manoeuvring space by parking too close to the intersection of Joseph Street at Unnamed Laneway (between Ryan Street and Lamb Street), Lilyfield.

To alleviate this issue, it is proposed to signpost 'No Stopping' zone at the following locations:

- 10m 'No Stopping' zone on the northern side of Joseph Street, east of Unnamed Laneway
- 10m 'No Stopping' zone on the southern side of Joseph Street, west of Unnamed Laneway.



FINANCIAL IMPLICATIONS

Nil.

PUBLIC CONSULTATION

A letter outlining the initial proposal was mailed out to the affected properties (23 properties) in Ryan Street and Lamb Street, Lilyfield. Two (2) responses were received with both in general support with request for changes. The comments and Council's responses are tabled below:

| Residents' Comments | Officer Comments |
|---|---|
| Implementing 10m 'No Stopping' restriction at the subject location will reduce parking near the intersection of Joseph Street at Unnamed Laneway (between Ryan Street and Lamb Street). | Under the NSW Road Rules, it is illegal to park within 10 metres of an intersection without traffic lights, unless a parking control sign applies indicating that the driver is permitted to park. As such, the signage only formalises the Road Rules. |
| Installation of signage may be detrimental to the overall streetscape of the street. | The proposal sees the installation of two (2) signs which will not significantly impact the overall streetscape. The signage will not obstruct pedestrian or vehicular access in the laneway. |

ATTACHMENTS

Nil.

Item No: LTC0623(1) Item 15
Subject: INTERSECTION OF CROYDON ROAD AND SUNBEAM AVENUE, CROYDON.
-PROPOSED 'NO STOPPING' TO THE EASTERN CORNER OF CROYDON ROAD, NORTH OF SUNBEAM AVENUE.
(GULGADYA-LEICHHARDT WARD/STRATHFIELD ELECTORATE/BURWOOD PAC)

Prepared By: Boris Muha - Traffic Engineer
Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

SUMMARY

Council has received concerns regarding vehicles obstructing sight lines by parking close to the eastern side of Croydon Road, north of Sunbeam Avenue, Croydon.

To alleviate this issue, it is proposed, in this case, that the corner be signposted with a 16.0 metre 'No Stopping' zone as measured from the side street kerb line of Sunbeam Avenue.

RECOMMENDATION

THAT 'No Stopping' of a length of 16 metres be signposted on the eastern side of Croydon Road, north of Sunbeam Avenue, Croydon.

BACKGROUND & OTHER STAFF COMMENTS

Sunbeam Avenue is a dead- end street coming off Croydon Road. Croydon Road carries high volumes of traffic up to 800 vph in peak periods. It measures 10 metres in width kerb to kerb with two- way traffic, and parking to both sides of the street. The geometry/elevation of the intersection forces vehicles turning out to encroach well into the path of the traffic when vehicles (particularly trucks) park close to the corner of the intersection.

Under the circumstance, it is considered that a length of 16 metres of 'No Stopping' be signposted on the eastern corner of Croydon Road to provide safe visual sight line for vehicles exiting out of Sunbeam Avenue.



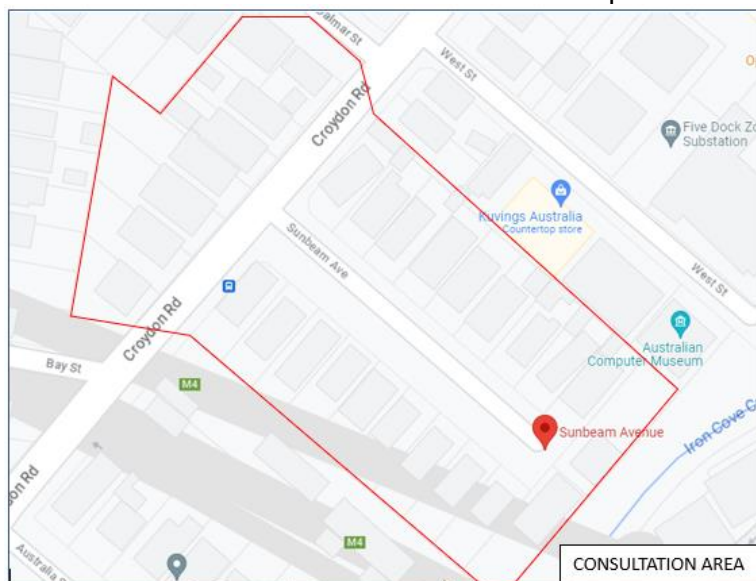
FINANCIAL IMPLICATIONS

The cost of signposting will come from the operational signs and line marking budget.

PUBLIC CONSULTATION

The plan and covering letter was sent out to 27 properties as shown in the consultation area below to seek comments. Consultation letters were sent out on 19 May 2023 with the closure on submissions being the 2 June 2023.

Two responses were received in support of the proposal advising that turning out is extremely difficult with near miss incidences resulting, and that a resident in Sunbeam Avenue in the past was involved in an accident on account of this problem.



ATTACHMENTS

Nil.