AGENDA

LOCAL TRAFFIC COMMITTEE MEETING

MONDAY 17 JULY 2023

11.00am

Location Ashfield Service Centre, 260 Liverpool Road, Ashfield

Function of the Local Traffic Committee

Background

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

Role of the Committee

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

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

Committee Delegations

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

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

Committee Membership & Voting

Formal voting membership comprises the following:

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

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

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

Committee Chair

Council's representative will chair the meetings.

Public Participation

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

AGENDA

1 Apologies

2 Disclosures of Interest

3 Confirmation of Minutes **Page**

4 Matters Arising from Council's Resolution of Minutes

5 Part A – Items Where Council May Exercise Its Delegated Functions

Traffic Matters

ITEM **Page**

Parking Matters

Nil at the time of printing.

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 19 June 2023 at Ashfield Service Centre

Meeting commenced at 11.03am

ACKNOWLEDGEMENT OF COUNTRY BY CHAIRPERSON

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

COMMITTEE REPRESENTATIVES PRESENT

Mayor Darcy Byrne	Councillor – Baludarri-Balmain Ward (Chair)
Bill Holliday	Representative for Jamie Parker MP, Member for Balmain
Graeme McKay	Representative for Jo Haylen MP, Member for Summer Hill
Colin Hesse	Representative for Jenny Leong MP, Member for Newtown
Sgt Charles Buttrose	NSW Police – Leichhardt Police Area Command
Nina Fard	Transport for NSW (TfNSW)

NON VOTING MEMBERS IN ATTENDANCE

Manod Wickramasinghe	IWC's Traffic and Transport Services Manager
Sunny Jo	IWC's Coordinator Traffic Engineering Services (North)
Jason Scoufis	IWC's Traffic and Parking Planner
Zara Helal	IWC's Traffic Engineer (North)
Miia Hynninen	IWC's Business Administration Officer
Christy Li	IWC's Business Administration Officer

VISITORS

Firdous Majeed	Resident- Item 12
Joseph Atola	Business Owner- Item 12
Andrew Doyle	Resident- Item 13

APOLOGIES:

Patricia Arcilla	Representative for Jenny Leong MP, Member for Newtown
Col Jones	Inner West Bicycle Coalition (IWBC)
Bob Moore	Inner West Bicycle Coalition (IWBC)
George Tsaprounis	IWC's Coordinator Traffic Engineering Services (South)

DISCLOSURES OF INTERESTS:

Nil.

CONFIRMATION OF MINUTES

That the Minutes of the Local Traffic Committee Meeting held on Monday, 15 May 2023 be confirmed.

MATTERS ARISING FROM COUNCIL'S RESOLUTION OF MINUTES

LTC0623(1) Item 1 Seven Bridges Walk - Special Event (Gulgadga - Leichhardt & Baludarri - Balmain Ward/ Balmain Electorate/ Leichhardt PAC)

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.

OFFICER'S RECOMENDATION

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.

DISUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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.

For Motion: Unanimous

LTC0623(1) Item 2 Petersham North Latm Study (Damun-Stanmore Ward/Newtown Electorate/Inner West PAC)

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.

OFFICER'S 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.

DISCUSSION

The TfNSW Representative requested that the wording of recommendations in the report relating to speed limits be changed from "request TfNSW to implement…" to "request TfNSW to consider…".

The TfNSW Representative noted that in the report, under background 'Install a 10 km/h Shared Zone in Fishers Reserve and Carrington Lane' will require separate approvals from TfNSW for the speed limit reduction..

The Committee members agreed that minor amendments to the wording in the study could be undertaken to reflect these comments.

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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.**

For Motion: Unanimous

LTC0623(1) Item 3 Wardell Road, Dulwich Hill - Traffic Improvements (Djarrawunang-Ashfield Ward/Summer Hill Electorate/Inner West PAC)

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.

OFFICER'S 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.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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.**

For Motion: Unanimous

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)

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.

OFFICER'S 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.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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.**

For Motion: Unanimous

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)

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.

OFFICER'S 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.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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.**

For Motion: Unanimous

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)

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.

OFFICER'S RECCOMENDATION

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'.

DISSCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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'.

For Motion: Unanimous

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)

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.)

OFFICER'S 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.

DISCUSSION:

The TfNSW Representative advised to remove advisory speed signs from design as they are not required with raised crossings.

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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.

For Motion: Unanimous

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)

SUMMARY:

Council has finalised design plans to convert (2) existing at-grade pedestrian (zebra) crossings at the intersection of Sloane Steet 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.

OFFICER'S 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.

DISCUSSION:

The TfNSW Representative notes that there is an electrical pole on the north eastern corner of the intersection that drivers have hit when trying to manoeuvre the turn. The TfNSW Representative suggests to either reduce the size of the existing centre median island or remove the island so that drivers have more space to turn.

IWC agreed to investigate the removal/reduction of the island.

The TfNSW Representative advised to remove advisory speed signs from design as they are not required with raised crossings.

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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.

For Motion: Unanimous

LTC0623(1) Item 9 Proposed Roundabout & Safety Improvements - Elliott Street, Terry Street & Glassop Street, Balmain (Baludarri - Balmain Ward / Balmain Electorate / Leichhardt PAC)

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.

OFFICER'S 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.

DISCUSSION:

The TfNSW Representative noted that the proposed 'No Left Turn Vehicles Over 7m signage' and 'No Right Turn Vehicles Over 7m signage' will require separate approvals from TfNSW.

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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, subject to separate TfNSW approval of the TMPs for the proposed movement bans.

For Motion: Unanimous

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)

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.

OFFICER RECOMMENDATION:

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.

DISCUSSION:

The Committee members agreed with the Officer's recommendation

COMMITTEE 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.**

For Motion: Unanimous

LTC0623(1) Item 11 Meeks Road, Marrickville - 'No Stopping' yellow line and signage (MIDJUBURI - MARRICKVILLE WARD / SUMMER HILL ELECTORATE / INNER WEST PAC)

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.

OFFICER'S 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.

DISCUSSION:
The Committee members agreed with the Officer's recommendation

COMMITTEE RECOMMENDATION:

That:

1. **That a 122m yellow 'No Stopping' line be installed on the southern side of Meeks Road between Braddock Playground and Victoria Road, Marrickville.**
2. **That a 'No Stopping' (arrow right) signpost be installed on the eastern side of Meeks Road approximately 41m south of Maude Street.**
3. **That 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. **That the GIVE WAY holding line in Meeks Road at Victoria Road be remarked.**
5. **That traffic speed and volumes be monitored following the installation of the above works.**

For Motion: Unanimous

LTC0623(1) Item 12 Perry Lane, Lilyfield - Proposed 'No Parking' Restrictions (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC)

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

OFFICER 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.

DISCUSSION:

Public speaker: Firdous Majeed entered at 11:05am.

Ms Majeed supports the recommendation to implement the 'No Parking' zone due to concerns about vehicles obstructing vehicular access to her driveway.

(Ms Majeed left at 11:08am)

Public speaker: Joseph Atola entered at 11:09am

Mr Atola is against the proposed 'No Parking Zone' as he uses Perry Lane for receiving his deliveries and goods for his business.

Mr Atola is concerned that he and his neighbouring businesses who use the lane for deliveries and pick-ups will be negatively impacted, as they have no other alternative delivery locations. Mr Atola notes that Lilyfield Road is not an option for their deliveries as it is

congested with buses and local traffic.

(Mr Atola left at 11:14am)

It was noted that in laneways, access to off-street parking is priority over on-street parking but the 'No Parking' zone can be used for drop-off/pick-up for short periods of time.
The Committee members agreed with the Officer's recommendation.

COMMITEE 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.

For Motion: Unanimous

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)

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.

OFFICER'S 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.

DISCUSSION:

Public Speaker: Mr Andrew Doyle enters at 11.15am.

Mr Doyle is against the proposed parking restrictions in King George Park as he is concerned that the changes will push parking onto the residential streets, increasing traffic and decreasing parking availability. Mr Doyle is also concerned as historically the carpark has been used as a dumping ground for trailer and caravans, that if restrictions are placed, the trailers will spill onto the nearby streets without parking restrictions.

Mr Doyle recommends that instead of implementing timed parking, Council introduce; a 'Motor Vehicles Only' restrictions in the car park to mitigate the issues of trailers and caravans being parked for extended periods of time; Resident Parking Scheme restrictions in surrounding streets; the installation of two dedicated car spaces for Car Share vehicles which are currently using local streets; as well as lowering the speed limit on Tolle Street as he

believes 50km is too fast for the residential area.

(Mr Doyle left at 11.20am)

Officers advised that when similar restrictions have been introduced there has been minimal displacement of these vehicles into residential areas and this can be addressed under the Public Spaces (Unattended Property) Act 2021. It was further advised that Council is investigating reduced speed limits as part of the InnerWest@40 project.

It was noted that the '8P 8am- 8pm' restrictions were chosen to provide flexibility for residents in utilising the car park overnight and this parking could begin from midday.

The Committee members agreed with the Officer's recommendation subject to a 6-month trial of the restrictions.

COMMITTEE RECOMMENDATION:

That:

1. **The proposed '8P 8.00am-8.00pm' parking restrictions in King George Park carpark, located in Manning Street, Rozelle, be approved for a 6-month trial; and**

2. **The implementation of one (1) additional accessible parking space in addition to the current arrangement in King George Park carpark, be approved.**

For Motion: Unanimous

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)

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.

OFFICER'S 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.

DISCUSSION:

The Committee members agreed with the Officer's recommendation

COMMITTEE'S 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.**

For Motion: Unanimous

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)

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.

OFFICER'S RECOMMENDATION

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

DISCUSSION

The Committee members agreed with the Officer's recommendation

COMMITTEE RECOMMENDATION

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

FOR MOTION: Unanimous

General Business

Item 16 Request for resident parking scheme at 77/79 Lilyfield Road

Cr Byrne advised that several residents have contacted him requesting 2 houor parking restrictions outside of No.77/79 Lilyfield Road. Council Officers will investigate the matter.
For motion: Unanimous

Item 17 Concerns for safety for locals in Evans Street and Gordon Street

The Representative for the Member for Balmain raised concerns for safety for locals in Evans Street and Gordon Street due to increased traffic volume and requested that council investigates putting a stop sign on Evans Street at Denison Street

The Representative will forward the correspondence to IWC officers. Council Officers will investigate the matter.

For motion: Unanimous

Meeting closed at 11.58am.

Item 1

Item No: **LTC0723(1) Item 1**

Subject: **RICHARD MURDEN RESERVE, HABERFIELD - TRAFFIC AND PARKING REVIEW (GULGADYA-LEICHHARDT WARD/BALMAIN ELECTORATE/LEICHHARDT PAC)**

Prepared By: Charbel El Kazzi - Graduate Traffic Engineer

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

That this report be received and noted.

STRATEGIC OBJECTIVE

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

This report reviews the traffic and parking conditions associated with the opening of the new netball courts in Richard Murden Reserve located in Hawthorne Parade, Haberfield. This included a review of pedestrian safety, vehicle speeds, vehicle volumes and availability of parking on northern end of Hawthorne Parade near the new netball courts. The study commenced during the winter Netball Training season and collected data during the week of 17-21 April 2023 which was considered peak use as all courts were fully occupied.

The review found that the traffic and parking conditions near the new netball courts in Hawthorne Parade were considered satisfactory for an area experiencing high levels of mixed recreational and training sessions. Several parking violations were observed during site inspections which show that the area will benefit from enforcement monitoring motorist parking behavior during the netball season.

BACKGROUND

As part of the opening of the new netball courts in 2021 on Hawthorne Parade, the traffic and parking conditions in the area were to be reviewed 6 months after the opening of the courts. However, this was postponed as a result of the Covid pandemic and further delayed as the courts were removed and reinstated as part of bore testing works for WestConnex.

During previous netball training seasons, residents had expressed concerns regarding the traffic and parking situation near the old courts which were generally the busiest. Netball training for the winter period commenced in March 2023 and occurs during the weekday between 4pm and 9pm.

Traffic count collection & event size

A parking occupancy survey was undertaken during netball training and was completed every two hours between 3.30pm and 9.30pm. Additionally, four traffic tube counters were installed within the below locations to capture weekly speed, volume & classification. Figure 1 shows the locations of traffic counters deployed relative to the new and old netball courts.

Figure 1: Locations of traffic counters and new and old netball courts in Richard Murden Reserve.

DISCUSSION

On-street parking assessment

Parking along Hawthorne Parade near the new courts was readily available during the netball games with the occupancy being at 34%. Overall, parking spaces were freely available in front of the new netball courts but generally were in a greater demand near the old netball courts south of Hawthorne Parade. The demand for the old courts could have contributed to the higher parking occupancy rates in Turner and Barton Avenue. Despite this, several parking spaces near the old courts were still available. Figure 2 shows the on-street parking occupancy rates during the weekday between 3.30pm and 9.30pm.

Figure 2: Weekday parking occupancy rates 3.30pm-9.30pm.

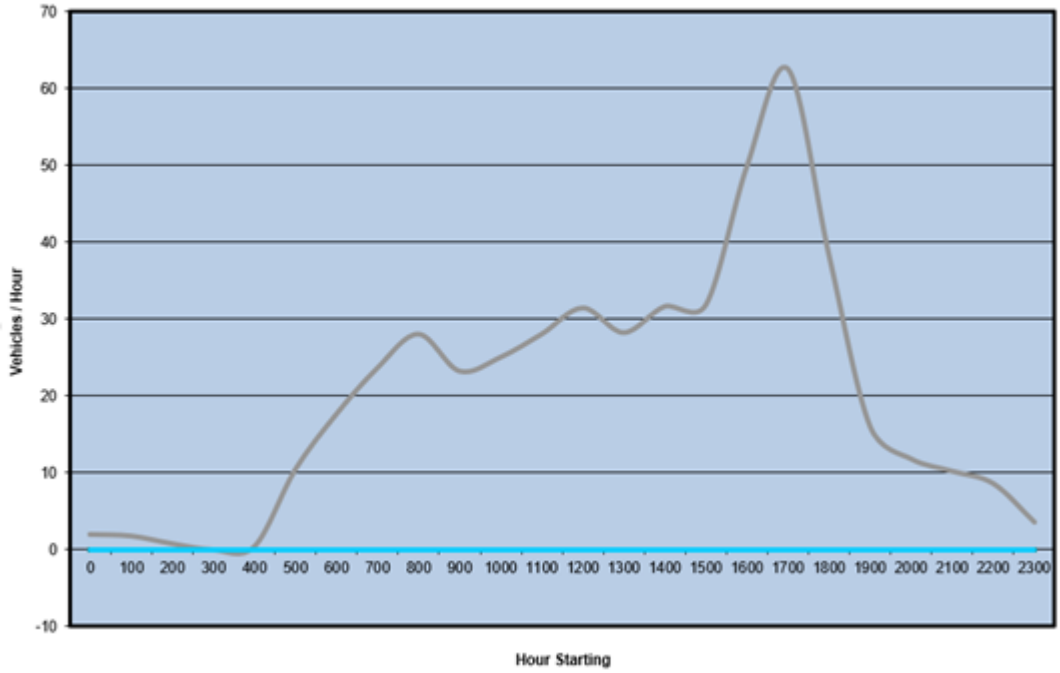
Traffic speed and volume assessment

The traffic speed data captured by the four installed counters over the 5-day period can be summarized within the below table. Generally, the highest 85th percentile speeds were recorded after the netball training period at 10pm and these speeds only slightly surpassed the 50km/hr speed limit. As the recorded speeds were within the 50km/h local speed limit, and so the implementation of additional speed calming measures is not considered necessary at this time.

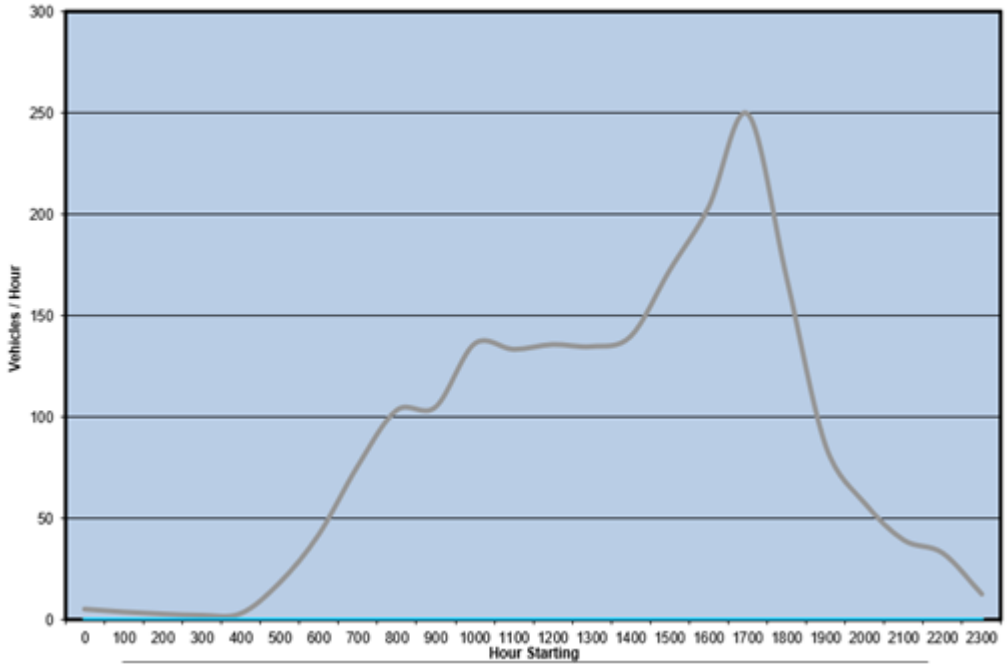
Counter	TC 1	TC 2	TC 3	TC 4
85th percentile speed (km/hr)	44.2	48.3	49.2	47

Traffic volume on Hawthorne Parade over the five-day period consistently increased during netball training hours and would typically peak at 5pm. The peak volume captured by the counter adjacent to the new courts was 62 veh/hr and had increased by approximately 30 veh/hr once netball training commenced. At the traffic counter south of Barton Avenue, the volume peaked at 250 veh/hr and had increased by approximately 115 veh/hr once training commenced. This indicates that most of the traffic dispersed before reaching the new courts and suggests greater vehicular activity near the old courts.

Vehicle Volume at Traffic Counter 4 (near new courts)



Vehicle Volume at Traffic Counter 1 (near old courts)



Road safety observations

Two site inspections were undertaken during the netball training period and the following road safety observations were recorded:

- Several vehicles not adhering to the parking bay line markings and in several instances taking up two spaces.
- A few vehicles blocking driveways for extended periods of time.
- Children were generally accompanied by parents to the netball courts and were not observed to be running across the street.

It should be noted that the parking violations were generally a matter of enforcement and not as a result of parking demand as parking spots were generally available.

CONCLUSION

As the data found relatively good supply of parking spaces within the area near the new netball courts, a strategy to manage on-street parking was not considered necessary at this time. Additionally with the speed and volume data captured reflects a similar speed and volume profile to similar areas with competing recreational and training uses in a community reserve. Despite the few enforcement concerns, the traffic and parking situation around the new courts is not considered an issue at this time to undertake traffic calming interventions or changes. It would be worthwhile to continue monitor traffic and parking conditions near the older courts south of Hawthorne Parade as there are generally more traffic movements.

FINANCIAL IMPLICATIONS

There are no financial implications associated with the implementation of the proposed recommendations outlined in the report.

ATTACHMENTS

Nil.

Item No: **LTC0723(1) Item 2**

Subject: **ROZELLE INTERCHANGE - PEDESTRIAN & CYCLIST IMPROVEMENT PROJECT (BALUDARRI-BALMAIN WARD/BALMAIN ELECTORATE/LEICHHARDT PAC)**

Prepared By: Felicia Lau - Traffic Engineer

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

That the pedestrian and cyclist improvement project detailed design plans submitted by Transport for New South Wales (TfNSW) be approved, subject to the following changes:

1. **Proposed rubber speed cushions in Gordon Street be installed in asphalt along the carriageway and also within the parking lane, in accordance with Council's specifications.**

2. **Project to ensure all stormwater pit grates along the entire route are cyclist friendly.**

3. **The detailed design plans for Quirk Street (for post removal of the temporary air quality monitoring system) to be submitted to the Traffic Committee for consideration prior to installation.**

STRATEGIC OBJECTIVE

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

Transport for New South Wales (TfNSW) as part of its delivery of M4-M5 Link State Significant Infrastructure is providing both pedestrian and cyclist improved connectivity on Victoria Road and the local streets of Rozelle.

A community and stakeholder engagement was undertaken by TfNSW on the proposed final design between 22 May and 23 June 2023 which included a letterbox drop, community notification via targeted emails and social posts. Most respondents supported the pedestrian and cycleway improvement proposals.

This report presents the detailed design plan for this project.

BACKGROUND

Condition of Approval E58 for M4-M5 Link CSSI 7485 required TfNSW to provide improvement of pedestrian and cyclist connectivity between Roberts Street and Springside Street on Victoria Road and local streets in Rozelle.

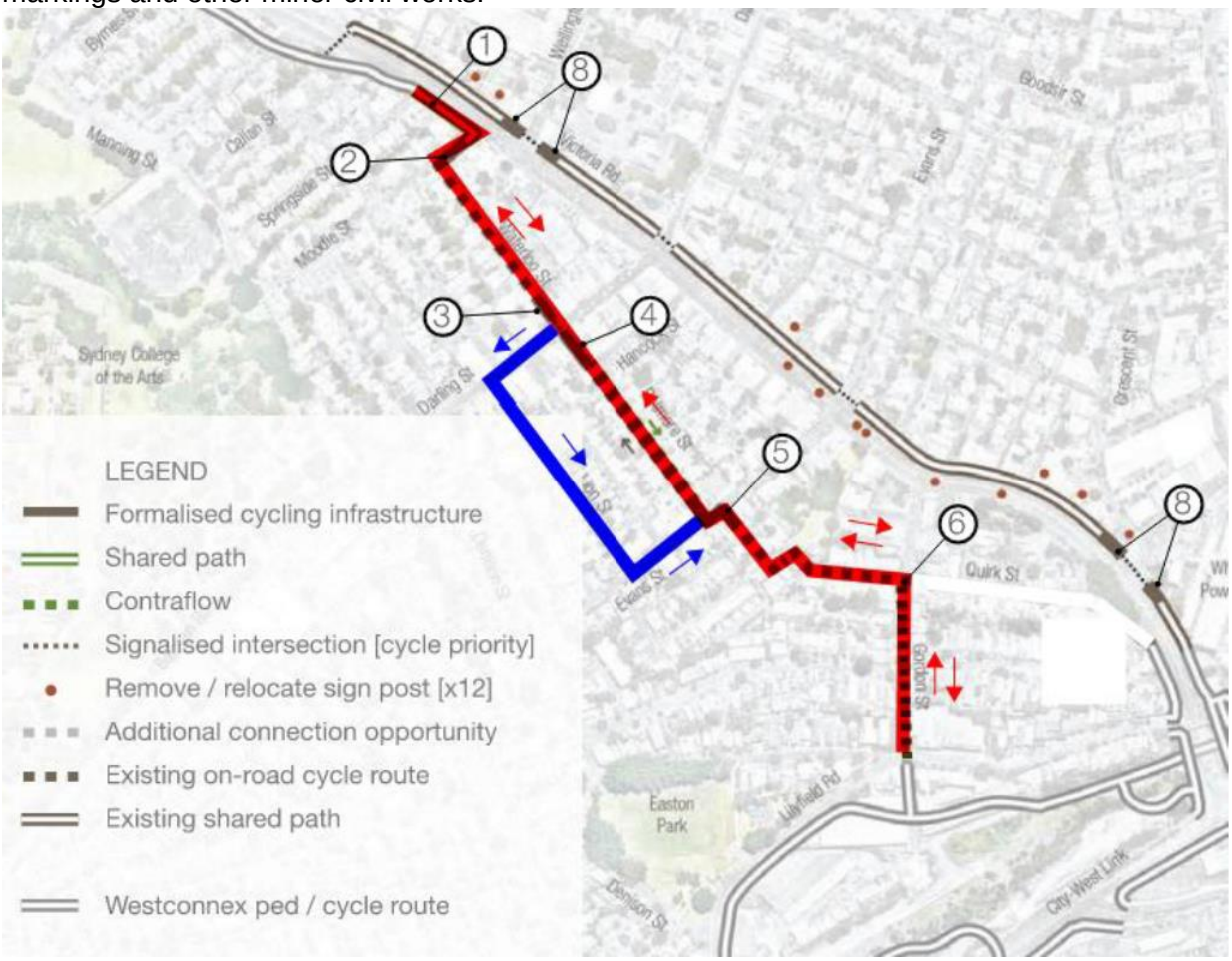
Specifically this project involved improvements to the existing bike route connecting Victoria Road to the Rozelle Parkland on Lilyfield Road via Moodie Street, Waterloo Street, Belmore Street/Red lion Street, Kenniff Street, Quirk Street and Gordon Street as shown in Figure 1.

Inner West Council, Active Transport representatives from TfNSW and Bicycle NSW have been included in the design review and development process. The route mainly focuses on

direct linking the new shared path to the existing shared path on the western side of Victoria Road.

The proposed improved connectivity options upgrade the pedestrian and cycle infrastructure within the Rozelle area and provide for safer, localised and attractive route linking the Iron Cove Bridge to the Anzac Bridge.

The scope of works includes pedestrian and cyclist targeted pavement markings, delineation, speed calming measures such as raised thresholds, resurfacings, reinstating pavement markings and other minor civil works.



Extract from BECA- Rozelle Pedestrian and Cycleway Improvement Detailed Design – Report 11 May 2023 (Figure 1)

Figure1: Project scope of works boundary

The proposed scope of works is shown in the plans in *Attachment 1* and includes the following:

- Renew existing signs and linemarking, reposition and provide additional signs.
- Reinstate existing green painted cycle lanes and symbols;
- Mill and re-sheet on Belmore Street and Red Lion Street;
- Install new raised threshold and associated traffic delineation at Moodie Street, Evans Street, Keniff Street, Red Lion Street, Gordon Street and Alfred Street.
- Install new rubber speed cushions in Gordon Street.
- Install new kerb ramp at the southwest corner of Alfred Street and Gordon Street intersection.
- Improve wayfinding signages; and

- Declutter the existing shared path on the Eastern side of Victoria Road by strategically relocating, consolidating, or removing signposts and reinstating existing shared path line markings.

TfNSW indicates that there are no losses of permanent car parking spaces for the proposal. This is compared to the original report where three car parking spaces were lost. Design and public consultation have been undertaken to minimise impact to the impacted residents.

It is expected there will be temporary street closures for Belmore Street and / or Red Lion Street during the asphalt surface mill and resheeting works.

It is expected there will be partial street / road closures with traffic control, during the raised threshold / cushion construction. Construction contractor to provide a Traffic Management Plan (TMP) prior to construction commencement to manage site access, all traffic, and parking at the site and other detailed traffic control measures. Affected residents and / or businesses are to be notified in writing as per Environmental Management Plan and Communication Strategy.

COMMUNITY ENGAGEMENT

Targeted community and stakeholder engagement was undertaken on the proposed final design between 22 May and 23 June 2023.

Community input was sought via an online 'Have Your Say' community survey (https://yoursay.transport.nsw.gov.au/rozelle-interchange) and map in Figure 2 detailing the proposed changes.

The survey was promoted via:

- Letterbox drop (1200 households on affected streets on 22 May) ;
- Community notifications via targeted emails (distribution to 4,000 households on 24, 31 May and 7, 14 and 21 June);
- Three street meetings to enable residents to ask questions about the proposal were also promoted;
- Reminder email message to 435 households (26 May) a segment of those living on directly affected streets - Moodie, Waterloo, Belmore, Red Lion, Evans, and Kenniff Streets; and
- Social posts (Facebook) between 24 May – 23 June with a combined reach of 19,038 and 1,034 link clicks.

Figure2: Project consultation map

The engagement results from TfNSW have been summarised:

- 268 people completed the survey;
- 259 people answered the question 'Do you think the pedestrian and cycleway on your street needs improvement?' - 209 people (81%) replied yes and 39 (15%) replied no;
- 261 people answered the question 'Do you think this work (TfNSW proposal) will improve community safety on your street?' - 133 people (51%) replied yes and 99 people (38%) replied no;
- 268 people answered the question 'Do you support the addition of speed calming measures on your street?' - 187 people (70%) replied yes and 53 (20%) said no; and
- 222 people raised issues in response to the 'Any other feedback' question.'

Most respondents agreed pedestrian and cycleways improvements were needed on local Rozelle streets with the TfNSW proposal supported, being largely considered a start and a

suitable-beneficial short-term option for the local area. Further measures in the future may be needed to address the range of matters raised.

Several suggestions were made about traffic calming and cyclist and pedestrian safety measures to address a range of concerns in particular streets, including those proposed to be upgraded by TfNSW.

Key issues raised:

- Traffic and speed calming measures and footpath and cycleway upgrades would improve walking and cycling safety locally, especially for local bicycle riders and pedestrians of varying mobility and skills (children, people with disabilities, and older people);
- Existing speed bumps do not deter speeding cars and cyclists, impacting residents' safety. They make it difficult for cyclists unless they can pass through the middle or the sides;
- More traffic and speed calming measures are needed, with several suggestions to reduce rat running and speeding including signage improvements (reduced and strictly enforced speed limits in shared zones, more one way signage, truck weight limit signage), making all intersections raised shared zones to give pedestrians and bicycles priority;
- Footpaths need upgrades, they are poorly lit, uneven, and crowded (with poles, parking meters, garbage bins etc.);
- Street parking should be limited to resident parking only, metered parking introduced, and no existing car parks removed because there are not enough for residents currently. And several people raised traffic and parking issues associated with deliveries and visitors to the Three Weeds Rozelle / Totti's Restaurant;
- Some respondents had reservations about the best way to accommodate cars, cyclists and pedestrians on already narrow paths and streets. Some are opposed to commuter cyclists (riding at speed) using narrow and steep local streets and suggested they be encouraged to cycle on wider streets i.e., Darling Steet Lilyfield and Victoria Roads; and
- Many self-identified commuter cyclists opposed cycleway improvements on local streets and indicated a preference for more direct routes, separated cycleways on wider streets, and a dedicated cycleway on Victoria Road.

DISCUSSION

It was noted that neither the plans nor the report from TfNSW mentioned stormwater drainage grates along the cycle route will be replaced with cyclist friendly grates. For example, Figure 3 shows a photo of the stormwater grate at Moodie Street adjacent parallel to the marked bicycle lane would require replacement.

Photo: looking southwest on Moodie Street towards Waterloo Street

Figure 3: Example of stormwater grate requiring replacement. Extract from BECA Report Appendix C (ID2).

It is also noted that rubber speed cushions are proposed along Gordon Street. As this street carries about 3000 vehicles per day and is the regional road, it is recommended that these devices be installed in asphalt including additional speed cushions positioned along the parking lane. Speed cushions must be positioned along both the travelling carriageway and the parking lane to avoid a situation where a driver may use the parking lane to avoid going through the speed cushion.

It was further noted that the proposed arrangement in Quirk Street (no through road section) is a temporary arrangement while the ambient air quality monitoring system is in place. A long term proposal will be provided by TfNSW before the removal of the system.

FINANCIAL IMPLICATIONS

This project will be funded and implemented by Transport for NSW as part of its delivery of M4-M5 Link State Significant Infrastructure.

ATTACHMENTS

1.⇩ Detailed Design Plan
2.⇩ Rozelle Pedestrian and Cycleway Improvements - report
3.⇩ Design Plan Markup with Street Names

Drawing Plotted: 08 May 2023 1:18 PM

NSW GOVERNMENT | Transport for NSW

ROZELLE INTERCHANGE - PEDESTRIAN & CYCLIST IMPROVED CONNECTIVITY

ISSUED FOR CONSTRUCTION

LOCALITY PLAN
SCALE: 1:4000

No.	Revision	By	Chk	Appd	Date
00	ISSUED FOR CONSTRUCTION	V.T	C.R.L	A.S	11.05.23

Original Scale (A1) 1:2000
Reduced Scale (A3) 1:4000

Design	A.SEP	11.05.23	Approved For Construction*
Drawn	R. HIDALGO	11.05.23	
Dsg Verifier	B.STRANG	11.05.23	
Dsg Check	C.R.LAWRENCE	11.05.23	Date

* Refer to Revision 1 for Original Signature

Beca

Client: NSW GOVERNMENT Transport for NSW

Project: ROZELLE INTERCHANGE - PEDESTRIAN & CYCLIST IMPROVED CONNECTIVITY
ISSUED FOR CONSTRUCTION

Title: COVER SHEET
SHEET 1 OF 1

Discipline: CIVIL - GENERAL
Drawing No.: 3498689-CA-0000 Rev: 00

Document No. 3498689-CA-0000.DWG

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Drawing Plotted: 12 May 2023 10:31 AM

DRAWING LIST		
DRAWING NUMBER	DRAWING TITLE	REVISION
3498689-CA-0000	COVER SHEET	00
3498689-CA-0001	DRAWING LIST	00
3498689-CA-0002	GENERAL NOTES	00
3498689-CA-0003	LAYOUT PLAN	00
3498689-CA-0110	SET-OUT POINTS COORDINATES	00
3498689-CA-0111	MOODIE STREET & VICTORIA ROAD LAYOUT PLAN	00
3498689-CA-0116	BELMORE STREET LAYOUT PLAN SHEET 1	00
3498689-CA-0117	BELMORE STREET LAYOUT PLAN SHEET 2	00
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3498689-CA-0125	EVANS STREET LAYOUT PLAN SHEET 2	00
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3498689-CA-0127	QUIRK STREET LAYOUT PLAN	00
3498689-CA-0129	GORDON STREET LAYOUT PLAN SHEET 1	00
3498689-CA-0130	GORDON STREET LAYOUT PLAN SHEET 2	00
3498689-CA-0131	GORDON STREET & ALFRED STREET LAYOUT PLAN SHEET 3	00
3498689-CA-0132	GORDON STREET LAYOUT PLAN SHEET 4	00
3498689-CA-0200	TYPICAL DETAILS SHEET 1	00
3498689-CA-0201	TYPICAL DETAILS SHEET 2	00
3498689-CA-0202	TYPICAL DETAILS SHEET 3	00
3498689-CA-0203	LINE MARKING SET-OUT SCHEDULE	00
3498689-CA-0311	MOODIE STREET & VICTORIA ROAD SIGNAGE AND LINEMARKING PLAN	00
3498689-CA-0312	WATERLOO STREET SIGNAGE AND LINEMARKING PLAN SHEET 1	00
3498689-CA-0313	WATERLOO STREET SIGNAGE AND LINEMARKING PLAN SHEET 2	00
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3498689-CA-0315	WATERLOO STREET SIGNAGE AND LINEMARKING PLAN SHEET 4	00
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3498689-CA-0326	KENNIFF STREET SIGNAGE AND LINEMARKING PLAN	00
3498689-CA0327	QUIRK STREET SIGNAGE AND LINEMARKING PLAN SHEET 1	00
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3498689-CA-0329	GORDON STREET SIGNAGE AND LINEMARKING PLAN SHEET 1	00
3498689-CA-0330	GORDON STREET SIGNAGE AND LINEMARKING PLAN SHEET 2	00
3498689-CA-0331	GORDON STREET & ALFRED STREET SIGNAGE AND LINEMARKING PLAN SHEET 3	00
3498689-CA-0332	GORDON STREET SIGNAGE AND LINEMARKING PLAN SHEET 4	00
3498689-LA-0400	LANDSCAPE TREE PIT DETAILS SHEET 1	00
3498689-LA-0401	LANDSCAPE TREE PIT DETAILS SHEET 2	00

DRAWING LIST		
DRAWING NUMBER	DRAWING TITLE	REVISION
3498689-LA-0411	LANDSCAPE SOFTSCAPE DETAILS	00
3498689-LA-0525	EVANS ST LANDSCAPE LAYOUT PLAN SHEET 1 OF 1	00
3498689-LA-0529	GORDON ST LANDSCAPE LAYOUT PLAN SHEET 1 OF 1	00
3498689-LA-0531	GORDON ST & ALFRED ST LANDSCAPE LAYOUT PLAN SHEET 1 OF 1	00

No.	Revision	By	Chk.	Appd.	Date
00	ISSUED FOR CONSTRUCTION	V.T	C.R.L	A.S	11.05.23

Original Scale (A1) N/A
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Design	A.SEP	11.05.23	Approved For Construction*
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* Refer to Revision 1 for Original Signature

Beca

Client: NSW Government Transport for NSW

Project: ROZELLE INTERCHANGE - PEDESTRIAN & CYCLIST IMPROVED CONNECTIVITY
ISSUED FOR CONSTRUCTION

Title: DRAWING LIST
SHEET 1 OF 1

Discipline: CIVIL - GENERAL
Drawing No.: 3498689-CA-0001
Rev: 00

Document No. 3498689-CA-0001.DWG

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GENERAL NOTES

CONCRETE STRENGTH
1. GENERAL CONCRETE WORK MUST MEET SPECIFICATION R53 - CONCRETE FOR GENERAL WORKS
2. KERB, KERB & GUTTER, FOOTPATH, CYCLEWAY,VEHICLE CROSSING, PRAM RAMP, EDGE STRIP: 25MPa 28 DAY
3. DISH CROSSING, ROAD PLATFORM/HUMP, ROAD SLAB: 40MPa 28 DAYS
4. FOR TRAFFICKED AREAS WHERE FACILITY MUST BE OPEN TO TRAFFIC WITHIN 12 HOURS (EG VEHICLE CROSSING, ROAD SLAB, DISH CROSSING, ROAD PLATFORM/HUMP: 40MPa WITH ACCELERATOR SUCH AS 2% CALC (REFER TO SP40HC).

CONCRETE FINISH
1. KERB, GUTTER, LAYBACK, DISH CROSSING, PIT (OUTER EXPOSED) - STEEL TROWEL
2. VEHICLE CROSSINGS, FOOTPATH, CYCLEWAY, ROAD SLABS, PRAM RAMP, ROAD HUMPS/RAMPS - BROOM/BRUSH.

REINFORCEMENT
1. TO AS 4671
2. MINIMUM COVER: 50mm

JOINTING, MINIMUM DIMENSIONS, AND REINFORCEMENT CONCRETE ROAD SLABS
1. ANY RECONSTRUCTED SECTION OF CONCRETE SHALL HAVE A MINIMUM DIMENSION OF 900mm IN ANY DIRECTION.
2. ALL JOINTS SHALL BE AT RIGHT ANGLES UNLESS DIRECTED OTHERWISE BY THE COUNCIL ENGINEER.
3. EXPANSION JOINTS - REFER TO NOTES ON INNER WEST COUNCIL STANDARD DRAWING - R3.
4. ALL DOWELS SHALL BE PERFECTLY ALIGNED IN PLAN VIEW AND IN ELEVATION, IE THE DOWELS SHALL NOT BE SPLAYED RELEVANT TO EACH OTHER.
5. ALL EXPANSION JOINT MATERIAL SHALL BE THE SAME THICKNESS OF THE CONCRETE AND BE IN ONE LENGTH & WIDTH.
6. AT ALL EXPANSION JOINTS, ANY 'SPILL' CONCRETE FROM THE PREVIOUS POUR (IE SEPARATE TO THE FINISHED CONCRETE) SHALL BE REMOVED.
7. CONTRACTION/DUMMY JOINTS (UNREINFORCED CONCRETE) - NOMINALLY AT 3M INTERVALS OR EQUALLY BETWEEN EXPANSION JOINTS BUT NOT LESS THAN THE CONCRETE WIDTH BETWEEN JOINTS/EDGES.

EXCAVATION
1. AT ALL JOINS TO EXISTING CONCRETE/ASPHALT - THE JOIN SHALL BE SAW CUT BEFORE EXCAVATION.
2. ALL EXCAVATED MATERIAL SHALL BE REMOVED FROM THE SITE AND DISPOSED OF AT A LICENSED WASTE DISPOSAL FACILITY.

ROAD BASE
1. COMPACTION: 98% STANDARD.
2. RECYCLED DGB SPECIFICATION: FOR SUPPLY OF RECYCLED MATERIAL FOR PAVEMENTS, EARTHWORKS, AND DRAINAGE REFER TO SPECIFICATION FOR SUPPLY OF RECYCLED MATERIAL FOR PAYMENTS, EARTHWORKS AND DRAINAGE BY IPWEA (NSW) (LATEST EDITION).
3. PRIME AND CUTTER SEAL MUST BE APPLIED IN ACCORDANCE WITH TfNSW DS2013/000067 SHEET 6 - GRANULAR BASE ASPHALT WEARING COURSE DETAIL

RESTORATION OF ADJOINING ROAD PAVEMENT
1. SHALL BE CARRIED OUT WITH FULL DEPTH AC20 AND AC10, WITH THE SURFACE FINISH BEING WITH AC10 (MINIMUM THICKNESS 30mm)
2. AC SHALL CONFORM TO RMS SPECIFICATION R117 - LIGHT DUTY DENSE GRADED ASPHALT.

UTILITIES, SERVICES &SURVEY MARKS
1. ALL UNDERGROUND UTILITY SERVICES SHALL BE CHECKED FOR LEVEL AND LOCATION PRIOR TO COMMENCEMENT OF WORKS, BY THE CONTRACTOR.
2. ALL SERVICE COVERS AFFECTED BY THE WORKS SHALL BE ADJUSTED AS REQUIRED AND TO SUIT THE LEVELS OF THE NEW WORK. NO SERVICE FITTINGS SHALL BE COVERED.
3. PROPERTY STORMWATER PIPES: WHERE AFFECTED, SHALL BE REPLACED WITH 90MM UPVC OR TO SUIT EXISTING AND INVERT SHALL MATCH THE GUTTER LEVEL.
4. STATE SURVEY MARKS (SSM'S) - SHALL NOT BE DISTURBED.
5. AT ALL LIGHT/POWER POLES, THE CONCRETE SHALL BE ENDED 150MM CLEAR OF THE POLE AND THE GAP FILLED 30mm OF 10mm COLDMIX/ASPHALT CONCRETE.

EXISTING SIGNAGE
1. SUCH SIGNAGE SHALL BE REINSTATED UNLESS THE TfNSW ENGINEER ADVISES OTHERWISE.
2. SIGNS REPLACED OR NEW, WITHIN THE NEW CONCRETE SHALL BE INSTALLED WITH A V-LOK.
3. HERITAGE STREET NAME SIGNS EMBEDDED IN FOOTPATH PAVING AND KERBS - CAUTION SHALL BE EXERCISED TO NOT DAMAGE THESE SIGNS AND THE CONTRACTOR SHALL LIAISE WITH THE COUNCIL ENGINEER TO DETERMINE WHAT ACTION TO IMPLEMENT WHERE DISTURBANCE OF THE SIGN IS ESSENTIAL.

RESIDENT NOTIFICATION
1. ALL RESIDENTS AFFECTED BY THE WORKS SHALL BE NOTIFIED AT LEAST 2 WORKING WEEKS BEFORE THE RELEVANT WORK COMMENCES AND ANY REASONABLE REQUESTS ACCOMMODATED. TfNSW COMMUNICATION AND ENGAGEMENT TEAM TO BE NOTIFIED 4 WEEKS PRIOR TO THE AFFECTED WORKS.

SAFETY/SIGNAGE/ACCESS
1. DURING CONSTRUCTION, ADEQUATE WARNING SIGNS AND BARRICADING SHALL BE PROVIDED TO ENSURE THAT THE WORK SITE MEETS THE REQUIREMENTS OF AS 1742.2 & 1743.3, AND TO PROVIDE ADEQUATE PROTECTION TO PEDESTRIANS & MOTORISTS.
2. ADEQUATE AND SAFE ACCESS FOR PEDESTRIANS SHALL BE PROVIDED AT ALL TIMES.
3. AT DRIVEWAYS - PREVENTION OF ACCESS SHALL BE KEPT TO AN ABSOLUTE MINIMUM AND ARRANGEMENTS SHALL BE MADE WITH THE RESIDENT/BUSINESS, BY THE CONTRACTOR, FOR A SUITABLE DAY /TIME FOR THIS WORK. USE OF HIGHER STRENGTH CONCRETE, WITH SHORTER CURING TIME MAY BE NECESSARY.

DIMENSIONS
1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS SHOWN OTHERWISE.

GENERAL
1. ALL WORKS SHALL BE CARRIED OUT TO COUNCIL'S SPECIFICATION, TO BEST PRACTICE STANDARDS, AND TO THE SATISFACTION OF TfNSW.
2. DURING AND AFTER EXCAVATION, ANY UNSOUND AREAS BELOW THE CONCRETE WORK SHALL BE DRAWN TO THE TfNSW ENGINEER'S ATTENTION, TO ESTABLISH IF ANY ADDITIONAL EXCAVATION/BASE COURSE IS NECESSARY.
3. THE WORK SITE SHALL BE KEPT IN A CLEAN, TIDY, AND SAFE CONDITION AT ALL TIMES AND TO THE SATISFACTION OF TfNSW'S ENGINEER.

DOCUMENT PRIORITY
1. THIS PLAN SUPERSEDES ANY STATEMENTS ON OTHER DOCUMENTS, EG SPECIFICATIONS, OTHER PLANS, ETC, UNLESS ADVISED BY THE TFNSW ENGINEER.

INSPECTIONS
INSPECTIONS BY THE TfNSW PROJECT ENGINEER SHALL BE REQUIRED AT THE FOLLOWING STAGES AND AS OTHERWISE DIRECTED BY THE TFNSW ENGINEER:-
1. EXCAVATION COMPLETED.
2. FORMWORK AND REINFORCEMENT SET.
3. CONCRETE POURED AND CURED.
4. COMPLETED.

SUBSURFACE DRAINAGE
1. WHERE SUBSURFACE DRAINAGE (SSD) INTERSECTS WITH EXISTING SERVICES, CONTRACTOR TO CONFIRM EXISTING SERVICE, CONTRACTOR TO CONFIRM EXISTING SERVICE LEVELS WITH PILOT HOLES. SSD DESIGN LEVELS TO BE READJUSTED UPON CONFIRMATION WITH TFNSW ENGINEER.
2. SSD PIPES ARE TO FOLLOW THE GRADE OF THE ROAD OR MIN. 0.5% FALL.
3. CONTRACTOR TO CONFIRM LOCATION AND SOFFIT LEVELS OF CATCHPIT FOR SSD DISCHARGE. WHERE RESTRAINED BY SOFFIT LEVELS OF CATCHPITS, SSD LEVELS MAY BE REVISED ACCORDINGLY WITH AGREEMENT WITH TFNSW ENGINEER ON SITE.

ASPHALT
1. ALL AC TO AS 2357, AS2758.5, AS2008, AS2734, AS2891, AND RMS QA SPECIFICATIONS R116, BUT ANY REQUIREMENTS/SPECIFICS ON THIS PLAN TAKE PRIORITY.
2. BITUMEN CLASS: 320

LINEMARKING
1. REFER TO TFNSW SPECIFICATION R145 - PAVEMENT MARKING (PERFORMANCE-BASED) SECTION 4 FOR REMOVAL OF REDUNDANT MARKINGS.
2. REFER TO TFNSW SPECIFICATION R145 - PAVEMENT MARKING (PERFORMANCE-BASED) SECTION 3 & 5 FOR APPLICATION AND PERFORMANCE CRITERIA.

LEGENDS

GENERAL
- EXISTING CONTOUR (0.5m)
- EXISTING CONTOUR (0.1m)
- PROPOSED DESIGN CONTOUR (0.5m)
- PROPOSED DESIGN CONTOUR (0.1m)
- × [A-E]# — SPEED TABLE SETOUT POINT
- × M# — MEDIAN SETOUT POINT
- × RC# — RUBBER SPEED CUSHION SETOUT POINT
- ○ P# — LINEMARKING SETOUT POINT

SIGNAGE
- EXISTING SIGNPOST TO BE REMOVED
- EXISTING SIGNPOST TO BE RELOCATED
- NEW / RELOCATED SIGNPOST
- EXISITING SIGNPOST TO BE RETAINED
- 60 — PROPOSED SIGN
- R4-1 — RMS/AS1742 CODE FOR STANDARD SIGNAGE
- 60 — EXISTING SIGN TO BE RETAINED/RELOCATED
- EXISTING SIGN TO BE REMOVED

LINEMARKING
- PROPOSED CYCLEWAY
- PROPOSED RAISED MEDIAN
- PROPOSED CYCLE LINEMARKING (REFER TO DRAWINGS CA-0311 TO 0332)

UTILITIES
- WATER MAIN (WM)
- DRAINAGE PIPE
- ELECTRICAL LINE
- GAS LINE
- COMMUNICATIONS
- SEWER MAIN - DIGITISED
- SEWER MAIN

PAVEMENT
- PROPOSED LANDSCAPING
- PAVEMENT REINSTATEMENT REFER TO 3498689-CA-0200
- MILL AND RE-SHEET REFER TO 3498689-CA-0200
- PROPOSED ASPHALT FOOTPATH RE-INSTATEMENT REFER TO 3498689-CA-0201
- RUBBER SPEED CUSHION(SAFEROADS K1401302 OR APPROVED EQUIVALENT)

No.	Revision	By	Chk	Appd	Date
00	ISSUED FOR CONSTRUCTION	V.T	C.R.L	A.S	11.05.23

Original Scale (A1) N/A — Reduced Scale (A3) N/A

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Dsg Check	C.R.LAWRENCE	11.05.23	Date

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Client: NSW Government — Transport for NSW

Project: ROZELLE INTERCHANGE - PEDESTRIAN & CYCLIST IMPROVED CONNECTIVITY
ISSUED FOR CONSTRUCTION

Title: GENERAL NOTES
SHEET 1 OF 1

Discipline: CIVIL - GENERAL
Drawing No.: 3498689-CA-0002
Rev: 00

Document No. 3498689-CA-0002.DWG

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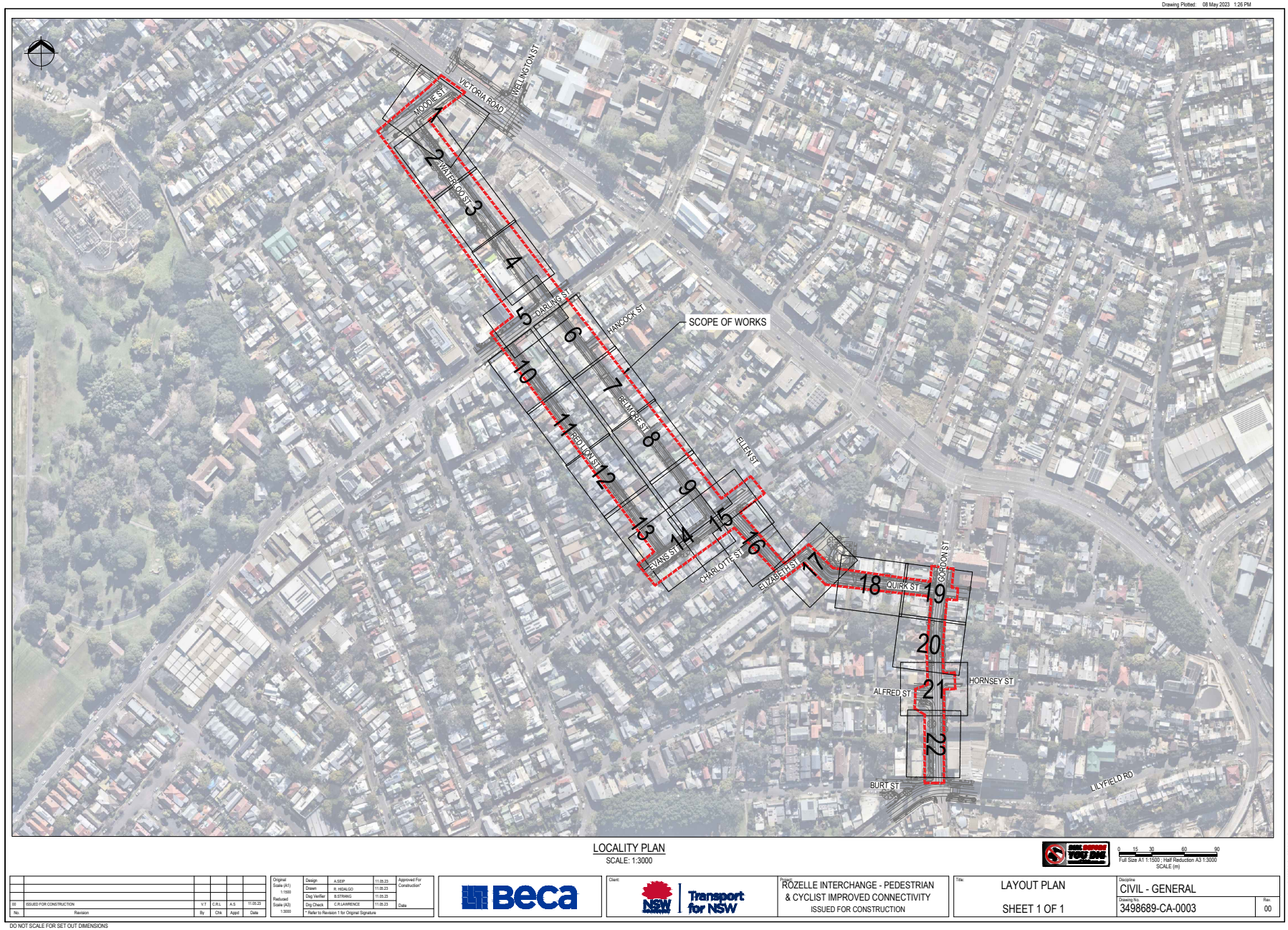
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MOODIE ST
VICTORIA ROAD
WELLINGTON ST
WATERLOO ST
DARLING ST
HANCOCK ST
SCOPE OF WORKS
BELMORE ST
ELLEN ST
REDFERN ST
EVANS ST
CHARLOTTE ST
ELIZABETH ST
QUIRK ST
GORDON ST
HORNSEY ST
ALFRED ST
BURT ST
LILYFIELD RD
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LOCALITY PLAN
SCALE: 1:3000
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Full Size A1 1:1500 ; Half Reduction A3 1:3000
SCALE (m)
Beca
Transport for NSW
ROZELLE INTERCHANGE - PEDESTRIAN & CYCLIST IMPROVED CONNECTIVITY
ISSUED FOR CONSTRUCTION
LAYOUT PLAN
SHEET 1 OF 1
CIVIL - GENERAL
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00
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Drawing Plotted: 12 May 2023 9:46 AM

RAISED THRESHOLD COORDINATES

SPEED TABLE A - MOODIE ST

NAME	EASTING	NORTHING	ELEVATION
A1	330532.204	6251553.417	27.114
A2	330535.870	6251548.639	27.251
A3	330530.354	6251544.329	26.928
A4	330526.650	6251549.156	26.832
A5	330531.020	6251552.496	27.122
A6	330532.848	6251550.114	27.277
A7	330534.682	6251547.723	27.256
A8	330531.530	6251545.261	27.072
A9	330529.692	6251547.656	27.104
A10	330527.846	6251550.061	26.964

SPEED TABLE B - RED LION ST

NAME	EASTING	NORTHING	ELEVATION
B1	330733.731	6251138.675	30.929
B2	330735.548	6251136.288	30.810
B3	330734.095	6251135.199	30.812
B4	330732.455	6251133.971	30.770
B5	330730.666	6251136.380	30.869
B6	330732.258	6251137.571	30.947
B7	330733.303	6251140.228	30.883
B8	330736.937	6251135.454	30.647
B9	330732.869	6251132.408	30.593
B10	330729.291	6251137.224	30.803

SPEED TABLE C - EVANS ST

NAME	EASTING	NORTHING	ELEVATION
C1	330731.920	6251121.821	29.932
C2	330733.613	6251119.639	29.939
C3	330735.321	6251117.437	29.822
C4	330732.133	6251115.021	29.628
C5	330730.419	6251117.230	29.768
C6	330728.800	6251119.316	29.800
C7	330732.170	6251123.945	29.824
C8	330737.437	6251117.158	29.679
C9	330731.857	6251112.930	29.237
C10	330726.710	6251119.562	29.484

SPEED TABLE D - EVANS ST

NAME	EASTING	NORTHING	ELEVATION
D1	330775.188	6251154.484	31.504
D2	330776.921	6251152.252	31.390
D3	330778.526	6251150.183	31.182
D4	330775.338	6251147.766	31.138
D5	330773.724	6251149.846	31.341
D6	330771.995	6251152.075	31.431
D7	330775.480	6251156.555	31.484
D8	330780.730	6251149.789	30.910
D9	330775.163	6251145.546	30.845
D10	330769.878	6251152.357	31.322

SPEED TABLE E - KENNIFF ST

NAME	EASTING	NORTHING	ELEVATION
E1	330802.741	6251159.457	30.306
E2	330804.364	6251160.979	30.249
E3	330806.088	6251162.596	30.117
E4	330808.807	6251159.662	29.731
E5	330807.053	6251158.018	29.854
E6	330805.472	6251156.534	29.906
E7	330800.623	6251159.527	30.368
E8	330806.162	6251164.722	30.050
E9	330810.921	6251159.588	29.419
E10	330805.402	6251154.412	29.697

SPEED TABLE F - GORDON ST

NAME	EASTING	NORTHING	ELEVATION
F1	330991.943	6251109.562	21.336
F2	330995.214	6251109.104	21.486
F3	330998.233	6251108.682	21.444
F4	330991.552	6251106.588	21.153
F5	330994.859	6251106.125	21.309
F6	330997.866	6251105.704	21.245
F7	330990.652	6251111.258	21.242
F8	330999.901	6251109.963	21.386
F9	330989.871	6251105.309	20.888
F10	330999.169	6251104.007	20.991

SPEED TABLE G - GORDON ST

NAME	EASTING	NORTHING	ELEVATION
G1	330987.796	6251075.288	19.047
G2	330990.934	6251074.922	19.217
G3	330994.076	6251074.556	19.124
G4	330987.408	6251071.306	18.798
G5	330990.452	6251070.952	18.947
G6	330993.583	6251070.587	18.858
G7	330986.451	6251076.955	18.938
G8	330995.751	6251075.871	19.042
G9	330985.773	6251069.986	18.506
G10	330994.888	6251068.925	18.574

SPEED TABLE H - ALFRED ST

NAME	EASTING	NORTHING	ELEVATION
H1	330978.858	6250999.933	13.328
H2	330978.660	6250997.266	13.219
H3	330978.446	6250994.404	13.008
H4	330976.452	6250994.553	13.001
H5	330976.667	6250997.437	13.202
H6	330976.864	6251000.082	13.299
H7	330980.466	6251001.317	13.305
H8	330979.830	6250992.797	12.831
H9	330974.844	6250993.169	12.748
H10	330975.480	6251001.689	13.188

MEDIANS COORDINATES

NAME	EASTING	NORTHING	ELEVATION
M1	330531.846	6251553.604	27.265
M2	330532.048	6251553.340	27.265
M3	330530.789	6251552.798	27.272
M4	330530.996	6251552.528	27.272
M5	330527.608	6251550.358	27.113
M6	330527.821	6251550.092	27.114
M7	330526.590	6251549.576	27.000
M8	330526.796	6251549.306	26.997
M9	330535.742	6251548.500	27.402
M10	330535.955	6251548.238	27.397
M11	330534.706	6251547.693	27.406
M12	330534.916	6251547.424	27.406
M13	330531.554	6251545.230	27.222
M14	330531.764	6251544.961	27.222
M15	330530.555	6251544.449	27.100
M16	330530.764	6251544.180	27.100

RUBBER SPEED CUSHION COORDINATES

NAME	EASTING	NORTHING
RC1	330843.0283	6251117.471
RC2	330844.9071	6251119.236
RC3	330988.7383	6251023.07
RC4	330991.316	6251023.07
RC5	330989.3643	6250983.648
RC6	330991.9421	6250983.648
RC7	330990.3179	6250932.501
RC8	330992.8956	6250932.501

ALFRED STREET KERB RE-INSTATEMENT SET OUT

NAME	EASTING	NORTHING	ELEVATION	REMARKS
K1	330980.721	6250992.555	12.789	INVERT OF KERB
K2	330983.381	6250991.658	12.600	INVERT OF KERB
K3	330984.982	6250990.144	12.328	INVERT OF KERB
K4	330980.728	6250992.416	12.939	BACK OF KERB
K5	330983.276	6250991.548	12.750	BACK OF KERB
K6	330984.866	6250990.051	12.428	BACK OF KERB
K7	330980.778	6250991.354	12.850	BACK OF RAMP
K8	330982.500	6250990.744	12.650	BACK OF RAMP

NOTES:

1. COORDINATES SHOWN ARE IN GDA2020.
2. LEVELS SHOWN ARE AHD AND IN METERS.
3. REFER TO SHEETS CA-0111, 0123, 0124, 0125, 0129 & 0131 FOR SET OUT COORDINATES LOCATIONS
4. RUBBER SPEED CUSHION COORDINATES REFER TO CUSHION CENTRES. ELEVATIONS TO BE 75mm ABOVE EXISTING ROAD LEVEL.
5. RUBBER SPEED CUSHIONS TO BE ALIGNED PERPENDICULAR TO DIRECTION OF TRAVEL

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00	ISSUED FOR CONSTRUCTION	V.T	C.R.L	A.S	11.05.23

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Drawn	R. HIDALGO	11.05.23
Dsg Verifier	B.STRANG	11.05.23
Dng Check	C.R.LAWRENCE	11.05.23

Approved For Construction* Date

* Refer to Revision 1 for Original Signature

Beca

Client: NSW Government Transport for NSW

Project: ROZELLE INTERCHANGE - PEDESTRIAN & CYCLIST IMPROVED CONNECTIVITY
ISSUED FOR CONSTRUCTION

Title: SET-OUT POINTS COORDINATES SHEET 1 OF 1

Discipline: CIVIL - GENERAL
Drawing No: 3498689-CA-0110
Rev: 00

Document No. 3498689-CA-0110.DWG

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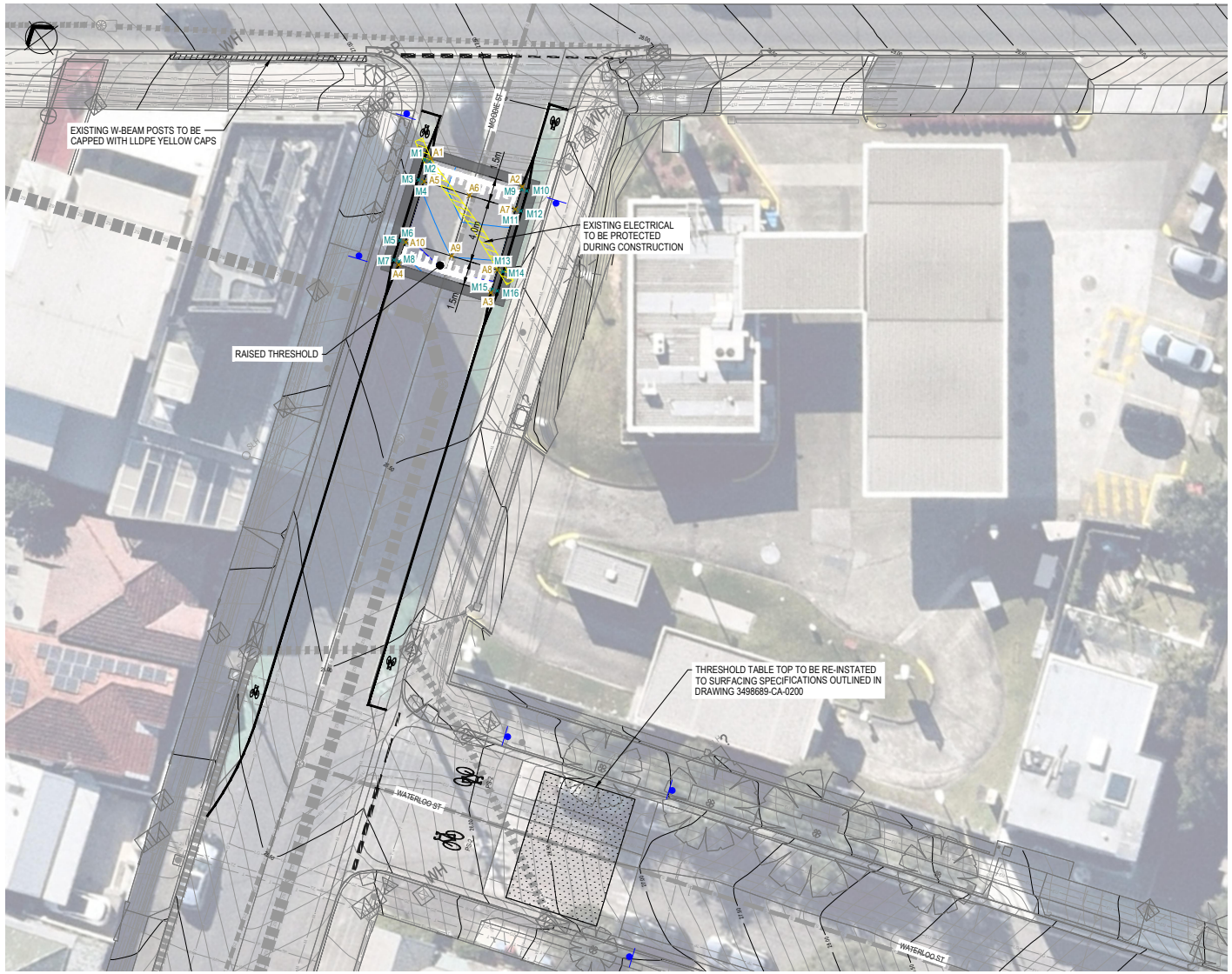
Drawing Plotted: 08 May 2023 1:31 PM

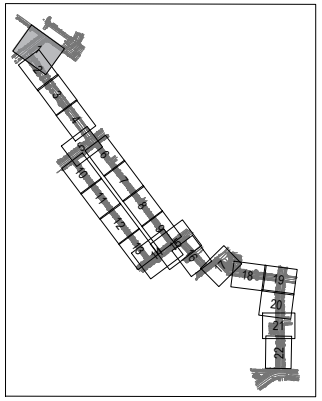


PLAN
SCALE: 1:250

NOTES

1. REFER TO 3498689-CA-0002 FOR LEGENDS

KEYPLAN



Full Size A1 1:125 ; Half Reduction A3 1:250
SCALE (m)

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Dsg Verifier	B.STRANG	11.05.23	
Dng Check	C.R.LAWRENCE	11.05.23	Date

* Refer to Revision 1 for Original Signature

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Client: NSW Government | Transport for NSW

Project: ROZELLE INTERCHANGE - PEDESTRIAN & CYCLIST IMPROVED CONNECTIVITY
ISSUED FOR CONSTRUCTION

Title: MOODIE ST & VICTORIA RD LAYOUT PLAN SHEET 1 OF 1

Discipline: CIVIL - GENERAL
Drawing No: 3498689-CA-0111
Rev: 00

Document No. 3498689-CA-0111.DWG

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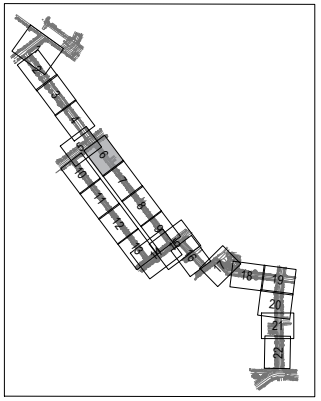
Drawing Plotted: 08 May 2023 1:32 PM

PLAN
SCALE: 1:200

NOTES

1. REFER TO 3498689-CA-0002 FOR LEGENDS

KEYPLAN



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SCALE (m)

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Dsg Verifier	B.STRANG	11.05.23	
Dng Check	C.R.LAWRENCE	11.05.23	Date

* Refer to Revision 1 for Original Signature

Beca

Client: NSW Government Transport for NSW

Project: ROZELLE INTERCHANGE - PEDESTRIAN & CYCLIST IMPROVED CONNECTIVITY
ISSUED FOR CONSTRUCTION

Title: BELMORE STREET LAYOUT PLAN SHEET 1 OF 4

Discipline: CIVIL - GENERAL
Drawing No: 3498689-CA-0116
Rev: 00

Document No. 3498689-CA-0116.DWG

DO NOT SCALE FOR SET OUT DIMENSIONS

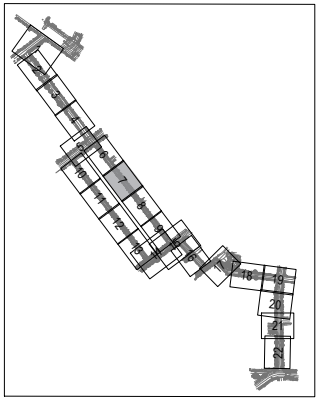
Drawing Plotted: 08 May 2023 1:32 PM

PLAN
SCALE: 1:200

NOTES

1. REFER TO 3498689-CA-0002 FOR LEGENDS

KEYPLAN



Full Size A1 1:100 ; Half Reduction A3 1:200
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Drawn	R. HIDALGO	11.05.23	
Dsg Verifier	B.STRANG	11.05.23	
Drg Check	C.R.LAWRENCE	11.05.23	Date

* Refer to Revision 1 for Original Signature

Beca

Client: NSW Government | Transport for NSW

Project: ROZELLE INTERCHANGE - PEDESTRIAN & CYCLIST IMPROVED CONNECTIVITY
ISSUED FOR CONSTRUCTION

Title: BELMORE STREET LAYOUT PLAN SHEET 2 OF 4

Discipline: CIVIL - GENERAL
Drawing No: 3498689-CA-0117
Rev: 00

Document No. 3498689-CA-0117.DWG

DO NOT SCALE FOR SET OUT DIMENSIONS

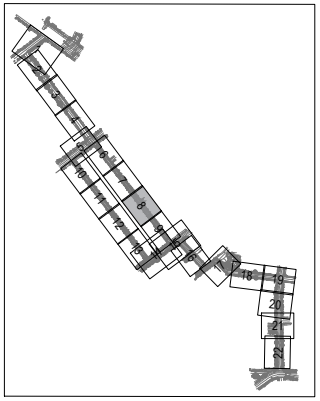
Drawing Plotted: 08 May 2023 1:33 PM

PLAN
SCALE: 1:200

NOTES

1. REFER TO 3498689-CA-0002 FOR LEGENDS

KEYPLAN



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SCALE (m)

No.	Revision	By	Chk	Appd	Date
00	ISSUED FOR CONSTRUCTION	V.T	C.R.L	A.S	11.05.23

Original Scale (A1) 1:100
Reduced Scale (A3) 1:200

			Approved For Construction*
Design	A.SEP	11.05.23	
Drawn	R. HIDALGO	11.05.23	
Dsg Verifier	B.STRANG	11.05.23	
Dsg Check	C.R.LAWRENCE	11.05.23	Date

* Refer to Revision 1 for Original Signature

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Client: NSW Government | Transport for NSW

Project: ROZELLE INTERCHANGE - PEDESTRIAN & CYCLIST IMPROVED CONNECTIVITY
ISSUED FOR CONSTRUCTION

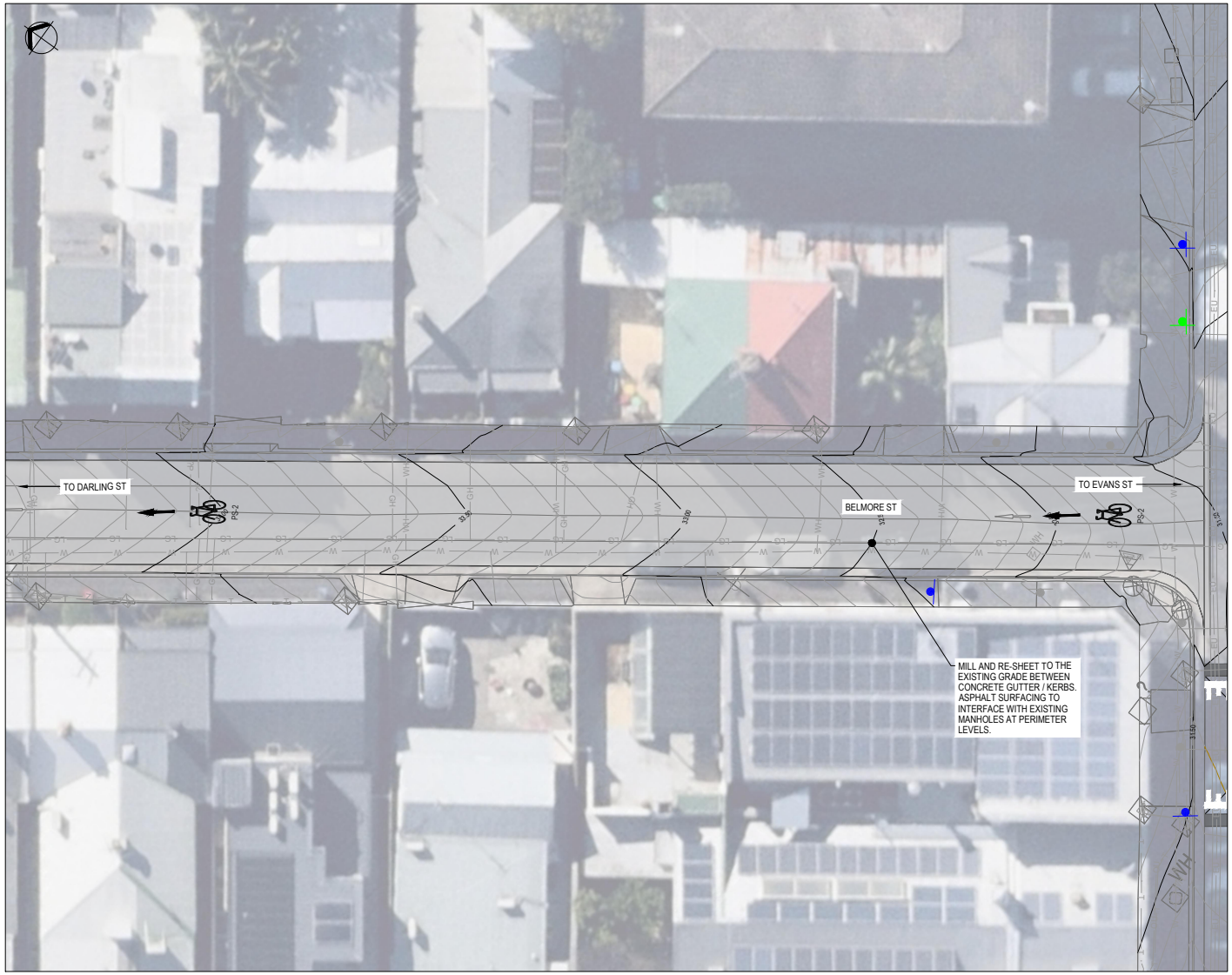
Title: BELMORE STREET LAYOUT PLAN SHEET 3 OF 4

Discipline: CIVIL - GENERAL
Drawing No: 3498689-CA-0118
Rev: 00

Document No. 3498689-CA-0118.DWG

DO NOT SCALE FOR SET OUT DIMENSIONS

Drawing Plotted: 08 May 2023 1:33 PM



PLAN
SCALE: 1:200

NOTES

1. REFER TO 3498689-CA-0002 FOR LEGENDS

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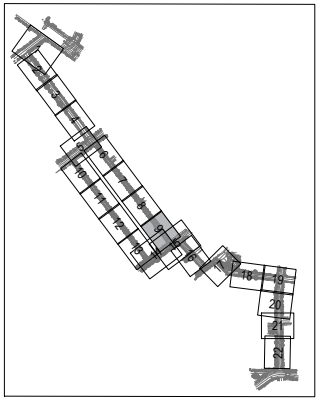

Full Size A1 1:100 ; Half Reduction A3 1:200
SCALE (m)

00	ISSUED FOR CONSTRUCTION	V.T	C.R.L	A.S	11.05.23
No.	Revision	By	Chk.	Appd.	Date

Original Scale (A1) 1:100
Reduced Scale (A3) 1:200

Design	A.SEP	11.05.23
Drawn	R. HIDALGO	11.05.23
Dsg Verifier	B.STRANG	11.05.23
Dng Check	C.R.LAWRENCE	11.05.23

Approved For Construction* Date

* Refer to Revision 1 for Original Signature

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Client: NSW Government Transport for NSW

Project: ROZELLE INTERCHANGE - PEDESTRIAN & CYCLIST IMPROVED CONNECTIVITY
ISSUED FOR CONSTRUCTION

Title: BELMORE STREET LAYOUT PLAN SHEET 4 OF 4

Discipline: CIVIL - GENERAL
Drawing No.: 3498689-CA-0119
Rev: 00

Document No. 3498689-CA-0119.DWG

DO NOT SCALE FOR SET OUT DIMENSIONS

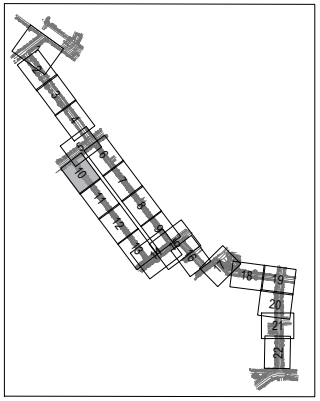
Drawing Plotted: 08 May 2023 1:34 PM

PLAN
SCALE: 1:200

NOTES

1. REFER TO 3498689-CA-0002 FOR LEGENDS

KEYPLAN



Full Size A1 1:100 ; Half Reduction A3 1:200
SCALE (m)

No.	Revision	By	Chk	Appd	Date
00	ISSUED FOR CONSTRUCTION	V.T	C.R.L	A.S	11.05.23

Original Scale (A1) 1:100
Reduced Scale (A3) 1:200

Design	A.SEIP	11.05.23	Approved For Construction*
Drawn	R. HIDALGO	11.05.23	
Dsg Verifier	B.STRANG	11.05.23	
Dng Check	C.R.LAWRENCE	11.05.23	Date

* Refer to Revision 1 for Original Signature

Beca

Client: NSW Government Transport for NSW

Project: ROZELLE INTERCHANGE - PEDESTRIAN & CYCLIST IMPROVED CONNECTIVITY
ISSUED FOR CONSTRUCTION

Title: RED LION STREET LAYOUT PLAN SHEET 1 OF 4

Discipline: CIVIL - GENERAL
Drawing No: 3498689-CA-0120
Rev: 00

Document No. 3498689-CA-0010.DWG

DO NOT SCALE FOR SET OUT DIMENSIONS

Drawing Plotted: 08 May 2023 1:42 PM

PLAN
SCALE: 1:200

NOTES

1. REFER TO 3498689-CA-0002 FOR LEGENDS

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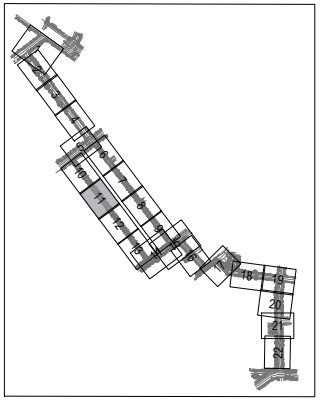

Full Size A1 1:100 ; Half Reduction A3 1:200
SCALE (m)

No.	Revision	By	Chk	Appd	Date
00	ISSUED FOR CONSTRUCTION	V.T	C.R.L	A.S	11.05.23

Original Scale (A1) 1:100
Reduced Scale (A3) 1:200

Design	A.SEIP	11.05.23	Approved For Construction*
Drawn	R. HIDALGO	11.05.23	
Dsg Verifier	B.STRANG	11.05.23	
Dtg Check	C.R.LAWRENCE	11.05.23	Date

* Refer to Revision 1 for Original Signature

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Client: NSW Government | Transport for NSW

Project: ROZELLE INTERCHANGE - PEDESTRIAN & CYCLIST IMPROVED CONNECTIVITY
ISSUED FOR CONSTRUCTION

Title: RED LION STREET LAYOUT PLAN SHEET 2 OF 4

Discipline: CIVIL - GENERAL
Drawing No: 3498689-CA-0121
Rev: 00

Document No. 3498689-CA-0121.DWG

DO NOT SCALE FOR SET OUT DIMENSIONS

Drawing Plotted: 08 May 2023 1:43 PM

PLAN
SCALE: 1:200

NOTES

1. REFER TO 3498689-CA-0002 FOR LEGENDS

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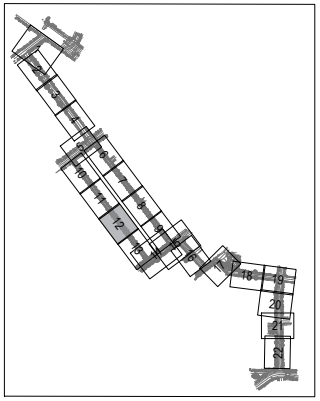

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SCALE (m)

No.	Revision	By	Chk	Appd	Date
00	ISSUED FOR CONSTRUCTION	V.T	C.R.L	A.S	11.05.23

Original Scale (A1) 1:100
Reduced Scale (A3) 1:200

Design	A.SEIP	11.05.23	Approved For Construction*
Drawn	R. HIDALGO	11.05.23	
Dsg Verifier	B.STRANG	11.05.23	
Dng Check	C.R.LAWRENCE	11.05.23	Date

* Refer to Revision 1 for Original Signature

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Client: NSW Government | Transport for NSW

Project: ROZELLE INTERCHANGE - PEDESTRIAN & CYCLIST IMPROVED CONNECTIVITY
ISSUED FOR CONSTRUCTION

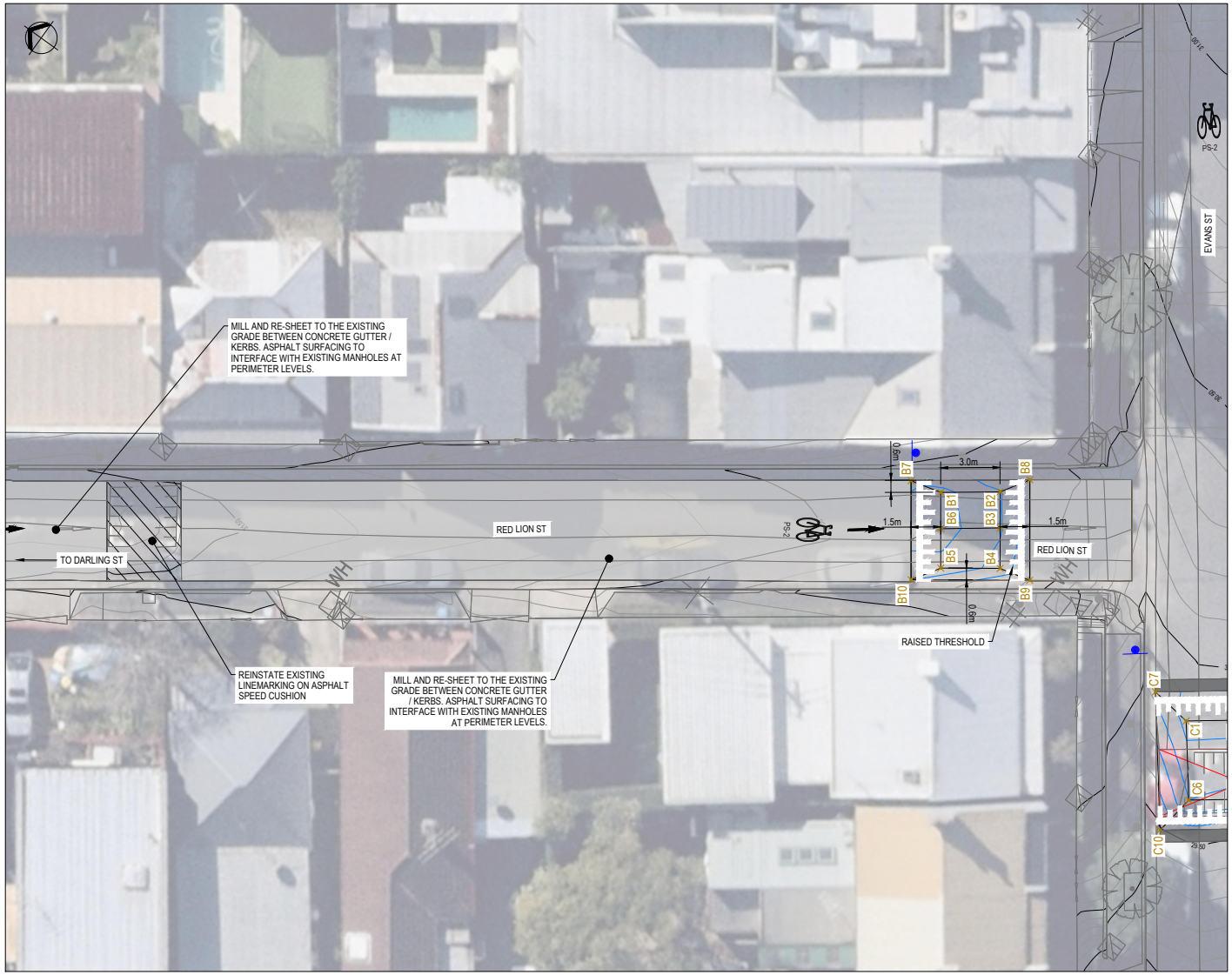
Title: RED LION STREET LAYOUT PLAN SHEET 3 OF 4

Discipline: CIVIL - GENERAL
Drawing No: 3498689-CA-0122
Rev: 00

Document No. 3498689-CA-D212.DWG

DO NOT SCALE FOR SET OUT DIMENSIONS

Drawing Plotted: 08 May 2023 1:44 PM



NOTES

1. REFER TO 3498689-CA-0002 FOR LEGENDS

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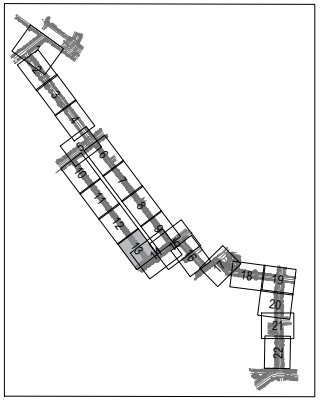

PLAN

SCALE: 1:200

Full Size A1 1:100 ; Half Reduction A3 1:200
SCALE (m)

No.	Revision	By	Chk	Appd	Date
00	ISSUED FOR CONSTRUCTION	V.T	C.R.L	A.S	11.05.23

Original Scale (A1) 1:100
Reduced Scale (A3) 1:200

Design	A.SEP	11.05.23
Drawn	R. HIDALGO	11.05.23
Dsg Verifier	B.STRANG	11.05.23
Drg Check	C.R.LAWRENCE	11.05.23

Approved For Construction* Date

* Refer to Revision 1 for Original Signature

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Client: NSW Government Transport for NSW

Project: ROZELLE INTERCHANGE - PEDESTRIAN & CYCLIST IMPROVED CONNECTIVITY
ISSUED FOR CONSTRUCTION

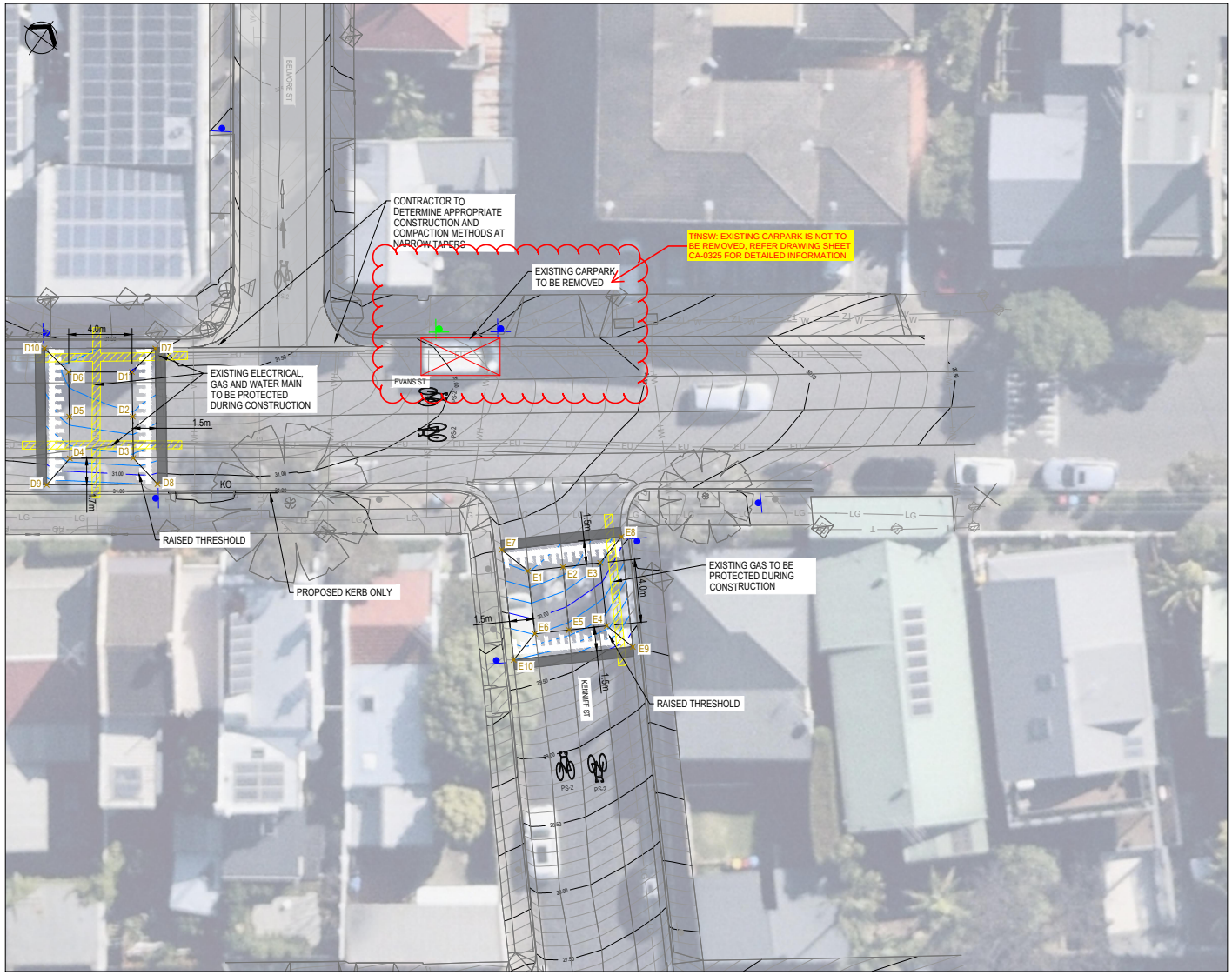
Title: RED LION STREET LAYOUT PLAN SHEET 4 OF 4

Discipline: CIVIL - GENERAL
Drawing No.: 3498689-CA-0123
Rev: 00

Document No. 3498689-CA-DS12.DWG

DO NOT SCALE FOR SET OUT DIMENSIONS

Drawing Plotted: 08 May 2023 1:44 PM



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NOTES

1. REFER TO 3498689-CA-0002 FOR LEGENDS

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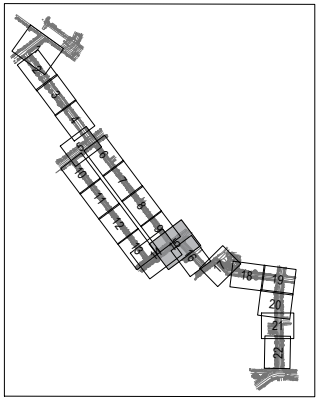

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SCALE (m)

00	ISSUED FOR CONSTRUCTION	V.T	C.R.L	A.S	11.05.23
No.	Revision	By	Chk	Appd	Date

Original Scale (A1) 1:125
Reduced Scale (A3) 1:250

Design	A.SEP	11.05.23	Approved For Construction*
Drawn	R. HIDALGO	11.05.23	
Dsg Verifier	B.STRANG	11.05.23	
Dng Check	C.R.LAWRENCE	11.05.23	Date

* Refer to Revision 1 for Original Signature

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Client: NSW Government | Transport for NSW

Project: ROZELLE INTERCHANGE - PEDESTRIAN & CYCLIST IMPROVED CONNECTIVITY
ISSUED FOR CONSTRUCTION

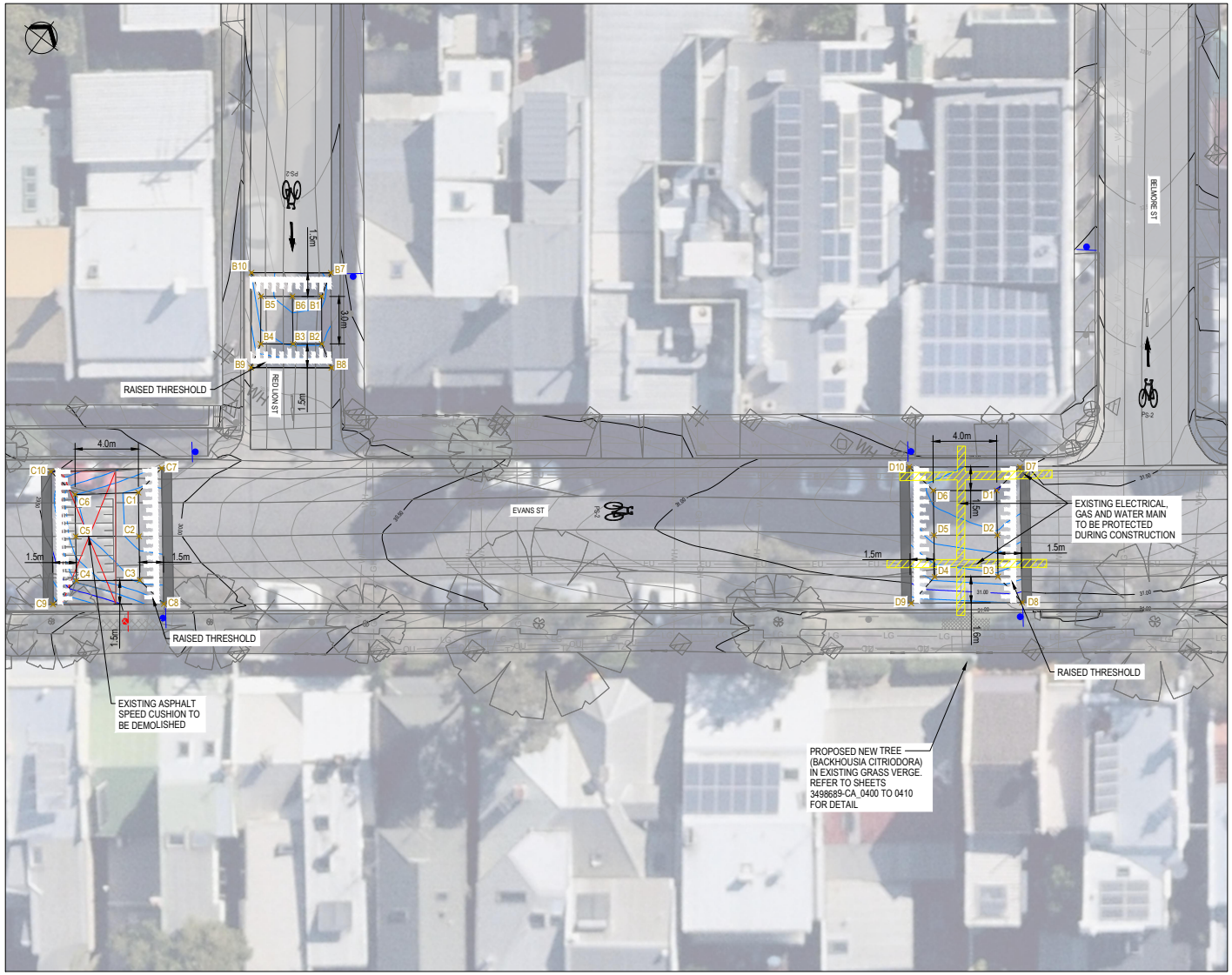
Title: EVANS ST
LAYOUT PLAN
SHEET 1 OF 2

Discipline: CIVIL - GENERAL
Drawing No: 3498689-CA-0124
Rev: 00

Document No. 3498689-CA-0124.DWG

DO NOT SCALE FOR SET OUT DIMENSIONS

Drawing Plotted: 08 May 2023 1:45 PM



PLAN
SCALE: 1:250

NOTES

1. REFER TO 3498689-CA-0002 FOR LEGENDS

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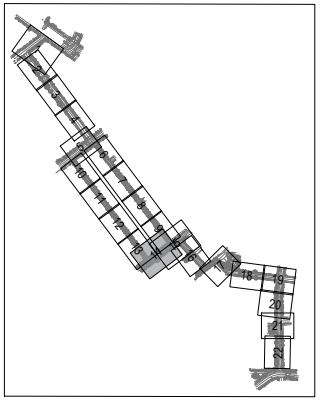

Full Size A1 1:125 ; Half Reduction A3 1:250
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No.	Revision	By	Chk	Appd	Date
00	ISSUED FOR CONSTRUCTION	V.T	C.R.L	A.S	11.05.23

Original Scale (A1) 1:125
Reduced Scale (A3) 1:250

Design	A.SEP	11.05.23	Approved For Construction*
Drawn	R. HIDALGO	11.05.23	
Dsg Verifier	B.STRANG	11.05.23	
Drg Check	C.R.LAWRENCE	11.05.23	Date

* Refer to Revision 1 for Original Signature

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Client: NSW Government | Transport for NSW

Project: ROZELLE INTERCHANGE - PEDESTRIAN & CYCLIST IMPROVED CONNECTIVITY
ISSUED FOR CONSTRUCTION

Title: EVANS ST
LAYOUT PLAN
SHEET 2 OF 2

Discipline: CIVIL - GENERAL
Drawing No.: 3498689-CA-0125
Rev: 00

Document No. 3498689-CA-DS1.DWG

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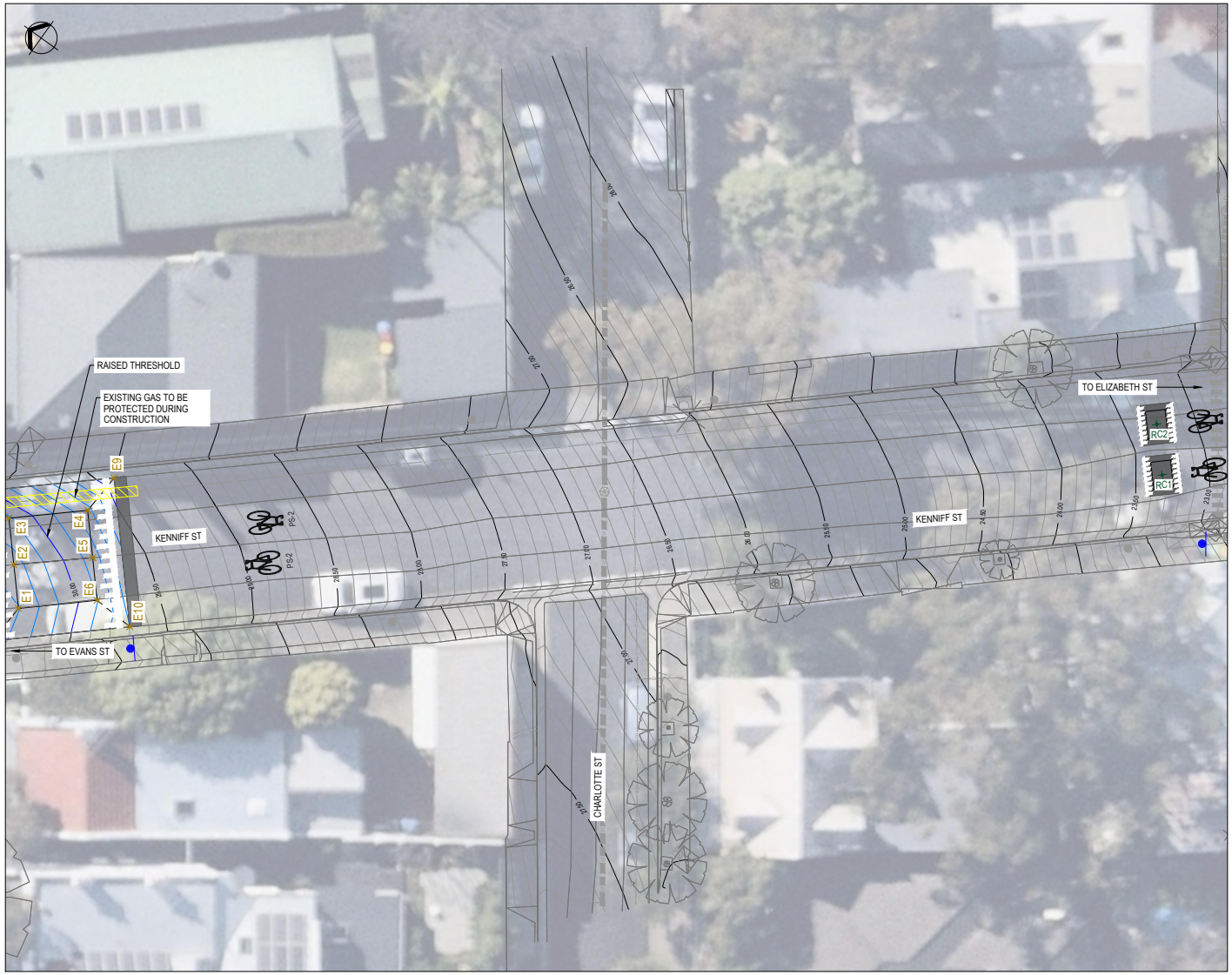
Drawing Plotted: 10 May 2023 4:22 PM

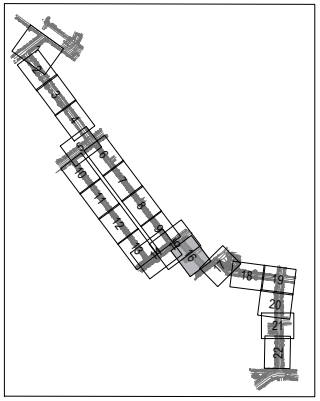


PLAN
SCALE: 1:200

NOTES

1. REFER TO 3498689-CA-0002 FOR LEGENDS

KEYPLAN



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SCALE (m)

00	ISSUED FOR CONSTRUCTION	V.T	C.R.L	A.S	11.05.23	
No.	Revision	By	Chk	Appd	Date	

Original Scale (A1) 1:100
Reduced Scale (A3) 1:200

Design	A.SEP	11.05.23
Drawn	R. HIDALGO	11.05.23
Dsg Verifier	B.STRANG	11.05.23
Drg Check	C.R.LAWRENCE	11.05.23

Approved For Construction* Date

* Refer to Revision 1 for Original Signature

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Client: NSW Government Transport for NSW

Project: ROZELLE INTERCHANGE - PEDESTRIAN & CYCLIST IMPROVED CONNECTIVITY
ISSUED FOR CONSTRUCTION

Title: KENNIFF ST LAYOUT PLAN SHEET 1 OF 1

Discipline: CIVIL - GENERAL
Drawing No: 3498689-CA-0126
Rev: 00

Document No. 3498689-CA-DSG.DWG

DO NOT SCALE FOR SET OUT DIMENSIONS

Drawing Plotted: 08 May 2023 1:42 PM

PLAN
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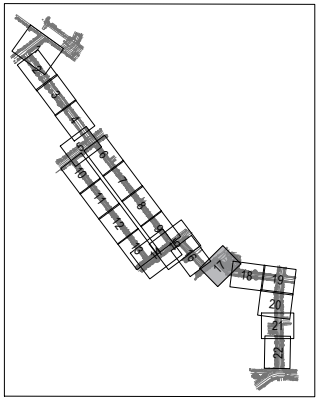
NOTES

1. REFER TO 3498689-CA-0002 FOR LEGENDS

KEYPLAN



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SCALE (m)

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No.	Revision	By	Chk.	Appd.	Date

Original Scale (A1) 1:100
Reduced Scale (A3) 1:200

Design	A.SEP	11.05.23
Drawn	R. HIDALGO	11.05.23
Dsg Verifier	B.STRANG	11.05.23
Dng Check	C.R.LAWRENCE	11.05.23

Approved For Construction* Date

* Refer to Revision 1 for Original Signature

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Client: NSW Government Transport for NSW

Project: ROZELLE INTERCHANGE
QUIRK ST PACKAGE
ISSUED FOR CONSTRUCTION

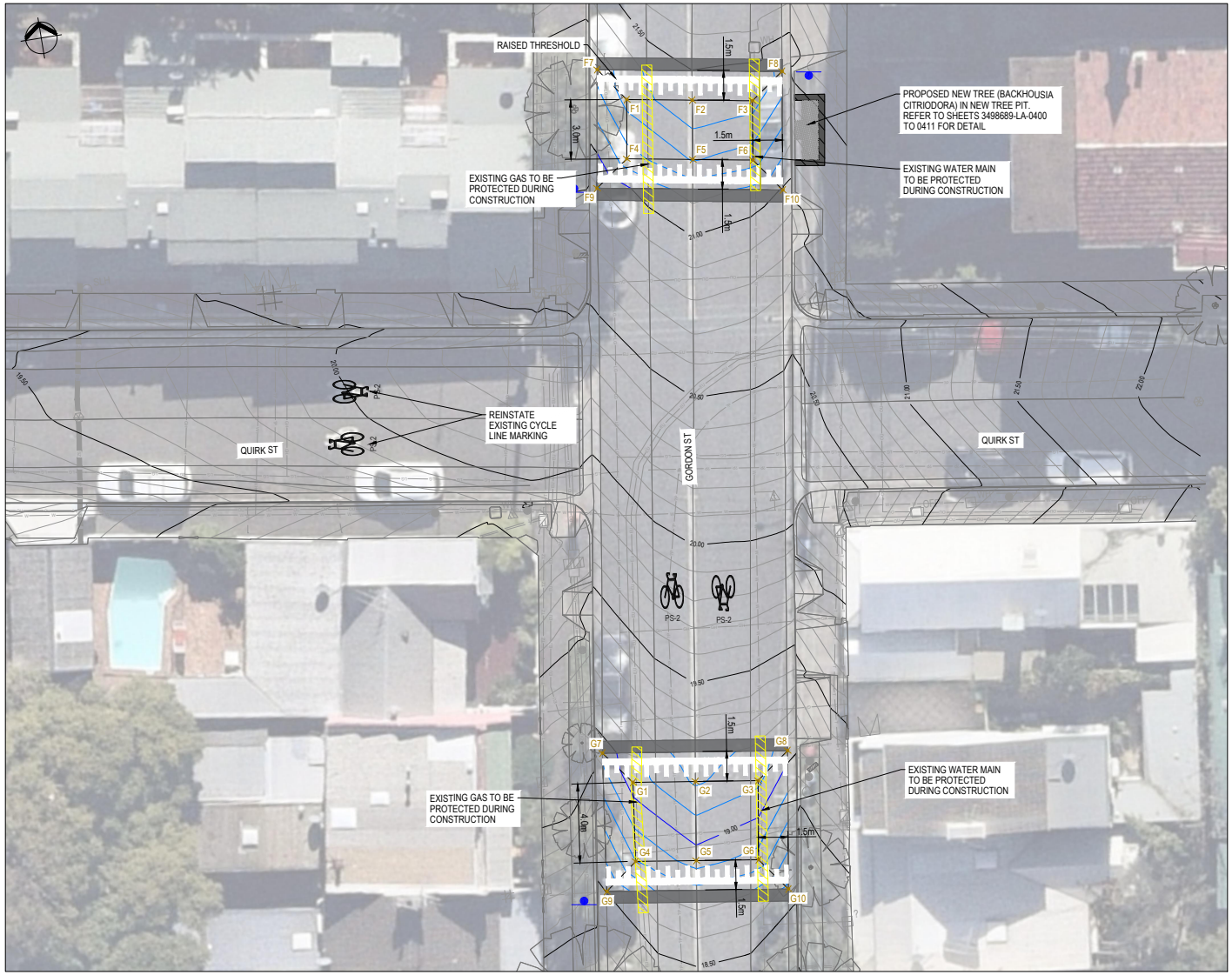
Title: QUIRK ST
LAYOUT PLAN
SHEET 1 OF 1

Discipline: CIVIL - GENERAL
Drawing No: 3498689-CA-0127
Rev: 00

Document No. 3498689-CA-0127.DWG

DO NOT SCALE FOR SET OUT DIMENSIONS

Drawing Plotted: 08 May 2023 1:52 PM



PLAN
SCALE: 1:200

NOTES

1. REFER TO 3498689-CA-0002 FOR LEGENDS

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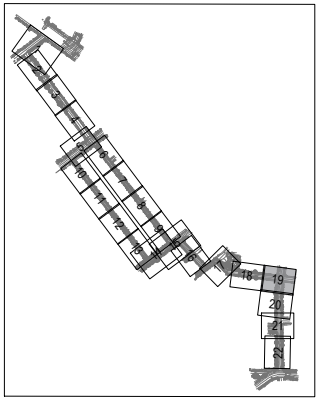

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No.	Revision	By	Chk	Appd	Date
00	ISSUED FOR CONSTRUCTION	V.T	C.R.L	A.S	11.05.23

Original Scale (A1) 1:100
Reduced Scale (A3) 1:200

Design	A.SEP	11.05.23	Approved For Construction*
Drawn	R. HIDALGO	11.05.23	
Dsg Verifier	B.STRANG	11.05.23	
Drg Check	C.R.LAWRENCE	11.05.23	Date

* Refer to Revision 1 for Original Signature

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Client: NSW Government | Transport for NSW

Project: ROZELLE INTERCHANGE - PEDESTRIAN & CYCLIST IMPROVED CONNECTIVITY
ISSUED FOR CONSTRUCTION

Title: GORDON ST LAYOUT PLAN SHEET 1 OF 4

Discipline: CIVIL - GENERAL
Drawing No: 3498689-CA-0129
Rev: 00

Document No. 3498689-CA-DRG.DWG

DO NOT SCALE FOR SET OUT DIMENSIONS

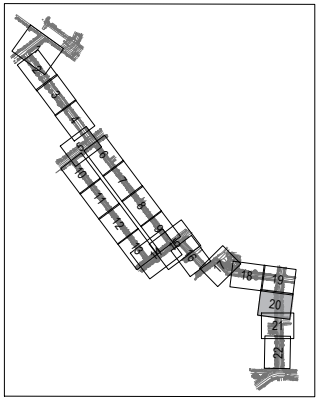
Drawing Plotted: 10 May 2023 4:06 PM

PLAN
SCALE: 1:200

NOTES

1. REFER TO 3498689-CA-0002 FOR LEGENDS

KEYPLAN



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DO NOT SCALE FOR SET OUT DIMENSIONS

No.	Revision	By	Chk	Appd	Date
00	ISSUED FOR CONSTRUCTION	V.T	C.R.L	A.S	11.05.23

Original Scale (A1) 1:100
Reduced Scale (A3) 1:200

Design	A.SEIP	11.05.23	Approved For Construction*
Drawn	R. HIDALGO	11.05.23	
Dsg Verifier	B.STRANG	11.05.23	
Dng Check	C.R.LAWRENCE	11.05.23	Date

* Refer to Revision 1 for Original Signature

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Client: NSW Government Transport for NSW

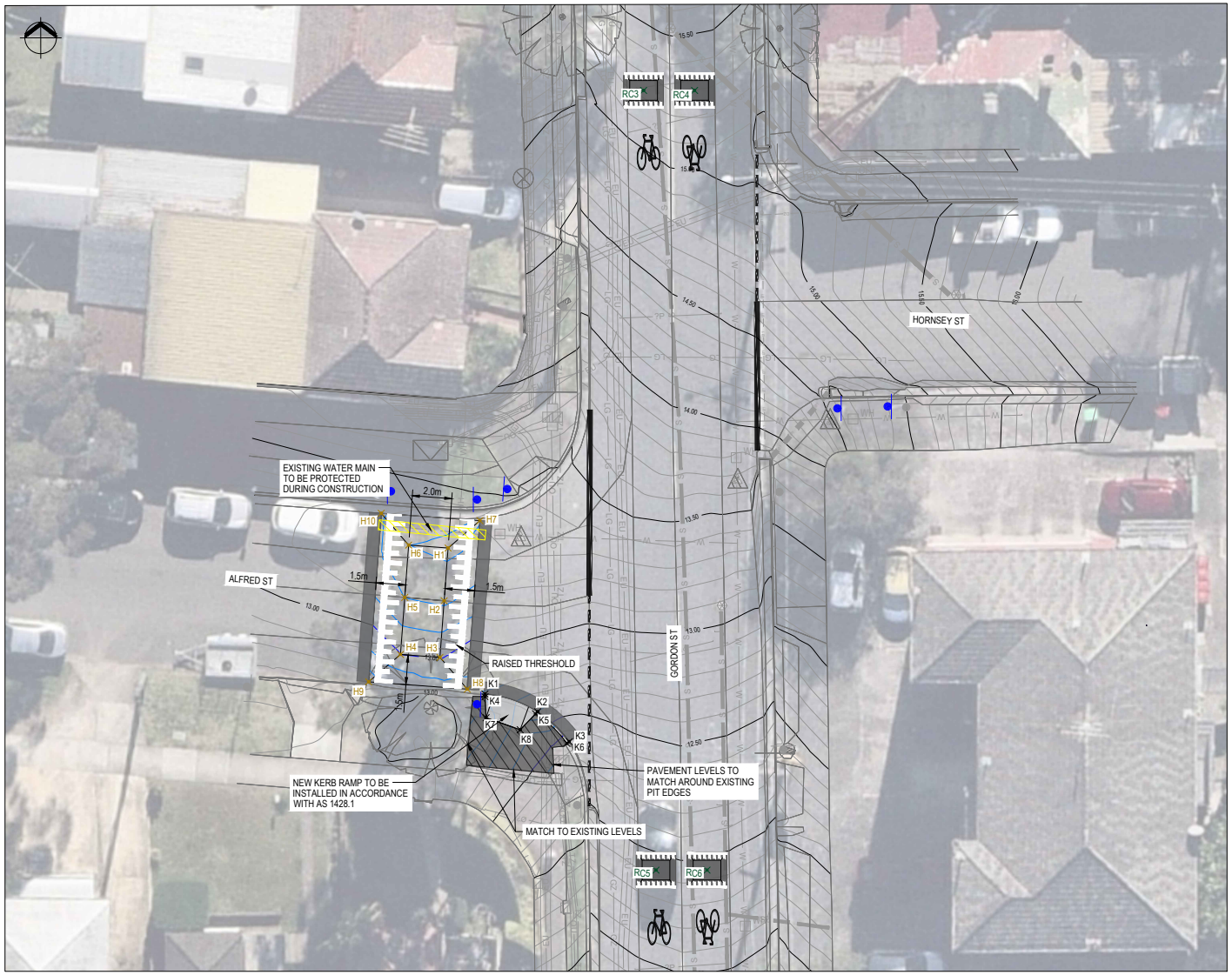
Project: ROZELLE INTERCHANGE - PEDESTRIAN & CYCLIST IMPROVED CONNECTIVITY
ISSUED FOR CONSTRUCTION

Title: GORDON ST LAYOUT PLAN SHEET 2 OF 4

Discipline: CIVIL - GENERAL
Drawing No: 3498689-CA-0130
Rev: 00

Document No. 3498689-CA-0130.DWG

Drawing Plotted: 12 May 2023 7:41 AM



PLAN
SCALE: 1:200

NOTES

1. REFER TO 3498689-CA-0002 FOR LEGENDS

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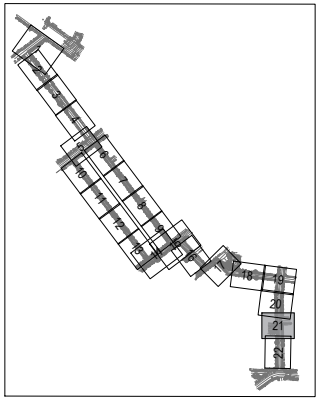

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Full Size A1 1:100 ; Half Reduction A3 1:200
SCALE (m)

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No.	Revision	By	Chk	Appd	Date		

Original Scale (A1) 1:100	Design	A.SEIP	11.05.23
	Drawn	R. HIDALGO	11.05.23
Reduced Scale (A3) 1:200	Dsg Verifier	B.STRANO	11.05.23
	Dtg Check	C.R.LAWRENCE	11.05.23

Approved For Construction* Date

* Refer to Revision 1 for Original Signature

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Client: NSW Government | Transport for NSW

Project: ROZELLE INTERCHANGE - PEDESTRIAN & CYCLIST IMPROVED CONNECTIVITY
ISSUED FOR CONSTRUCTION

Title: GORDONST & ALFRED ST LAYOUT PLAN SHEET 3 OF 4

Discipline: CIVIL - GENERAL

Drawing No: 3498689-CA-0131 | Rev: 00

Document No. 3498689-CA-0131.DWG

DO NOT SCALE FOR SET OUT DIMENSIONS

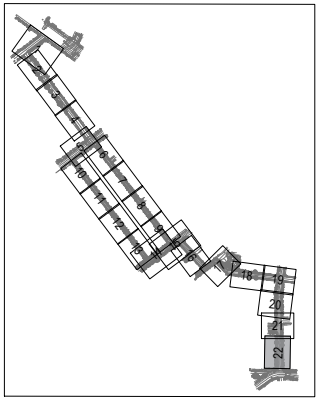
Drawing Plotted: 10 May 2023 4:15 PM

PLAN
SCALE: 1:200

NOTES

1. REFER TO 3498689-CA-0002 FOR LEGENDS

KEYPLAN



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SCALE (m)

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No.	Revision	By	Chk.	Appd.	Date

Original Scale (A1) 1:100
Reduced Scale (A3) 1:200

Design	A.SEP	11.05.23	Approved For Construction*
Drawn	R. HIDALGO	11.05.23	
Dsg Verifier	B.STRANG	11.05.23	
Dng Check	C.R.LAWRENCE	11.05.23	Date

* Refer to Revision 1 for Original Signature

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Client: NSW Government Transport for NSW

Project: ROZELLE INTERCHANGE - PEDESTRIAN & CYCLIST IMPROVED CONNECTIVITY
ISSUED FOR CONSTRUCTION

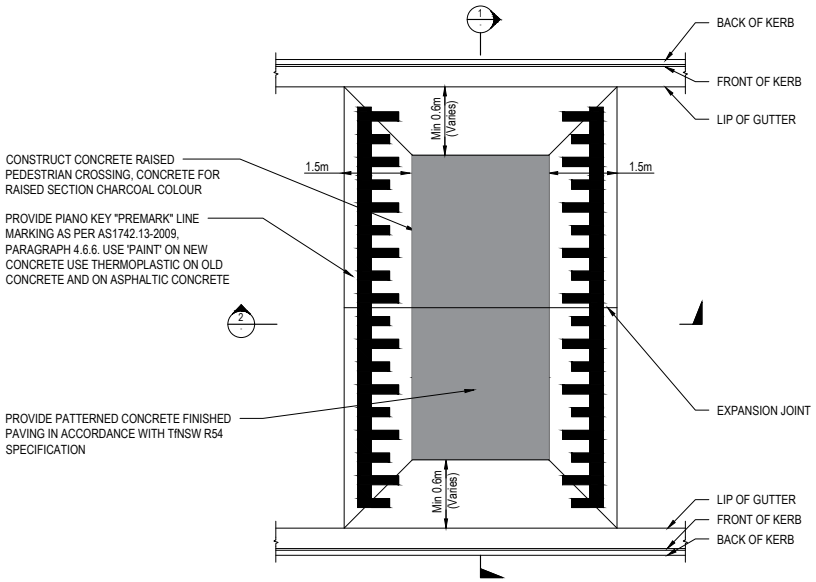
Title: GORDON ST LAYOUT PLAN SHEET 4 OF 4

Discipline: CIVIL - GENERAL
Drawing No: 3498689-CA-0132
Rev: 00

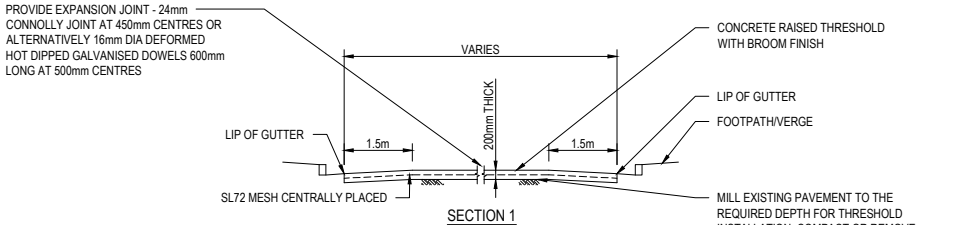
Document No. 3498689-CA-0132.DWG

DO NOT SCALE FOR SET OUT DIMENSIONS

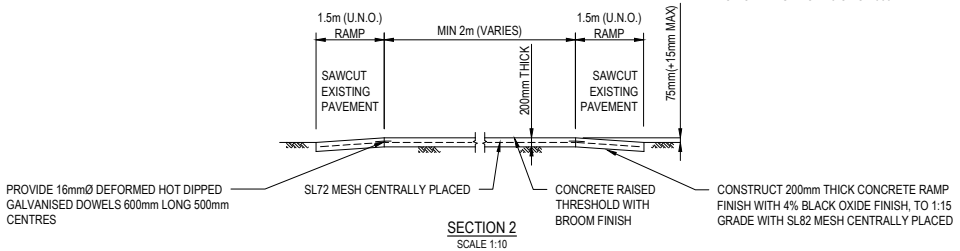
Drawing Plotted: 10 May 2023 9:25 AM



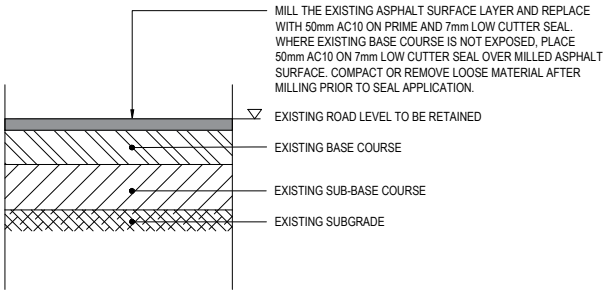
TYPICAL RAISED THRESHOLD - PLAN VIEW
SCALE 1:10



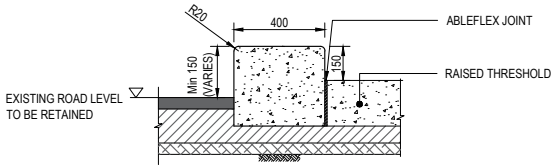
SECTION 1
SCALE 1:10



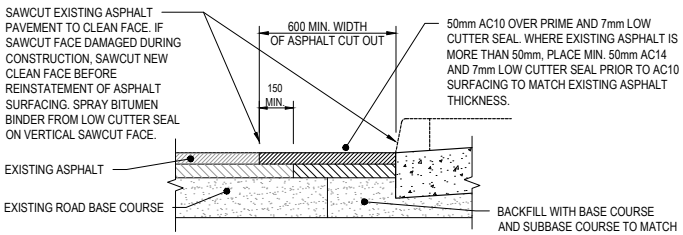
SECTION 2
SCALE 1:10



MILL AND RE-SHEET
SCALE 1:20



TYPICAL MEDIAN STRIP
SCALE 1:20
TROWEL JOINTS AT 3000 CTRS
CONCRETE STRENGTH = 25 MPa



TYPICAL KERB/THRESHOLD INSTALLATIONS PAVEMENT RESTORATION
SCALE 1:20

0 0.1 0.2 0.4 0.6
Full Size A1 1:10 ; Half Reduction A3 1:20
SCALE (m)

0 0.05 0.1 0.2 0.3
Full Size A1 1:5 ; Half Reduction A3 1:10
SCALE (m)

DIAL BEFORE YOU DIG

No.	Revision	By	Chk	Appd	Date
00	ISSUED FOR CONSTRUCTION	V.T	C.R.L	A.S	11.05.23

Original Scale (A1) DOUBLE AS SHOWN
Reduced Scale (A3) AS SHOWN

Design	A.SEP	11.05.23
Drawn	R. HIDALGO	11.05.23
Dsg Verifier	B.STRANG	11.05.23
Dng Check	C.R.LAWRENCE	11.05.23

Approved For Construction* Date
* Refer to Revision 1 for Original Signature

Beca

Client: NSW Government Transport for NSW

Project: ROZELLE INTERCHANGE - PEDESTRIAN & CYCLIST IMPROVED CONNECTIVITY
ISSUED FOR CONSTRUCTION

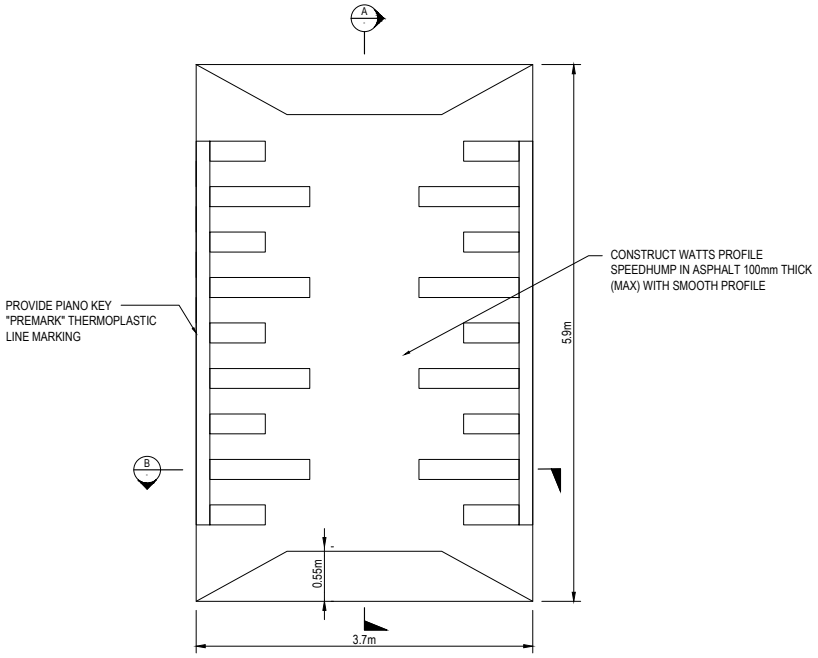
Title: TYPICAL DETAILS
SHEET 1 OF 3

Discipline: CIVIL - GENERAL
Drawing No.: 3498689-CA-0200
Rev.: 00

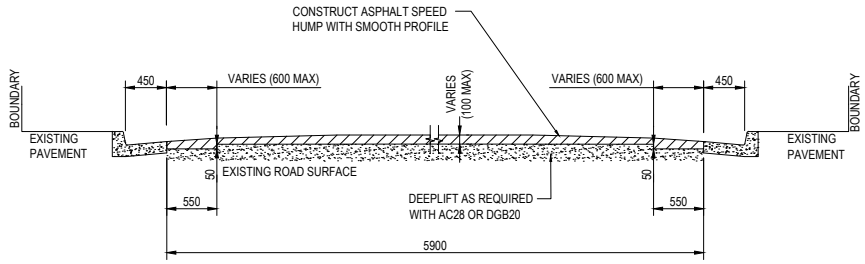
Document No. 3498689-CA-0200.DWG

DO NOT SCALE FOR SET OUT DIMENSIONS

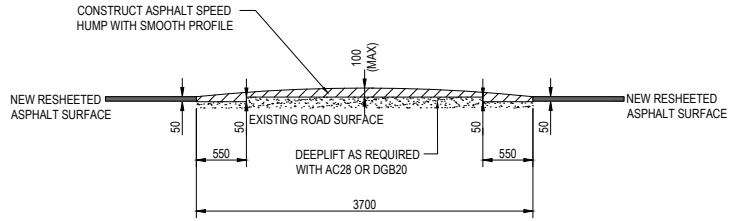
Drawing Plotted: 08 May 2023 1:56 PM



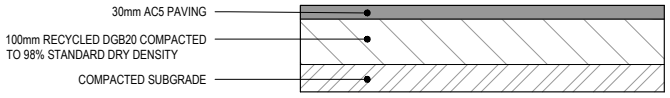
TYPICAL WATTS PROFILE THRESHHOLD
SCALE 1:50



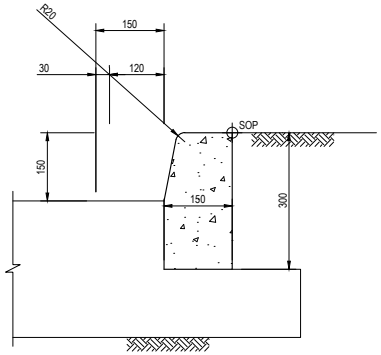
SECTION A
SCALE 1:50



SECTION B
SCALE 1:50



ASPHALTIC CONCRETE PAVEMENT DETAIL
SCALE 1:10



KERB ONLY (KO)
SCALE 1:10

TROWEL JOINTS AT 3000 CTRS
BUTT JOINTS AT 9000 CTRS
CONCRETE STRENGTH = 25 MPa

0 0.25 0.5 1.0 1.5
Full Size A1 1:25 : Half Reduction A3 1:50
SCALE (m)

0 0.05 0.1 0.2 0.3
Full Size A1 1:5 : Half Reduction A3 1:10
SCALE (m)

No.	Revision	By	Chk	Appd	Date
00	ISSUED FOR CONSTRUCTION	V.T	C.R.L	A.S	11.05.23

Original Scale (A1) DOUBLE AS SHOWN
Reduced Scale (A3) AS SHOWN

Design	A.SEP	11.05.23
Drawn	R. HIDALGO	11.05.23
Dsg Verifier	B.STRANG	11.05.23
Dng Check	C.R.LAWRENCE	11.05.23

Approved For Construction* Date
* Refer to Revision 1 for Original Signature

Beca

Client: NSW Government | Transport for NSW

Project: ROZELLE INTERCHANGE - PEDESTRIAN & CYCLIST IMPROVED CONNECTIVITY
ISSUED FOR CONSTRUCTION

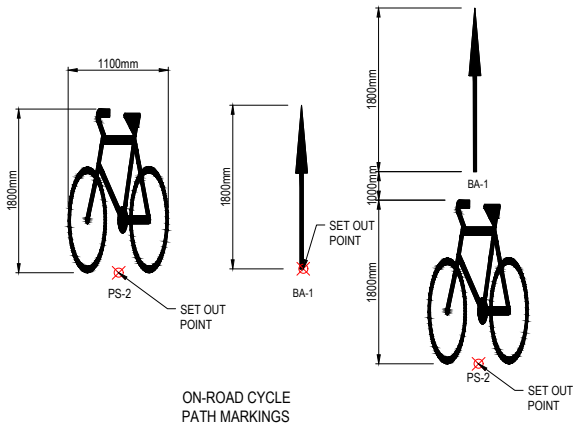
Title: TYPICAL DETAILS
SHEET 2 OF 3

Discipline: CIVIL - GENERAL
Drawing No.: 3498689-CA-0201
Rev: 00

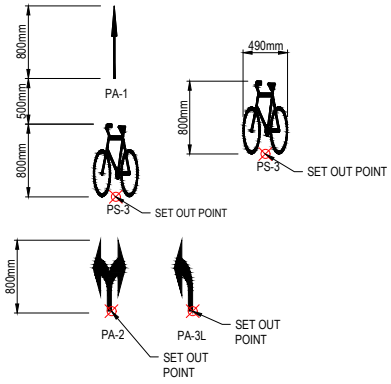
Document No. 3498689-CA-0201.DWG

DO NOT SCALE FOR SET OUT DIMENSIONS

Drawing Plotted: 09 May 2023 9:42 AM



ON-ROAD CYCLE PATH MARKINGS
SCALE 1:50



OFF-ROAD CYCLE PATH MARKINGS
SCALE 1:50

TB	GIVE WAY LINE (USED WITH SIGNS)	600 600 600 600 600 / 300 / SET OUT POINT	WHITE
TB1	GIVE WAY LINE (USED ON RIGHT SIDE OF ROAD)	600 600 600 600 600 / 150 / SET OUT POINT	WHITE
TBB	GIVE WAY LINE (USED ON PATH)	200 200 200 200 200 200 200 / 200 / SET OUT POINT	WHITE
TF	STOP LINE	300 / SET OUT POINT	WHITE
L7	BICYCLE LANE LINE	150 / SET OUT POINT	WHITE
	SPEED HUMP MARKING	VARIES; 500; 200; 750; 200; 375; 200	WHITE

LINE MARKINGS
SCALE 1:100

1:100 FULL SIZE A1

00	ISSUED FOR CONSTRUCTION	V.T	C.R.L	A.S	11.05.23		
No.	Revision	By	Chk	Appd	Date		

Original Scale (A1) DOUBLE AS SHOWN; Reduced Scale (A3) AS SHOWN

Design	A.SEIP	11.05.23
Drawn	R. HIDALGO	11.05.23
Dsg Verifier	B.STRANG	11.05.23
Drg Check	C.R.LAWRENCE	11.05.23

Approved For Construction* Date

* Refer to Revision 1 for Original Signature

Beca

Client: NSW Government; Transport for NSW

Project: ROZELLE INTERCHANGE - PEDESTRIAN & CYCLIST IMPROVED CONNECTIVITY
ISSUED FOR CONSTRUCTION

Title: TYPICAL DETAILS
SHEET 3 OF 3

Discipline: CIVIL - GENERAL
Drawing No: 3498689-CA-0202
Rev: 00

Document No. 3498689-CA-0202.DWG

DO NOT SCALE FOR SET OUT DIMENSIONS

Drawing Plotted: 12 May 2023 9:46 AM

LINEMARKING SETOUT SCHEDULE

POINT	EASTING	NORTHING	TYPE
P1	330532.6317	6251554.7878	PS-3
P2	330540.1619	6251550.9436	PS-3/PA-1
P3	330503.2511	6251532.2112	PS-3/PA-1
P4	330508.3029	6251526.4538	PS-3
P5	330508.7601	6251516.9656	PS-2
P6	330510.7704	6251520.9466	PS-2
P7	330538.2457	6251482.6863	PS-2
P8	330537.5010	6251479.5963	PS-2
P9	330566.3298	6251444.8764	PS-2
P10	330565.7156	6251442.1485	PS-2
P11	330594.5350	6251407.2390	PS-2
P12	330593.9110	6251404.5370	PS-2
P13	330623.7126	6251368.2604	PS-2
P14	330623.0816	6251365.4123	PS-2
P15	330599.8198	6251328.2441	PS-2
P16	330647.9015	6251339.9072	PS-2/BA-1
P17	330597.6046	6251317.2279	PS-2/BA-1
P18	330623.6084	6251282.4915	PS-2/BA-1
P21	330674.2469	6251305.4633	PS-2/BA-1
P22	330726.0894	6251235.7111	PS-2/BA-1
P23	330752.2042	6251200.9831	PS-2/BA-1
P24	330649.7345	6251247.6539	PS-2/BA-1
P25	330675.7881	6251212.8983	PS-2/BA-1
P26	330701.7853	6251178.1597	PS-2/BA-1
P27	330727.8120	6251143.4311	PS-2/BA-1
P28	330779.6890	6251164.4106	PS-2/BA-1
P29	330756.2595	6251138.5851	PS-2
P30	330790.6100	6251164.0907	PS-2
P31	330793.3735	6251163.3708	PS-2
P32	330813.0806	6251152.8351	PS-2
P33	330812.6855	6251150.3023	PS-2
P34	330845.8921	6251118.0670	PS-2
P35	330845.3352	6251115.0147	PS-2
P36	330858.8896	6251120.7579	PS-2
P37	330861.5416	6251120.4515	PS-2
P38	330897.6482	6251106.7117	PS-2
P39	330899.0811	6251104.0183	PS-2
P40	330927.0870	6251103.1091	PS-2
P41	330928.6385	6251100.5096	PS-2

POINT	EASTING	NORTHING	TYPE
P42	330976.5964	6251093.9724	PS-2
P43	330975.2619	6251096.8476	PS-2
P44	330993.6635	6251085.1783	PS-2
P45	330990.8667	6251083.6121	PS-2
P46	330991.2754	6251020.8384	PS-2
P47	330988.9968	6251018.9317	PS-2
P48	330991.9508	6250981.6831	PS-2
P49	330989.5577	6250979.7484	PS-2
P50	330992.9320	6250928.7360	PS-2
P51	330990.3778	6250926.8551	PS-2
P52	330533.5169	6251556.2169	L7
P53	330534.2455	6251555.2507	L7
P54	330533.6510	6251554.8053	L7
P55	330532.2041	6251553.4171	L7
P56	330531.9534	6251553.7320	L7
P57	330526.3995	6251549.4832	L7
P58	330526.6544	6251549.1508	L7
P59	330524.9344	6251548.1071	L7
P60	330496.5339	6251527.8307	L7
P61	330540.3235	6251551.8502	L7
P62	330541.0490	6251550.8902	L7
P63	330537.5587	6251549.7239	L7
P64	330535.8699	6251548.6391	L7
P65	330536.1159	6251548.3193	L7
P66	330530.5995	6251544.0090	L7
P67	330530.3539	6251544.3290	L7
P68	330528.8845	6251542.9585	L7
P69	330508.9119	6251527.6632	L7
P70	330509.6444	6251526.7127	L7
P71	330534.4579	6251559.8304	TB
P72	330540.1518	6251555.7068	TB/TB1
P73	330545.2738	6251551.8877	TB1
P74	330994.4666	6251019.8109	TB1
P75	330994.4666	6251012.3981	TB1/TF
P76	330994.5018	6251004.8641	TF
P77	330986.0241	6251006.9372	TF
P78	330985.9939	6250997.5209	TF/TB1
P79	330985.9939	6250986.8996	TB1
P80	330987.8580	625922.0138	PS-3

POINT	EASTING	NORTHING	TYPE
P81	330986.5797	6250919.0728	T1
P82	330988.4513	6250921.3352	T1/L7
P83	330988.4420	6250923.9889	L7
P84	330988.7133	6250924.9080	L7
P85	330989.2456	6250925.5944	L7
P86	330987.2420	6250923.9889	L7
P87	330987.7057	6250924.9080	L7
P88	330989.2193	6250927.5242	L7
P89	330502.1129	6251519.6857	TB
P90	330506.3215	6251523.0402	TB/TB1
P91	330510.2464	6251526.0820	TB1

NOTES:

1. COORDINATES SHOWN ARE IN GDA2020.
2. REFER TO SHEETS CA-0311 - CA-0332 FOR SET OUT COORDINATES LOCATIONS.

DO NOT SCALE FOR SET OUT DIMENSIONS

No.	Revision	By	Chk.	Appd.	Date
00	ISSUED FOR CONSTRUCTION	V.T	C.R.L	A.S	11.05.23

Original Scale (A1) 1:10
Reduced Scale (A3) 1:20

Design	A.SEIP	11.05.23	Approved For Construction*
Drawn	C.R.LAWRENCE	11.05.23	
Dsg Verifier	B. STRANG	11.05.23	
Dng Check	C.R.LAWRENCE	11.05.23	Date

* Refer to Revision 1 for Original Signature

Beca

Client: NSW Government | Transport for NSW

Project: ROZELLE INTERCHANGE - PEDESTRIAN & CYCLIST IMPROVED CONNECTIVITY
ISSUED FOR CONSTRUCTION

Title: LINEMARKING SETOUT SCHEDULE
SHEET 1 OF 1

Discipline: CIVIL - GENERAL
Drawing No.: 3498689-CA-0203
Rev: 00

1:100 FULL SIZE A1

Document No. 3498689-CA-0203.DWG

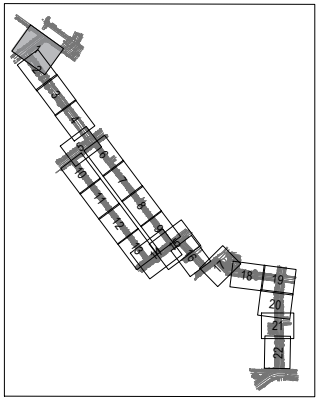
Drawing Plotted: 12 May 2023 9:18 AM

PLAN
SCALE: 1:250

NOTES

1. REFER TO 3498689-CA-0002 FOR LEGENDS

KEYPLAN



Full Size A1 1:125 ; Half Reduction A3 1:250
SCALE (m)

00	ISSUED FOR CONSTRUCTION	V.T	C.R.L	A.S	11.05.23		
No.	Revision	By	Chk.	Appd.	Date		

Original Scale (A1) 1:125
Reduced Scale (A3) 1:250

Design	A.SEP	11.05.23	Approved For Construction*
Drawn	R. HIDALGO	11.05.23	
Dsg Verifier	B.STRANG	11.05.23	
Dsg Check	C.R.LAWRENCE	11.05.23	Date

* Refer to Revision 1 for Original Signature

Beca

Client: NSW Government | Transport for NSW

Project: ROZELLE INTERCHANGE - PEDESTRIAN & CYCLIST IMPROVED CONNECTIVITY
ISSUED FOR CONSTRUCTION

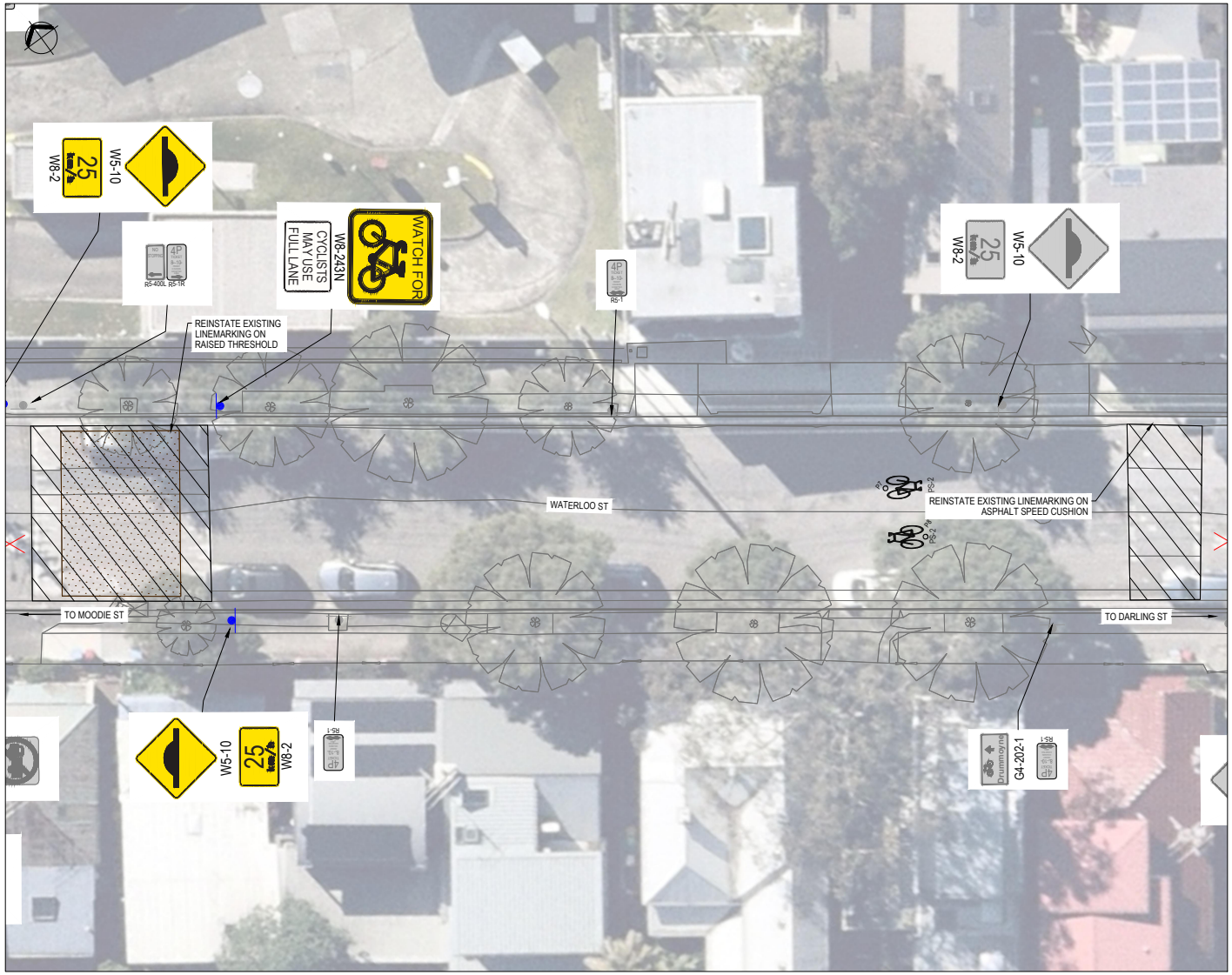
Title: MOODIE ST & VICTORIA RD SIGNAGE AND LINEMARKING PLAN SHEET 1 OF 1

Discipline: ROAD FURNITURE
Drawing No.: 3498689-CA-0311
Rev: 00

Document No. 3498689-CA-0311.DWG

DO NOT SCALE FOR SET OUT DIMENSIONS

Drawing Plotted: 12 May 2023 9:19 AM

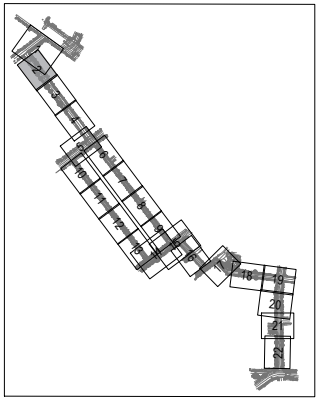


PLAN
SCALE: 1:200

NOTES

1. REFER TO 3498689-CA-0002 FOR LEGENDS

KEYPLAN



Full Size A1 1:100 ; Half Reduction A3 1:200
SCALE (m)

DO NOT SCALE FOR SET OUT DIMENSIONS

No.	Revision	By	Chk	Appd	Date
00	ISSUED FOR CONSTRUCTION	V.T	C.R.L	A.S	11.05.23

Original Scale (A1) 1:100
Reduced Scale (A3) 1:200

Design	A.SEP	11.05.23	Approved For Construction*
Drawn	R. HIDALGO	11.05.23	
Dsg Verifier	B.STRANG	11.05.23	
Dsg Check	C.R.LAWRENCE	11.05.23	Date

* Refer to Revision 1 for Original Signature

Beca

Client: NSW Government Transport for NSW

Project: ROZELLE INTERCHANGE - PEDESTRIAN & CYCLIST IMPROVED CONNECTIVITY
ISSUED FOR CONSTRUCTION

Title: WATERLOO ST SIGNAGE AND LINEMARKING PLAN SHEET 1 OF 4

Discipline: ROAD FURNITURE

Drawing No.: 3498689-CA-0312 Rev: 00

Document No. 3498689-CA-0312.DWG

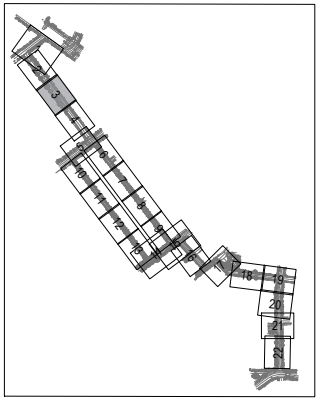
Drawing Plotted: 12 May 2023 9:19 AM

PLAN
SCALE: 1:200

NOTES

1. REFER TO 3498689-CA-0002 FOR LEGENDS

KEYPLAN



Full Size A1 1:100 ; Half Reduction A3 1:200
SCALE (m)

00	ISSUED FOR CONSTRUCTION	V.T	C.R.L	A.S	11.05.23
No.	Revision	By	Chk	Appd	Date

Original Scale (A1) 1:100
Reduced Scale (A3) 1:200

Design	A.SEP	11.05.23
Drawn	R. HIDALGO	11.05.23
Dsg Verifier	B.STRANG	11.05.23
Dng Check	C.R.LAWRENCE	11.05.23

Approved For Construction* Date

* Refer to Revision 1 for Original Signature

Beca

Client: NSW Government Transport for NSW

Project: ROZELLE INTERCHANGE - PEDESTRIAN & CYCLIST IMPROVED CONNECTIVITY
ISSUED FOR CONSTRUCTION

Title: WATERLOO ST SIGNAGE AND LINEMARKING PLAN SHEET 2 OF 4

Discipline: ROAD FURNITURE
Drawing No.: 3498689-CA-0313
Rev: 00

Document No. 3498689-CA-0313.DWG

DO NOT SCALE FOR SET OUT DIMENSIONS

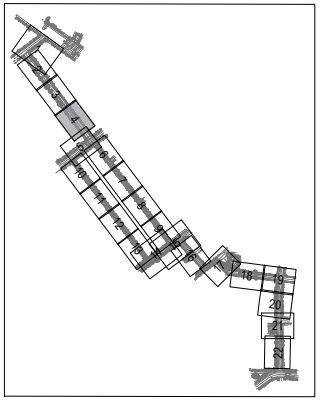
Drawing Plotted: 12 May 2023 9:19 AM

PLAN
SCALE: 1:200

NOTES

1. REFER TO 3498689-CA-0002 FOR LEGENDS

KEYPLAN



Full Size A1 1:100 ; Half Reduction A3 1:200
SCALE (m)

00	ISSUED FOR CONSTRUCTION		V.T	C.R.L	A.S	11.05.23			
No.	Revision		By	Chk.	Appd.	Date			

Original Scale (A1) 1:100
Reduced Scale (A3) 1:200

Design	A.SEP	11.05.23
Drawn	R. HIDALGO	11.05.23
Dsg Verifier	B.STRANG	11.05.23
Drg Check	C.R.LAWRENCE	11.05.23

Approved For Construction* Date

* Refer to Revision 1 for Original Signature

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Client: NSW Government Transport for NSW

Project: ROZELLE INTERCHANGE - PEDESTRIAN & CYCLIST IMPROVED CONNECTIVITY
ISSUED FOR CONSTRUCTION

Title: WATERLOO ST SIGNAGE AND LINEMARKING PLAN SHEET 3 OF 4

Discipline: ROAD FURNITURE
Drawing No.: 3498689-CA-0314
Rev: 00

Document No. 3498689-CA-0314.DWG

DO NOT SCALE FOR SET OUT DIMENSIONS

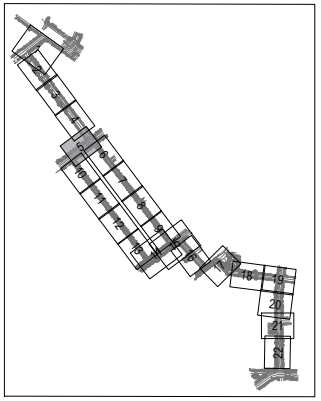
Drawing Plotted: 12 May 2023 9:20 AM

PLAN
SCALE: 1:200

NOTES

1. REFER TO 3498689-CA-0002 FOR LEGENDS

KEYPLAN



Full Size A1 1:100 ; Half Reduction A3 1:200
SCALE (m)

00	ISSUED FOR CONSTRUCTION	V.T	C.R.L	A.S	11.05.23
No.	Revision	By	Chk	Appd	Date

Original Scale (A1) 1:100 | Reduced Scale (A3) 1:200

Design	A.SEP	11.05.23	Approved For Construction*
Drawn	R. HIDALGO	11.05.23	
Dsg Verifier	B.STRANG	11.05.23	
Dsg Check	C.R.LAWRENCE	11.05.23	Date

* Refer to Revision 1 for Original Signature

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Client: NSW Government | Transport for NSW

Project: ROZELLE INTERCHANGE - PEDESTRIAN & CYCLIST IMPROVED CONNECTIVITY
ISSUED FOR CONSTRUCTION

Title: WATERLOO ST SIGNAGE AND LINEMARKING PLAN SHEET 4 OF 4

Discipline: ROAD FURNITURE
Drawing No.: 3498689-CA-0315 | Rev: 00

Document No. 3498689-CA-0315.DWG

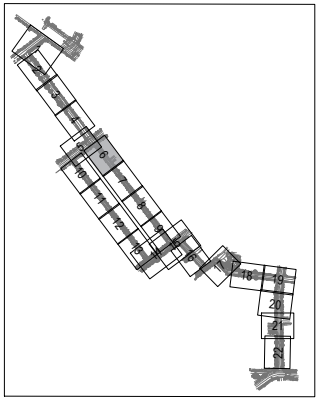
DO NOT SCALE FOR SET OUT DIMENSIONS

Drawing Plotted: 12 May 2023 9:21 AM

NOTES

1. REFER TO 3498689-CA-0002 FOR LEGENDS

KEYPLAN



PLAN
SCALE: 1:200

Full Size A1 1:100 ; Half Reduction A3 1:200
SCALE (m)

No.	Revision	By	Chk	Appd	Date
00	ISSUED FOR CONSTRUCTION	V.T	C.R.L	A.S	11.05.23

Original Scale (A1) 1:100
Reduced Scale (A3) 1:200

Design	A.SEP	11.05.23	Approved For Construction*
Drawn	R. HIDALGO	11.05.23	
Dsg Verifier	B.STRANG	11.05.23	
Dng Check	C.R.LAWRENCE	11.05.23	Date

* Refer to Revision 1 for Original Signature

Beca

Client: NSW Government | Transport for NSW

Project: ROZELLE INTERCHANGE - PEDESTRIAN & CYCLIST IMPROVED CONNECTIVITY
ISSUED FOR CONSTRUCTION

Title: BELMORE STREET SIGNAGE AND LINEMARKING PLAN SHEET 1 OF 4

Discipline: ROAD FURNITURE
Drawing No.: 3498689-CA-0316
Rev.: 00

Document No. 3498689-CA-0316.DWG

DO NOT SCALE FOR SET OUT DIMENSIONS

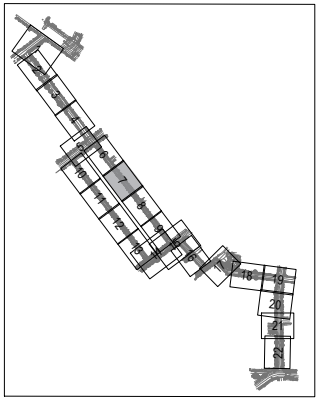
Drawing Plotted: 12 May 2023 9:22 AM

PLAN
SCALE: 1:200

NOTES

1. REFER TO 3498689-CA-0002 FOR LEGENDS
2. EXISTING LINEMARKING NOT DENOTED AS TO BE REMOVED AND RE-INSTATED AS PER CURRENT CONDITIONS.

KEYPLAN



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SCALE (m)

No.	Revision	By	Chk	Appd	Date
00	ISSUED FOR CONSTRUCTION	V.T	C.R.L	A.S	11.05.23

Original Scale (A1) 1:100
Reduced Scale (A3) 1:200

Design	A.SEP	11.05.23	Approved For Construction*
Drawn	R. HIDALGO	11.05.23	
Dsg Verifier	B.STRANG	11.05.23	
Drg Check	C.R.LAWRENCE	11.05.23	Date

* Refer to Revision 1 for Original Signature

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Client: NSW Government | Transport for NSW

Project: ROZELLE INTERCHANGE - PEDESTRIAN & CYCLIST IMPROVED CONNECTIVITY
ISSUED FOR CONSTRUCTION

Title: BELMORE STREET SIGNAGE AND LINEMARKING PLAN SHEET 2 OF 4

Discipline: ROAD FURNITURE
Drawing No.: 3498689-CA-0317
Rev: 00

Document No. 3498689-CA-0317.DWG

DO NOT SCALE FOR SET OUT DIMENSIONS

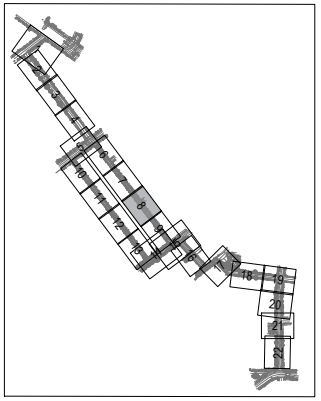
Drawing Plotted: 12 May 2023 9:22 AM

PLAN
SCALE: 1:200

NOTES

1. REFER TO 3498689-CA-0002 FOR LEGENDS
2. EXISTING LINEMARKING NOT DENOTED AS TO BE REMOVED AND RE-INSTATED AS PER CURRENT CONDITIONS.

KEYPLAN



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SCALE (m)

No.	Revision	By	Chk	Appd	Date
00	ISSUED FOR CONSTRUCTION	V.T	C.R.L	A.S	11.05.23

Original Scale (A1) 1:100
Reduced Scale (A3) 1:200

Design	A.SEP	11.05.23	Approved For Construction*
Drawn	R. HIDALGO	11.05.23	
Dsg Verifier	B.STRANG	11.05.23	
Drg Check	C.R.LAWRENCE	11.05.23	Date

* Refer to Revision 1 for Original Signature

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Client: NSW Government | Transport for NSW

Project: ROZELLE INTERCHANGE - PEDESTRIAN & CYCLIST IMPROVED CONNECTIVITY
ISSUED FOR CONSTRUCTION

Title: BELMORE STREET SIGNAGE AND LINEMARKING PLAN SHEET 3 OF 4

Discipline: ROAD FURNITURE
Drawing No.: 3498689-CA-0318
Rev: 00

Document No. 3498689-CA-0318.DWG

DO NOT SCALE FOR SET OUT DIMENSIONS

Drawing Plotted: 12 May 2023 9:23 AM

PLAN
SCALE: 1:200

NOTES

1. REFER TO 3498689-CA-0002 FOR LEGENDS
2. EXISTING LINEMARKING NOT DENOTED AS TO BE REMOVED AND RE-INSTATED AS PER CURRENT CONDITIONS.

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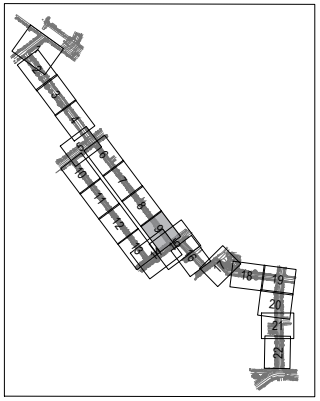

Full Size A1 1:100 ; Half Reduction A3 1:200
SCALE (m)

No.	Revision	By	Chk	Appd	Date
00	ISSUED FOR CONSTRUCTION	V.T	C.R.L	A.S	11.05.23

Original Scale (A1) 1:100
Reduced Scale (A3) 1:200

Design	A.SEP	11.05.23	Approved For Construction*
Drawn	R. HIDALGO	11.05.23	
Dsg Verifier	B.STRANG	11.05.23	
Drg Check	C.R.LAWRENCE	11.05.23	Date

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Client: NSW Government | Transport for NSW

Project: ROZELLE INTERCHANGE - PEDESTRIAN & CYCLIST IMPROVED CONNECTIVITY
ISSUED FOR CONSTRUCTION

Title: BELMORE STREET SIGNAGE AND LINEMARKING PLAN SHEET 4 OF 4

Discipline: ROAD FURNITURE
Drawing No.: 3498689-CA-0319
Rev: 00

Document No. 3498689-CA-0319.DWG

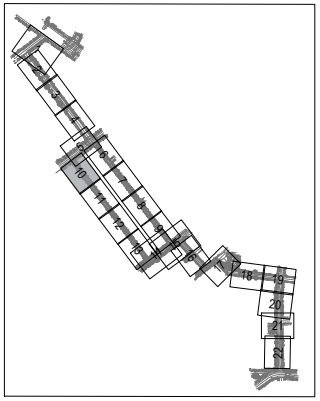
DO NOT SCALE FOR SET OUT DIMENSIONS

Drawing Plotted: 12 May 2023 10:05 AM

NOTES

1. REFER TO 3498689-CA-0002 FOR LEGENDS
2. EXISTING LINEMARKING NOT DENOTED AS TO BE REMOVED AND RE-INSTATED AS PER CURRENT CONDITIONS.

KEYPLAN



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SCALE (m)

No.	Revision	By	Chk	Appd	Date
00	ISSUED FOR CONSTRUCTION	V.T	C.R.L	A.S	11.05.23

Original Scale (A1) 1:100
Reduced Scale (A3) 1:200

Design	A.SEP	11.05.23
Drawn	R. HIDALGO	11.05.23
Dsg Verifier	B.STRANG	11.05.23
Drg Check	C.R.LAWRENCE	11.05.23

Approved For Construction* Date

* Refer to Revision 1 for Original Signature

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Client: NSW Government Transport for NSW

Project: ROZELLE INTERCHANGE - PEDESTRIAN & CYCLIST IMPROVED CONNECTIVITY
ISSUED FOR CONSTRUCTION

Title: RED LION ST SIGNAGE AND LINEMARKING PLAN SHEET 1 OF 4

Discipline: ROAD FURNITURE

Drawing No.: 3498689-CA-0320

Rev: 00

Document No. 3498689-CA-0320.DWG

DO NOT SCALE FOR SET OUT DIMENSIONS

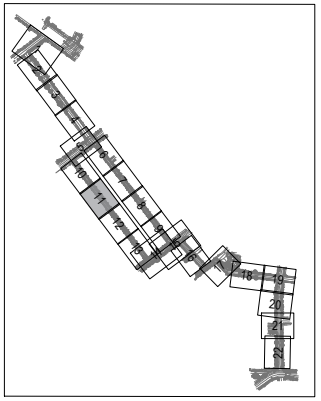
Drawing Plotted: 12 May 2023 10:06 AM

PLAN
SCALE: 1:200

NOTES

1. REFER TO 3498689-CA-0002 FOR LEGENDS
2. EXISTING LINEMARKING NOT DENOTED AS TO BE REMOVED AND RE-INSTATED AS PER CURRENT CONDITIONS.

KEYPLAN



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SCALE (m)

No.	Revision	By	Chk	Appd	Date
00	ISSUED FOR CONSTRUCTION	V.T	C.R.L	A.S	11.05.23

Original Scale (A1) 1:100
Reduced Scale (A3) 1:200

Design	A.SEIP	11.05.23	Approved For Construction*
Drawn	R. HIDALGO	11.05.23	
Dsg Verifier	B.STRANG	11.05.23	
Drg Check	C.R.LAWRENCE	11.05.23	Date

* Refer to Revision 1 for Original Signature

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Client: NSW Government | Transport for NSW

Project: ROZELLE INTERCHANGE - PEDESTRIAN & CYCLIST IMPROVED CONNECTIVITY
ISSUED FOR CONSTRUCTION

Title: RED LION ST SIGNAGE AND LINEMARKING PLAN SHEET 2 OF 4

Discipline: ROAD FURNITURE
Drawing No.: 3498689-CA-0321
Rev: 00

Document No. 3498689-CA-0321.DWG

DO NOT SCALE FOR SET OUT DIMENSIONS

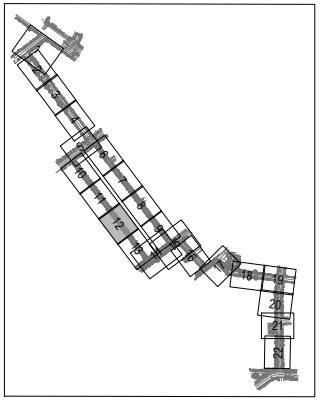
Drawing Plotted: 12 May 2023 10:06 AM

PLAN
SCALE: 1:200

NOTES

1. REFER TO 3498689-CA-0002 FOR LEGENDS
2. EXISTING LINEMARKING NOT DENOTED AS TO BE REMOVED AND RE-INSTATED AS PER CURRENT CONDITIONS.

KEYPLAN



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SCALE (m)

No.	Revision	By	Chk	Appd	Date
00	ISSUED FOR CONSTRUCTION	V.T	C.R.L	A.S	11.05.23

Original Scale (A1) 1:100
Reduced Scale (A3) 1:200

Design	A.SEP	11.05.23	Approved For Construction*
Drawn	R. HIDALGO	11.05.23	
Dsg Verifier	B.STRANG	11.05.23	
Drg Check	C.R.LAWRENCE	11.05.23	Date

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Client: NSW Government | Transport for NSW

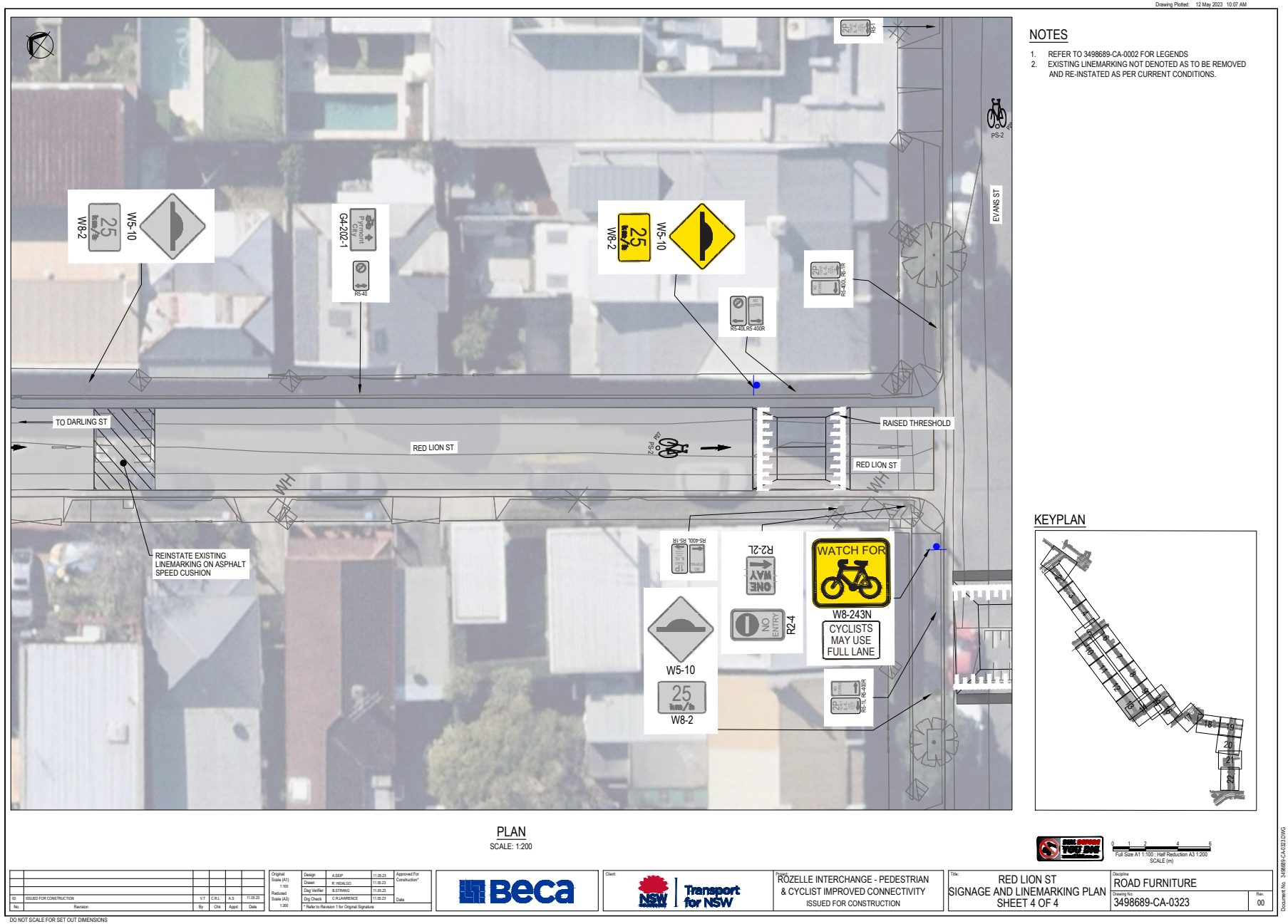
Project: ROZELLE INTERCHANGE - PEDESTRIAN & CYCLIST IMPROVED CONNECTIVITY
ISSUED FOR CONSTRUCTION

Title: RED LION ST
SIGNAGE AND LINEMARKING PLAN
SHEET 3 OF 4

Discipline: ROAD FURNITURE
Drawing No.: 3498689-CA-0322
Rev: 00

Document No. 3498689-CA-0322.DWG

DO NOT SCALE FOR SET OUT DIMENSIONS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1. REFER TO 3498689-CA-0002 FOR LEGENDS
2. EXISTING LINEMARKING NOT DENOTED AS TO BE REMOVED AND RE-INSTATED AS PER CURRENT CONDITIONS.
TO DARLING ST
RED LION ST
RED LION ST
RAISED THRESHOLD
REINSTATE EXISTING LINEMARKING ON ASPHALT SPEED CUSHION
EVANS ST
W5-10
W8-2
25
G4-202-1
R5-40
R5-400L R5-400R
R5-400L R5-1R
R2-2L
ONE WAY
NO ENTRY
R2-4
WATCH FOR
W8-243N
CYCLISTS MAY USE FULL LANE
PS-2
KEYPLAN
PLAN
SCALE: 1:200
Full Size A1 1:100 ; Half Reduction A3 1:200
SCALE (m)
DO NOT SCALE FOR SET OUT DIMENSIONS
Beca
Transport for NSW
ROZELLE INTERCHANGE - PEDESTRIAN & CYCLIST IMPROVED CONNECTIVITY
ISSUED FOR CONSTRUCTION
RED LION ST
SIGNAGE AND LINEMARKING PLAN
SHEET 4 OF 4
ROAD FURNITURE
3498689-CA-0323
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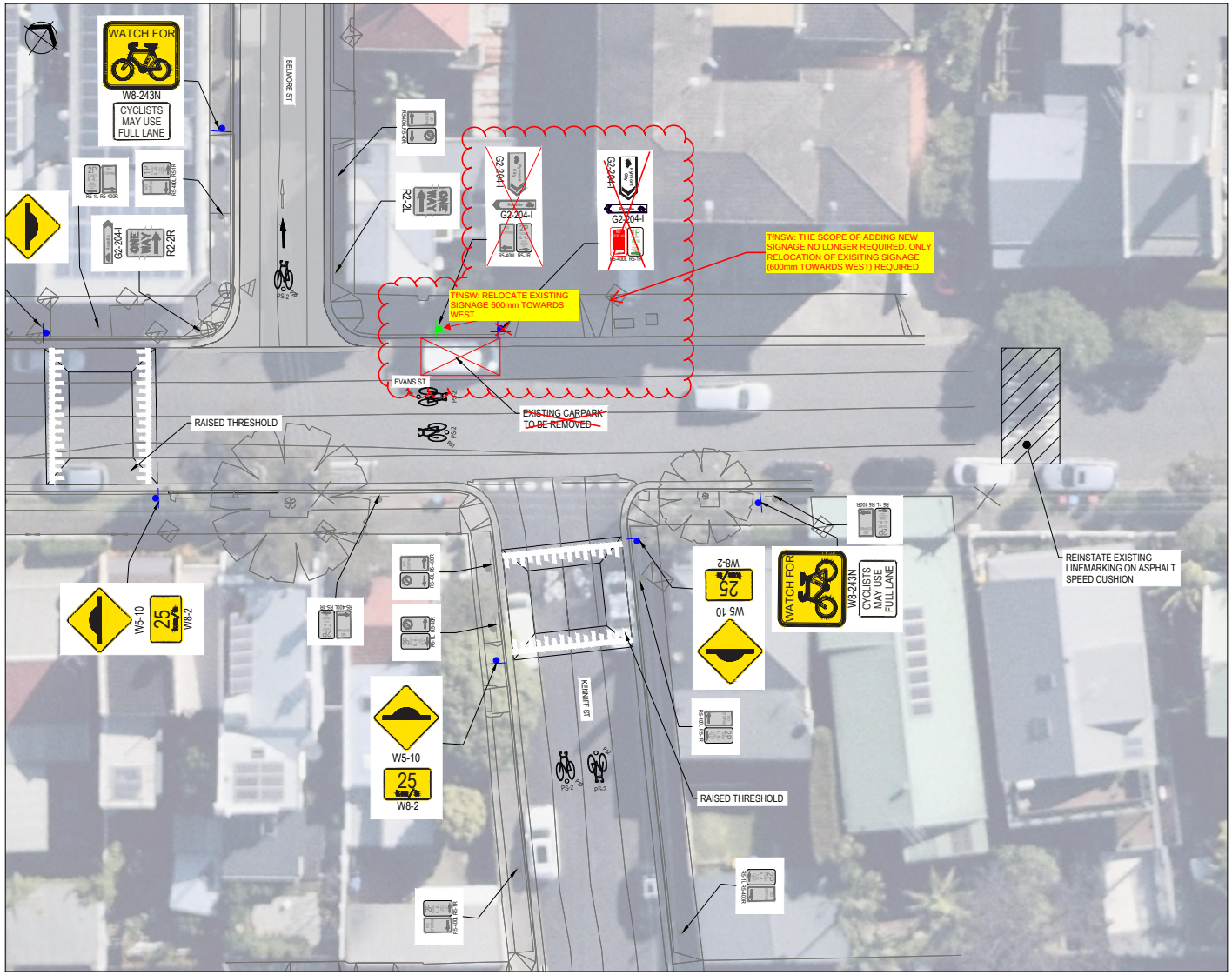
Document No. 3498689-CA-0323.DWG

Drawing Plotted: 12 May 2023 10:08 AM

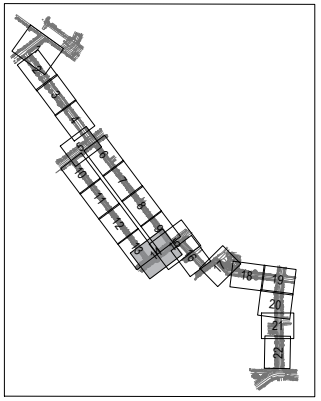


PLAN
SCALE: 1:250

NOTES

1. REFER TO 3498689-CA-0002 FOR LEGENDS
2. EXISTING LINEMARKING NOT DENOTED AS TO BE REMOVED AND RE-INSTATED AS PER CURRENT CONDITIONS.

KEYPLAN



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SCALE (m)

No.	Revision	By	Chk	Appd	Date
00	ISSUED FOR CONSTRUCTION	V.T	C.R.L	A.S	11.05.23

Original Scale (A1) 1:125
Reduced Scale (A3) 1:250

Design	A.SEP	11.05.23	Approved For Construction*
Drawn	R. HIDALGO	11.05.23	
Dsg Verifier	B.STRANG	11.05.23	
Dng Check	C.R.LAWRENCE	11.05.23	Date

* Refer to Revision 1 for Original Signature

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Client: NSW Government | Transport for NSW

Project: ROZELLE INTERCHANGE - PEDESTRIAN & CYCLIST IMPROVED CONNECTIVITY
ISSUED FOR CONSTRUCTION

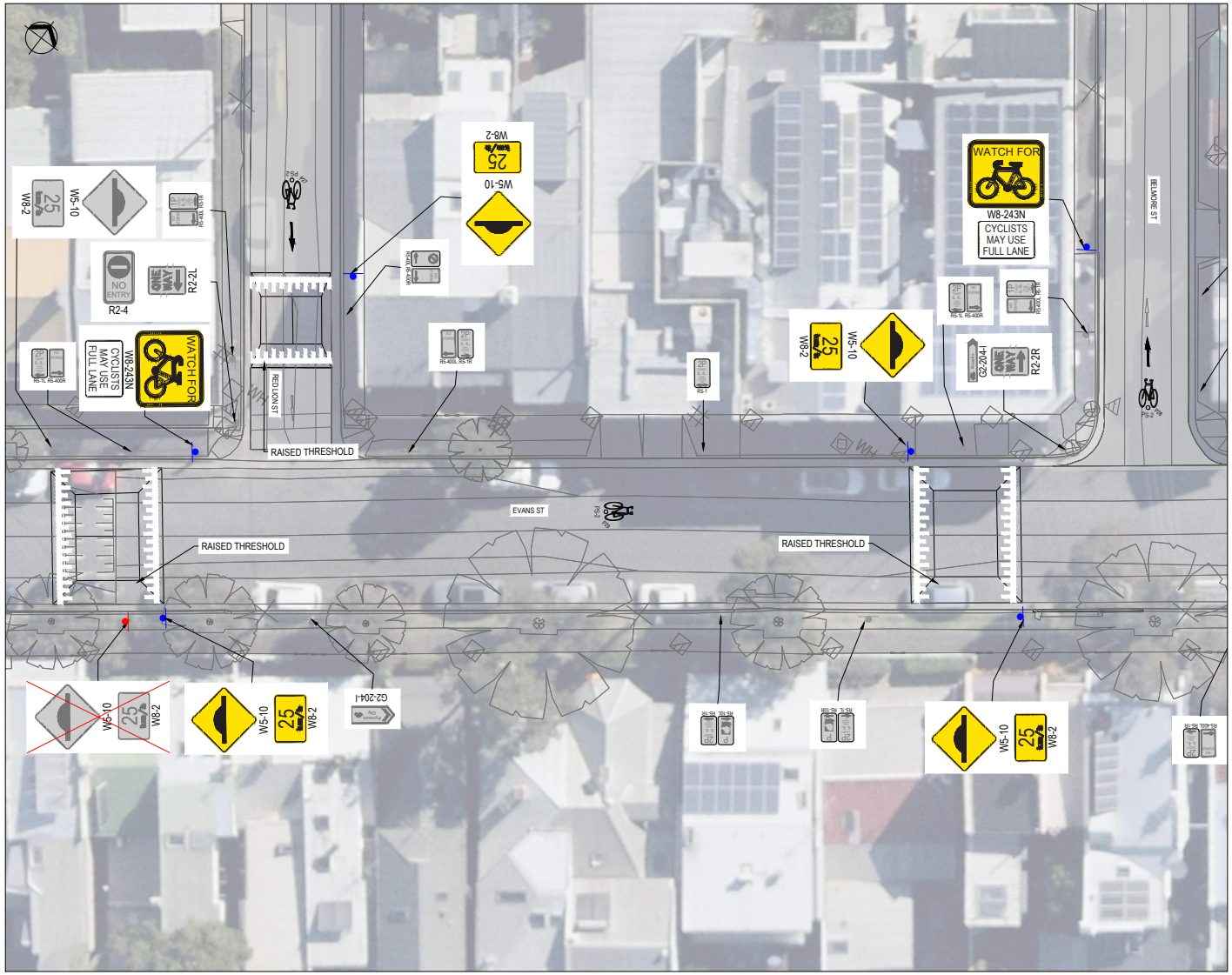
Title: EVANS ST
SIGNAGE AND LINEMARKING PLAN
SHEET 1 OF 2

Discipline: ROAD FURNITURE
Drawing No.: 3498689-CA-0324
Rev: 00

Document No. 3498689-CA-0324.DWG

DO NOT SCALE FOR SET OUT DIMENSIONS

Drawing Plotted: 12 May 2023 10:08 AM



PLAN
SCALE: 1:250

NOTES

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2. EXISTING LINEMARKING NOT DENOTED AS TO BE REMOVED AND RE-INSTATED AS PER CURRENT CONDITIONS.

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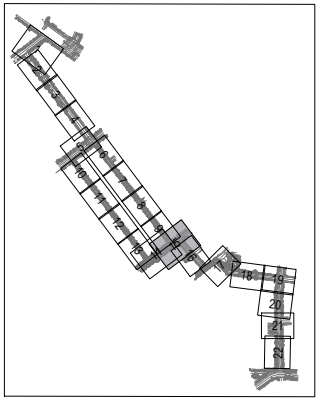

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SCALE (m)

No.	Revision	By	Chk	Appd	Date
00	ISSUED FOR CONSTRUCTION	V.T	C.R.L	A.S	11.05.23

Original Scale (A1) 1:125
Reduced Scale (A3) 1:250

Design	A.SEIP	11.05.23	Approved For Construction*
Drawn	R. HIDALGO	11.05.23	
Dsg Verifier	B.STRANG	11.05.23	
Dtg Check	C.R.LAWRENCE	11.05.23	Date

* Refer to Revision 1 for Original Signature

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Client: NSW Government Transport for NSW

Project: ROZELLE INTERCHANGE - PEDESTRIAN & CYCLIST IMPROVED CONNECTIVITY
ISSUED FOR CONSTRUCTION

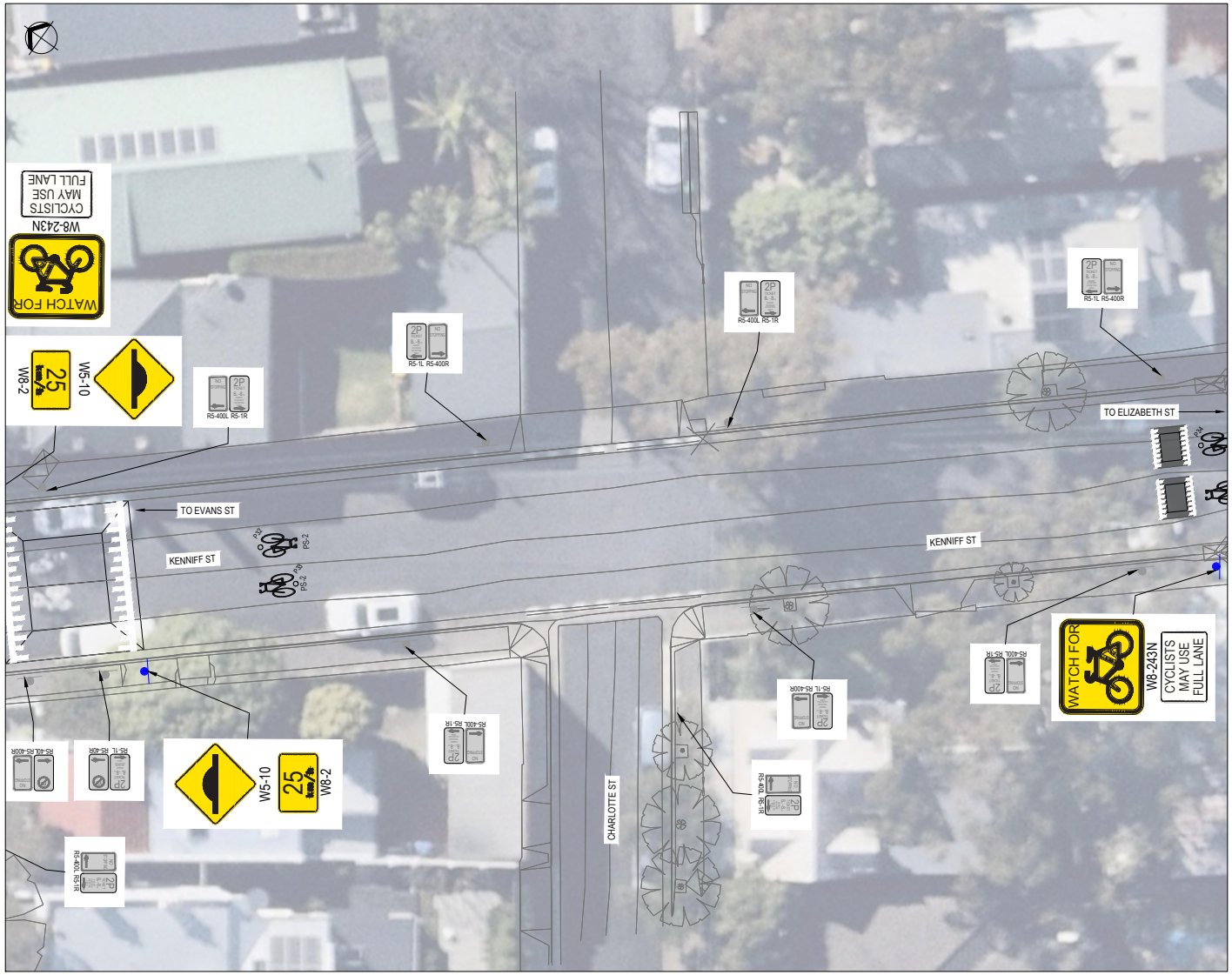
Title: EVANS ST
SIGNAGE AND LINEMARKING PLAN
SHEET 2 OF 2

Discipline: ROAD FURNITURE
Drawing No.: 3498689-CA-0325
Rev: 00

Document No. 3498689-CA-0325.DWG

DO NOT SCALE FOR SET OUT DIMENSIONS

Drawing Plotted: 12 May 2023 10:09 AM



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NOTES

1. REFER TO 3498689-CA-0002 FOR LEGENDS

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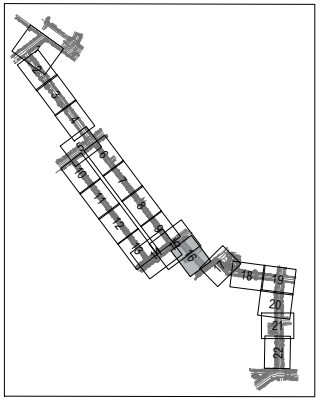

Full Size A1 1:100 ; Half Reduction A3 1:200
SCALE (m)

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No.	Revision	By	Chk	Appd	Date

Original Scale (A1) 1:100
Reduced Scale (A3) 1:200

Design	A.SEP	11.05.23	Approved For Construction*
Drawn	R. HIDALGO	11.05.23	
Dsg Verifier	B.STRANG	11.05.23	
Drg Check	C.R.LAWRENCE	11.05.23	Date

* Refer to Revision 1 for Original Signature

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Client: NSW Government Transport for NSW

Project: ROZELLE INTERCHANGE - PEDESTRIAN & CYCLIST IMPROVED CONNECTIVITY
ISSUED FOR CONSTRUCTION

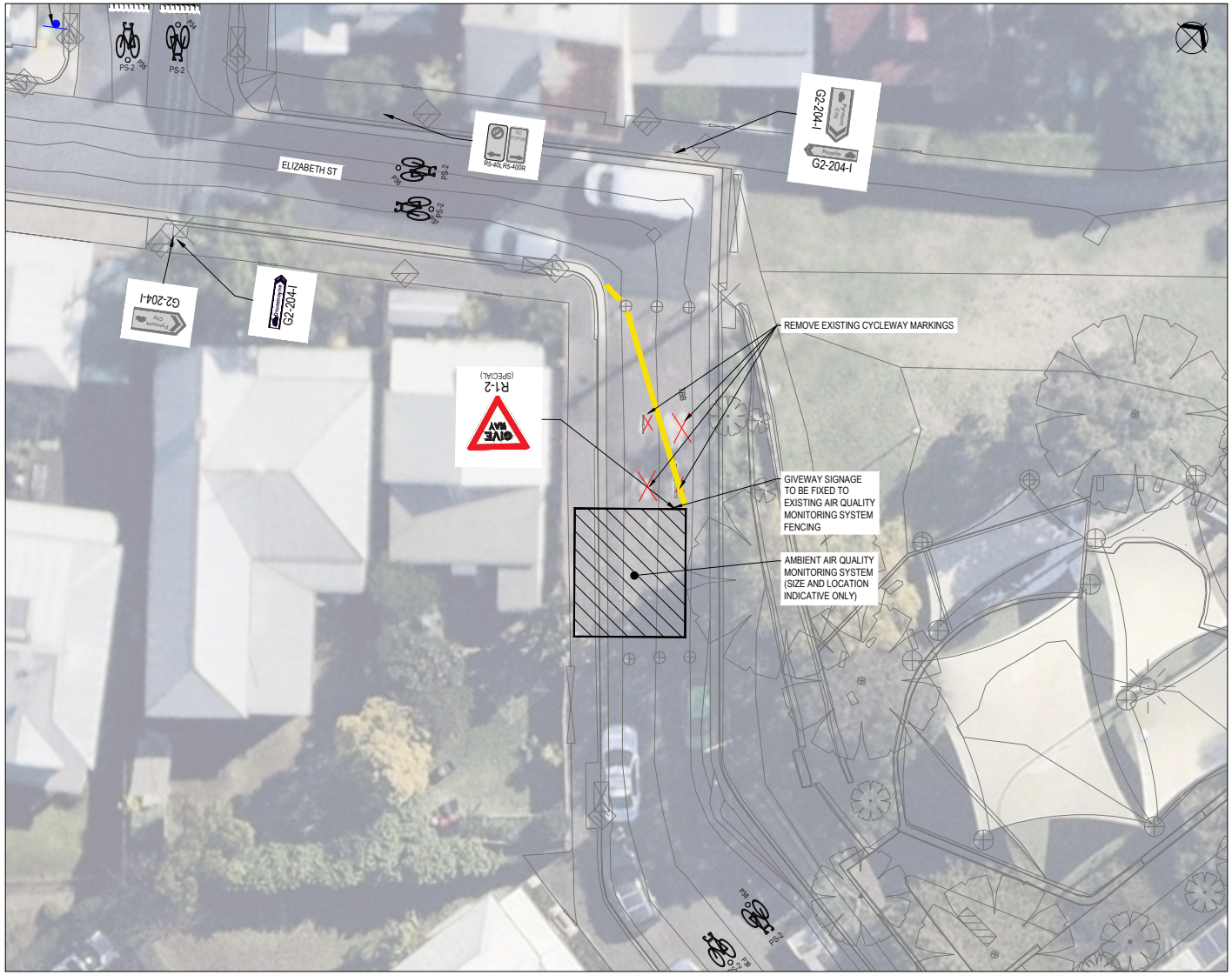
Title: KENNIFF ST SIGNAGE AND LINEMARKING PLAN SHEET 1 OF 1

Discipline: ROAD FURNITURE
Drawing No.: 3498689-CA-0326
Rev: 00

Document No. 3498689-CA-0326.DWG

DO NOT SCALE FOR SET OUT DIMENSIONS

Drawing Plotted: 12 May 2023 10:40 AM



PLAN
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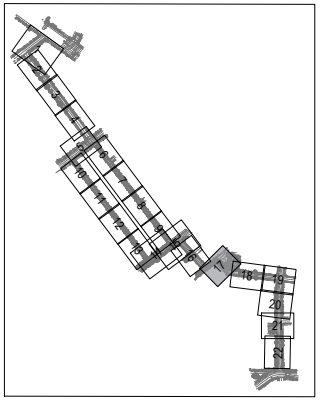
NOTES

1. REFER TO 3498689-CA-0002 FOR LEGENDS

KEYPLAN



Full Size A1 1:100 ; Half Reduction A3 1:200
SCALE (m)

00	ISSUED FOR CONSTRUCTION	V.T	C.R.L	A.S	11.05.23
No.	Revision	By	Chk	Appd	Date

Original Scale (A1) 1:100
Reduced Scale (A3) 1:200

Design	A.SEP	11.05.23
Drawn	R. HIDALGO	11.05.23
Dsg Verifier	B.STRANG	11.05.23
Drg Check	C.R.LAWRENCE	11.05.23

Approved For Construction* Date

* Refer to Revision 1 for Original Signature

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Client: NSW Government | Transport for NSW

Project: ROZELLE INTERCHANGE
QUIRK ST PACKAGE
ISSUED FOR CONSTRUCTION

Title: QUIRK ST
SIGNAGE AND LINEMARKING PLAN
SHEET 1 OF 1

Discipline: ROAD FURNITURE
Drawing No.: 3498689-CA-0327
Rev: 00

Document No. 3498689-CA-0327.DWG

DO NOT SCALE FOR SET OUT DIMENSIONS

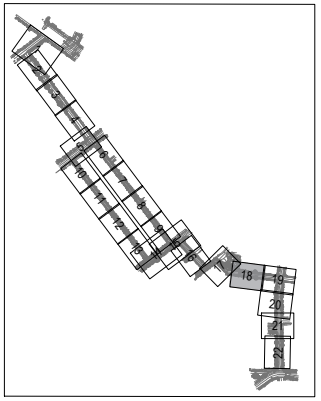
Drawing Plotted: 12 May 2023 10:11 AM

PLAN
SCALE: 1:200

NOTES

1. REFER TO 3498689-CA-0002 FOR LEGENDS

KEYPLAN



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SCALE (m)

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No.	Revision	By	Chk	Appd	Date		

Original Scale (A1) 1:100
Reduced Scale (A3) 1:200

Design	A.SEIP	11.05.23
Drawn	R. HIDALGO	11.05.23
Dsg Verifier	B.STRANG	11.05.23
Dsg Check	C.R.LAWRENCE	11.05.23

Approved For Construction* Date

* Refer to Revision 1 for Original Signature

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Client: NSW Government | Transport for NSW

Project: ROZELLE INTERCHANGE - PEDESTRIAN & CYCLIST IMPROVED CONNECTIVITY
ISSUED FOR CONSTRUCTION

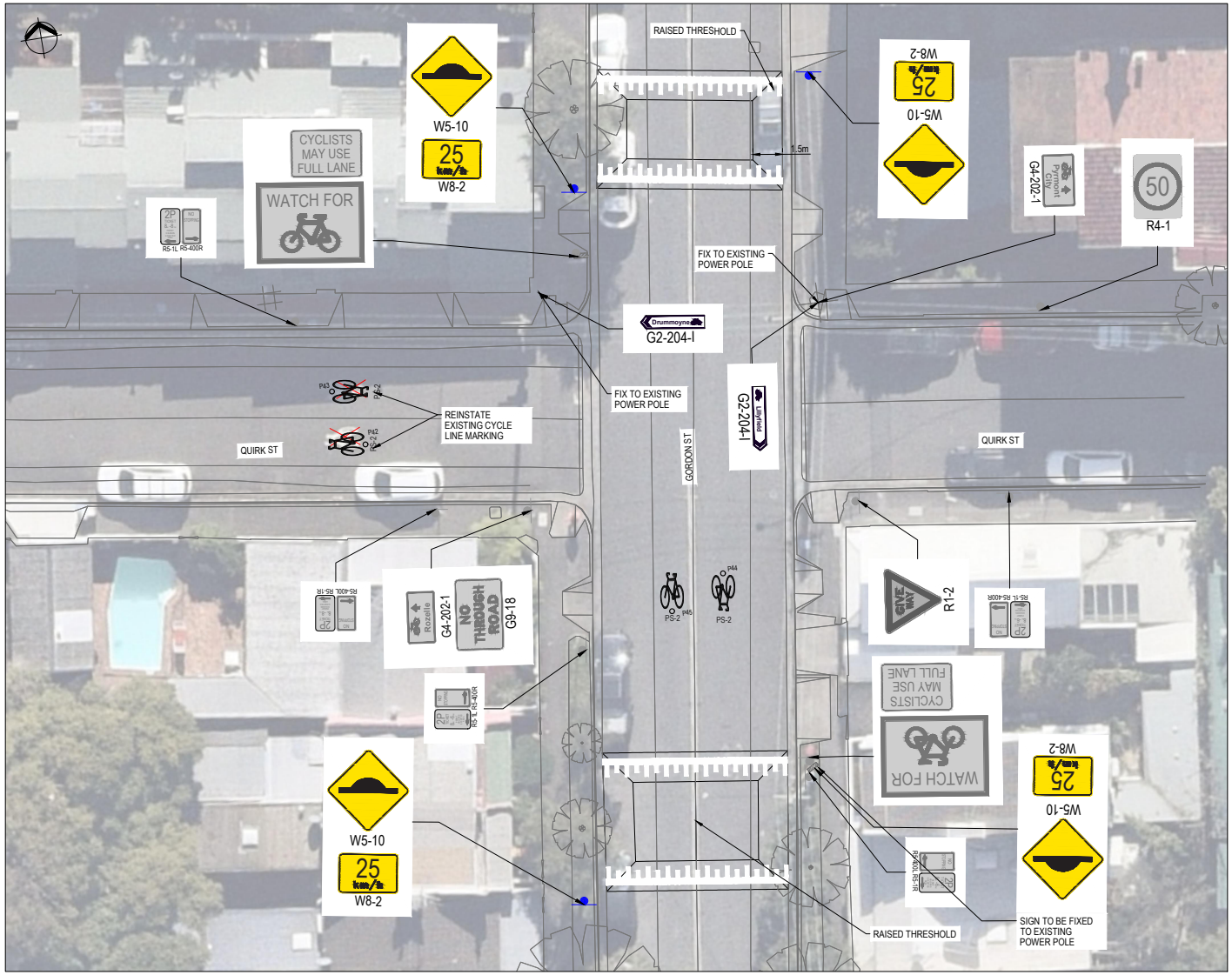
Title: QUIRK ST
SIGNAGE AND LINEMARKING PLAN
SHEET 2 OF 2

Discipline: ROAD FURNITURE
Drawing No.: 3498689-CA-0328
Rev: 00

Document No. 3498689-CA-0328.DWG

DO NOT SCALE FOR SET OUT DIMENSIONS

Drawing Plotted: 12 May 2023 10:12 AM



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NOTES

1. REFER TO 3498689-CA-0002 FOR LEGENDS

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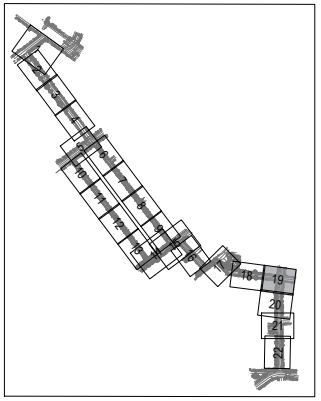

Full Size A1 1:100 ; Half Reduction A3 1:200
SCALE (m)

Rev	Revision	By	Chk	Appd	Date
00	ISSUED FOR CONSTRUCTION	V.T	C.R.L	A.S	11.05.23

Original Scale (A1) 1:100
Reduced Scale (A3) 1:200

Design	A.SEP	11.05.23	Approved For Construction*
Drawn	R. HIDALGO	11.05.23	
Dsg Verifier	B.STRANG	11.05.23	
Dsg Check	C.R.LAWRENCE	11.05.23	Date

* Refer to Revision 1 for Original Signature

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Client: NSW Government Transport for NSW

Project: ROZELLE INTERCHANGE - PEDESTRIAN & CYCLIST IMPROVED CONNECTIVITY
ISSUED FOR CONSTRUCTION

Title: GORDON ST SIGNAGE AND LINEMARKING PLAN SHEET 1 OF 4

Discipline: ROAD FURNITURE

Drawing No: 3498689-CA-0329

Rev: 00

Document No. 3498689-CA-0329.DWG

DO NOT SCALE FOR SET OUT DIMENSIONS

Drawing Plotted: 12 May 2023 10:12 AM

PLAN
SCALE: 1:200

NOTES

1. REFER TO 3498689-CA-0002 FOR LEGENDS

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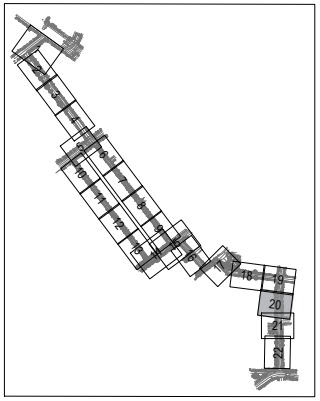

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SCALE (m)

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No.	Revision	By	Chk	Appd	Date

Original Scale (A1) 1:100
Reduced Scale (A3) 1:200

Design	A.SEP	11.05.23
Drawn	R. HIDALGO	11.05.23
Dsg Verifier	B.STRANG	11.05.23
Drg Check	C.R.LAWRENCE	11.05.23

Approved For Construction* Date

* Refer to Revision 1 for Original Signature

Beca

Client: NSW Government | Transport for NSW

Project: ROZELLE INTERCHANGE - PEDESTRIAN & CYCLIST IMPROVED CONNECTIVITY
ISSUED FOR CONSTRUCTION

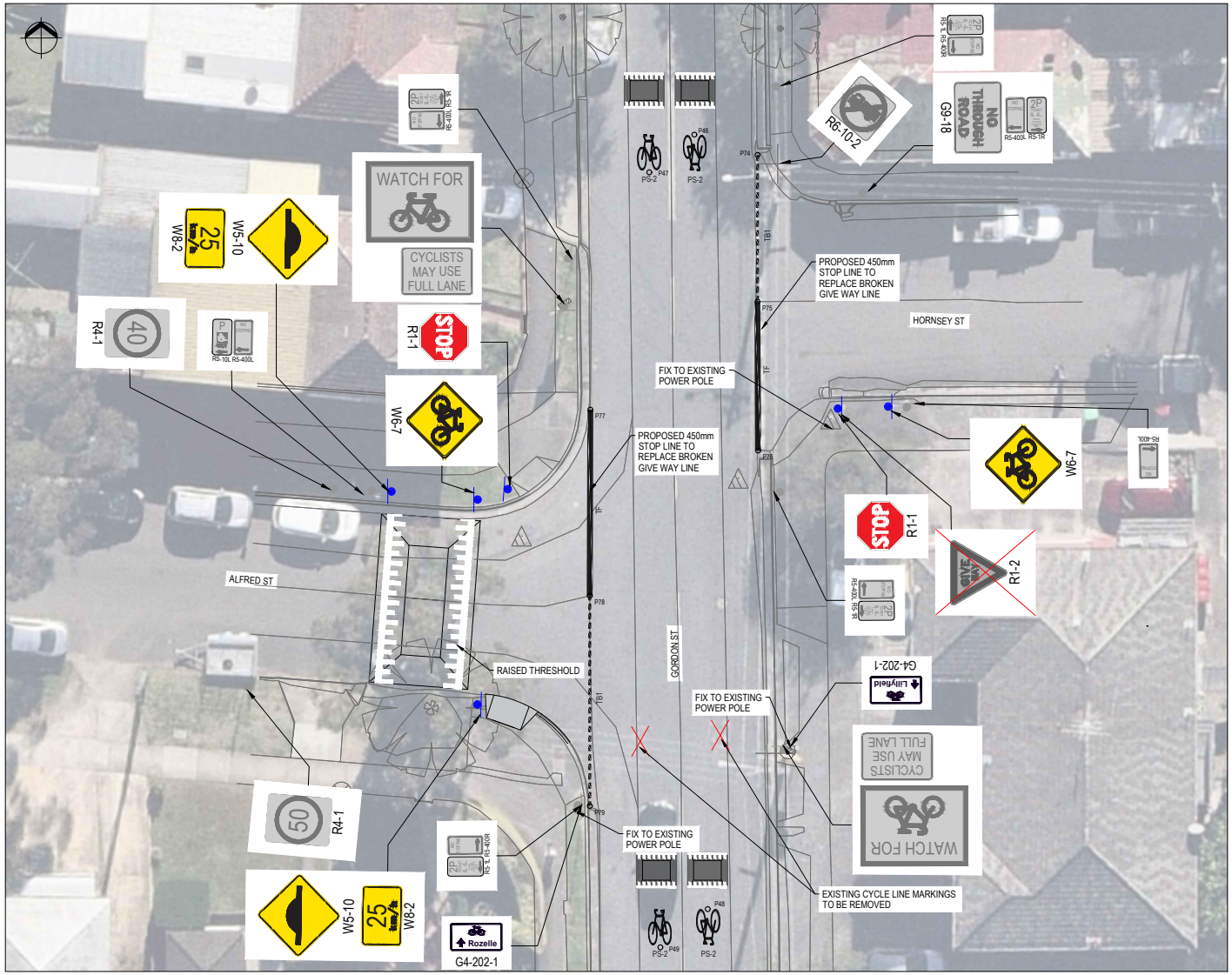
Title: GORDON ST
SIGNAGE AND LINEMARKING PLAN
SHEET 2 OF 4

Discipline: ROAD FURNITURE
Drawing No.: 3498689-CA-0330
Rev: 00

Document No.: 3498689-CA-0330.DWG

DO NOT SCALE FOR SET OUT DIMENSIONS

Drawing Plotted: 12 May 2023 10:14 AM

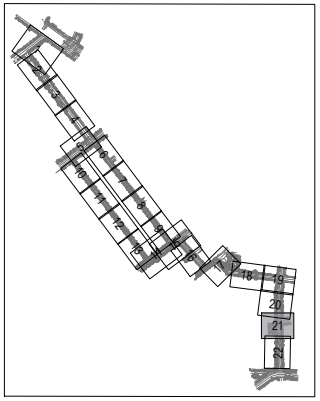


PLAN
SCALE: 1:200

NOTES

1. REFER TO 3498689-CA-0002 FOR LEGENDS
2. EXISTING LINEMARKING NOT DENOTED AS TO BE REMOVED AND RE-INSTATED AS PER CURRENT CONDITIONS.

KEYPLAN



Full Size A1 1:100 ; Half Reduction A3 1:200
SCALE (m)

No.	Revision	By	Chk	Appd	Date
00	ISSUED FOR CONSTRUCTION	V.T	C.R.L	A.S	11.05.23

Original Scale (A1) 1:100 | Reduced Scale (A3) 1:200

Design	A.SEP	11.05.23	Approved For Construction*
Drawn	R. HIDALGO	11.05.23	
Dsg Verifier	B.STRANG	11.05.23	
Dsg Check	C.R.LAWRENCE	11.05.23	Date

* Refer to Revision 1 for Original Signature

Beca

Client: NSW Government | Transport for NSW

Project: ROZELLE INTERCHANGE - PEDESTRIAN & CYCLIST IMPROVED CONNECTIVITY
ISSUED FOR CONSTRUCTION

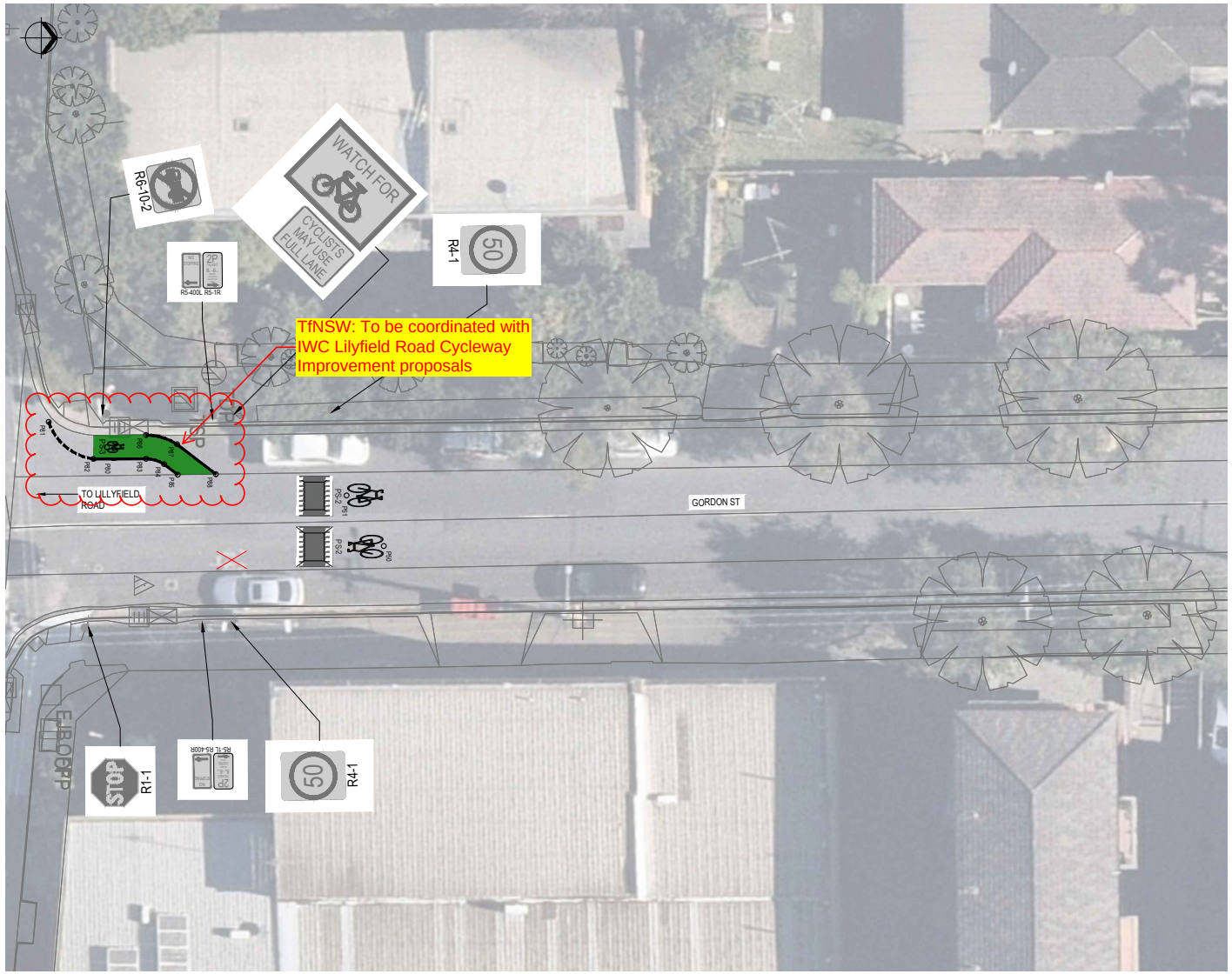
Title: GORDONST & ALFRED ST SIGNAGE AND LINEMARKING PLAN SHEET 3 OF 4

Discipline: ROAD FURNITURE
Drawing No.: 3498689-CA-0331
Rev: 00

Document No. 3498689-CA-0331.DWG

DO NOT SCALE FOR SET OUT DIMENSIONS

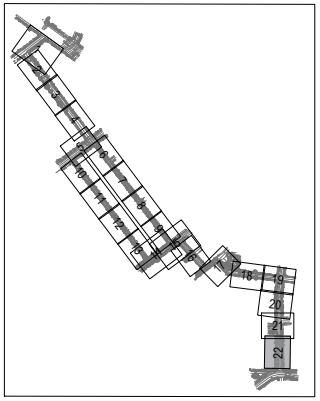
Drawing Plotted: 12 May 2023 10:14 AM



NOTES

1. REFER TO 3498689-CA-0002 FOR LEGENDS

KEYPLAN



PLAN
SCALE: 1:200

Full Size A1 1:100 ; Half Reduction A3 1:200
SCALE (m)

No.	Revision	By	Chk	Appd	Date
00	ISSUED FOR CONSTRUCTION	V.T	C.R.L	A.S	11.05.23

Original Scale (A1) 1:100
Reduced Scale (A3) 1:200

Design	A.SEP	11.05.23	Approved For Construction*
Drawn	R. HIDALGO	11.05.23	
Dsg Verifier	B.STRANG	11.05.23	
Drg Check	C.R.LAWRENCE	11.05.23	Date

* Refer to Revision 1 for Original Signature

Beca

Client: NSW Government Transport for NSW

Project: ROZELLE INTERCHANGE - PEDESTRIAN & CYCLIST IMPROVED CONNECTIVITY
ISSUED FOR CONSTRUCTION

Title: GORDON ST SIGNAGE AND LINEMARKING PLAN SHEET 4 OF 4

Discipline: ROAD FURNITURE

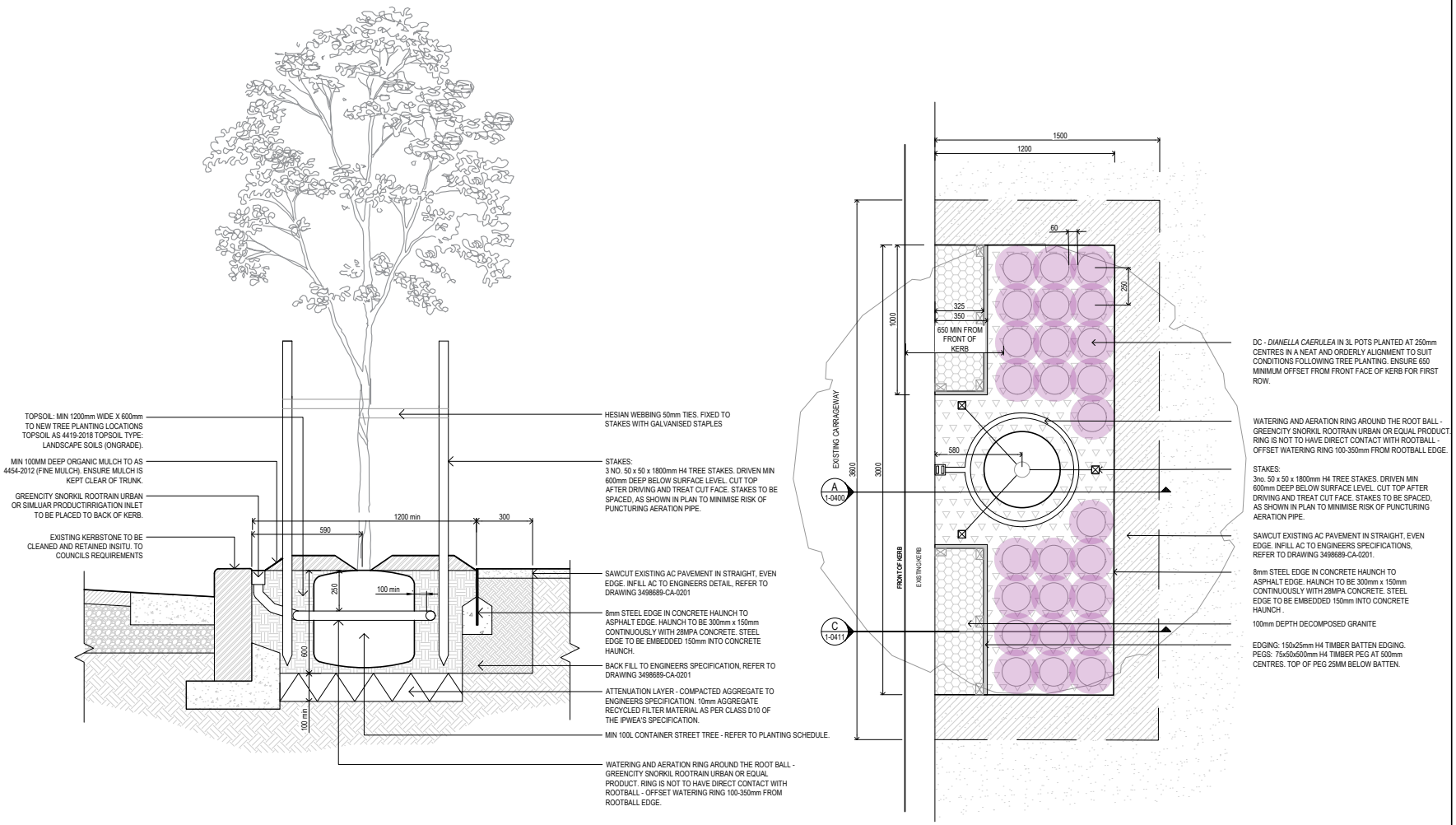
Drawing No.: 3498689-CA-0332

Rev: 00

Document No.: 3498689-CA-0332.DWG

DO NOT SCALE FOR SET OUT DIMENSIONS

Drawing Plotted: 10 May 2023 3:51 pm



01 0400 NEW TREE PIT IN EXISTING ASPHALT - SECTION A
SCALE 1:20 @ A1 - 1:40 @ A3

02 0400 NEW TREE PIT IN EXISTING ASPHALT - PLAN
SCALE 1:25 @ A1 - 1:50 @ A3

No.	Revision	By	Chk	Appd	Date
B	ISSUED FOR CONSTRUCTION	K.S	K.S	S.B	11.05.23
A	100% DETAILED DESIGN	K.S	S.B	A.S	14.03.23

Original Scale (A1) VARIES
Reduced Scale (A3) VARIES

Design	K.SIMPSON	23.01.2022	Approved For Construction*
Drawn	K.SIMPSON	23.01.2022	
Dsg Verifier	S.BONSEN	23.01.2022	
Dng Check	C.R.LAWRENCE	23.01.2022	Date

* Refer to Revision 1 for Original Signature

Beca

Client: NSW Government Transport for NSW

Project: ROZELLE INTERCHANGE - PEDESTRIAN & CYCLIST IMPROVED CONNECTIVITY
ISSUED FOR CONSTRUCTION

Title: LANDSCAPE TREE PIT DETAILS
SHEET 1 OF 2

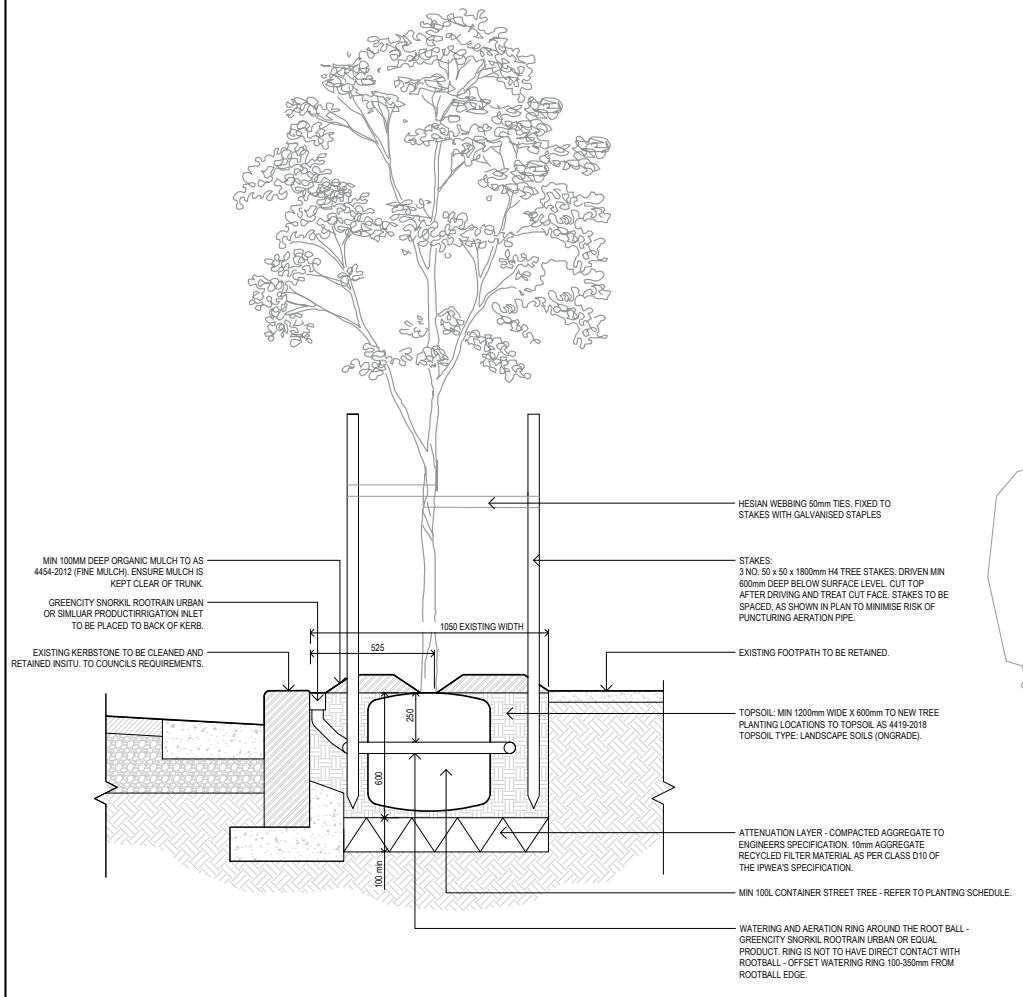
Discipline: CIVIL - LANDSCAPE
Drawing No: 3498689-LA-0400
Rev: B

0.2 0 0.2 0.4 0.6 0.8m
1 : 20 FULL SIZE A1

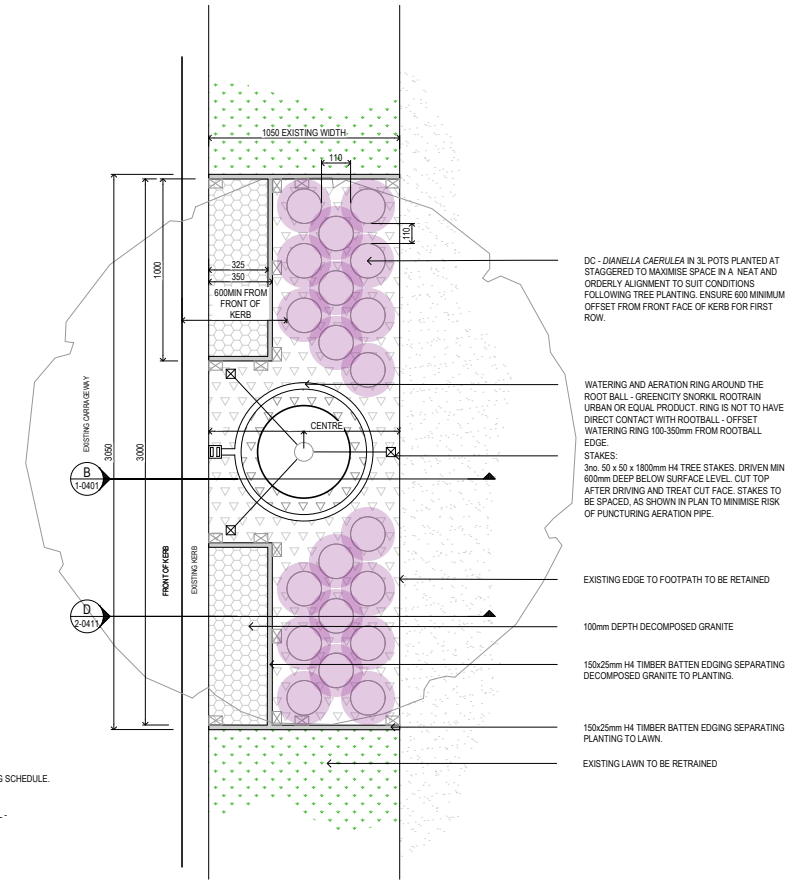
Document No: 3498689-LA-A00.DWG

DO NOT SCALE FOR SET OUT DIMENSIONS

Drawing Plotted: 10 May 2023 4:22 pm



01 / 0401 NEW TREE PLANTING IN EXISTING LAWN - SECTION B
SCALE 1:20 @ A1 - 1:40 @ A3



02 / 0401 NEW TREE PIT IN EXISTING LAWN - PLAN
SCALE 1:25 @ A1 - 1:50 @ A3

DIAL BEFORE YOU DIG

0.2 0 0.2 0.4 0.6 0.8m
1 : 20 FULL SIZE A1

No.	Revision	By	Chk	Appd	Date
B	ISSUED FOR CONSTRUCTION	K.S	K.S	S.B	11.05.23
A	100% DETAILED DESIGN	K.S	S.B	A.S	14.03.23

Original Scale (A1) VARIES
Reduced Scale (A3) VARIES

Design	K.SIMPSON	23.01.2022	Approved For Construction*
Drawn	K.SIMPSON	23.01.2022	
Dsg Verifier	S.BONSEN	23.01.2022	
Dng Check	C.R.LAWRENCE	23.01.2022	Date

* Refer to Revision 1 for Original Signature

Beca

Client: NSW Government | Transport for NSW

Project: ROZELLE INTERCHANGE - PEDESTRIAN & CYCLIST IMPROVED CONNECTIVITY
ISSUED FOR CONSTRUCTION

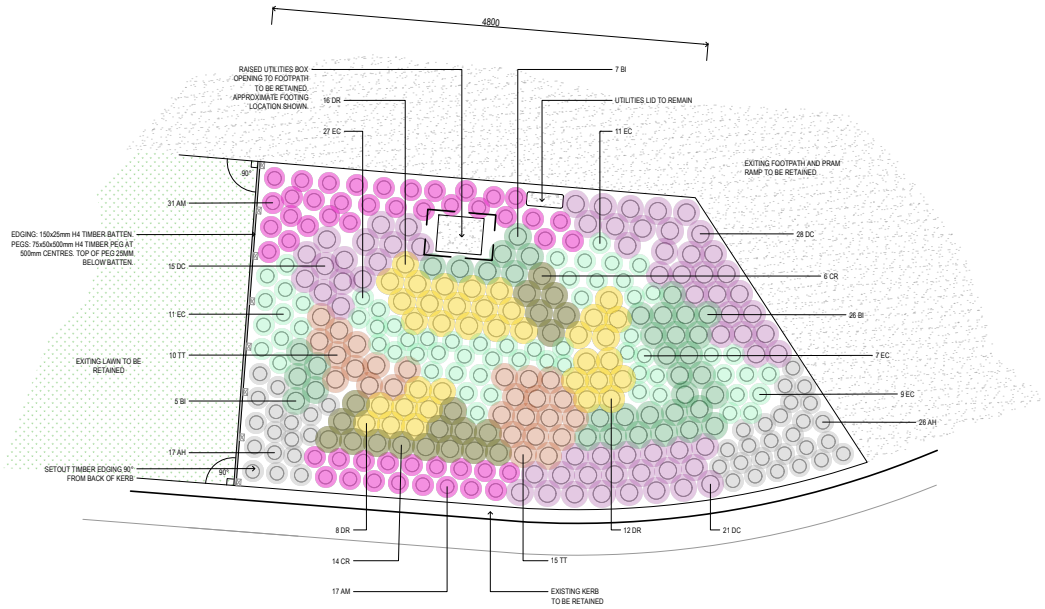
Title: LANDSCAPE TREE PIT DETAILS
SHEET 2 OF 2

Discipline: CIVIL - LANDSCAPE
Drawing No: 3498689-LA-0401
Rev: B

Document No: 3498689-LA-0401.DWG

DO NOT SCALE FOR SET OUT DIMENSIONS

Drawing Plotted: 10 May 2023 4:18 pm



01 0410 ALFRED STREET PLANTING PLAN

SCALE 1:20 @ A1 - 1:40 @A3

Sensitivity: General

PLANT SPECIES						
KEY	CODE	BOTANICAL NAME	COMMON NAME	POT SIZE	SPACING	TOTAL
PLANTING MIX A						
	AH	*Actinotis hellanthin*	Flannel flower	150ml	190mm Centres	43
	AM	*Arthropodium milleflorum*	Pale vanilla lily	150ml	190mm Centres	48
	BI	*Baeckea imbricata*	Heath Myrtles	3L	230mm Centres	38
	CR	*Cymbopogon refractus*	Barbed wire grass	3L	230mm Centres	20
	DC	*Dianella caerulea*	Blue flax lily	150ml	190mm Centres	64
	DR	*Dillwynia retorta*	Heathy Parrot Pea	3L	230mm Centres	36
	EC	*Echinopogon caespitosus*	Tufted hedgehog grass	150ml	190mm Centres	65
	TT	*Themedra triandra*	Kangaroo grass	3L	230mm Centres	25
PLANTING MIX B						
	DC	*Dianella caerulea*	Blue flax lily	3L	230mm Centres	75
TREE SPECIES						
KEY	CODE	BOTANICAL NAME	COMMON NAME	POT SIZE	MIN. HEIGHT	TOTAL
	BC	*Backhousia citriodora*	Lemon myrtle	100L	3m	2

02 0410 PLANTING SCHEDULE

0.2 0 0.2 0.4 0.6 0.8m
1 : 20 FULL SIZE A1

No.	Revision	By	Chk	Appd	Date
B	ISSUED FOR CONSTRUCTION	K.S	K.S	S.B	11.06.23
A	100% DETAILED DESIGN	K.S	S.B	A.S	14.03.23

Original Scale (A1) VARIES
Reduced Scale (A3) 1:200

Design	K.SIMPSON	14.03.23
Drawn	K.SIMPSON	14.03.23
Dsg Verifier	S.BOWDEN	14.03.23
Dng Check	C.R.LAWRENCE	14.03.23

Approved For Construction* Date

* Refer to Revision 1 for Original Signature

Beca

Client: NSW Government | Transport for NSW

Project: ROZELLE INTERCHANGE - PEDESTRIAN & CYCLIST IMPROVED CONNECTIVITY
ISSUED FOR CONSTRUCTION

Title: LANDSCAPE PLANTING SCHEDULE SHEET 1 OF 1

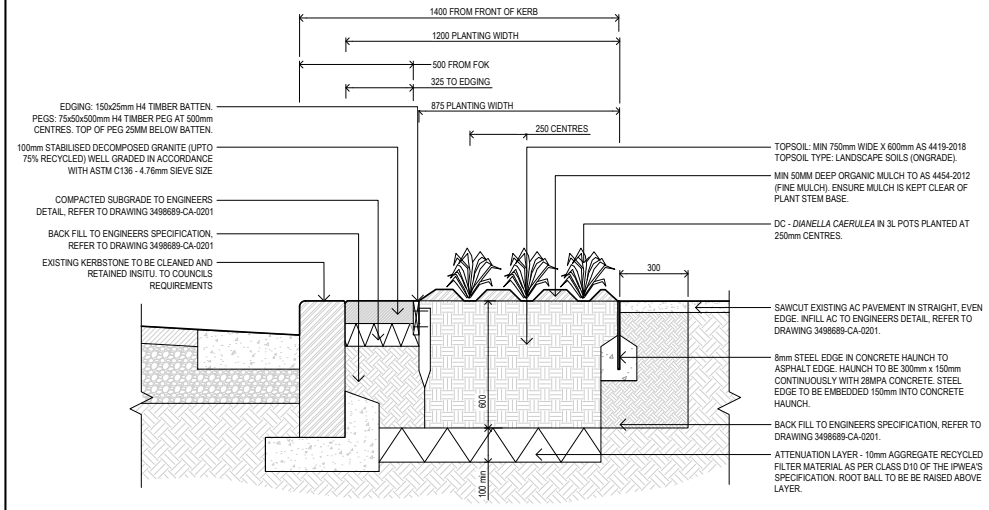
Discipline: CIVIL - LANDSCAPE

Drawing No: 3498689-LA-0410 Rev: B

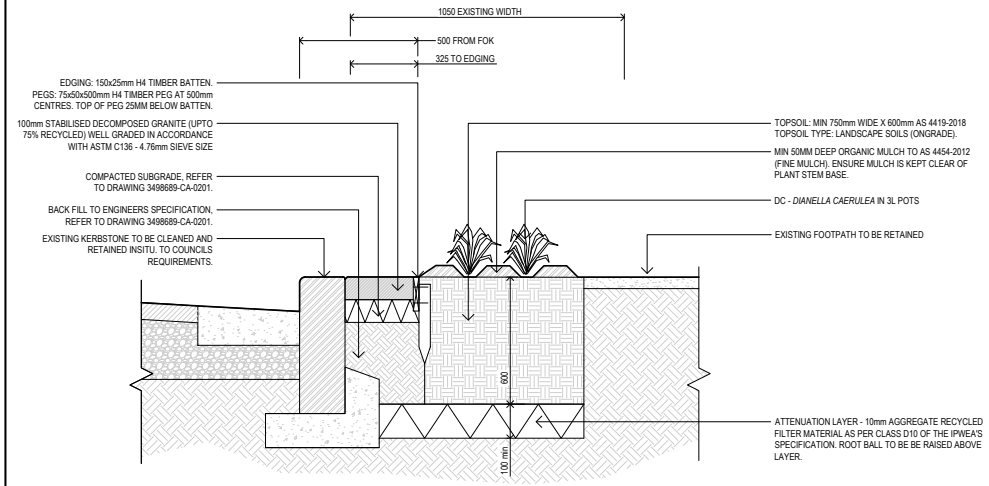
Document No: 3498689-LA-0410.DWG

DO NOT SCALE FOR SET OUT DIMENSIONS

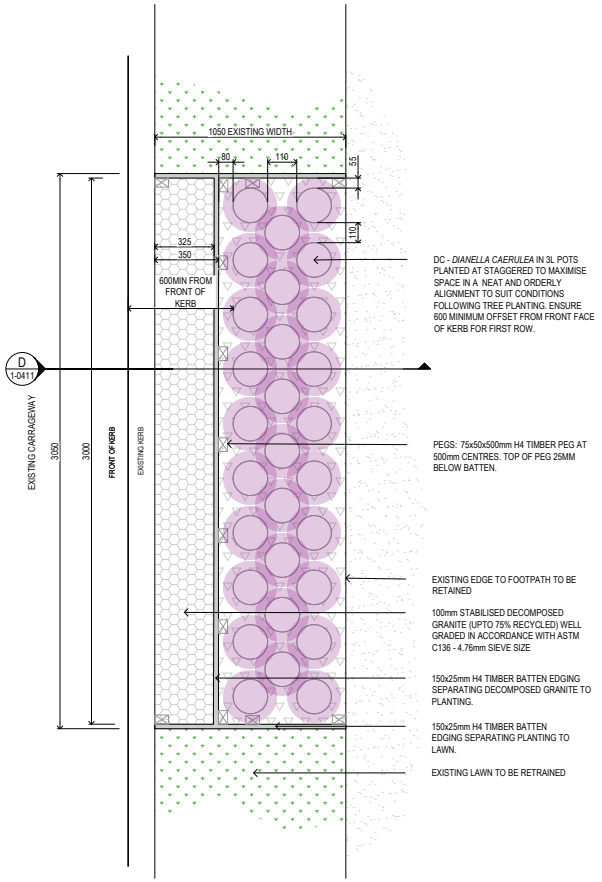
Drawing Plotted: 10 May 2023 4:20 pm



01 0411 PLANTING IN NEW TREE PIT IN EXISTING ASPHALT - SECTION C
SCALE 1:20 @ A1 - 1:40 @ A3



02 0411 PLANTING IN EXISTING VEGETATION STRIP - SECTION D
SCALE 1:20 @ A1 - 1:40 @ A3



03 0402 PLANTING AT BACK OF KERB - PLAN
1:25 @ A1 - 1:50 @ A3

0.2 0 0.2 0.4 0.6 0.8m
1 : 20 FULL SIZE A1

B	ISSUED FOR CONSTRUCTION	K.S	K.S	S.B	11.05.23
A	100% DETAILED DESIGN	K.S	S.B	A.S	14.03.23
No.	Revision	By	Chk.	Appd	Date

Original Scale (A1) VARIES
Reduced Scale (A3) VARIES

Design	K.SIMPSON	14.03.23
Drawn	K.SIMPSON	14.03.23
Dsg Verifier	S.BOWDEN	14.03.23
Dng Check	C.R.LAWRENCE	14.03.23

Approved For Construction* Date
* Refer to Revision 1 for Original Signature

Beca

Client: NSW Government Transport for NSW

Project: ROZELLE INTERCHANGE - PEDESTRIAN & CYCLIST IMPROVED CONNECTIVITY
ISSUED FOR CONSTRUCTION

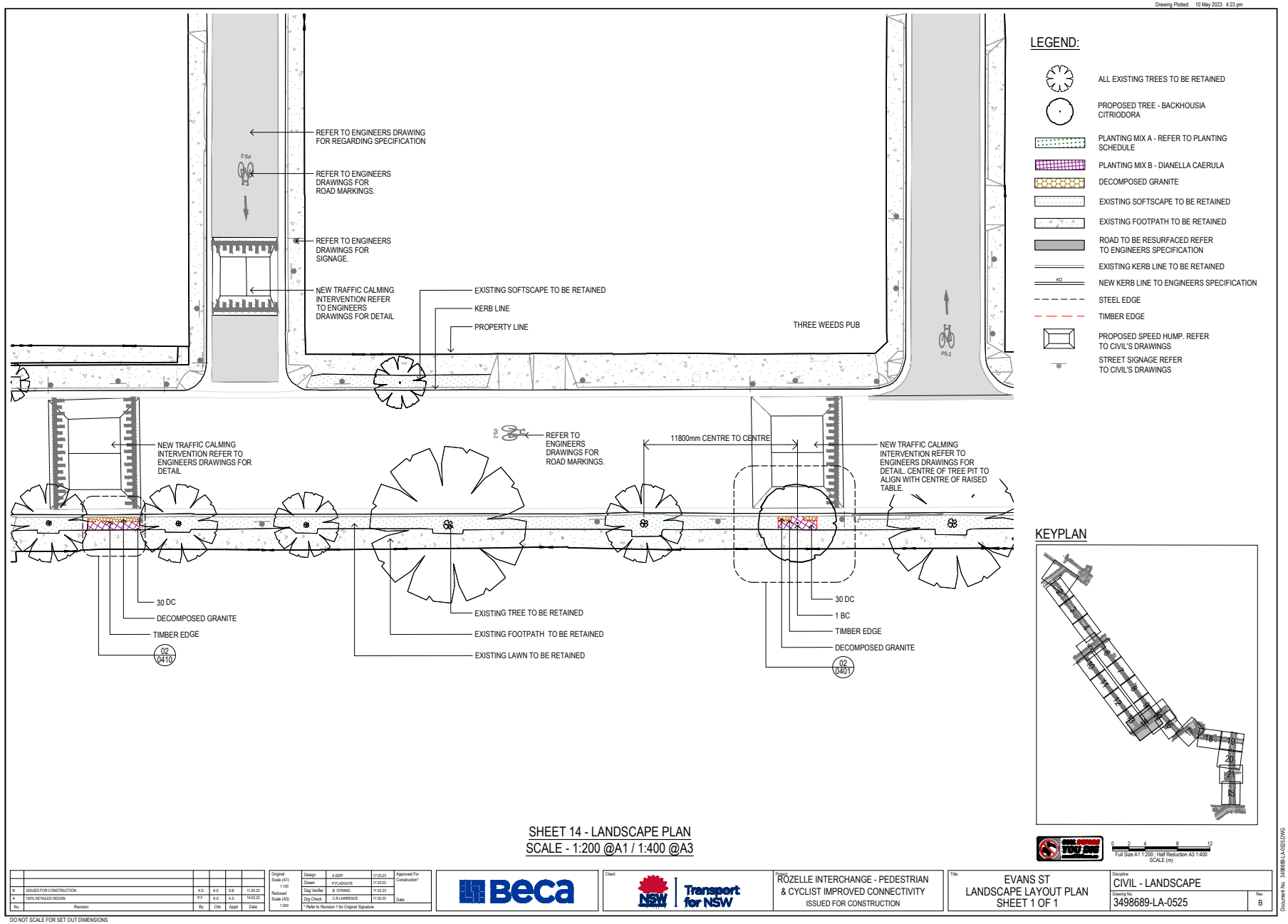
Title: LANDSCAPE SOFTSCAPE DETAILS
SHEET 1 OF 1

Discipline: CIVIL - LANDSCAPE
Drawing No: 3498689-LA-0411
Rev: B

Document No. 3498689-LA-0411.DWG

DO NOT SCALE FOR SET OUT DIMENSIONS

Drawing Plotted: 10 May 2023 4:23 pm



SHEET 14 - LANDSCAPE PLAN
SCALE - 1:200 @A1 / 1:400 @A3

No.	Revision	By	Chk	Appd	Date
B	ISSUED FOR CONSTRUCTION	K.S	K.S	S.B	11.05.23
A	100% DETAILED DESIGN	P.F	K.S	A.S	14.03.23

Original Scale (A1) 1:100
Reduced Scale (A3) 1:200

Design	A.SEEP	17.03.23	Approved For Construction*
Drawn	P.FLADGATE	17.03.23	
Dsg Verifier	B. STRANG	17.03.23	
Dng Check	C.R.LAWRENCE	17.03.23	Date

* Refer to Revision 1 for Original Signature

Beca

Client: NSW Government | Transport for NSW

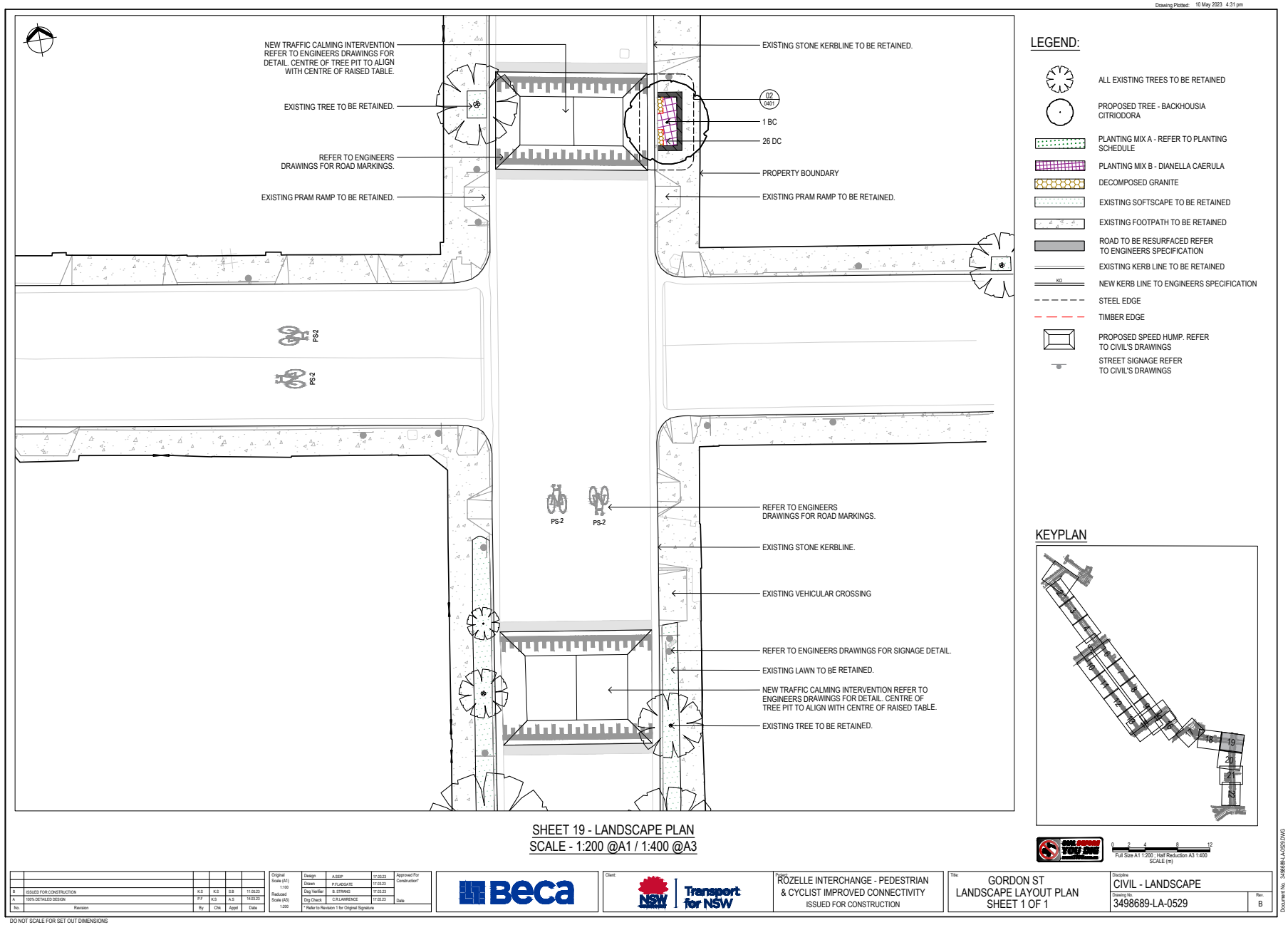
Project: ROZELLE INTERCHANGE - PEDESTRIAN & CYCLIST IMPROVED CONNECTIVITY
ISSUED FOR CONSTRUCTION

Title: EVANS ST
LANDSCAPE LAYOUT PLAN
SHEET 1 OF 1

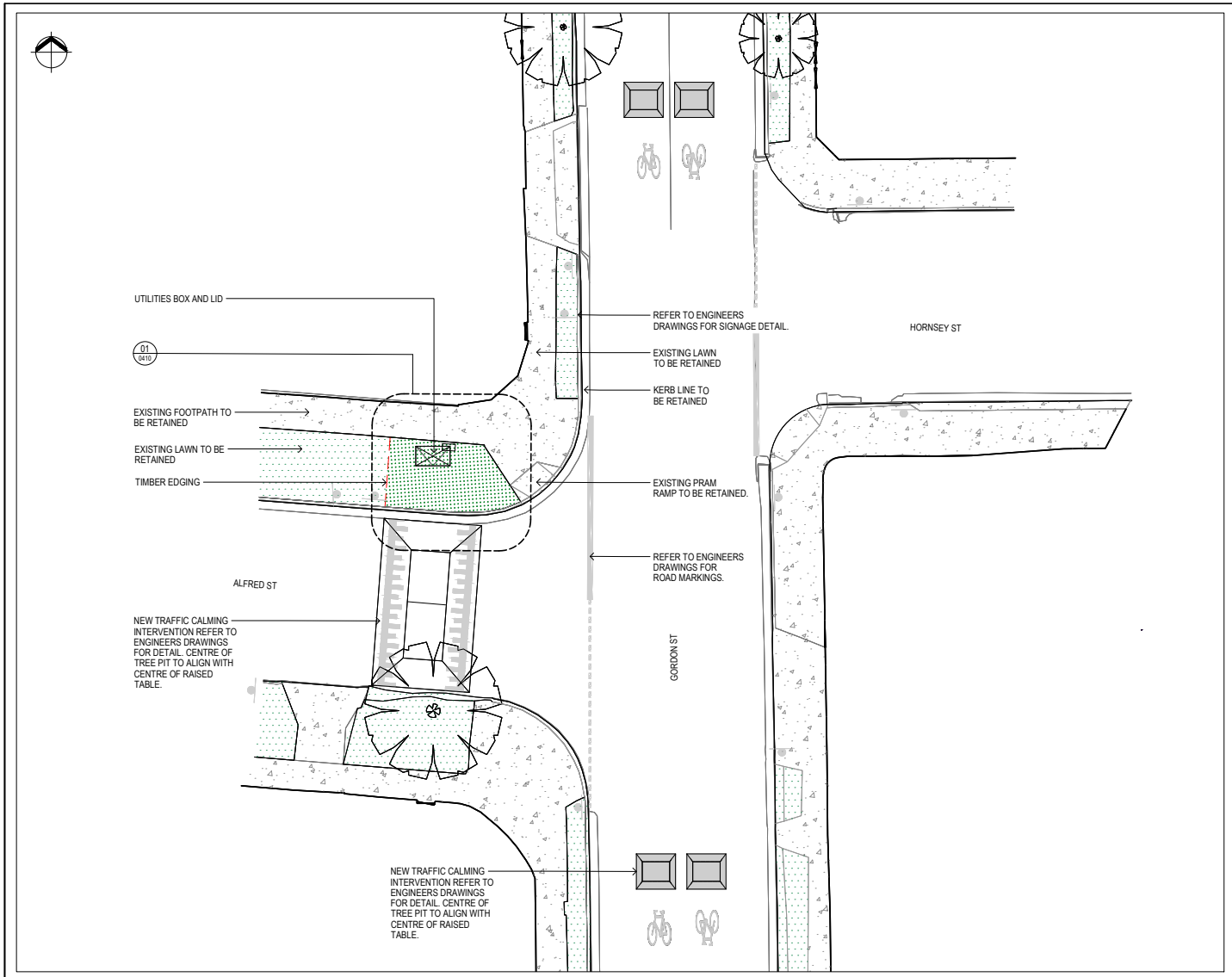
Discipline: CIVIL - LANDSCAPE
Drawing No: 3498689-LA-0525
Rev: B

Document No. 3498689-LA-0525.DWG

DO NOT SCALE FOR SET OUT DIMENSIONS


Drawing Plotted: 10 May 2023 4:31 pm
NEW TRAFFIC CALMING INTERVENTION REFER TO ENGINEERS DRAWINGS FOR DETAIL. CENTRE OF TREE PIT TO ALIGN WITH CENTRE OF RAISED TABLE.
EXISTING TREE TO BE RETAINED.
REFER TO ENGINEERS DRAWINGS FOR ROAD MARKINGS.
EXISTING PRAM RAMP TO BE RETAINED.
EXISTING STONE KERBLINE TO BE RETAINED.
02 0401
1 BC
26 DC
PROPERTY BOUNDARY
EXISTING PRAM RAMP TO BE RETAINED.
PS-2
PS-2
PS-2
PS-2
REFER TO ENGINEERS DRAWINGS FOR ROAD MARKINGS.
EXISTING STONE KERBLINE.
EXISTING VEHICULAR CROSSING
REFER TO ENGINEERS DRAWINGS FOR SIGNAGE DETAIL.
EXISTING LAWN TO BE RETAINED.
NEW TRAFFIC CALMING INTERVENTION REFER TO ENGINEERS DRAWINGS FOR DETAIL. CENTRE OF TREE PIT TO ALIGN WITH CENTRE OF RAISED TABLE.
EXISTING TREE TO BE RETAINED.
LEGEND:
ALL EXISTING TREES TO BE RETAINED
PROPOSED TREE - BACKHOUSIA CITRIODORA
PLANTING MIX A - REFER TO PLANTING SCHEDULE
PLANTING MIX B - DIANELLA CAERULA
DECOMPOSED GRANITE
EXISTING SOFTSCAPE TO BE RETAINED
EXISTING FOOTPATH TO BE RETAINED
ROAD TO BE RESURFACED REFER TO ENGINEERS SPECIFICATION
EXISTING KERB LINE TO BE RETAINED
NEW KERB LINE TO ENGINEERS SPECIFICATION
STEEL EDGE
TIMBER EDGE
PROPOSED SPEED HUMP. REFER TO CIVIL'S DRAWINGS
STREET SIGNAGE REFER TO CIVIL'S DRAWINGS
KEYPLAN
SHEET 19 - LANDSCAPE PLAN
SCALE - 1:200 @A1 / 1:400 @A3
0 2 4 8 12
Full Size A1 1:200 ; Half Reduction A3 1:400
SCALE (m)
B ISSUED FOR CONSTRUCTION K.S K.S S.B 11.05.23
A 100% DETAILED DESIGN P.F K.S A.S 14.03.23
Beca
Transport for NSW
ROZELLE INTERCHANGE - PEDESTRIAN & CYCLIST IMPROVED CONNECTIVITY
ISSUED FOR CONSTRUCTION
GORDON ST
LANDSCAPE LAYOUT PLAN
SHEET 1 OF 1
CIVIL - LANDSCAPE
3498689-LA-0529
B
DO NOT SCALE FOR SET OUT DIMENSIONS

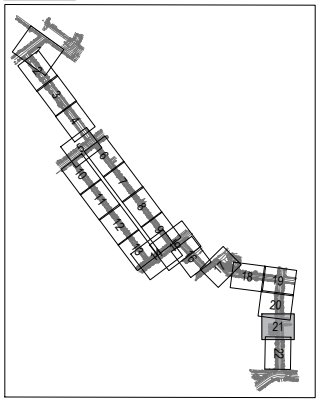
Drawing Plotted: 10 May 2023 4:33 pm



LEGEND:

- ALL EXISTING TREES TO BE RETAINED
- PROPOSED TREE - BACKHOUSIA CITRIODORA
- PLANTING MIX A - REFER TO PLANTING SCHEDULE
- PLANTING MIX B - DIANELLA CAERULA
- DECOMPOSED GRANITE
- EXISTING SOFTSCAPE TO BE RETAINED
- EXISTING FOOTPATH TO BE RETAINED
- ROAD TO BE RESURFACED REFER TO ENGINEERS SPECIFICATION
- EXISTING KERB LINE TO BE RETAINED
- NEW KERB LINE TO ENGINEERS SPECIFICATION
- STEEL EDGE
- TIMBER EDGE
- PROPOSED SPEED HUMP. REFER TO CIVIL'S DRAWINGS
- STREET SIGNAGE REFER TO CIVIL'S DRAWINGS

KEYPLAN



SHEET 21 - LANDSCAPE PLAN
SCALE - 1:100 @A1 / 1:200 @A3

0 2 4 8 12
Full Size A1 1:200 ; Half Reduction A3 1:400
SCALE (m)

No.	Revision	By	Chk	Appd	Date
B	ISSUED FOR CONSTRUCTION	K.S	K.S	S.B	11.05.23
A	100% DETAILED DESIGN	P.F	K.S	A.S	14.03.23

Original Scale (A1) 1:100
Reduced Scale (A3) 1:200

Design	A.SEEP	17.03.23
Drawn	P.FLADGATE	17.03.23
Dsg Verifier	B. STRANG	17.03.23
Dsg Check	C.R.LAWRENCE	17.03.23

Approved For Construction* Date

* Refer to Revision 1 for Original Signature

Beca

Client: NSW Government Transport for NSW

Project: ROZELLE INTERCHANGE - PEDESTRIAN & CYCLIST IMPROVED CONNECTIVITY
ISSUED FOR CONSTRUCTION

Title: GORDONST & ALFRED ST LANDSCAPE LAYOUT PLAN SHEET 1 OF 1

Discipline: CIVIL - LANDSCAPE
Drawing No: 3498689-LA-0531
Rev: B

Document No: 3498689-LA-0531.DWG

DO NOT SCALE FOR SET OUT DIMENSIONS

Item 2

Sensitivity: General

Beca

Rozelle Pedestrian and Cycleway Improvement Detailed Design - Report

Issued for Construction

Prepared for TfNSW (incl RMS)
Prepared by Beca Pty Ltd
ABN: 85 004 974 341

11 May 2023

Creative people together transforming our world

Attachment 2

Contents

Appendices

Revision History

Revision Nº	Prepared By	Description	Date
1	Alex Seip	20% Detailed Design	18th Nov 2022
2	Various	80% Detailed Design	23th Jan 2023
3	Various	100% Detailed Design	16th Mar 2023
4	Various	Issue for Construction (IFC)	11th May 2023

Document Acceptance

Action	Name	Signed	Date
Prepared by	Various		11th May 2023
Reviewed by	Alex Seip		11th May 2023
Approved by	Christopher Morley		11th May 2023
on behalf of	Beca Pty Ltd		

1 Introduction

Transport for New South Wales (TfNSW) has commissioned Beca to carry out the detailed design for the Rozelle Interchange Pedestrian and Cycle improved Connectivity Project. The project involves upgrades along approximately 1km stretch of suburban streets between Robert Street and Springside Street (refer to Figure 1).

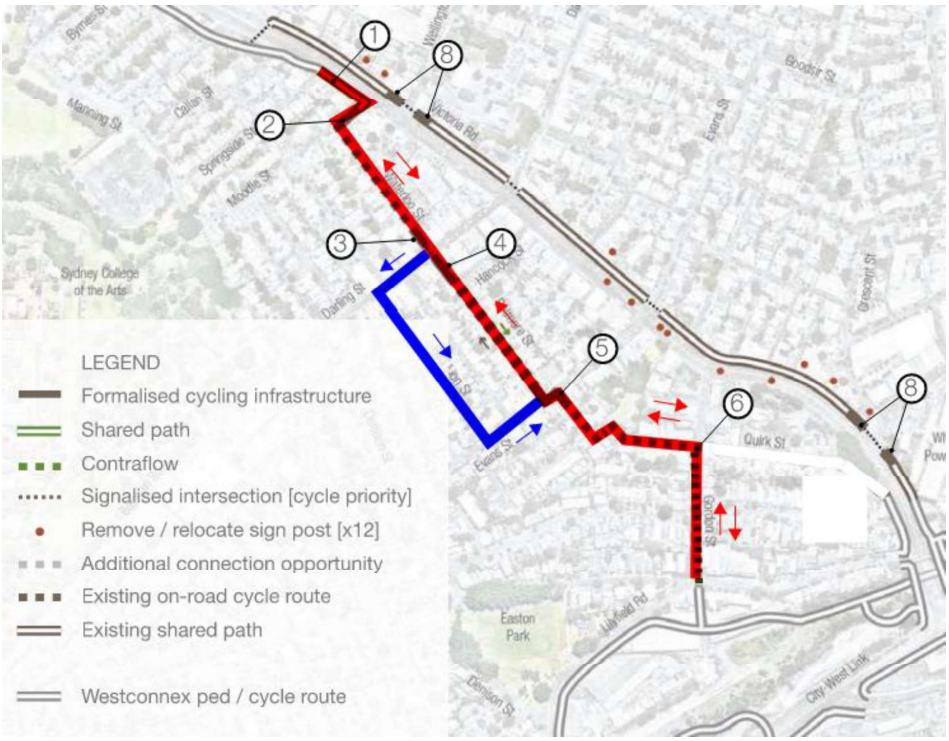


Figure 1: Project scope of works boundary

The project aims to develop and improve the local area to:

- Meet the requirements of the MCoA E58 by Improving connectivity for pedestrians and cyclists on Springside Street, Rozelle.
- Improve journey time and journey time reliability for all road users travelling along the corridor.
- Consider road function, local land use activity and access needs.
- Consider potential environmental impacts.
- Improve amenities.
- Improve safety for all road users.
- Provide a fit-for-purpose design that meets the required design life for the identified needs and that minimises the project's "whole of life cost."
- Provide a design that meets WHS legislation and, in particular, is safe, efficient and practical for workers and those in the vicinity during temporary traffic arrangements.
- Manage risk for cyclists and pedestrians.

The Scope of works includes the detailed design of line marking, delineation, cycleway separation, raised thresholds, intersection improvements/upgrades and minor civil works.

The project considers key areas of the cycleway route to improve directional transparency, safety and rideability for cyclist using the route. The majority of the existing route is shared between cyclists, pedestrians and road users, consisting of narrow road ways and one-way streets. Restrictions in the width of road has been a design constraint, limiting the ability to provided dedicated, separated cycleways.

Improvements in traffic calming in the area provide a good result in the mixing of the 3 transport modes. Coupled with new line marking and signage, this provides a safer outcome throughout the route.

2 Basis of design

2.1 IFC Design approach

The Issue for Construction (IFC) design phase has been developed from incorporating and closing out stakeholder comments from previous design stages. Significant design changes have been approved from the 100% design phase, with the most notable changes occurring on Moodie Street, Waterloo intersection with Darling Street, Red Lion and Belmore Streets, Evans Street and Quirk Street.

This design phase also considers some aspects raised in the Health and Safety in Design and Constructability workshop as well as Road Safety Audit.

Cost is a factor in the design as it is understood that there is a limiting budget for the construction works. The design has been developed with this in mind and will incorporate any significant cost opportunities determined in the costing quantity survey.

2.2 Supplied information

The following information has been supplied to Beca:

1. Utility services survey - UT5671 DRAIN & UTILITIES V1 (Conducted by Durkin 31-10-2022)
2. Topographic survey – GT0443 (Conducted by Beveridge Williams 31-10-2022)
3. Cadastral survey -GT0443 (Conducted by Beveridge Williams 31-10-2022)
4. Concept Design – Rozelle Interchange – Pedestrian & Cycleway improved connectivity

2.3 Design standards and guidelines and Specifications

The design has been carried out with reference to the following design guides;

5. AS 1742.10 (2009) – Manual of uniform traffic control devices, Part 10: Pedestrian control and protection
6. AS 1742.13 (2009) –Manual of uniform traffic control devices, Part 2: Traffic control devices for general use
7. AS 1742.13 (2009) –Manual of uniform traffic control devices, Part 13: Local Area traffic management
8. AS 1742.4 (2018) – Manual of uniform traffic control devices, Part 4: Speed controls

9. AS 1742.9 (2018) – Manual of uniform traffic control devices, Part 9: Bicycle facilities
10. Austroads Guide to Road Design Part 3 – Geometric Design (2021)
11. Austroads Guide to Traffic Management Part 8 – Local Area Traffic Management (2006)
12. G2-C41 – General Requirements (Minor Physical Works and Services)
13. Inner West Council R1 Standard kerb profiles – Installation of new non-mountable kerb only
14. Inner West Council R5 Standard Flexible Road Pavements
15. Inner West Council T1 Standard traffic drawing – Pedestrian crossing on flat top speed hump. It should be noted that this specification differs from the design intent of proposed raised thresholds. Specifications relating to pedestrian markings, drainage and vegetation islands shall be omitted from the specification for the purpose of the design.
16. Inner West Council T2 Standard traffic drawing – Watts profile and asphalt speed cushion
17. R101 – Cold Milling of Road Pavement Materials
18. R106 – Sprayed Bituminous Surfacing (with Cutback Bitumen)
19. R110 – Coloured Surface Coating for Bus Lanes and Cycleways
20. R117 – Light Duty, Dense Graded Asphalt.
21. R145 – Pavement Marking (performance based)
22. R15 – Kerbs and Channels (Gutters)
23. R178 – Vegetation
24. R179 – Landscape Planning
25. R53 – Concrete for General Works
26. R54 – General Concrete Paving
27. R71 – Construction of Unbound and Modified Pavement Course
28. RTA – NSW Bicycle Guidelines Version 1.2 (2005)
29. Transport for NSW – Cycleway Design Toolbox: Designing for cycling and micromobility
30. Transport for NSW – IC-QA-R143 Signposting
31. Transport for NSW DS2013/000067 Sheet 6 – Granular base asphalt wearing course detail.

3 Geometric design

The geometric design proposed for the affected Rozelle streets and roads are proposed in this section. Geometric design is limited to additional raised thresholds, garden beds and raised medians. No geometric changes to road, kerb or verges are proposed in these works. Pavement re-sheeting shall be re-instated to existing road levels.

3.1 Springside Street and Victoria Road

The scope of works provided in the Request For Quotation (RFQ) outlined the requirement for a new raised threshold at this location. It was observed during the site inspection on the 9th November 2022 that an

existing raised threshold has recently been constructed on Springside street. As such, this is no longer a requirement for this project

It was also observed during the site inspection that existing kerbs along Victoria Road were depressed into the pavement which resulted in a non-conformant kerb face depth, seen in Figure 2. It is understood that this kerb is to be re-instated as part of the scope of work of another project. The existing condition of the asphalt surfaced footpath has been inspected and is in good working order. A such, no surfacing works are proposed along this section.

Figure 2: Image showing the depressed pavement along Victoria Road.

3.2 Moodie Street and Victoria Road

The Moodie Street and Victoria Road intersection looks to improve interactions between key road users: cyclists, pedestrians, and vehicles. This is achieved via the implementation of a raised threshold and dedicated painted uni-directional cycleways along Moodie Street. The raised threshold is strategically placed to slow vehicles down prior to Waterloo Street intersection whilst avoiding key drainage infrastructure and driveway cross over points.

The raised threshold will comprise of 1.5m ramps with a minimum 2m flat tabletop approximately 90mm higher than the bottom of ramp levels.

The uni-directional cycleway is provided on the northern and Southern edge Moodie Street which comprises of 1.4m cycle lane widths from the gutter lip. This separation results in a vehicle lane-width of 3.1m on each side of Moodie Street. Cycleways will be painted on the grade, utilising the existing roadways' asphalt pavement surfacing.

Vehicle tracking was conducted for vehicles entering Moodie Street northbound from Victoria Road to investigate potential for a combined bi-directional cycleway to be placed on the northern edge of Moodie Street. This was to review whether dedicated turn-left/turn-right lanes northbound on Victoria Road and Left-turn from Moodie Street could still effectively operate. An Austroads 8.8m rigid vehicle was used for the study. This assessment concluded that the geometry created an arrangement that was too tight for the safe turning manoeuvres of an 8.8m wide vehicle.

Opportunity to limit vehicles to passenger vehicles was tabled but determined to not be suitable to this road or area. Vehicle tracking assessment is demonstrated in Figure 3 below.

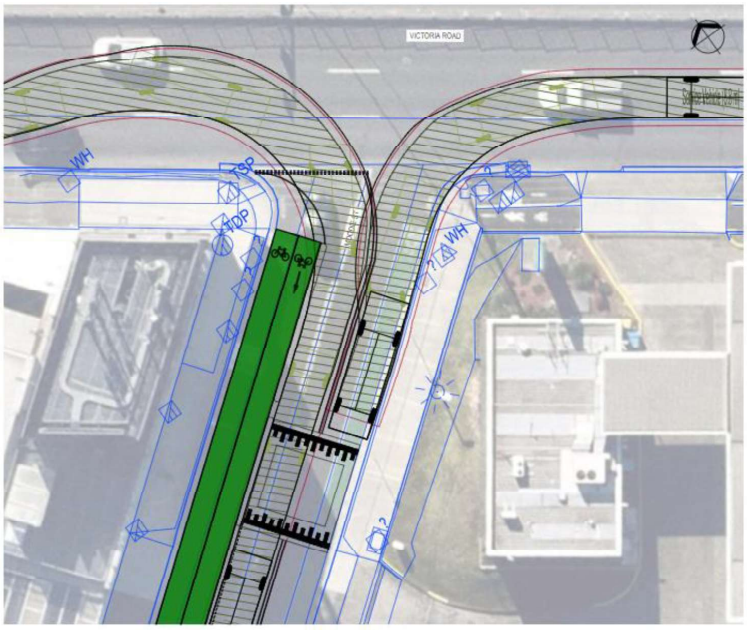


Figure 3: 8.8m Rigid Vehicle tracking assessment on Victoria Rd and Moodie St intersection

An assessment has been undertaken to determine whether Moodie street intersection with Victoria Road constitutes requirement for Stop arrangement. AS1742.2 outlines that Stop signs should only be implemented if sight lines are less than 45m for 60km/h of Victoria Road. The figure below demonstrates that 48m is achieved to the closest unobstructed view of Victoria Road, thus, does not constitute the requirement for stop sign arrangement.

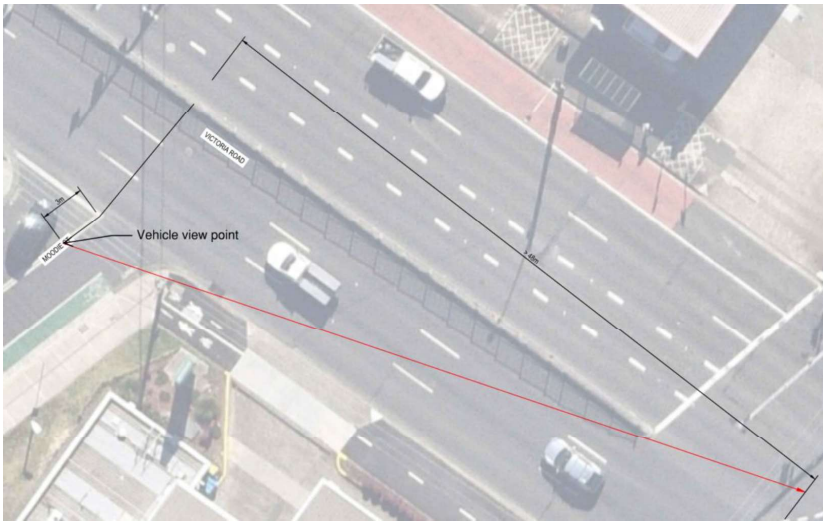


Figure 4: Stop sign sight distance check (Moodie Street)

3.3 Waterloo Street

Along Waterloo Street, existing shared road and cycleway operation in both directions is proposed to remain, with existing cycle line marking to be re-instated to provide clearer direction to cyclists. Cyclists approaching the intersection of Waterloo Street and Darling Street are required to either turn right or left down Darling Street.

Vehicle tracking was conducted for vehicles entering Waterloo Street from eastbound Darling Street to investigate potential to relocate the Waterloo Street centreline. This was to review the potential of additional space to implement dedicated turn-left/ turn-right lanes southbound on Waterloo Street. An Austroads 8.8m rigid vehicle was used for the study. This assessment concluded that there is no opportunity for a re-alignment of Waterloo Street centreline as shown in Figure 5 below.

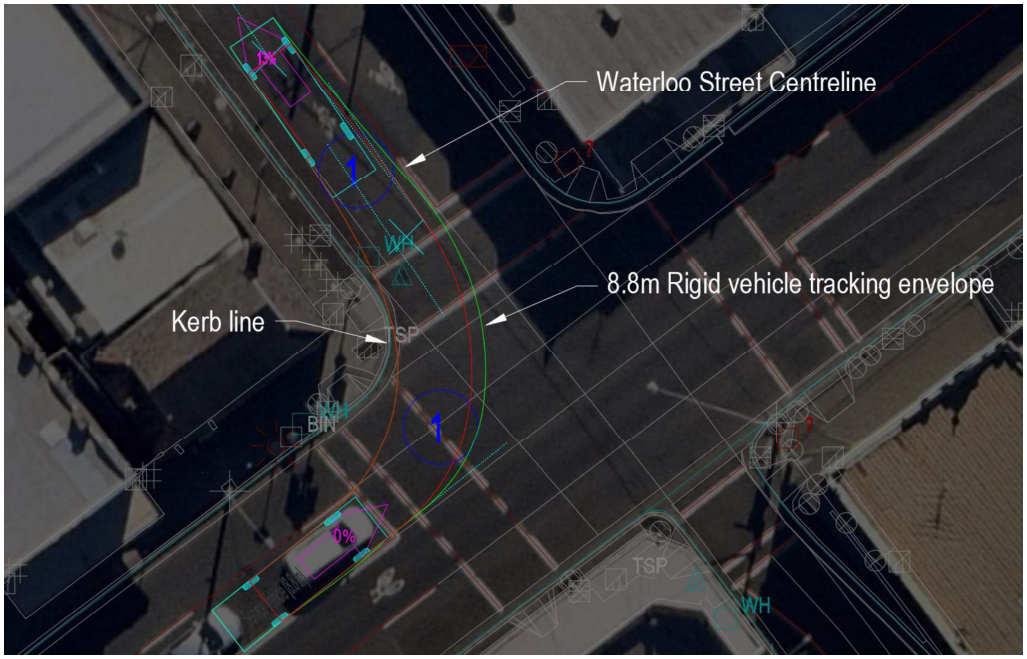


Figure 5: 8.8m Rigid Vehicle tracking assessment on Waterloo and Darling St intersection

3.4 Belmore Street

Belmore Street is currently used as a shared roadway for vehicles and cyclists heading northbound. The existing roadway is also shared with on-street car parking along the western edge for local residents. Opportunity to provide a dedicated contraflow cycle way between Hancock Street and Darling Street was reviewed. Due to existing kerb-to-kerb width being limited to 6.3m, it is neither viable nor safe to provide such a solution in this location. As such, it is proposed to maintain the current arrangement of shared roadway heading northbound. Reinstatement of existing cycle line markings is proposed to improve clarity for cyclists using the route.

3.5 Red Lion Street

Due to the Belmore Street contraflow cycleway solution being unviable, the proposal maintains current shared cycle/ vehicle roadway southbound down Red Lion Street. The designated route to continues down Red Lion Street as a one-way movement with vehicle traffic. Additional signage and line marking is also proposed to assist cyclists in navigating this route.

A new raised threshold is proposed at the end of Red Lion Street prior to the intersection with Evans Street. The raised threshold extends between the lip of gutter on each roadside. 0.6m sloped sides have been adopted in lieu of the project standard of 1.5m due to no parking zones and the narrow width of Red Lion Street.

Ramps on and off the threshold have been designed with a grade of 1:15 relative to the road grade.

3.6 Evans Street

The intersection at the junction of Evans, Belmore and Kenniff Street is proposed to be re-shaped to include two additional raised thresholds running between the lip of gutters. The western threshold is positioned to

replace an existing asphalt speed cushion. The eastern raised threshold is positioned on the western side of Belmore street to slow vehicles down prior to potential crossing of cyclists and pedestrians.

Ramps on and off the threshold have been designed to be 75mm above existing pavement levels with a grade of 1:15 relative to the road grade.

3.7 Kenniff Street

A new raised threshold is proposed at the end of Kenniff Street prior to the intersection with Evans Street to assist in slowing vehicles entering and exiting the street. The raised threshold extends between the lip of gutter on each roadside. Ramps on and off the threshold have been designed with a grade of 1:15 relative to the road grade

3.8 Quirk Street

Current arrangement

Quirk Street is currently blocked off to vehicle traffic and in turn, has opened up a dedicated cyclist and pedestrian accessway. It was observed during the site inspection that there is currently an air quality monitoring system in place as part of the Rozelle Interchange West Connex Project, as seen in Figure 6 below. It is anticipated to be place for a period of three years. This equipment occupies most of the lane width in this area and reduces the width of the access pathway for cyclists and pedestrians significantly.

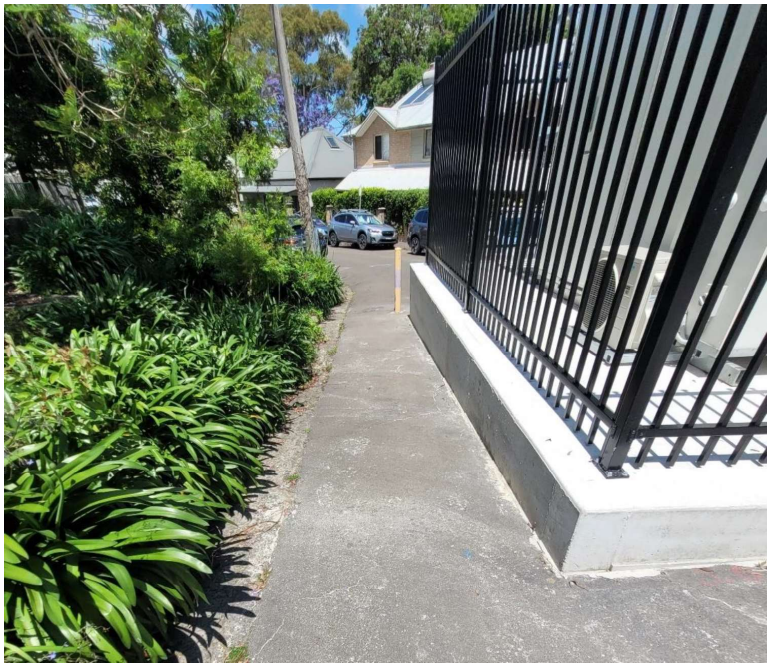


Figure 6 – Image showing the remaining accessway and protrusion of the air quality management system on Quirk Street.

As the equipment covers most of the Quirk Street width, possibilities for treatment are limited. The design intents on improving safety and clarity for users as the corridor of 1.7m effectively will function as a two-way

yield arrangement for cyclist and pedestrians. Cyclists heading down south on Quirk Street are required to yield and give way to pedestrians and cyclists heading Northbound.

Cyclists will be funnelled down to the narrow section being assisted by Bolt down separator kerbs with reflectors (see figure below).

Figure 7: Separator kerb with reflectors (Source: Saferoads)

It should be noted that there will still be a significant residual risk associated with the resultant application. Cyclists dismounting and passing would be a desirable outcome from a safety perspective, but is doesn't align with the desire of full cyclable network

Future application

It is understood that the air quality monitoring equipment will be in place for three years, during which works for the cycleway and pedestrian improvement will take place. As such, a permanent arrangement is proposed for the time when the equipment is no longer in place. Removal of the air quality monitoring greatly improves the available accessway width through Quirk Street, enabling the introduction of two 1.0m landscaping areas on each side of the road and dedicated 1.5m cycle lanes. Pedestrians will also be able to utilise existing footpath located on the western edge of Quirk Street, separated from cyclists via the landscaping strip. Existing bollards on the north and south edge are proposed to be relocated to align between cycleway lanes and prevent vehicles from entering this zone.

Figure 8: Separator kerb with reflectors (Source: Saferoads)

3.9 Gordon Street

Gordon Street is currently used as a shared cycleway and roadway extending down to Lilyfield Street. Currently, the roadway extends for approximately 280m without traffic-calming applications. Due to the criticality and mixture of cyclists at the intersection of Gordon and Quirk Street, raised thresholds are proposed to reduce speed through this area. Raised thresholds are proposed to interface with existing gutter lips and located to avoid vehicle crossings over driveways. Ramps on and off the threshold have been designed with a grade of 1:15 relative to the road grade.

Existing cycleway markings are proposed to be re-instated to provide better clarity for road users.

The interface between Gordon Street and Lilyfield cycleways is yet to be confirmed as it is understood that council are proposing changes to the design of the cycle paths in this area. Proper co-ordination will take place once this information is shared with Beca.

Due to the steep grade of Gordon Street, cyclist may find travelling in the northbound direction challenging. This paired with traffic approaching from behind present a risk for cyclists' interaction with vehicles. To assist in slowing vehicles down to a similar speed to cyclists, bolt down rubber speed cushions are provided along the route. Unlike a full width raised threshold, these will slow vehicles down whilst allowing an unobstructed corridor for cyclists to travel through.

3.10 Hornsey Street

The Hornsey Street intersection is a feeder from a no through road which is anticipated to generate low traffic volumes at the intersection of Gordon Street. As such, no raised threshold is proposed at this location. In lieu of this, the current give way arrangement is proposed to be changed to stop for traffic entering Gordon Street.

An assessment has been undertaken to determine whether Hornsey Street intersection with Gordon Road constitutes requirement for Stop arrangement. AS1742.2 outlines that Stop signs should only be implemented if sight lines are less than 30m for 50km/h speed limit of Gordon Road. The figure below

demonstrates that only approximately 15m is achieved to the closest unobstructed view of Gordon Road, thus, constitutes the requirement for stop sign arrangement.

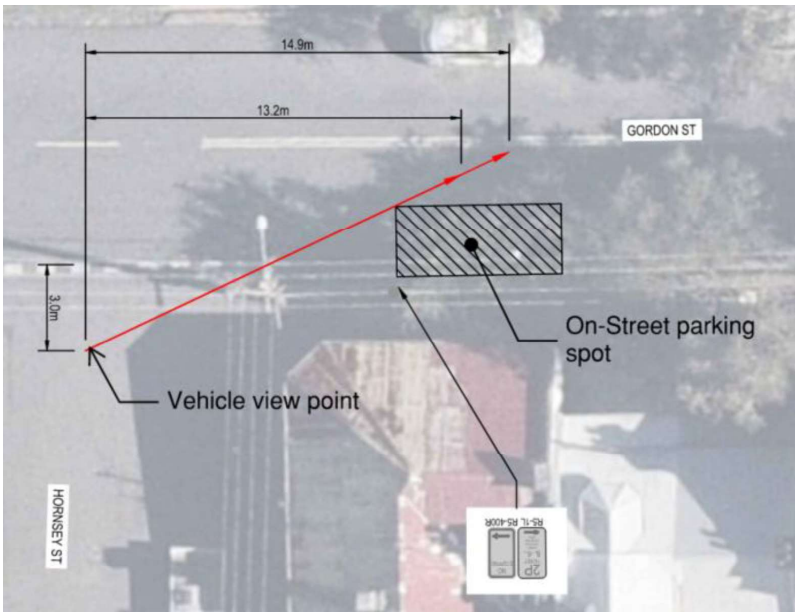


Figure 9: Stop sign sight distance check (Hornsey Street)

3.11 Alfred Street

Raised threshold, located at the end of Alfred Street has been proposed, interfacing with the kerb inverts. A minimum size of 2m top is proposed due to proximity of existing disabled car space on the northern edge.

An assessment has been undertaken to determine whether Alfred Street intersection with Gordon Road constitutes requirement for Stop arrangement. AS1742.2 outlines that Stop signs should only be implemented if sight lines are less than 30m for 50km/h speed limit of Gordon Road. The figure below demonstrates that only approximately 14m is achieved to the closest unobstructed view of Gordon Road, thus, constitutes the requirement for stop sign arrangement.

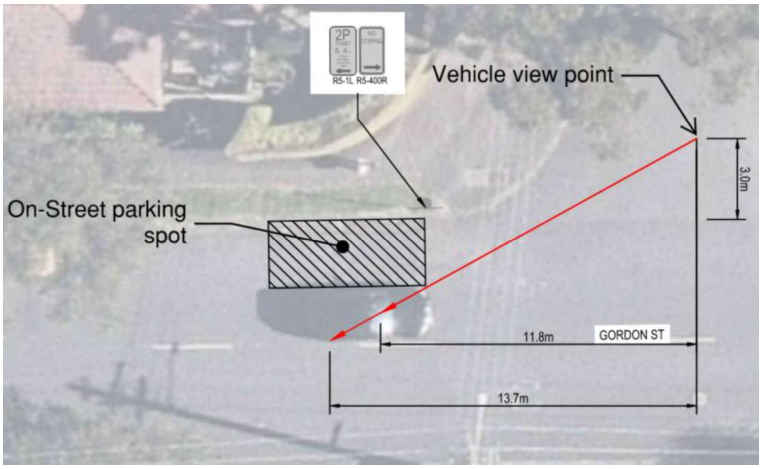


Figure 10: Stop sign sight distance check (Alfred Street)

Existing southern kerb return of Alfred and Gordon does not contain a pram ramp. Existing kerb is depressed and are in poor condition, as such, will be reinstated to suit along with implementation of a new pram ramp. It should be noted that location of telecommunications pit limits the kerb reinstatement as the kerb is depressed by approximately 50mm. Regrading of existing asphalt footpath to suit new levels is proposed behind proposed ramp and kerb.

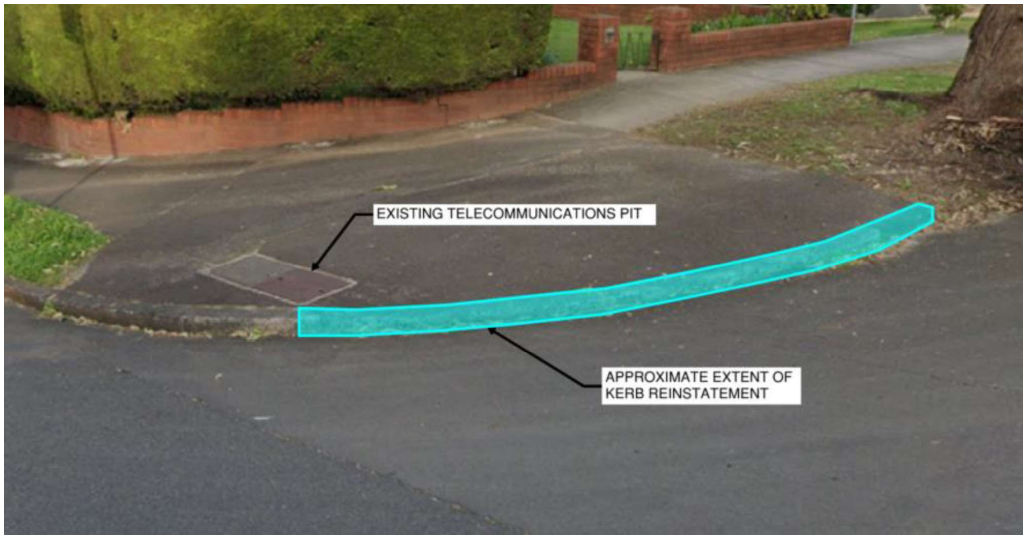


Figure 11: Southern Alfred Street existing kerb return

4 Drainage design

4.1 General

The proposed raised thresholds located throughout the route are proposed to interface with the lip of gutters on the road. Gutter flows maintain current channel flows for downstream catchments

Existing property stormwater pipes are not obstructed.

5 Pavement design

5.1 Site visit findings

An initial site visit was undertaken on the 9th of November 2022 and the existing pavements within the project scope of works were inspected. Majority of these local asphalt surfaced roads were in adequate condition with no significant visual signs of pavement failure or deterioration. These existing pavements were considered appropriate to be utilised and to facilitate the proposed cycle lanes on Moodie Street, Waterloo Street and Elizabeth Street.

The existing pavement along Belmore Street showed signs of deterioration at several localised locations. Rutting, crocodile cracking, and pumping of fines were observed along the eastern end of Belmore Street (refer to Figure 11). Red Lion Street showed similar deterioration with significant ruts, cracks, and potholes along the eastern edge of the street (refer to Figure 12). Patching work has been undertaken at potholes and severe cracks, with failures localised more on the left wheel path of the one-way street.

Figure 12 – Crocodile cracking and pumping of fines along Belmore Street

Figure 13 – Major cracking and patchworks along Red Lion Street (Google Maps 2021)

A site visit was conducted by a TfNSW representative on 21st December 2022 mainly focusing on the condition of the existing raised thresholds and speed cushions across the route. Generally, these were found to be in good condition with only moderate fading of line marking present. The only exception to this is the speed cushion located midway on Red Lion Street which shows signs of cracking and previous excavation. This speed cushion is proposed to be reconstructed as well as the asphalt mill and re-sheet on Red Lion Street. Findings of the site inspection are documented in Appendix A.

5.2 Design inputs

No geotechnical, historical information or traffic data was provided for the project. The pavement analysis and recommendations have therefore been based on assumptions and local council standards.

The following assumptions were used:

- Existing pavement is unbound granular pavement with an asphalt surfacing course, and has been constructed as per Inner West Council R5 design standard
- Local streets within the scope are all low design traffic roads with less than $2x10^5$ Equivalent Standard Axles
- No geometric grading improvements will be made in the proposed design and construction

The following design standards have been used:

- Inner West Council R5 Standard Flexible Road Pavements - Reconstruction with asphaltic conc. Over DGB. Existing pavement assumed to have been constructed as per low traffic loading pavement with 50mm AC10 (residential mix) surface course over 150mm DGB20 base course over 200mm DGB40 sub-base course.
- Transport for NSW DS2013/000067 Sheet 6 – Granular base asphalt wearing course detail. Adopted for prime and cutter seal requirements.

5.3 Mill and resheet

Mill and resheet on Belmore Street and Red Lion Street has been selected as the agreed pavement treatment as per the client meeting on 30th November 2022. As no grading improvements are being proposed, the design comprises milling off the existing asphalt surface course, compacting loose material, spraying prime and low cutter seal, and re-sheet of asphalt to the existing ground level. No subsoils are being installed as there is no pavement construction or drainage improvements involved.

As per Section 5.1, Belmore Street and Red Lion Street have severe cracking and deterioration. TfNSW has advised that patching works will likely be undertaken by the Contractor on site, dependent on-site conditions and findings. Asphalt patching or rehabilitation details have not been provided as part of this deliverable set. It has been agreed with TfNSW that Beca will only provide mill and resheet design for the pavement treatment. Although asphalt surface wearing course from mill and re-sheeting will improve cycleway rideability, it is strongly recommended that rehabilitation and patch treatments are made prior to resurfacing to provide a good life to the asphalt re-sheeting. It has been agreed that all other roads within the scope will retain existing pavement and have no pavement upgrades due to having adequate existing condition.

Mill and resheet design involve milling the existing 50mm of asphalt wearing course, compacting loose material, applying prime coat and a 7mm low cutter seal, and to pave new AC10 (residential mix) to existing road level. This is based on standard low traffic loading flexible road pavements as per Inner West Council detail. Prime coat and a 7mm low cutter seal has been adopted from TfNSW standard for granular base asphalt wearing course detail for bonding, waterproofing and constructability purposes. Should the basecourse not be exposed and the existing asphalt layer left after milling, the use of prime seal (prior to the low cutter seal) may be omitted.

5.4 Raised threshold

Raised thresholds are proposed at various locations on Moodie Street, Belmore Street, Evans Street, Kenniff Street, Gordon Street and Alfred Steet. Thresholds have been designed based on Inner West Council T1 Pedestrian Crossing on a Flat Top Road Hump. These raised thresholds hold the purpose of calming traffic and are not intended to facilitate pedestrian traffic. 2-4m flats and 1.5m ramp widths have been adopted based on AS1742.9 requirements.

In accordance with the Council's specification, thresholds will comprise 200mm 40MPa concrete with centrally placed SL82 mesh in ramps and SL72 in flats. Refer to detail on drawings 3498689-CA-200 and 201 for dowels and joints. Excavation of 125mm of the existing pavement layer will be required to install the proposed threshold flat, and excavation varying between 125mm-200mm is required at the ramp to tie into the existing pavement level at the interface. The Contractor is to locate any unsound pavement during and after excavation, and to notify the Engineer to establish if any additional excavation and/or base course is necessary.

Each concrete raised threshold table tops are to be provided with patterned concrete paving as per TfNSW Specification R54 – General Concrete Paving Section 5.2.

6 Utilities design

As part of the Utility design, existing surveyed underground utility services were reviewed to identify any impacts from the proposed works. It should be noted that the extent of the survey does not cover Red Lion

Street along with east and west portions of Evans Street where the design is proposed. The Contractor carrying out the works should conduct necessary utility and drainage surveying to conduct the works.

No existing services are deemed to be impacted by the works; therefore, no services relocation is proposed at this stage. Although, care/protection shall be taken to protect utilities in the area during construction.

7 Signage and linemarking

7.1 Existing conditions

A review of existing line marking and signage has been conducted as part of the design works for this package. The site walk on the 9th November 2022, a Road Safety Audit, the Site inspection from TfNSW, and a review of recent google street view has identified various locations along the cycle and pedestrian route where signage and line marking can be improved.

Existing raised thresholds and speed cushions on Red Lion, Belmore, Waterloo and Evans Street are proposed to be re-painted due to significant fading of associated line marking, as identified in Appendix A.

All existing on road cycle markings are proposed to be re-instated, or removed and relocated.

7.2 Proposed signage and linemarking

Signage for each new threshold is proposed along the route in accordance with AS 1742.13.

Additional cycle route signage is proposed at intersections and areas of conflict to assist users on maintaining down the correct path.

Hornsey and Alfred Street intersections are proposed to change from “Give Way” to “Stop” approaching Gordon Street to assist in slowing down vehicles entering cycle roads. Associated stop line markings are also proposed in conjunction.

8 Landscape design

The proposed landscaping is intended to improve the human experience of the streetscape and aid in pedestrian and cyclist safety while creating a low-maintenance asset for the Inner West Council to inherit.

8.1 Softscape planting

There is a small area of softscape planting, within narrowly spaced raised kerbs, on either side of the proposed cycle-only section of Quirk Street. The proposed native species create a dense but low-height feature making the modest planting volume appear larger in the context of moving bike traffic. This will aid in mitigating speed where the road narrows for cyclists, whilst providing a clear line of sight to oncoming traffic.

As the proposed species are native to the area and prefer dry soil types, it is expected that the planting will flourish, strengthening local character, while requiring modest maintenance.

The proposed species have been selected from species identified by Inner West Council as desired native verge plants, promoting biodiversity. This is seen in Figure 13.

Figure 14: Softscape Planting Palate showing proposed species and flowering condition. – *Produced by Beca.*

8.2 Street trees

Two street trees have been proposed along the route of the Rozelle Cycleway. The proposed trees are to serve a dual role:

1. The proposed speed mitigation is not raised pedestrian tables, where pedestrians have the right-of-way. They are speed humps where a vehicle or cyclist retains the right-of-way. To advertise this, trees have been proposed, where possible, next to proposed speed humps creating a physical obstacle preventing pedestrians from crossing at this point.
2. Increasing the canopy cover of Rozelle, greening of the street environment and building upon the existing local character and sense of place.

The specified tree species is *Backhousia citriodora* which has been identified by Inner West Council as a desired native tree. The trees are proposed underneath existing overhead powerlines. *Backhousia citriodora* is a species Inner West Council has identified as appropriate for such locations given their low mature height.

9 Additional recommendations

Due to the nature of the street system and the interaction with the cycle route, reductions of speed from 50km/h to 40km/h is recommended to be implemented. It is understood that various roads are often used as ‘rat runs’ for access to and from Victoria Road via signalised intersections. Noting that this may have to be reviewed as a wider area implementation, the benefits for cyclists and pedestrians cannot be understated.

10 Safety in design and constructability

A Health and Safety in Design and constructability workshop was held on 11th January 2023 as part of the 80% detailed design development. Risks were identified as part of this activity and logged accordingly. These risks will be reviewed as part of the ongoing design and construction process. Associated registers have been included as Appendix B which note the intended risk mitigation method and residual risk rating.

11 Road Safety Audit

Road Safety Audit (RSA) has been conducted as part of these works based on the Work In Progress (WIP) drawings issued on 22nd December 2022. This Audit has been included in this report under Appendix C which includes respective responses to items identified.

Sensitivity: General

A

Appendix A – TfNSW Raised threshold site inspection report

Location Map – Site Visit for Current Raised Threshold/Speed Hump Asset Conditions

By TfNSW Jeff Chen on 2022.12.21

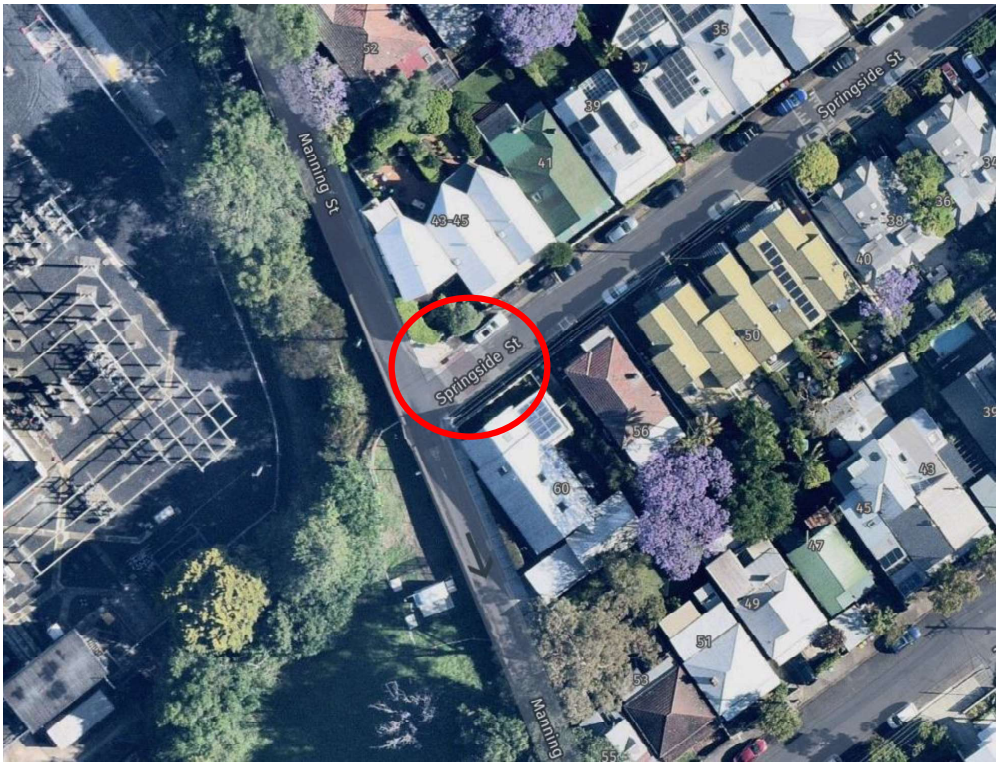
Note: site observation note made based on visual inspections only, Beca to assess and advise direction for any rectification work.

Location 1 – Springside Street

Raised Threshold in front of 60 Springside Street Rozelle.

Site Observation Notes:

1. Noticed 'One Way' & '10km/h Speed' signage being bent, not straight
2. Noticed wearing down of 'piano key' linemarking paint on raised thresholds
3. Noticed kerb inlets and access pit for potentially by Sydney Waters




10
km/h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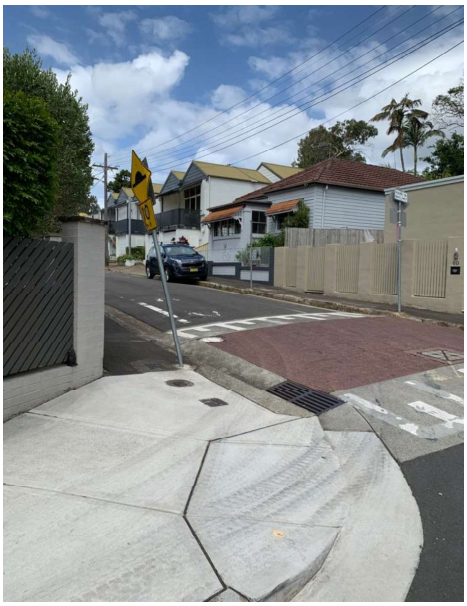
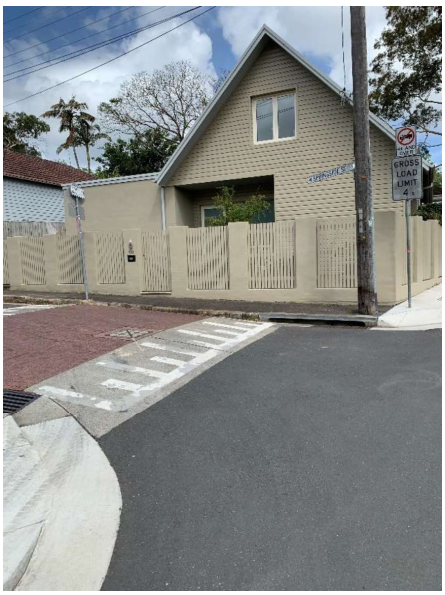
LOAD
LIMIT



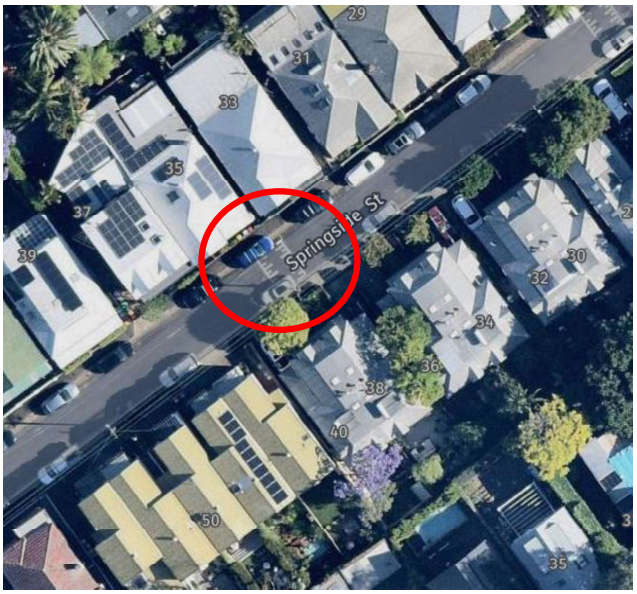

GROSS
LOAD
LIMIT

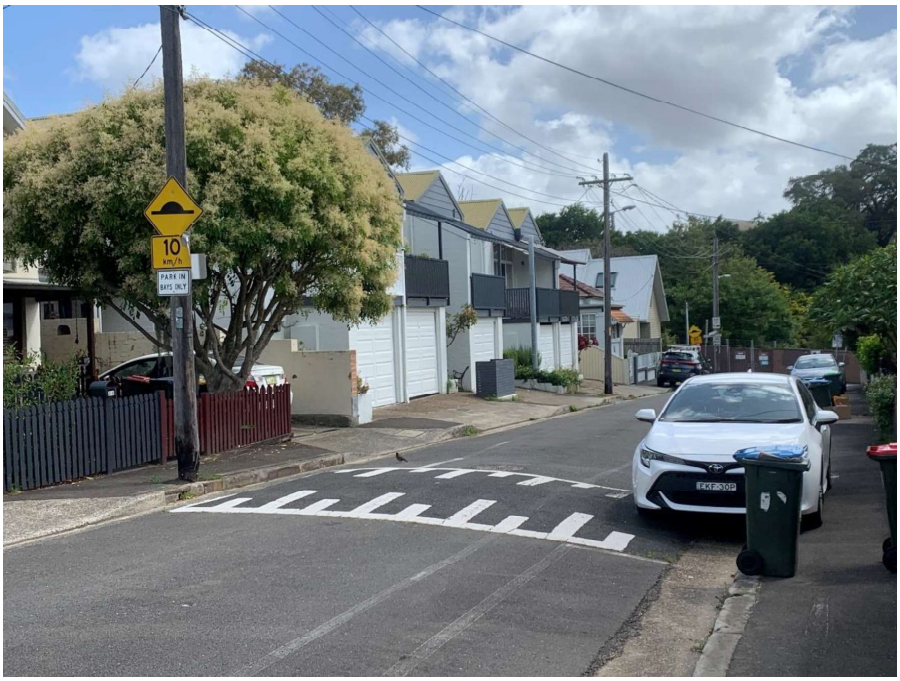
Location 2 – Springside Street

Speed Humps in front of 33/35 Springside Street Rozelle.

Site Observation Notes:

1. Noticed minor surface paint cracking
2. Noticed residential drainage outlet from 35 Springside Street




10
km/h
PARK IN
BAYS ONLY

Location 3 – Springside Street

Speed Humps in front of 25 Springside Street Rozelle

Site Observation Notes:

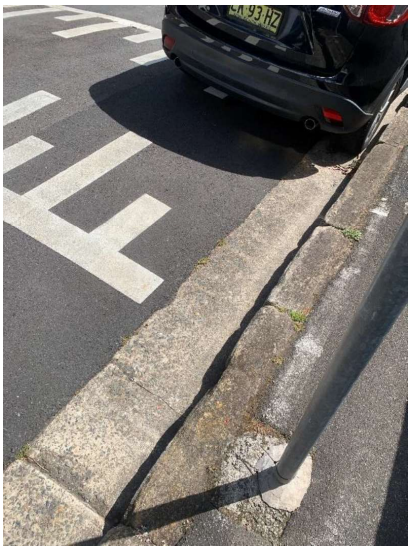
1. Noticed minor surface paint cracking and general paint wearing down

Location 4 – Springside Street

Speed Humps in front of 12 Springside Street Rozelle

Site Observation Notes:

1. Noticed line marking appears to be in general good condition



Location 5 – Springside Street

Speed Humps in front of 2 Springside Street Rozelle

Site Observation Notes:

1. Noticed line marking appears to be in general good condition
2. Noticed drainage outlet from 1 Springside Street Rozelle

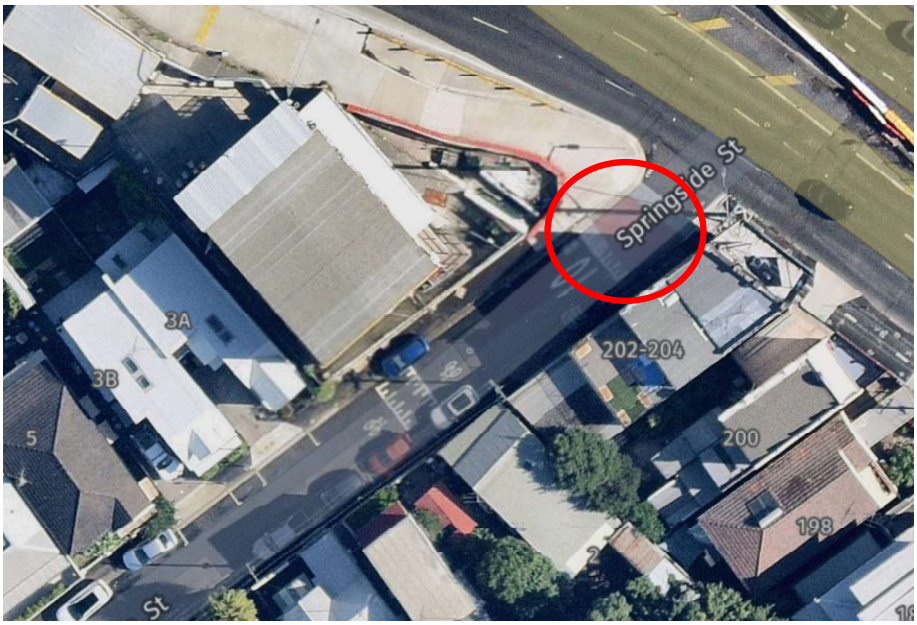

HARRISPARTNERS
10
2 Springside Street
Issaelle
02 9818 2133

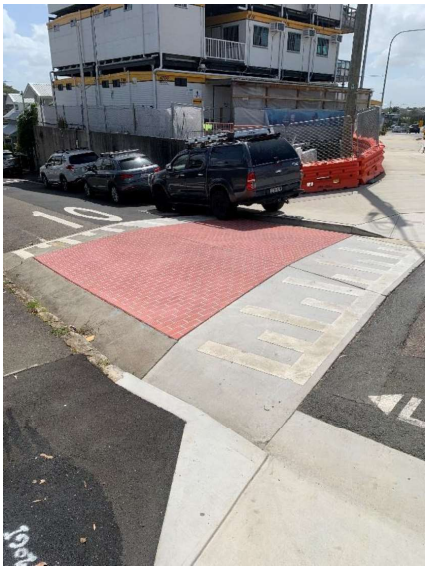
Location 6 – Springside Street

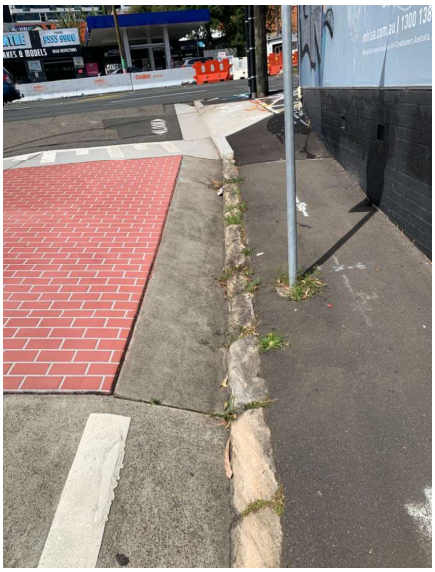
Raised Threshold at Intersection of Springside Street and Victoria Road

Site Observation Notes:

1. Noticed speed signage being bent, not straight
2. Vehicle parked too closed to intersection?





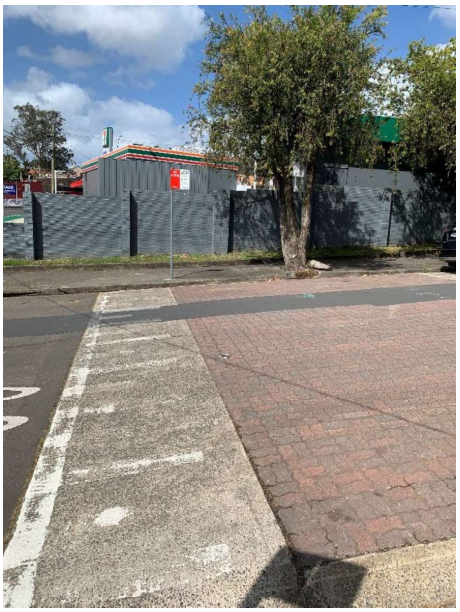


Location 7 – Waterloo Street

Raised Threshold at Waterloo Street near Moodie Street

Site Observation Notes:

1. Noticed worn down of 'piano key' line marking
2. Noticed sewer inlet clotted with tree leaves
3. Noticed 'fractured' kerb concrete due to tree roots at northern side



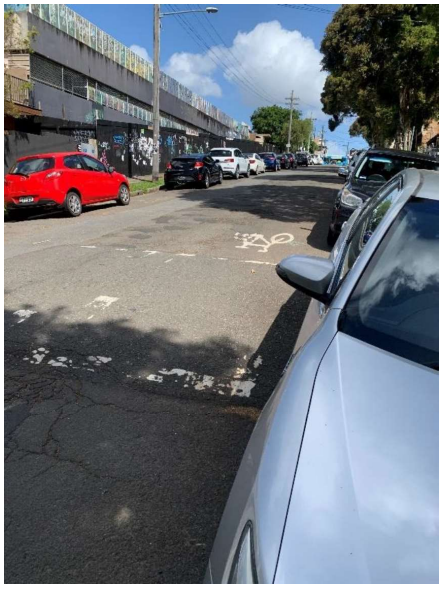
Location 8 – Waterloo Street

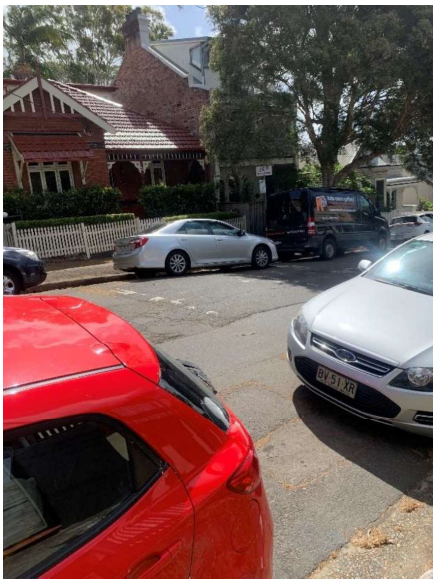
Speed hump in front of 36 Waterloo Street

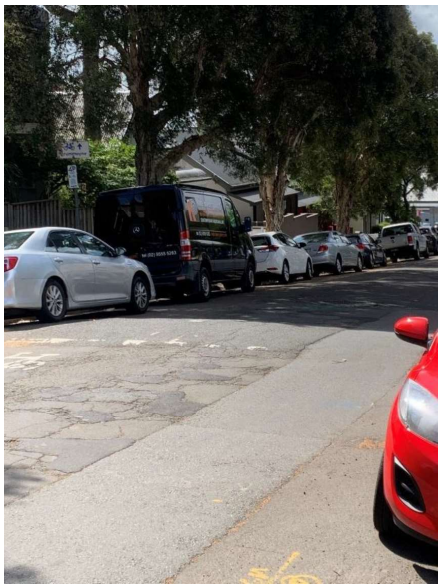
Site Observation Notes:

1. Noticed worn down of line marking


EKH 33V





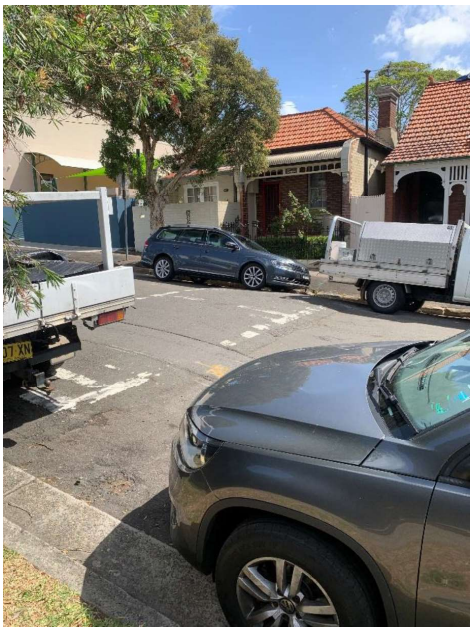


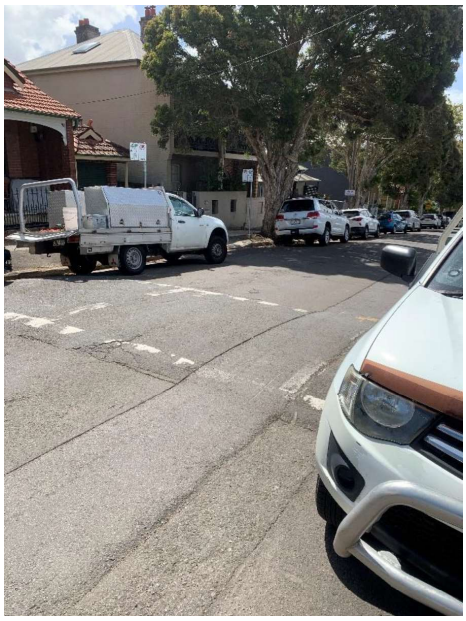
Location 9 – Waterloo Street

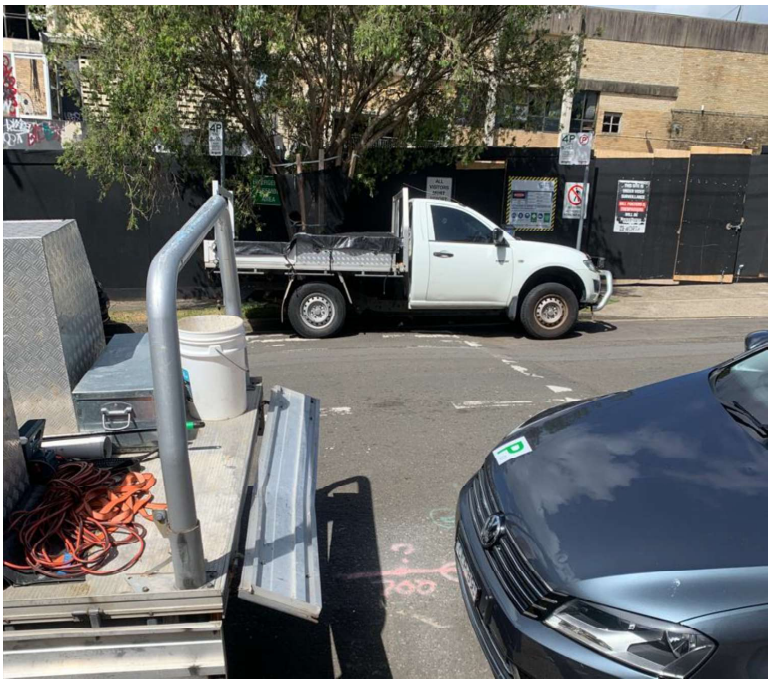
Speed hump in front of 18 Waterloo Street

Site Observation Notes:

1. Noticed worn down of line marking
2. Appeared cracking in surface pavement







Location 10 – Red Lion Street

Raised threshold in front of 39 Red Lion Street

Site Observation Notes:

1. Noticed minor concrete cracking at road shoulder

Location 11 – Red Lion Street

Raised threshold in front of 23/25 Red Lion Street

Site Observation Notes:

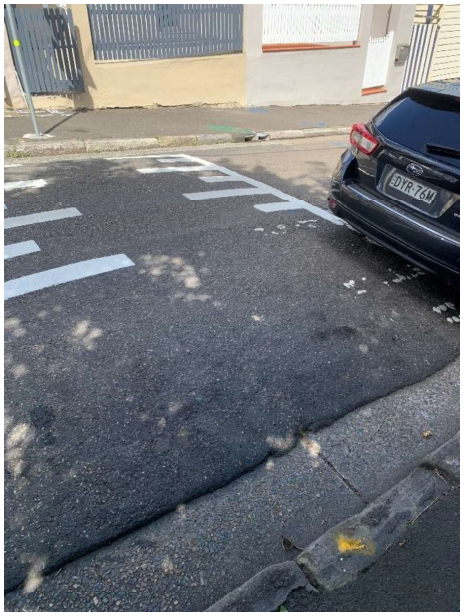
1. Noticed concrete cracking at road shoulder
2. Noticed pavement cracking at raised threshold

Location 12 – Red Lion Street

Raised threshold in front of 12 Red Lion Street

Site Observation Notes:

1. Noticed half of the 'piano key' line marking worn down

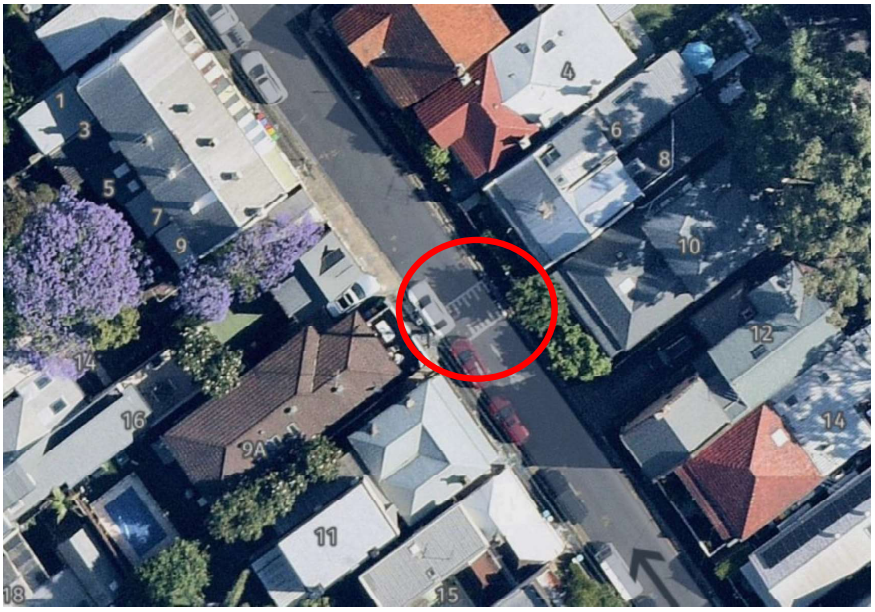


Location 13 –Belmore Street

Raised threshold in front of 9A Belmore Street

Site Observation Notes:

1. Noticed some of the 'piano key' line markings worn down

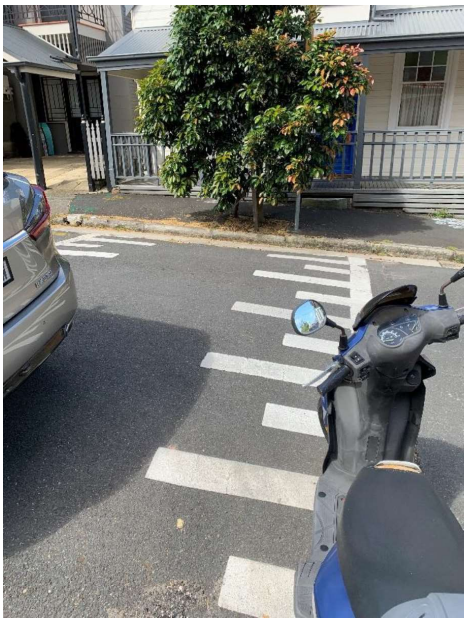


Location 14 –Belmore Street

Raised threshold in front of 20 Belmore Street

Site Observation Notes:

1. Noticed some of the 'piano key' line markings worn down and paint cracking

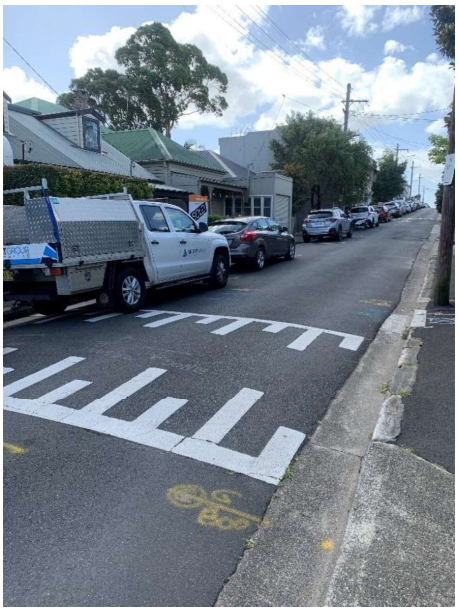


Location 15 –Belmore Street

Raised threshold in front of 26 Belmore Street

Site Observation Notes:

1. Appeared raised threshold in general good condition based on visual inspection



Location 16 –Evans Street

Raised threshold in front of 185 Evans Street

Site Observation Notes:

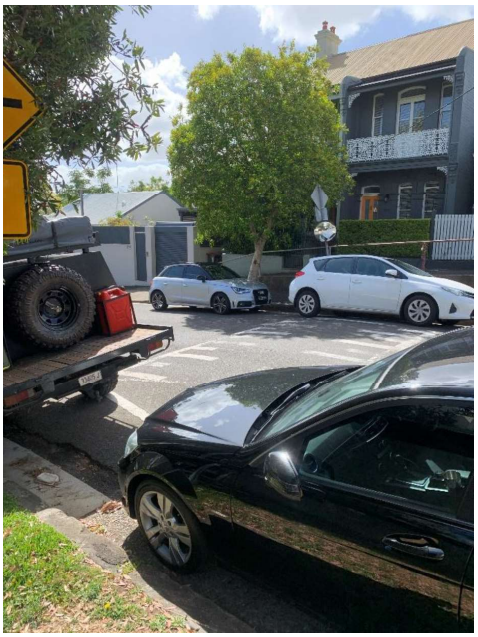
1. Noticed minor line marking paint worn down

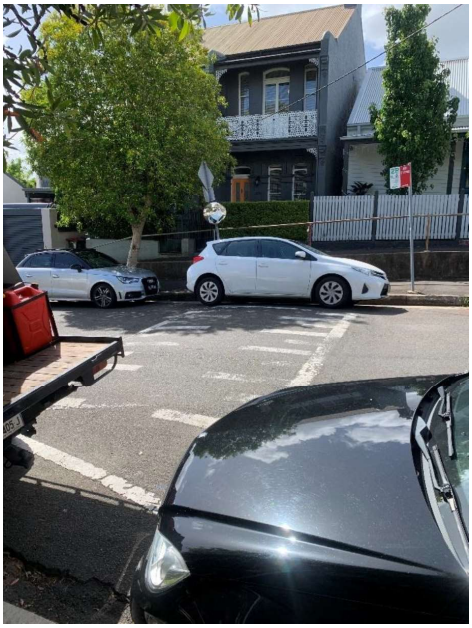
Location 17 –Evans Street

Raised threshold in front of 209 Evans Street

Site Observation Notes:

1. Noticed minor line marking paint worn down





Sensitivity: General

B

Appendix B – HSID and constructability Report

Transport Roads & Maritime Services

Health and Safety in Design Risk Register for Rozelle Cycleway. Last updated: 14 March 2023 at 100% Detailed Design Submission

Status: Issued As DRAFT - Risk Levels and actions to be validated by design package owners and workshop stakeholders

	WORK BREAKDOWN STRUCTURE		RISK IDENTIFICATION				RISK ASSESSMENT PRIOR TO TREATMENT *			HAZARD ELIMINATION / RISK MINIMISATION				RISK ASSESSMENT AFTER TREATMENT *			RESIDUAL RISK ALLOCATION *			
1 ID	2 ASSET LIFE CYCLE PHASE	3 WHERE & WHAT Location Site feature Interface Design element Drawing / reference	5 HAZARD	6 CAUSES	7 CONSEQUENCES	8 PRE-ASSESSMENT ASSUMED HAZARD SAFEGUARD (e.g. observed speed limits, observed electrical safeguards)	9 Risk consequences (1-4)	10 Risk likelihood (1-4)	11 Risk level	12 Elimination practicable Y / N	13 Justification if Elimination not practicable	14 Recommended Risk Minimisation: Safeguards / Action(s) / Controls State Hierarchy Of Control type for each control & list controls in HOC order (to be authorised)	15 Responsibility	16 Risk consequences (1-4)	17 Risk likelihood (1-4)	18 Risk level	19 Responsible person / due date	20 SFAIRP CONSIDERATIONS / JUSTIFICATION	21 STATUS	22 Comments (& ownership if transferred)
1	OPERATION	Waterloo/Darling intersection	Cyclist shared environment from Waterloo Street turning onto Darling Street	Insufficient space to accommodate segregated cyclist and vehicular traffic	Vehicle-cyclist collision	Existing routes used mainly by locals familiar with cycling arrangements. Road markings indicate cyclist shared with vehicles which must give cyclist sufficient space. Observed speed limits appropriate for shared user road (50km/h).	4	3	MEDIUM	NO	Cannot control each road user. Physical restrictions not practicable	Maintaining cyclist line marking without inclusion of turn arrows. Increased wayfinding signage.	Inner West Council	3	2	LOW	Inner West Council	The project is constrained by budgetary and time limitations. Alternative engineering solutions for further risk reduction is not feasible	OPEN	
1	OPERATION	Waterloo/Darling intersection	Belmore Street entry by cyclists into oncoming one-way vehicular road traffic.	Unclear, inadequate or confusing signage and line marking	Vehicle-cyclist collision	Line markings only indicate cyclist shared path (no direction of turn).	3	2	LOW	NO	Cannot control each road user. Physical restrictions not practicable	Sufficient signage at road entry, road entry sufficiently narrow to discourage cyclist entry. No changes required at this stage.	Inner West Council	3	2	LOW	Inner West Council	The project is constrained by budgetary and time limitations. Alternative engineering solutions for further risk reduction is not feasible	OPEN	
1	OPERATION	Waterloo/Darling intersection	Potential confusion for cyclists resulting in distracted cyclists moving unpredictably	Poor or unclear signage - directional arrows for cyclists to indicate right turn only from Waterloo.	Cyclist-vehicle or cyclist-pedestrian collision; reduced use of cycleway	Existing routes used mainly by locals familiar with cycling arrangements. Road markings indicate cyclist shared with vehicles which must give cyclist sufficient space. Observed speed limits appropriate for shared user road (50km/h).	4	3	MEDIUM	NO	Cannot control each road user. Physical restrictions not practicable	Maintaining cyclist line marking without inclusion of turn arrows. Increased wayfinding signage.	Inner West Council	4	2	MEDIUM	Inner West Council	The project is constrained by budgetary and time limitations. Alternative engineering solutions for further risk reduction is not feasible	OPEN	
1	OPERATION	Waterloo/Darling intersection	Car, pedestrian and cyclist traffic conflicts	Complex geometry and necessary line marking and signposting	Collision or interaction between pedestrians, cyclists and vehicles resulting in injury or death	Existing routes used mainly by locals familiar with cycling arrangements. Road markings indicate cyclist shared with vehicles which must give cyclist sufficient space. Observed speed limits appropriate for shared user road (50km/h).	4	3	MEDIUM	NO	Out of design scope	Maintaining cyclist line marking without inclusion of turn arrows. Increased wayfinding signage.	Inner West Council	4	2	MEDIUM	Inner West Council	The project is constrained by budgetary and time limitations. Alternative engineering solutions for further risk reduction is not feasible	OPEN	
1	OPERATION	Evans Street and all thresholds	Pedestrians may view threshold as pedestrian crossings, especially outside restaurants	Raised thresholds are marked such that they resemble pedestrian crossings and are located adjacent busy pedestrian areas	Vehicle colliding with pedestrian(s); misdirection of pedestrians and cyclists; Increased pedestrian vehicle and cyclist interactions.	Raised thresholds are positioned, where possible outside of the pedestrian common line of travel. In addition, vehicles will be parked over thresholds in most times.	3	3	MEDIUM	NO	Cannot control each pedestrian.	Vegetation proposed where possible and none is existing to deter pedestrians. Parking to be maintained on top of raised thresholds.	Inner West Council	3	1	LOW	Inner West Council	Impacts to on-street parking not feasible due to community significance	OPEN	
1	OPERATION	Evans Street	Speed humps are difficult for road users to see	Inadequate road lighting or marking of speed humps	Damage to vehicle; injury to occupants; unpredictable vehicle movements	Ongoing maintenance procedures	3	4	MEDIUM	NO	Out of design scope	Preliminary assessment on existing roading light locations. Transfer to Inner West Council	Inner West Council	-	-	ZERO / NOT SCORED	Inner West Council	The project is constrained by budgetary and time limitations. Alternative engineering solutions for further risk reduction is not feasible	OPEN	
1	MAINTENANCE	Evans Street	Wearing of thresholds - stencil with finishing processes, leading to poor marking visibility	Improperly specified or considered method for permanently marking raised thresholds	Damage to vehicle; injury to occupants; unpredictable vehicle movements	Ongoing maintenance procedures	1	3	LOW	YES		Surfacing to be consistent with IWC standards. Stencil not an application layer.. Concrete material preferred, stencil into finishing layer of concrete prior to setting.	TfNSW	1	2	LOW	TfNSW	Standard treatment in line with Australian standards and TfNSW specifications	OPEN	
1	MAINTENANCE	Evans Street	Drainage issues with threshold pooling water or change to existing street drainage regime	Improper location or design of raised threshold levels (not considering water movements)	Standing water or downstream impacts from changes to flow - potential for cyclist or vehicle collisions or uncontrolled movements to occur	Existing drainage pits in effect. De-clogging maintenance procedures post-flood in effect.	1	2	LOW	YES		Raised threshold stops at gutter lip so not anticipated to obstruct SW flows (though wider flow anticipated).	Inner West Council	1	1	LOW	Inner West Council	No obstruction to stormwater flow.	OPEN	
1	OPERATION	Belmore to Kenniff Street	Drainage system unable to manage flows	Large catchment from Belmore to Kenniff	Flooding, damage to property or causing an incident or injury	Existing drainage pits in effect. De-clogging maintenance procedures post-flood in effect.	3	2	LOW	YES		It is anticipated that overland flow paths for major storms will continue down Evans St rather than Kenniff, to downstream easement. No change in overland flow path or generated stormwater flows	Inner West Council	2	1	LOW	Inner West Council	No change to current drainage arrangement	OPEN	
1	OPERATION	Evans Street	Trucks double parked, stopping at no stop zones, damaging near businesses. Vehicles stopping on threshold may potentially cause impact between vehicles and awning	Inadequate accommodation for local traffic and business requirements	Deterioration of community relationship; vehicle or cyclist collisions; property damage	Existing no-stop zones in effect. Some limited police monitoring in the area.	2	3	LOW	NO	Out of design scope	Not a designated loading zone (no stopping zone). Assessment to be undertaken of vehicles parking and increased enforcement. Typically transport committee doesn't like converting no stopping to loading zones - less complaints and police to sort this out instead. Would lose parking if you had to sort out a loading zone as well (regulation around stopping zone 10m limit). Height of Awning estimated to be 3m above threshold level with delivery vehicles expected to be below 2.5m. Transfer to council	Inner West Council	2	2	LOW	Inner West Council	Council and law enforcement to be managed to reduce the ongoing risk	OPEN	Transfer to council

Transport Roads & Maritime Services

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1	OPERATION	Moodie Street	Raised threshold ramp starts at middle of cycle lane, rideability issues. Drivers engage in risky behaviour by driving in cycleway to avoid raised threshold.	Threshold design (location, arrangement) causing drivers to avoid.	Vehicle and cyclist collision; rideability compromised	Ramp start at edge of cycleway (kerb invert) instead of lip of gutter. Alternatively, just have a less steep slope extended to edge of cycleway instead of mid-way, or have it flushed with footpath (causes drainage issues, not preferred). Ideally, slope will be as flat as possible. Most people shouldn't be driving to the left as people focus on the tight corner instead. However, those turning left out of Moodie, also focused on turn.	3	4	MEDIUM	YES		Raised threshold width shortened to avoid obstruction to cycleways each side of road. Raised median separator provided to prevent vehicles from entering cycleway to avoid crossing threshold	Inner West Council	1	2	LOW	Inner West Council	Risk is reduced through engineering applications	OPEN	
1	OPERATION	Moodie Street intersection to Victoria Road	Same issue of pedestrians attempting to cross over on threshold	Threshold resembles pedestrian crossing and is located near busy pedestrian areas	Vehicle and pedestrian collision	Raised thresholds are positioned, where possible outside of the pedestrian common line of travel. In addition, vehicles will be parked over thresholds in most times.	3	3	MEDIUM	NO	Cannot control each pedestrian.	Median islands provided either side of raised threshold.	Inner West Council	3	1	LOW	Inner West Council	Risk is reduced through engineering applications	OPEN	
1	OPERATION	Moodie Street intersection to Victoria Road	Traffic issue of oncoming faster traffic into Moodie Street	Transition from higher speed limit area on Victoria Road (60km/h) to Moodie steet (50km/h) is likely to have higher-speed oncoming traffic at the intersection.	Vehicle and cyclist collision; rideability compromised; Vehicle and pedestrian collision.	Speed limit signs on roadside indicate slower speeds. Existing cyclist line markings indicate shared road path.	4	3	MEDIUM	NO	Cannot control road user	Raised threshold is within view of entering traffic. Vehcles will be forced to slow down to enter Moodie street	Inner West Council	4	2	MEDIUM	Inner West Council	Risk is reduced through engineering applications	OPEN	
1	DECOMMISION	Elizabeth Street	Obstruction of cycle route	Air quality monitoring system in cycleway design path	Cyclist collision; injury; loss of utility of cycleway	Signage to direct cyclist traffic.	3	5	HIGH	NO	Site constraints, out of scope, required for Rozelle tunnel	Works conducted after removal of air quality monitoring system, safety mitigation signs required and addressing with the team that erected the monitoring system.	TfNSW	-	-	ZERO / NOT SCORED	TfNSW		OPEN	Transfer to TfNSW
1	OPERATION	Elizabeth Street/Quirk Street	Obstruction of cycle route	Bollard in cycle lane	Cyclist collision; injury; loss of utility of cycleway	Signage to direct cyclist traffic.	3	4	MEDIUM	NO	Bollard required to prevent vehicles entering. Bollard is the best application for this area	Moved cycle lanes to the middle, and have landscaping on either side. One bollard in the middle (between bi-directional cycle lanes) to prevent traffic from parking in the path. Bollard painted yellow with reflectors in accordance with Australian standards	Inner West Council	3	1	LOW	Inner West Council	Risk is reduced through engineering applications	OPEN	
1	MAINTENANCE	Elizabeth Street/Quirk Street	Ongoing maintenance required for new vegetation	Designed vegetation controls require additional maintenance activities	Additional cost; workers exposed to working near traffic; Loss of vegetation as effective pedestrian control	Existing maintenance procedures and requirements communicated to subcontractors.	3	4	MEDIUM	YES		Use landscaping from list of species commonly used that requires less maintenance	Inner West Council	2	3	LOW	Inner West Council	Risk is reduced through engineering applications	OPEN	
1	OPERATION	Elizabeth Street/Quirk Street	Garbage and vehicles may have to U-turn	Narrow vehicle access on dead-end street.	Vehicle collision; unpredictable vehicle movements; property damage	Garbage truck operators well trained in narrow street manouevers.	2	1	LOW	NO	Out of design scope	It is understood that garbage trucks do not access all the way to the dead end. Design to ensure we are not limiting available space for manoeuvring. If constraints required, seek further advice. Follow up required for bin truck procedure narrow street in particular. Transfer to council for on-going assessment	Inner West Council	2	1	LOW	Inner West Council		OPEN	Transfer to council
1	OPERATION	Elizabeth Street/Quirk Street	Line markings and signage don't assist traffic and wayfinding	Poor or unclear signage and line marking	Obstructed cycleway; vehicle-cyclist interactions	Signage complies with Australian standard formats.	3	4	MEDIUM	YES		Moved cycle lanes to the middle, and have landscaping on either side. One bollard in the middle (between bi-directional cycle lanes) to prevent traffic from parking in the path.	Inner West Council	3	1	LOW	Inner West Council	Risk is reduced through engineering applications	OPEN	
1	OPERATION	Gordon Street	College - students may use threshold as pedestrian crossings	Raised thresholds are marked such that they resemble pedestrian crossings and are located adjacent busy pedestrian areas	Vehicle-pedestrian interactions	Signage to direct pedestrian traffic. Thresholds sufficiently well painted to warn traffic to slow down.	4	2	MEDIUM	NO	Site constraints, out of scope	Vegetation to be provided to deter pedestrians crossing at thresholds. Upgrade wayfinding signage to direct pedestrian flow	Inner West Council	4	1	LOW	Inner West Council	Risk is reduced through engineering applications	OPEN	
1	OPERATION	Gordon Street	Cyclist directional lane markings are obstructed	Threshold installed over existing cyclist directional lane markings	Cyclist confusion; cyclist-vehicle interactions	Signage complies with Australian standard formats.	3	3	MEDIUM	YES		Reinstate cyclist markings further down the road (closer to Quirk Street intersection).	Inner West Council	3	1	LOW	Inner West Council	Risk is reduced through engineering applications	OPEN	
1	OPERATION	Gordon Street and all other locations	Cyclists do not correctly navigate the preferred route	Wayfinding signs for preferred cyclist route not effective	Increased cyclist-vehicle interactions;	Signage complies with Australian standard formats.	3	2	LOW	YES		Existing signage re-instated and additional signage provided	Inner West Council	3	1	LOW	Inner West Council	Risk is reduced through engineering applications	OPEN	
1	OPERATION	Hornsey Street / Alfred Street	Downhill Street and traffic volumes approaching at speed causing potential collision	Signage and traffic calming not effective. Line of sight issues	Vehicle-cyclist collision	Signage complies with Australian standard formats; line markings indicate shared path clearly. Observed speed limits appropriate for shared user road (50km/h).	4	3	MEDIUM	YES		Increase on-street signage and line marking for cyclists in the middle of the street just north of Hornsey street. Change signage to direct traffic out of Hornsey and Alfred Street with stop sign instead of existing give-way. As discussed, cyclists expected to take the middle lane of Gordon Street to improve sightlines. Rubber speed cushions provided along Gordon Street either side of Alfred st	Inner West Council	3	2	LOW	Inner West Council	Risk is reduced through engineering applications	OPEN	

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1	OPERATION	Gordon and Alfred Street intersection	Proximity of proposed threshold to existing disability parking and intersection	Raised threshold may impact disability parking and intersection	Reduced accessibility;	Signage to direct pedestrian traffic. Thresholds sufficiently well painted to warn traffic to slow down. Stakeholders informed prior to construction. Ramps still in effect.	2	3	LOW	YES		Threshold - formalise give way line marking and sign OR stop sign. Next to disability parking, currently using corner pram crossing. May need concrete ramp for wheelchair users or prams, further stakeholder consultation required. Stakeholder consultation: nearby residences, targeted engagement to understand access requirements, mitigate concerns, disability: assume it's being used by various people, consider broad-stroke standard, and whether access will be changed Threshold positioned outside of on street car space	Inner West Council	1	2	LOW	Inner West Council	Risk is reduced through engineering applications Council/ TfNSW to undertake community engagement	OPEN	Transfer to TfNSW/ Council
1	OPERATION	Gordon and Alfred Street intersection	Cyclist travelling slower than through traffic uphill Gordon Street.	Elevation change along preferred cyclist route	Vehicle-cyclist interaction; decreased traffic flow	Observed speed limits appropriate for shared user path (50km/h).	4	3	MEDIUM	YES		Consider reducing posted sign speed from 50 to 40km/h, require some further assessment. Additional traffic-calming measures on Gordon Street provided in the form of rubber speed cushion with gap to allow cyclists to pass un-obstructed	Inner West Council	3	2	LOW	Inner West Council	The project is constrained by time limitations. Some engineering solutions provided for now with alternative engineering solutions for further risk reduction is not feasible at this time	OPEN	
1	MAINTENANCE	Darling Street to Evans Street on Belmore	Deterioration of speed hump - less effective speed control measure	Not resurfacing asphalt speed hump - potential maintenance weakness / issue with creating a joint in resurfacing. Potential increase in community disapprobation.	Community disapprobation; speeding vehicles	Maintenance personnel briefed and kept on schedule for routine upgrades.	2	2	LOW	YES		Review by TfNSW has deemed that all these speed cushions with the exception of the middle on Red Lion are in good working condition. Middle cushion on red lion street to be re-constructed	Inner West Council	1	1	LOW	Inner West Council	Risk is reduced through engineering applications	OPEN	
1	MAINTENANCE	All proposed raised thresholds	Failure of pavement	Pavement design with different materials not able to withstand deceleration of vehicles	Property damage; increased maintenance	Low speed environment	2	4	MEDIUM	YES		Speed is anticipated to be lowered below current speed limit as part of the larger area speed limit strategy Maintenance personnel briefed and kept on schedule for routine upgrades.	Inner West Council	-	-	ZERO / NOT SCORED	Inner West Council	Further mitigation to be undertaken as per separate project	OPEN	Transfer to Council
1	MODIFICATION	Red Lions to Evans intersection. General issue across projects	Pedestrians directed into the middle of traffic	Kerb ramps showing old design of directing to middle of intersection. Non-compliant accessibility wayfinding.	Increased pedestrian-vehicle and cyclist interactions	Signage to direct pedestrian traffic. Traffic calming measures including signage to slow vehicle traffic speeds.	3	2	LOW	NO	Out of design scope	Pedestrians will take the shortest route to cross the road which is directly across to the opposite side of red lion street. Existing utility pits within the vicinity making it difficult to adjust	Inner West Council	3	1	LOW	Inner West Council	Not feasibly due to existing infrastructure	OPEN	
1	CONSTRUCTION	All Areas	Excessive noise, vibration and dust	Design requires noisy and vibrating equipment or activities. Proximity of sensitive receptors to work site	Community issues; illness or injury; property damage	Construction pollution management procedures as per standard Australian requirements. Subcontractors well-briefed before commencing works.	3	4	MEDIUM	NO	N/A	Transfer to awarded contractor	TfNSW	-	-	ZERO / NOT SCORED	TfNSW	Transfer to awarded contractor	OPEN	Transfer to awarded contractor
1	CONSTRUCTION	Bellmore Street	Medical centre access is obstructed	Construction work (location and type required by design) cause obstruction of Medical Centre	Community disapproval; Reduced quality or accessibility of healthcare	Signage to direct pedestrian traffic. Stakeholders informed and consulted for optimal procedures prior to construction.	3	4	MEDIUM	NO	N/A	Transfer to awarded contractor	TfNSW	-	-	ZERO / NOT SCORED	TfNSW	Transfer to awarded contractor	OPEN	Transfer to awarded contractor
1	CONSTRUCTION	All proposed raised thresholds	Open excavations adjacent to traffic during construction of raised thresholds	Unlikely to be able to close roads to traffic to construct thresholds full width, and they will need to be constructed in stages	Public traffic enters construction zone	Stakeholders informed and consulted for optimal procedures prior to construction. Signage to direct traffic; traffic calming measures; lollipop workers to direct and slow traffic. Decreased speed limits to working zone (40km/h)	3	4	MEDIUM	NO	N/A	Investigate use of high early strength concrete. Undertake works outside of peak traffic periods. Transfer to awarded contractor	TfNSW	-	-	ZERO / NOT SCORED	TfNSW	Transfer to awarded contractor	OPEN	Transfer to awarded contractor
1	OPERATION	All proposed cycle routes and road sharing	Cyclists utilising the shared environment and potential for conflict between different road users (pedestrians, cyclists and vehicles) across the project during the operational lifecycle phase	Shared road path between multiple users may lead to natural conflicts when in close proximity.	Increased vehicle and cyclist interactions.	Signage to direct pedestrian and vehicle traffic in accordance with Australian standard requirements.	4	3	MEDIUM	YES		Signage and line markings for shared environment. Landscaping as traffic calming and to separate road users. This is an existing route mainly used by locals that should be well acquainted to the arrangement. Traffic calming measures have been implemented.	Inner West Council	2	2	LOW	Inner West Council	Risk is reduced through engineering applications	OPEN	

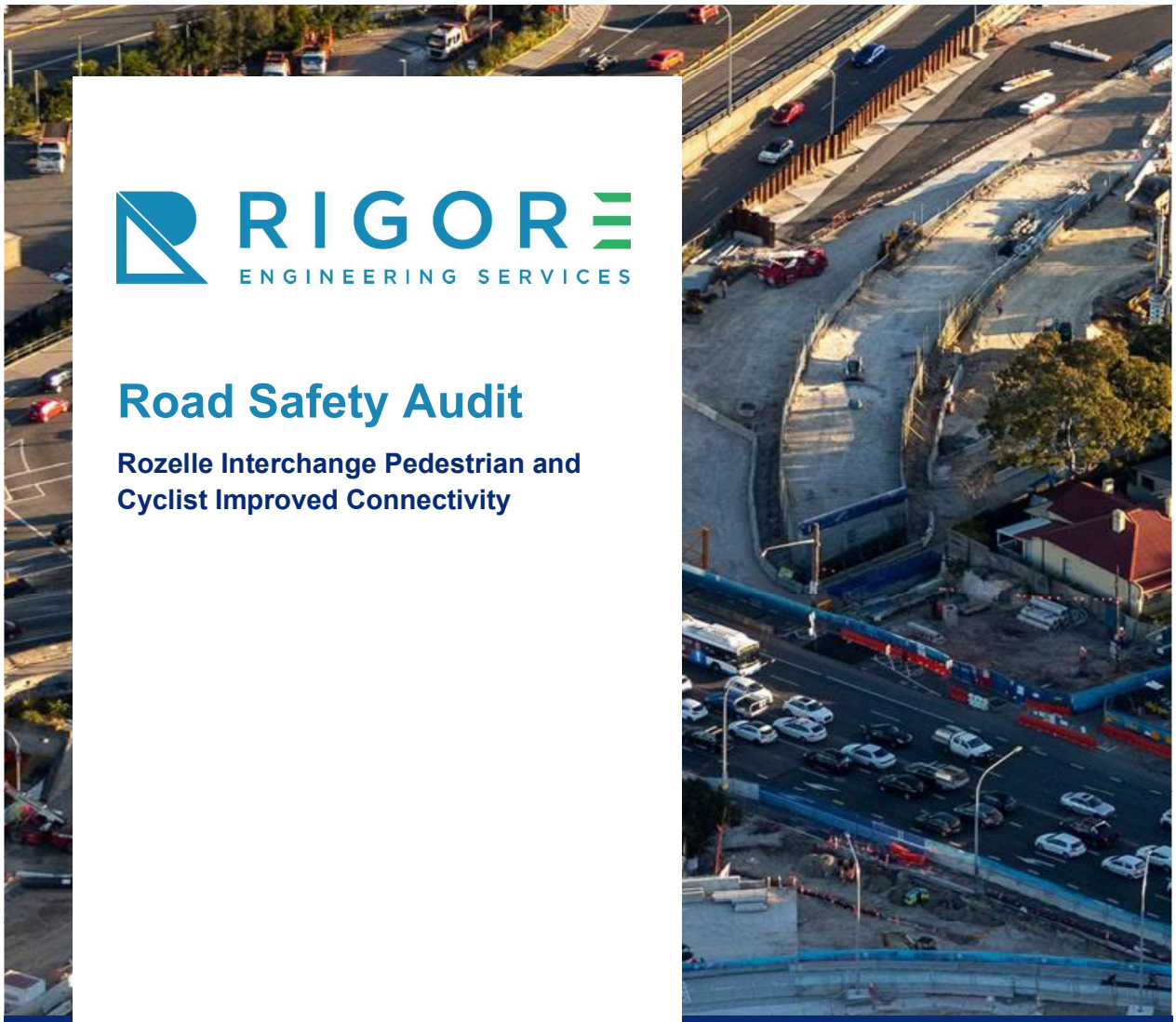
Constructability Issues Register for Rozelle Cycleway

100% Detailed Design Constructability Issues Identified

Item No	Location	Project Issue	Relevant Project Document	Improvement action or alternative suggestion	Status	Responsible Party	Action Undertaken So Far
1	Belmore St and Red Lion Street	Mill and resheet requires roads to be closed off. Construction affects on street parkin	3498689-CA-140-148	Daytime construction may be considered for businesses opened during night time? Construction methods to be consulted with TfNSW, Council, subcontractors, and relevant stakeholders to determine the most appropriate times to undergo works.	Open	TfNSW	
2	Belmore Street	Construction noise may cause issue with medical centres	General	TfNSW to consult with appointed contractor on mitigation of noise pollution.	Open	TfNSW	
3	Evans Street and all raised thresholds	Businesses and residents nearby during construction during island and resheeting. Evans street heavily trafficked. Needs to be outside of peak hour. Noise issues	3498689-CA-140-148	Half width construction of raised threshold. Investigate concrete threshold curing time period.	Open	TfNSW	
4	Belmore St and Red Lion Street	Maintaining vehicle access at Belmore and Red Lion Street	3498689-CA-140-148	Potential to provide access through staging in narrow strips	Open	TfNSW	
5	Waterloo/darling intersection	Raised thresholds - Full width or half/half	3498689-CA-110 3498689-CA-148 3498689-CA-150 3498689-CA-151 3498689-CA-170 3498689-CA-180	Excavation required and interface of half a raised threshold and not would result in a lip. Ideally do in one go. Concrete, surfacing - stencilled paint on concrete hatch/flat top area. Road closures how long ? Need to touch on specs - concrete strength 40MPa rapid strength to be investigated. Rat run, so do during day-time, contraflow traffic management - outside peak	Open	Beca/ TfNSW	
6	Evans Street and all raised thresholds	Underground utilities - may prevent installation of landscaping\shrubbery to control movement of pedestrians and traffic, especially as raised thresholds are often mistaken by pedestrians as pedestrian crossings.		Contractor to assess any underground utilities in the area before commencing work	Open	Awarded contractor	
7	Raised Threshold markings	Installation of suitably permanently marked raised thresholds within the time constraints from the need to maintain road operability.		TfNSW have details of method for casting markings into concrete. Cure time to traffickability unclear, use of a rapidset or early strength mix could be considered	Closed	Beca	TfNSW Specification R54 to be used for construction
8	All locations	Reducing the frequency of maintenance activities required and therefore exposure to HSiD risk during the maintenance lifecycle phase by utilising low maintenance materials, finishes and landscaping		Mill and resheet to be designed with appropriate design life. Concrete or asphalt on each threshold will have materials selected with appropriate design life. Maintenance lifecycle to use appropriate maintenance materials, finishes and landscaping. Vegetation proposed is in line with IWC standards for low maintenance requirements.	Closed	Beca	IWC Specification R5 to be used for construction of Mill and resheet. Vegetation in line with IWC standards proposed
9	All locations	Ensuring the works do not impact safe access for properties during the construction and operational lifecycle phases		Adjusted threshold positions and locations to allow safe access to private properties. Construction: locations still allow safe access.	Closed	Beca	Raised thresholds have been postioned outside of vehicle cross over points
		Community parking: Retaining as much on-street car parking throughout the area Minimising operations and access along route during construction.		Daytime construction may be considered for businesses opened during night time? Construction methods to be consulted with TfNSW, Council, subcontractors, and relevant stakeholders to determine the most appropriate times to undergo works.	Open	TfNSW	

C

Appendix C – Road Safety Audit



RIGOR
ENGINEERING SERVICES

Road Safety Audit

Rozelle Interchange Pedestrian and Cyclist Improved Connectivity

RES2209.02.81-Road Safety Audit
Date: 14/03/2023
Version: 1.1
Author: Zach Walgers

Revision History

Date	Version	Author	Approved	Change Reference
13/01/2023	0.1	Z. Walgers	J. Gorrie / C. Oakes	Draft Audit Report
18/01/2023	1.0	Z. Walgers	J. Gorrie / C. Oakes	Final Audit Report
14/03/2023	1.1	A. Seip	D. Finn	Responses included

Contents

1. Audit Statement

Project Name:	**Rozelle Interchange Pedestrian and Cyclist - Road Safety Audit**
Client:	Beca
Client Representative:	Alex Seip – Senior Civil Designer
Contact Details:	Phone: 0401 045 510 Email: alex.seip@beca.com
Auditors:	James Gorrie (RSA-02-0732 - Level 3) – Lead Road Safety Auditor Chris Oakes (RSA-02-1143 - Level 3) – Lead Road Safety Auditor Zach Walgers (RSA-02-1502 - Level 2) – Road Safety Auditor
Audit Type	Detailed Design (80%)
Commencement Meeting:	Thursday 22nd December 2022 between 1:30pm and 2:00pm
Audit Date:	Monday 2nd January 2023 between 6:00pm and 9:00pm
Completion Meeting:	Wednesday 18th January 2023 between 12:30pm and 1:30pm
Previous Audits:	Nil

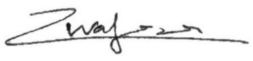
We, the undersigned, declare that we have reviewed the material and data listed in this report and identified the risks to road safety listed in Section 4. The reasons are given to explain why an identified item is considered a risk to road safety. The auditors listed are independent to the project.

It should be noted that while every effort has been made to identify potential safety problems, no guarantee can be made that every problem or deficiency has been identified.

It is recommended that identified risks to road safety be investigated and corrective actions implemented as soon as practicable.

James Gorrie
Lead Safety Auditor (RSA-02-0732 - Level 3) Date: 18/01/2023

Chris Oakes
Road Safety Auditor (RSA-02-1143 - Level 3) Date: 18/01/2023



Zach Walgers
Road Safety Auditor (RSA-02-1502 - Level 2) Date: 18/01/2023

2. Introduction

Rigore Engineering Services has been engaged by Chris Morley – Technical Director, Transport Advisory BECA to conduct a road safety audit on the Rozelle Interchange Pedestrian & Cyclist Connectivity Works at 80% Detailed Design in Rozelle, Sydney NSW.

Figure 1 - Locality Plan

2.1. Project Description

The Rozelle Interchange is a new underground motorway interchange which provides connectivity to the M4-M5 Link Tunnels and the City West Link, and underground bypass of Victoria Road between Iron Cove Bridge and Anzac Bridge. The Rozelle Interchange also provides a connection to the future Western Harbour Tunnel.

The Rozelle Interchange Pedestrian and Cyclist Improved Connectivity project includes upgrades on Victoria Road and within the adjacent local streets.

The project will improve two existing cycle routes within the Rozelle Active Transport Network (ATN) and provide for safer, more direct and attractive routes linking the Iron Cove Bridge to the Anzac Bridge on either side of the Victoria Road corridor.

2.2. Information Provided

The following documents and information were provided to assist with the audit:

- Rozelle Cycleway - HSiD Workshop Pre-Briefing.pdf, dated 22nd December 2022
- 3498689-CA-Combined set-WIP.pdf, plotted 22nd December 2022 (drawing list below)

DRAWING NUMBER	DRAWING TITLE	REVISION	PROVIDED (Y/N)
3498689-CA-0000	COVER PAGE AND DRAWING LIST	A	Y
3498689-CA-0001	GENERAL NOTES	A	Y
3498689-CA-0002	OVERALL LAYOUT PLAN	A	Y
3498689-CA-0110	MOODIE STREET & VICTORIA ROAD SITE LAYOUT - SHEET 1 OF 3	A	Y
3498689-CA-0111	NOT IN USE	-	-
3498689-CA-0112	NOT IN USE	-	-
3498689-CA-0113	NOT IN USE	-	-
3498689-CA-0114	NOT IN USE	-	-
3498689-CA-0115	NOT IN USE	-	-
3498689-CA-0130	WATERLOO STREET SITE LAYOUT - SHEET 1 OF 1	A	Y
3498689-CA-0131	NOT IN USE	-	-
3498689-CA-0140	BELMORE STREET PAVEMENT LAYOUT SHEET 1 OF 5	A	Y
3498689-CA-0141	BELMORE STREET PAVEMENT LAYOUT SHEET 2 OF 5	A	Y
3498689-CA-0142	BELMORE STREET PAVEMENT LAYOUT SHEET 3 OF 5	A	Y
3498689-CA-0143	BELMORE STREET PAVEMENT LAYOUT SHEET 4 OF 5	A	Y
3498689-CA-0144	BELMORE STREET PAVEMENT LAYOUT SHEET 5 OF 5	A	N
3498689-CA-0145	RED LION STREET PAVEMENT LAYOUT SHEET 1 OF 5	A	Y
3498689-CA-0146	RED LION STREET PAVEMENT LAYOUT SHEET 2 OF 5	A	Y
3498689-CA-0147	RED LION STREET PAVEMENT LAYOUT SHEET 3 OF 5	A	Y
3498689-CA-0148	RED LION STREET PAVEMENT LAYOUT SHEET 4 OF 5	A	Y
3498689-CA-0149	RED LION STREET PAVEMENT LAYOUT SHEET 5 OF 5	A	N
3498689-CA-0150	EVANS STREET SITE LAYOUT - SHEET 1 OF 2	A	N
3498689-CA-0151	EVANS STREET SITE LAYOUT - SHEET 2 OF 2	A	N
3498689-CA-0152	NOT IN USE	-	-
3498689-CA-0153	NOT IN USE	-	-
3498689-CA-0154	NOT IN USE	-	-
3498689-CA-0155	NOT IN USE	-	-
3498689-CA-0156	NOT IN USE	-	-
3498689-CA-0157	NOT IN USE	-	-
3498689-CA-0161	QUIRK STREET FINAL PHASE SITE LAYOUT - SHEET 1 OF 1	A	Y
3498689-CA-0170	GORDON STREET SITE LAYOUT - SHEET 1 OF 1	A	Y
3498689-CA-0171	GORDON STREET SIGNAGE & LINEMARKING - SHEET 1 OF 1	A	N
3498689-CA-0180	ALFRED STREET SITE LAYOUT - SHEET 1 OF 1	A	N
3498689-CA-0200	TYPICAL DETAILS SHEET 1	A	Y

2.3. Audit Scope

The Road Safety Audit was conducted in accordance with relevant Austroads Guides to Road Safety, inclusive but not limited to *Austroads Guide to Road Safety Part 6: Road Safety Audits 2022* including the application and consideration of Safe System principles.

The Rigore Road Safety Audit team has undertaken the audit by embedding Safe Systems principles. This is achieved by applying our knowledge, experience and understanding of the Safe Systems Framework to document findings in a manner that describes the road user exposure, crash likelihood and crash severity.

The identification and removal or treatment of road elements that may contribute to crash occurrence or crash severity is a key component of the safe system approach to road safety. A safe system acknowledges that human error within the transport system is inevitable and that when it does occur the system makes allowance for these errors to minimise the risk of serious injury or death. In a safe system, therefore, roads (and vehicles) should be designed to reduce the incidence and severity of crashes when they inevitably occur.

Four key principles form the basis of the Safe System philosophy, as outlined in *Guide to Road Safety Part 1: Introduction & The Safe System*:

- People make mistakes that can lead to road crashes
- The human body has a limited physical ability to tolerate crash forces before harm occurs
- A shared responsibility exists amongst those who plan, design, build, manage and use roads and vehicles and those who provide post-crash care to prevent crashes resulting in serious injury or death
- All parts of the system must be strengthened to multiply their effects; so that if one part fails, road users are still protected.

Safer road user behaviour, safer speeds, safer roads, and safer vehicles are the four key elements that make up a safe system. In relation to speed, the *Guide to Road Safety Part 3: Safe Speed*, using Wramborg curves, outlines the relationships between a motorized vehicle collision speed and the probability of a fatality for different crash configurations:

Often refer to as the Safe System speeds, the following aspirational operating speeds are as follows:

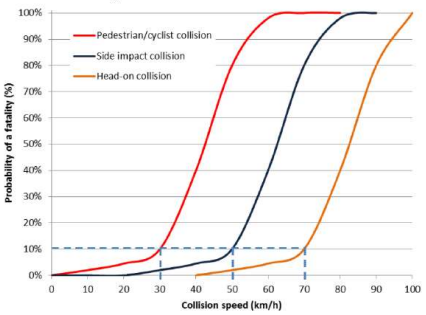
30km/h where there is the possibility of a collision between a vulnerable road user and a passenger vehicle or where there is the possibility of a side impact with a fixed object such as a tree or pole

50km/h where there is the possibility of a right-angle collision between passenger vehicles

70km/h where there is the possibility of a head-on collision between passenger vehicles

≥100 km/h where there is no possibility of side or frontal impact between vehicles or impacts with vulnerable road user impacts.

Figure 2.6: Relationships between a motorised vehicle collision speed and probability of a fatality for different crash configurations



Source: Jurewicz et al. (2015a) and based on Wramborg (2005)

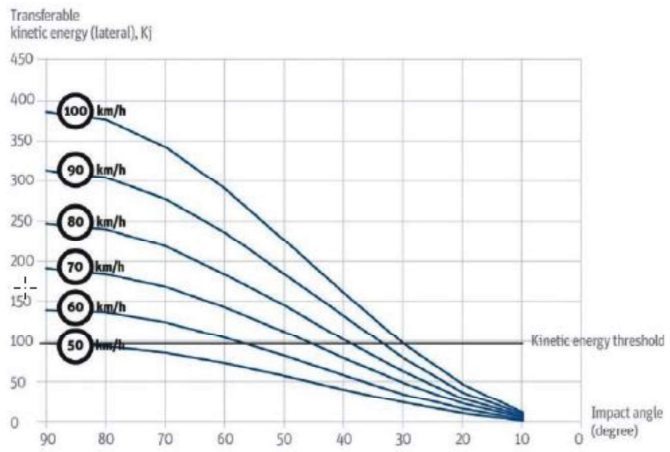
NOTE: *presently there is only limited evidence on cyclist and motorcyclist injury thresholds and an assumption is often made that their injury potential is the same as the pedestrian curve. The curves only represent passenger car interactions and do not account for young and elderly people and heavy vehicles. The curves are also limited in that they only provide the probability of fatality and not serious injury and there is little published evidence demonstrating the origins of the curves.*

2.4. Primary Considerations

Complimentary to the Safe Systems Approach, the following primary factors are evident for consideration on this project. The report herein has been undertaken based on the below primary considerations:

2.4.1. Influence of impact angle and travel speed on transferable kinetic energy

Figure 2.2 Influence of impact angle and travel speed on transferable kinetic energy

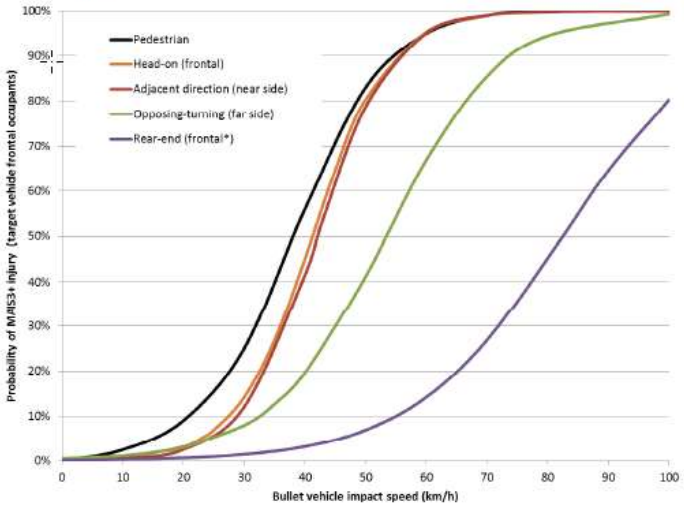


Source: ITF (2016), based on Candappa et al. (2015).

Reference: Extract Austroads Guide to Traffic Management Part 6- 2020

2.4.2. Relationship between vehicle speed and the likelihood of Severe Injury

Figure C1 1: Proposed model of severe injury probability vs bullet vehicle impact speeds in different crash types



Reference: Extract Austroads Guide to Traffic Management Part 6 2020

2.4.3. Separation or mixed traffic

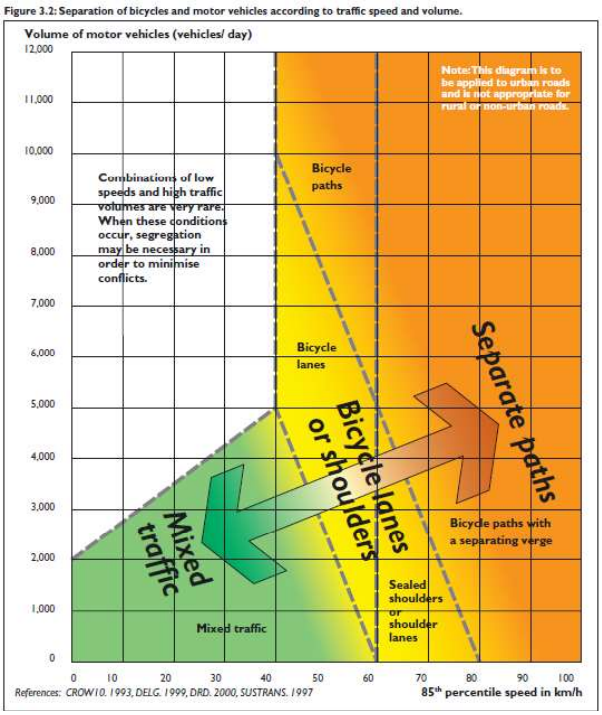


Figure 3.2: Separation of bicycles and motor vehicles according to traffic speed and volume.

Figure 3.2 of the NSW Bicycle Guidelines provides guidance on the selection of separated or mixed facilities. The relationship between the prevailing traffic speed and volume is an important factor in the decision to provide physical separation. It is always important to consider the degree of separation, either visual (lanes or shoulder), or physical (bike paths), to be provided.

Reference: Extract NSW Bicycle Guidelines 2005

2.4.4. Mixed traffic conditions

The table below provides an example of how different treatments can be applied in response to differing conditions:

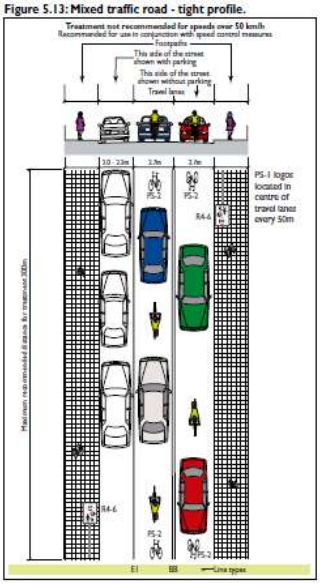


Figure 5.13: Mixed traffic road - tight profile.

Table 4.2: Options for bicycle provision on 12.8m streets

Street conditions	Treatment options
High traffic volumes	Re-route through traffic eg: creating a one-way paired street with a wide one-way bike lane in each Remove vehicle parking on one side to widen bicycle lanes
High traffic speeds	Lower speed environment Introduce bicycle compatible traffic calming measures
Moderate traffic speeds and volumes	Use bicycle shoulder lanes (see Section 5.1.2)
Low car parking demand	Remove parking from one side to widen bicycle lanes
Uphill slope	Wide bicycle lane on uphill side and mixed traffic on downhill side of street
Residential streets	Restrict vehicle street access with bicycle compatible LATM treatments

Reference: Extract NSW Bicycle Guidelines 2005

Reference: Extract NSW Bicycle Guidelines 2005

2.4.5. References

The following list or references provided background information during the audit process:

- TNSW Guidelines for Road Safety Audit Practices (2011)
- Austroads: Guide to Road Safety Part 6: Road Safety Audit (2022)
- Austroads: Guide to Road Design, Road Safety, Traffic Management and RMS Supplements
- Australian Standards AS1742 – Manual of Uniform Traffic Control Devices and RMS Supplements

2.4.6. Exclusions

A road safety audit:

- is **not** a way of assessing or rating a project as good or poor
- is **not** a means of ranking or justifying one project against others in a works program
- is **not** a way of rating one option against another
- is **not** a check of compliance with standards
- is **not** a substitute for design checks
- is **not** a crash investigation
- is **not** a redesign of a project
- is **not** to be applied only to high-cost projects or only to projects involving safety problems
- is **not** the name used to describe informal checks, inspections, or consultation.

2.4.7. Audit Team

In accordance with the *Austroads Guide to Road Safety Part 6: Road Safety Audits* minimum audit team requirements, Rigore has provided the following independent audit team.

James Gorrie (Rigore)

Position:	Lead Road Safety Audits
Experience:	17+ years
Education:	Master of Engineering | Bachelor of Engineering Technology
Qualifications:	MIEAust CPEng NER APEC Engineer
Accreditations:	Level 3 Lead/Snr Road Safety Auditor NSW | VIC | QLD | SA | Treatment of Crash Location | Prepare a Workzone TMP

Chirs Oakes (Beca)

Position:	Lead Road Safety Audits
Experience:	20+ years
Education:	Master of Engineering Management | Diploma of Civil Eng
Qualifications:	GMICE
Accreditations:	Level 3 Lead Road Safety Auditor NSW

Zach Walgers (Rigore)

Position:	Road Design & Review | Road Safety Audits
Experience:	6 + years
Education:	Associate Degree in Engineering (Civil)
Qualifications:	AMIEAust
Accreditations:	Level 2 Lead Road Safety Auditor NSW

2.4.8. Site Inspections

A site inspection was undertaken by James Gorrie (Lead Road Safety Auditor), Zach Walgers (Road Safety Auditor) and Chris Oaks (Road Safety Auditor) on Monday 2nd January 2023 between 6:00 and 9:00pm. During the site inspection the audit team walked the route in both directions during both the daylight and nighttime. The site inspection provided the audit team an appreciation of the road function, surrounding land use and the current condition of the road infrastructure, providing further context for the understanding of the level of exposure and potential outcomes when identifying and assessing road safety deficiencies.

2.4.9. Commencement Meeting

The Commencement Meeting was held via MS Team Meeting on the Thursday 22nd December 2022 between 1:30pm and 2:00pm. In attendance were James Gorrie (Rigore, Lead Road Safety Audits), Chris Oakes (Beca, Road Safety Auditor) and Alex Seip (Beca, Client Representative). The Commencement Meeting provided the opportunity to define the extent and purpose of the audit. The audit team provided Alex with an overview of the proposed approach and indicative timeframe.

2.4.10. Completion Meeting

The Completion Meeting was held via MS Team Meeting on Wednesday 18th January 2023 between James Gorrie – Lead Road Safety Auditor, Chris Oakes – Road Safety Auditor, Zach Walgers – Road Safety Audit and Alex Seip – Beca representative. The draft report was discussed in detail with Alex providing verbal comments on the findings for consideration and incorporation in the final audit report.

3. Risk Assessment Framework

The Austroads system of risk assessment has been applied to issues identified in the audit with the relative characteristics as follows:

Table 3.1: How often is the problem likely to lead to a crash?

Likelihood	Description
Almost certain	Occurrence once per quarter
Likely	Occurrence once per quarter to once per year
Possible	Occurrence once per year to once every three years
Unlikely	Occurrence once every three years to once every seven years
Rare	Occurrence less than once every seven years.

Table 3.2: What is the likely severity of the resulting crash type?

Severity	Description	Examples
Insignificant	Property damage	Some low speed collisions Pedestrian walks into object (no head injury) Car reverses into post
Minor	Minor first aid	Low speed collisions Pedestrian walks into object (minor head injury) Cyclists fall from bicycle at low speed
Moderate	Major first aid and/or presents to hospital (not admitted)	Some low to medium -speed collisions Cyclists fall from bicycle at moderate speed Left-turn rear-end crash in a slip lane
Serious	Admitted to hospital	High or medium -speed vehicle / vehicle collision High or medium -speed single vehicle collision with fixed road side object Pedestrian struck at high speed
Fatal	At scene or within 30 days of the crash.	High speed multi vehicle crash on Freeway. Car runs into crowded bus stop. Bus and petrol tanker collide Collapse of bridge or tunnel

Table 3.3: The resulting level of risk

			Severity*				
			Insignificant	Minor	Moderate	Serious	Fatal
			Property Damage	Minor first aid	Major first aid and/or presents to hospital (not admitted)	Admitted to hospital	Death within 30 days of the crash
Likelihood (includes exposure)	Almost Certain	One Per Quarter	Medium	High	High	Extreme (FSI)	Extreme (FSI)
	Likely	Quarter to 1-year	Medium	Medium	High	Extreme (FSI)	Extreme (FSI)
	Possible	1 to 3 years	Low	Medium	High	High (FSI)	Extreme (FSI)
	Unlikely	3 to 7 years	Negligible	Low	Medium	High (FSI)	Extreme (FSI)
	Rare	7 years +	Negligible	Negligible	Low	Medium (FSI)	High (FSI)

Safe System Crash Outcome Threshold

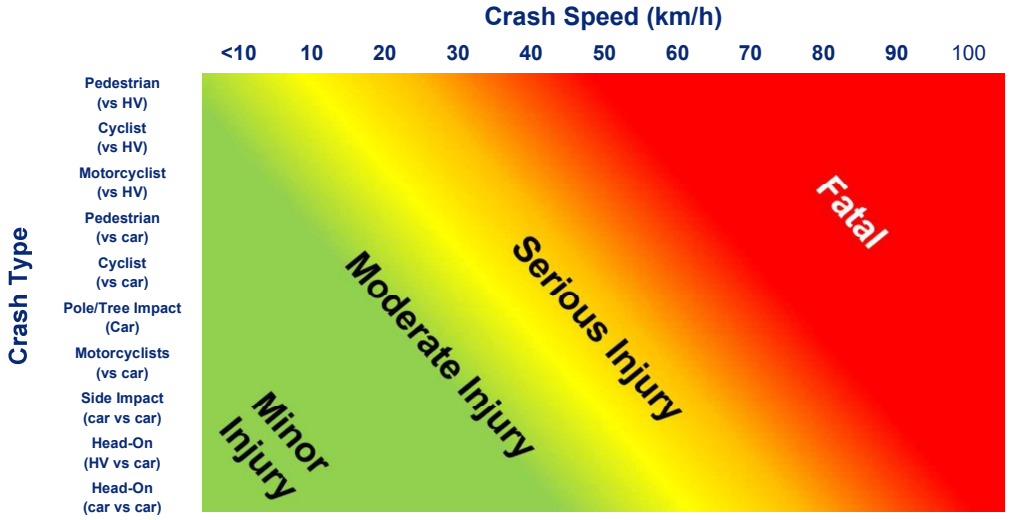
The treatment that Austroads recommend for the above levels of risk is shown in Table 3.4.

Table 3.4: Treatment approach

Risk	Treatment
Extreme	Must be corrected regardless of cost
High	Should be corrected or the risk significantly reduced even if the treatment cost is high
Medium	Should be corrected or the risk significantly reduced even if the treatment cost is moderate, but not high
Low	Should be corrected or the risk significantly reduced if the treatment cost is low
Negligible	No action required

The risk matrix above shown in *Table 3.3*, is aligned to Safe System principles and has been designed to be used with consideration of a severity guidance sheet which was developed by the Project Working Group. The PWG comprising of representatives from state and local road agencies was established with the primary objective of consolidating and updating the previously issued Parts 6 and 6A (Austroads 2019).

Table 3.5: The severity guidance sheet – to be used with the risk matrix



4. Audit Results

The results of the audit observations and findings have been reported in two categories:

1. General Observations
2. Identified Risks

The audit findings are provided in Table 4.1 to Table 4.2, together with their risk ranking, as determined using the risk assessment tables in Section 3.

This audit has provided the insights of an independent team to highlight potential road safety deficiencies that should be formally considered by the client representative. The responsibility of responding to the findings of a road safety audit rests with the client, not with the Auditor. The client is under no obligation to accept the audit findings. It is also noted that it is not the role of the Auditor to agree to or approve the client responses to the audit.

4.1. General Observations

ID	General Observations
4.1.1	The scope of works highlighted in, *22.0000137059.1495 RFT Rozelle Interchange Pedestrian Cyclist Connectivity Works* is to include the detailed design of line marking, delineation, cycleway separation, raised thresholds, intersection improvements/upgrades, and minor civil works, between Springside Street and Robert Street. There are inconsistencies with the scope of works and '*Rozelle Interchange – Pedestrian and Cyclists Improved Connectivity 80% Detailed Design'* drawings. Stated in the scope, the Waterloo St, Darling St Intersection is to include a kerb re-alignment creating a 1.4m contraflow lane, raised threshold and vehicle lane re-alignment. These proposals are not reflected in the design drawings. The proposed scope of works conflicts with the detailed drawings on what is needed for construction.

2.1.3 Waterloo Street, Darling Street and Belmore Street Intersection

The design at this location is to include the following as a minimum:

(i) Re-alignment of the kerb to create room for a 1.4m wide contraflow lane.
(ii) Raised threshold to improve pedestrian connection across Belmore Street.
(iii) Vehicle lane re-alignment.

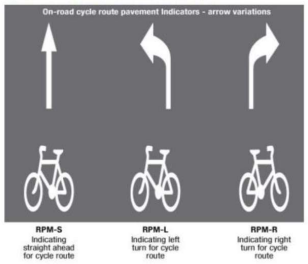
Extract: 22.0000137059.1495 RFT Rozelle Interchange Pedestrian Cyclist Connectivity Works

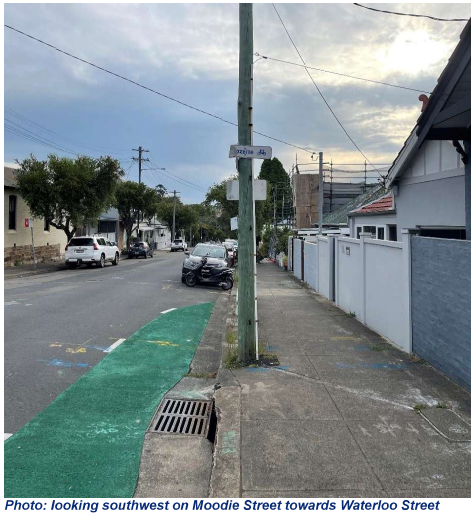
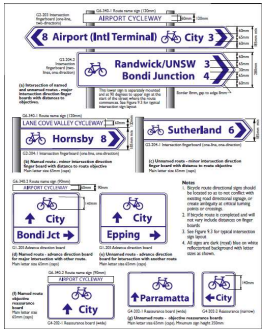
Drawing Reference: Drawing No. 3498689-CA-0200 Waterloo St Site Layout

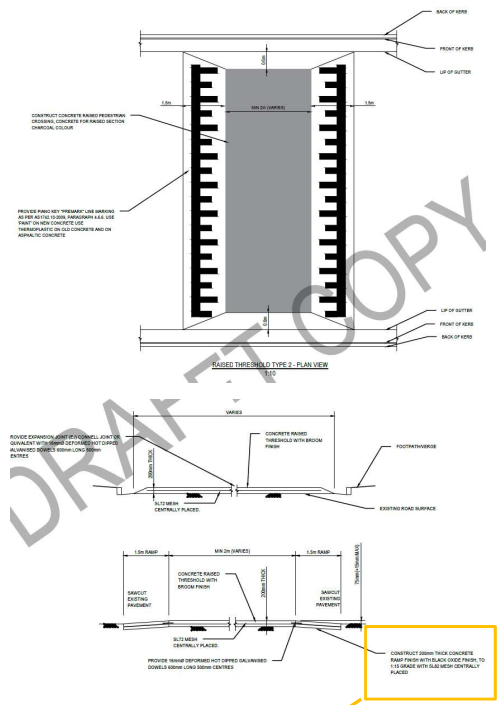
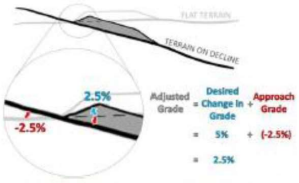
ID	General Observations
4.1.2	It was observed at the time of the inspection that the pavement condition of Waterloo St is poor. There are numerous pavement failures and defects along the entire length of the street. This may impact cyclists' ability to ride smoothly and safely which is exacerbated with inexperienced and younger riders. The poor condition of the road pavement may also detract cyclists from wanting to travel this route forcing them onto other and potentially unsafe parts of the road network.  ***Photo: looking southeast on Moodle Street towards Darling Street.***
4.1.3	Non-standard "No Through Road" G9-18 signs have been implemented. The existing G9-18 signs in place are fluorescent yellow with black text. The Lack of consistent signage with the rest of the network may create confusion for road users.   ***Photo (left): looking southeast on Kenniff Street towards Elizabeth Street.*** ***Photo (right): looking north on the corner of Quirk Street and Gordon Street.***

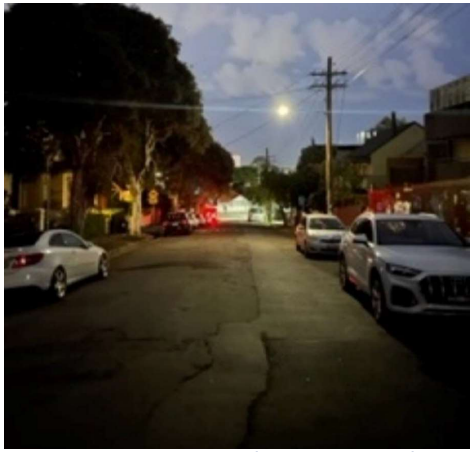
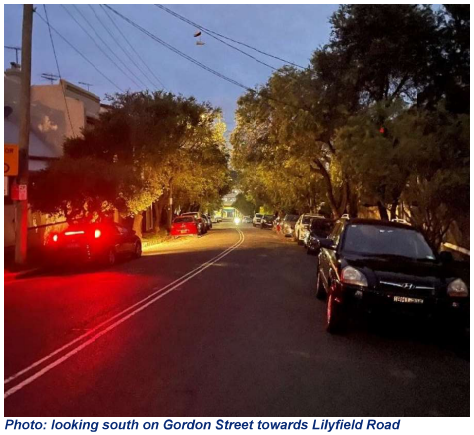
ID	General Observations
4.1.4	There was a lack of On-road cyclists (PS-2) pavement marking symbols along Quirk Street and Gordon Street. The spacings between the start and end pavement markings appear to be greater than 75m (*TfNSW bicycle guidelines.pdf).* Irregular intervals of pavement markings may fail to indicate the presence of a bicycle network route.  ***Photo: looking south on Gordon Street towards Lilyfield Road***

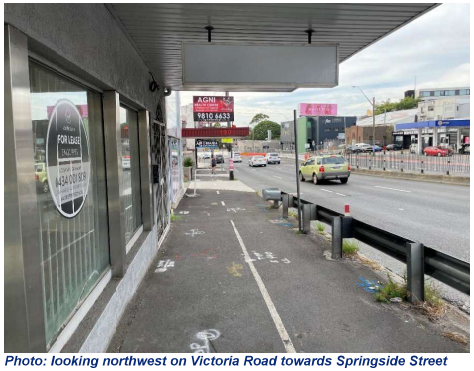
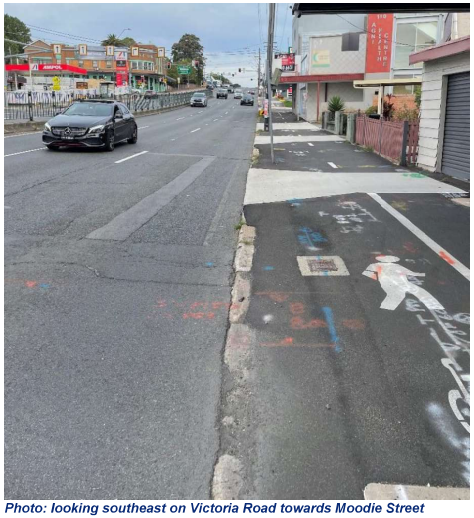
4.2. Identified Risks

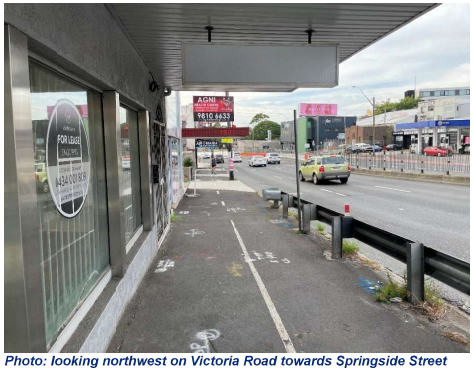
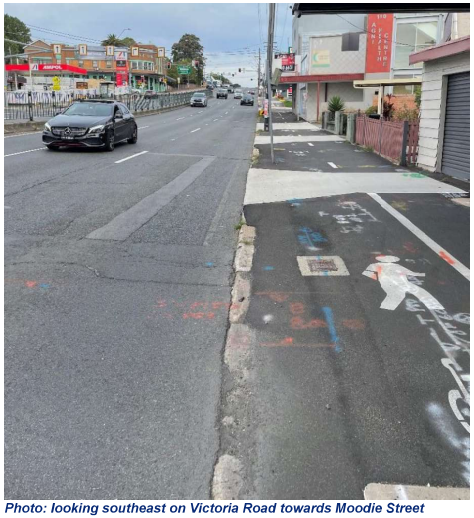
ID	Reference	Photos / Reference	Description of Deficiency & Likely Consequence	Likelihood	Severity	Risk Level	Client Response / Comment
ID 1	Numerous Locations	 *Photo: looking southwest on Moodie Street towards Waterloo Street*  *Photo: looking southeast on Waterloo Street towards Darling Street*	The entirety of the proposed on-road cycle route lacks the pavement markings to direct and assist cyclists to navigate the route. Specifically, the lack of pavement marking turn arrows (RPM-S, RPM-L & RPM-R) in association with cyclist symbols (PS-2) for cyclists on approach to intersections. The lack of cyclist pavement markings inhibits coherent wayfinding, creating confusion for cyclists particularly those who are not familiar with the area. The lack of or contradictive pavement markings does not direct cyclists towards the intended use of the "Rozelle Interchange – Pedestrian & Cyclist Improved Connectivity". The uncertainty may create confusion and frustration, potentially resulting in cyclists making poor decisions or errors placing themselves in an unsafe location that could lead to them being impacted by a vehicle at low to moderate speed. Figure E 1: Directional pavement marking example  ***Reference: Cycling Aspects of Austroads Guides Page 164 Figure E1: Directional Pavement Marking Example*** NOTE: This hazard will be exacerbated during adverse weather and at night-time.	**Likely**	**Moderate**	**High**	Cyclists are free to travel throughout local streets. Directional arrows can only be applied where respective movement are restricted in one direction of travel. I.e. travelling southwest on Moodie street towards Waterloo, cyclists are permitted to continue straight on Moodie or head left on Waterloo. Left directional arrow will introduce potential for illegal maneuvers. Wayfinding signage provided to assist cyclists to travel down designated route.

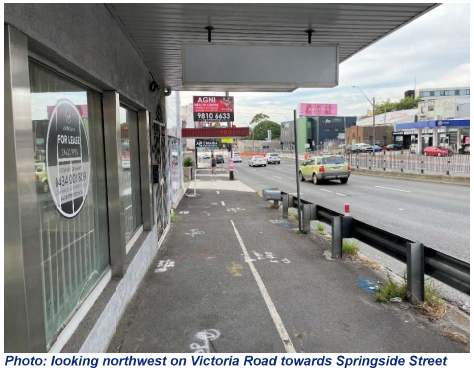
ID	Reference	Photos / Reference	Description of Deficiency & Likely Consequence	Likelihood	Severity	Risk Level	Client Response / Comment
ID 2	Numerous Locations	 *Photo: looking southwest on Moodie Street towards Waterloo Street*  *Photo: looking southeast on Waterloo Street towards Darling Street*	The entirety of the proposed on-road cycle route lacks the wayfinding signage to direct and assist cyclists to navigate the route. Specifically, the lack of destination signage where turns are required at intersections and the existing signage is contracting the intended design. The lack of cyclist signage inhibits coherent wayfinding, creating confusion for cyclists particularly those who are not familiar with the area. The lack of or contradictive signage does not direct cyclists towards the intended use of the "Rozelle Interchange – Pedestrian & Cyclist Improved Connectivity". The uncertainty may create confusion and frustration, potentially resulting in cyclists making poor decisions or errors placing themselves in an unsafe location that could lead to them being impacted by a vehicle at low to moderate speed.  ***Reference: NSW Bicycle Guidelines Page 73 Figure 9.4 Bicycle Network Route Directional Signage*** NOTE: This hazard will be exacerbated during adverse weather and at night-time.	**Likely**	**Moderate**	**High**	Existing signage has been reconfigured with additional signage provided where it is currently lacking. This will provide sufficient signage directs cyclists to the right to follow the intended cycle path.

ID	Reference	Photos / Reference	Description of Deficiency & Likely Consequence	Likelihood	Severity	Risk Level	Client Response / Comment
ID 3	Drawing No. 3498689-CA-0200 Details (Numerous Locations)	 *Drawing Reference: Drawing No. 3498689-CA-0200 Details REV A*	The '*Rozelle Interchange – Pedestrian and Cyclists Improved Connectivity 80% Detailed Design'* drawings indicate a 1.5m longitudinal ramp on approach to raised thresholds. The slope of the raised threshold ramps is proposed at 1:15 grade. A large proportion of the proposed raised thresholds are located on roads with existing steep grades. The plans neglect to indicate that the grade of the ramp will need to be appropriately adjusted to achieve an equivalent change in grade. Grades are designed to optimise the likelihood of vehicles slowing to the desired speed. Steep ramp grades may cause occupant discomfort, risk of heavy braking or vehicle damage.  Figure 4: Adjusted RSP Grades for Terrain on Decline ***Reference: Road Design Note 03-07 - Raised Safety Platforms (RSP)***	**Almost Certain**	**Insignificant**	**Medium**	'Table top' of raised thresholds represent the same profile as existing road surface at 75mm higher. Addressed by set out points provided for each plan – to locate spot heights with their own unique labels on the tables.

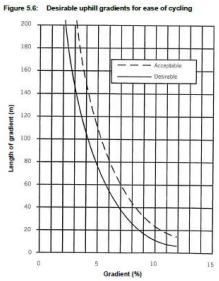
ID	Reference	Photos / Reference	Description of Deficiency & Likely Consequence	Likelihood	Severity	Risk Level	Client Response / Comment
ID 4	Waterloo Street and Gordon Street	 *Photo: looking northwest on Waterloo Street towards Moodoe Street*  *Photo: looking south on Gordon Street towards Lilyfield Road*	The '*Rozelle Interchange – Pedestrian and Cyclists Improved Connectivity 80% Detailed Design'* drawings have not proposed improvements to the existing lighting along the on-road cycle route. Lighting in general was poor to moderate with numerous locations where overhanging vegetation restricts luminosity. Lighting uniformity was particularly poor along Waterloo Street, with large areas without lighting. The existing lighting may neglect cyclists and pedestrians to perceive hazards such as unusual or uneven surfaces or obstacles. NOTE: The existing lighting along Waterloo Street fails to enhance personal security by enabling potential threats from other people to be recognised in time to take appropriate action. NOTE: This hazard will be exacerbated during adverse weather.	**Possible**	**Minor**	**Medium**	Out of scope, though suggestions for future network upgrades for street lighting should be investigated.

ID	Reference	Photos / Reference	Description of Deficiency & Likely Consequence	Likelihood	Severity	Risk Level	Client Response / Comment
ID 5	Victoria Road	 *Photo: looking northwest on Victoria Road towards Springside Street*  *Photo: looking southeast on Victoria Road towards Moodie Street*	The existing shared path along Victoria Rd has numerous hazards positioned in the shared path travel lane. These include legacy W-beam safety barriers and power poles. These hazards are positioned within the shared path lane exposing cyclists and pedestrians to trip/snagging hazards that may result in personal harm. NOTE: This hazard will be exacerbated during adverse weather and at night-time.	**Unlikely**	**Minor**	**Low**	Proposed to implement W-Beam Post caps to protect users from post edge

ID	Reference	Photos / Reference	Description of Deficiency & Likely Consequence	Likelihood	Severity	Risk Level	Client Response / Comment
ID 6	Victoria Road	 *Photo: looking northwest on Victoria Road towards Springside Street*  *Photo: looking southeast on Victoria Road towards Moodie Street*	Victoria Rd has a lack of barrier kerb separating the travel lane from the shared path resulting in a flush surface between the travel lane and the shared path surface. The lack of a barrier kerb increases the exposure of cyclists/vehicle to a collision and reduce the possibility of an errant vehicle from being re-directed by the vertical face of a barrier kerb (albeit only effective from very low impact angles) Should a vehicle become errant at this location, a cyclist and/or pedestrian could be struck at a moderate speed, likely resulting in a serious injury. NOTE: This hazard will be exacerbated during adverse weather and at night-time. NOTE: This hazard will also be exacerbated by the existing power pole located in the desired path of eastbound users.	**Rare**	**Serious**	**Medium (FSI)**	Out of scope, to be addressed by other adjacent project upgrades.

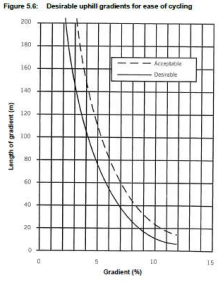
ID	Reference	Photos / Reference	Description of Deficiency & Likely Consequence	Likelihood	Severity	Risk Level	Client Response / Comment
ID 7	Victoria Road	 *Photo: looking northwest on Victoria Road towards Springside Street*  *Photo: looking southeast on Victoria Road towards Moodie Street*	There are numerous shop fronts and driveways with direct access to Victoria Road that do not have adequate intervisibility sight lines between pedestrians and particularly cyclists using the shared path and vehicles using the driveways or people exiting shops. This may result in a cyclist and/or pedestrian collision at low speed, likely resulting in a personal injury. NOTE: This hazard will be exacerbated during adverse weather and at night-time.	**Likely**	**Minor**	**Medium**	Constructability issue for TfNSW, set out in the constructability issues register. Construction methods to be consulted with TfNSW, Council, subcontractors, and relevant stakeholders to determine the most appropriate times to undergo works.

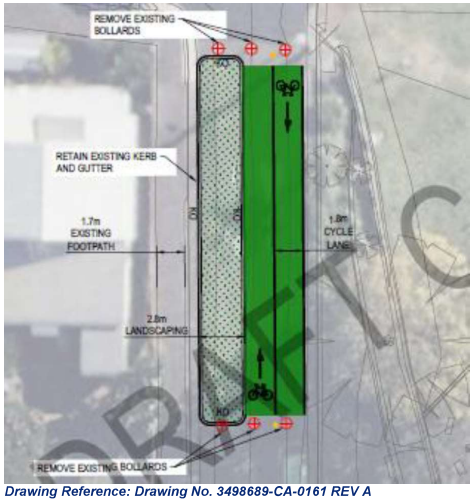
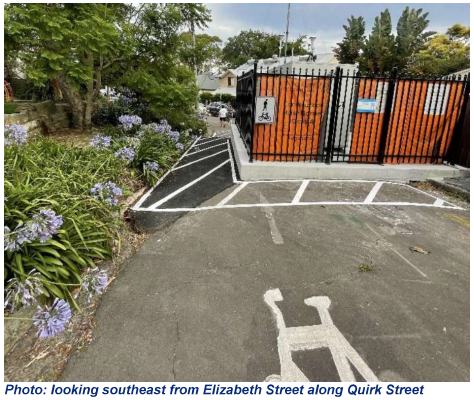
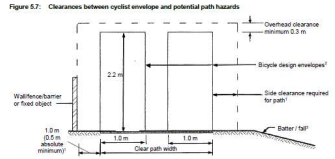
ID	Reference	Photos / Reference	Description of Deficiency & Likely Consequence	Likelihood	Severity	Risk Level	Client Response / Comment
ID 8	Victoria Road & Moodie Street	 *Photo: looking northwest on Victoria Road towards Moodie Street*  *Photo: looking northwest on Victoria Road towards Wellington Street*	The cyclists & pedestrian infrastructure connectivity with Victoria Road and the broader shared path/cycle network is confusing and misleading, particularly with the current Rozelle Interchange construction being undertaken nearby it is unclear what is intended as the end state shared path/cycle network. Cyclists using the existing shared path along Victoria Rd are currently directed to cross Victoria Rd at the signalised Intersection with Wellington St. However, the intention of the design is for cyclists to travel down Moodie Street via to on-road cycle lane. The lack of or contradictive wayfinding does not direct cyclists towards the intended use of the "Rozelle Interchange – Pedestrian & Cyclist Improved Connectivity". The uncertainty may create confusion and frustration, potentially resulting in cyclists making poor decisions or errors placing themselves in an unsafe location that could lead to them being impacted by a vehicle at low to moderate speed. NOTE: This hazard will be exacerbated during adverse weather and at night-time.	**Unlikely**	**Moderate**	**Medium**	Adjusted wayfinding, line markings and signage at intersection of Victoria / Moodie to ensure wayfinding is intuitive. Scope of works is to make improvements to existing cycle route. Concurrent cycle routes naturally create confusion at converging locations. Cycle route design is out of scope for this project.

ID	Reference	Photos / Reference	Description of Deficiency & Likely Consequence	Likelihood	Severity	Risk Level	Client Response / Comment
ID 9	Waterloo Street	 *Photo: looking southwest on Moodie Street towards Waterloo Street*  *Photo: looking southeast from Moodie Street along Waterloo Street*	The existing steep grade of Waterloo Street appears to be greater than the desired maximum of 5% *(Guide to Road Design Pt. 6A)*. The steep gradient of Waterloo St poses a risk to cyclists, in particular in-experienced or younger cyclists that may become out of control down the steep grade. The steep downgrade will result in excessive speeds and that may result in loss of stability (particularly with the poor existing condition of Waterloo Street pavement) causing a cyclist to dismount unexpectedly causing injury. Comparatively the strain of the uphill grade detracts cyclists from wanting to cycle this route. This may also cause a cyclist to sway considerably when travelling very slowly, exposing them to a vehicle trying to pass, potentially resulting in the cyclist being struck by the vehicle at low speed. NOTE: The steep topography creates an undesirable and unattractive path for cyclists. NOTE: This hazard will be exacerbated during wet weather / slippery conditions.  ***Reference: Guide to Road Design Part 6A: Paths for Walking and Cycling – Page 34 Figure 5.6***	**Possible**	**Moderate**	**High**	Existing road grade to remain, regrading road not feasible. Existing raised threshold and watts profile speed cushions in place to slow vehicles and cyclists.

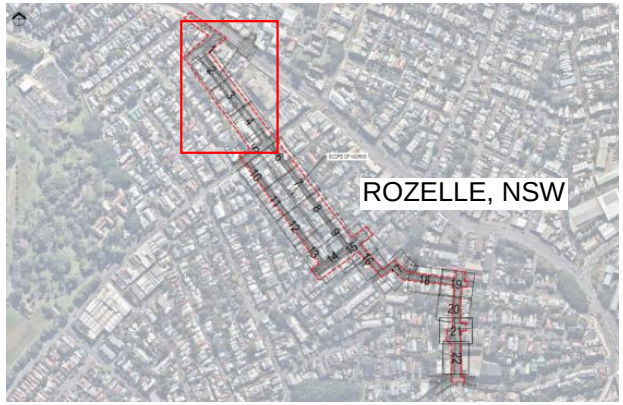
ID	Reference	Photos / Reference	Description of Deficiency & Likely Consequence	Likelihood	Severity	Risk Level	Client Response / Comment
ID 10	Waterloo Street Darling Steet signalised Intersection	 *Photo: looking southeast on Waterloo Street towoards Darling Street*	The on-road cycle route heading along Waterloo Street turns right onto Darling Street, however, existing signage indicates cyclists to travel straight as well as indicating turn Left. Adding to the confusion there is a No Left Turn sign and a No Entry sign into Belmore Street. There is no signage directing cyclists right along Darling Street staying on the cycle route. The *Rozelle Interchange – Pedestrian and Cyclists Improved Connectivity 80% Detailed Design'* drawings have not proposed any signage. The lack of directional signage and wayfinding creates confusion for cyclists, as well as deterring cyclists from wanting to use this route. The lack of or contradictive wayfinding does not direct cyclists towards the intended use of the "Rozelle Interchange – Pedestrian & Cyclist Improved Connectivity". The uncertainty may create confusion and frustration, potentially resulting in cyclists making poor decisions or errors placing themselves in an unsafe location that could lead to them being impacted by a vehicle at low to moderate speed. NOTE: This hazard may be exacerbated with inexperienced or younger cyclists.	**Likely**	**Moderate**	**High**	Removed signage to prevent confusion. Cyclists are free to turn left or right at intersection.

ID	Reference	Photos / Reference	Description of Deficiency & Likely Consequence	Likelihood	Severity	Risk Level	Client Response / Comment
ID 11	Waterloo St, Darling St and Belmore Street Intersection	 *Photo: looking northwest on Belmore Street towards Darling Street*  *Photo: looking southeast on Waterloo Street towards Darling Street*	There is no formal storage or cyclist push button provided at the signalised intersection of Waterloo St, Darling St and Belmore Street. Noting the small electromagnetic footprint of bicycles, it is unclear how the signal phase will be triggered should only a cyclist require a green phase. There is potential for a cyclist to become frustrated and enter the intersection on a red light, this could lead to them being impacted by a vehicle at low to moderate speed NOTE: An example is the one way exit from Belmore St where low general traffic volume were observed during the site inspection.  ***Reference:*** *https://www.nsw.gov.au/driving-boating-and-transport/roads-safety-and-rules/bicycle-safety-and-rules/cycling-traffic* ***(partial extract provided for explanitary purposes only).*** NOTE: This hazard will be exacerbated during adverse weather and at night-time.	**Unlikely**	**Moderate**	**Medium**	Multiple options investigated, due to time and cost constraints with TCS design changes, it is not feasible to pursue a formal storage area.

ID	Reference	Photos / Reference	Description of Deficiency & Likely Consequence	Likelihood	Severity	Risk Level	Client Response / Comment
ID 12	Kenniff Street	 *Photo: looking northwest on Kenniff Street towards Evans*  *Photo: looking southeast from Moodie Street along Waterloo Street*	The existing steep grade of Kenniff Street appears to be greater than the desired maximum of 5% *(Guide to Road Design Pt. 6A)*. The steep gradient of Kenniff St poses a risk to cyclists, in particular in-experienced or younger cyclists that may become out of control down the steep grade. The steep downgrade will result in excessive speeds and that may result in loss of stability (particularly with the poor existing condition of Waterloo Street pavement) causing a cyclist to dismount unexpectedly causing injury. Comparatively the strain of the uphill grade detracts cyclists from wanting to cycle this route. This may also cause a cyclist to sway considerably when travelling very slowly, exposing them to a vehicle trying to pass, potentially resulting in the cyclist being struck by the vehicle at low speed. NOTE: The steep topography creates an undesirable and unattractive path for cyclists. NOTE: This hazard will be exacerbated during wet weather / slippery conditions.  ***Reference: Guide to Road Design Part 6A: Paths for Walking and Cycling – Page 34 Figure 5.6***	**Possible**	**Moderate**	**High**	Change of road grade not feasible. Rubber speed cushions implemented on the downhill part of Kenniff street at the intersection with Elizabeth Street. This is implemented to slow vehicles entering and exiting from Kenniff street

ID	Reference	Photos / Reference	Description of Deficiency & Likely Consequence	Likelihood	Severity	Risk Level	Client Response / Comment
ID 13	Quirk Street and Elizabeth St Connection	 *Drawing Reference: Drawing No. 3498689-CA-0161 REV A*  *Photo: looking southeast from Elizabeth Street along Quirk Street*	The '*Rozelle Interchange – Pedestrian and Cyclists Improved Connectivity 80% Detailed Design*' drawings indicate a two-way painted cycleway with kerbed landscaping to restrict vehicles on one side. It was observed during the site inspection that an air quality monitoring station has been constructed in the middle of Quirk Street, restricting the available space for the intended design of the cycleway and the available width. The large air monitoring structure significantly reduces sight distance for cyclists approaching from Elizabeth Street. The lack of sight distance and lack of width for two cyclists or pedestrians to pass, increases the likelihood of a head-on type of collision, resulting in injury. NOTE: It is unclear if the air monitoring station is intended to be a permanent structure.  *Reference: Guide to Road Design Part 6A: Paths for Walking and Cycling – Page 34 Figure 5.7*	**Likely**	**Moderate**	**High**	Air quality monitoring system is a temporary structure in place for several years. As the structure takes up a significant portion of the road width, treatment options are limited. Two designs have been developed for this area; initial for current arrangement, and future for when the system will be removed. Initial design aims to provide additional safety measures in the form of temporary separator Kerb with reflectors which will funnel southbound travelling cyclists past the equipment. This is paired with give way marking and signage that yields cyclists to check if the pathway is clear.

ID	Reference	Photos / Reference	Description of Deficiency & Likely Consequence	Likelihood	Severity	Risk Level	Client Response / Comment
ID 14	Lilyfield Road and Gordon Street Intersection	 *Photo: looking southwest on Lilyfield Road towards Burt Street*  *Photo: looking east on Lilyfield Road towards Victoria Road*	The cyclist infrastructure connectivity with Lilyfield Road and the broader on-road cycle network is confusing and misleading, particularly with the current Rozelle Interchange construction being undertaken nearby it is unclear what is intended as the end state shared path/cycle network. There is no existing connectivity from the on-road cycle lane on Lilyfield Road onto Gordon Street. The '*Rozelle Interchange – Pedestrian and Cyclists Improved Connectivity 80% Detailed Design*' drawings have not proposed any connectivity. There is a lack of (or contradictive) wayfinding provided to the cyclists intended to use the "Rozelle Interchange – Pedestrian & Cyclist Improved Connectivity". The uncertainty may create confusion and frustration, potentially resulting in cyclists making poor decisions or errors that could lead to them being impacted by a vehicle at low to moderate speed. NOTE: This hazard will be exacerbated during adverse weather and at night-time.	**Unlikely**	**Moderate**	**Medium**	Adjusted wayfinding, line markings and signage at intersection of Lilyfield / Gordon to ensure wayfinding is intuitive. Scope of works is to make improvements to existing cycle route. Concurrent cycle routes naturally create confusion at converging locations. Cycle route design is out of scope for this project.



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REV	DATE	AMENDMENT / REVISION DESCRIPTION	Drawn by	APPROVAL
01	10/05/23	Annotated	JC	

DRAWING FILE LOCATION / NAME

EXTERNAL REFERENCE FILES

Scale:

OR AS SHOWN

HEIGHT DATUM: A.H.

PROJECT DRAWING NUMBER

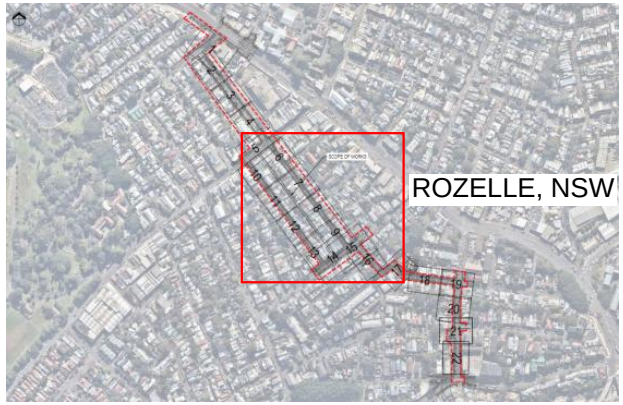
NSW GOVERNMENT Transport for NSW

Asset Number:

ROZELLE - PEDESTRIAN
& CYCLIST IMPROVED CONNECTIVITY

Drawing No. SKETCH - 01

ISSUE STATUS



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	01	10/05/23	Annotated Photos	JC		OR AS SHOWN	NSW GOVERNMENT Transport for NSW	Drawing No. SKETCH - 02
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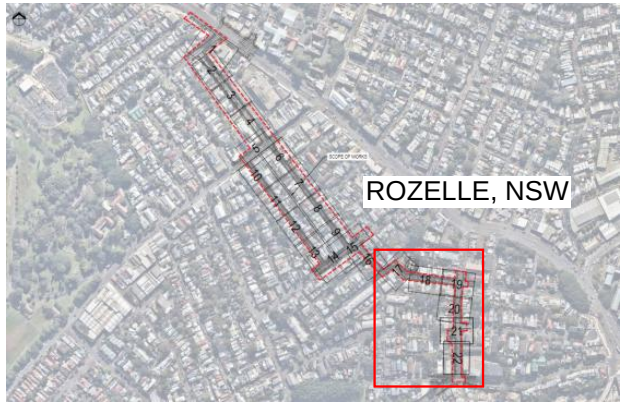

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REV	DATE	AMENDMENT / REVISION DESCRIPTION	Drawn by	APPROVAL
01	10/05/23	Annotated Photos	JC	

HEIGHT DATUM: A.H.

Scale:

Asset Number:
ROZELLE - PEDESTRIAN
& CYCLIST IMPROVED CONNECTIVITY

Drawing No. SKETCH - 03

Item 3

Item No: **LTC0723(1) Item 3**

Subject: **PHILPOTT STREET, MARRICKVILLE – PROPOSED STATUTORY NO STOPPING RESTRICTIONS AT THE INTERSECTION OF PRICHARD STREET (MIDJUBURI – MARRICKVILLE WARD / NEWTOWN ELECTORATE / INNER WEST PAC)**

Prepared By: Jennifer Adams - Traffic Engineer

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

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RECOMMENDATION

1. **That unbroken yellow lines (statutory 'No Stopping' lines) for the intersection of Philpott Street and Pritchard Street at the locations listed below be approved in order to deter illegal parking, increase safety and improve motorist visibility and access for turning motorists:**

   a) **Install solid yellow line marking on Philpott Street (western side) for a distance of 10 metres north of Pritchard Street;**

   b) **Install solid yellow line marking on Philpott Street (western side) for a distance of 10 metres south of Pritchard Street;**

   c) **Install solid yellow line marking on Philpott Street (eastern side) for a distance of 10 metres north of Pritchard Street;**

   d) **Install solid yellow line marking on Philpott Street (eastern side) for a distance of 10 metres south of Pritchard Street;**

   e) **Install solid yellow line marking on Pritchard Street (northern side) for a distance of 10 metres east of Philpott Street; and**

   f) **Install solid yellow line marking on Pritchard Street (southern side) for a distance of 10 metres east of Philpott Street.**

2. **That the applicant, affected residents, Council Rangers and Council Waste Services be advised in terms of this report.**

STRATEGIC OBJECTIVE

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

Currently vehicles, including Council Waste Service vehicles, are having difficulty in manoeuvring around the intersection of Philpott Street at Pritchard Street, Marrickville due to vehicles being parked too close to the intersection. Therefore, Council is proposing to install statutory 'No Stopping' restrictions, in the form of solid yellow edge lines, at the intersection to improve safety, visibility and access.

It is recommended that statutory 'No Stopping' restrictions be installed on the eastern and western side of Philpott Street, both north and south from its intersection with Pritchard Street

for a distance of 10 metres and 10m metres 'No Stopping' restrictions on the northern and southern approach of Pritchard Street (east side only).

BACKGROUND & DISCUSSION

Council has received requests from local residents for the provision of 'No Stopping' restrictions to deter illegal parking on both the western and eastern side of Philpott Street, Marrickville, at its intersection with Pritchard Street (east side). Residents have advised that vehicles are parked too close to the intersection, restricting available sightlines and access for turning motorists. Council's Waste Services have also confirmed it is a difficult location to service.

A consultation letter went out to the surrounding residents detailing the proposal to install statutory 'No Stopping' restrictions at the intersection to improve access through the intersection. (Refer to map below).

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

OFFICER COMMENTS

Site location & road network

Street Name	Philpott Street
Section	Between Newington Road and Cowper Street
Carriageway Width (m)	6.4
Carriageway Type	Two-way road with one travel lane in each direction, in addition to kerbside parking lanes.
Classification	Local
85th Percentile Speed (km/h)	27.7
Vehicles Per Day (vpd)	572
Reported Crash History (July 2011 – June 2016)	No crashes recorded.
Heavy Vehicle Volume (%)	3.3
Parking Arrangements	Unrestricted parking on both sides of the road.

Site inspection

Council Officers have observed during site inspections undertaken in the morning and afternoon periods that the on-street parking spaces along Philpott Street were moderately utilised. Numerous vehicles were parked within 10 metres of various intersections. At present, unrestricted parking is located predominantly on both sides of Philpott Street. A section of 'No Parking' restrictions apply on the western side of Philpott Street between Gordon Street and Addison Road.

Technical Issues

In accordance with the Australian Road Rules, a 'No Stopping' zone is mandatory for a distance of 10 metres from an intersecting road. Pursuant to the TfNSW' Technical Directions, it is stated that signposting at an unsignalised intersection (without pedestrian crossing) "should only be required where there is a compliance problem or there is adjoining signposting". In this case, it is shown to be a compliance and safety problem for motorists attempting to turn.

In order to avoid signage clutter in the area, continuous yellow edge linemarking is proposed. An unbroken yellow kerb line is a 'No stopping' and under the NSW Road Rules, a driver must not stop at the side of a road marked with a continuous yellow edge line unless there is a medical or other emergency.

PUBLIC CONSULTATION

A notification letter was hand delivered to 40 properties in the immediate locality in both Philpott Street and Pritchard Street, Marrickville on Friday 12 May 2023.

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

A total of three (3) responses were received from residents. One objecting to the proposal and the other two in support.

Resident's Comments	Officer's response
Resident supports the proposal although understands that it may not be popular with some residents acknowledging that it will reduce the number of parking spots on Philpott Street; however notes that residents access in and out of Pritchard Street (especially narrow side) is important too.	Support noted. It is noted that 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.
Resident strongly objects to the proposal. They note that both Philpott Street and Pritchard Street are extremely narrow and council waste trucks find it often difficult to even get up the streets regardless and that parked cars are not the problem. The resident commented council has allowed higher density housing to be constructed in the area, without adequate allowance for on-street parking requirements for owners with no off-street parking. Further local development will	Objection noted. Under the Road Rules, motorists are not permitted to stop or park their vehicle within ten metres of an intersection without traffic lights. It is noted that 'No Stopping' signs do not need to be present, for this rule to apply. It is noted also that many intersection approaches within the Council area are currently not signposted with restrictions. In such cases the default position under Road Rule 170 automatically applies,

only compound the situation.	prohibiting the stopping of vehicles within the 10 metre zone. The issue regarding higher density housing is outside the scope of this Proposal.
Resident in part supports the proposal. Resident supports the proposal to install the statutory 10m 'No Stopping' restriction only on the Newington school side of Philpott Street as a compromise between community interest and access interest.	Part support noted. Under the Road Rules, motorists are not permitted to stop or park their vehicle within ten metres of an intersection without traffic lights.

CONCLUSION

In order to deter illegal parking, increase safety and improve visibility and access for turning motorists at the intersection of Philpott Street at Pritchard Street, it is recommended that the statutory 'No Stopping' restrictions as detailed on the plan below be installed. In order to avoid signage clutter in the area, and due to established vegetation, yellow edge line marking is proposed in this instance opposed to signage.

FINANCIAL IMPLICATIONS

The cost of the supply and installation of the solid yellow line marking associated with the recommended 'No Stopping' restrictions will be met through Council's signs and line marking budget.

ATTACHMENTS

Nil.

Item No: **LTC0723(1) Item 4**

Subject: **728-750 PRINCES HIGHWAY, TEMPE – UPDATED SIGNAGE AND LINE MARKING PLANS FOR ROADWORKS AS PART OF BUNNINGS DEVELOPMENT - SPECIAL CONDITION 3 (MIDJUBURI - MARRICKVILLE WARD /HEFFRON ELECTORATE /INNER WEST PAC)**

Prepared By: Jennifer Adams - Traffic Engineer

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

1. **That the detailed updated signage and line marking plans for the proposed Bunnings development at 728-750 Princes Highway, Tempe be approved (as per the attached Plans HD202 r13-HD25, HD202 r13-HD26 and HD202 r13-HD27).**

2. **That 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.**

STRATEGIC OBJECTIVE

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

Detailed updated signage and line marking plans for 728-750 Princes Highway, Tempe have been resubmitted as part of the approval of special condition 3 (for the Bunnings site) prior lodgment of the 'Roadworks – Step 2 Permit to Construct'. It is recommended that the updated plans be approved for Smith Street and no objection raised to the proposed works along Princes Highway.

BACKGROUND

A report regarding this matter was submitted to the Local Traffic Committee's 15 May 2023 meeting. The Committee members discussed the submitted plans and it was noted that the design(s) did 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 agreed to defer the proposal so that these matters could be addressed by the developer.

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

It is noted that a Step 1 Permit (Design Approval) was issued on 7 February 2023 and special condition No.3 of the Permit specified the requirement for submission of a signage plan:

"Amended plans relating to the signage and line marking shall be submitted for Local Traffic Committee approval, prior to lodgment of the Roadworks Step 2 permit to construct."

Council Officers have now met with the Developer and associates and updated signage and line marking plans for 728-750 Princes Highway, Tempe have been resubmitted for approval.

DISCUSSION

The proposed development at 728-750 Princes Highway is located on the north-eastern corner of Princes Highway and Smith Street, Tempe. Traffic signals are present at the Princes Highway / Smith Street / Union Street intersection, with one-way north-westerly traffic flow in Union Street.

Specifically, the concerns raised included several components of the road layout and traffic facilities that were outlined in the Tempe South Local Area Traffic Management (LATM) Study (Required by Conditions 1A and 112) being inconsistent with the Civil Plans (Required by Condition 52). The 7 main concerns raised are discussed below:

1. Width of footpath on south side of Smith Street – appears to be unchanged. The Tempe South LATM recommend a pedestrian bicycle shared path along the south side to provide a bike path facility from on-road Smith Street to Princes Highway. The widened footpath was proposed as Smith Street residents as part of the treatments in the street.

   Outcome - *there is insufficient width in the road reserve to achieve a 2.5m wide shared path; there is a requirement to have parking lane on the southern side of Smith Street, there is a requirement for a shared path on the eastern side of Smith Street as well as queuing lanes on approach to the traffic signals within Smith Street.*

2. The right turn bay and median design of Princes Highway creates a sharp right turn angle across 3 lanes – this was flagged as a safety issue by Council including safety for pedestrians and bicycle riders across the shared path at the driveway and a number of adjustments were recommended from its *Traffic Signal Feasibility Report* completed by Traffix on behalf of Council in August 2022. Whilst the proposed design is a concern, this will be a matter for Transport for NSW. Can you confirm that this has been brought to the attention of TfNSW;

   Outcome - *this has been closed out by TfNSW network safety and signals, who have approved the design. The small median was requested by TfNSW network safety.*

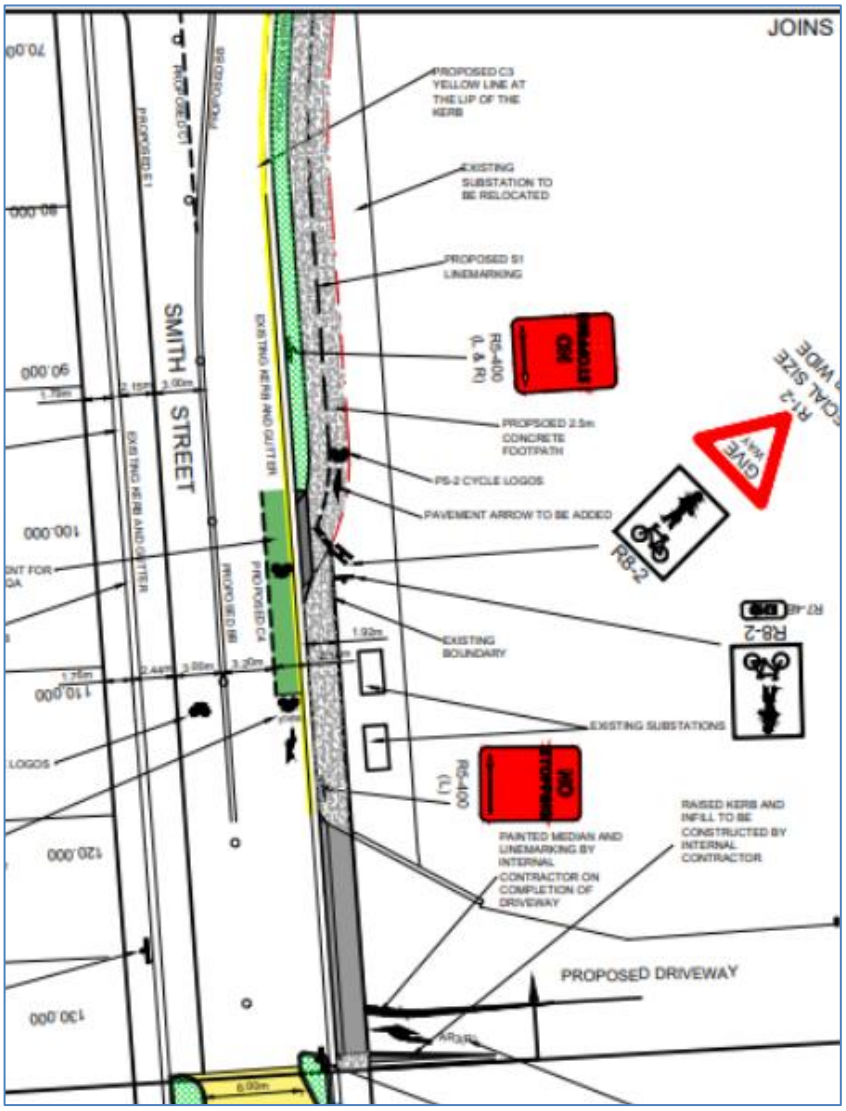
3. Central median of Princes Highway at Foreman Street. The original proposal under the LATM and publicly exhibited the closure and no strong objections were received on closing off the median.

   Outcome - *TfNSW have agreed to the proposed median across Foreman Street and this is shown on the approval plan.*

4. There are issues with the linemarking and signage design proposed in Smith Street as it does not incorporate the 'Road Narrowing and Contrasting Pavement' treatment proposed in the street. Bike lane across the proposed driveway is not supported, as the missing LATM treatment would obstruct the lane.

   Outcome - *there is an existing stormwater pit in the location of the proposed garden, so putting the raised kerb would block the flow of the stormwater and also block access to the adjoining property. It was highlighted that issues also could arise with vehicles turning left into the driveway and not being aware cyclists may have entered the road reserve from the*

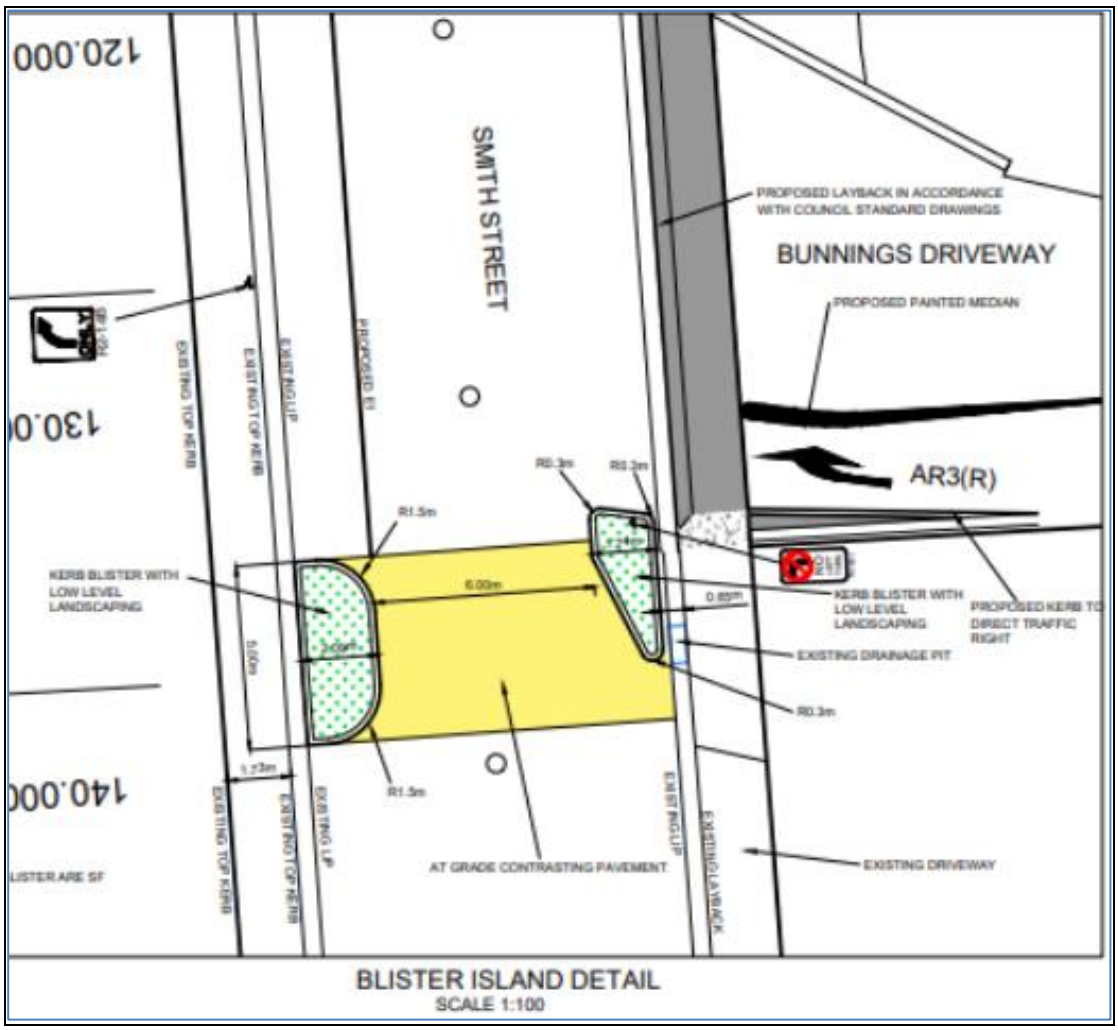
bike path. Subsequently a road safety audit was conducted (copy of the road safety audit is given at the end of this report) to evaluate the safety of the short length of on-road cycle lane (painted green) which terminates prior to the driveway to Bunnings with cyclists then merging to join traffic south-east bound on Smith Street. The audit considered that the proposed arrangements to accommodate cyclists in this location is satisfactory and consistent with the LATM prepared for the area.



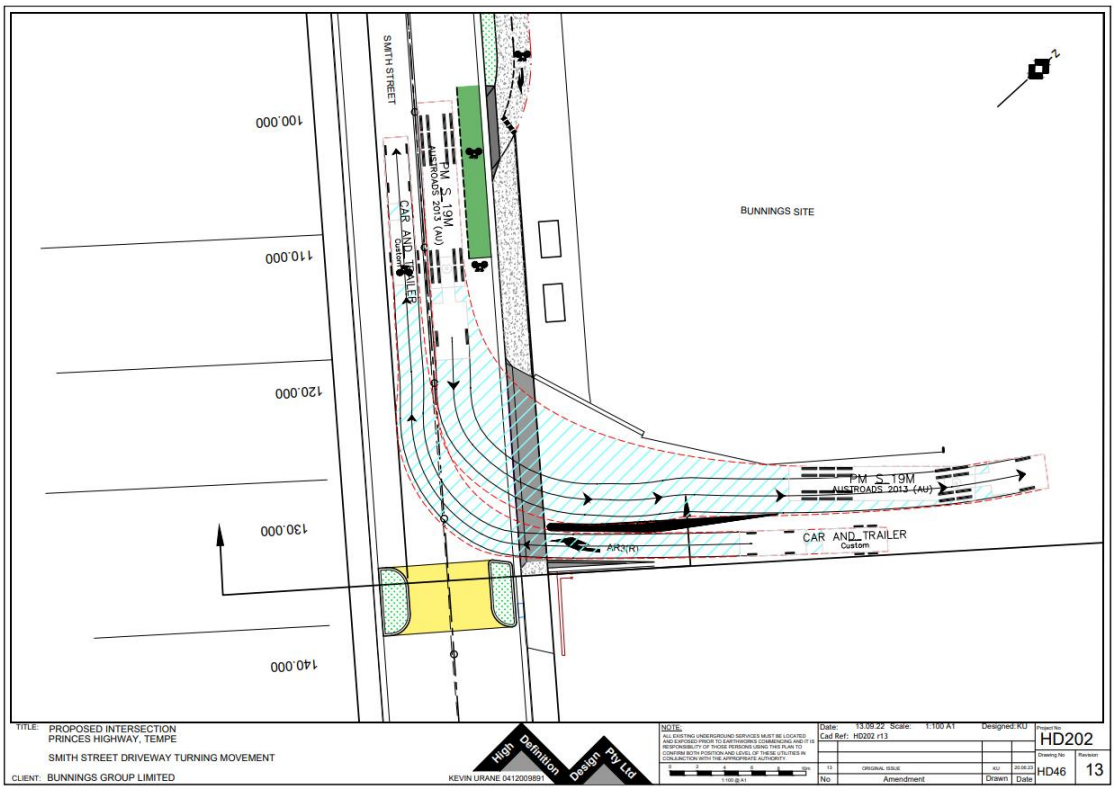
5. Details on the driveway layout at Smith Street layout is not provided. The design must physically stop drivers from undertaking a left turn from the site to Smith Street, by either using the road narrowing treatment and adjusting the angle of vehicles coming out of the driveway.

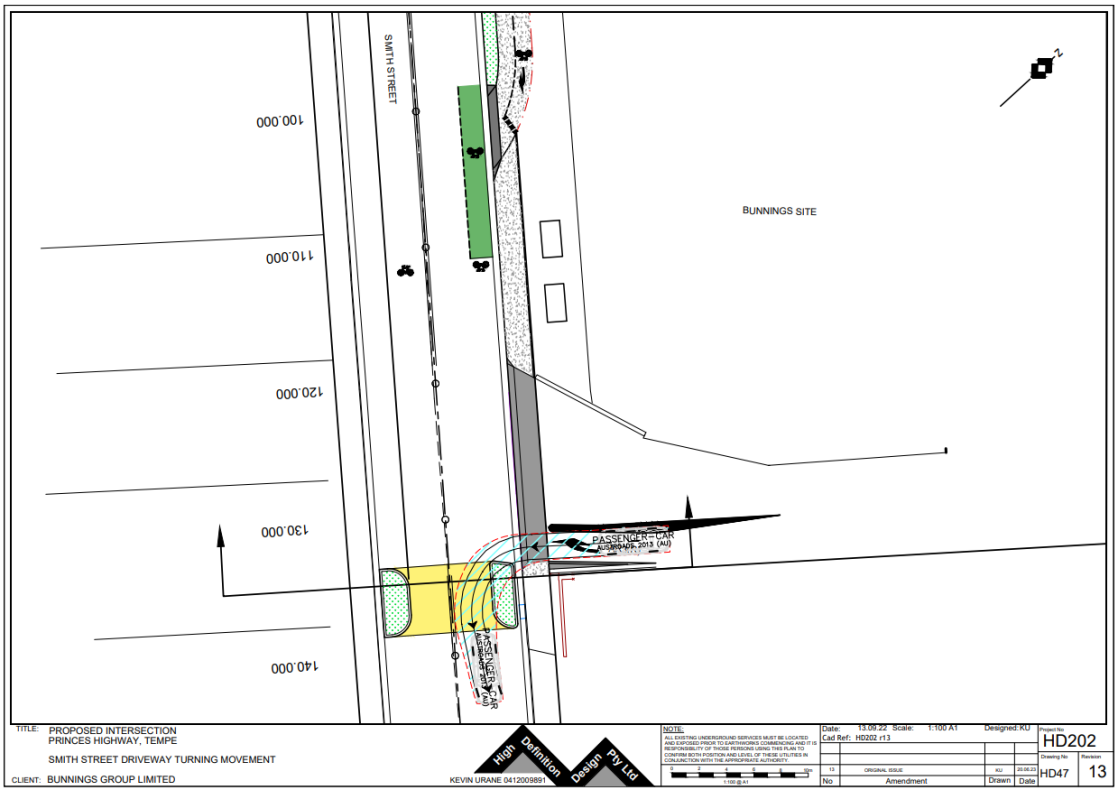
   Outcome – *the driveway layout is located within the property and the driveway has been designed to accommodate 19m semi trucks. Left hand turn from exit onto Smith Street has been prevented as far as reasonably practicable via a larger physical barrier, associated line marking and signage. Enlarged details including turning circles (AutoTurn) were provided and are reproduced below.*

Item 4



BLISTER ISLAND DETAIL
SCALE 1:100





6. Linemarking details such as width of lanes, bike lanes, contrasting pavement treatment are not provided.

   Outcome – *Plans have been updated and the line marking details such as width of lanes, bike lanes, contrasting pavement treatment has now been provided.*

7. Certain signage and linemarking are missing for example:

   a. 10 patch in Union Street at Princes Highway signalised intersection (refer to sheet 10 of the concept plans in Appendix D of the LATM Study)
   b. 'No Entry' and 'From Smith Street' plates at Smith Street/Princes Highway signalised intersection
   c. 'Shared zone end' plates in Smith Street and signage are facing incorrect direction (refer to Civil Plan HD04a)
   d. Shared zone separation line, logos and arrows are to be provided.

   Outcome - *Plans have been appropriately updated and signage and line marking is now consistent with the LATM where relevant. TfNSW do not support 'No Entry' and 'From Smith Street' plates at Smith Street / Princes Highway signalized intersection. 'Shared zone' separation lines, logos and arrows are now in accordance with the LATM.*

Copies of the updated signage and line marking plans are attached at the end of this report.

FINANCIAL IMPLICATIONS

All works and costs of implementation works associated with the proposal will be borne by the applicant.

SECAsolution
ACN: 164611652
ABN: 14164611652
Ground Floor, 161 Scott St
Newcastle NSW 2300
Ph: (02) 4032 7979
admin@secasolution.com.au

22 June 2023

P1896 HDD Bunnings Tempe Cycle path termination

Bunnings Group Limited
Locked Bag 3004
HAWTHORN VIC 3122

C/- High Definition Design Pty Ltd
Attn: Kevin Urane

Dear Kevin,

Review of cycle merge, Smith Street adjacent to Bunnings store development, Tempe NSW

Further to your recent email, we have reviewed the plans for the Bunnings store in Tempe and in particular the cycling facilities proposed as part of this development and the LATM prepared for Council by Biztios. Seca Solution previously completed the road safety audit for the detailed design stage for the road works and completed a site visit at that time.

We note that the project requires the off road shared path terminates immediately to the north-west of the proposed driveway to Bunnings with cyclists then giving way prior to riding on Smith Street. There is a short length of on-road cycle lane (painted green) which terminates prior to the driveway to Bunnings with cyclists then merging to join traffic south-east bound on Smith Street.

At the terminus of the marked bike lane, the following is noted:

- Drivers using Smith Street to enter the Bunnings Driveway shall be travelling very slowly, as they need to negotiate the entry to Bunnings with a near 90 degree turn angle.
- The demand for traffic to continue along Smith Street is low as this road does not encourage through traffic movements and there are limited users along this road.
- A cyclist using the 0ff road path at the termination of this path on Smith Street is presented with a Give Way sign and shall therefore be travelling slowly before entering Smith Street. This cyclists has to give way to a vehicle travelling south-east on Smith Street (and potentially stopped) prior to entering the marked bike lane on Smith Street. Any vehicle travelling along Smith Street in this location is also travelling slowly, due to having turned into Smith Street off Princess Highway via a tight turn requiring a slow turning speed.

Having reviewed the plans, it is considered that the proposed arrangements to accommodate cyclists in this location is satisfactory and consist with the LATM prepared for the area.

Yours sincerely,

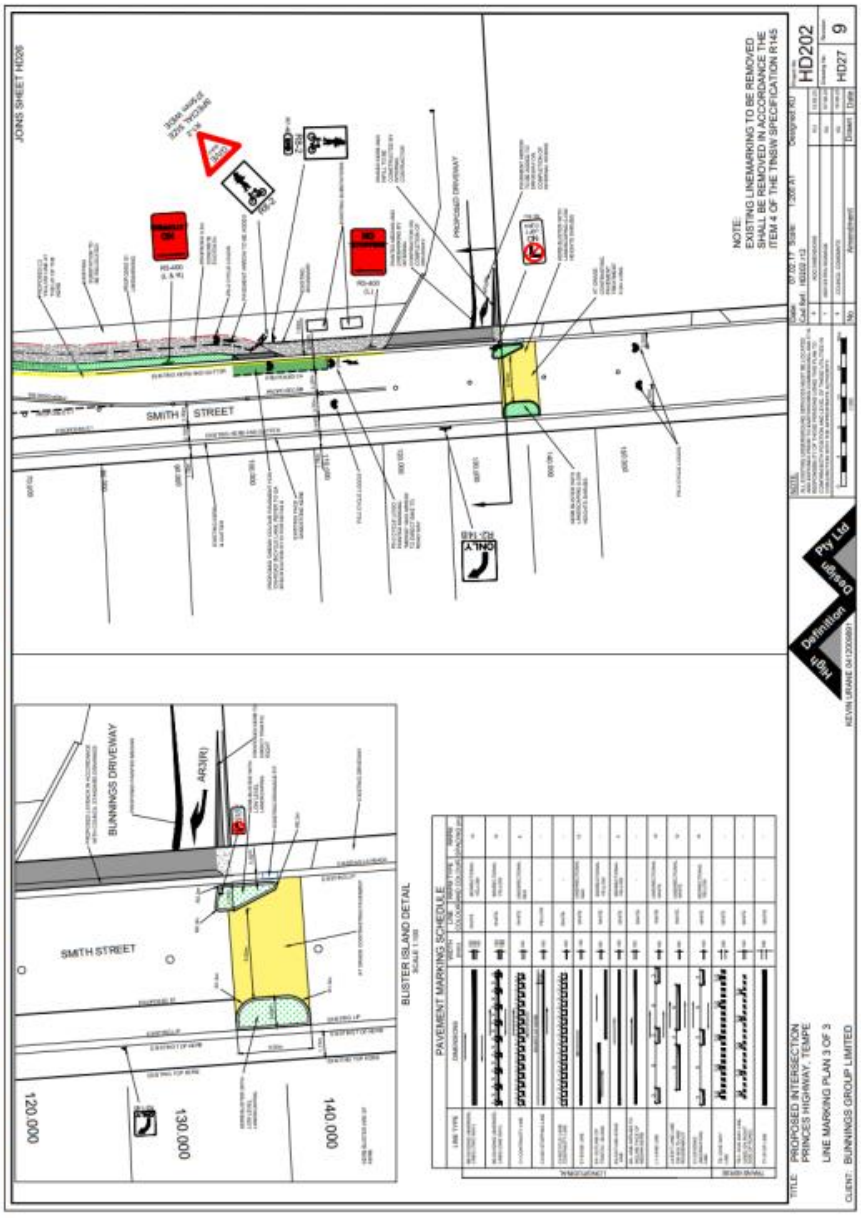
Sean Morgan
Director, Lead Auditor (RSA-02-0067)

Quality Traffic Advice

Item 4

SECAsolution

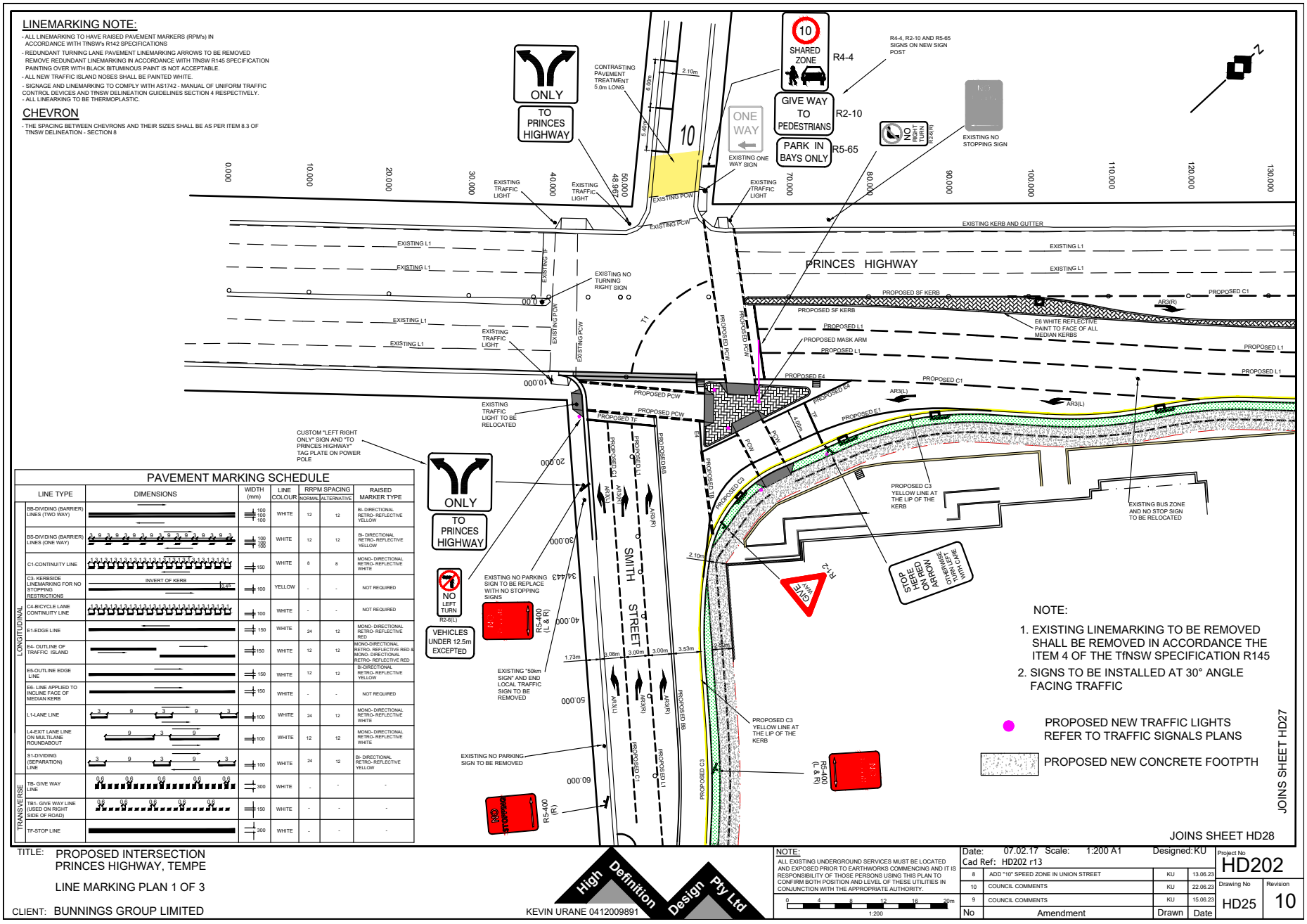
Attachment – Plan number HD27 (Rev 0) for project number HD202



Quality Traffic Advice

ATTACHMENTS

1.⇩ Proposed Intersection - Princes Highway Tempe - Line Marking Plan 1 of 3 - HD202 r13-HD25
2.⇩ Proposed Intersection - Princes Highway Tempe - Line Marking - HD202 r13-HD26
3.⇩ Proposed Intersection - Princes Highway Tempe - Line Marking - HD202 r13-HD27



TITLE: PROPOSED INTERSECTION
PRINCES HIGHWAY, TEMPE

LINE MARKING PLAN 1 OF 3

CLIENT: BUNNINGS GROUP LIMITED

High Definition Design Pty Ltd
KEVIN URANE 0412009891

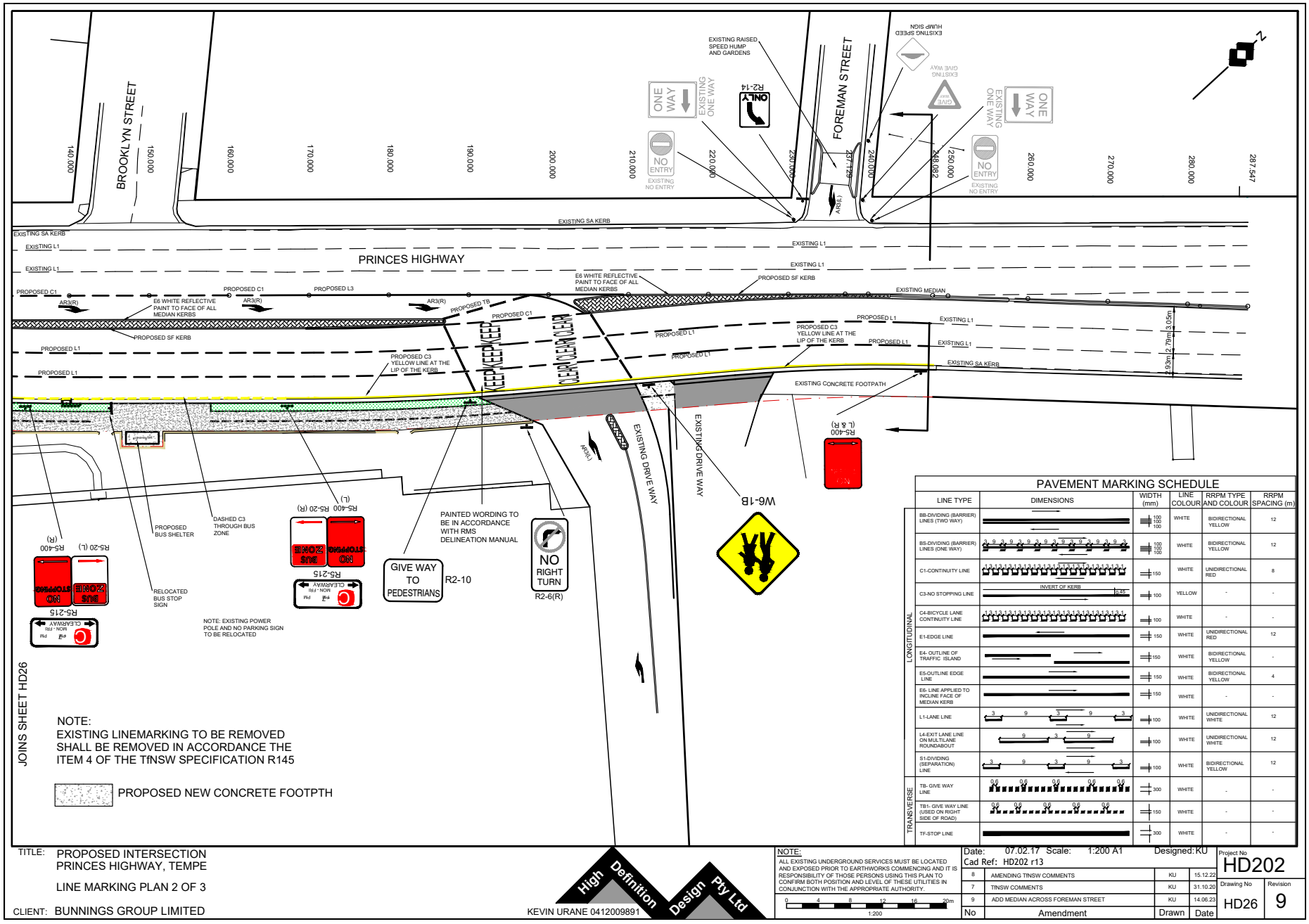
NOTE:
ALL EXISTING UNDERGROUND SERVICES MUST BE LOCATED AND EXPOSED PRIOR TO EARTHWORKS COMMENCING AND IT IS RESPONSIBILITY OF THOSE PERSONS USING THIS PLAN TO CONFIRM BOTH POSITION AND LEVEL OF THESE UTILITIES IN CONJUNCTION WITH THE APPROPRIATE AUTHORITY.

0 4 8 12 16 20m
1:200

Date: 07.02.17 Scale: 1:200 A1 Designed:KU
Cad Ref: HD202 r13

No	Amendment	Drawn	Date
8	ADD "10" SPEED ZONE IN UNION STREET	KU	13.06.23
10	COUNCIL COMMENTS	KU	22.06.23
9	COUNCIL COMMENTS	KU	15.06.23

Project No HD202
Drawing No HD25
Revision 10



TITLE: PROPOSED INTERSECTION
PRINCES HIGHWAY, TEMPE

LINE MARKING PLAN 2 OF 3

CLIENT: BUNNINGS GROUP LIMITED

High Definition Design Pty Ltd

KEVIN URANE 0412009891

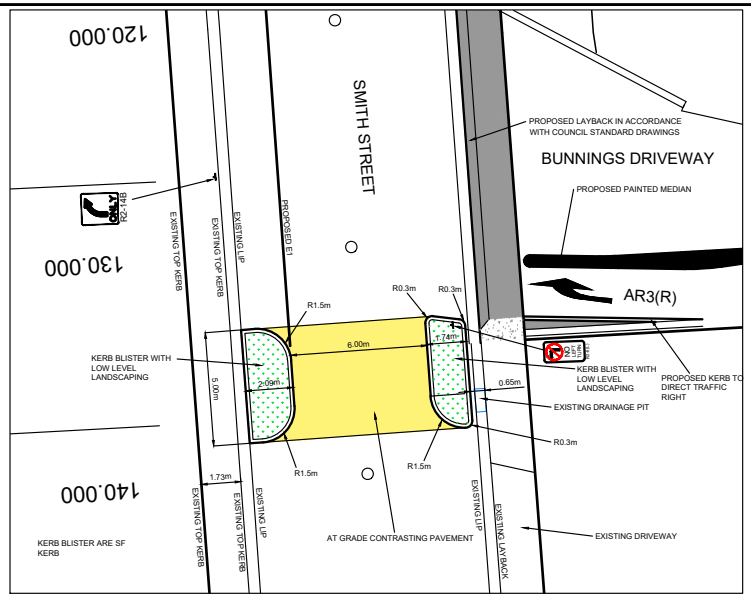
NOTE:
ALL EXISTING UNDERGROUND SERVICES MUST BE LOCATED AND EXPOSED PRIOR TO EARTHWORKS COMMENCING AND IT IS RESPONSIBILITY OF THOSE PERSONS USING THIS PLAN TO CONFIRM BOTH POSITION AND LEVEL OF THESE UTILITIES IN CONJUNCTION WITH THE APPROPRIATE AUTHORITY.

0 4 8 12 16 20m
1:200

Date: 07.02.17 Scale: 1:200 A1 Designed: KU
Cad Ref: HD202 r13

No	Amendment	Drawn	Date
8	AMENDING TfNSW COMMENTS	KU	15.12.22
7	TfNSW COMMENTS	KU	31.10.20
9	ADD MEDIAN ACROSS FOREMAN STREET	KU	14.06.23

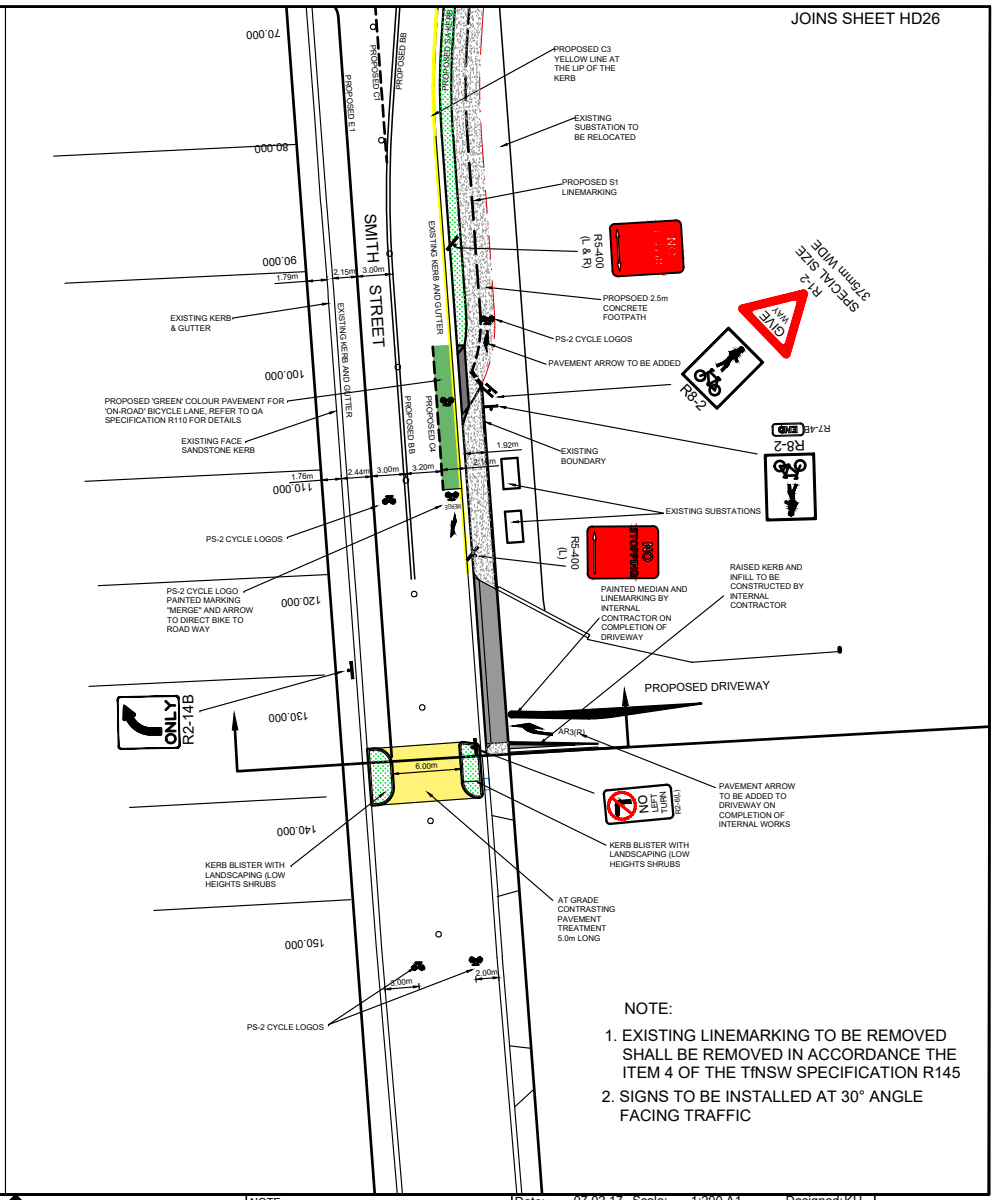
Project No HD202
Drawing No HD26
Revision 9



BLISTER ISLAND DETAIL
SCALE 1:100

PAVEMENT MARKING SCHEDULE

	LINE TYPE	DIMENSIONS	WIDTH (mm)	LINE COLOUR	RRPM TYPE AND COLOUR	RRPM SPACING (m)
LONGITUDINAL	BB-DIVIDING (BARRIER) LINES (TWO WAY)		100 100 100	WHITE	BIDIRECTIONAL YELLOW	12
	BS-DIVIDING (BARRIER) LINES (ONE WAY)		100 100 100	WHITE	BIDIRECTIONAL YELLOW	12
	C1-CONTINUITY LINE		150	WHITE	UNIDIRECTIONAL RED	8
	C3-NO STOPPING LINE	INVERT OF KERB	100	YELLOW	-	-
	C4-BICYCLE LANE CONTINUITY LINE		100	WHITE	-	-
	E1-EDGE LINE		150	WHITE	UNIDIRECTIONAL RED	12
	E4- OUTLINE OF TRAFFIC ISLAND		150	WHITE	BIDIRECTIONAL YELLOW	-
	E5-OUTLINE EDGE LINE		150	WHITE	BIDIRECTIONAL YELLOW	4
	E6- LINE APPLIED TO INCLINE FACE OF MEDIAN KERB		150	WHITE	-	-
	L1-LANE LINE	3 9 3 9 3	100	WHITE	UNIDIRECTIONAL WHITE	12
	L4-EXIT LANE LINE ON MULTILANE ROUNDABOUT	9 3 9	100	WHITE	UNIDIRECTIONAL WHITE	12
	S1-DIVIDING (SEPARATION) LINE	3 9 3 9 3	100	WHITE	BIDIRECTIONAL YELLOW	12
TRANSVERSE	TB- GIVE WAY LINE	0.6 0.6 0.6 0.6 0.6	300	WHITE	-	-
	TB1- GIVE WAY LINE (USED ON RIGHT SIDE OF ROAD)	0.6 0.6 0.6 0.6 0.6	150	WHITE	-	-
	TF-STOP LINE		300	WHITE	-	-



NOTE:

1. EXISTING LINEMARKING TO BE REMOVED SHALL BE REMOVED IN ACCORDANCE THE ITEM 4 OF THE TfNSW SPECIFICATION R145
2. SIGNS TO BE INSTALLED AT 30° ANGLE FACING TRAFFIC

TITLE: PROPOSED INTERSECTION
PRINCES HIGHWAY, TEMPE

LINE MARKING PLAN 3 OF 3

CLIENT: BUNNINGS GROUP LIMITED

High Definition Design Pty Ltd
KEVIN URANE 0412009891

NOTE:
ALL EXISTING UNDERGROUND SERVICES MUST BE LOCATED AND EXPOSED PRIOR TO EARTHWORKS COMMENCING AND IT IS RESPONSIBILITY OF THOSE PERSONS USING THIS PLAN TO CONFIRM BOTH POSITION AND LEVEL OF THESE UTILITIES IN CONJUNCTION WITH THE APPROPRIATE AUTHORITY.

0 4 8 12 16 20m
1:200

Date: 07.02.17 Scale: 1:200 A1 Designed: KU
Cad Ref: HD202 r13

No	Amendment	Drawn	Date
8	ADD DIMENSIONS	KU	13.06.23
10	COUNCIL COMMENTS	KU	22.06.23
9	COUNCIL COMEMNTS	KU	16.06.23

Project No HD202
Drawing No HD27
Revision 10

Item 5

Item No: **LTC0723(1) Item 5**

Subject: **MARRICKVILLE ROAD, SEAVIEW STREET AND CAVES LANE, MARRICKVILLE – TEMPORARY FULL ROAD CLOSURES FOR DULWICH HILL VILLAGE FAIR - (DJARRAWUNANG-ASHFIELD WARD / SUMMER HILL ELECTORATE / INNER WEST PAC)**

Prepared By: Jennifer Adams - Traffic Engineer

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

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RECOMMENDATION

1. **That the proposed temporary full road closure of Marrickville Road (between New Canterbury Road and Durham Street), part of Seaview Street (between Marrickville Road and south of the entrance to the car park south of Herbert Street), Caves Lane, and the Seaview Street car park (car park adjacent to Caves Lane), Dulwich Hill for the 'Dulwich Hill Village Fair' Event on Sunday 17 September 2023 between the hours of 3:00am and 8:00pm be approved as per the submitted TMP and TGSs.**

2. **That a Road Occupancy License application be obtained from the Transport Management Centre.**

3. **That notice of the proposed event be forwarded to the NSW Police Local Area Commander, Transit Systems, the NSW Fire Brigades and the NSW Ambulance Services.**

4. **That all residents and businesses in and around the affected area are to be notified of the temporary road closure in writing by the applicant in advance (at least 7 days prior to the event) with the applicant making reasonable provision for stakeholders.**

5. **That a minimum four (4) metre unencumbered passage be available for emergency vehicles through the closed section.**

6. **That the occupation of the road carriageway must not occur until the road has been physically closed.**

STRATEGIC OBJECTIVE

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

'Dulwich Hill Village Fair' was an annual event up until 2019 and will now return this year and be held on Sunday 17 September 2023. As per previous years the event will necessitate the temporary full road closure of Marrickville Road (between New Canterbury Road and Durham Street); part of Seaview Street (between Marrickville Road and south of the entrance to the car park south of Herbert Street), Caves Lane, and the Seaview Street car park (car park adjacent to Caves Lane), Dulwich Hill.

Item 5

BACKGROUND

Council's Events Coordinator has advised that this year's annual 'Dulwich Hill Village Fair' will be held on Sunday 17 September 2023 and has submitted a request for some temporary road closures between the hours of 3:00am and 8:00pm on the day of the event.

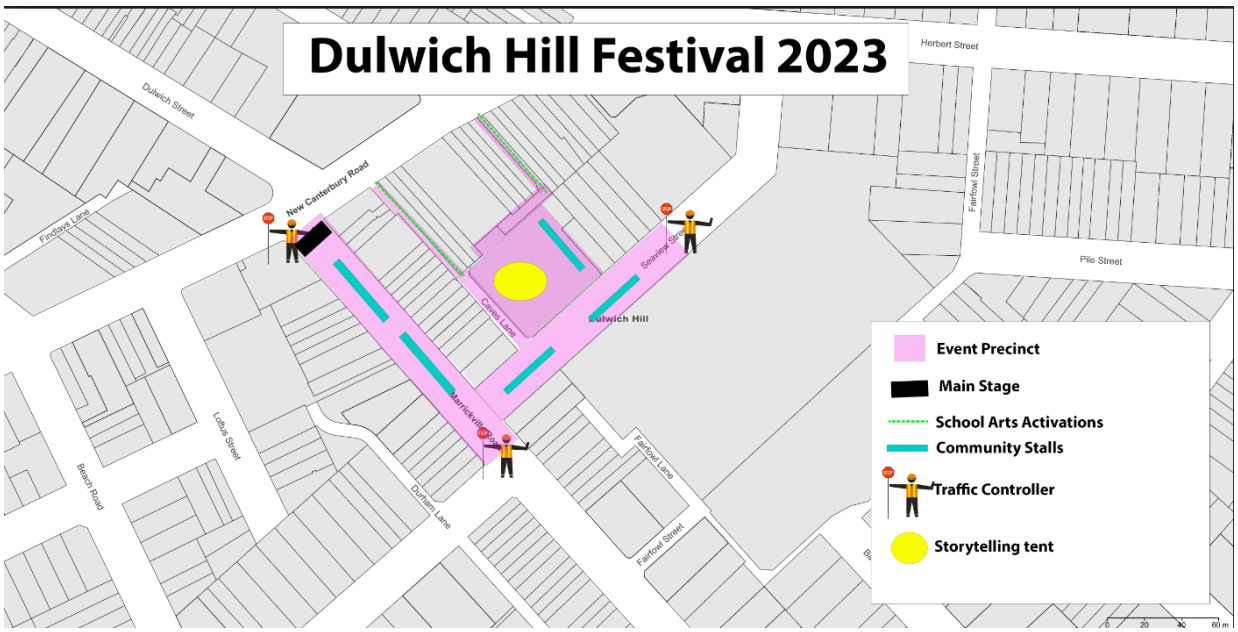
The Dulwich Hill Village Fair is a local event celebrating the growth of bars and eateries sprouting on the hill. The fair provides family entertainment mixed with food fair such as cheese plates and artisan bakery offerings as well as markets displaying eco-friendly clothing, handmade jewelry, gifts and locally made items. There will also be music, a martial arts display, dance acts and a kids play area.

This year's Dulwich Hill Village Fair will run between 10:00am and 4:00pm on Sunday 17 September 2023, however, the temporary full road closures are required from 3:00am and 8:00pm on Sunday 17 September 2023 for bump in and bump out activities.

DISCUSSION

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

- Marrickville Road (between New Canterbury Road and Durham Street),
- Seaview Street (between Marrickville Road and south of the entrance to the car park south of Herbert Street),
- Caves Lane, and
- The Seaview Street car park (car park adjacent to Caves Lane).



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

Council barricades will be used to affect the closures and a 4-metre wide emergency vehicle access will need to be maintained through the area during the course of the street fair. Appropriate advance notice signs will be strategically installed at least two weeks prior to the

event to alert motorists of the proposed closures. In addition, 'No Parking - Special Event' signs will be affixed over all existing parking restriction signs within the closed roads on the afternoon of the day prior to the event - Saturday 16 September 2023.

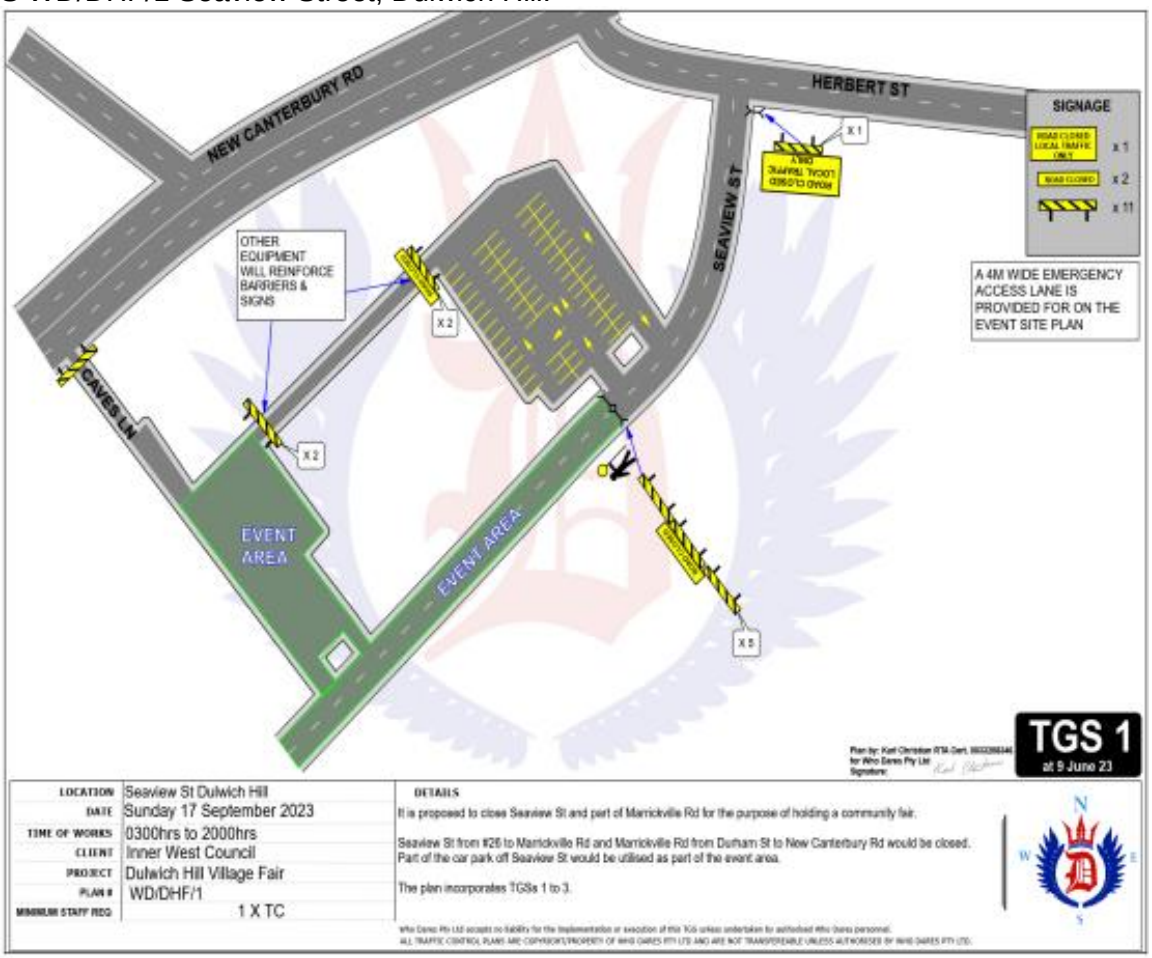
Adequate vehicular traffic control shall be provided for the protection and convenience of pedestrians and motorists including appropriate signage and flagging. Workers shall be specially designated for this role (and carry appropriate certificates), as necessary to comply with this condition. This is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

Traffic Management Plan and Traffic Guidance Schemes

A Traffic Management Plan (TMP) has been supplied by Who Dares Pty Ltd, the scope of which includes the provision for the safe movement of vehicular traffic in and out of the event areas at the Dulwich Hill Village Fair on Sunday 17 September 2023. The TMP is attached at the end of this report. The Traffic Guidance Schemes (TGS) are reproduced below.

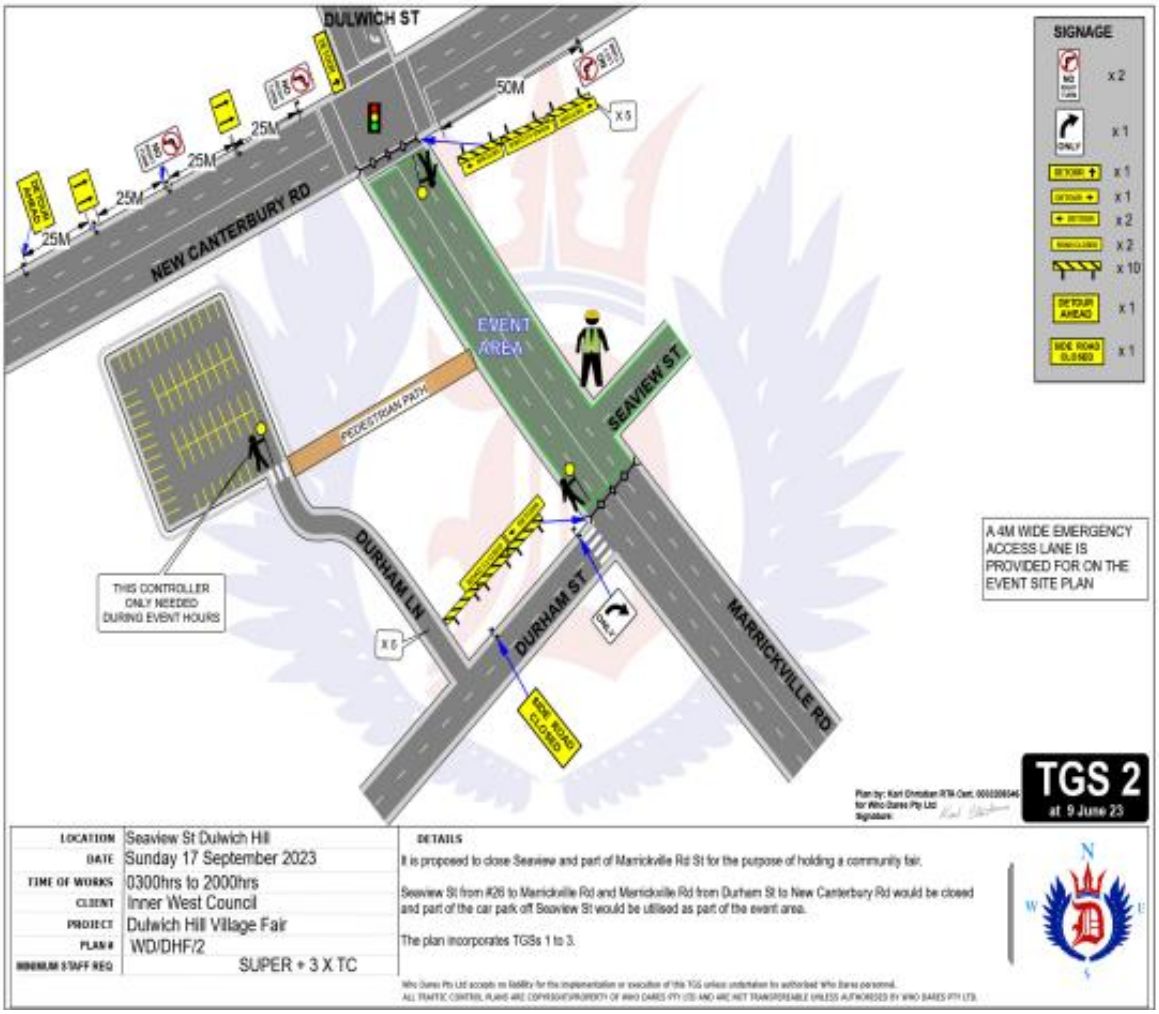
Authorised traffic controllers will install barricades and signage and maintain closure points as per the Traffic Guidance Schemes.

TGS WD/DHF/1 Seaview Street, Dulwich Hill:



It is noted that there will be a slight modification to existing signage at the traffic lights at New Canterbury Road and Marrickville Road where there is a right hand turn arrow. Multiple signs have been planned on TCP 2 to warn motorists to ignore the signal.

TGS WD/DHF/2 Marrickville Road, Dulwich Hil:

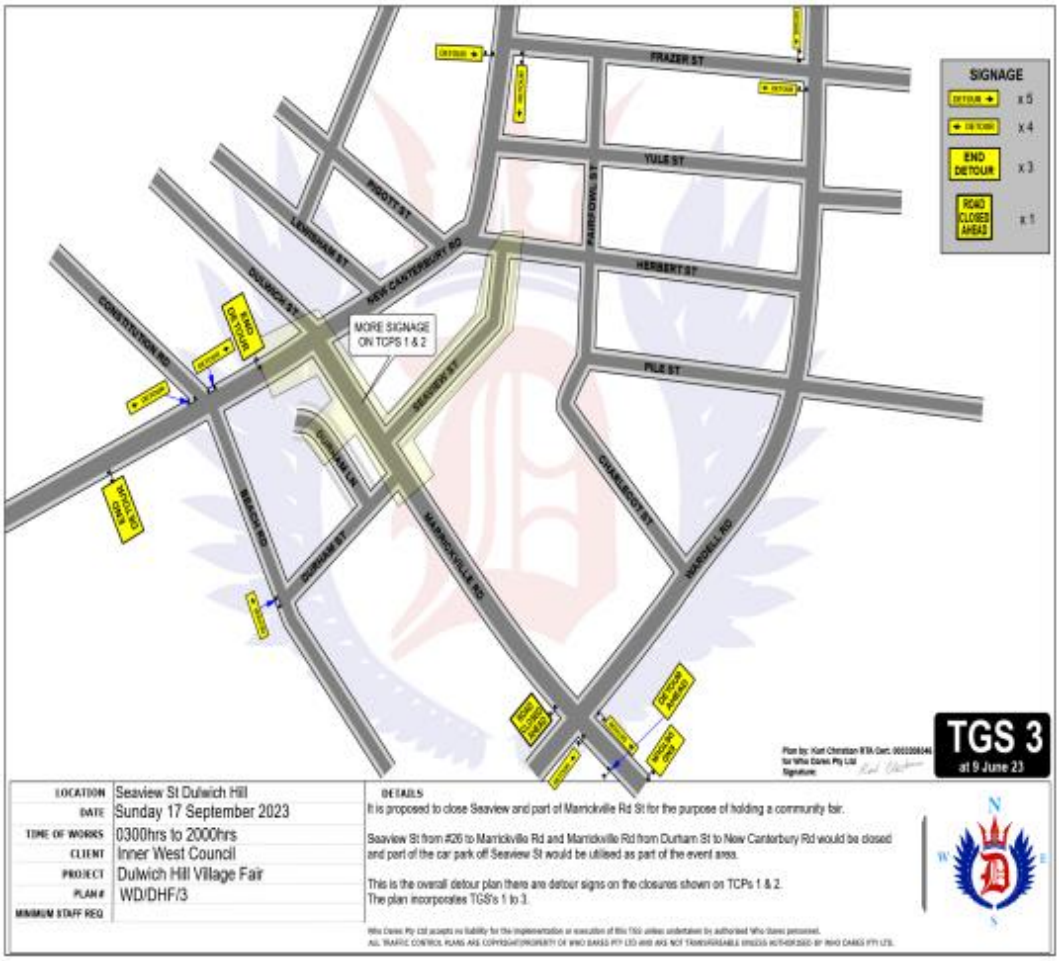


Impacts on traffic

Access around the event area will involve detours. Traffic will have to be directed to Wardell Road and Frazer Street or Beach Road and Durham Street during the closure. Refer to TGS WD/DHF/3 Detour plan below:

The traffic diverted from Marrickville Road and Seaview Street as a result of the proposed road closures, does not coincide with the peak traffic, as the Fair will be held on a Sunday when much lower than weekday traffic volumes are expected. There should be no impact to heavy vehicles. At present there should not be any construction works that will be impact the event. There are no traffic calming devices or traffic generating developments along the route.

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



Impacts on buses

At present, bus services use Marrickville Road and cross New Canterbury Road then turn around in Dulwich Street. The temporary closure of Marrickville Road at its intersection with New Canterbury Road will require buses to use a different route during the closure. Bus amended route changes ae detailed below:

Buses will be diverted off Marrickville Road and Canterbury Road using Frazer Street and Wardell Road as a detour.

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

Route 426 to Dulwich Hill
Outbound: Normal route to Marrickville Road and Wardell Road then Right Wardell Road, Left Frazer Street, Left New Canterbury Road, then to Dulwich Hill 428 stop, set down passengers, then right turn into Dulwich Hill Terminus. New Canterbury Road, pick up at 428 stop, then operate via New Canterbury Road, Right Frazer Street, Right Wardell Road, Left Marrickville Road, and then normal route.

Route 418 to Burwood
Normal route to Marrickville Road and Wardell Road then Right Wardell Road, Left Frazer Street, Left New Canterbury Road set down and pick at the 428 stop then normal route.

Route 418 to Bondi Junction
New Canterbury Road, pick up at 428 stop, then operate via New Canterbury Road, Right Frazer Street, Right Wardell Road, Left Marrickville Road, and then normal route.

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

Services heading East - Dulwich Hill, Marrickville Road Nr New Canterbury Rd Stop 220317 Dulwich Hill, Marrickville Road Nr Fairfowl Street Stop 220339 Dulwich Hill Marrickville Road Nr Wardell Street Stop 220340.

Services heading West - Dulwich Hill, Marrickville Road Nr Macarthur Parade Stop 220341 Dulwich Hill, Marrickville Road Nr New Canterbury Road 220342

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

Impacts on Parking

Council will use 'No Stopping' signs to reserve parking spaces within the road closure area prior to the road closure time. Council will install 'No Stopping Authorised Vehicles Only' in 20 parking bays of the southern Seaview Street carpark for VIP, Performer, Staff and Contractor parking. This will be done by Council officers.

Emergency Lane

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

PUBLIC CONSULTATION

The proposed road closure has been advertised on Council's website in accordance with the Roads Act 1993.

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 draft notification letter is attached below.

The Traffic Management Plan is to be submitted to TfNSW for consideration and approval and a Road Occupancy License application is to be submitted to the Transport Management Centre by Who Dares Pty Ltd.

CONCLUSION

It is recommended that Council support to the temporary full road closures on Sunday 17 September 2023 subject to complying with the recommendations stated in this report along with all standard conditions for temporary full road closures as detailed in Condition 10 of the S68201800008 development consent for the event.

FINANCIAL IMPLICATIONS

Funding of $62,000 has been allocated by Council for organising the 'Dulwich Hill Festival event under the 2023/2024 Major Community Events Program.

ATTACHMENTS

1.⇩ Transport Management Plan - Dulwich Hill Village Fair V1 - 9 June 2023

TRANSPORT MANAGEMENT PLAN

Dulwich Hill Village Fair

Sunday 17 September 2023.

Marrickville Rd and Seaview St Dulwich Hill

REPARED ON BEHALF OF

Inner West Council

Version 1
9th June 2023

WHO DARES PTY LTD

TRAFFIC PLANNERS
SAFETY CONSULTANTS
SECURITY CONSULTANTS

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

Ph: 02 9569 9922
Fax: 02 9569 9933

Event Organiser: **Inner West Council**

Document Author: **Anthony Russell**
Who Dares Pty Ltd
Prepare a Work Zone Traffic Management Plan
Safe Work TCT1026226
Phone: 02 9569 9922

Version Control

Version	Date	Status	Comments
Version 1.0	9 June 2023	1st Draft	

1. INTRODUCTION

1.1. Introduction

This plan has been prepared for **Inner West Council**.

It has been prepared after discussions with Inner West Council, production management contractor and Who Dares.

The plan relates to road closures for event held on Sunday 17th September 2023.

1.2. Objective

It is the objective of this report to set out the means and measures by which roads may be closed to through traffic so that the event described above may take place.

The plan will include a description and detailed plan of the proposed measures, will identify and assess the impact of the proposed measures, will discuss the impact of re-assigned traffic, the proposal's effect on public transport services and what provisions are to be made for Emergency Services vehicles, heavy vehicles, cyclists and pedestrians. Furthermore, the plan will assess the effect of the proposal on existing and future developments within the vicinity, the possible flow on effects for traffic in adjoining Council Areas and finally will include a discussion about the requirement for a public consultation process with respect to the proposal.

1.3. Authority of the TMP

This Transport Management Plan (TMP) when approved by the relevant authorities becomes the prime document detailing the traffic, transport, and pedestrian arrangements under which the event will operate.

In case of emergencies, or for the management of incidents, the NSW Police are not subject to the conditions of this TMP but should endeavour to inform other agencies of the nature of the incident and the Police response.

1.4. Description of the event

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

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

Item 5

2. EVENT DETAILS

2.1. Event summary

Event Name	**Dulwich Hill Village Fair**
Event Date:	**Sunday 17 September 2023**
Event Start Time:	**10:00 hours**
Event Finish Time:	**16:00 hours**
Event Set Up Time:	**03:00 hours**
Event Pack Down Finish Time:	**20:00 hours**
Event is:	**Street Festival**

Contact Names

Inner West Council – 7 – 15 Wetherill St, Leichhardt NSW 2040
Ffion Michael — **Phone** **02 9392 5441**
Events Officer — **Mobile**
E-mail **ffion.michael@innerwest.nsw.gov.au**

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

Transport for NSW –
Transport Management Centre, 25 Garden St, Eveleigh, NSW, 1430
Phone **02 8396 1416**
A/Manager Major Govt. Events — **Mobile**
E-mail @tmc.transport.nsw.gov.au

State Transit Authority of NSW
Phone **02 9582 7666**
Mobile
E-mail @sta.nsw.gov.au

Traffic Contractor – Who Dares Pty Ltd
Anthony Russell — **Phone** **02 9569 9922**
Traffic Manager — **Mobile** **0427 632 726**
E-mail anthony@whodares.com.au

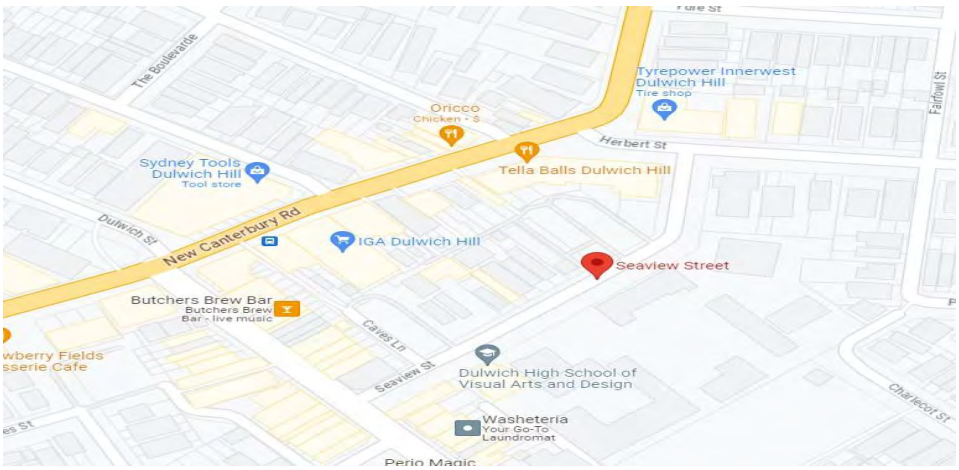
Attachment 1

2.2. Description of the event:

Dulwich Hill Festival celebrates the community and delights of this Inner West village.

Think cheese plates, artisan bakeries, bookstores, live entertainment and family friendly activities and you're at the Dulwich Hill Festival!

2.3 The Location:



3. TRAFFIC AND TRANSPORT MANAGEMENT

3.1. Road closures 03:00 hours till 20:00 hours Sunday 17th September 2023

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

3.2. Detours

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

3.3. Cleaning

Prior to the reopening of the roads at 20:00 hours Sunday 17th September 2023, the Inner West Council will commence cleaning operations.

3.4. Modification to existing signage

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

3.5. Sydney Buses amended route changes

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

Route 426 to Circular Quay

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

Route 426 to Dulwich Hill

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

Route 418 to Burwood

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

Route 418 to Bondi Junction

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

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

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

Services heading West

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

3.6. Parking

Council will use "No Stopping" signs to reserve parking spaces within the road closure area prior to the road closure time.
Council will install "No Stopping Authorised Vehicles Only" in 20 parking bays of the Southern Seaview St carpark for VIP, Performer, Staff and Contractor parking.
This will be done by Council officers.

3.7. Construction, traffic calming and traffic generating developments

At present there should not be any construction works that will be impact the event.
There are no traffic calming devices or traffic generating developments along the route.

3.8. Traffic Control

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

3.9. Contingency Plans

3.10. Heavy Vehicle impacts

There should be no impact to heavy vehicles.

4. RISK MANAGEMENT – TRAFFIC

4.1. Occupational Health & Safety – Traffic Control

"Temporary traffic management (TTM) is one of the highest risk activities on a roadwork site."*

Inner West Council are the Risk Managers for their event operations. It is Inner West Council policy to identify and treat hazards by endeavouring to prevent or eliminate health and safety risk as far as is reasonably practicable (SFAIRP).

Who Dares as the contracted Traffic Control Company engaged by Inner West Council is the Delivery Partner and will fulfill all its legal duty to advise during consultation to deliver traffic plans that reflect the joint efforts of Who Dares, Inner West Council and all agencies assigned to the process of devising a plan that creates traffic and other arrangements appropriate to the safe delivery of the event.

The appropriateness of the arrangements is directly linked to the desirability of the event to the community compared with what is reasonably practicable to ameliorate inconvenience and safety risks.

Any risk treatment measure implemented by Who Dares through the Traffic Guidance Systems (TGS)s that are addended to this TMP will be consistent with their obligations in accordance with the Work Health and Safety Act 2011 (NSW), Work Health and Safety Regulations 2017 (NSW) and AS/NZS ISO 31000:2018 Risk Management- guidelines.

The risk methods in this TMP will adhere to a feasibility hierarchy firstly endeavouring to eliminate risk by detouring traffic around effected areas completely separating traffic from the event. Secondly if traffic is unable to be detoured around traffic will be planned to pass the event using engineering methods to isolate risk. Some through methods will be considered under very controlled methods such as limited crossover points or emergency access.

Inner West Council must develop with the help of Who Dares a plan that is appropriately resourced through accumulating sufficient data to evaluate options to produce a draft TMP for consultation and development that will create the best achievable outcome for all stakeholders.

Who Dares in its capacity as the traffic management specialist and will do all that is reasonably practicable to give advice for options to ameliorate risks that are identified.

* Transport for NSW Traffic Control at work sites, Technical Manual issue 6.1, 2022, 31.

4.2. Public Liability Insurance

Refer Annex 1.

4.3. Hostile Vehicle Mitigation

Any Hostile Vehicle mitigation strategies will be undertaken within the road closure in accordance with the event risk assessment. This information is to remain confidential.

4.4. Police

Inner West Police Area Command will be notified of the event a minimum 2 weeks prior to the event.

4.5. NSW Ambulance and Fire and Rescue NSW

NSW Ambulance and Fires and Rescue NSW will be notified in writing of the event by the event organiser, this should be done a minimum 2 weeks prior to the event.

4.6. **Risk Plans and Risk Checklist**

Item	Verified	Action Taken
All one-way streets are as described	☒ Yes ☐ No ☐ N/A	*None required.*
Block access to local businesses	☐ Yes ☒ No ☐ N/A	*Confirm list of letters to residents, businesses, and car-parks.* There are no known planned road-works.
Block Police vehicle access	☐ Yes ☒ No ☐ N/A	*Confirm access and consultation of routes to and within areas affected by closures with Emergency Services.*
Block Ambulance access	☐ Yes ☒ No ☐ N/A	*Confirm access and consultation of routes to and within areas affected by closures with Emergency Services.*
Block fire station access	☐ Yes ☐ No ☒ N/A	*Normal access to fire station facilities are maintained* *Confirm access and consultation of routes to and within areas affected by closures with Emergency Services.*
Block heavy vehicle access	☒ Yes ☐ No ☐ N/A	*Advertisement of event to general public.*
Restricted movements – banned turns, heavy/high vehicles	☐ Yes ☐ No ☒ N/A	*All vehicles are diverted before the closure.*
Block Public facility (football oval, car park etc.)	☐ Yes ☒ No ☐ N/A	*None required.*
Block public transport access	☒ Yes ☐ No ☐ N/A	*Buses notified and alternative bus stop implemented.*
Can route use alternatives such as bicycle tracks, paths, parks, bush tracks etc.?	☐ Yes ☐ No ☒ N/A	*None required.*
Construction – existing, proposed that may conflict	☐ Yes ☒ No ☐ N/A	*Confirm list of letters to residents, businesses, and car-parks.* There are no known planned road-works.
Route impeded by traffic calming devices?	☐ Yes ☐ No ☒ N/A	*None required.*

Item	Verified	Action Taken
Numbers of lanes and their width are as described	☒ Yes ☐ No ☐ N/A	*None required.*
Local access	☒ Yes ☐ No ☐ N/A	Managed by Traffic Controllers
Road signage – existing/temporary	☒ Yes ☐ No ☐ N/A	*Warning Road Closure signage is installed at least 14 days prior to the event.*
Signalised intersections (flashing yellow? Point duty?	☐ Yes ☐ No ☒ N/A	*None required.*
Tidal flows	☐ Yes ☐ No ☒ N/A	*None required.*
Traffic generators – shopping centres, schools, churches, industrial area, hospitals	☒ Yes ☐ No ☐ N/A	*Advertisement of event to general public.*
Traffic movement contrary to any Notice	☐ Yes ☐ No ☒ N/A	*None required.*
Traffic signals are as described	☐ Yes ☐ No ☒ N/A	*None required.*
Turning lanes are as described	☒ Yes ☐ No ☐ N/A	*None required.*
Letter Drop Zone Maps to indicate precincts mailed	☒ Yes ☐ No ☐ N/A	*Confirm list of letters to residents, businesses, and car parks. Advertisement of event to general public.*

Inner West Council will compile Risk Assessments and Site-Specific Safety Plans for the events that are not included in this Transport Management Plan

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

Issues/Risks	Applicable	Action Taken
Heavy Weather	☒ Yes ☐ No	If heavy weather may cause crowds to depart early
Flood hazard on the route	☒ Yes ☐ No	TMC / TFNSW and Police provide diversions around flooded area.
Flood hazard at the parking area	☒ Yes ☐ No	Event organiser to close parking area and direct to hardstand parking.
Parking during Wet weather	☒ Yes ☐ No	Hardstand only.
Bush fire hazard	☒ Yes ☐ No	For major local/regional bushfire hazard affecting general public health or transport to greater Sydney, take direction from NSW Police
Accident on the route	☒ Yes ☐ No	If CCTV monitored by TMC. Facilitate emergency response to area.
Breakdown	☒ Yes ☐ No	If CCTV monitored by TMC. Facilitate response to area.
Absence of marshals and volunteers	☐ Yes ☒ No	Re-deploy existing staff as required.
Block public transport access	☐ Yes ☒ No	Divert general public to next available transport, considering safety and circumstances. Relevant transport agency to employ appropriate steps to accommodate.
Slow participants	☐ Yes ☒ No	Cut off time to be enforced.
Delayed Event	☒ Yes ☐ No	Delay of any aspect of the event will be communicated by the event organiser
Cancellation of Event	☒ Yes ☐ No	Cancellation of any aspect of the event will be communicated by the event organiser.
Security of participants/general public	☒ Yes ☐ No	Provided by event organiser.
Security of very important persons (VIP's)	☒ Yes ☐ No	As Required.

It shall be noted that Transport Management Plan (TMP) and particularly Traffic Control Plans (TGS's) are seen as risk control measures, but alone they cannot substitute for a compliant and detailed event Risk Assessment.

Contingency form part of the risk assessment and management plan.

5. MINIMISING IMPACT ON THE NON-EVENT COMMUNITY AND EMERGENCY SERVICES

5.1. Emergency Lane

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

5.2. Advertise the traffic management arrangements

All residents will be notified of the event through:

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

5.3. Special event warning signs

N/A

5.4. Portable variable message signs

N/A

6. PRIVACY NOTICE

The "Personal Information" contained in the completed Transport Management Plan may be collected and held by the NSW Police, the NSW Roads and Maritime Services (RMS), or Local Government.

I declare that the details in this application are true and complete. I understand that:

The "personal information" is being collected for submission of the Transport Management Plan for the event described in Section 1 of this document;

I must supply the information under the Road Transport Legislation (as defined in the Road Transport (General) Act 1999) and the Roads Act 1993;

Failure to supply full details and to sign or confirm this declaration can result in the event not proceeding;

The "personal information" being supplied is either my own or I have the approval of the person concerned to provide his/her "personal information";

The "personal information" held by the Police, RMS or Local Government may be disclosed inside and outside of NSW to event managers or any other person or organisation required to manage or provide resources required to conduct the event or to any business, road user or resident who may be impacted by the event;

The person to whom the "personal information" relates has a right to access or correct it in accordance with the provisions of the relevant privacy legislation.

7. APPROVAL

TMP Approved by: _____ Date: _____

Event Organisor Inner West Council

8. AUTHORITY TO *REGULATE TRAFFIC

Council's traffic management requirements have been met. Regulation of traffic is therefore authorised for all non-classified roads described in the risk management plans attached to this TMP.

Regulation of traffic authorised by: Ffion Michaels Date: _____

Inner West Council

The RMS's traffic management requirements have been met. Regulation of traffic is therefore authorised for all classified roads described in the risk management plans attached to this TMP.

Regulation of traffic authorised by:…….. Date:.....

Road and Maritime Services

* "Regulate traffic" means restrict or prohibit the passage along a road of persons, vehicles or animals (Roads Act, 1993). Council and RMS require traffic to be regulated as described in the risk management plans with the layouts installed under the direction of a qualified person.

9. PHYSICAL SURVEY OF THE ROUTE

Item	Verified	Action Taken
All one-way Streets are as described	☒	
Blocked access to local businesses	☒	Local Businesses will be aware of the road closures
Blocked Ambulance access	☒	All Emergency Services notified of event. Police to facilitate emergency vehicle access
Blocked local resident access	☒	Limited access provided under police or nominated traffic management contractor
Blocked Police vehicle access	☒	Police to facilitate access
Blocked public transport access	☐	Some delays due to traffic
Restricted movements – banned turns, heavy/high vehicles	☒	Intersections under Police/Traffic Controller
Road signage – existing/temporary	☒	
Signalised intersections	☒	To be managed by TMC
Traffic generators – shopping centres, schools, churches, industrial area, hospitals	☒	Traffic generators are aware of standard road closures

Attachments

Annex 1 – Traffic Control Measures Checklist
Annex 2 – Public Liability Insurance
Annex 3 – Road Occupancy License application

Traffic Guidance Schemes

WD/DHF/1 Seaview St, Dulwich Hill
WD/DHF/2 Marrickville Rd, Dulwich Hill
WD/DHF/3 Detour

ANNEX 1

TRAFFIC CONTROL MEASURES CHECKLIST

This checklist can help you implement effective control measures in your workplace.
Using this checklist is not mandatory—you can use whatever means are most useful and practical to identify the traffic control measures to be used specific to your workplace.

CONSIDER THE FOLLOWING	Yes	No	Comments Action
Separation			
Are separate entries and exits provided for vehicles and pedestrians including visitors?			
Do the entries and exits protect pedestrians from being struck by vehicles?			
Does the layout of the workplace effectively separate pedestrians, vehicles and powered mobile plant?			
Are systems in place to keep pedestrians and moving vehicles or plant apart like physical barriers, exclusion zones and safety zones?			
Vehicle routes			
Are the roads and pathways within the workplace suitable for the types and volumes of traffic?			
Are loading zones clearly marked?			
Do vehicle route designs take into account vehicle characteristics under all conditions, for example emergency braking, running out of fuel or adverse weather?			
Are there enough parking places for vehicles and are they used?			
Are traffic directions clearly marked and visible?			
If a one-way system is provided for vehicle routes within the workplace is it properly designed, signposted and used?			
Are vehicle routes wide enough to separate vehicles and pedestrians and for the largest vehicle using them?			
Do vehicle routes have firm and even surfaces?			
Are vehicle routes kept clear from obstructions and other hazards?			
Are vehicle routes well maintained?			
Do vehicle routes avoid sharp or blind corners?			
Pedestrian routes			
Are pedestrian walkways separated from vehicles?			
Where necessary are there safe pedestrian crossings on vehicle routes?			
Is there a safe pedestrian route which allows visitors to access the site office and facilities?			

CONSIDER THE FOLLOWING	Yes	No	Comments Action
Are pedestrian walkways clearly marked?			
Are pedestrian walkways well maintained?			
Vehicle movement			
Have drive-through, one-way systems been used to reduce the need for reversing?			
Are non-essential workers excluded from areas where reversing occurs?			
Are vehicles slowed to safe speeds, for example speed limiters on mobile plant or chicanes on vehicle routes?			
Do drivers use the correct routes, drive within the speed limit and follow site rules?			
Signs			
Are there speed limit signs?			
Are there clear warnings of powered mobile plant hazards?			
Is there clear signage of pedestrian and powered mobile plant exclusion zones?			
Is there enough lighting to ensure signs are visible, particularly at night?			
Warning devices			
Are flashing lights, sensors and reversing alarms installed on powered mobile plant?			
Information, training and supervision			
Do powered mobile plant operators have relevant high risk work licences? Are they trained in operating the particular model of plant being used?			
Have workers received site specific training and information on traffic hazards, speed limits, parking and loading areas?			
Is information and instruction about safe movement around the workplace provided to visitors and external delivery drivers?			
Is the level of supervision sufficient to check traffic movement and ensure safety of pedestrians and drivers?			
Personal Protective Equipment			
Is PPE like high visibility clothing provided and used where necessary?			
Vehicle safety			

CONSIDER THE FOLLOWING	Yes	No	Comments Action
Have vehicles and powered mobile plant been selected which are suitable for the tasks to be done?			
Do vehicles have direct visibility or devices for improving vision like external and side mirrors and reversing sensors?			
Are vehicles fitted with effective service and parking brakes?			
Do vehicles and powered mobile plant have seatbelts where necessary?			
Is there a regular maintenance program for all vehicles and powered mobile plant?			
Is there a system for reporting faults on all vehicles and powered mobile plant?			
Do drivers carry out basic safety checks before using vehicles?			
Are there any other control measures that should be implemented to manage risks at your workplace?			

ANNEX 2

PUBLIC LIABILITY INSURANCE

Council to supply 2019-2020 document

(Attach copy here)

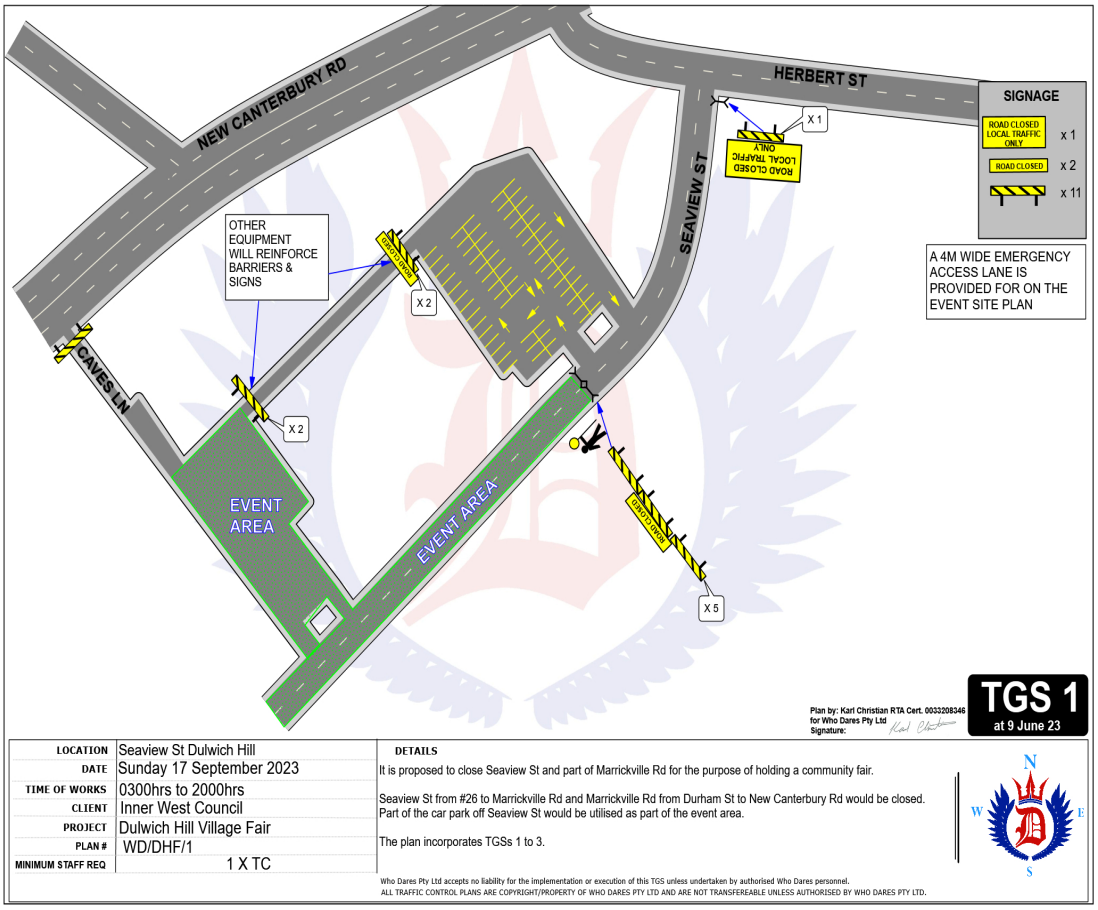
ANNEX 3

ROAD OCCUPANCY LICENCE (ROL)

(When approved attach copy here)

Item 5

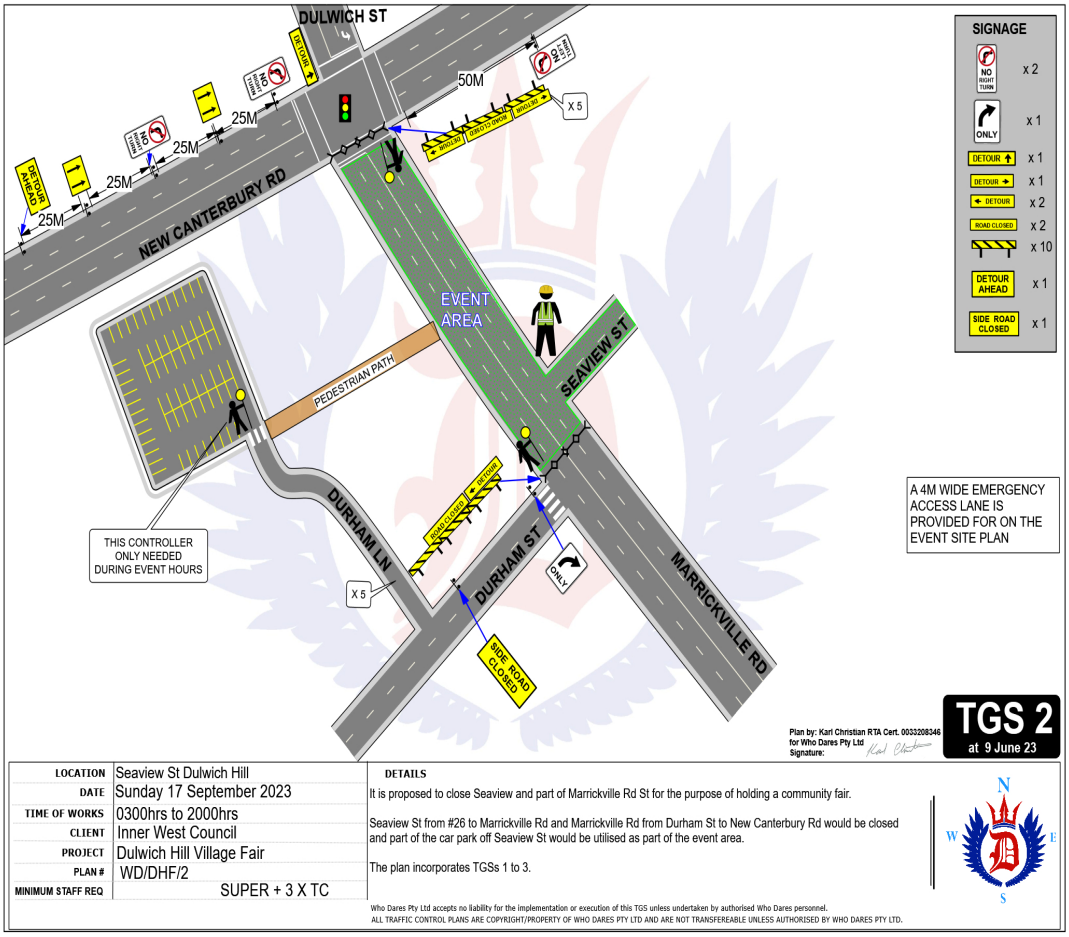
TGS WD/DHF/1 Seaview St, Dulwich Hill



Attachment 1

Item 5

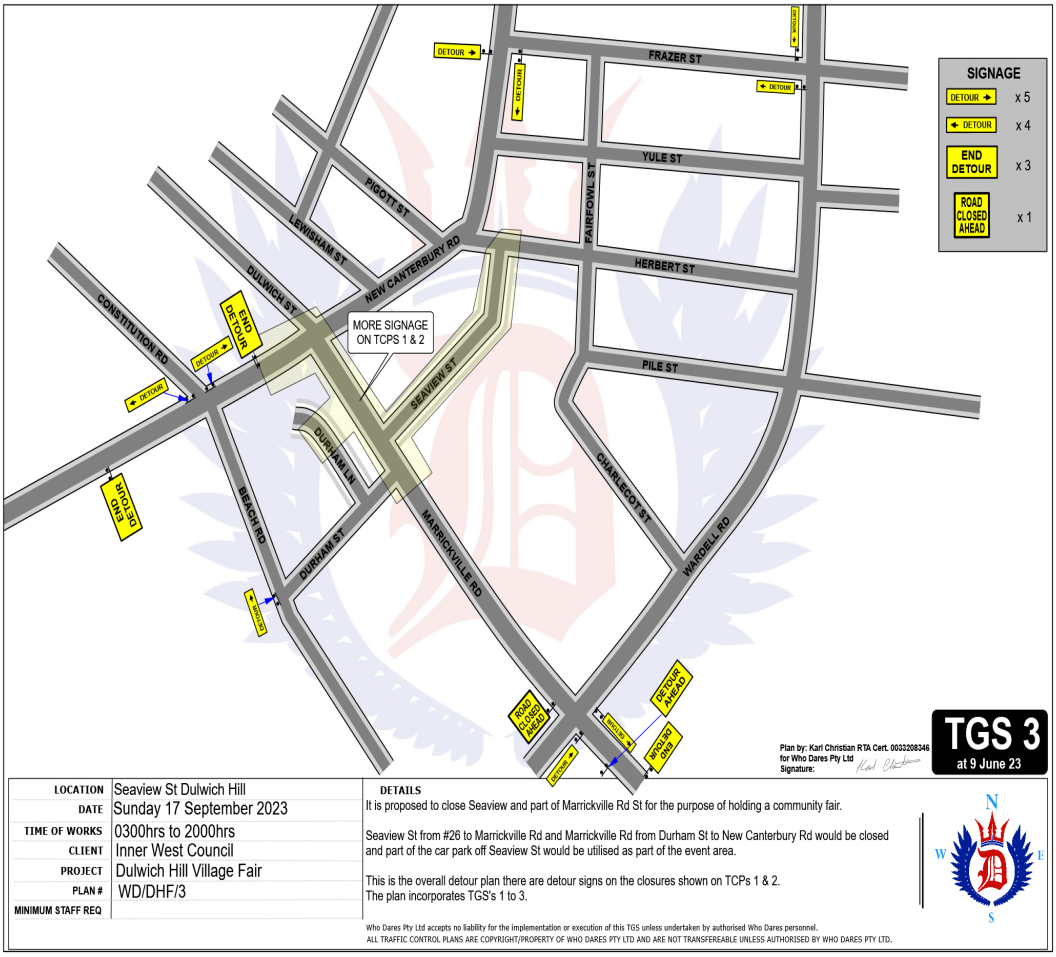
TGS WD/DHF/2 Marrickville Rd, Dulwich Hill



Attachment 1

Item 5

TGS WD/DHF/3 Detour



Attachment 1

Item No: **LTC0723(1) Item 6**

Subject: **CONSTITUTION ROAD, DULWICH HILL AT THE RAIL OVERBRIDGE BETWEEN WILLIAMS PARADE AND GROVE STREET – TEMPORARY FULL ROAD CLOSURE (DJARRAWUNANG - ASHFIELD WARD/ SUMMER HILL ELECTORATE/ INNER WEST PAC)**

Prepared By: Jennifer Adams - Traffic Engineer

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

That the proposed temporary full road closure of Constitution Road, Dulwich Hill at the rail overbridge between Williams Parade and Grove Street, for a 6-month period from August 2023 to January 2024 (with an additional 4 week contingency period) be approved, in order to facilitate piling and excavation works for the construction of the tunnel beneath Constitution Road as part of the Greenway Project subject to, but not limited to, the following conditions:

1. **A Road Occupancy License be obtained by the applicant from the Transport Management Centre.**

2. **All affected residents and businesses, including the NSW Police Local Area Commander, Fire & Rescue NSW and the NSW Ambulance Services be notified in writing, by the applicant, of the proposed temporary road closure at least 7 days in advance of the closure with the applicant making reasonable provision for stakeholders.**

3. **The occupation of the road carriageway must not occur until the road has been physically closed.**

4. **The applicant is to set up the road closure and detours as proposed in the Traffic Guidance Schemes submitted to Council on 30 June 2023.**

STRATEGIC OBJECTIVE

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

An application has been received from Gartner Rose for the temporary full road closure of Constitution Road, Dulwich Hill at the rail overbridge between Williams Parade and Grove Street, for a 6-month period from August 2023 to January 2024 in order to facilitate piling and excavation works for the construction of the tunnel beneath Constitution Road as part of the GreenWay Project. The road will be temporarily closed to all vehicular traffic, including emergency vehicles. It is recommended that the proposed temporary full road closures be approved, subject to the conditions outlined in this report.

BACKGROUND

The GreenWay is an integrated ecological and active transport route that follows the light rail line from the Cooks River to Iron Cove. It provides a variety of recreation opportunities and incorporates local places for culture and art. The Masterplan was adopted by Council in 2018

and guides the delivery of landscaping and infrastructure along the GreenWay corridor over the next several years.

The GreenWay is being built in stages, with the first stages already delivered and remaining works anticipated to be completed in 2025.

The in-corridor works consist of two discrete areas known as the central and southern links. The central links area extends from north of Parramatta Road, Leichhardt to just south of Old Canterbury Road, Lewisham. The southern links area extends from Weston Street, Lewisham to Hercules Street, Dulwich Hill.

In September 2022, Council resolved to proceed with the design and construction of the central and southern links. Council recently secured additional funding from the NSW State Government and has now engaged contractor Gartner Rose for the design and construction of these works.

The community was presented with the draft detailed design in early 2023. The design is now finalised prior to commencement of construction beginning August 2023. The in-corridor works package involves the construction of a shared path, lighting and landscaping within the light rail corridor and adjacent land.

The proposed works include:

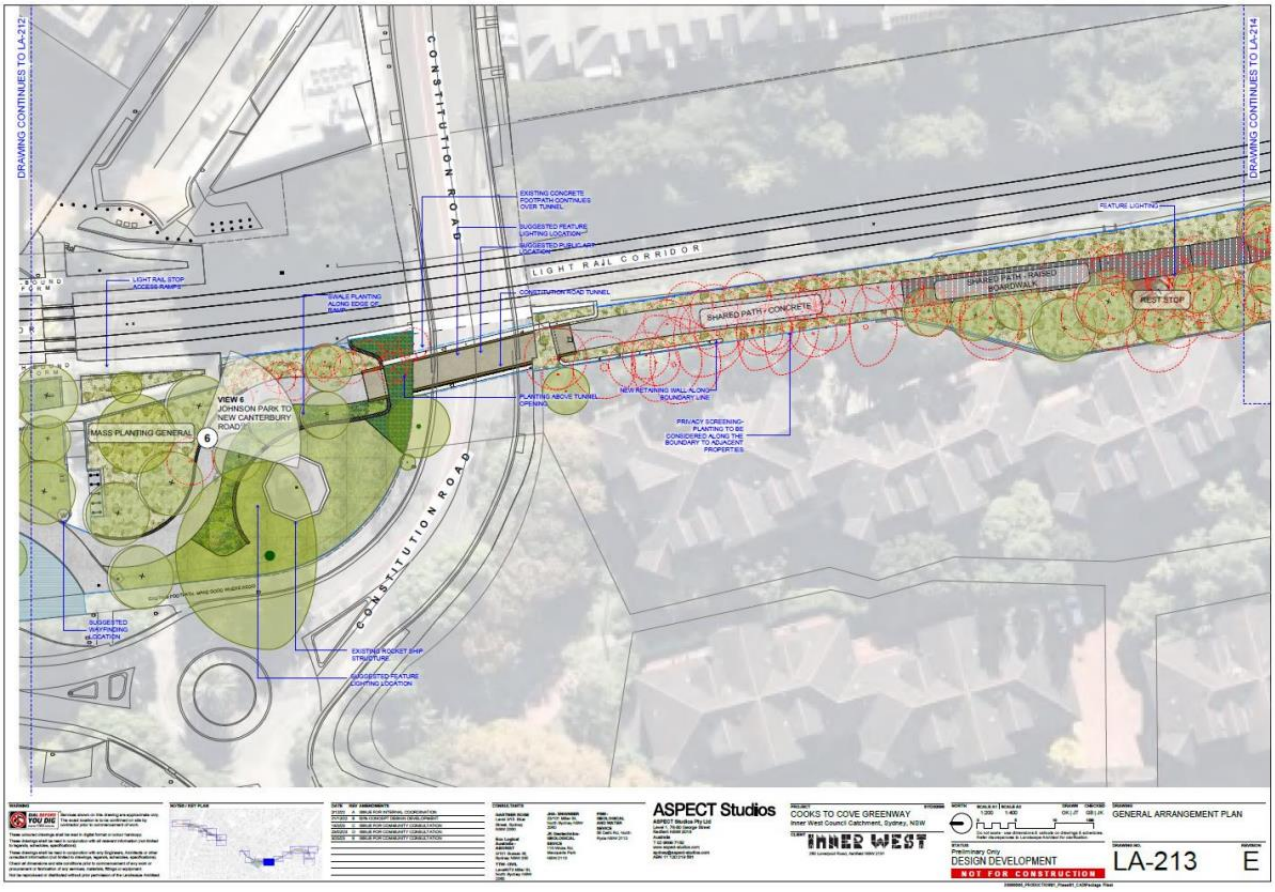
- A suspended walkway under Parramatta Road and along the Hawthorne Canal
- A new path and upgraded natural areas in Gadigal Reserve
- A tunnel under Longport Street
- A new path, parklands and natural areas in the light rail corridor near Lewisham West
- A signalised crossing at Old Canterbury Road including the closure of Weston Street
- A tunnel under Davis Street and a new boardwalk from Davis Street to Johnson Park
- Upgrade of Johnson Park including an upgraded path and playground
- A tunnel under Constitution Road and an elevated pathway through the light rail corridor from Constitution Road to New Canterbury Road
- A new path and upgraded natural areas in the light rail corridor near Hercules Street.

- Dulwich Hill: Johnson Park to New Canterbury Road

Key features:

A tunnel under Constitution Road and an elevated pathway through the light rail corridor from Constitution Road to New Canterbury Road

Gartner Rose works in regard to the tunnel under Constitution Road involves the temporary road closure of Constitution Road for a 6-month period from August 2023 to January 2024.



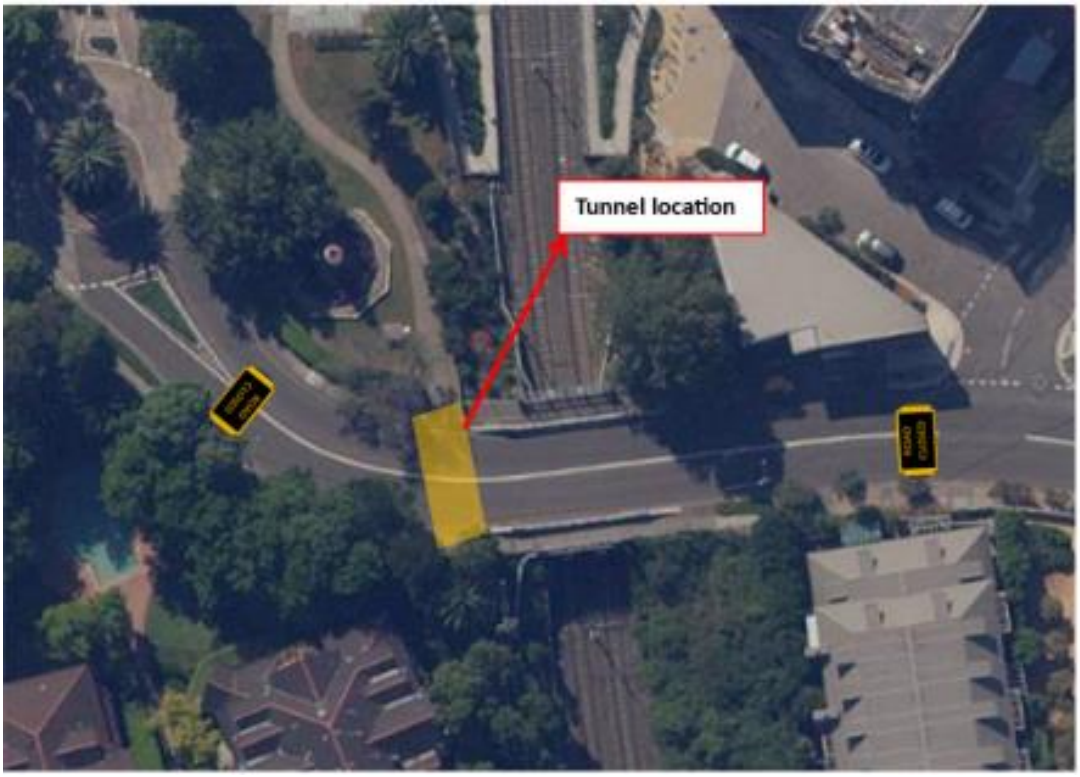
The works will involve closing the road while piling and excavation takes place for the construction of the tunnel beneath Constitution Road. A traffic plan will be put in place with all efforts made to minimise the impact on traffic and residents.

Scope of works

It is proposed to undertake top-down construction for the Constitution Road tunnel as top-down construction reduces the extent of excavation around live services (live services include gas and telecommunication cables).

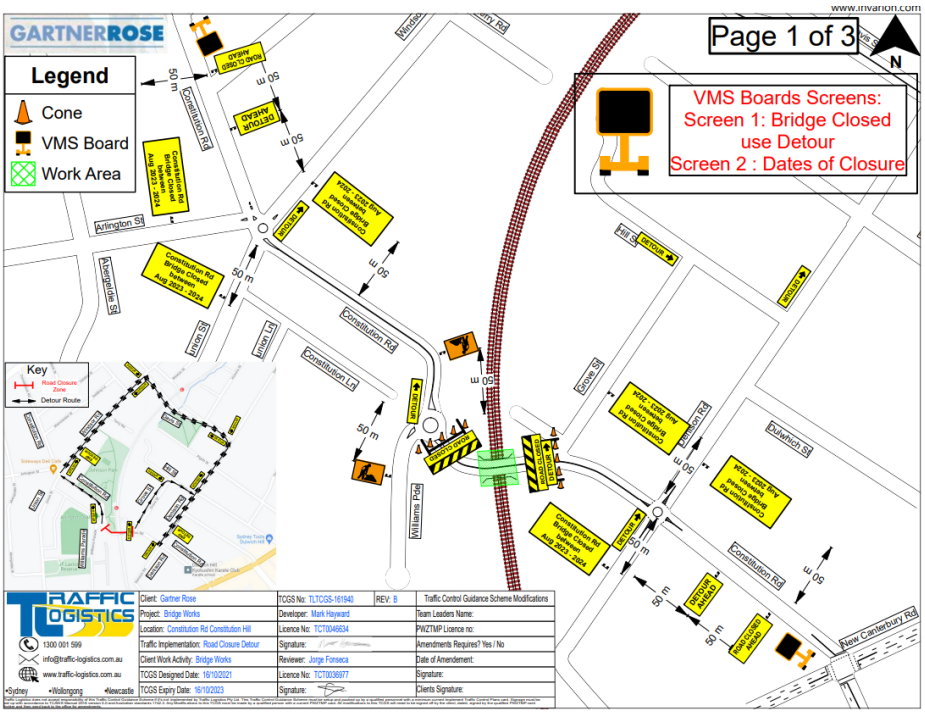
1. Site preparation: the construction site is prepared by closing the road, removing any existing structures, and excavating the top road pavement.
2. Installation of support systems: Contiguous piles will be installed the length of the tunnel. Excavate to top of the piles. Once complete, the installation of a temporary steel support beam is required to suspend inground services. Capping beams and slab can then be formed and poured.
3. Surface restoration: Apply water proofing and back fill.
4. Excavation of the tunnel: Excavation of the tunnel can begin.

Gartner Rose will work to minimize impacts during this time. However, there may be machinery noise as well as temporary disruptions to local and pedestrian traffic. Access to properties will be maintained at all times.



The road closure impacts no bus routes. Pedestrians will be diverted through Arlington Light Rail Station.

The Traffic Guidance Scheme Plans for the temporary road closure of Constitution Road are shown below and reproduced at the end of this report. Detours will be in place. VMS boards will be displayed on the perimeter area. Traffic controllers may be required to be on duty to assist both pedestrians and vehicle movements.


GARTNERROSE
Legend
Cone
VMS Board
Work Area
Page 1 of 3
N
VMS Boards Screens:
Screen 1: Bridge Closed use Detour
Screen 2 : Dates of Closure
Constitution Rd
Arlington St
Abergeldie St
Union St
Union Ln
Constitution Ln
Williams Pde
Grove St
Denison Rd
Dulwich St
Hill St
New Canterbury Rd
Key
Road Closure Zone
Detour Route
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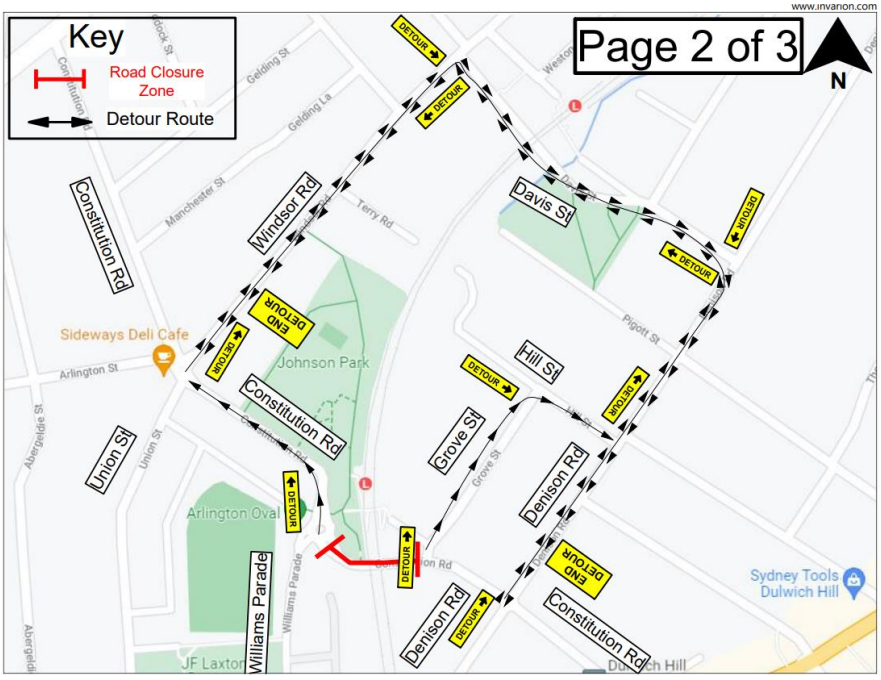
Traffic Control Guidance Scheme Modifications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Detour Route
Page 2 of 3
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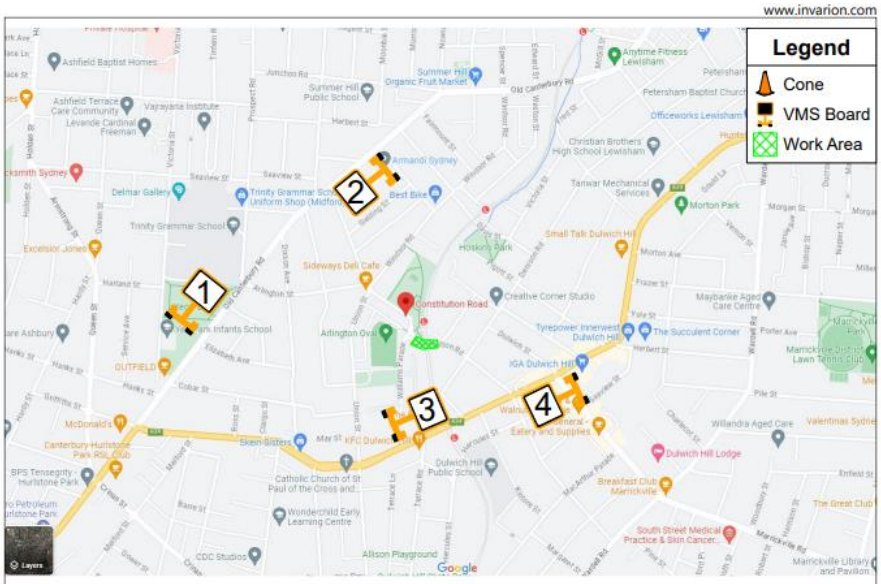
Constitution Rd
Windsor Rd
Davis St
Terry Rd
Manchester St
Gelding St
Gelding La
Sideways Deli Cafe
Arlington St
Johnson Park
Hill St
Pigott St
Union St
Grove St
Denison Rd
Arlington Oval
Williams Parade
Abergeldie St
JF Laxton
Sydney Tools Dulwich Hill
DETOUR
END DETOUR



VMS No.	LOCATION	SUBURB	POSITION	LEAD UP WORDING		DAY OF WORDING		DURING WORKS WORDING	
				SCREEN 1	SCREEN 2	SCREEN 1	SCREEN 2	SCREEN 1	SCREEN 2
1	Old Canterbury Rd South of Arlington St	Dulwich Hill	Northbound	CONSTIT'N RD CLOSURE XX TO XX	FOR INFO VISIT LIVE TRAFFIC.COM	CONSTIT'N RD CLOSED TODAY	HEAVY VEHCL DETOUR IN PLACE	CONSTIT'N RD CLOSED xAM TO xPM	HEAVY VCLS DETOUR VIA TOOTHILL ST
2	Old Canterbury Rd North of Constitution Rd	Dulwich Hill	Southbound	CONSTIT'N RD CLOSURE XX TO XX	FOR INFO VISIT LIVE TRAFFIC.COM	CONSTIT'N RD CLOSED TODAY	HEAVY VEHCL DETOUR IN PLACE	CONSTIT'N RD CLOSED xAM TO xPM	HEAVY VCLS DETOUR VIA NEW C'BURY RD
3	New Canterbury Rd West of Denison Rd	Dulwich Hill	Eastbound	CONSTIT'N RD CLOSURE XX TO XX	FOR INFO VISIT LIVE TRAFFIC.COM	CONSTIT'N RD CLOSED TODAY	HEAVY VEHCL DETOUR IN PLACE	CONSTIT'N RD CLOSED xAM TO xPM	HEAVY VCLS DETOUR VIA TOOTHILL ST
4	New Canterbury Rd East of Constitution Rd	Dulwich Hill	Westbound	CONSTIT'N RD CLOSURE XX TO XX	FOR INFO VISIT LIVE TRAFFIC.COM	CONSTIT'N RD CLOSED TODAY	HEAVY VEHCL DETOUR IN PLACE	CONSTIT'N RD CLOSED xAM TO xPM	HEAVY VCLS DETOUR VIA OLD C'BURY RD

This is a VMS Plan
VMS to be installed not obstructing pedestrians or motorists

Page 3 of 3

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Client: Gartner Rose	TCGS No: TLTCGS-161940	REV: B	Traffic Control Guidance Scheme Modifications
Project: Bridge Works	Developer: Mark Hayward		Team Leaders Name:
Location: Constitution Rd Constitution Hill	Licence No: TCT0046634		PWZTMP Licence no:
Traffic Implementation: Road Closure Detour	Signature:		Amendments Requires? Yes / No
Client Work Activity: Bridge Works	Reviewer: Jorge Fonseca		Date of Amendement:
TCGS Designed Date: 16/10/2021	Licence No: TCT0036977		Signature:
TCGS Expiry Date: 16/10/2023	Signature:		Clients Signature:

DISCUSSION

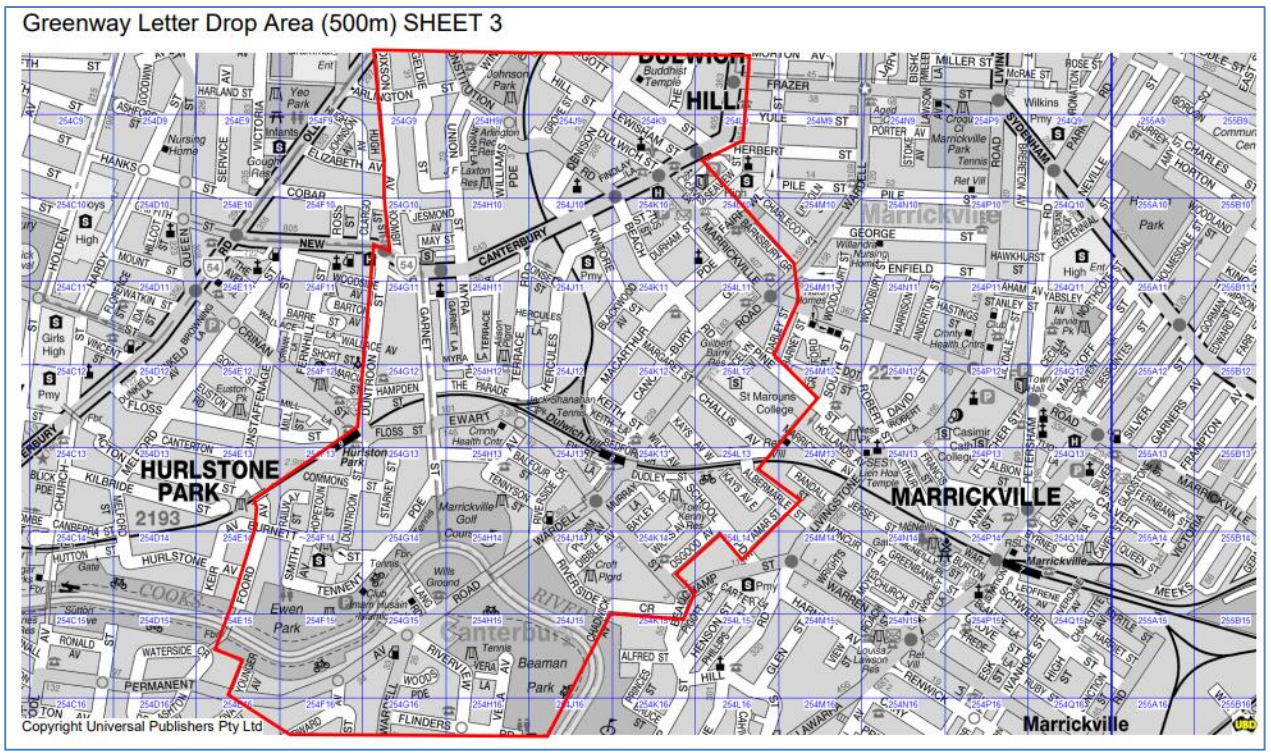
Constitution Road is a local road which carries around 4,500 vehicles per day. At the railway over bridge the width of the roadway is approximately 10.5 metres in width. It is a two-way road with one travel lane in each direction, in addition to kerbside parking lanes. 'No Parking' restrictions are in place along both sides of the road.

It is noted that the full road closure will divert traffic to other local streets for a period of time which may be disruptive to some local residents. The main diversion route will be along Windsor Road, Davies Street (using the bridge) and Denison Road. It is anticipated that other local streets will also be affected to varying degrees.

PUBLIC CONSULTATION

The proposed road closure has been advertised on Council's website in accordance with the Roads Act 1993.

The applicant is to notify all affected residents and businesses in writing at least 7 days prior to the commencement of works. A draft copy of their notification letter is reproduced at the end of this report. IWC letter drop will include the following streets enveloped in the map area shown below:



CONCLUSION

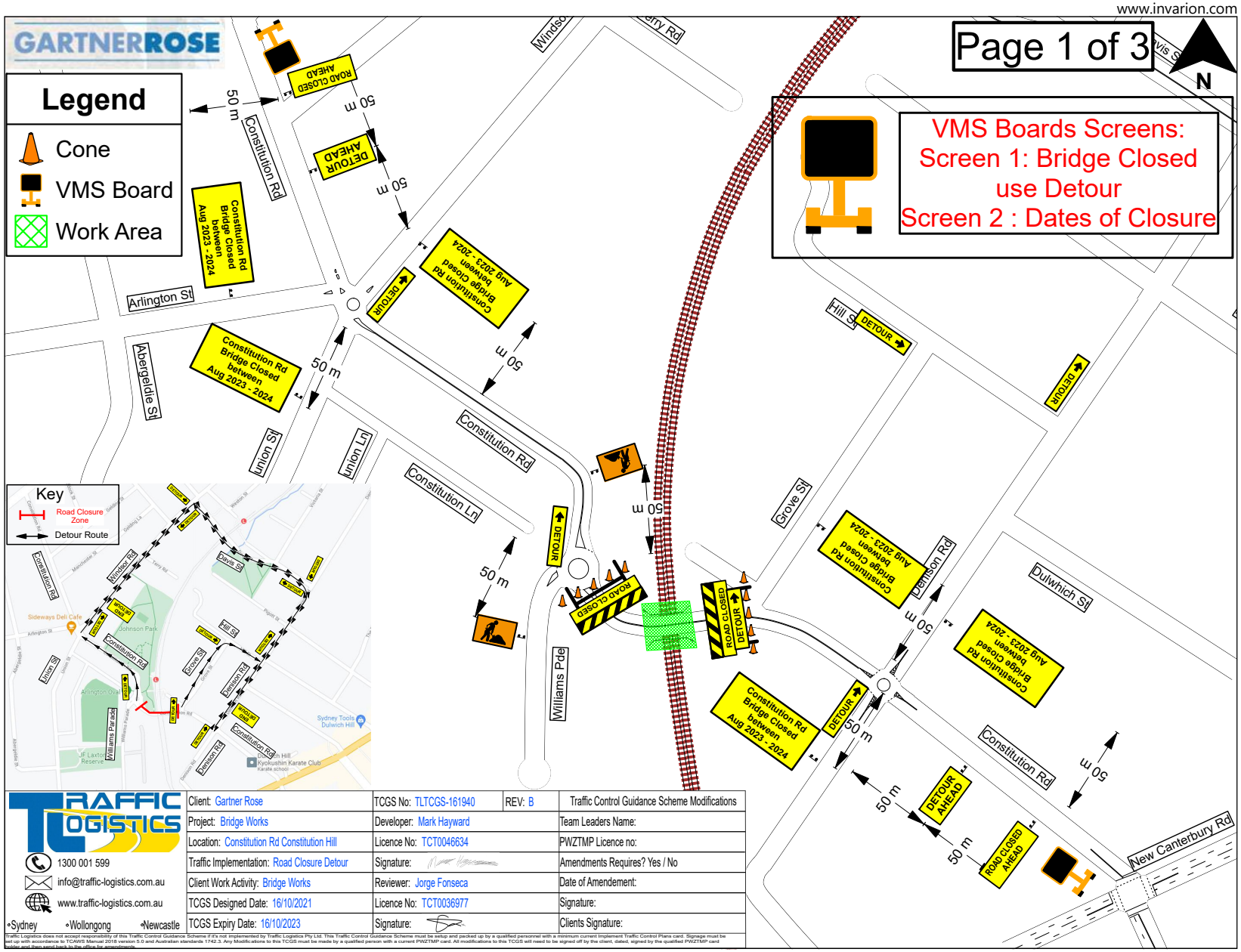
It is recommended that the proposed temporary full road closure be approved, subject to but not limited to the conditions outlined in this report.

FINANCIAL IMPLICATIONS

There are no financial implications associated with the implementation of the proposed recommendations outlined in the report.

ATTACHMENTS

1.⇩ Constitution Road Constitution Hill - TLTCGS-161940 REV B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Page 1 of 3
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Legend
Cone
VMS Board
Work Area
VMS Boards Screens:
Screen 1: Bridge Closed use Detour
Screen 2 : Dates of Closure
Constitution Rd Bridge Closed between Aug 2023 - 2024
ROAD CLOSED AHEAD
DETOUR AHEAD
DETOUR
ROAD CLOSED
DETOUR AHEAD
50 m
Arlington St
Abergeldie St
Union St
Union Ln
Constitution Rd
Constitution Ln
Williams Pde
Hill St
Grove St
Dulwich St
Denison Rd
New Canterbury Rd
Key
Road Closure Zone
Detour Route
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Sydney Wollongong Newcastle
Client: Gartner Rose
TCGS No: TLTCGS-161940
REV: B
Traffic Control Guidance Scheme Modifications
Project: Bridge Works
Developer: Mark Hayward
Team Leaders Name:
Location: Constitution Rd Constitution Hill
Licence No: TCT0046634
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Traffic Implementation: Road Closure Detour
Signature:
Amendments Requires? Yes / No
Client Work Activity: Bridge Works
Reviewer: Jorge Fonseca
Date of Amendement:
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Signature:
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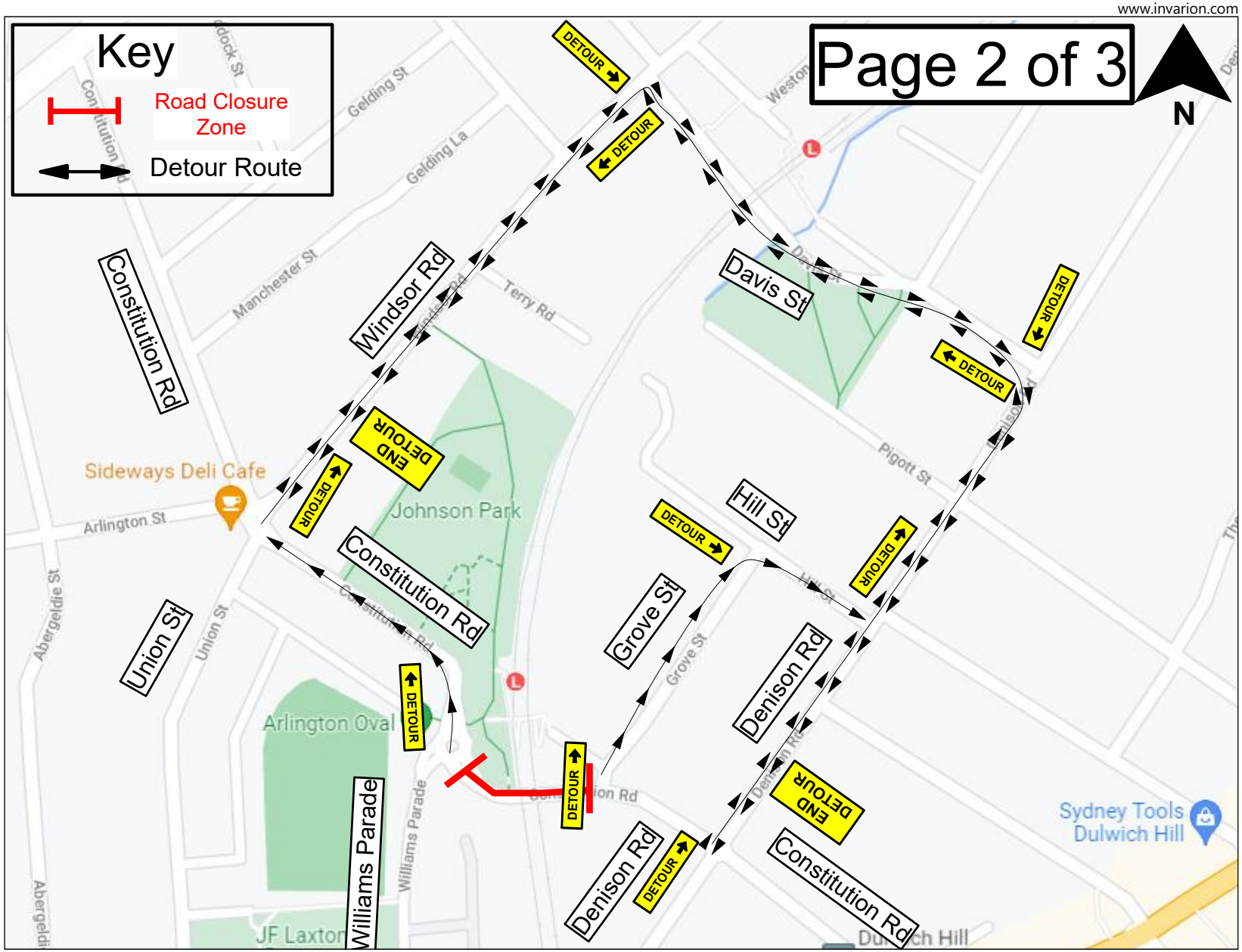
Signature:
Clients Signature: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Page 2 of 3
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DETOUR
END DETOUR
Constitution Rd
Windsor Rd
Davis St
Hill St
Grove St
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Sydney Tools Dulwich Hill

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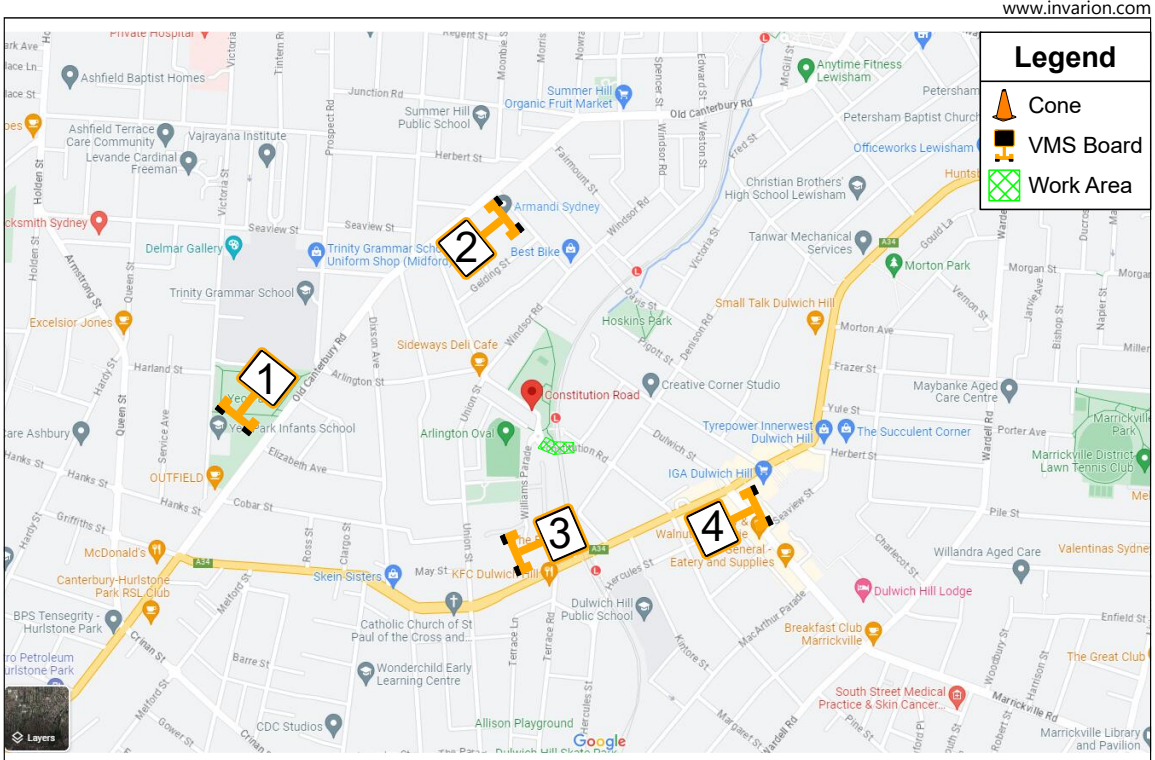

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3	New Canterbury Rd West of Denison Rd	Dulwich Hill	Eastbound	CONSTIT'N RD CLOSURE XX TO XX	FOR INFO VISIT LIVE TRAFFIC.COM	CONSTIT'N RD CLOSED TODAY	HEAVY VEHCL DETOUR IN PLACE	CONSTIT'N RD CLOSED xAM TO xPM	HEAVY VCLS DETOUR VIA TOOTHILL ST
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This is a VMS Plan
VMS to be installed not obstructing pedestrians or motorists

Page 3 of 3

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TCGS Designed Date: 16/10/2021	Licence No: TCT0036977		Signature:
TCGS Expiry Date: 16/10/2023	Signature:		Clients Signature:

Item No: **LTC0723(1) Item 7**

Subject: **BEACH STREET AT HERCULES STREET, DULWICH HILL – PROPOSED RAISED PEDESTRIAN CROSSING (PEDESTRIAN SAFETY IMPROVEMENT WORKS) (DJARRAWUNANG - ASHFIELD WARD / SUMMER HILL ELECTORATE / MARRICKVILLE ELECTORATE / INNER WEST PAC)**

Prepared By: Jennifer Adams - Traffic Engineer

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

That the detailed design plan for the raising of the existing pedestrian crossing in Beach Street and reconstruction of the two existing pedestrian refuges in Hercules Street and associated signs and line markings at the intersection of Beach Street and Hercules Street, Dulwich Hill be approved (as per Design Plan No.10246)

STRATEGIC OBJECTIVE

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

Council has finalised a design plan for pedestrian safety improvement works in Beach Street at Hercules Street, Dulwich Hill. The proposed works will include raising the existing pedestrian zebra crossing in Beach Street and reconstructing the two existing pedestrian refuges in Hercules Street to improve pedestrian safety in the locality.

BACKGROUND

The following works are proposed and are illustrated on the attached consultation plan (Plan No. 10246). The proposed works will improve pedestrian safety and addresses concerns about pedestrian and driver behaviour in the area.

Specifically, the proposed scope of works includes the following:

- Construct a new raised concrete pedestrian crossing to replace the existing at grade (flat) pedestrian crossing in Hercules Street. The new raised pedestrian crossing will be slightly relocated from its existing location in by approx. 4m (as shown on the attached plan);
- Construct “gutter bridge” with heel safe grating to provide safe access over existing kerb and guttering to the new raised pedestrian crossing (where required);
- Construct landscaped kerb blister islands in the road. Adjacent to the new raised pedestrian crossing and new pedestrian refuge islands. Landscaping to be suitable species of native grasses (subject to final design).
- Demolish two existing pedestrian refuge islands in Hercules Street and construct two new concrete pedestrian refuge islands which comply with current Standards;
- Within the footpath: remove some existing concrete footpath, extend the existing tree pits and provide ground cover landscaping and mulch (as shown on the attached plan);
- Reconstruct some sections of damaged concrete footpath (as shown on the attached plan)

- Resurface the road in Hercules Street and Beach Road with new asphalt (final extent subject to detail design);
- Adjust the existing 'No Stopping' signage and zones and provide new 'No Stopping' signs which affects some of the existing on-street parking (where shown on plan); and
- Install associated pavement line marking and signage as required.

Parking Changes

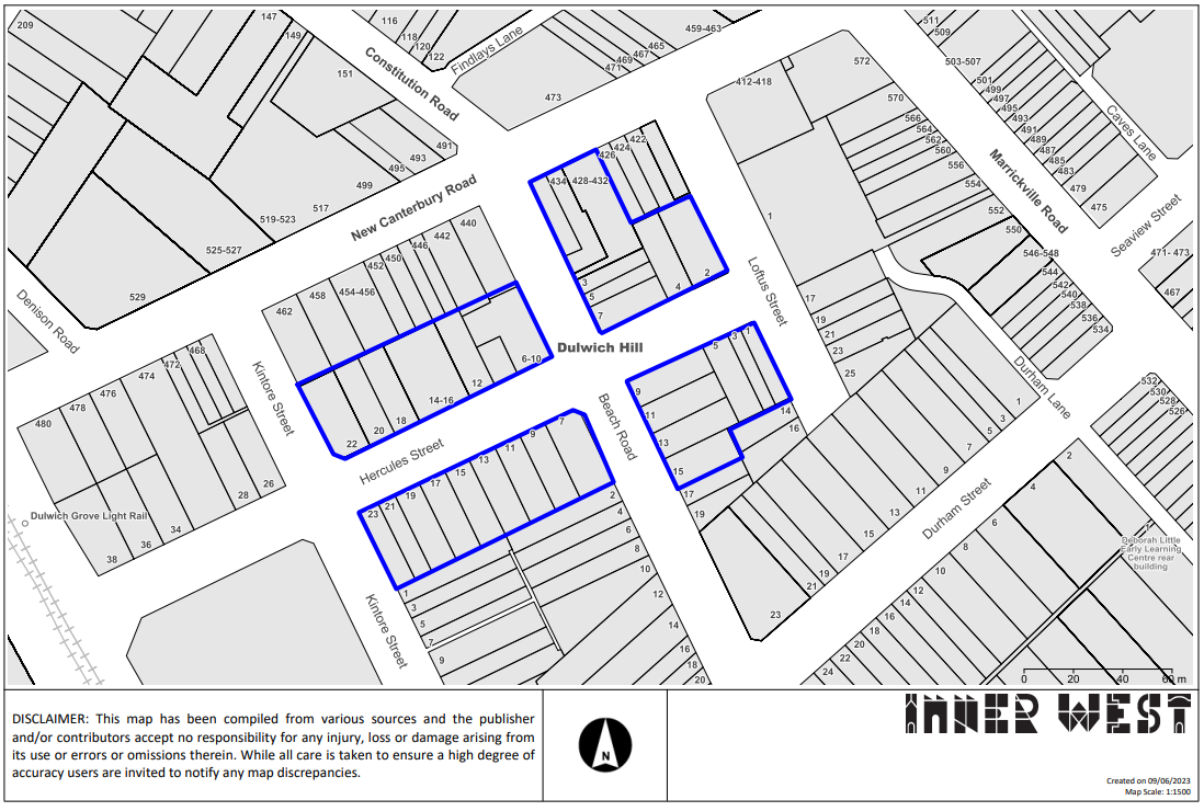
It is proposed to adjust the existing 'No Stopping' and parking signage and zones in both Beach Road and Hercules Street to accommodate the new raised and relocated pedestrian crossing and pedestrian refuge islands. This will result in the loss of 1 existing on-street parking space in Hercules Street. Please refer to the attached plan.

Streetlighting

The existing flood lighting for the raised pedestrian crossing is deemed adequate. Other than a slight adjustment to the orientation of the existing flood lights so they align with the new pedestrian crossing locations, no other changes are proposed to the existing street lighting due to the works.

PUBLIC CONSULTATION

Consultation was conducted between 8 June 2023 and 28 June 2023. A letter along with a copy of the design plan was sent to residents / businesses in the immediate locality. A total of 84 letters were distributed. There was one (1) response with general support for the safety improvements however had a number of concerns as detailed below.



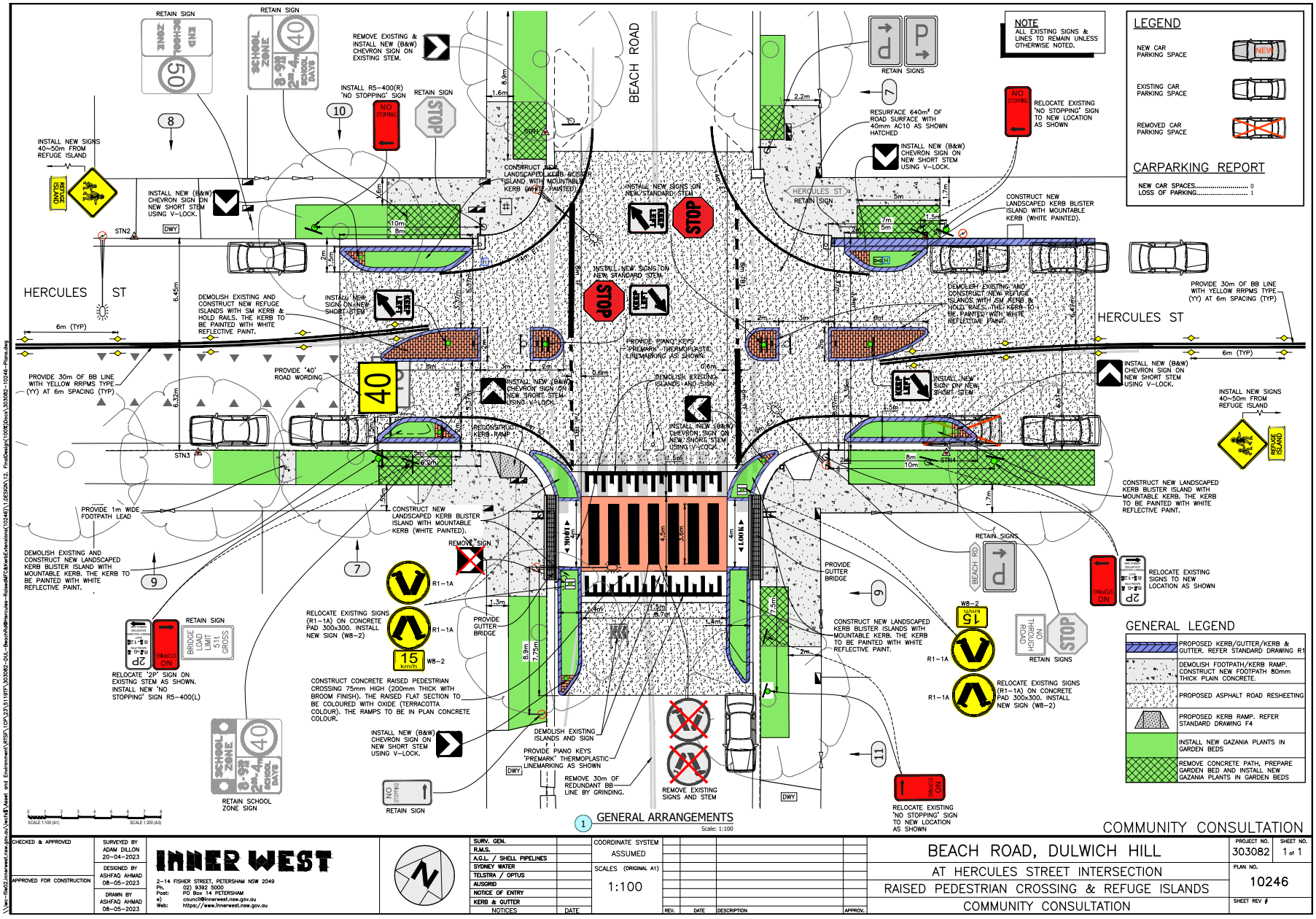
Resident's Comments	Officer's response
Complaint: loss of 1 parking space in Hercules Street. Notes that parking is difficult in the street.	Loss of one space is unavoidable due to statutory 10m 'No Stopping' on approach to new pedestrian refuge island.
Complaint: gravel verge area in front of 14-16 Hercules Street, request concrete footpath instead.	This will be considered as part of the detail design.
Request: consideration for Resident Parking Scheme on both sides of the street and a drop-off zone for the school in Hercules Street.	Council does not generally introduce resident parking on both sides of a street. The Bus Zone on the south side of Hercules Street adjacent the school acts as a drop off zone when not used by buses.

FINANCIAL IMPLICATIONS

This project will be funded and delivered from the PAMP program for 2023/24.

ATTACHMENTS

1.⇩ Consultation Plan


BEACH ROAD
HERCULES ST
HERCULES ST
RETAIN SIGN
INSTALL R5-400(R) 'NO STOPPING' SIGN
REMOVE EXISTING & INSTALL NEW (B&W) CHEVRON SIGN ON EXISTING STEM.
INSTALL NEW SIGNS 40~50m FROM REFUGE ISLAND
INSTALL NEW (B&W) CHEVRON SIGN ON NEW SHORT STEM USING V-LOCK.
CONSTRUCT NEW LANDSCAPED KERB BLISTER ISLAND WITH MOUNTABLE KERB (WHITE PAINTED).
INSTALL NEW SIGNS ON NEW STANDARD STEM.
DEMOLISH EXISTING AND CONSTRUCT NEW REFUGE ISLANDS WITH SM KERB & HOLD RAILS. THE KERB TO BE PAINTED WITH WHITE REFLECTIVE PAINT.
INSTALL NEW SIGN ON NEW SHORT STEM
PROVIDE 30m OF BB LINE WITH YELLOW RRPMS TYPE (YY) AT 6m SPACING (TYP)
6m (TYP)
PROVIDE '40' ROAD WORDING
PROVIDE PIANO KEYS 'PREMARK' THERMOPLASTIC LINEMARKING AS SHOWN.
DEMOLISH EXISTING ISLANDS AND SIGN
INSTALL NEW (B&W) CHEVRON SIGN ON NEW SHORT STEM USING V-LOCK.
RECONSTRUCT KERB RAMP
PROVIDE 1m WIDE FOOTPATH LEAD
CONSTRUCT NEW LANDSCAPED KERB BLISTER ISLAND WITH MOUNTABLE KERB (WHITE PAINTED).
DEMOLISH EXISTING AND CONSTRUCT NEW LANDSCAPED KERB BLISTER ISLAND WITH MOUNTABLE KERB. THE KERB TO BE PAINTED WITH WHITE REFLECTIVE PAINT.
REMOVE SIGN
RELOCATE EXISTING SIGNS (R1-1A) ON CONCRETE PAD 300x300. INSTALL NEW SIGN (W8-2)
PROVIDE GUTTER BRIDGE
CONSTRUCT CONCRETE RAISED PEDESTRIAN CROSSING 75mm HIGH (200mm THICK WITH BROOM FINISH). THE RAISED FLAT SECTION TO BE COLOURED WITH OXIDE (TERRACOTTA COLOUR). THE RAMPS TO BE IN PLAN CONCRETE COLOUR.
RELOCATE '2P' SIGN ON EXISTNG STEM AS SHOWN. INSTALL NEW 'NO STOPPING' SIGN R5-400(L)
RETAIN SCHOOL ZONE SIGN
INSTALL NEW (B&W) CHEVRON SIGN ON NEW SHORT STEM USING V-LOCK.
DEMOLISH EXISTING ISLANDS AND SIGN
PROVIDE PIANO KEYS 'PREMARK' THERMOPLASTIC LINEMARKING AS SHOWN
REMOVE 30m OF REDUNDANT BB LINE BY GRINDING.
REMOVE EXISTING SIGNS AND STEM
RETAIN SIGN
RESURFACE 640m² OF ROAD SURFACE WITH 40mm AC10 AS SHOWN HATCHED
RELOCATE EXISTING 'NO STOPPING' SIGN TO NEW LOCATION AS SHOWN
RETAIN SIGNS
CONSTRUCT NEW LANDSCAPED KERB BLISTER ISLAND WITH MOUNTABLE KERB (WHITE PAINTED).
REMOVE EXISTING AND CONSTRUCT NEW REFUGE ISLANDS WITH SM KERB & HOLD RAILS. THE KERB TO BE PAINTED WITH WHITE REFLECTIVE PAINT.
PROVIDE 30m OF BB LINE WITH YELLOW RRPMS TYPE (YY) AT 6m SPACING (TYP)
INSTALL NEW (B&W) CHEVRON SIGN ON NEW SHORT STEM USING V-LOCK.
INSTALL NEW SIGNS 40~50m FROM REFUGE ISLAND
CONSTRUCT NEW LANDSCAPED KERB BLISTER ISLAND WITH MOUNTABLE KERB. THE KERB TO BE PAINTED WITH WHITE REFLECTIVE PAINT.
RETAIN SIGNS
RELOCATE EXISTING SIGNS TO NEW LOCATION AS SHOWN
CONSTRUCT NEW LANDSCAPED KERB BLISTER ISLANDS WITH MOUNTABLE KERB. THE KERB TO BE PAINTED WITH WHITE REFLECTIVE PAINT.
RETAIN SIGNS
RELOCATE EXISTING SIGNS (R1-1A) ON CONCRETE PAD 300x300. INSTALL NEW SIGN (W8-2)
RELOCATE EXISTING 'NO STOPPING' SIGN TO NEW LOCATION AS SHOWN
NOTE
ALL EXISTING SIGNS & LINES TO REMAIN UNLESS OTHERWISE NOTED.
LEGEND
NEW CAR PARKING SPACE
EXISTING CAR PARKING SPACE
REMOVED CAR PARKING SPACE
CARPARKING REPORT
NEW CAR SPACES..... 0
LOSS OF PARKING..... 1
GENERAL LEGEND
PROPOSED KERB/GUTTER/KERB & GUTTER. REFER STANDARD DRAWING R1
DEMOLISH FOOTPATH/KERB RAMP. CONSTRUCT NEW FOOTPATH 80mm THICK PLAIN CONCRETE.
PROPOSED ASPHALT ROAD RESHEETING
PROPOSED KERB RAMP. REFER STANDARD DRAWING F4
INSTALL NEW GAZANIA PLANTS IN GARDEN BEDS
REMOVE CONCRETE PATH, PREPARE GARDEN BED AND INSTALL NEW GAZANIA PLANTS IN GARDEN BEDS
1 GENERAL ARRANGEMENTS
Scale: 1:100
COMMUNITY CONSULTATION
CHECKED & APPROVED
APPROVED FOR CONSTRUCTION
SURVEYED BY ADAM DILLON 20-04-2023
DESIGNED BY ASHFAQ AHMAD 08-05-2023
DRAWN BY ASHFAQ AHMAD 08-05-2023
INNER WEST
2-14 FISHER STREET, PETERSHAM NSW 2049
Ph. 02) 9392 5000
Post: PO Box 14 PETERSHAM
e) council@innerwest.nsw.gov.au
Web: https://www.innerwest.nsw.gov.au
SURV. GEN.
R.M.S.
A.G.L. / SHELL PIPELINES
SYDNEY WATER
TELSTRA / OPTUS
AUSGRID
NOTICE OF ENTRY
KERB & GUTTER
NOTICES
DATE
COORDINATE SYSTEM ASSUMED
SCALES (ORIGINAL A1)
1:100
REV. DATE DESCRIPTION APPROV.
BEACH ROAD, DULWICH HILL
AT HERCULES STREET INTERSECTION
RAISED PEDESTRIAN CROSSING & REFUGE ISLANDS
COMMUNITY CONSULTATION
PROJECT NO. 303082
SHEET NO. 1 of 1
PLAN NO. 10246
SHEET REV #

Item 8

Item No: **LTC0723(1) Item 8**

Subject: **FAIRFOWL STREET AT PILE STREET, DULWICH HILL – FORMALISATION OF ROAD CLOSURE - PROPOSED STREETSCAPE IMPROVEMENTS – AMENDED DESIGN PLAN (DJARRAWUNANG – ASHFIELD WARD /SUMMER HILL ELECTORATE /INNER WEST PAC)**

Prepared By: Jennifer Adams - Traffic Engineer

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

That the amended detailed design plan for the formalisation of the road closure at the intersection of Fairfowl Street and Pile Street, Dulwich Hill and associated signs and line markings be approved (as per Plan No.10206-B).

STRATEGIC OBJECTIVE

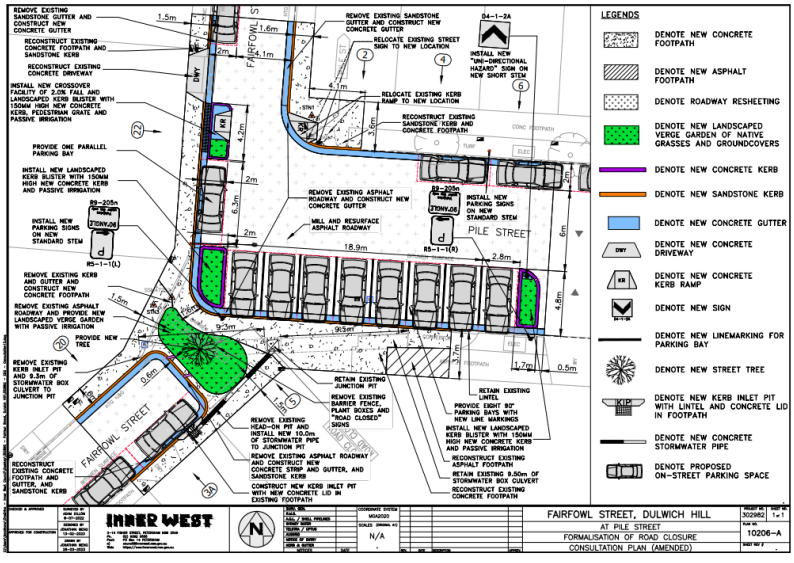
2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

Council has prepared an amended design plan to formalise the existing road closure at the intersection of Fairfowl Street and Pile Street, Dulwich Hill. The intention of the proposal is to improve the overall amenity and streetscape of this location by providing landscaping, improving pedestrian, cyclist and vehicular access and formalising parking arrangements in the vicinity of the road closure whilst also replacing deteriorated road and footpath assets.

BACKGROUND

A report regarding this matter went to Local Traffic Committee at its 17 April 2023 meeting (Item 5). The Committee approved the detailed design plan for the formalisation of the road closure at the intersection of Fairfowl Street and Pile Street, Dulwich Hill and associated signs and line marking (as per Plan No.10206-A) which is reproduced below.



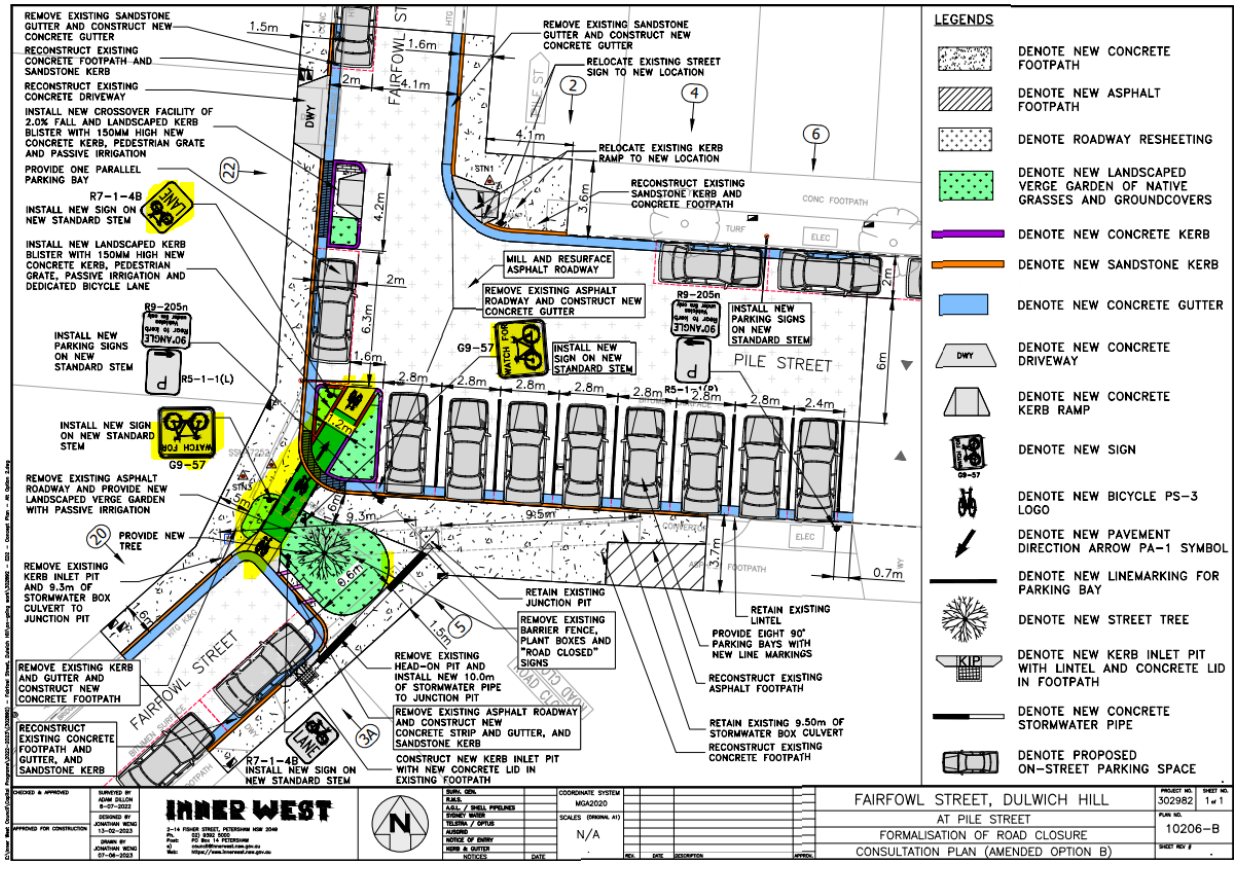
At the meeting the IWBC representative requested that kerb ramps be installed as this location is part of a bike route. The representative also requested that the proposed angle parking be signposted rear to kerb to help prevent drivers from colliding with cyclists when reversing out of the angle parking spaces. A request was also made for the width of the parking spaces to be reviewed as the spaces appear to be narrow. The matter was deferred for further investigation.

DISCUSSION

Accordingly, the amended version A consultation plan (10206-A) has been further amended to accommodate a bicycle connection through the proposed road closure and this is now illustrated in the new amended plan version B consultation plan (10206-B), which is shown below and with larger version attached at the end of this report.

The Changes include:

- A wider landscaped kerb blister island in front of 20 Fairfowl Street to accommodate a kerb ramp and bicycle connection;
- Removal of the landscaped kerb blister island adjacent to the driveway of 5 Fairfowl Street to accommodate the slightly shifted angle parking spaces;
- Provision of a 1.2m wide bicycle path from Pile Street to Fairfowl Street and associated kerb ramp (ie. through the proposed road closure); and
- Slightly smaller landscaped area within the road closure to accommodate the new bicycle connection.



The proposed number of parking spaces in both Pile Street and Fairfowl Street are the same as those shown on the original proposal.

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

PUBLIC CONSULTATION

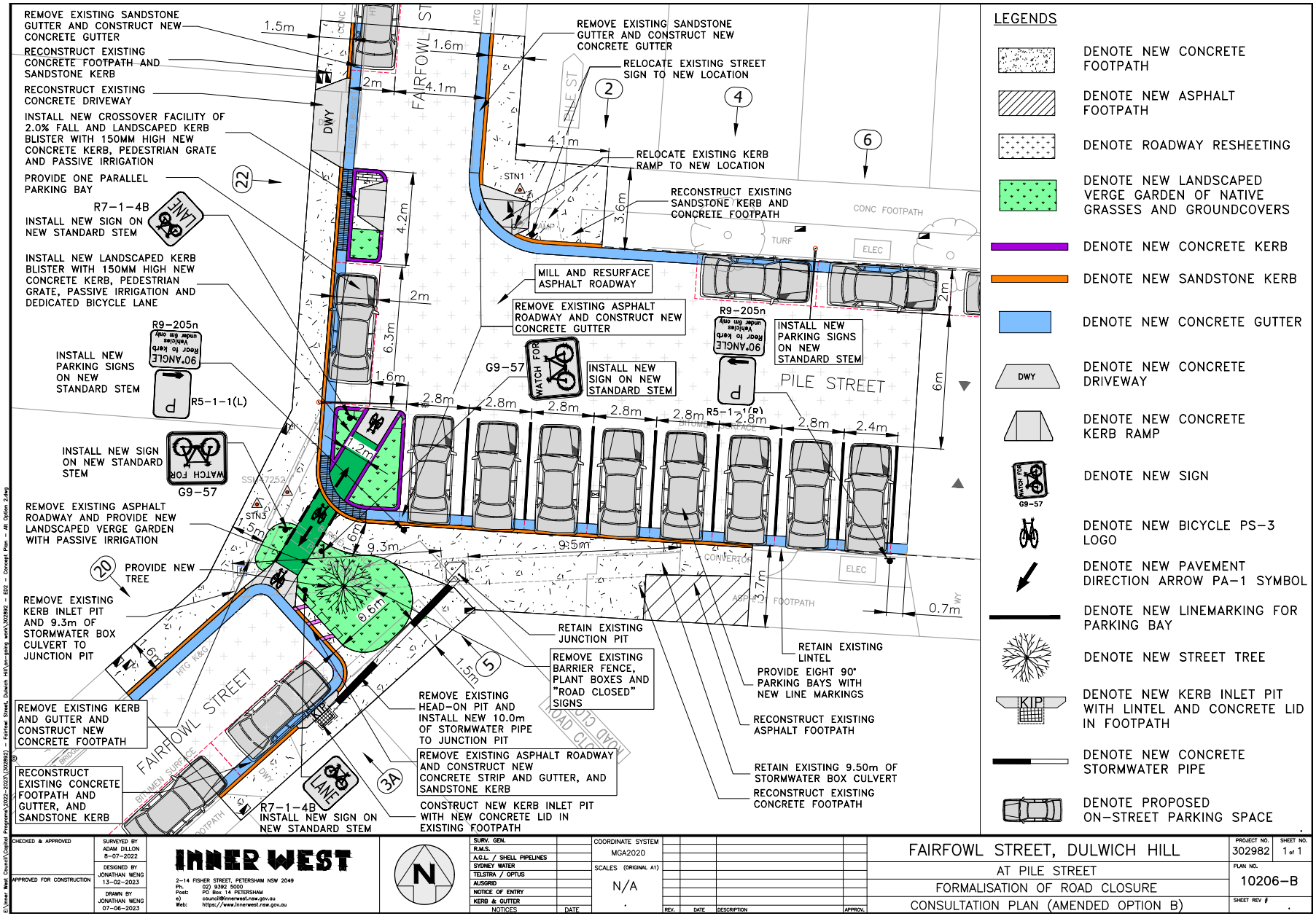
Notifications have been sent to all residents who commented on previous plan changes. No responses were received.

FINANCIAL IMPLICATIONS

The project is listed on Council's Traffic Facilities Capital Works budget for 2023/2024 and funding has been allocated to the project.

ATTACHMENTS

1.⇩ 302892 - 10206-B - Consultation Plan (Amended)


REMOVE EXISTING SANDSTONE GUTTER AND CONSTRUCT NEW CONCRETE GUTTER
RECONSTRUCT EXISTING CONCRETE FOOTPATH AND SANDSTONE KERB
RECONSTRUCT EXISTING CONCRETE DRIVEWAY
INSTALL NEW CROSSOVER FACILITY OF 2.0% FALL AND LANDSCAPED KERB BLISTER WITH 150MM HIGH NEW CONCRETE KERB, PEDESTRIAN GRATE AND PASSIVE IRRIGATION
PROVIDE ONE PARALLEL PARKING BAY
R7-1-4B
INSTALL NEW SIGN ON NEW STANDARD STEM
INSTALL NEW LANDSCAPED KERB BLISTER WITH 150MM HIGH NEW CONCRETE KERB, PEDESTRIAN GRATE, PASSIVE IRRIGATION AND DEDICATED BICYCLE LANE
R9-205n
INSTALL NEW PARKING SIGNS ON NEW STANDARD STEM
R5-1-1(L)
INSTALL NEW SIGN ON NEW STANDARD STEM
G9-57
REMOVE EXISTING ASPHALT ROADWAY AND PROVIDE NEW LANDSCAPED VERGE GARDEN WITH PASSIVE IRRIGATION
PROVIDE NEW TREE
REMOVE EXISTING KERB INLET PIT AND 9.3m OF STORMWATER BOX CULVERT TO JUNCTION PIT
REMOVE EXISTING KERB AND GUTTER AND CONSTRUCT NEW CONCRETE FOOTPATH
RECONSTRUCT EXISTING CONCRETE FOOTPATH AND GUTTER, AND SANDSTONE KERB
FAIRFOWL STREET
PILE STREET
REMOVE EXISTING SANDSTONE GUTTER AND CONSTRUCT NEW CONCRETE GUTTER
RELOCATE EXISTING STREET SIGN TO NEW LOCATION
RELOCATE EXISTING KERB RAMP TO NEW LOCATION
RECONSTRUCT EXISTING SANDSTONE KERB AND CONCRETE FOOTPATH
MILL AND RESURFACE ASPHALT ROADWAY
REMOVE EXISTING ASPHALT ROADWAY AND CONSTRUCT NEW CONCRETE GUTTER
INSTALL NEW SIGN ON NEW STANDARD STEM
INSTALL NEW PARKING SIGNS ON NEW STANDARD STEM
RETAIN EXISTING JUNCTION PIT
REMOVE EXISTING BARRIER FENCE, PLANT BOXES AND "ROAD CLOSED" SIGNS
REMOVE EXISTING HEAD-ON PIT AND INSTALL NEW 10.0m OF STORMWATER PIPE TO JUNCTION PIT
REMOVE EXISTING ASPHALT ROADWAY AND CONSTRUCT NEW CONCRETE STRIP AND GUTTER, AND SANDSTONE KERB
CONSTRUCT NEW KERB INLET PIT WITH NEW CONCRETE LID IN EXISTING FOOTPATH
RETAIN EXISTING LINTEL
PROVIDE EIGHT 90° PARKING BAYS WITH NEW LINE MARKINGS
RECONSTRUCT EXISTING ASPHALT FOOTPATH
RETAIN EXISTING 9.50m OF STORMWATER BOX CULVERT
RECONSTRUCT EXISTING CONCRETE FOOTPATH
LEGENDS
DENOTE NEW CONCRETE FOOTPATH
DENOTE NEW ASPHALT FOOTPATH
DENOTE ROADWAY RESHEETING
DENOTE NEW LANDSCAPED VERGE GARDEN OF NATIVE GRASSES AND GROUNDCOVERS
DENOTE NEW CONCRETE KERB
DENOTE NEW SANDSTONE KERB
DENOTE NEW CONCRETE GUTTER
DENOTE NEW CONCRETE DRIVEWAY
DENOTE NEW CONCRETE KERB RAMP
DENOTE NEW SIGN
DENOTE NEW BICYCLE PS-3 LOGO
DENOTE NEW PAVEMENT DIRECTION ARROW PA-1 SYMBOL
DENOTE NEW LINEMARKING FOR PARKING BAY
DENOTE NEW STREET TREE
DENOTE NEW KERB INLET PIT WITH LINTEL AND CONCRETE LID IN FOOTPATH
DENOTE NEW CONCRETE STORMWATER PIPE
DENOTE PROPOSED ON-STREET PARKING SPACE
INNER WEST
2-14 FISHER STREET, PETERSHAM NSW 2049
Ph. (02) 9392 5000
Post: PO Box 14 PETERSHAM
e) council@innerwest.nsw.gov.au
Web: https://www.innerwest.nsw.gov.au
CHECKED & APPROVED
APPROVED FOR CONSTRUCTION
SURVEYED BY ADAM DILLON 8-07-2022
DESIGNED BY JONATHAN WENG 13-02-2023
DRAWN BY JONATHAN WENG 07-06-2023
SURV. GEN.
R.M.S.
A.G.L. / SHELL PIPELINES
SYDNEY WATER
TELSTRA / OPTUS
AUSGRID
NOTICE OF ENTRY
KERB & GUTTER
NOTICES
DATE
COORDINATE SYSTEM MGA2020
SCALES (ORIGINAL A1) N/A
REV.
DATE
DESCRIPTION
APPROV.
FAIRFOWL STREET, DULWICH HILL
AT PILE STREET
FORMALISATION OF ROAD CLOSURE
CONSULTATION PLAN (AMENDED OPTION B)
PROJECT NO. 302982
SHEET NO. 1 of 1
PLAN NO. 10206-B
SHEET REV #

Item No: **LTC0723(1) Item 9**

Subject: **FRED STREET AT VICTORIA STREET, LEWISHAM – PROPOSED KERB EXTENSIONS AND INTERSECTION SAFETY IMPROVEMENT WORKS (DAMUN - STANMORE WARD/ SUMMER HILL ELECTORATE/ INNER WEST PAC)**

Prepared By: Jennifer Adams - Traffic Engineer

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

That the detailed design plan for the proposed kerb extensions and intersection safety improvement works and associated signs and line markings at the intersection of Fred Street at Victoria Street and Eltham Street, Lewisham be approved (as per Design Plan No.10230).

STRATEGIC OBJECTIVE

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

Council has finalised a design plan to improve compliance with the one-way road system at the intersection of Victoria Street at Fred Street and Eltham Street, Lewisham by constructing kerb extensions. The project will also improve pedestrian safety in the area. The proposal aims to improve pedestrian and motorist safety by better delineating the one-way system in Fred Street, defining safe pedestrian crossing points, reducing traffic speeds and conflicts with traffic movements at this location.

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

BACKGROUND

Council is planning to improve safety of both motorist and pedestrians at the intersection of Victoria Street at Fred Street & Eltham Street, Lewisham by constructing kerb extensions. This report details the design plan for those improvement works and its related consultation results.

DISCUSSION

The following works are proposed and are illustrated on the attached Consultation Plan (Plan No. 10230).

Specifically, the proposed scope of works includes the following:

- Construct new landscaped (native grasses and ground covers) kerb extensions with sandstone kerbs and concrete gutters;
- Improvements to road crossfalls within the parking lanes
- Relocate and extend some drainage assets in the vicinity of the works
- Provide new kerb ramps for pedestrians to cross the roads;
- Reconstruct some of damaged sections of concrete 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 kerb extensions and intersection adjustments; and
- Install associated pavement line marking and signage as required.

Parking Changes

It is proposed to install new 'No Stopping' signs and zones as part of the works. However, no on-street car parking spaces will be lost as a result of the proposed works.

Streetlighting

No changes to streetlighting is proposed in the vicinity of the works.

PUBLIC CONSULTATION

Consultation was conducted between 22 June 2023 and 7 July 2023. A letter along with a copy of the design plan was sent to residents / businesses in the immediate locality. A total of 23 letters were distributed. There was one (1) response.

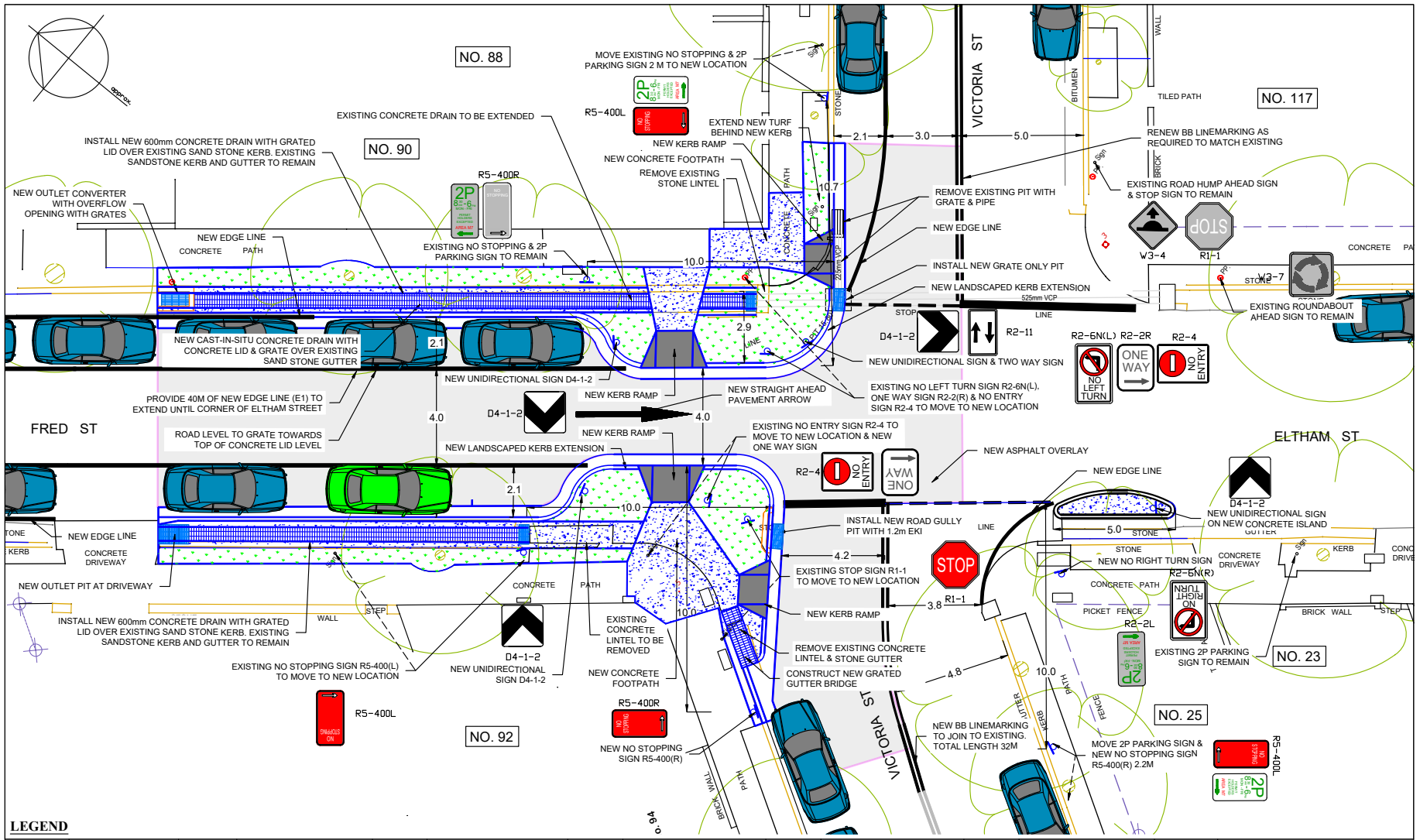
The resident raised a number of concerns in relation to the potential impact to storm water run-off arising from the proposed improvements. However, there will be no adverse effect to the drainage in the area due to the works.

FINANCIAL IMPLICATIONS

The project is listed on Council's Traffic Facilities Capital Works budget for 2023/2024 and is funded under the Lewisham LATM.

ATTACHMENTS

1.⇩ Victoria Street - Eltham Street - Community Plan - June 2023 R1



LEGEND

DENOTES NEW FOOTPATH (TYPE F1)	DENOTES NEW KERB RAMP	TREE TO RETAIN	DENOTES TF LINE MARKING (WHITE LINE 300mm WIDE)			DENOTES CAR SPACE TO RETAIN	
DENOTES NEW LANDSCAPE ISLAND	**DENOTES E1 LINE MARKING (WHITE LINE 150mm WIDE)**	DENOTES TB1 LINE MARKING (WHITE LINE 100mm WIDE)				DENOTES CAR SPACE TO BE ADDED (GAIN OF 1 PARKING SPACE)	

CHECKED & APPROVED	SURVEYED & DRAFTED CT 20/10/22	SERVICES AFFECTED	DATUM A. H. D.
APPROVED FOR CONSTRUCTION	DESIGNED PT 01/06/23		SCALES(ORIGINAL A1) NOT TO SCALE
	DRAWN PT 01/06/23		

NOTICES	DATE
S.R.A. / SURV. GEN.	
R.T.A.	
A.G.L. / SHELL PIPELINES	
SYDNEY WATER	
TELSTRA / OPTUS	
SYDNEY ELECTRICITY	
NOTICE OF ENTRY	
KERB & GUTTER	

SERVICES: TELECOM/OPTUS, GAS, SEWER, WATER, RAILWAY, ELEC. CABLES, OIL PIPELINES, STORM WATER

AMEND	DATE	DESCRIPTION	APPROV.
2	21/08/23	COMMUNITY CONSULTATION PLAN	PT
1	01/08/23	COMMUNITY CONSULTATION PLAN	PT

INNER WEST COUNCIL

VICTORIA ST, ELTHAM ST & FRED ST, LEWISHAM

PROPOSED INTERSECTION WORKS

COMMUNITY PLAN

PROJECT NO.	SHEET NO.
302463	1
PLAN NO.	
10230	
CAD FILE	
CADFILE	

Item No: **LTC0723(1) Item 10**

Subject: **THE BOULEVARDE AT HUNTER STREET, LEWISHAM – PROPOSED KERB EXTENSIONS - PEDESTRIAN SAFETY IMPROVEMENT WORKS (DAMUN - STANMORE WARD/ NEWTOWN ELECTORATE/ INNER WEST PAC)**

Prepared By: Jennifer Adams - Traffic Engineer

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

That the detailed design plan for the construction of kerb extensions and associated signs and line markings at the intersection of The Boulevarde and Hunter Street, Lewisham be approved (as per Design Plan No.10232)

STRATEGIC OBJECTIVE

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

Council has finalised a design plan for pedestrian safety improvement works at the intersection of The Boulevarde and Hunter Street, Lewisham. The proposed works will involve constructing kerb extensions to better improve pedestrian safety in the area. The proposal aims to improve pedestrian and motorist safety by better defining safe pedestrian crossing points, reducing traffic speeds and conflicts with traffic movements at this location.

BACKGROUND

Council is planning to improve safety at the intersection of The Boulevarde and Hunter Street, Lewisham by constructing kerb extensions to better improve pedestrian safety in the area. This report details the design plan for those improvement works and its related consultation results. It is recommended that the detailed design plan of the proposed traffic treatment and associated signs and line markings be supported to improve pedestrian safety at this location.

DISCUSSION

The following works are proposed and are illustrated on the attached Consultation Plan (Plan No. 10232).

Specifically, the proposed scope of works includes the following:

- Construct new landscaped kerb extensions with sandstone kerbs and concrete gutters;
- Provide new kerb ramps for pedestrians to cross the roads;
- Reconstruct some of damaged sections of concrete 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 kerb extensions; and
- Install associated pavement line marking and signage as required;

Parking Changes

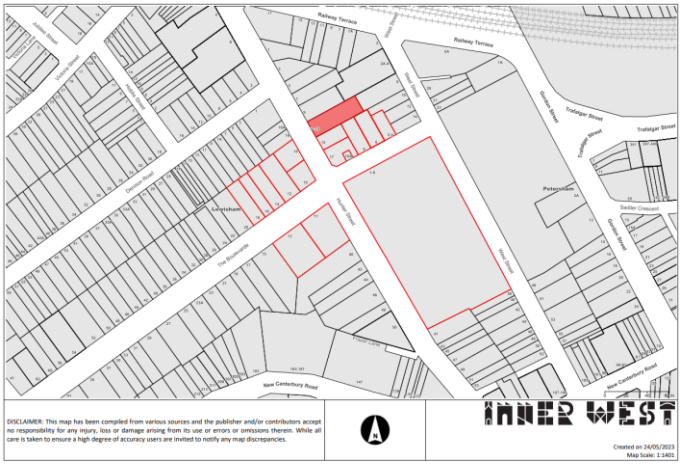
No on-street car parking spaces will be lost as a result of the proposed works (refer to the attached plan).

Streetlighting

No changes to streetlighting is proposed in the vicinity of the works.

PUBLIC CONSULTATION

Consultation was conducted between 12 June 2023 and 28 June 2023. A letter along with a copy of the design plan was sent to residents / businesses in the immediate locality. A total of 29 letters were distributed.



There were two responses. Both in general support with details of concerns listed below.

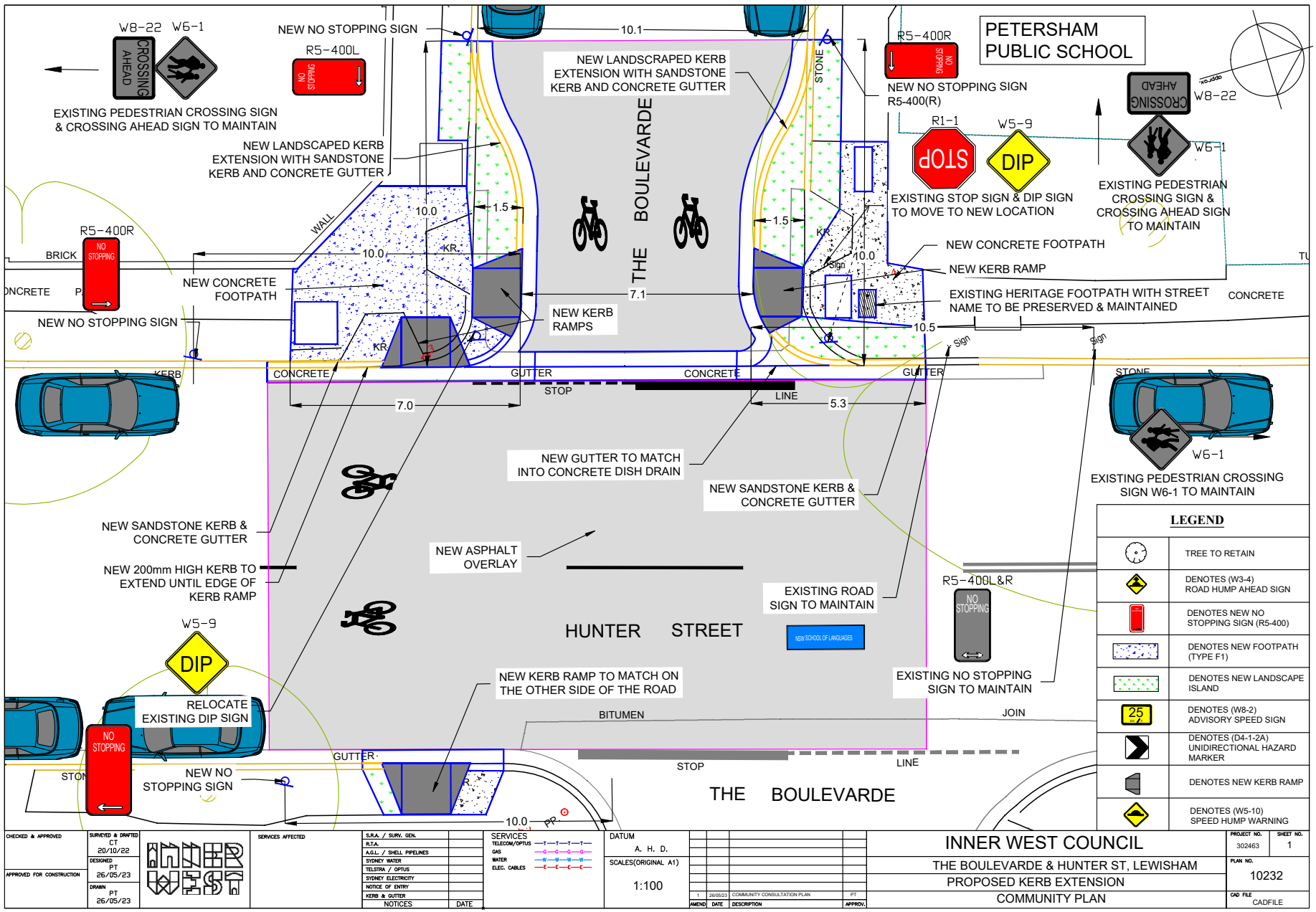
Resident's Comments	Officer's response
General support however concerns raised in relation to general lack of parking in the area. Request for The Boulevarde (between Hunter and West) to be 2hour parking and residents issued with parking permits.	General support noted. The request for RPS is out of the scope of works of this project and will be referred to the Traffic section for investigation
Representative of Dulwich Hill Public School requested on-site visit to better understand the works and their impact for the school.	A site visit will be arranged after the 2023 July school holidays.

FINANCIAL IMPLICATIONS

The project is listed on Council's Traffic Facilities Capital Works budget for 2023/2024 and is funded under the Lewisham LATM.

ATTACHMENTS

1.⇩ Boulevarde - Hunter St - Community Consultation - May 23 Rev 1


PETERSHAM PUBLIC SCHOOL
W8-22 W6-1
CROSSING AHEAD
NEW NO STOPPING SIGN
R5-400L
NO STOPPING
EXISTING PEDESTRIAN CROSSING SIGN & CROSSING AHEAD SIGN TO MAINTAIN
NEW LANDSCRAPED KERB EXTENSION WITH SANDSTONE KERB AND CONCRETE GUTTER
NEW LANDSCAPED KERB EXTENSION WITH SANDSTONE KERB AND CONCRETE GUTTER
THE BOULEVARDE
R5-400R
NEW NO STOPPING SIGN R5-400(R)
R1-1
STOP
W5-9
DIP
EXISTING STOP SIGN & DIP SIGN TO MOVE TO NEW LOCATION
EXISTING PEDESTRIAN CROSSING SIGN & CROSSING AHEAD SIGN TO MAINTAIN
NEW CONCRETE FOOTPATH
NEW KERB RAMP
EXISTING HERITAGE FOOTPATH WITH STREET NAME TO BE PRESERVED & MAINTAINED
NEW CONCRETE FOOTPATH
NEW KERB RAMPS
NEW NO STOPPING SIGN
NEW GUTTER TO MATCH INTO CONCRETE DISH DRAIN
NEW SANDSTONE KERB & CONCRETE GUTTER
NEW SANDSTONE KERB & CONCRETE GUTTER
NEW ASPHALT OVERLAY
NEW 200mm HIGH KERB TO EXTEND UNTIL EDGE OF KERB RAMP
EXISTING ROAD SIGN TO MAINTAIN
HUNTER STREET
R5-400L&R
EXISTING NO STOPPING SIGN TO MAINTAIN
EXISTING PEDESTRIAN CROSSING SIGN W6-1 TO MAINTAIN
RELOCATE EXISTING DIP SIGN
NEW KERB RAMP TO MATCH ON THE OTHER SIDE OF THE ROAD
NEW NO STOPPING SIGN
THE BOULEVARDE
LEGEND
TREE TO RETAIN
DENOTES (W3-4) ROAD HUMP AHEAD SIGN
DENOTES NEW NO STOPPING SIGN (R5-400)
DENOTES NEW FOOTPATH (TYPE F1)
DENOTES NEW LANDSCAPE ISLAND
DENOTES (W8-2) ADVISORY SPEED SIGN
DENOTES (D4-1-2A) UNIDIRECTIONAL HAZARD MARKER
DENOTES NEW KERB RAMP
DENOTES (W5-10) SPEED HUMP WARNING
INNER WEST COUNCIL
THE BOULEVARDE & HUNTER ST, LEWISHAM
PROPOSED KERB EXTENSION
COMMUNITY PLAN
1:100
PROJECT NO. 302463
SHEET NO. 1
PLAN NO. 10232
CAD FILE CADFILE

Item No: **LTC0723(1) Item 11**

Subject: **THE BOULEVARDE AT ELTHAM STREET, LEWISHAM – PROPOSED KERB EXTENSIONS - PEDESTRIAN SAFETY IMPROVEMENT WORKS (DAMUN - STANMORE WARD/ SUMMER HILL - NEWTOWN ELECTORATE/ INNER WEST PAC)**

Prepared By: Jennifer Adams - Traffic Engineer

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

That the detailed design plan for the construction of kerb extensions and associated signs and line markings at the intersection of The Boulevarde and Eltham Street, Lewisham be approved (as per Design Plan No.10231).

STRATEGIC OBJECTIVE

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

Council has finalised a design plan for pedestrian safety improvement works at the intersection of The Boulevarde and Eltham Street, Lewisham. The proposed works will involve constructing kerb extensions to better improve pedestrian safety in the area. The proposal aims to improve pedestrian and motorist safety by better defining safe pedestrian crossing points, reducing traffic speeds and conflicts with traffic movements at this location.

BACKGROUND

Council is planning to improve safety at the intersection of The Boulevarde and Eltham Street, Lewisham by constructing kerb extensions to better improve pedestrian safety in the area. This report details the design plan for those improvement works and its related consultation results. It is recommended that the detailed design plan of the proposed traffic treatment and associated signs and line markings be supported to improve pedestrian safety at this location.

DISCUSSION

The following works are proposed and are illustrated on the attached consultation plan (Plan No. 10231).

Specifically, the proposed scope of works includes the following:

- Construct new landscaped kerb extensions with sandstone kerbs and concrete gutters;
- Provide new kerb ramps for pedestrians to cross the roads;
- Reconstruct some of damaged sections of concrete 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 kerb extensions; and
- Install associated pavement line marking and signage as required;

Parking Changes

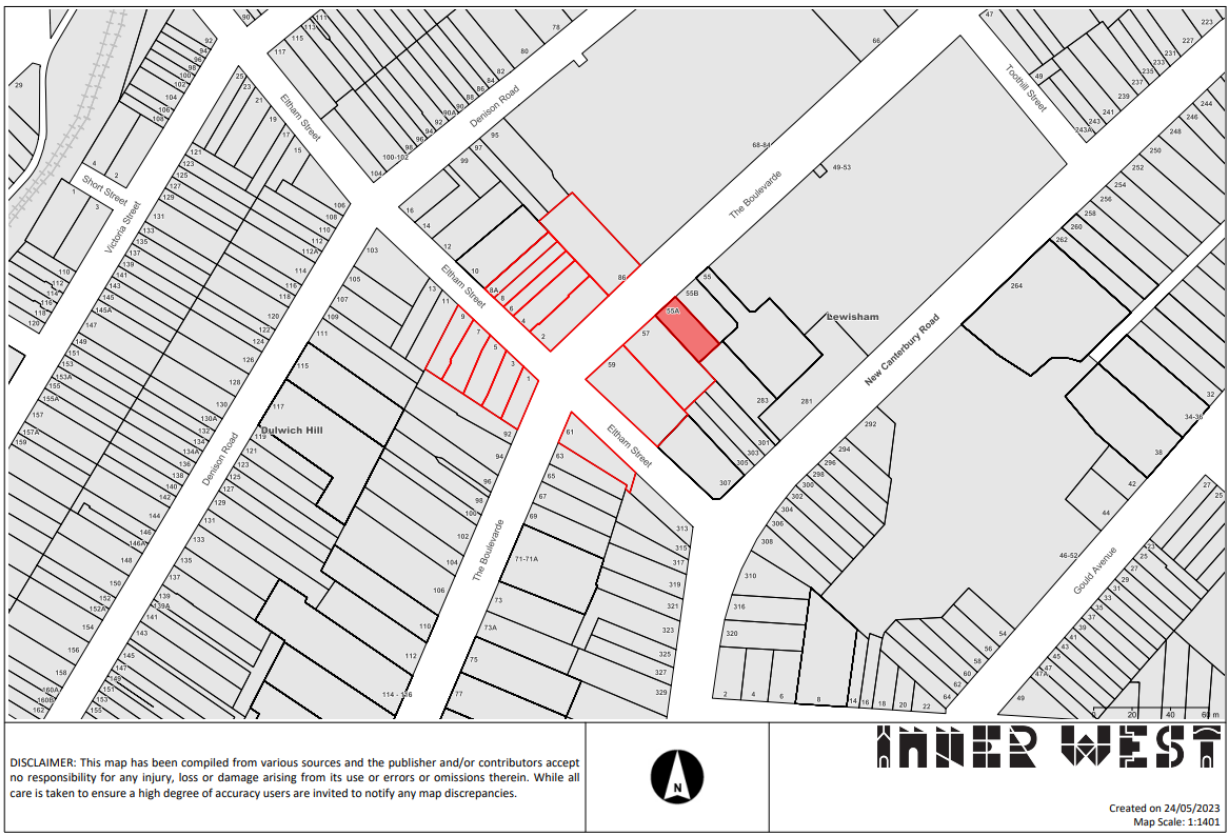
No on-street car parking spaces will be lost as a result of the proposed works (refer to the attached plan).

Streetlighting

No changes to streetlighting is proposed in the vicinity of the works.

PUBLIC CONSULTATION

Consultation was conducted between 12 June 2023 and 28 June 2023. A letter along with a copy of the design plan was sent to residents / businesses in the immediate locality. A total of 24 letters were distributed. No responses were received.

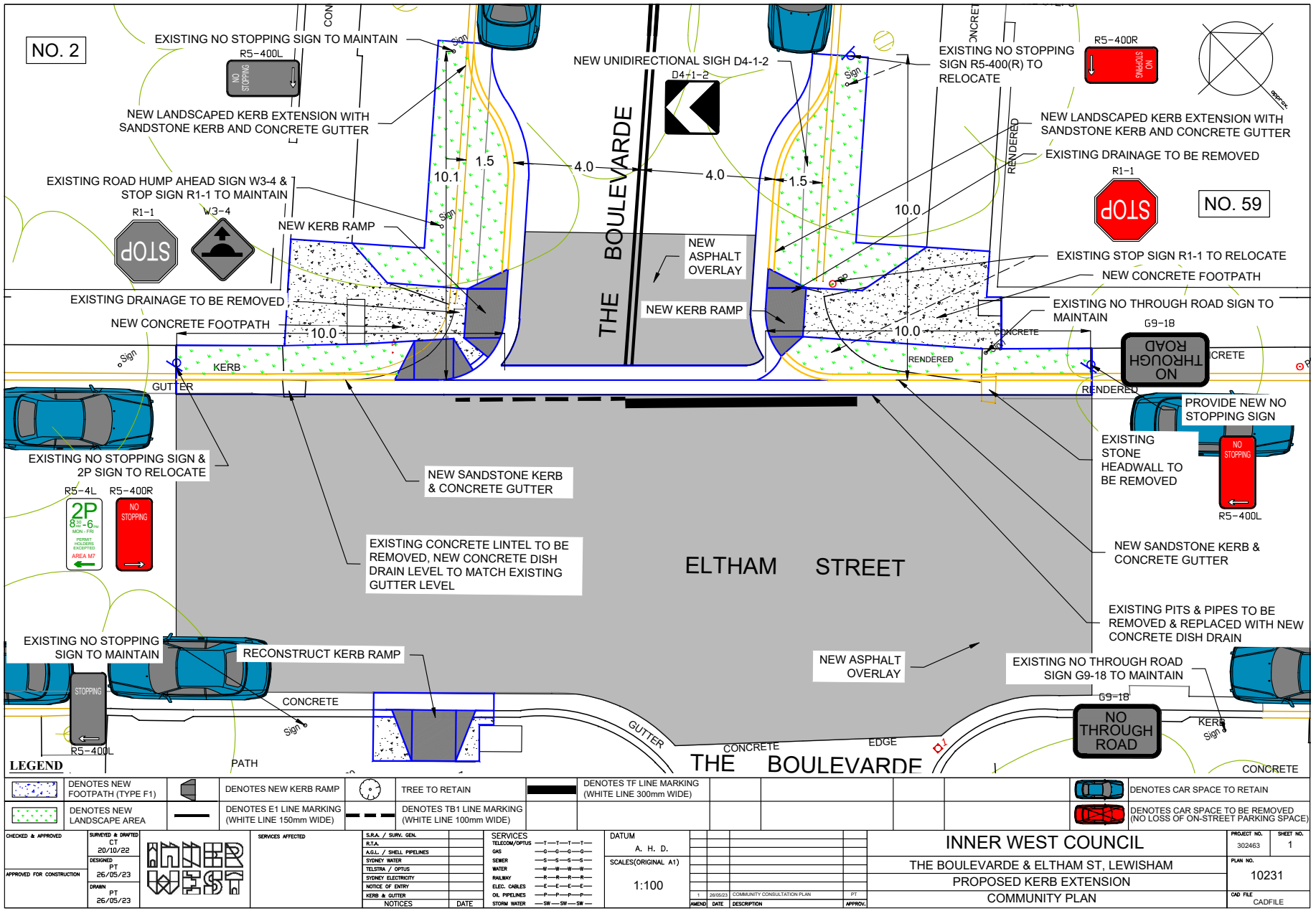


FINANCIAL IMPLICATIONS

The project is listed on Council's Traffic Facilities Capital Works budget for 2023/2024 and is funded under the Lewisham LATM Project.

ATTACHMENTS

1.⇩ The Boulevarde - Eltham Street - Community Consulation Plan - May 23 Rev 1


NO. 2
EXISTING NO STOPPING SIGN TO MAINTAIN
R5-400L
NEW LANDSCAPED KERB EXTENSION WITH SANDSTONE KERB AND CONCRETE GUTTER
EXISTING ROAD HUMP AHEAD SIGN W3-4 & STOP SIGN R1-1 TO MAINTAIN
R1-1
W3-4
STOP
NEW KERB RAMP
EXISTING DRAINAGE TO BE REMOVED
NEW CONCRETE FOOTPATH
KERB
GUTTER
EXISTING NO STOPPING SIGN & 2P SIGN TO RELOCATE
R5-4L
R5-400R
2P
NO STOPPING
NEW SANDSTONE KERB & CONCRETE GUTTER
EXISTING CONCRETE LINTEL TO BE REMOVED, NEW CONCRETE DISH DRAIN LEVEL TO MATCH EXISTING GUTTER LEVEL
EXISTING NO STOPPING SIGN TO MAINTAIN
RECONSTRUCT KERB RAMP
CONCRETE
PATH
R5-400L
NEW UNIDIRECTIONAL SIGH D4-1-2
D4-1-2
THE BOULEVARDE
NEW ASPHALT OVERLAY
NEW KERB RAMP
10.1
1.5
4.0
4.0
1.5
10.0
10.0
EXISTING NO STOPPING SIGN R5-400(R) TO RELOCATE
R5-400R
NEW LANDSCAPED KERB EXTENSION WITH SANDSTONE KERB AND CONCRETE GUTTER
EXISTING DRAINAGE TO BE REMOVED
RENDERED
R1-1
STOP
NO. 59
EXISTING STOP SIGN R1-1 TO RELOCATE
NEW CONCRETE FOOTPATH
EXISTING NO THROUGH ROAD SIGN TO MAINTAIN
G9-18
NO THROUGH ROAD
PROVIDE NEW NO STOPPING SIGN
EXISTING STONE HEADWALL TO BE REMOVED
R5-400L
NEW SANDSTONE KERB & CONCRETE GUTTER
ELTHAM STREET
EXISTING PITS & PIPES TO BE REMOVED & REPLACED WITH NEW CONCRETE DISH DRAIN
NEW ASPHALT OVERLAY
EXISTING NO THROUGH ROAD SIGN G9-18 TO MAINTAIN
G9-18
NO THROUGH ROAD
CONCRETE
EDGE
THE BOULEVARDE
LEGEND
DENOTES NEW FOOTPATH (TYPE F1)
DENOTES NEW LANDSCAPE AREA
DENOTES NEW KERB RAMP
DENOTES E1 LINE MARKING (WHITE LINE 150mm WIDE)
TREE TO RETAIN
DENOTES TB1 LINE MARKING (WHITE LINE 100mm WIDE)
DENOTES TF LINE MARKING (WHITE LINE 300mm WIDE)
DENOTES CAR SPACE TO RETAIN
DENOTES CAR SPACE TO BE REMOVED (NO LOSS OF ON-STREET PARKING SPACE)
CHECKED & APPROVED
APPROVED FOR CONSTRUCTION
SURVEYED & DRAFTED CT 20/10/22
DESIGNED PT 26/05/23
DRAWN PT 26/05/23
SERVICES AFFECTED
S.R.A. / SURV. GEN.
R.T.A.
A.G.L. / SHELL PIPELINES
SYDNEY WATER
TELSTRA / OPTUS
SYDNEY ELECTRICITY
NOTICE OF ENTRY
KERB & GUTTER
NOTICES
DATE
SERVICES
TELECOM/OPTUS
GAS
SEWER
WATER
RAILWAY
ELEC. CABLES
OIL PIPELINES
STORM WATER
DATUM A. H. D.
SCALES(ORIGINAL A1)
1:100
1 26/05/23 COMMUNITY CONSULTATION PLAN PT
AMEND DATE DESCRIPTION APPROV.
INNER WEST COUNCIL
THE BOULEVARDE & ELTHAM ST, LEWISHAM
PROPOSED KERB EXTENSION
COMMUNITY PLAN
PROJECT NO. 302463
SHEET NO. 1
PLAN NO. 10231
CAD FILE CADFILE