

AGENDA



LOCAL TRAFFIC COMMITTEE MEETING

MONDAY 21 AUGUST 2023

11.00am

Function of the Local Traffic Committee

Background

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

Role of the Committee

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

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

Committee Delegations

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

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

Committee Membership & Voting

Formal voting membership comprises the following:

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

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

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

Committee Chair

Council's representative will chair the meetings.

Public Participation

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

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Nil at time of printing.

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Nil at the time of printing.

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8 General Business

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Minutes of Meeting

Meeting commenced at 11.02am

ACKNOWLEDGEMENT OF COUNTRY BY CHAIRPERSON

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

COMMITTEE REPRESENTATIVES PRESENT

Manod Wickramasinghe	IWC's Traffic and Transport Services Manager (Chair)
Bill Holliday	Representative for Kobi Shetty MP, Member for Balmain
Graeme McKay	Representative for Jo Haylen MP, Member for Summer Hill
Patricia Arcilla	Representative for Jenny Leong MP, Member for Newtown
Nina Fard	Transport for NSW (TfNSW)
Van Le	Transport for NSW (TfNSW)

NON VOTING MEMBERS IN ATTENDANCE

Colin Jones	Inner West Bicycle Coalition (IWBC)
George Tsaprounis	IWC's Coordinator Traffic Engineering Services (South)
Felicia Lau	IWC's Acting Coordinator Traffic Engineering Services (North)
Christy Li	IWC's Business Administration Officer

VISITORS

Daniel Farrugia	Transport for NSW (TfNSW) (Senior Project Manager) (Item 2)
Jeff Chen	Transport for NSW (TfNSW) (Project Engineer) (Item 2)
Netta Kovach	Transport for NSW (TfNSW) (Communications and Stakeholder Engagement Specialist) (Item 2)
Francis O'Neill	Bicycle NSW (Head of Advocacy) (Item 2)
Thomas Hyun	Project Manager at Turner & Townsend Project Management (Item 6)
Fraser Hamilton	Commercial Manager at Gartner Rose (Item 6)
Paul McCormack	Project Manager at Gartner Rose (Item 6)

APOLOGIES:

Mayor Darcy Byrne	Councillor – Baludarri-Balmain Ward
Collin Hesse	Office of Jenny Leong, Member for Newtown

DISCLOSURES OF INTERESTS:

Nil.

CONFIRMATION OF MINUTES

That the Minutes of the Local Traffic Committee Meeting held on Monday, 19 June 2023 be confirmed.

MATTERS ARISING FROM COUNCIL'S RESOLUTION OF MINUTES

Nil.

LTC0723(1) Item 1 Richard Murden Reserve, Haberfield - Traffic and Parking Review (Gulgadya-Leichhardt Ward/Balmain Electorate/Leichhardt PAC)

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 behaviour during the netball season.

Officer's Recommendation

That this report be received and noted.

DISCUSSION

The Inner West Bicycle Coalition representative noted that there is high pedestrian activity on weekends on Hawthorne Parade and suggests that we reduce the speed limit to 40km/h on Hawthorne Parade. Council officer noted that Hawthorne Parade as well as other local roads are part of the InnerWest@40 Project which is looking to reduce speed limits on local roads.

The representative for Summer Hill noted that a turning bay may be required at the north end of Hawthorne Parade.

Council officers noted that this matter will be investigated separately.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

That this report be received and noted.

For motion: Unanimous

**LTC0723(1) Item 2 Rozelle Interchange - Pedestrian & Cyclist Improvement Project
(Baludarri-Balmain Ward/Balmain electorate/Leichhardt PAC)**

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.

Officer's 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.

DISCUSSION

Public speakers: Francis O'Neill (Bicycle NSW Representative), Daniel Farrugia, Jeff Chen and Netta Kovach (Transport for NSW (TfNSW) Representatives) entered at 11:03AM

The Bicycle NSW representative did not support the recommendation as they believe the recommendation fails to meet the TfNSW movement and place standards and the Inner West vision for Rozelle and Lilyfield. They noted that when the Rozelle Interchange opens, traffic volumes along Victoria Rd from Iron Cove Bridge to Anzac Bridge will be reduced by nearly 50% and this provides an opportunity for urban renewal. They noted that road space reallocation on Victoria Road should be undertaken instead of this project to reduce traffic volumes, widen footpaths, provide cycleways and pedestrian crossings.

The Transport for NSW representatives noted the concerns regarding Victoria Road and will review as a separate matter. The Transport for NSW representatives explained their objective for this project is to improve cyclability, traffic and pedestrian safety along the local street network and the representatives outlined the specific treatments. It is also confirmed that there will not be any loss in existing on-street parking spaces. They noted that public consultation was undertaken via letterbox drops, community notifications, street meetings, reminder email messages and social media notifications and a high support rate was achieved.

The representative for Balmain was supportive of reducing speed limits in this area to 40km/h. The representative also noted a number of concerns including concerns that the Victoria Road footpath between Springside Street and Moodie Street is narrow and should be widened. Furthermore, it was noted that bicycles will conflict with vehicles at the intersection of Moodie Street at Victoria Road and priority needs to be provided at this

location. Additionally, it was noted that the Waterloo Street surface is in poor condition and needs to be resurfaced. The traffic signal detection loops at the intersection of Waterloo Street, Belmore Street and Darling Street are not detecting cyclists and need to be reviewed. Furthermore, Kenniff Street was noted to be a steep street and the introduction of a raised threshold will create increased slope for cyclists which is not appropriate and thus the raised threshold needs to be reviewed.

The representative for Balmain also noted that the reduction of traffic on Victoria Road creates a once in a lifetime opportunity to re-unite the two halves of Rozelle and make the environment cycle and pedestrian friendly which would include dedicated bus lanes and cycle lanes.

The Inner West Bicycle Coalition representative noted that they were not included during the engagement period and suggested that the current plans not be supported and that Transport for NSW put in bike lanterns at the intersection of Victoria Road/Robert Street, provide raised platforms across Victoria Road side streets, remove all poles on existing shared paths, reconstruct the intersection of Wellington Street and Victoria Road to make it safer and easier to access the shared path. He also suggests that the south side footpath of Victoria Road from Wellington Street to Darling Street be declared a shared path and have bike lanterns added at the signalised intersections.

Public speakers: Francis O'Neill (Bicycle NSW Representative), Daniel Farrugia, Jeff Chen and Netta Kovach (Transport for NSW (TfNSW) Representatives) left at 11:38AM

COMMITTEE 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.**
- 4. Transport for NSW review the following items as part of the project:**
 - a) Investigate and address the conflict point for southbound cyclists crossing Moodie Street at Victoria Road**
 - b) Investigate the resurfacing of Waterloo Street**
 - c) Investigate the maintenance/upgrade of the traffic detector loops at the intersection of Darling Street/ Belmore Street/Waterloo Street to detect cyclists**
 - d) Investigate the location and need for a raised threshold in Kenniff Street noting the steep gradient of the street**
 - e) Investigate realigning the pedestrian kerb ramp at Alfred Street**

For motion: Unanimous

LTC0723(1) Item 3 Philpott Street, Marrickville – Proposed Statutory No Stopping Restrictions at the intersection of Pritchard Street (Midjuburi – Marrickville Ward / Newtown Electorate / Inner West PAC)

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).

Officer's 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.

DISCUSSION

The representative for Summer Hill asked why unbroken yellow lines are to be installed instead of 'No Stopping' signs. Councils' officer advised that the installation of line marking removes signage clutter and also reduces the likelihood of the treatment being damaged or/ defaced.

The representative for Summer Hill asked whether this method is more effective compared to using 'No Stopping' signs. Councils' officer advised they are currently trialling this method and will seek feedback on the effectiveness by liaising with Council's enforcement officers.

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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.

For Motion: Unanimous

LTC0723(1) Item 4 728-750 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)

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.

Officer's 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.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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.

For Motion: Unanimous

LTC0723(1) Item 5 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)

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.

Officer's 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.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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.

For Motion: Unanimous

LTC0723(1) Item 6 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)

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.

Officer's 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.

DISCUSSION

Public speakers, Thomas Hyun (Project Manager at Turner & Townsend Project Management), Fraser Hamilton (Commercial Manager at Gartner Rose), Paul McCormack (Project Manager at Gartner Rose) enter the meeting at 11:39AM

The Commercial Manager at Gartner Rose explained their methodology of using a Top-down tunnelling construction by pilling either side of the tunnel to excavate, installing a roof slab over the tunnel and then to re-open road the complete the rest of tunnel excavation on the other side of the slab. He stated that this is the fastest method requiring 6 months with proposed road closures from August 2023 to January 2024.

The Commercial Manager also explained they have prepared a diversion plan for cyclists, pedestrians (incl. wheelchairs, prams, the frail, aged and partially sighted) and vehicles. With regards to cyclists and pedestrians, the detour route is to take the existing ramp or stairs in Johnson Park to the Arlington Light Rail crossing which connects back onto Constitution Road. With regards to traffic diversions, a traffic control plan will be in place for traffic vehicle diversion, and a separate VMS for heavy vehicle diversion.

The Inner West Bicycle Coalition representative suggested making a partial passage along Constitution Road above the tunnel during the period of works so that pedestrians are minimally disadvantaged. However the Commercial Manager advised that this is a safety issue due to various heavy machinery being in use simultaneously.

Council officers raised the option of tunnel boring, however the Commercial Manager advised that on the south side of Constitution Road, there are steep existing embankments which will prevent them from using this construction methodology. There are also gas and water services which will need to be redirected or supported during construction and this would require a full road closure of Constitution Road in any instance.

Public speakers, Thomas Hyun (Project Manager at Turner & Townsend Project Management), Fraser Hamilton (Commercial Manager at Gartner Rose), Paul McCormack (Project Manager at Gartner Rose) left the meeting at 11:50AM.

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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.

For Motion: Unanimous

LTC0723(1) Item 7 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)

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.

Officer's 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)

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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)

For Motion: Unanimous

LTC0723(1) Item 8 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)

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.

Officer's 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).

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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).

For Motion: Unanimous

LTC0723(1) Item 9 Fred Street at Victoria Street, Lewisham – Proposed kerb extensions and intersection safety improvement Works (Damun - Stanmore Ward/ Summer Hill Electorate/ Inner West PAC)

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.

Officer's 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).

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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).

For Motion: Unanimous

LTC0723(1) Item 10 The Boulevarde at Hunter Street, Lewisham – Proposed kerb extensions - pedestrian safety improvement works (Damun - Stanmore Ward/ Newtown Electorate/ Inner West PAC)

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.

Officer's 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)

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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)

For Motion: Unanimous

LTC0723(1) Item 11 The Boulevarde at Eltham Street, Lewisham – proposed kerb extensions - Pedestrian Safety Improvement Works (Damun - Stanmore Ward/ Summer Hill - Newtown Electorate/ Inner West PAC)

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.

Officer's 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).

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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).

For Motion: Unanimous

General Business

Item 12 Intersection at Lewisham Station (Intersection of Railway Terrace and West Street, Lewisham)

The representative for the Member for Newtown raised concerns that the green right turn arrow at the intersection of Railway Terrace and West Street only stays green for a very brief period of time which often means motorists are still turning on the intersection whilst the light in the opposite direction goes green. The representative for the Member for Newtown requested that a review into whether or not the green right turn light can be green for longer.

The TfNSW representative is to investigate this matter on behalf of the Member for Newtown.

Item 13 Request for Update on Traffic Light upgrade at the intersection of Alice Street, Llewellyn Street and Edgeware Road, Newtown/Marrickville/Enmore

The representative for the Member for Newtown requested for an update on the traffic light upgrade at the intersection of Alice Street, Llewellyn Street and Edgeware Road.

Council officers will raise this matter with the Project Manager or TfNSW to provide an update on changes to the traffic signals to the representative for the Member for Newtown.

Item 14 Request for Update on Traffic Signal upgrade at the intersection of Fredrick Street and John Street, Ashfield.

The representative for the Member for Summer Hill requested an update on the Traffic signals at the intersection of Fredrick Street at John Street Ashfield.

TfNSW representative advised that they were seeking funding for the design in the 23/24 financial year and construction funding for the 24/25 financial year.

Item 15 Request for Cycle maps.

The IWBC representative advised it would be beneficial for Council to provide updated cycle maps which would include proposed works.

Council officers advised they will investigate this matter.

Meeting closed at 12:31 pm.

Item No: LTC0823(1) Item 1

Subject: HURLSTONE AVENUE, SUMMER HILL- PROPOSED KERB BLISTER
NARROWING OF HURLSTONE AVENUE AT PROSPECT ROAD AND NO
LEFT TURN 7.30-9.30AM.,3-5PM MON-FRI FROM PROSPECT ROAD
INTO HURLSTONE AVENUE.
(DJARRAWUNANG-ASHFIELD WARD/SUMMER HILL
ELECTORATE/BURWOOD PAC)

Prepared By: Boris Muha - Traffic Engineer

Authorised By: Manod Wickramasinghe - Acting Director Infrastructure

RECOMMENDATION

1. That the construction of kerb-blister or kerb extensions to narrow Hurlstone Avenue at Prospect Road with associated signs and markings as shown in the concept plan Attachment 1 be approved in principle.
2. That a 'No Left Turn; 7.30am-9.30am, 3pm-5pm Mon-Fri' restriction be installed at the intersection of Prospect Road and Hurlstone Avenue, Summer Hill, prohibiting left turn movement during the above peak hour times from Prospect Road into Hurlstone Avenue.
3. That a Traffic Management Plan be issued to Transport for NSW seeking approval for the above part-time 'No Left Turn' ban.

STRATEGIC OBJECTIVE

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

Concerns have been raised regarding traffic and pedestrian safety issues at the intersection of Prospect Road and Hurlstone Avenue and through Hurlstone Avenue, Summer Hill.

Council is proposing to implement a safety treatment at the intersection of Hurlstone Avenue and Prospect Road by improving the sight lines of pedestrians and movement of vehicles. This will be achieved through constructing kerb blister islands or kerb extensions with pram ramps and narrow Hurlstone Avenue at the intersection of Prospect Road.

Council is also proposing to introduce time restricted 'No Left Turn from 7.30-9.30am and 3-5pm, Monday to Friday from Prospect Road into Hurlstone Avenue. This proposal aims to relieve traffic volumes and congestion issues at this intersection and through Hurlstone Avenue during peak hours. Vehicles will be able to travel along Prospect Road and turn left or right into Old Canterbury Road from Prospect Road which is the preferred traffic route.

BACKGROUND

The proposed treatment at the intersection of Prospect Road and Hurlstone Avenue is part of the Pedestrian Access Mobility Plan (PAMP) 2020 for improved pedestrian facilities and safety and contributes to traffic calming/control of the area under the Ashfield Traffic Management Strategy 2017.

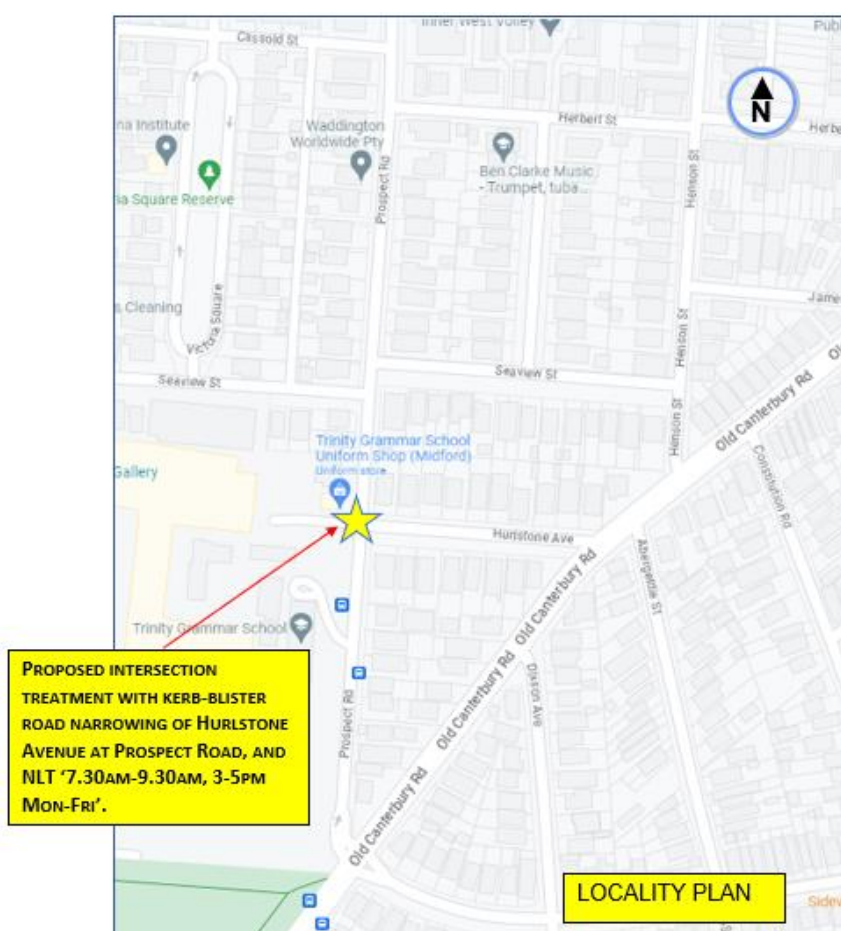
Concerns have been raised with Hurlstone Avenue as a local road, being subjected to high volumes of traffic during peak times with vehicles by-passing through the street to gain access to Old Canterbury Road and streets to the west of Old Canterbury Road. Hurlstone Avenue has similarly been subjected to pavement failure contributed by high volumes of traffic and heavy vehicle usage of the road.

The inclusion of the 'No Left turn 7.30am-9.30am, 3-5 pm Mon-Fri' aims to relieve the problem of high traffic volume usage of Hurlstone Avenue and for traffic to continue and primarily use Prospect Road to head towards Old Canterbury Road, during the above peak hour times. See diagram *Attachment 3*.

DISCUSSION

Other Staff comments:

Site location and Road Network



Street Name	Hurlstone Avenue
Carriageway width (m) kerb to kerb	12.8m
Carraigeway type	Two-way, one travel lane each direction.
Classification	Local
Speed Limit km/h	50, 40 kph school zone at western end closer to Prospect Road.
85 th percentile speed km/h	46.4
Vehicles per day (vpd)	2080
Reported crash history July 2016-July 2021	NIL- at the intersection with Prospect Road.
Parking arrngements	Unrestricted parking both sides
Side streets	Prospect Road to the west, and Old Canterbury Road to the east.

Street Name	Prospect Road (at Hurlstone Avenue)
Carriageway width (m) kerb to kerb	10.2m
Carraigeway type	Two-way, one travel lane each direction.
Classification	Local-collector
Speed Limit km/h	50 and 40 kph school zone
85 th percentile speed km/h	32.6
Vehicles per day (vpd)	2143
Reported crash history July 2016-July 2021	(1) x 2020, north of Hurlstone Ave, RUM 63, vehicle door opening, serious injury, vehicles in southbound direction. NIL -at the intersection with Hurlstone Avenue
Parking arrngements	Unrestricted parking to both sides, full-time and part-time school zone Bus Zones.
Side streets	Hurlstone Avenue

Kerb blister extension and narrowing of the intersection.

In reference to *Attachment 1*, the following points are made:

- The trees to the corners of Hurlstone Avenue dictates the movement of traffic around the intersection. The kerb- blisters islands are constructed to fold around the trees and extend in length to 10 metres in from the corners to emphasis and visualise the presence of the road narrowing at the intersection.
- The kerb blister- narrowing at the intersection still maintains and does not change the current practice of 2-way traffic movement around the intersection.
- Portion of the kerb blisters islands are landscaped to improve the streetscape.
- Heel proof gutter bridges are provided in line with new and extended out pram ramps.
- Edge line marking is provided to guide, delineate and further emphasis the narrowing at the intersection.

- the kerb blister islands are lengthened to the statutory 'No Stopping' distances on the corners of Hurlstone Avenue. There will be no loss of legal parking as result of this proposal.
- Street lighting will be examined under detail design.

Proposed 'No Left Turn 7.30-9.30am., 3-5pm Mon-Fri' from Prospect Road into Hurlstone Avenue.

In reference to *Attachment 2 and 3*, the following points are made:

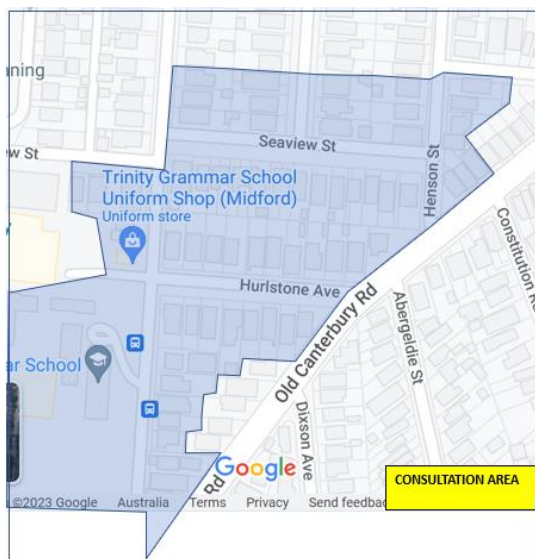
- *Attachment 2* identifies visual observations on a typical Tuesday showing a higher degree of traffic turning left from Prospect Road into Hurlstone Avenue as compared to other movements around the intersection during AM and PM peak hours.
- Hurlstone Avenue is a local road and signposted under 3 tonne limit. It is a wide, straight, and short length of street connecting between Prospect Road and Old Canterbury Road. Buses servicing the Trinity Grammar School currently stop adjacent to the school on Prospect Road and then turn right into Hurlstone Avenue and exit onto Old Canterbury Road. Hurlstone Avenue is the most direct route back onto the state road network as well as being sufficiently wide to cater for bus movements in comparison to other nearby streets. Buses can be exempted through road weight limits under the Road Rules, if on route to and from a destination.
- The part-time 'No left turn' proposal during 2- hour peak periods in the morning and afternoon aims to relieve the traffic volume loading in Hurlstone Avenue bearing in mind that the street does cater for by-passing traffic, and the street facilitates school bus movement towards Old Canterbury Road. General vehicle movements have attributed to pavement damage in this street, more so than the other adjacent streets.
- The restriction would also be considered to minimise any concerned congestion/traffic build up issues at the intersection of Hurlstone Avenue and Old Canterbury Road during morning and afternoon peaks.
- Traffic counts conducted in Hurlstone Avenue back in 2006 registered vehicle volumes around 1120 vehicles per day (vpd) as compared to 2028vpd under recent counts done in September 2022. This identified an increase around 908 vehicles per day over time. Similar counts taken in 2006 over that of the last 2022 counts for the surrounding streets of Herbert, Seaview, and Henson Street (to the east of Prospect Road) and Prospect Road (to the south of Hurlstone Avenue) revealed traffic volume variations over similar dates from minus 150 to plus 140 vehicles per day.
- The proposed restriction is only limited to 4 hours of the day and aims to redirect some 586 vehicles per day to the adjoining streets. It is acknowledged that not all vehicles may proceed up to Prospect Road to turn at Old Canterbury Road, and that a certain degree of traffic may elect to use the narrower and less desirable (convoluted) streets of Herbert Street and Seaview Street to reach Old Canterbury Road.

It is considered that a reasonable break up of 20-60% of vehicles would be distributed to Herbert Street, Seaview Street and Prospect Road respectively. By doing so the diverted/varied traffic volumes are shown in *Attachment 3*. This would allow a more balanced network distribution with the east-west streets of Herbert, Seaview and Hurlstone Streets having a range approximately 560 to 1500 vehicles per day, which is considered low and well below the local road capacity. Added volumes in Henson Street and Prospect Road would be within road capacity. Prospect Road is a local-collector road which can manage additional traffic and has an array of traffic calming devices through the street and can withstand additional loading given it is a concrete road.

PUBLIC CONSULTATION

77 letters with plans of the proposed physical treatment to the intersection of Prospect Road and the proposal of placing a 'No Left Turn 7.30am-9.30am., 3-5pm Mon-Fri' from Prospect Road into Hurlstone Avenue, were mailed out to properties as shown in the consultation area below to seek comments.

Consultation letters were sent out on 24 April 2023 with the submissions being closed on the 22 May 2023. The proposal of the No Left Turn ban was also advertised under Public Notice on Council's website for a minimum period of 28 Days as required under the Road Act for proposed traffic changes.



23 submissions were received from residential households on the two proposals.

18 responded in support and 5 in non-support for the kerb blister treatment to the intersection of Hurlstone Avenue and Prospect Road.

11 responded in support and 12 in non-support on the proposed 'No Left Turn 7.30-9.30am., 3-5pm Mon-Fri' from Prospect Road into Hurlstone Avenue.

Those providing comments have been tabled below with officer response made.

Residents comments	Officers Response
<ul style="list-style-type: none"> • Support the kerb blisters -control the speed of cars turning in Hurlstone Ave which is a key issue that residents have to deal with. • Dangerous intersection-vehicles turning at speeds. 	<ul style="list-style-type: none"> • Noted
<ul style="list-style-type: none"> • Narrowing of Hurlstone Avenue will make the left and right turns into Prospect Road more difficult. This will force vehicles onto the wrong side of Prospect Road in order to make a left turn which will lead to more congestion as well as pose a risk to pedestrians and vehicles. 	<ul style="list-style-type: none"> • The kerb blisters are intended only to extend out to the tracking path of the vehicle coming around the corners and passing around the trees on both sides of Hurlstone Avenue. The current pattern of traffic movement around the intersection would be maintained.

<ul style="list-style-type: none"> • Kerb blisters are a minor safety treatment. The intersection of Hurlstone Avenue and Prospect Road will remain unsafe & would benefit from additional major safety treatments. 	<ul style="list-style-type: none"> • The kerb-blisters widening is considered the best option to improve safety, specifically pedestrian, and control traffic movement around the intersection. The kerb blister islands may be integrated into the footway under detail design and made out as kerb-footway extensions, pending on drainage considerations.
<ul style="list-style-type: none"> • Existing trees already make the intersection narrower-blisters not required. Coaches looking to turn right from Prospect Road will find it harder. No stopping signs is good, but not unless policed. 	<ul style="list-style-type: none"> • The main objective of the kerb blisters is to assist in bringing out the pram ramps for improved sight lines of pedestrians. The narrowing is to be designed to allow buses to turn right from Prospect Road into Hurlstone Avenue slowly and with caution going over the central area of Hurlstone Avenue, as they currently do so.
<ul style="list-style-type: none"> • Sight view issue – No stopping sign missing at corner 	<ul style="list-style-type: none"> • The missing 'No Stopping' sign on the corner to the western side of Prospect Road, south of Hurlstone Avenue has since been replaced providing vehicles the necessary sight view when coming out of Hurlstone Avenue.
<ul style="list-style-type: none"> • Kerb blisters are a welcome traffic measure as children cross Hurlstone Avenue to walk to Summer Hill Public School. Intersection is found dangerous with limited visibility. Dangerous driving in area, illegal parking of families. Dropping off and picking up students, and parking close to corners -restricts pedestrian and driver views. 	<ul style="list-style-type: none"> • All four corners of the intersection have or will be signposted with 'No Stopping' to provide improved sight view and prevent vehicles from parking close to the corners. Council Rangers can be called upon to enforce illegal parking.
<ul style="list-style-type: none"> • Pedestrian (raised) crossing should be included at the intersection. -ensure safety to pedestrians, manage Pedestrian School traffic to and from Trinity Grammar, Yeo Park and Summer Hill Public. 	<ul style="list-style-type: none"> • A crossing is not suited across Hurlstone Avenue at the intersection. Trees obstruct the effectiveness of a crossing. A crossing further in from the intersection would affect parking and be located away of the intersection's pedestrian desire path. Observation outside of school hours show low pedestrian numbers to consider consistent warrant of a crossing through out the day. Furthermore, the crossing midblock between Hurlstone Avenue and Prospect Road has been upgraded to a raised crossing, and a pedestrian refuge has been built at the intersection of Prospect Road and Old Canterbury Road to improve pedestrian safety in the area under DA conditions for Trinity Grammar.
<ul style="list-style-type: none"> • No Left Turn (NLT) restrictions will restrict access into Hurlstone Avenue. Less safe approach to the houses during these times. 	<ul style="list-style-type: none"> • It is considered that alternate access in from Old Canterbury Road can be safely provided by continuing on through Prospect Road, turn left into Old Canterbury Road, and left to enter into Hurlstone Avenue.

<ul style="list-style-type: none"> • Trinity Buses turn right in contravention of the heavy vehicle restriction in Hurlstone Avenue, and cause congestion attempting to turn out onto Old Canterbury Road and are responsible for damage to road. Police the 3 tonne limit rather than place a NLT ban. • Buses should be made to proceed to Victoria Street. 	<ul style="list-style-type: none"> • Buses can be exempted through road weight limits under the Road Rules, if on route to and from a destination. • Buses servicing Trinity Grammar currently stop adjacent to the school on Prospect Road and then turn right into Hurlstone Avenue and exit onto Old Canterbury Road. Hurlstone Avenue is the most direct and shortest route back onto the state road network as well as being sufficiently wide to cater for bus movements in comparison to other nearby streets. • The No Left Turn prohibits all vehicular traffic from turning left into Hurlstone Avenue from Prospect Road in the AM and PM periods as proposed. • Other School Bus routes service the school via Victoria Street however these buses come from Ashfield. Bus operation is well distributed between Victoria Street and Prospect Road.
<ul style="list-style-type: none"> • Strongly object-Traffic will increase in Prospect Road and congestion/queuing issues will result towards Old Canterbury Road from Prospect Road during the NLT ban period- Residents on Prospect Road will be significantly affected. Difficult to turn out from Prospect Road into Old Canterbury Rd at present in peak hour. • Risk illegally parking in No Stopping/bus zones. Traffic cannot split to turn left and right with changes made at Hurlstone Avenue and Old Canterbury Road and Prospect Road and Old Canterbury Road causing present congestion. • Cars will be encouraged to turn around in Prospect Road turning and damaging property. • Trinity should ease congestion with No drop-offs permitted on Prospect Road. • This increased traffic load will pose a risk to pedestrians, particularly students, outside Trinity Grammar School. • The changes at the intersection of Prospect Road and Old Canterbury Road 	<ul style="list-style-type: none"> • It is likely that smaller amounts of traffic (up to 40% of that to turn left into Hurlstone Street in peak hour) may be distributed between Seaview Street and Herbert Street. Prospect Road is designed and capable of handling the additional traffic. • Observations reveal that traffic delays times are not considered very long at the intersection of Prospect Road and Old Canterbury Road, with traffic managing to turn left and right when gaps are provided in Old Canterbury Road. Any queuing is considered of acceptable length. The eastern corner has just recently been cut back to design a left turn vehicle to slip around a waiting right turn vehicle. • Formal drop-off facility is within the schools' underground carpark off Victoria Street. Council nor Trinity Grammar cannot prohibit natural (non signposted) drop off from Prospect Road, provided it is done so legally. • By upgrading the midblock pedestrian crossing to a raised crossing, providing a pedestrian refuge at the intersection of

<p>[inclusion of a pedestrian refuge as part of the Trinity Grammar development] has lead to more traffic delays. This can cause it to be more difficult for pedestrains to safely cross Prospect Road. Congestion in Prospect Road would also be increased.</p> <ul style="list-style-type: none"> • Funeling traffic back to the school zone and crossing. • Further congestion will impact on the path of ambulances and fire trucks. • Increase traffic in Prospect Road will increase danger for people crossing Old Canterbury Road from Arlington Road. • Reduce the amenity(heathiness) of our home, and increase queing of vehicles in Prospect Road will impact on ability to exit out of our propoerty. • Hurlstone Avenue should not be treated as a local street, considering the significant demand for its use, its ample width, and direct access to Old Canterbury Road. 	<p>Prospect Rd and Old Canterbury Road and having an array of existing speed humps, aims to create a traffic calming environment to safeguard pedestrain activity with existing or added traffic in the area.</p> <ul style="list-style-type: none"> • The ban is proposed for peak hours (4 hours of the day) aimed at not diverting excessive amount of traffic in the area throughout the day or night. • Emergency vehicles (if called to a destination) are permitted to go on the wrong side of the road or pass through ban or restricted areas. • Pedestrians are already exposed to the higher volumes of traffic crossing Arlington Road, unless they proceed down to the midblock traffic lights further west and cross over Yeo Park. • Hurlstone Ave is classed as a local road whereas Prospect Road is a local collector road linking between Ashfield and Old Canterbury Road. Prospect Road is structurally designed and capable of taking larger additional traffic and loading. • Council will provide an intersection performance analysis of the intersection of Prospect Road and Old Canterbury Road in line with a traffic management plan submission for Transport for NSW to consider and formally approve any ban turn movements.
<ul style="list-style-type: none"> • Witnessed many vehicles accelerating to turn left into Hurlstone Ave because of being delayed while waiting for Trinity Grammer students to park on Prospect Road. I support the No Left Turn measure to keep all students safe while walking to school. 	<ul style="list-style-type: none"> • Noted.
<ul style="list-style-type: none"> • Recent accident occurred with a truck speeding around the corner of Hurlstone Avenue and Old Cantebury Road. Truck colided with a tree and lost control and hit a parked car. Given the angle what can be done to prevent similar occurance (e.g. make Hurlstone Avenue one-way) 	<ul style="list-style-type: none"> • This is outside of the Scope of Works, however Council officers and Police have examined the matter on site and viewed that the truck was at fault turning left at high speed from Old Canterbury Road into Hurlstone Avenue. Council has no intention in the forseeable future to do any further modifications to this intersection. There is no recorded accident history from available Transport

	for NSW and Police data since the intersection was modified.
<ul style="list-style-type: none"> • Object to NLT as this will increase traffic in surrounding streets. Seaview between Prospect Road and Henson Street has already traffic generated by Trinity, parking by students, teachers, and trucks from their building site. Seaview Street is narrower than Hurlstone would not cope with the 'rat run' that will be created under the proposed NLT. • Trinity will continue to increase student enrolments, and the proposal is seen to be planned as part of a Trinity Masterplan. • Concern with traffic running down Seaview Street under the proposed NLT. Seaview Street between Prospect Road and Henson Street is narrow. It has to be parking on one side of the street only so cars can pass. Home owners park their cars on-street and not within the driveway. Need to do something about both streets being a rat run. There has been 2 accidents in the street recently, and vehicles fly down the street with kids crossing to go to Summer Hill Public and walking to Trinity. • Seaview street (eastern end - Prospect to Henson sts) has its own traffic issues from the other schools queuing on Henson to enter Old Canterbury Rd as well as being only 3 cars wide requiring cars to pull over to the kerb to pass. 	<ul style="list-style-type: none"> • It is likely that smaller amounts of traffic (up to 40% of that banned to turn left into Hurlstone Street) may use and distribute between Seaview Street and Herbert Street. • The NLT proposal is made to resolve resident complaints regard to traffic using Hurlstone Avenue. Much of the traffic turning left into Hurlstone Avenue from Prospect Road is seen to come down Prospect Road from Ashfield, and not so related to traffic from Trinity Grammar. • Seaview Street (between Prospect Road and Henson Street) is narrow 2-way street with car parking to both sides providing friction and 'defacto' calming to control the traffic movement and speeding below the limit of 50 kph. It is considered that Seaview Street has capacity to take on additional traffic. Traffic pulls up to one side across driveways or corners to intersections and give-way to opposing vehicles. Council will examine to clear parking at the corners of Seaview Street and Henson Street, by placing 'No Stopping' restrictions at the regulatory distance of 10 metres from the corners, to improve sight view and traffic flow passage at this intersection. • Removal of parking on one side of Seaview Street will impact on the residents needs to park on the street, but more so can encourage speeding by making the travel path wider. • Council will provide an intersection performance analysis similarly at this intersection of Henson Street and Old Canterbury Road, in line with a traffic management plan submission for Transport for NSW to consider and formally approve any turn movement bans.
<ul style="list-style-type: none"> • No objection is raised by Transit Systems NSW for both the kerb blister narrowing proposal to the intersection of Prospect Road and Hurlstone Avenue, and the 'No Left Turn 7.30-9.30am., 3- 	<ul style="list-style-type: none"> • Noted.

<p>5pm Mon-Fri' for Prospect Road into Hurlstone Avenue.</p>	
<ul style="list-style-type: none"> • No objection to changes to the kerb on the northern and southern corner of Prospect Road and Hurlstone Avenue raised by Trinity Grammar School. Concern raised regard to queing of traffic back into the school zone and impact on the new raised crossing and State Transit Bus Stop if NLT is proposed. 	<ul style="list-style-type: none"> • Noted. • Cars should not queue over the crossing. Buses should be allowed into the main stream of traffic from a Bus Stop. • Council will provide an intersection performance analysis at the intersection of Prospect Road and Old Canterbury Road in line with a traffic management plan submission for Transport for NSW to consider and formally approve any ban turn movements.
<ul style="list-style-type: none"> • Do not accept proposal of NLT as it will be ineffective as motorists will ignore it and hence result in waste of resources. • Hurlstone Avenue must be blocked at either-or end to prohibit through traffic. Preferably the Prospect Road intersection as this would provide additional drop-off and parking for the school. 	<ul style="list-style-type: none"> • Council will request Police assistance to enforce the restriction. • Inner West Council does not favour full or partial road closures. Part or full closing of Hurlstone Avenue would not likely be supported as more traffic will be diverted through alternate neighbouring streets. Vehicle access in the street would be affected. The low or nil accident history in the area may well not justify a closure. Any current Traffic Management Strategy for this area does not identify or recommend a partial or full road closure at the intersection of Hurlstone Avenue and Prospect Road. • Formal drop off facility is operated from the school's underground carpark off Victoria Street. It is not intended to encourage drop off from Prospect Road. • The NLT acts to relieve traffic loading in Hurlstone Avenue with only a smaller portion of traffic in Hurlstone Avenue being redirected and distributed into other streets
<ul style="list-style-type: none"> • Road closures/armed roads signs over the years made by council around Old Canterbury Rd, Junction Rd, Victoria St, Henson St etc. has created a 'rat run' through Hurlstone Ave. Plus the approval for Trinity Grammar to increase its student numbers by 40% will further increase traffic. • Vehicles come through at a high speed. The street is wide and particularly the 	<ul style="list-style-type: none"> • Road closures are not considered an option as explained above. • The intersection of Hurlstone Avenue and Old Canterbury Road has been treated by narrowing and realigning the intersection for improved pedestrian safety and traffic control around the intersection. The intersection was narrowed in as much as possible without severely impeding on the nature and

opening on the Old Canterbury Rd end where vehicles try to beat the oncoming traffic or take the corner sharp when turning left. - very dangerous to cross as a pedestrian, as well as pulling out of driveways or coming out of a parked car position where on many occasions there has been near misses.

- The proposal by council is only looking at one end of the street and limited times and days of the week. The issues outlined above occur at any time of day, even at night with school after hour activities and sports with traffic all hours. Council's proposal is limited in its effectiveness and needs to be a permanent No Left Turn with no day/time restrictions. Traffic can use Prospect Rd & Old Canterbury Rd where this intersection just got improved as did the pedestrian crossing on Prospect Rd to cater for increased traffic. This makes it a safer option and one side of the Rd is just the school, so less impact to residents.
- It would be proposed to reduce traffic and increase safety, that both ends of Hurlstone Ave are narrowed to allow one car at a time (unless council can block one of either ends of the Avenue?) and also have a No Right Turn sign from Hurlstone Ave onto Prospect Rd and a warning sign at Old Canterbury Rd that there's no Right Turn access at Prospect Rd. This means that school buses can still come through as they turn right from Prospect Rd onto Hurlstone Ave, unless a full closure is made on either end the school buses can loop around Seaview Ave as do the public buses. Traffic that comes from Old Canterbury Rd can still turn left onto Prospect Rd or if they can't to turn right from Old Canterbury Rd, they can use Prospect Rd to turn right. Ideally council should work with State NSW Roads to put a roundabout at Old Canterbury & Prospect Rd, this would help with speed since there's mobile speed cameras to reduce speed to 50 kms and helps with safety.

practised flow of traffic around the intersection. A similar course of action is proposed for Hurlstone Avenue at Prospect Road.

- The 85th percentile speed through Hurlstone Avenue was recorded as 46.4kph, below the speed limit of 50, hence there is no real issue regard to speeding.
- Full time No Left turn would end up affecting resident access in quieter periods of the day and week as well as shifting additional traffic to neighbouring streets. The proposal is meant to balance traffic volumes, not shift them entirely from one street to another. The purpose of the proposed part time NLT ban is to relieve traffic loading upon Hurlstone Avenue and distribute that portion of traffic elsewhere so as to balance out the overall traffic in the street network, and not to impose more traffic elsewhere for the sake of eliminating most or all of the by-passing traffic in Hurlstone Avenue.
- The narrowing of both ends of the street to one lane 2-way traffic would only add to conflict with opposing traffic if not able to be sighted around the corners.
- The banning of right turn movements from Hurlstone Avenue into Prospect Road would result in removing east bound by-passing traffic and force this traffic to adjoining streets, it would also impact local access arrangements and is not currently supported.
- To divert buses through narrower meandering streets would not be supported as Hurlstone Avenue provides a wider straight and short length road access directly onto a State Road.
- Roundabouts on State Roads are a matter for TfNSW and is not considered an appropriate solution in this instance given the substantially unbalanced traffic flows.

<ul style="list-style-type: none"> • The NLT will create bottleneck conditions at Seaview Street and at the intersection of Prospect Road and Old Canterbury Road. It will become too difficult and slow to turn out to Old Canterbury Road from Prospect Road. Traffic will increase into Seaview Street or pressure would be made to exit Prospect Road at Old Canterbury Road creating significant safety hazard • What are the processes required of Trinity Grammar regard to traffic and parking, to alleviate pressure in these streets and enforce that parents use the designated off-street drop -off in the designated carpark facility rather than the streets, and illegal parking by residents in the street. 	<ul style="list-style-type: none"> • Reference is made to the above officers responses. Council further more has installed 'No Stopping' restrictions on both sides of Seaview Street back in from the intersection of Prospect Road to allow safe and proper clearance for 2-way traffic flow around the intersection. • Prospect Road at Old Canterbury Road has been reconstructed to provide a safe pedestain refuge and designed to allow for adequate left and right turn movements out of Prospect road. Waiting time is generally not considered long with vehicles finding gaps in Old Canterbury Road to exit from Prospect Road. • The school carpark is being expanded under the school grounds off Victoria Street to cater for parking and official drop and pick up. The school, under condition of DA conscent, is required to carry out an Operational Traffic Manangnemt Plan (OPTMP) and encourage parents and carers to park and drop off and pick up from the carpark off Victoria Street. There is no intention to create formal drop off and pick up in adjaent streets. The school or council cannot direct parents/carers from using adjacent 'Public Road' streets provided their vehicles park legally. Request will be made for Council's Regulatory Parking Services to enforce the area. • The NLT proposal and school carpark operation under the OTMP will aim to disperse traffic movement on a balanced approach around the school and not concentrate traffic pressure on a particulalr street.
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FINANCIAL IMPLICATIONS

The proposed physical works to the intersection of Prospect Road and Hurlstone Avenue is estimated around \$30,000-40,000 and will be constructed under the PAMP/Capital Works Program for the financial year 2023/2024 subject to funding and resourcing.

The installation of the No Left Turn ban restriction will be done under the general signs and line marking budget.

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

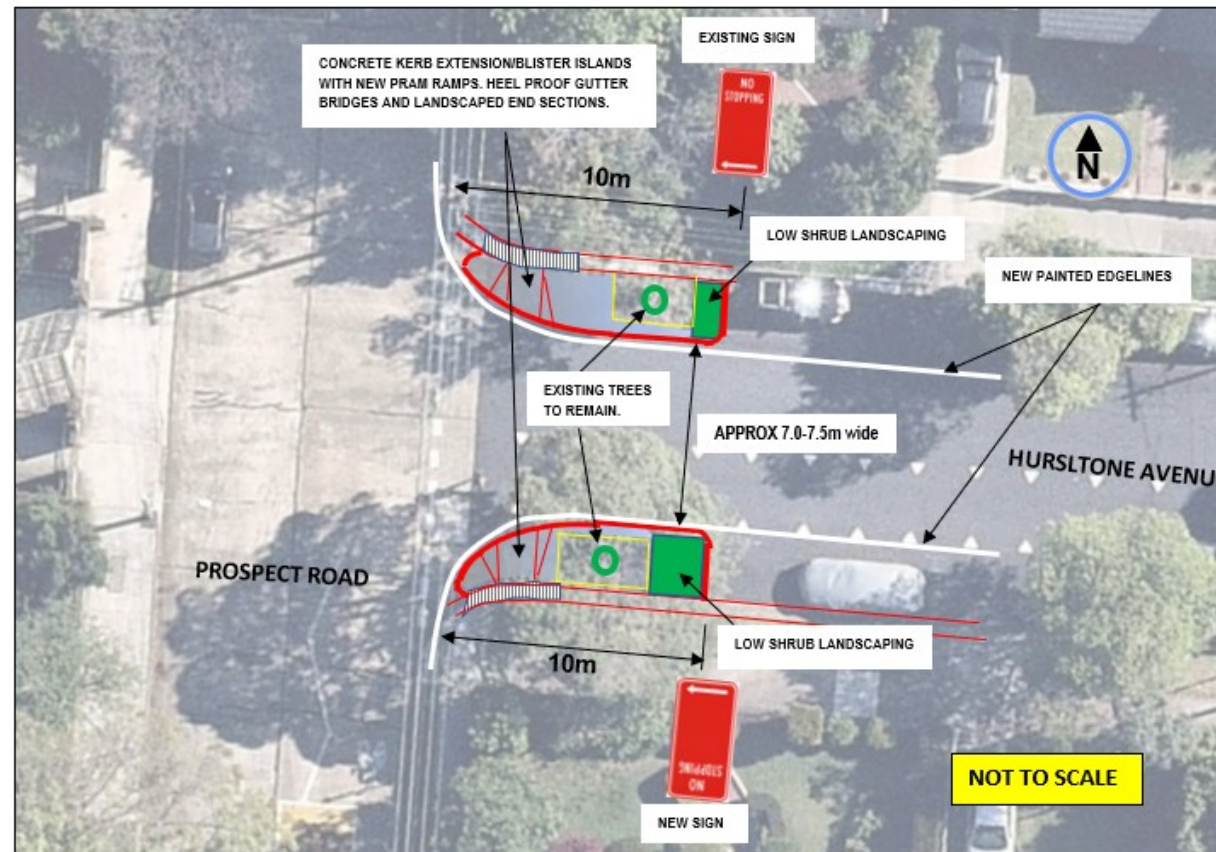
CONCLUSION

It is recommended that the construction of kerb-blisters or kerb extensions to narrow Hurlstone Avenue at Prospect Road with associated signs and markings as shown in the concept plan *Attachment 1*, be supported to proceed to final design.

It is similarly recommended that a 'No Left Turn 7.30am-9.30am., 3-5pm Mon-Fri' restriction be installed at the intersection of Hurlstone Avenue and Prospect Road prohibiting the left turn movements during the above peak hour times from Prospect Road into Hurlstone Avenue. It is noted that a Traffic Management Plan is needing to be issued to Transport for NSW seeking their approval for the above part-time 'No Left Turn' ban.

ATTACHMENTS

1. [↓](#) Concept plan-kerb blister narrowing Hurlstone Avenue at Prospect Road, Summer Hill.
2. [↓](#) Traffic survey and counts.
3. [↓](#) No Left Turn and traffic diversion.



INNER WEST

DIRECTION OF VEHICULAR TRAFFIC

TRAFFIC COUNT AT: HURLSTONE AVENUE AND PROSPECT ROAD

SUBURB: SUMMER HILL

WEATHER: SUNNY

DATE: 15/11/2022

DAY: TUESDAY



DIRECTION OF VEHICULAR TRAFFIC

AM	1	2	3	4	TOTAL	NOTES
7.30 - 7.45	3	19	55	0	77	
7.45 - 8.00	5	22	60	1	88	
8.00 - 8.15	10	12	50	8	80	
8.15 - 8.30	5	14	47	5	71	
8.30 - 8.45	1	21	60	1	83	
8.45 - 9.00	1	12	46	1	60	
9.00 - 9.15	0	10	35	0	45	
9.15 - 9.30	1	13	30	0	44	
PH	21	69	217	15	322	

Total peak period volume (7.30am-9.30am) turning left = 383 vehicles



DAY: TUESDAY

DATE: 15/11/2022

WEATHER: CLOUDY/SUNNY

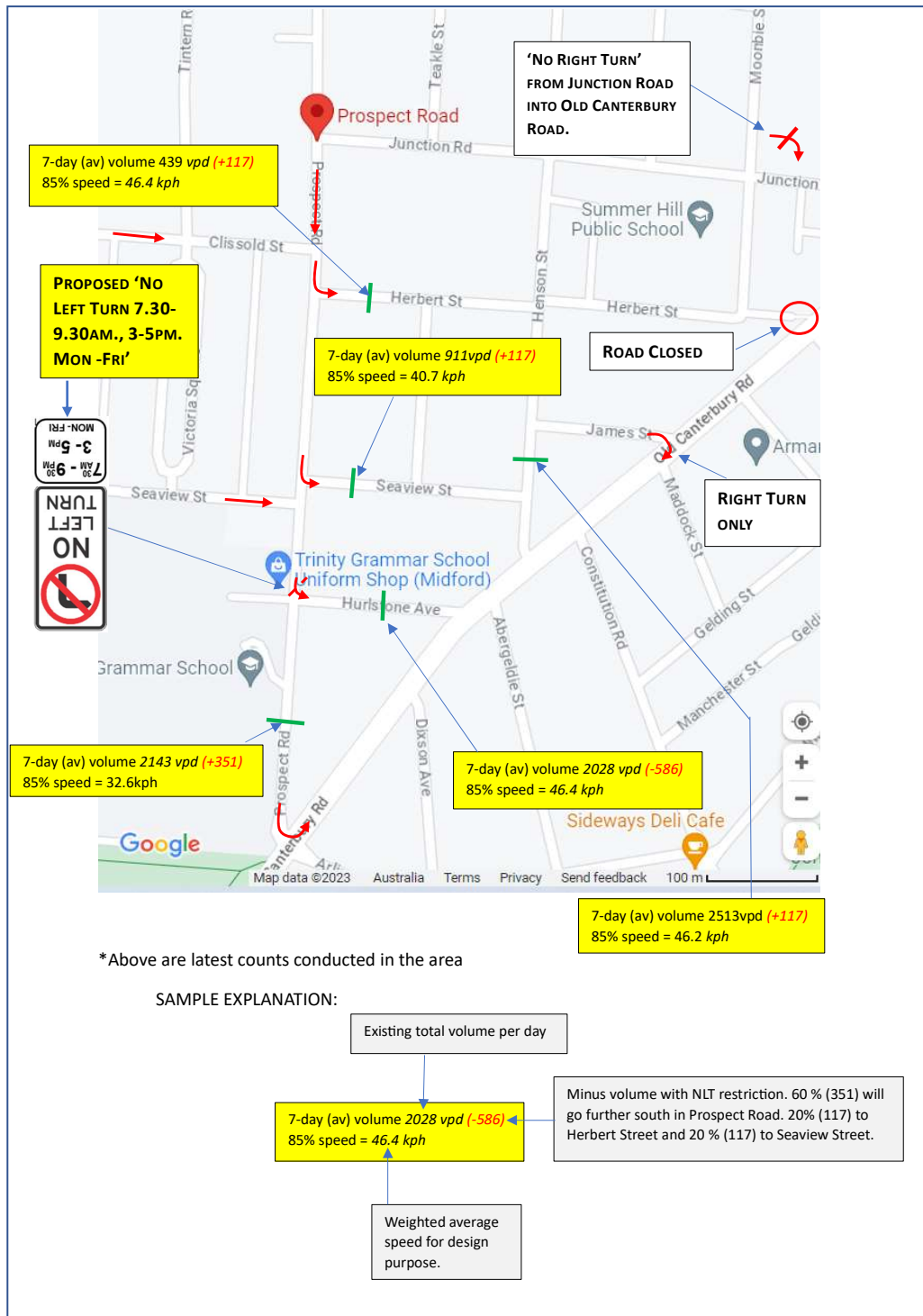
PM	1	2	3	4	TOTAL	NOTES
2.30 - 2.45	1	8	16	0	25	
2.45 - 3.00	1	5	9	1	16	
3.00 - 3.15	0	18	18	1	37	
3.15 - 3.30	1	12	70	0	83	
3.30 - 3.45	4	12	14	1	31	
3.45 - 4.00	3	10	2	11	26	
PH	8	52	104	13	177	

4.00-5.00

99

No site survey was taken between 4 to 5pm. Analysing traffic count data for Prospect Road identifies volumes generally falling away between 4 to 5.0pm. Assume an hourly peak drop of 5% as that from 3 to 4pm.

Total peak period volume (3.00pm-5.0pm) turning left = 203 vehicles



Item No: LTC0823(1) Item 2
Subject: JAGGERS LANE, BALMAIN - PROPOSED PERMANENT FULL ROAD CLOSURE (BALUDARRI - BALMAIN WARD/ BALMAIN ELECTORATE/ LEICHHARDT PAC)
Prepared By: Zara Helal - Traffic Engineer
Authorised By: Manod Wickramasinghe - Acting Director Infrastructure

RECOMMENDATION

1. That the permanent full road closure of Jaggery Lane, Balmain, between Duncan Street and Caroline Street be approved in principle, subject to the approval of the Traffic Management Plan by Transport for NSW.
2. That Council undertake a 28-day Public Exhibition, including engagement with NSW Police, emergency services, and other relevant authorities, with the results to be reported back to the Traffic Committee.

STRATEGIC OBJECTIVE

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

A petition has been submitted from residents for a permanent full road closure of Jaggery Lane, Balmain, to be implemented to prioritize pedestrian safety and thoroughfare in the laneway.

Jaggery Lane is a narrow laneway and does not feature footpaths on either side, it is used by many residents for access to shops and public transport located on Darling Street. Furthermore, residents of Waterview Street between Duncan Street and Caroline Street frequently use Jaggery Lane to store waste and recycling bins and for rear property access.

Though Jaggery Lane is currently providing two-way traffic functions, the permanent road closure is expected to have minimal effects on surrounding traffic movements whilst improving pedestrian safety.

BACKGROUND

Jaggery Lane, Balmain, is a two-way lane featuring a 2.9m road carriageway. The road surface is in asphalt with sandstone kerbing on some sections of the laneway. Parking is not permitted along both sides of the laneway, and at the time of this report no property driveways have direct access to the laneway. The location of the proposed permanent full road closure is shown in the diagram:



The proposal seeks the implementation of the permanent full road closure through installation of a bollard at the centre of the road carriageway at each end of Jagers Lane. This arrangement would retain pedestrian and bicycle access through the laneway and is expected to have minimal effects on surrounding traffic. Observations at different times of the day indicate minimal traffic conditions due to the constraints at both intersections requiring a small vehicle to successfully enter and exit with vehicles parked along Caroline and Duncan Streets.

There are no properties in the area with direct access to Jagers Lane and emergency vehicle access to properties is expected to remain unchanged as access to properties can be undertaken via surrounding streets.

The permanent full road closure intends to improve safety of pedestrians travelling through Jagers Lane. Currently, there is no footpath at the southern side of Waterview Street between Duncan Street and Caroline Street. The permanent full road closure will provide residents of Waterview Street between Duncan Street and Caroline Street an alternative walking path.

It should be noted that a development application (DA) consent was issued for No.4 Caroline Street, Balmain, which included the proposed provision of off-street parking with access via Jagers Lane. The consent included a deferred commencement condition which required the applicant to demonstrate adequate vehicle turning movements through Jagers Lane and into the driveway with a compliant vehicle. The deferred commencement condition has not yet been addressed and a subsequent Modification application has been lodged and not yet been determined.

DISCUSSION

A petition was received by Council in support of the proposed permanent road closure of Jagers Lane, Balmain. The petition was signed by 47 residents, from 32 properties. A public 28-day notification has been undertaken and the results of any submissions will be tabled in a future report.

FINANCIAL IMPLICATIONS

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

ATTACHMENTS

Nil.

Item No: LTC0823(1) Item 3
Subject: CARRINGTON ROAD, MARRICKVILLE - CYCLEWAY UPGRADE
Prepared By: Brigid Kelly - Senior Strategic Transport Planner
Authorised By: Manod Wickramasinghe - Acting Director Infrastructure

RECOMMENDATION

That the proposed Carrington Road Cycleway, line marking and signage modifications plan (drawing no's IWC2023-01 to IWC2023-05) be approved subject to the flexible bollards not extending into the kerb radius at each of the intersections along Carrington Road, Marrickville.

STRATEGIC OBJECTIVE

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

Council has finalised a design to provide continuous cycling access on the existing Carrington Road cycleway consistent with current NSW guidelines for cycling infrastructure. The proposal involves line marking and signage at five intersections on the cycleway to improve clarity and safety for bike riders and motorists and provide continuous cycling access for people using the cycleway.

BACKGROUND AND DISCUSSION

The Carrington Road cycleway was designed and constructed by Marrickville Council between 2009 and 2015. Marrickville Council originally proposed a design that would provide continuous cycling access along the cycleway, however, this design was not supported by a division of Transport for NSW (formally Roads and Maritime Service) at the time resulting in a cycleway with poor legibility for all road users and providing poor level of service for people using the cycleway. Since its opening Council has received ongoing complaints from cyclists about the cycleway design.

The existing design requires bike riders to give way at all side streets even though they are traveling straight along the cycleway. This requires cyclists to simultaneously monitor vehicles approaching from 3 different directions before they can proceed across the intersections. This design creates confusion for all road users as they attempt to navigate the intersections and it provides a cycling facility with poor level of service for cyclists.

This proposal involves the following line marking and signage along the cycleway to provide direct and continuous cycling access, as outlined in *Attachment 1*:

- 'Give Way' signs addressing motorists crossing the cycleway with supplementary 'to bicycle' signs.
- 'Give Way' line marking addressing motorists crossing the cycleway.
- Supplementing the existing black and yellow warning signs addressing motorists on Carrington Road with a "Give Way To Bicycles" plate.
- Installing new black and yellow bicycle warning signs (and "Give Way To Bicycles" supplementary plate) in side streets on approach to Carrington Road.
- Green coloured pavement on the cycleway across the intersections.

The proposed design has been assessed by a Road Safety Auditor and a number of changes were made to address risks raised in the Road Safety Audit report.

PUBLIC CONSULTATION

Consultation was conducted between 19 May and 17 June 2023. A letter outlining the proposal was letterboxed to 328 properties surrounding Carrington Road as shown on the map below. 36 people responded to a survey on Your Say Inner West, with approximately 90 percent of respondents supporting the proposal. Comments received are discussed in the table below.



Residents' comments	Officer comment
A number of comments made in support of the proposal requested physical changes be made to the intersections such as with raised platforms.	Carrington Road is an overland flow path adjacent to Cooks River which experiences significant flooding during heavy rains. Physical installations such as with raised platforms or concrete kerb build-outs would require assessment of water flow impacts requiring greater time and financial costs, while this proposal can improve immediate improvements for both cyclists and motorists. More significant street interventions can be considered in future such as with place-making and/or property development.
The cycleway should be moved to the other side of Carrington Road with parking beside the cycleway.	Marrickville Council originally explored locating the cycleway on the eastern side of Carrington Road however, the potential impacts on car parking were considered significant at the time as well as the cyclists would need cross over Carrington Road once again at Mackey Park. Whilst its location on the western side resulted in the loss of less car parking due to the intersections with side streets, it resulted in a poor cycling facility and poor intersection legibility for both motorists and cyclists.

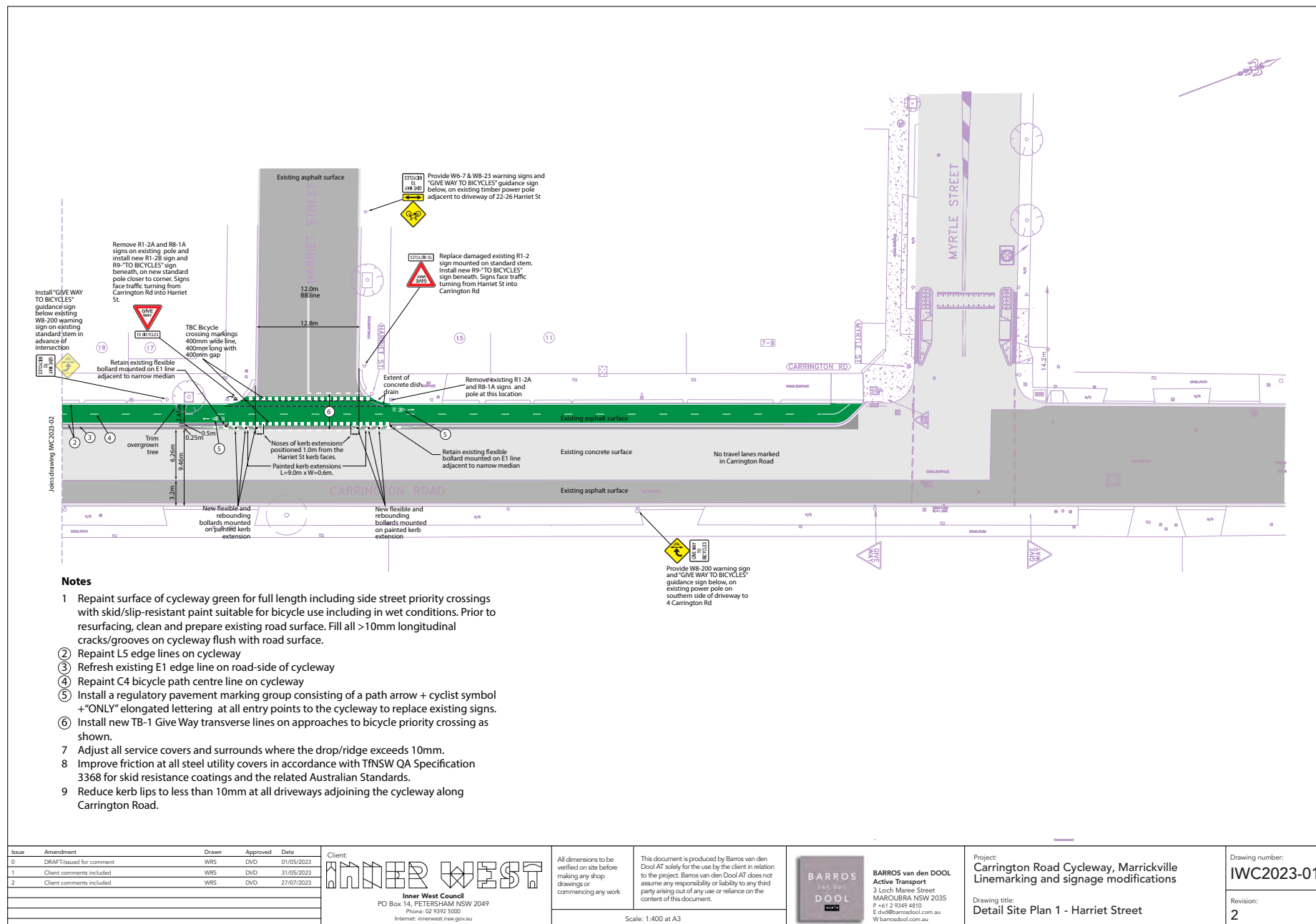
<p>This is a waste of money and will have zero positives as almost no bikes use the cycleway. It will waste money and make it more difficult to use the road.</p>	<p>The installation of regulatory and advisory signage will improve the clarity of the intersections and formalise existing behaviours whereby many drivers currently give way to bike riders on the cycleway. In addition the proposal is consistent with Outcome 2.6.2 in the Community Strategic Plan (CSP) to “Manage the road network to increase safety and prioritise active and public transport over private motor vehicles.”</p>
<p>Cars regularly speed down the side streets and onto Carrington Road without looking. Turning into the side streets can be extremely stressful. During periods of high traffic on Carrington Road, I can imagine a huge backlog of traffic would be caused by bikes having right of way.</p>	<p>The installation of regulatory signage and road markings as well as advisory signage will provide motorists with a clear requirement to give way to people using the cycleway. Whilst it’s appreciated there will some adjustment required by motorists to the new circumstances the proposed signage and line markings will be compliant with relevant specifications in terms of positioning, purpose and appearance and will provide clear communication about navigating the intersections.</p> <p>In addition the proposal is consistent with Outcome 2.6.2 in the Community Strategic Plan (CSP) to “Manage the road network to increase safety and prioritise active and public transport over private motor vehicles.”</p>

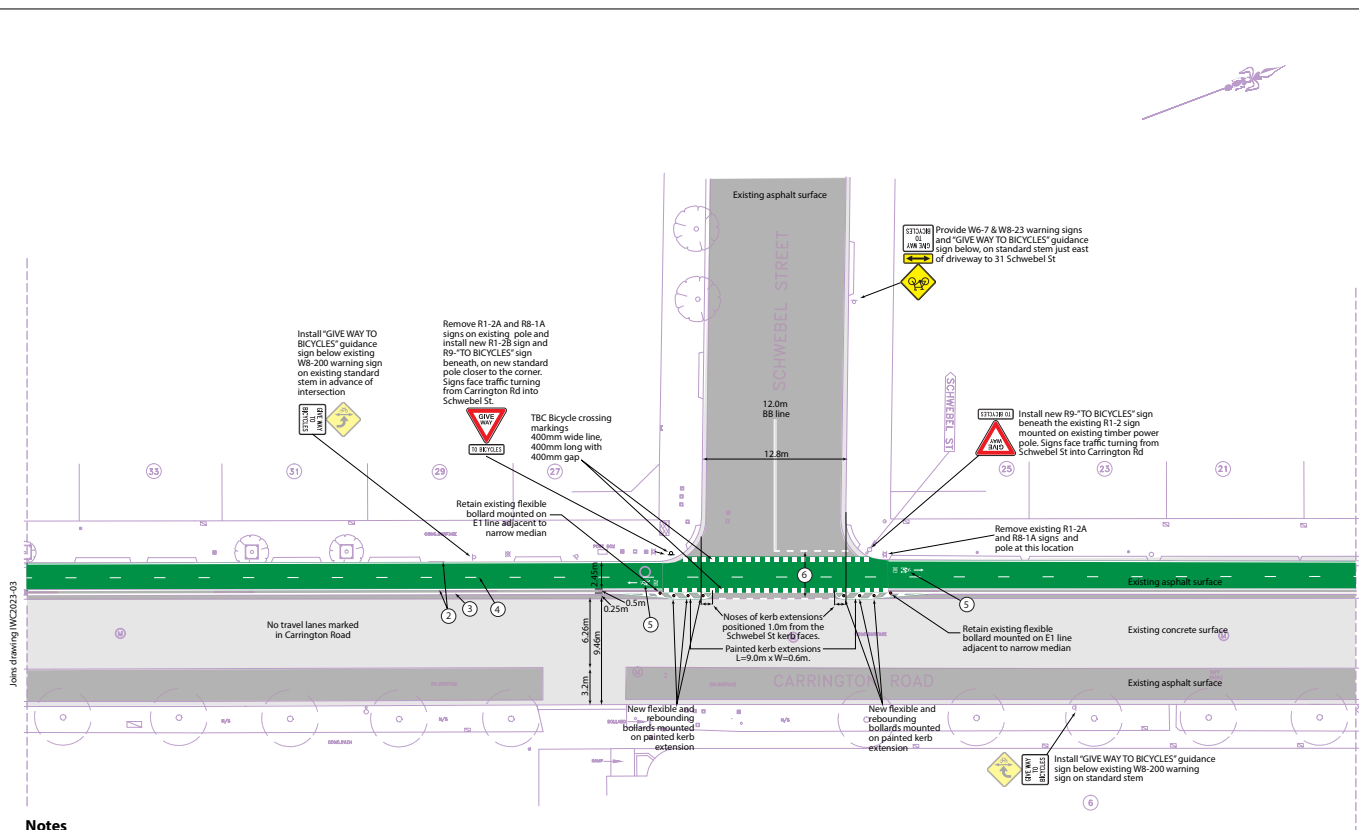
FINANCIAL IMPLICATIONS

Grant funding has been received from Transport for NSW under the Get NSW Active program and it is anticipated that all components of this project will be funded by the grant.

ATTACHMENTS

1. [Proposed Cycleway Upgrade - Carrington Road Marrickville](#)





Notes

- 1 Repaint surface of cycleway green for full length including side street priority crossings with skid/slip-resistant paint suitable for bicycle use including in wet conditions. Prior to resurfacing, clean and prepare existing road surface. Fill all >10mm longitudinal cracks/grooves on cycleway flush with road surface.
- 2 Repaint L5 edge lines on cycleway
- 3 Refresh existing E1 edge line on road-side of cycleway
- 4 Repaint C4 bicycle path centre line on cycleway
- 5 Install a regulatory pavement marking group consisting of a path arrow + cyclist symbol + "ONLY" elongated lettering at all entry points to the cycleway to replace existing signs.
- 6 Install new TB-1 Give Way transverse lines on approaches to bicycle priority crossing as shown.
- 7 Adjust all service covers and surrounds where the drop/ridge exceeds 10mm.
- 8 Improve friction at all steel utility covers in accordance with TNSW QA Specification 3368 for skid resistance coatings and the related Australian Standards.
- 9 Reduce kerb lips to less than 10mm at all driveways adjoining the cycleway along Carrington Road.

Issue	Amendment	Drawn	Approved	Date
0	Issued for comment	WRS	DVD	01/05/2023
1	Client comments included	WRS	DVD	31/05/2023
2	Client comments included	WRS	DVD	27/07/2023

Client:

INNER WEST

Inner West Council
PO Box 14, PETERSHAM NSW 2049
Phone: 02 9392 5000
Internet: innerwest.nsw.gov.au

All dimensions to be verified on site before making any shop drawings or commencing any work.

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BARROS van den DOOL

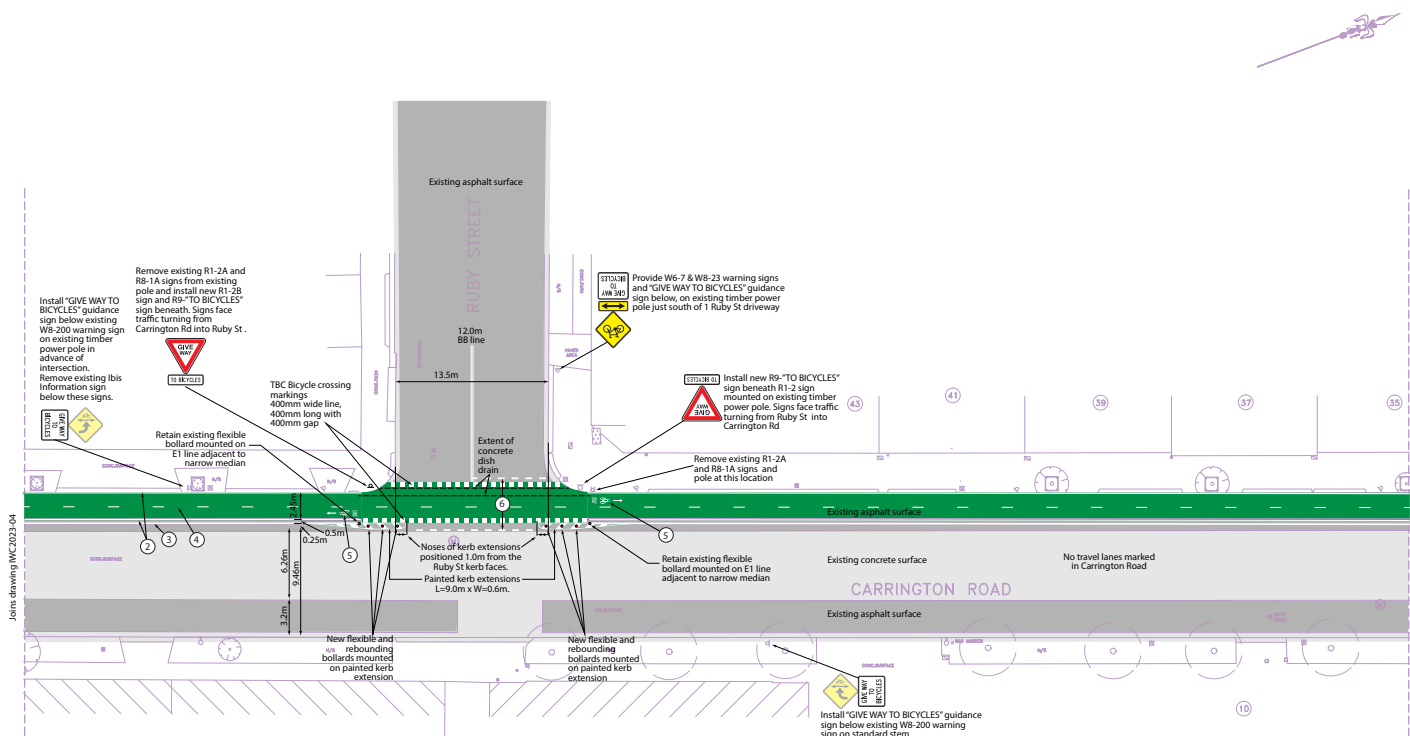
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P +61 2 9349 4810
E d.van@barrosdool.com.au
W barrosdool.com.au

Project:
Carrington Road Cycleway, Murrumbidgee Street
Linemarking and signage modifications

Drawing title:
Detail Site Plan 2 - Schwebel Street

Drawing number:
IWC2023-02

Revision:
2



Notes

- Repaint surface of cycleway green for full length including side street priority crossings with skid/slip-resistant paint suitable for bicycle use including in wet conditions. Prior to resurfacing, clean and prepare existing road surface. Fill all >10mm longitudinal cracks/grooves on cycleway flush with road surface.
- Repaint L5 edge lines on cycleway
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1	Client comments included	WRS	DVD	31/05/2023
2	Client comments included	WRS	DVD	27/07/2023

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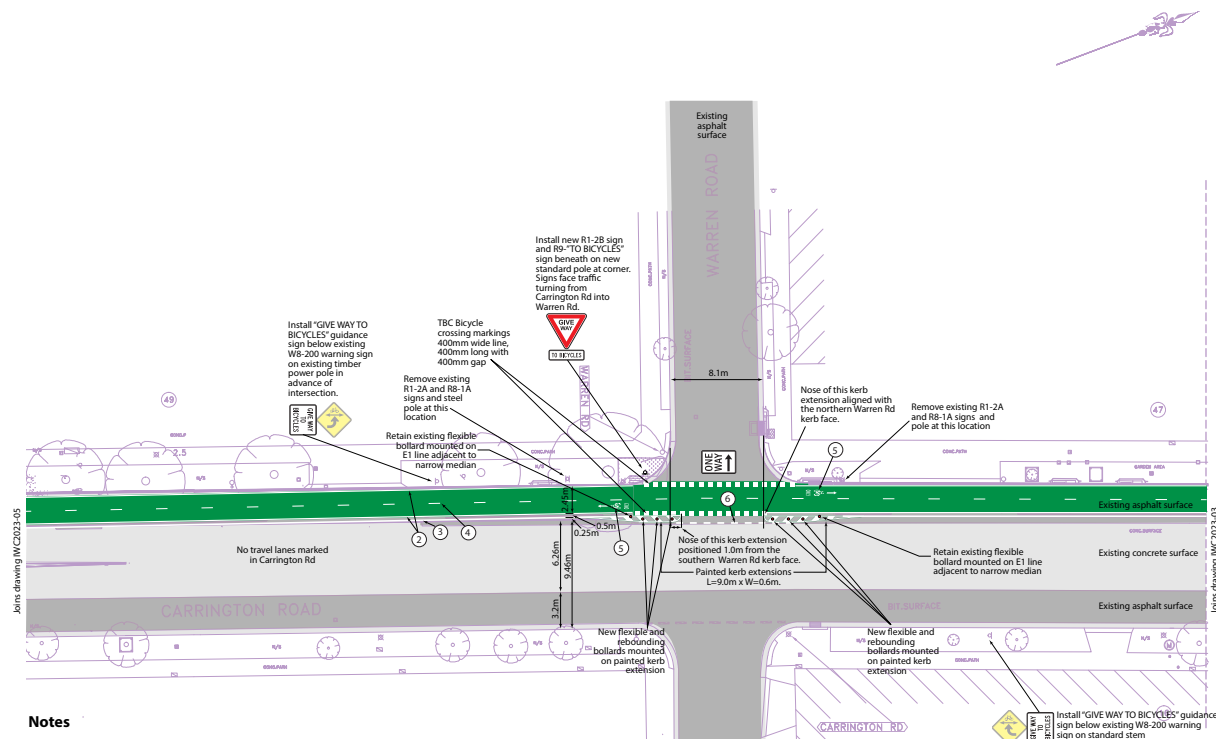
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Project:
Carrington Road Cycleway, Murrumbidgee
Linemarking and signage modifications

Drawing title:
Detail Site Plan 3 - Ruby Street

Drawing number:
IWC2023-03

Revision:
2



Notes

- 1 Repaint surface of cycleway green for full length including side street priority crossings with skid/slip-resistant paint suitable for bicycle use including in wet conditions. Prior to resurfacing, clean and prepare existing road surface. Fill all >10mm longitudinal cracks/grooves on cycleway flush with road surface.
- ② Repaint L5 edge lines on cycleway
- ③ Refresh existing E1 edge line on road-side of cycleway
- ④ Repaint C4 cycle path centre line on cycleway
- ⑤ Install a regulatory pavement marking group consisting of a path arrow + cyclist symbol + "ONLY" elongated lettering at all entry points to the cycleway to replace existing signs.
- ⑥ Install new TB-1 Give Way transverse line on approach to bicycle priority crossing as shown.
- 7 Adjust all service covers and surrounds where the drop/ridge exceeds 10mm.
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- 9 Reduce kerb lips to less than 10mm at all driveways adjoining the cycleway along Carrington Road.

Issue	Amendment	Drawn	Approved	Date
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1	Client comments included	WRS	DVD	31/05/2023
2	Client comments included	WRS	DVD	27/07/2023

Client:



Inner West Council
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Project:
Carrington Road Cycleway, Marrickville
Linemarking and signage modifications

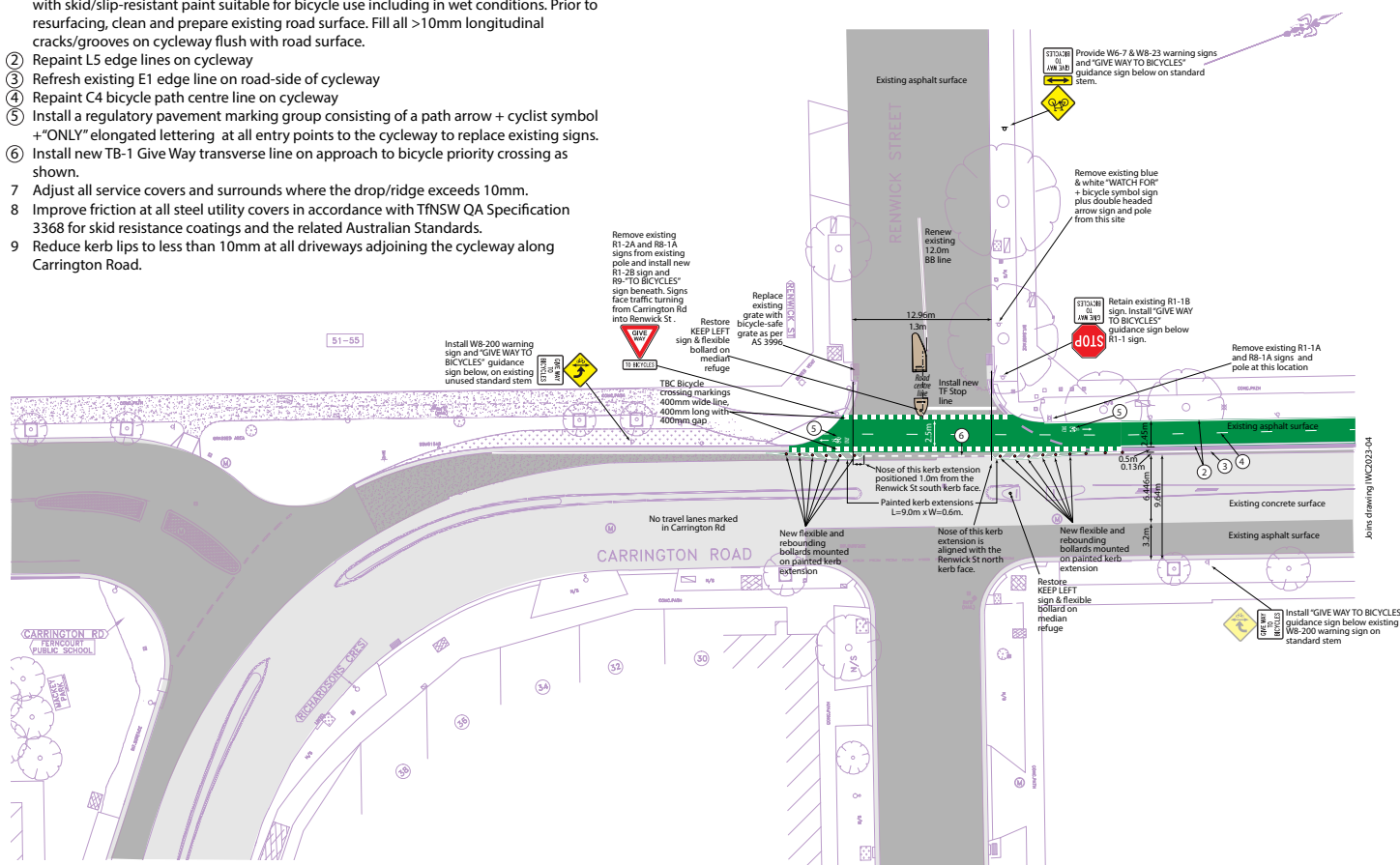
Drawing title:
Detail Site Plan 4 - Warren Road

Drawing number:
IWC2023-04

Revision:
2

Notes

- 1 Repaint surface of cycleway green for full length including side street priority crossings with skid/slip-resistant paint suitable for bicycle use including in wet conditions. Prior to resurfacing, clean and prepare existing road surface. Fill all >10mm longitudinal cracks/grooves on cycleway flush with road surface.
- 2 Repaint L5 edge lines on cycleway
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- 9 Reduce kerb lips to less than 10mm at all driveways adjoining the cycleway along Carrington Road.



Issue	Amendment	Drawn	Approved	Date
0	Issued for comment	WRS	DVD	01/05/2023
1	Client comments included	WRS	DVD	31/05/2023
2	Client comments included	WRS	DVD	27/07/2023

Client:

INNER WEST

Inner West Council
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Phone: 02 9392 5000
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Project:
**Carrington Road Cycleway, Marrickville
Linemarking and signage modifications**

Drawing title:
Detail Site Plan 5 - Renwick Street

Drawing number:
IWC2023-05

Revision:
2

Item No: LTC0823(1) Item 4
Subject: MARRICKVILLE ROAD, MARRICKVILLE – TEMPORARY FULL ROAD CLOSURES FOR MARRICKVILLE MUSIC FESTIVAL - SUNDAY 15 OCTOBER 2023 (MIDJUBURI - MARRICKVILLE WARD / SUMMER HILL ELECTORATE / INNER WEST PAC)
Prepared By: Jennifer Adams - Traffic Engineer
Authorised By: Manod Wickramasinghe - Acting Director Infrastructure

RECOMMENDATION

1. That the proposed temporary full road closure of Marrickville Road (between Illawarra Road and Victoria Road), Central Lane (between Victoria Road and Meeks Road), Seymour Lane (between Garners Lane and Garners Avenue and between Frampton Avenue and Garners Lane), Garners Lane (north of Seymour Lane) along with short sections of Silver Street, Garners Avenue, Gladstone Street, and Frampton Avenue where these streets intersect with Marrickville Road, Marrickville be approved for the purpose of holding the 'Marrickville Music Festival' Event on Sunday 15 October 2023 between 12:30am and 12:00pm as per the submitted TMP and TGSs and subject to the following conditions and all standard Council conditions for temporary full road closures.
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 sections.
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

Inner West Council is presenting Marrickville Music Festival on Sunday 15 October from 12:00pm noon until 6:00pm. The event will feature multiple outdoor live music stages across the festival site. Including activation of Marrickville laneways through music and art. As part of the event there will be a partial road closure of Marrickville Road and Central Lane. This will require some road detours and bus diversions in surrounding streets. Event bump in will occur from 12:30am and bump out will conclude by 12:00pm midnight. It is recommended that Council agree to the temporary full road closures subject to all standard Council conditions for a temporary full road closure.

BACKGROUND

Marrickville Festival is an annual event successfully held over numerous years. This year Marrickville Music Festival will be a celebration of live music in the Inner West. The event will run on Sunday 15 October 2023 from 12pm to 6pm and will feature multiple outdoor live music stages across the festival site.

Stages will be set up across the event site including the activation of Marrickville laneways through music and art. The Marrickville Music Festival will be a showcase of music talent from the Inner West, with over 40 acts to play in the one-day event. Stages will host both established and up and coming bands from the Inner West. Music venues in Marrickville will be also encouraged to participate in the festival program to highlight the vibrant array of venues that reside in the Marrickville area.

As part of the Marrickville Music Festival site furniture will be set up within the space created by the temporary road closure, allowing patrons to purchase food from local Marrickville businesses and enjoy the atmosphere while supporting local businesses and enhancing economic activity over the day. Visitors to the festival will be encouraged to engage with local businesses within their retail spaces increasing footfall, and as such experience the true Marrickville and embrace the precinct for its vast array of unique businesses and food experiences.

The Marrickville Music Festival will also host an Inner West Brewery showcase, with local breweries setting up stalls so patrons can taste Inner West offerings. Food and art stalls will be located in pockets around the site to showcase local Inner West product and creativity. Programming for families will be available along with cultural experiences from local creatives.

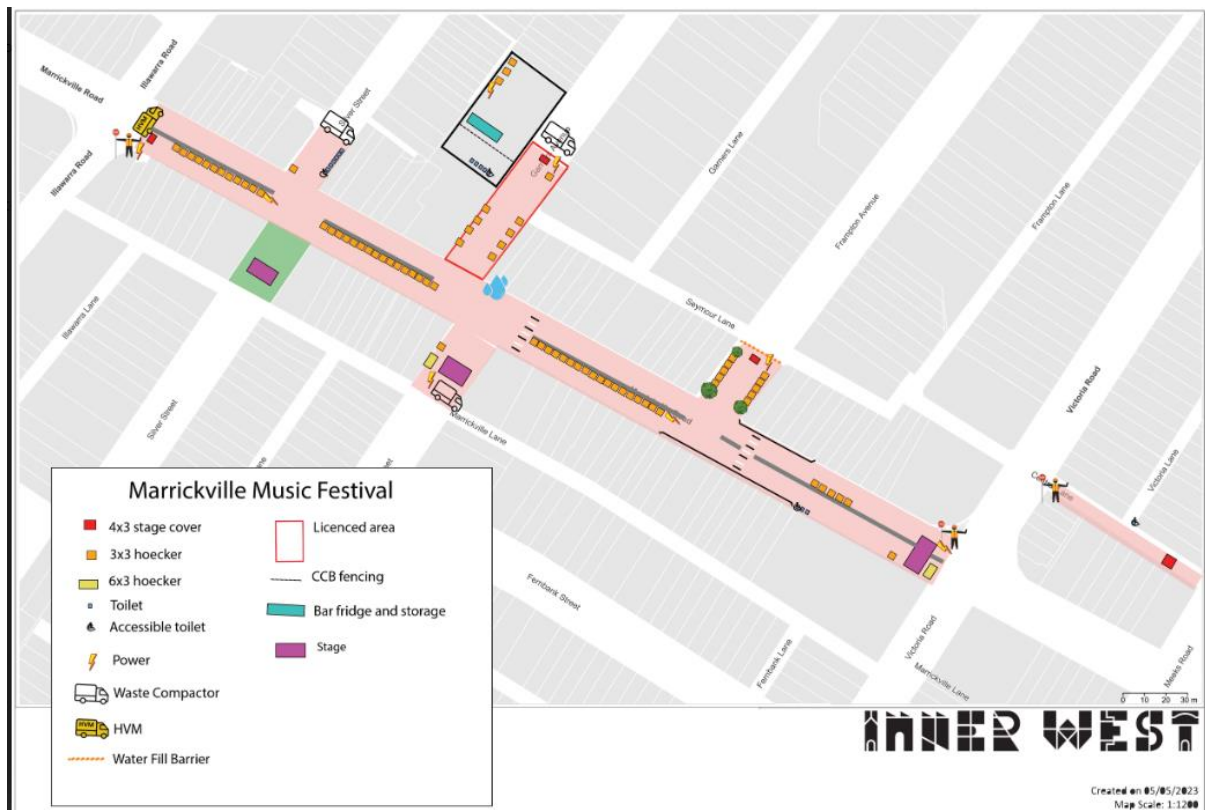
As part of the event there will be a partial road closure of Marrickville Road and Central Lane. This will require some road detours and bus diversions in surrounding streets. To facilitate the event the following roads will be affected:

- Marrickville Road between Illawarra Road and Victoria Road
- Silver Street between Marrickville Road and 25 metres north of Marrickville Road
- Garners Avenue between Garners Avenue Carpark and Marrickville Road
- Seymour Lane between Garners Lane and Garners Avenue
- Frampton Avenue between Seymour Lane and Marrickville Road
- Gladstone Street between Marrickville Road and Marrickville Lane
- Silver Street between Sydenham Road and 25 metres north of Marrickville Road (Resident Access Excepted)
- Garners Avenue between Illawarra Road and Garners Avenue Carpark (Resident Access Excepted)
- Seymour Lane between Frampton Avenue and Garners Lane (Resident Access Excepted)
- Garners Lane north of Seymour Lane (Resident Access Excepted)
- Central Lane between Victoria Road and Meeks Road
- Victoria Lane between Sydenham Road and Central Lane (Resident Access Excepted)

OFFICER COMMENTS

The event area will be on Marrickville Road between Illawarra Road and Victoria Road (refer to the site map below – Marrickville Music Festival Area). This year Council's Event Coordinator has appointed 'Who Dares Pty Ltd' to prepare the Traffic Management Plan (TMP) and Traffic Guidance Schemes (TGS) for the event. A copy of the TMP is attached at the end of this report.

Site map



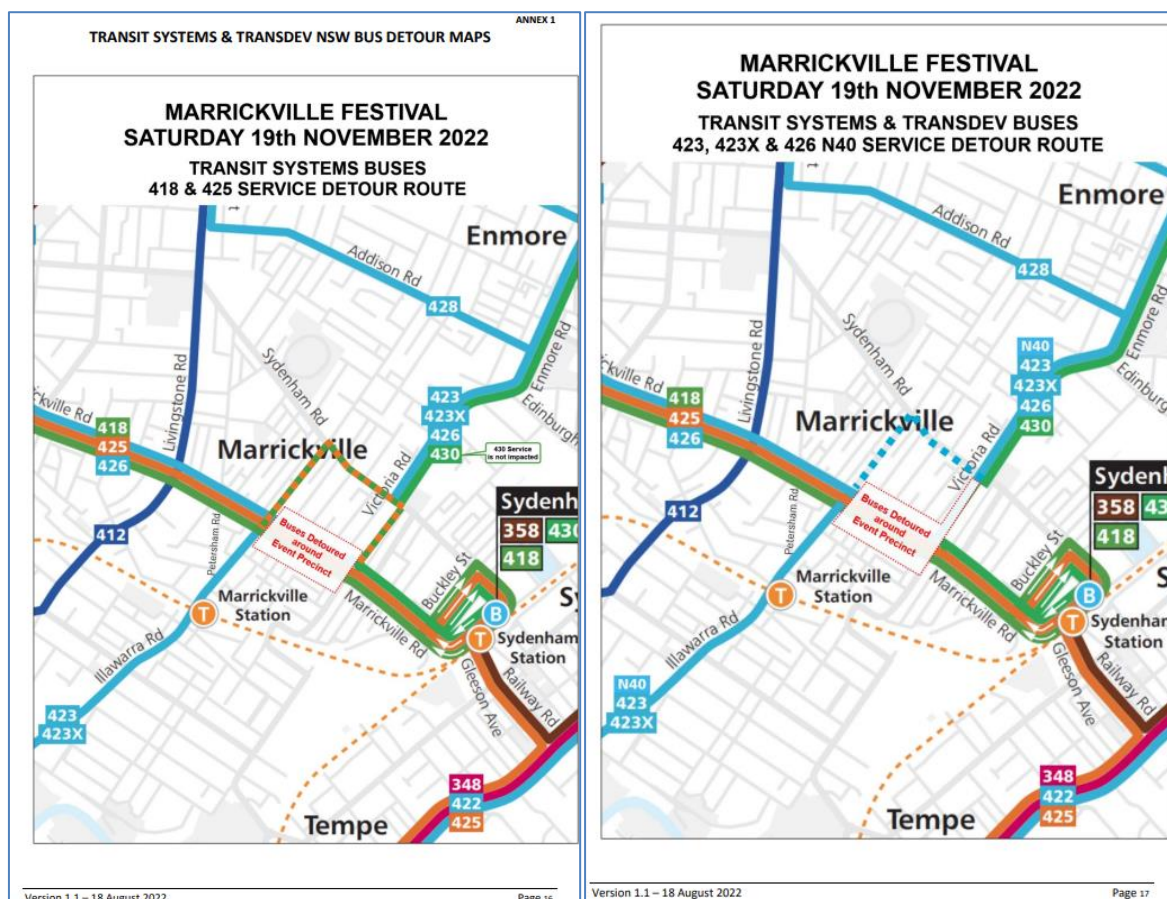
Access around the event site will be maintained by a detour. The detour loop will include Illawarra Road, Sydenham Road, Victoria Road and Calvert Street. Special Event advance notice signs will be strategically installed at least two (2) weeks prior to the event to alert motorists of the proposed closures.

This 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).

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.

Impacts on buses

Transit Systems services 418, 423, 423X, 425 & 426 & Transdev NSW N40 service will all be impacted by the event road closures. These services will be detoured around the event precinct. Council will arrange for signage will be placed at impacted bus stops to direct passengers to the nearest stop. Refer to Annex 1 of the attached TMP for Transit Systems and Transdev Bus detour maps at a larger scale.



Impacts on pedestrians and cyclists

There will be no major effect to pedestrians in the area. Pedestrians will be able to use the existing pedestrian paths outside of and within the event area.

There are no cycleways directly impacted by this event. Cyclists entering the event site will be requested to dismount.

The closest train station is Marrickville Station. It is approximately 450 metres walk from the event precinct. Currently the Trackworks schedule for event day is as follows:

- T2 Inner West & Leppington Line - Buses replace the all-stations Inner West trains between Strathfield and Central. Trains run between Leppington and Olympic Park.
- T3 Bankstown Line - Buses replace trains between Lidcombe and Bankstown.
- T8 Airport & South Line - Revesby trains start and end at Central via the Airport. Macarthur trains start and end at Sydenham. Saturday morning, buses replace the all-stations Revesby trains between Revesby and Wolli Creek.

Impacts on Parking

Parking will only be available in surrounding residential streets and a few small public carparks around the event site. Parking will as such be limited, and the event organiser will be recommending public transport to all event patrons.

Impacts on traffic

The traffic diverted from Marrickville Road as a result of the proposed road closures, does not coincide with the peak traffic, as the festival will be held on a Sunday when lower than weekday traffic volumes are expected. Therefore, 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 festival is expected to be staggered as it is every year when this event takes place.

At present, there is no indication of construction works that will be impact the event. There are no traffic calming devices or traffic generating developments along the route.

Heavy vehicles may experience slight delays due to increased traffic around the event precinct. Heavy vehicles should follow signposted detours.

No special event clearways will be installed for this event. Inner West Council will instead install 'No Stopping' signage throughout the event precinct prior to the event. Any remaining vehicles will be towed and parked in a nearby location on the morning of the event.

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

Hostile Vehicle mitigation strategies may be undertaken within the road closure in accordance with the event risk assessment and NSW Police direction.

Traffic Management Plan and Traffic Guidance Schemes

An accredited Who Dares Traffic Manager will oversee implementation of the Traffic Guidance Schemes, including road closures.

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 Marrickville Festival on Sunday 15 October 2023. The TMP and Traffic Guidance Schemes (TGS) are reproduced in full at the end of this report.

- TGS 01A Sydenham Rd, Illawarra Rd & Victoria Rd MARRICKVILLE
- TGS 01B Sydenham Rd, Illawarra Rd & Victoria Rd MARRICKVILLE
- TGS 01C Sydenham Rd, Illawarra Rd & Victoria Rd MARRICKVILLE
- TGS 02A Marrickville Rd & Illawarra Rd MARRICKVILLE
- TGS 02B Marrickville Rd & Illawarra Rd MARRICKVILLE
- TGS 02C Marrickville Rd & Illawarra Rd MARRICKVILLE
- TGS 03A Marrickville Rd & Victoria Rd MARRICKVILLE
- TGS 03B Marrickville Rd & Victoria Rd MARRICKVILLE
- TGS 03C Marrickville Rd & Victoria Rd MARRICKVILLE
- TGS 03D Marrickville Rd & Victoria Rd MARRICKVILLE
- TGS 03E Marrickville Rd & Victoria Rd MARRICKVILLE
- TGS 04 Calvert St, Illawarra Road & Victoria Road MARRICKVILLE
- TGS 05 Marrickville Rd VMS
- TGS 06 Marrickville Rd VMS

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.

PUBLIC CONSULTATION

The proposed temporary full road closures have been advertised in accordance with the Roads Act 1993.

Advice of the proposed event must be forwarded to all the appropriate authorities, including emergency services.

The TMP states that: *“All affected residents will be notified of the event through:*

- *Letterbox drop will be conducted for impacted residents within and near the road closure precinct at least two weeks prior to the event.*
- *Date & time specific corflute “Special Event – Road Closed” signs to be placed around the event precinct 14 days prior to the event.”*

Two Portable VMS Boards will be used to advertise the road closures leading up to the event day. Refer TGS 05 & 06.

FINANCIAL IMPLICATIONS

Funding of \$62,000 has been allocated by Council for organising the Marrickville Music Festival event under the 2023/2024 Major Community Events Program

CONCLUSION

It is recommended that Council agree to the temporary full road closures on Sunday 15 October 2023 subject to complying with the recommendations stated in this report along with all standard conditions for temporary full road closures.

ATTACHMENTS

1. [Download](#) Marrickville Music Festival 2023 - v1

MARRICKVILLE MUSIC FESTIVAL

TRANSPORT MANAGEMENT PLAN

Sunday 15th October 2023

PREPARED ON BEHALF OF

INNER WEST

Version 3.0
24 July 2023

TRAFFIC PLANNERS
SAFETY CONSULTANTS

By
WHO DARES PTY LTD
SHED 8 / 1 CANAL ROAD
LEICHHARDT 2040
P.O. BOX 187
FIVE DOCK 2046

Fax: 02 9569 9933
Ph: 02 9569 9922

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	22 June, 2023	DRAFT	
Version 2	24 July 2023	DRAFT	
Version 3	24 July 2023	DRAFT	

Version 3 – Sunday 15th October 2023 Page 2

Document Set ID: 37943557
Version: 1, Version Date: 31/07/2023

1. INTRODUCTION

1.1. Introduction

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

It has been prepared after discussions with Inner West Council and Who Dares.

The plan relates to road closures for the Marrickville Music Festival event held on Sunday 15th October 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 vehicle, 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 Marrickville Music Festival, 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.

2. EVENT DETAILS

2.1. Event summary

Event Name	Marrickville Music Festival
Event Date:	Sunday 15th October 2023
Event Start Time:	12:00 hours
Event Finish Time:	18:00 hours
Event Set Up Time:	00:30 hours
Event Pack Down Finish Time:	24:00 hours
Event is:	Street Music Festival

2.2. Key Planning Contact Names

Inner West Council

Ffion Michaels

Events Manager

Phone 02 9392 5441
Mobile 0467 524 586
E-mail ffion.michael@innerwest.nsw.gov.au

George Tsaprounis

Acting Traffic Manager

Phone
Mobile
E-mail george.tsaprounis@innerwest.nsw.gov.au

NSW POLICE – Inner West Police Area Command

Kayla Ross

Phone 02 9550 8139
Mobile
E-mail ross1kay@police.nsw.gov.au

Traffic Contractor – Who Dares Pty Ltd

Anthony Russell

Events Manager

Phone 02 9569 9922
Mobile 0427 632 726
E-mail anthony@whodares.com.au

Transport for NSW - Buses

Steven Blight

A/Transport Planning

Project Manager

Phone
Mobile 0447 377 450
E-mail busapproval@transport.nsw.gov.au

2.3. Brief Description of the event

Marrickville Music Festival is a celebration of live music in the Inner West. The event will run on Sunday 15th October 2023 from 12am to 6pm and will feature multiple outdoor live music stages across the festival site. Stages will be set up across the event site including the activation of Marrickville laneways through music and art. The Marrickville Music Festival will be a showcase of music talent from the Inner West, with over 40 acts to play in the one-day event. Stages will host both established and up and coming bands from the Inner West. Music venues in Marrickville will be also encouraged to participate in the festival program to highlight the vibrant array of venues that reside in the Marrickville area.

As part of the Marrickville Music Festival site furniture will be set up within the space created by the temporary road closure, allowing patrons to purchase food from local Marrickville businesses and enjoy the atmosphere while supporting local businesses and enhancing economic activity over the day. Visitors to the festival will be encouraged to engage with local businesses within their retail spaces increasing footfall, and as such experience the true Marrickville and embrace the precinct for its vast array of unique businesses and food experiences.

The Marrickville Music Festival will also host an Inner West Brewery showcase, with local breweries setting up stalls so patrons can taste Inner West offerings. Food and art stalls will be located in pockets around the site to showcase local Inner West product and creativity. Programming for families will be available along with cultural experiences from local creatives.

3. TRAFFIC AND TRANSPORT MANAGEMENT

3.1. Road closures 00:30 hours - 24:00 hours Sunday 15th October 2023

- Marrickville Road between Illawarra Road & Victoria Road
- Silver Street between Marrickville Road and 25 metres north of Marrickville Road
- Garners Avenue between Garners Avenue Carpark & Marrickville Road
- Seymour Lane between Garners Lane & Garners Avenue
- Frampton Avenue between Seymour Lane & Marrickville Road
- Gladstone Street between Marrickville Road & Marrickville Lane
- Silver Street between Sydenham Road and 25 metres north of Marrickville Road (Resident Access Excepted)
- Garners Avenue between Illawarra Road & Garners Avenue Carpark (Resident Access Excepted)
- Seymour Lane between Frampton Avenue & Garners Lane (Resident Access Excepted)
- Garners Lane north of Seymour Lane (Resident Access Excepted)

3.2. Road closures 09:00 hours - 18:00 hours Sunday 15th October 2023

- Central Lane between Victoria Road and Meeks Road
- Victoria Lane between Sydenham Road and Central Lane (Resident Access Excepted)

3.3. Detours

Access around the event site will be maintained by a detour. The detour loop will include Illawarra Road, Sydenham Road, Victoria Road & Calvert Street

3.4. Cleaning

Prior to the reopening of the roads at 24:00 hours Sunday 15th October 2023, the Inner West Council will undertake cleaning operations.

3.5. Modification to existing signage

Inner West Council will cover all existing parking signage within the event precinct with "No Stopping" signage on Sunday 15th October 2023. This will assist with clearing the precinct of parked vehicles. Any remaining vehicles will be towed and parked in a nearby location on the morning of the event.

3.6. Sydney Trains

The closest train station is Marrickville Station. It is approximately 450 metres walk from the event precinct.

Currently the Trackworks schedule for event day is as follows:

T4 Eastern Suburbs & Illawarra Line

Buses replace trains between Waterfall, Cronulla and Central.

South Coast Line

Buses replace trains between Dapto and Central, and between Port Kembla and Wollongong

3.7. Transit Systems & Transdev NSW Buses amended route changes

Transit Systems services 418, 423, 423X, 425 & 426 & Transdev NSW N40 service will all be impacted by the event road closures. These services will be detoured around the event precinct. Council will arrange for signage will be placed at impacted bus stops to direct passengers to the nearest stop.

Refer Annex 1: Transit Systems & Transdev NSW Bus Detour Maps

Refer Annex 2: Bus Stop Signage

3.8. Parking

Parking will only be available in surrounding residential streets and a few small public carparks around the event site. Parking will as such be limited, and the event organiser will be recommending public transport to all event patrons.

3.9. Construction, traffic calming and traffic generating developments

At present, there are no indication of construction works that will be impact the event. There are no traffic calming devices or traffic generating developments along the route.

3.10. Traffic Control

An accredited Who Dares Traffic Manager will oversee implementation of the Traffic Guidance Schemes, including road closures.

Temporary traffic control signage, barricades and equipment as per the supplied Traffic Guidance Schemes must be installed by TfNSW or SafeWork accredited traffic controllers with a current "Implement Traffic Control Plan" certificate. Any person operating a Stop/Slow bat onsite must hold a current "Traffic Controller" certificate.

3.11. Pedestrians and Cyclists

There will be no major effect to pedestrians in the area. Pedestrians will be able to use the existing pedestrian paths outside of and within the event area.

There are no cycleways directly impacted by this event. Cyclists entering the event site will be requested to dismount.

3.12. Heavy Vehicle impacts

Heavy vehicles may experience slight delays due to increased traffic around the event precinct. Heavy vehicles should follow signposted detours.

3.13. Special Event Clearways

No special event clearways will be installed for this event. Inner West Council will instead install No Stopping signage throughout the event precinct prior to the event. Any remaining vehicles will be towed and parked in a nearby location on the morning of the event.

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 added 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.

5.1. Public Liability Insurance

Public liability insurance in the value of \$20,000,000 has been arranged. A certificate of currency which lists the NSW Police, Transport Management Centre and Transport for NSW, as interested parties.

A copy is included as **Annex 3**.

5.2. Police

Inner West Police Area Command is to be notified of the event and a Public Assembly Form submitted.

5.3. Fire and Rescue NSW and NSW Ambulance

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

5.4. Trusts, authorities or Government enterprises

The event uses roads and parklands within the Inner West Council Local Government Area.

5.5. Hostile Vehicle Mitigation

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

4.7. Risk & Contingency Plans

Inner West Council has compiled Risk Assessments and Site-Specific Safety Plans for the events that are not included in this Transport Management Plan

Item	Verified	Action Taken
All one-way streets are as described	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Road closures, barricade and signage installed. Point duty by NSW Police and or authorised Traffic Controllers.
Block access to local businesses	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Confirm list of letters to residents, businesses, and car parks. Advertisement of event to general public.
Block Police vehicle access	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Confirm access and consultation of routes to and within areas affected by closures with Emergency Services.
Block Ambulance access	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Confirm access and consultation of routes to and within areas affected by closures with Emergency Services.
Block fire station access	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> 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	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Advertisement of event to general public.
Restricted movements – banned turns, heavy/high vehicles	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	All vehicles are diverted before the closure.
Block Public facility (football oval, car park etc.)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Confirm list of letters to residents, businesses, and car parks. Advertisement of event to general public.
Block public transport access	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	Confirm access points affected from Buses, Sydney Rail, Ferries, and Taxis. Are public transport closures/arrangements communicated publicly?? Buses re-routed and temporary stops installed.
Can route use alternatives such as bicycle tracks, paths, parks, bush tracks etc.?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	
Construction – existing, proposed that may conflict	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Confirm list of letters to residents, businesses, and car-parks. There are no known planned road-works.
Numbers of lanes and their width are as described	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	

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Item	Verified	Action Taken
Road signage – existing/temporary	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Council will install advanced warning Road Closure signage at least 14 days prior to the event. Other temporary signage will be installed and removed by Authorised Traffic Controllers.
Route impeded by traffic calming devices?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	
Signalised intersections (flashing yellow? Point duty?)	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	As required by NSW Police
Tidal flows	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	
Traffic generators – shopping centres, schools, churches, industrial area, hospitals	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<i>Advertisement of event to general public.</i>
Traffic movement contrary to any Notice	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	Under the direction of Police or traffic controllers
Traffic signals are as described	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Controlled by TMC
Turning lanes are as described	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Road closures, barricades and signage installed.
Letter Drop Zone Maps to indicate precincts mailed	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	

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	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	If heavy weather may cause crowds to depart early
Flood hazard on the route	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	TMC / TfNSW and Police provide diversions around flooded area.
Flood hazard at the parking area	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	TfNSW and Police provide diversions around flooded area. There is no event-specific parking for general public.
Parking during Wet weather	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	General public are encouraged to utilise public transport.
Bush fire hazard	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	For major local/regional bushfire hazard affecting general public health or transport to greater Sydney, take direction from NSW Police
Accident on the route	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	If CCTV monitored by TMC. Facilitate emergency response to area.
Breakdown	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	If CCTV monitored by TMC. Facilitate response to area.
Absence of marshals and volunteers	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Re-deploy existing staff as required.
Block public transport access	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Divert general public to next available transport, considering safety and circumstances. Relevant transport agency to employ appropriate steps to accommodate.
Slow participants	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Cut off time to be enforced.
Delayed Event	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Managed by event organiser
Cancellation of Event	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Cancellation of any aspect of the event will be communicated by the event organiser.
Security of participants/general public	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Provided by event organiser.
Security of very important persons (VIP's)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	As Required.

It shall be noted that Transport Management Plan (TMP) and particularly Traffic Guidance Schemes (TGS) are seen as risk control measures, but alone they cannot substitute for a compliant and detailed event Risk Assessment.

5.6. Regulatory Framework

This Transport Management Plan has been written in accordance with the following Act, Regulation, Australian Standards and Road Design Technical Direction

- WHS Act 2011
- WHS Regulation 2017
- AS/NZS ISO 31000: Risk Management - Principles and Guidelines
- ISO 31000:2018 - Principles and Guidelines on Implementation
- ISO/IEC 31010:2019 - Risk Management - Risk Assessment Techniques
- ISO Guide 73:2009 - Risk Management – Vocabulary
- Traffic control at work sites – TfNSW Feb 2022 V6.1
- AS 1742.2-2019 Manual of uniform traffic control devices - Traffic control devices for general use
- AS 1743-2018 Road signs - Specifications
- AS/NZS 1906.4:2010 Retro-reflective materials and devices for road traffic control purposes - High-visibility materials for safety garments
- AS 3996-2006 Access covers and grates
- AS 1742.10-2019 Manual of uniform traffic control devices - Pedestrian control and protection
- AS 1742.13-2019 Manual of uniform traffic control devices - Local area traffic management
- AS 1742.3-2019 Manual of uniform traffic control devices - Traffic control for works on roads

6. MINIMISING IMPACT ON THE NON-EVENT COMMUNITY AND EMERGENCY SERVICES

6.1. Emergency Lane

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

6.2. Advertise the traffic management arrangements

All affected residents will be notified of the event through:

- Letterbox drop will be conducted for impacted residents within and near the road closure precinct at least two weeks prior to the event.
- Date & time specific corflute "Special Event – Road Closed" signs to be placed around the event precinct 14 days prior to the event.

6.3. Permanent Variable Message Signs

Permanent overhead electronic boards will not be used for this event.

6.4. Portable variable message signs

Two Portable VMS Boards will be used to advertise the road closures leading up to the event day.

Refer TGS 05 & 06.

7. PRIVACY NOTICE

The "Personal Information" contained in the completed Transport Management Plan may be collected and held by the NSW Police, Transport for NSW (TfNSW), 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, TfNSW 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.

8. APPROVAL

TMP Approved by: Date:.....

Event Organiser – Inner West Council

9. AUTHORITY TO *REGULATE TRAFFIC

Council's traffic management requirements have been met. Regulation of traffic is therefore authorised for all non-classified roads described in the risk management plans attached to this TMP.

Regulation of traffic authorised by:..... Date:.....

Inner West Council

TfNSW'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:.....

Transport for NSW

* "Regulate traffic" means restrict or prohibit the passage along a road of persons, vehicles or animals (Roads Act, 1993). Council and TfNSW require traffic to be regulated as described in the risk management plans with the layouts installed under the direction of a qualified person.

10. ATTACHMENTS

Annex 1 – Transit Systems & Transdev NSW Bus Detour Route Maps

Annex 2 – Bus Stop Signage

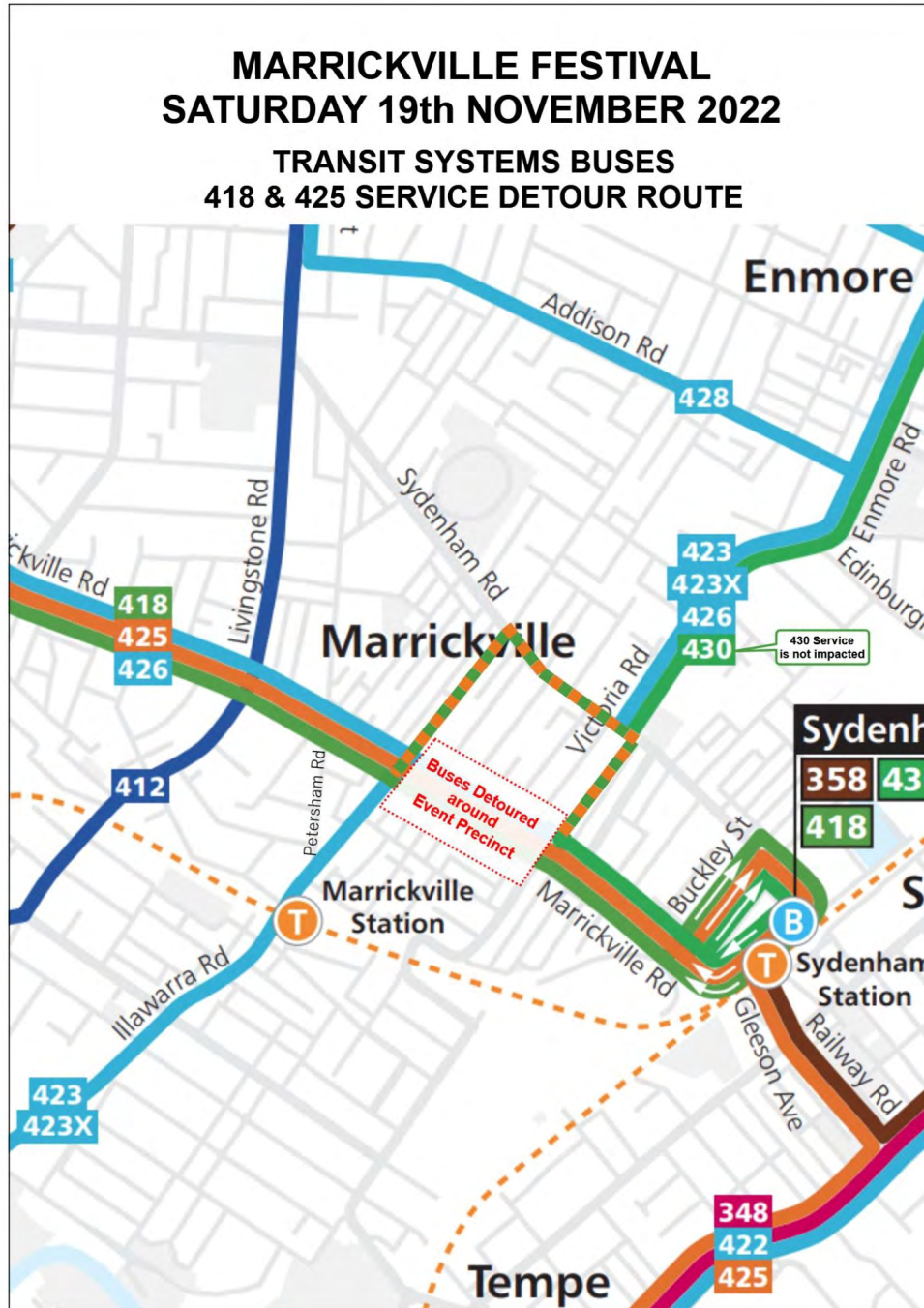
Annex 2 – Public Liability Insurance

11. TRAFFIC GUIDANCE SCHEMES

TGS 01A Sydenham Rd, Illawarra Rd & Victoria Rd MARRICKVILLE
TGS 01B Sydenham Rd, Illawarra Rd & Victoria Rd MARRICKVILLE
TGS 01C Sydenham Rd, Illawarra Rd & Victoria Rd MARRICKVILLE
TGS 02A Marrickville Rd & Illawarra Rd MARRICKVILLE
TGS 02B Marrickville Rd & Illawarra Rd MARRICKVILLE
TGS 02C Marrickville Rd & Illawarra Rd MARRICKVILLE
TGS 03A Marrickville Rd & Victoria Rd MARRICKVILLE
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TGS 03C Marrickville Rd & Victoria Rd MARRICKVILLE
TGS 03D Marrickville Rd & Victoria Rd MARRICKVILLE
TGS 03E Marrickville Rd & Victoria Rd MARRICKVILLE
TGS 04 Calvert St, Illawarra Road & Victoria Road MARRICKVILLE
TGS 05 Marrickville Rd VMS
TGS 06 Marrickville Rd VMS

ANNEX 1

TRANSIT SYSTEMS & TRANSDEV NSW BUS DETOUR MAPS TBC 2023



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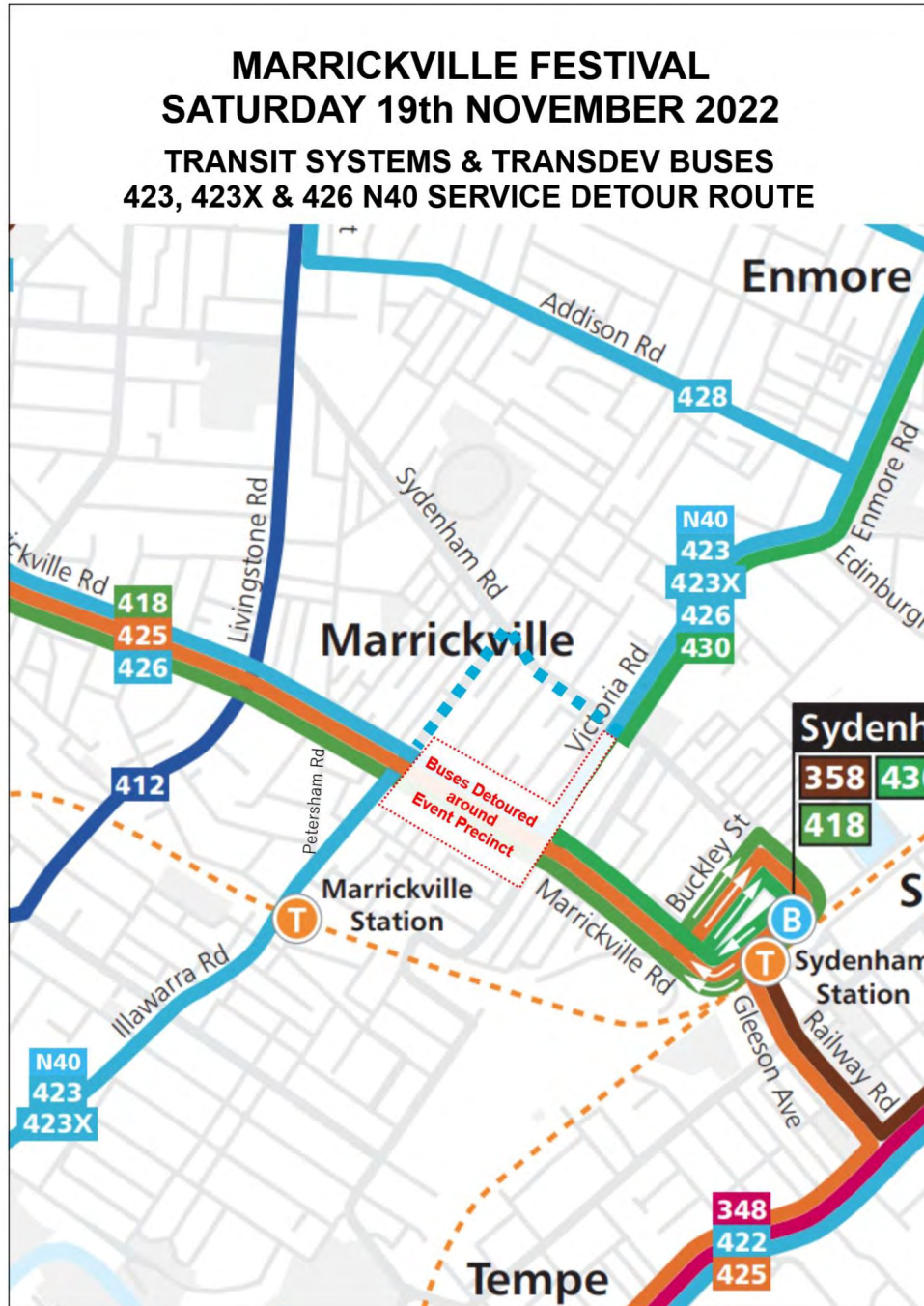
Document Set ID: 37943557
Version: 1, Version Date: 31/07/2023

Item 4

Attachment 1

2023 TBC

Item 4



Version: 1, Version Date: 31/07/2023

Document Set ID: 37943557
Version: 1, Version Date: 31/07/2023

Attachment 1

BUS STOP SIGNAGE TBC 2023

Bus stop closure

Marrickville Festival

Saturday 19 November 2022
12:30am – Midnight

While roads are closed for the event, buses will not run to or from this bus stop. Buses will detour around the road closures

Route affected	Service change
418	Sydenham to Burwood
423 / 423X	Kingsgrove Depot to City Martin Place
425	Tempe to Dulwich Hill
426	Dulwich Hill to City Martin Place
N40	East Hills to City Town Hall (Night Rider)
Nearest alternative bus stops	Marrickville Town Hall, Marrickville Rd (418, 425, 426)
	Marrickville Station, Illawarra Rd (423, 423X, N40)
	Marrickville Rd & Victoria Rd (418, 425)
	Victoria Rd & Sydenham Rd (423, 423X, 426)




Visit transportnsw.info


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ANNEX 3

PUBLIC LIABILITY INSURANCE TBC 2023

Item 4





**statewide
mutual.**

ABN 69 009 098 864
One International Towers,
100 Barangaroo Ave,
Sydney, NSW, 2000
Tel: (02) 9320 2700
Direct: (02) 9320 2726
Naamon.Eurell@lita.com.au
www.statewidemutual.com.au

3 May 2021

Attention: Katherine Paixao

The General Manager
PO Box 45
LEICHHARDT NSW 2040

Dear Katherine Paixao,

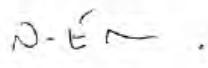
Certificate of Currency

This is to certify that membership is current, as at the date stated above. This certificate provides a summary of the cover and is not intended to amend, extend, replace or override the terms and conditions provided by the Statewide Mutual Liability Scheme.

CLASS	Public Liability/Professional Indemnity
MEMBER	Inner West Council
BUSINESS OF MEMBER:	Local Government Authority, as defined in wording
EXPIRY DATE	30 June 2022
GEOGRAPHICAL SCOPE	Anywhere in the World, excluding the Dominion of Canada and the United States of America.
LIMITS OF PROTECTION	Public Liability \$20,000,000 any one occurrence Products Liability \$20,000,000 any one occurrence and in the aggregate any one Period of Protection Professional Indemnity \$20,000,000 any one claim and in the aggregate any one Period of Protection
STATEWIDE CERTIFICATE NUMBER	002114

This certificate of currency is issued as a matter of information only and confers no rights upon the certificate holder.

Yours sincerely,



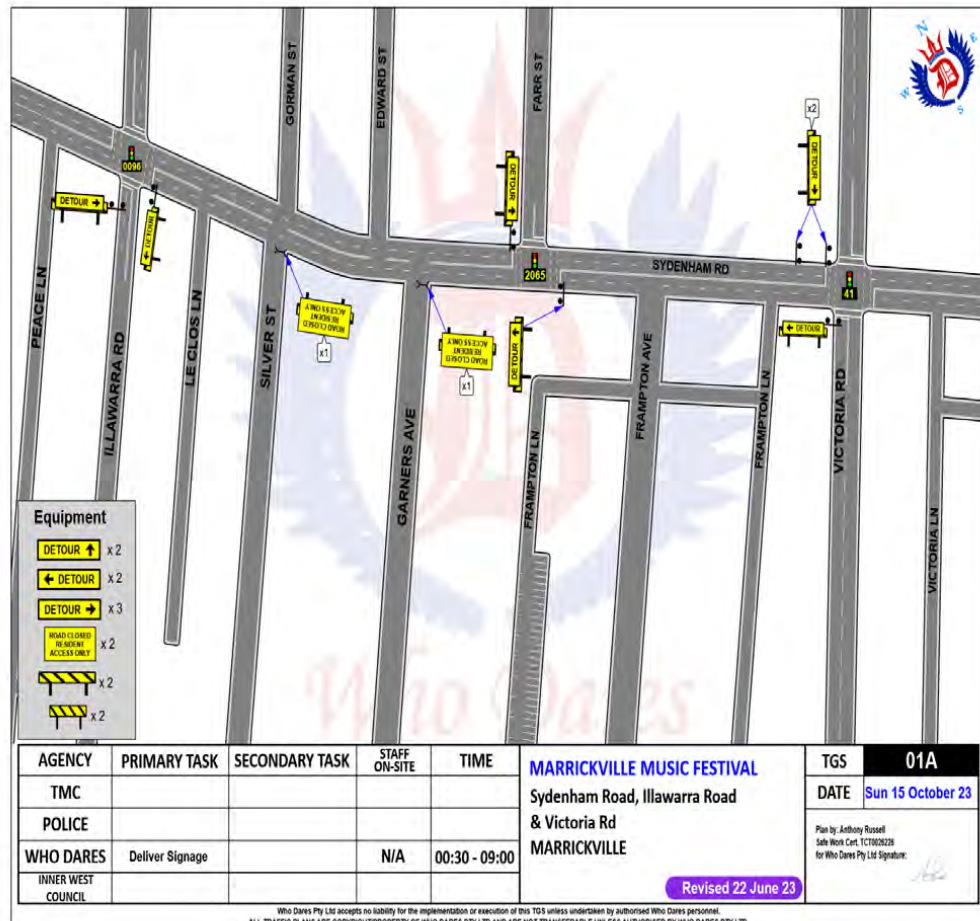
Naamon Eurell
Executive Officer

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Attachment 1

TGS 01A Sydenham Rd, Illawarra Rd & Victoria Rd MARRICKVILLE

Item 4



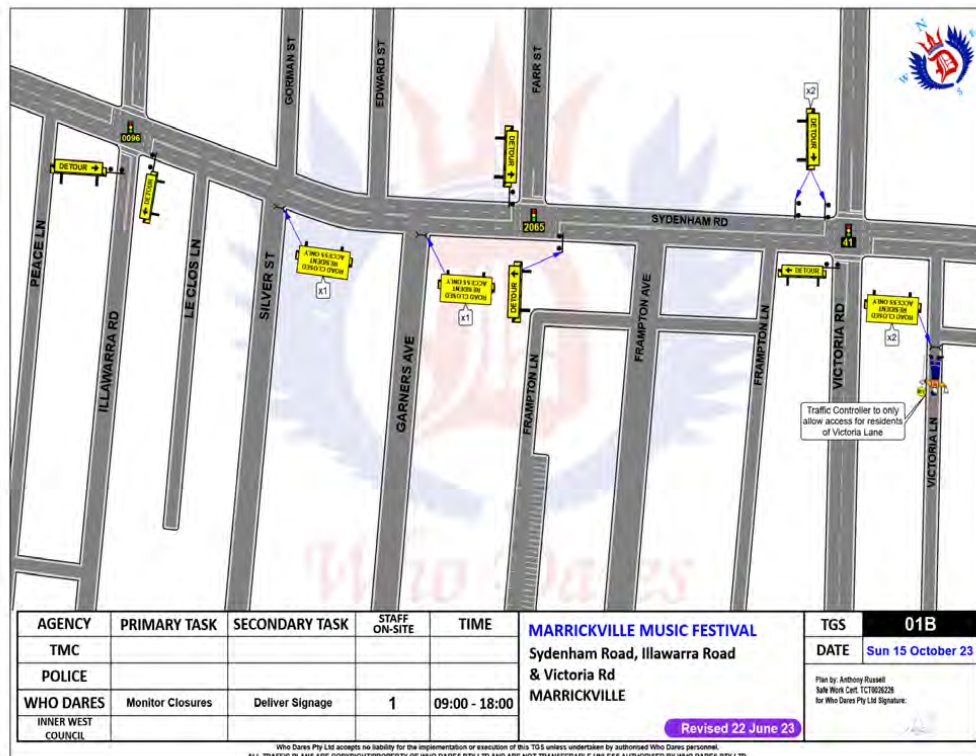
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Document Set ID: 37943557
Version: 1, Version Date: 31/07/2023

Attachment 1

TGS 01B Sydenham Rd, Illawarra Rd & Victoria Rd MARRICKVILLE

Item 4



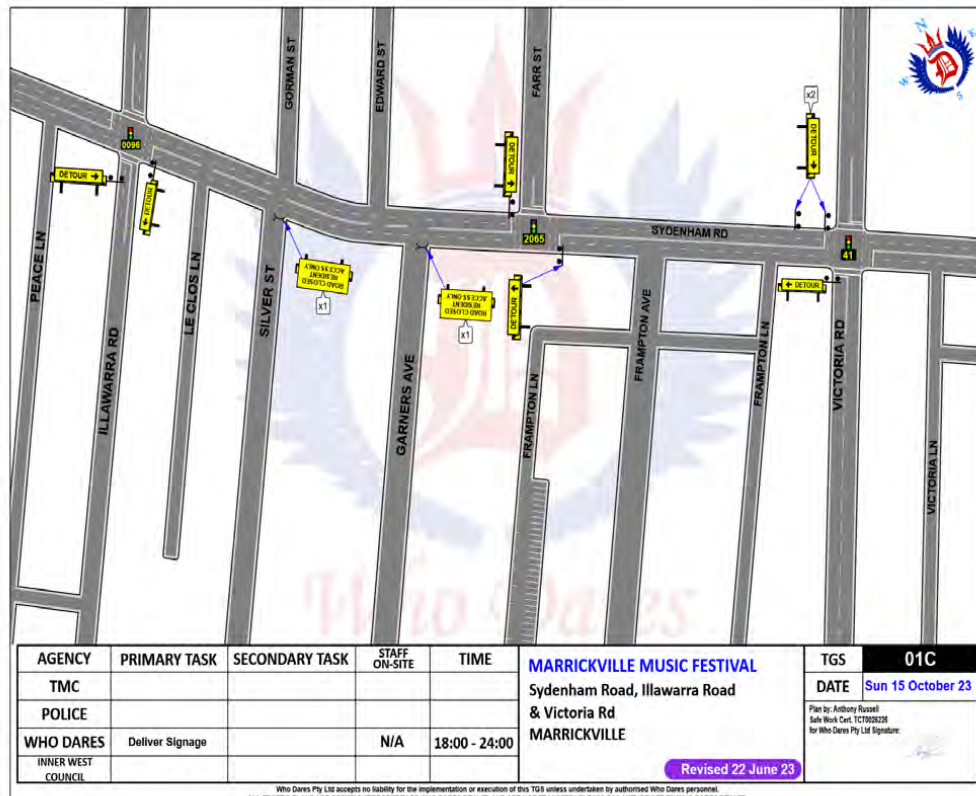
Version 3 – Sunday 15th October 2023 Page 22

Document Set ID: 37943557
Version: 1, Version Date: 31/07/2023

Attachment 1

TGS 01C Sydenham Rd, Illawarra Rd & Victoria Rd MARRICKVILLE

Item 4



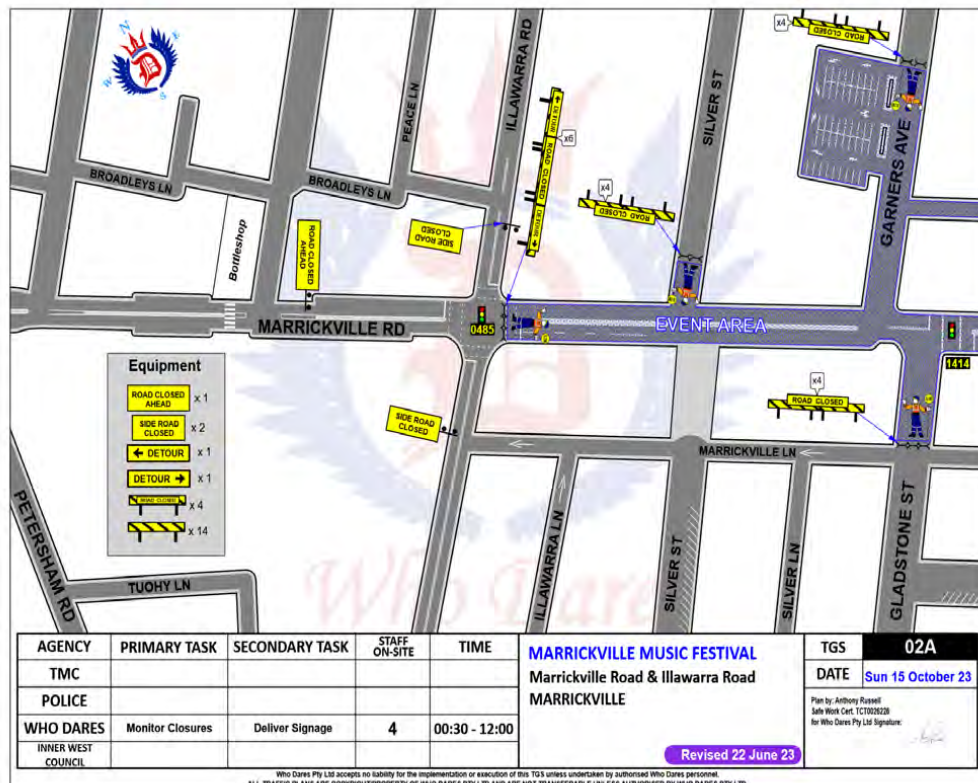
Version 3 – Sunday 15th October 2023 Page 23

Document Set ID: 37943557
Version: 1, Version Date: 31/07/2023

Attachment 1

TGS 02A Marrickville Rd & Illawarra Rd MARRICKVILLE

Item 4



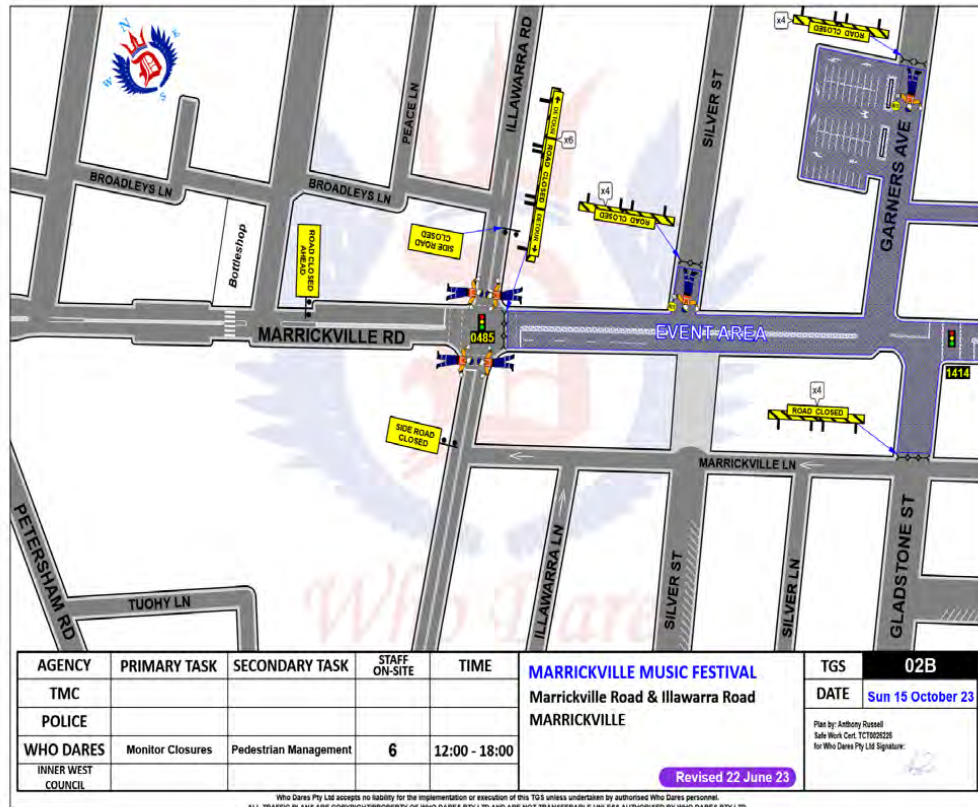
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Document Set ID: 37943557
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Attachment 1

TGS 02B Marrickville Rd & Illawarra Rd MARRICKVILLE

Item 4

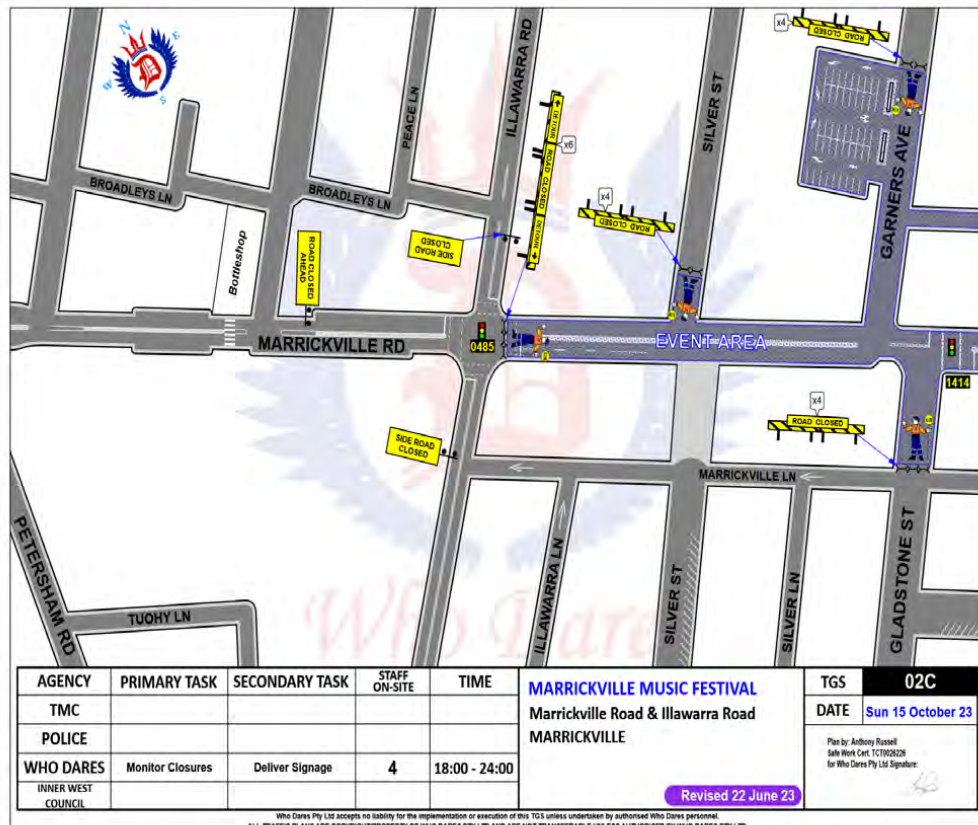


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Attachment 1

TGS 02C Marrickville Rd & Illawarra Rd MARRICKVILLE

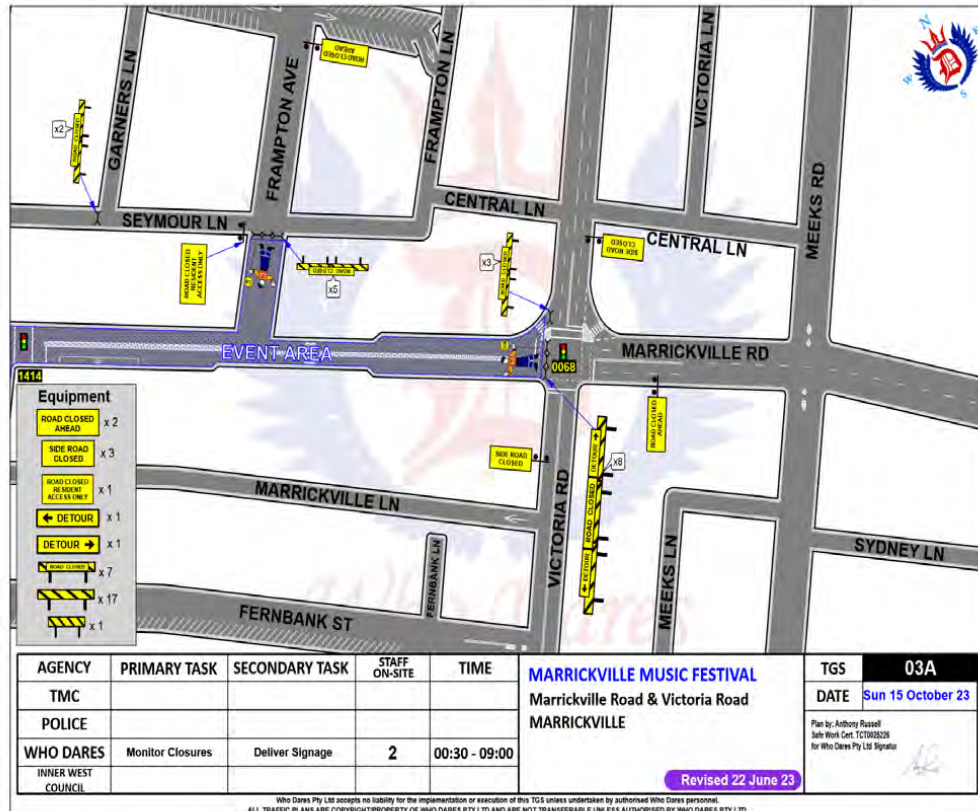


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TGS 03A Marrickville Rd & Victoria Rd MARRICKVILLE

Item 4

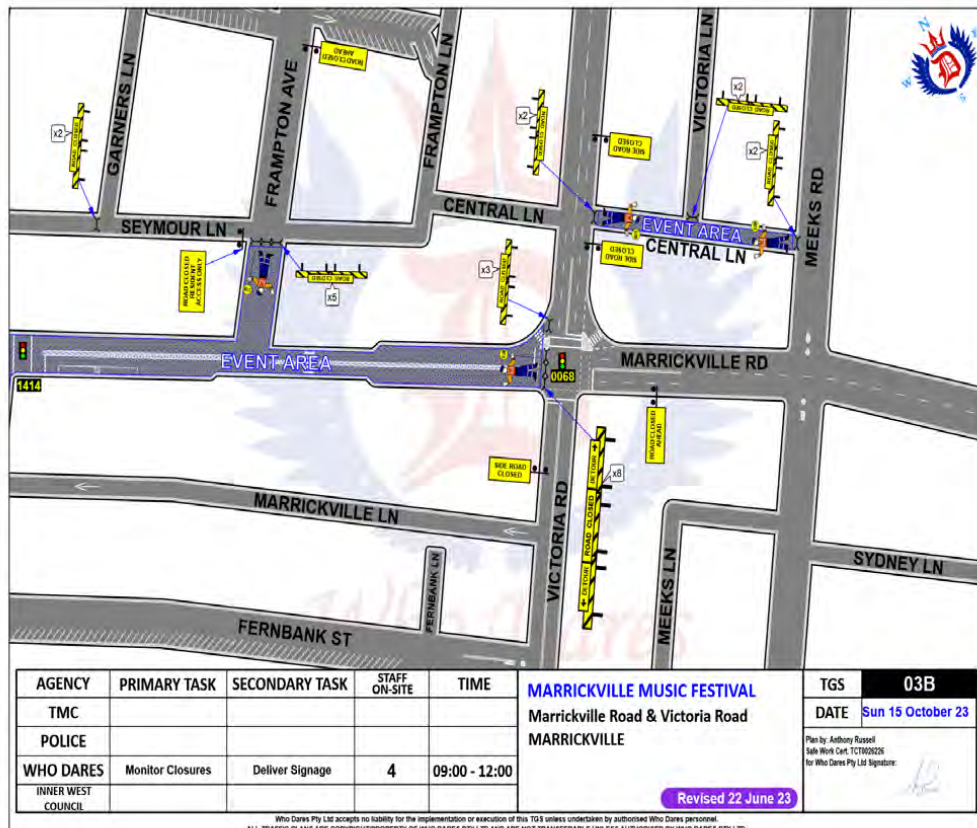


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Attachment 1

TGS 03B Marrickville Rd & Victoria Rd MARRICKVILLE

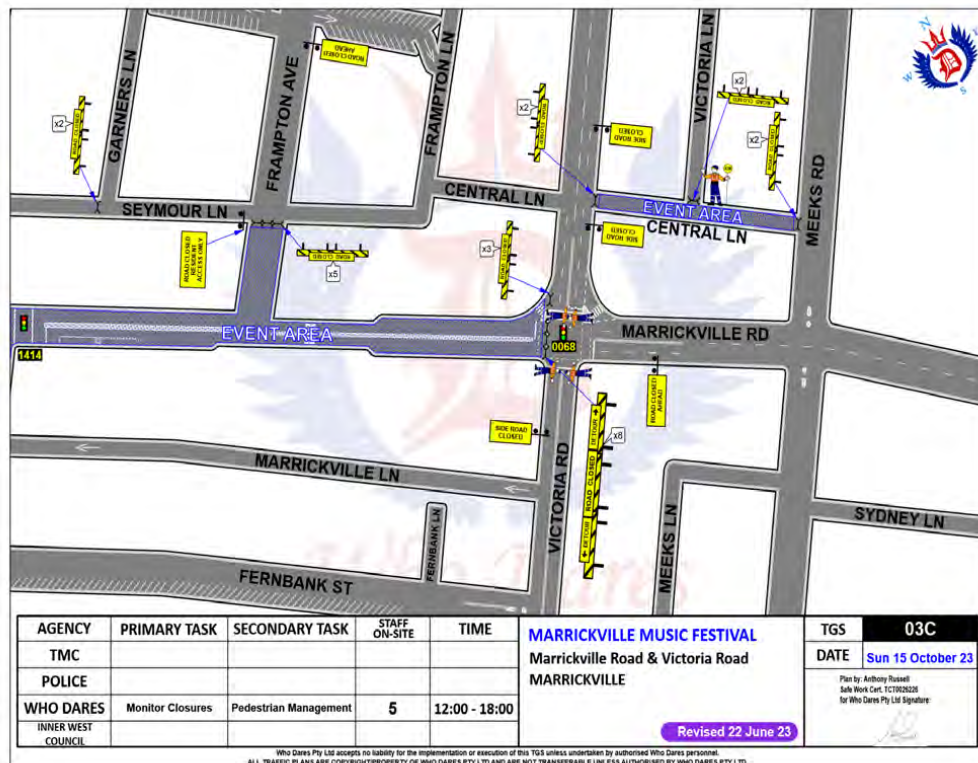


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TGS 03C Marrickville Rd & Victoria Rd MARRICKVILLE

Item 4



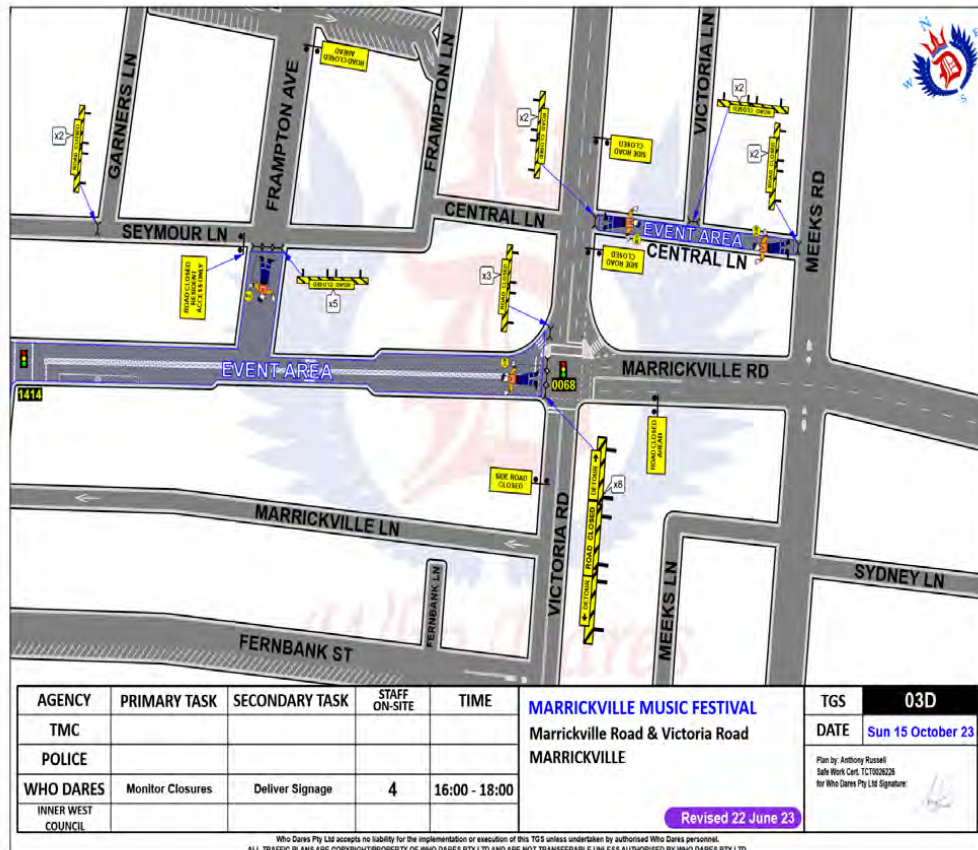
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Document Set ID: 37943557
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Attachment 1

TGS 03D Marrickville Rd & Victoria Rd MARRICKVILLE

Item 4



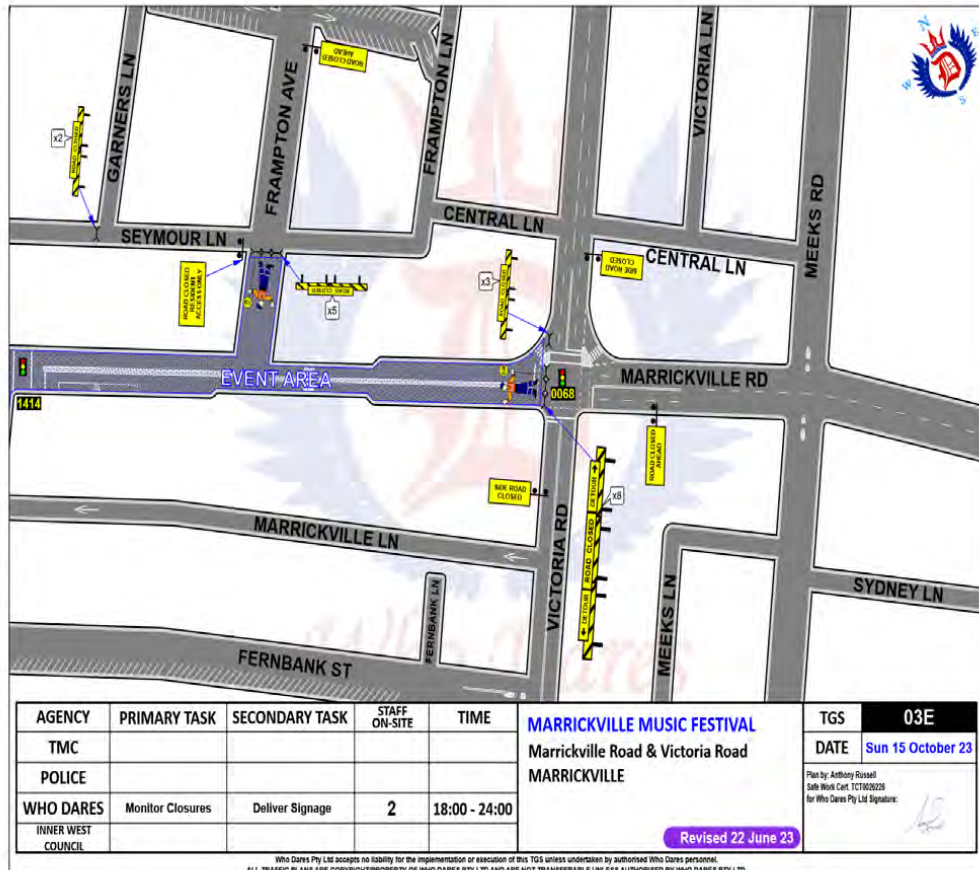
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Attachment 1

TGS 03E Marrickville Rd & Victoria Rd MARRICKVILLE

Item 4



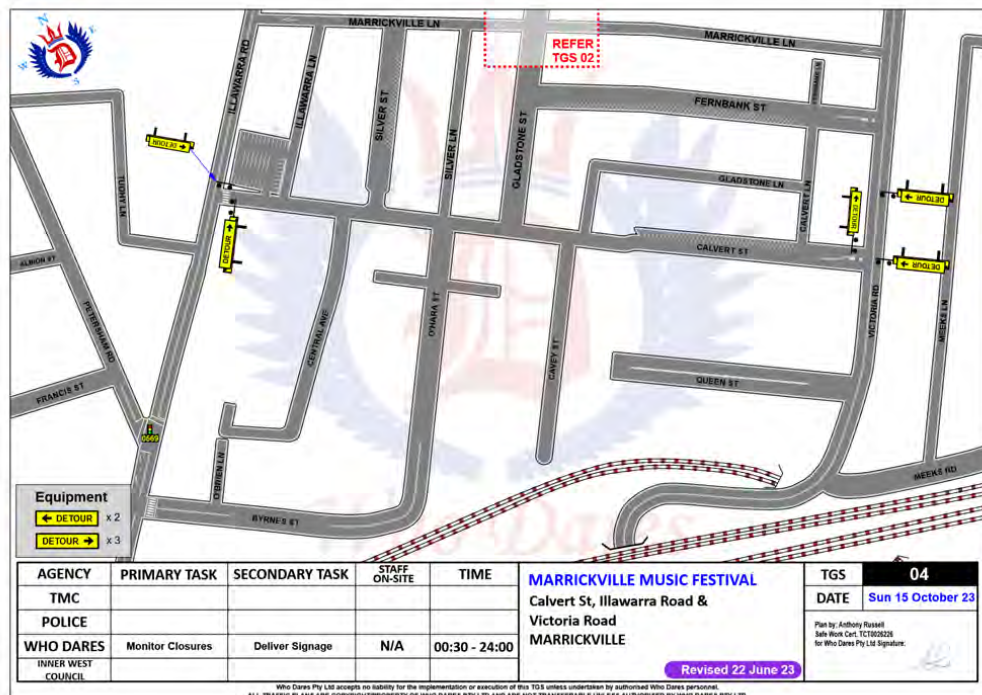
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Attachment 1

TGS 04 Calvert St, Illawarra Road & Victoria Road MARRICKVILLE

Item 4



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Attachment 1

TGS 05 Marrickville Rd VMS

Item 4

VMS 1 LOCATION & MESSAGES

PRIOR TO EVENT
From Thu 12th Oct till
00:30 on Sun 15th Oct 23

SCREEN 1
**SPECIAL
EVENT
SUN 15 OCT**

SCREEN 2
**MARRICKVILLE
ROAD
CLOSED**

EVENT DAYS
From 00:30 on Sun 15th Oct till
24:00 on Sun 15th Oct 23

SCREEN 1
**SPECIAL
EVENT
SUN 15 OCT**

SCREEN 2
**MARRICKVILLE
ROAD CLOSED
AHEAD**

SCREEN 2
**FOLLOW
SIGNPOSTED
DETOUR**

AGENCY	PRIMARY TASK	SECONDARY TASK	STAFF ON-SITE	TIME	MARRICKVILLE MUSIC FESTIVAL Marrickville Road & Lilydale Street MARRICKVILLE		TGS	05
TMC					<div style="display: flex; justify-content: space-between;"> <div> <p>Revised 22 June 23</p> </div> <div> <p>Plan by Anthony Russell Safe Work Cert: TCT028228 for Who Dares Pty Ltd Signature</p> </div> </div>		DATE	Sun 15 October 23
POLICE								
WHO DARES								
INNER WEST COUNCIL	Install VMS Boards							

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Version 3 – Sunday 15th October 2023 Page 33

Document Set ID: 37943557
Version: 1, Version Date: 31/07/2023

Attachment 1

TGS 06 Marrickville Rd VMS

Item 4

VMS 2 LOCATION & MESSAGES

PRIOR TO EVENT
From Thu 12th Oct till
00:30 on Sun 15th Oct 23

SCREEN 1
**SPECIAL
EVENT
SUN 15 OCT**

SCREEN 2
**MARRICKVILLE
ROAD CLOSED**

EVENT DAYS
From 00:30 on Sun 15th Oct till
24:00 on Sun 15th Oct 23

SCREEN 1
**SPECIAL
EVENT
SUN 15 OCT**

SCREEN 2
**MARRICKVILLE
ROAD CLOSED
AHEAD**

SCREEN 2
**FOLLOW
SIGNPOSTED
DETOUR**

AGENCY	PRIMARY TASK	SECONDARY TASK	STAFF ON-SITE	TIME	
TMC					MARRICKVILLE MUSIC FESTIVAL Marrickville Road between Buckley Street & Sydney Street MARRICKVILLE <div style="text-align: right; color: blue;">Revised 22 June 23</div>
POLICE					
WHO DARES					
INNER WEST COUNCIL	Install VMS Boards				

TGS 06

DATE Sun 15 October 23

Plan by: Anthony Russell
Safe Work Cert: TC1002626
for Who Dares Pty Ltd Signature:

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Version 3 – Sunday 15th October 2023 Page 34

Document Set ID: 37943557
Version: 1, Version Date: 31/07/2023

Attachment 1

Item No: LTC0823(1) Item 5
Subject: CARRINGTON ROAD AT CARY STREET, MARRICKVILLE –
 PEDESTRIAN SAFETY IMPROVEMENT WORKS – RAISED PEDESTRIAN
 CROSSING (MIDJUBURI - MARRICKVILLE WARD/SUMMER HILL
 ELECTORATE/INNER WEST PAC)
Prepared By: Jennifer Adams - Traffic Engineer
Authorised By: Manod Wickramasinghe - Acting Director Infrastructure

RECOMMENDATION

That the detailed design plan for the raising of the existing pedestrian crossing and associated signs and line markings in Carrington Road at Cary Street, Marrickville be approved (as per Design Plan No.10248).

STRATEGIC OBJECTIVE

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

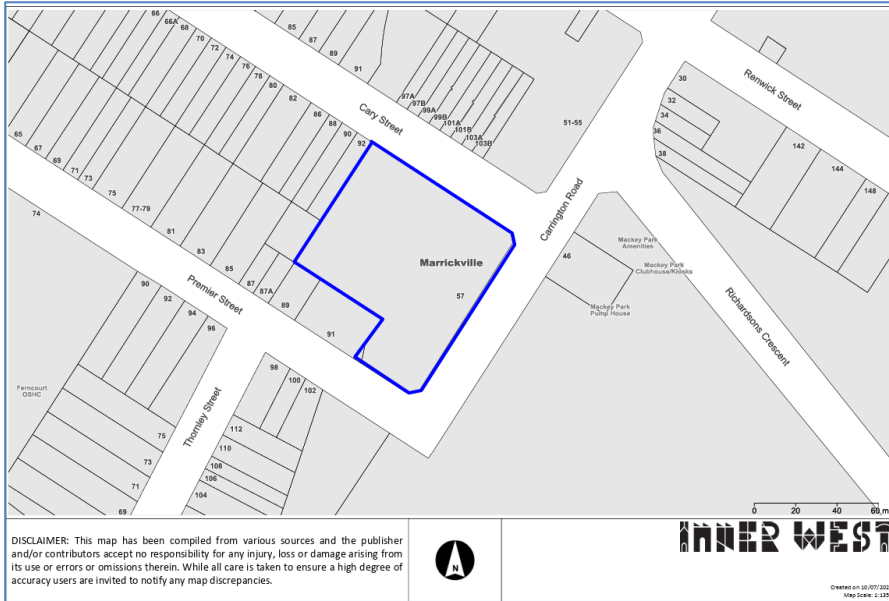
Council is planning to improve pedestrian safety in Carrington Road, Marrickville (at Cary Street) by converting the existing at-grade pedestrian crossing to a raised pedestrian crossing. The proposal aims to improve pedestrian safety and motorist safety and addresses concerns with pedestrian and driver behaviour in the area, particularly during busy periods.

BACKGROUND

The following works are proposed and are illustrated on the attached consultation plan (Plan No. 10248). 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 existing at grade (flat) pedestrian crossing. The new pedestrian crossing will be slightly relocated from the existing location by approximately 4 metres;
- Construct “gutter bridges” 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. Landscaping to be suitable species of native grasses (subject to final design);
- Reconstruct some sections of damaged concrete footpath with new concrete footpath;
- Adjusting 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 plans); and
- Install associated pavement line marking and signage as required.

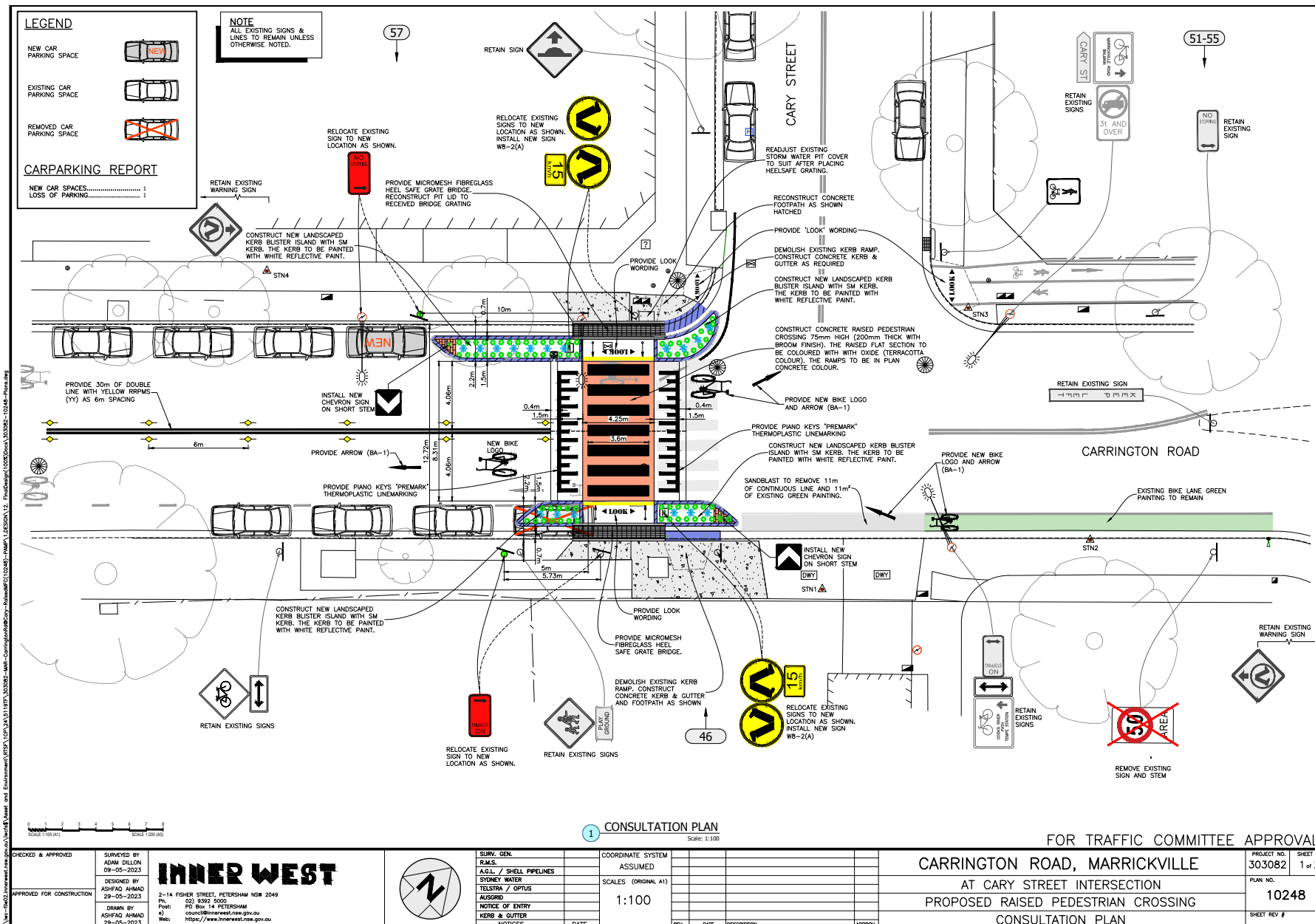


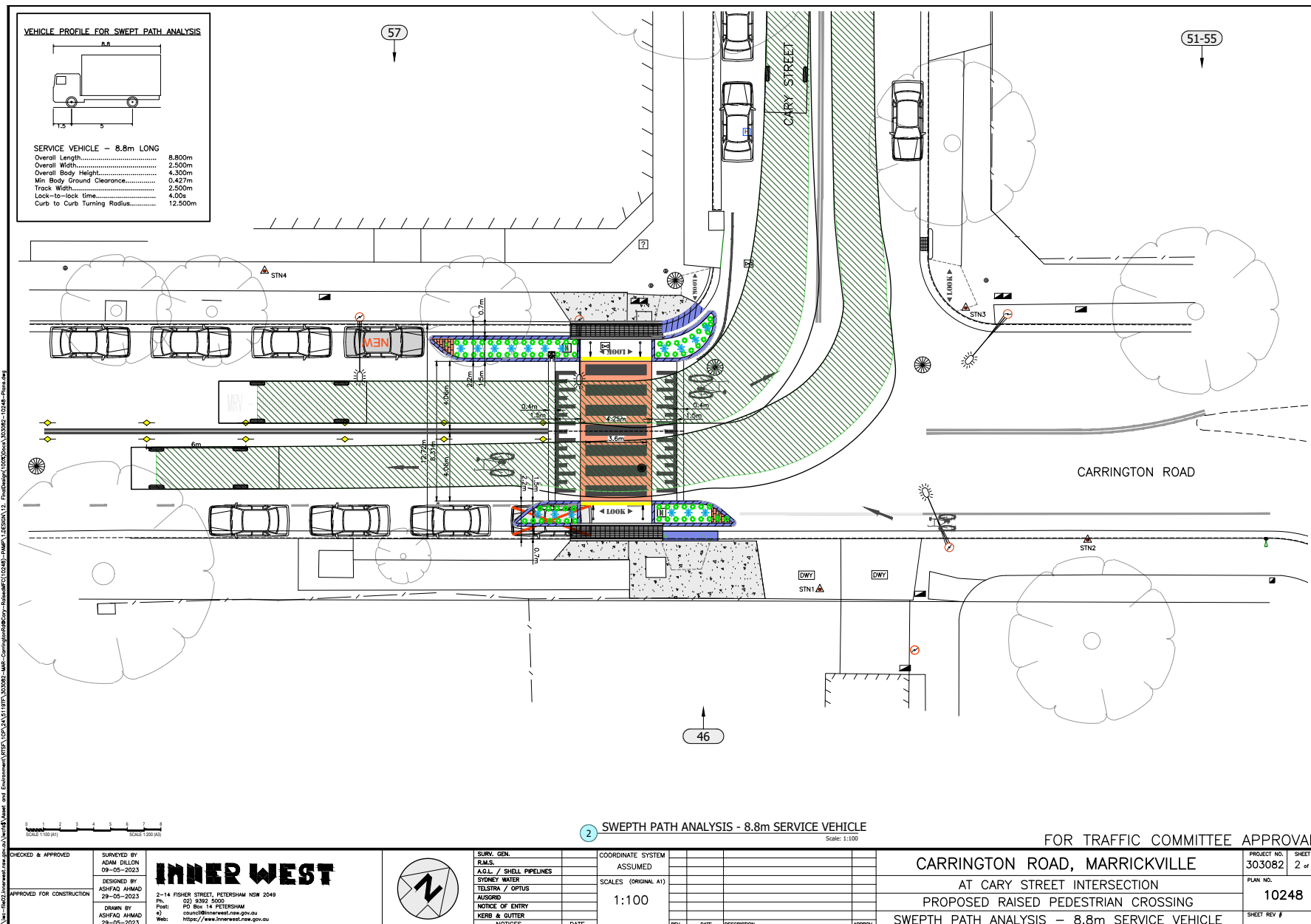
FINANCIAL IMPLICATIONS

This project will be funded and delivered from the PAMP program for 2023/24.

ATTACHMENTS

1. [Download](#) Consultation Plan and Swept Path Analysis - LTC





Item No: LTC0823(1) Item 6

Subject: EWART STREET, DULWICH HILL; ILLAWARRA ROAD, MARRICKVILLE;
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
SATURDAY 23 SEPTEMBER TO THURSDAY 5 OCTOBER 2023 AND
TUESDAY 26 DECEMBER 2023 TO THURSDAY 25 JANUARY 2024
(MIDJUBURI -MARRICKVILLE WARD / SUMMER HILL ELECTORATE /
INNER WEST PAC)

Prepared By: Jennifer Adams - Traffic Engineer

Authorised By: Manod Wickramasinghe - Acting Director Infrastructure

RECOMMENDATION

1. That the following temporary short-term parking changes for the periods of Saturday, 23 September to Thursday, 5 October 2023 (inclusive) and Tuesday, 26 December 2023 to Thursday, 25 January 2024 (inclusive) be approved to support the works required to convert the T3 Bankstown Line to a Metro Line:
 - a) Dulwich Hill Station Precinct - Ewart Street (3 parking spaces):
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';
 - b) Marrickville Station Precinct - Illawarra Road (1 parking space):
The short-term conversion of 7m (1 parking space) '1P 8:30 am – 6 pm' on the western side of Illawarra Road (between Warburton Street and Greenbank Street) to a 'Bus Zone';
 - c) Sydenham Station Precinct - Burrows Avenue (23 parking spaces): 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';
 - d) 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';
 - e) Sydenham Station Precinct – Railway Road (3 parking spaces):
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';
 - f) Sydenham Station Precinct - Gleeson Avenue (2 parking spaces):
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';
 - g) Sydenham Station Precinct - Lower Railway Parade (57 parking spaces): 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'; and

- h) 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'.

2. That the applicant and Council Rangers be advised in terms of this report.

STRATEGIC OBJECTIVE

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

Council has been notified by Transport for NSW (TfNSW) that Sydney Metro works will involve major rail shutdown of the Sydenham to Bankstown rail line (T3) for the following periods: Saturday, 23 September to Thursday, 5 October 2023 (inclusive) and Tuesday, 26 December 2023 to Thursday, 25 January 2024 (inclusive). During the shutdowns 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; Illawarra Road, Marrickville; 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.

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

BACKGROUND

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

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

It is noted that for the last shutdown (July 2023) TfNSW identified Ewart Street the designated Dulwich Hill Station Precinct location. Previously LTC approval has been forthcoming in Dudley Street, Dulwich Hill. It is again noted that at some time in the future TfNSW will be requested by Council to return to using Dudley Street, Dulwich Hill as the preferred location for all buses as it is immediately adjacent to Dulwich Hill Station and considered more convenient for local residents.

OFFICER COMMENTS

Each of the locations will be detailed separately.

Dulwich Hill Station Precinct (3 parking spaces)

1. Ewart Street, northern side (Stop ID: 2204118) - Bus stop extension (3 parking space)

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



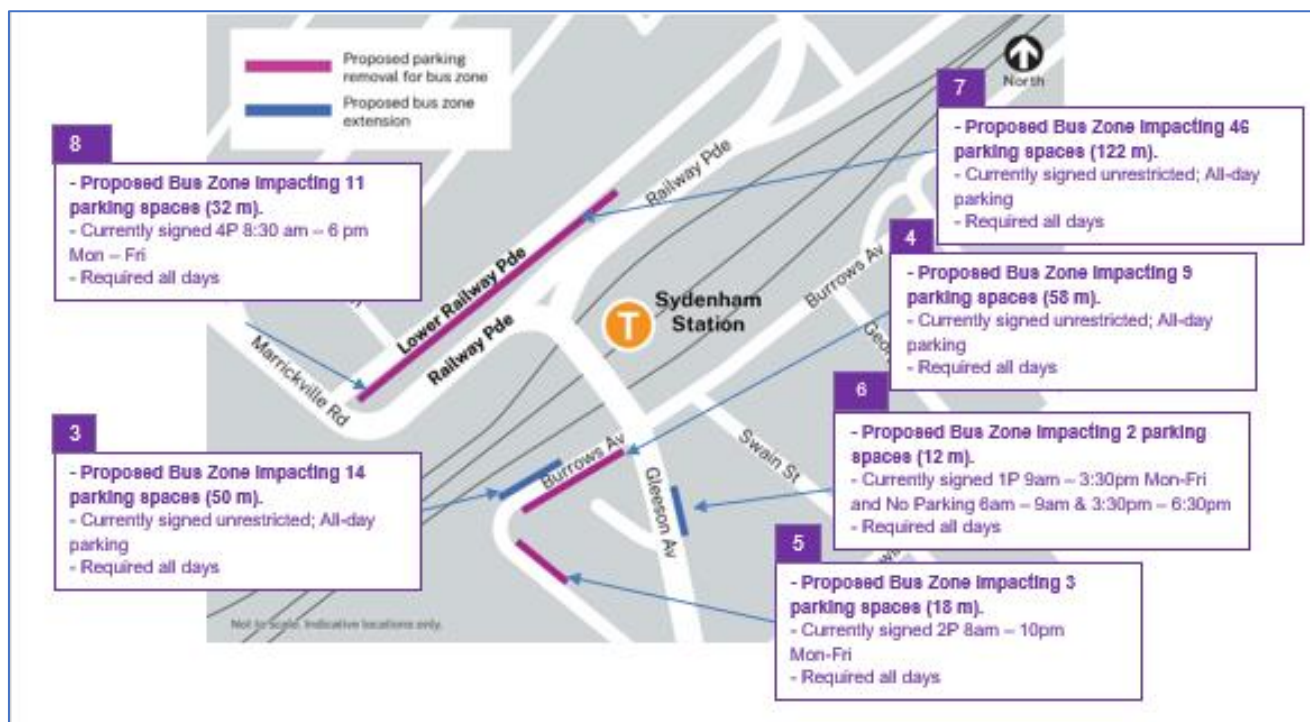
Marrickville Station Precinct (1 parking space)

2. Illawarra Road opposite Marrickville Station (Stop ID: 2204102) - Bus stop extension (1 parking space)
 - Illawarra Road (northwest kerb between Warburton Street and Greenbank Street)
 - Currently signed '1P 8:30 am – 6 pm'
 - Proposed Bus Zone extension is required for the duration of the TTP bus operation
 - Proposed temporary change will impact approximately one parking space (7 m).
 - This change is proposed to create a bus stop area and to provide adequate space for draw-in/draw-out purposes.



Sydenham Station Precinct (85 parking spaces)

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



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

- Proposed temporary change will impact approximately 46 angled parking spaces (122 m).
- This proposed change is to create the space required for buses to layover. This location is proposed as it is (i) reasonably close to the active bus stop; (ii) located along the route path used between the last and first stops; and (iii) as far as removed from residential dwellings.

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

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

PUBLIC CONSULTATION

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

The consultation program will consist of the following activities:

- Two-week public consultation period to impacted areas with a printed community notification outlining the proposed kerbside changes.

A copy of the community notifications is also available on the My Sydney website - <https://www.mysydney.nsw.gov.au/SydenhamtoBankstown>

A Consultation Outcomes Report will be prepared collating feedback and TfNSW's comment on that feedback. That report will be tabled as it becomes available.

FINANCIAL IMPLICATIONS

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

Transport for NSW

Proposed temporary parking changes

T3 Bankstown Line upgrade work – Dulwich Hill Station

August 2023



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

As part of the Sydney Metro City & Southwest project, rail upgrade work will take place between Sydenham and Bankstown from Saturday 23 September to Thursday 5 October 2023 and from Wednesday 27 December 2023 to Thursday 25 January 2024.

Have your say

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

Transport invites you to provide feedback on the proposed parking changes by Tuesday 22 August.

Proposed temporary changes

The following temporary changes are needed for 13 days between **2am Saturday 23 September and 2am Friday 6 October 2023** and for 30 days between **2am Wednesday 27 December 2023 and 2am Friday 26 January 2024**.

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

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

We want your feedback

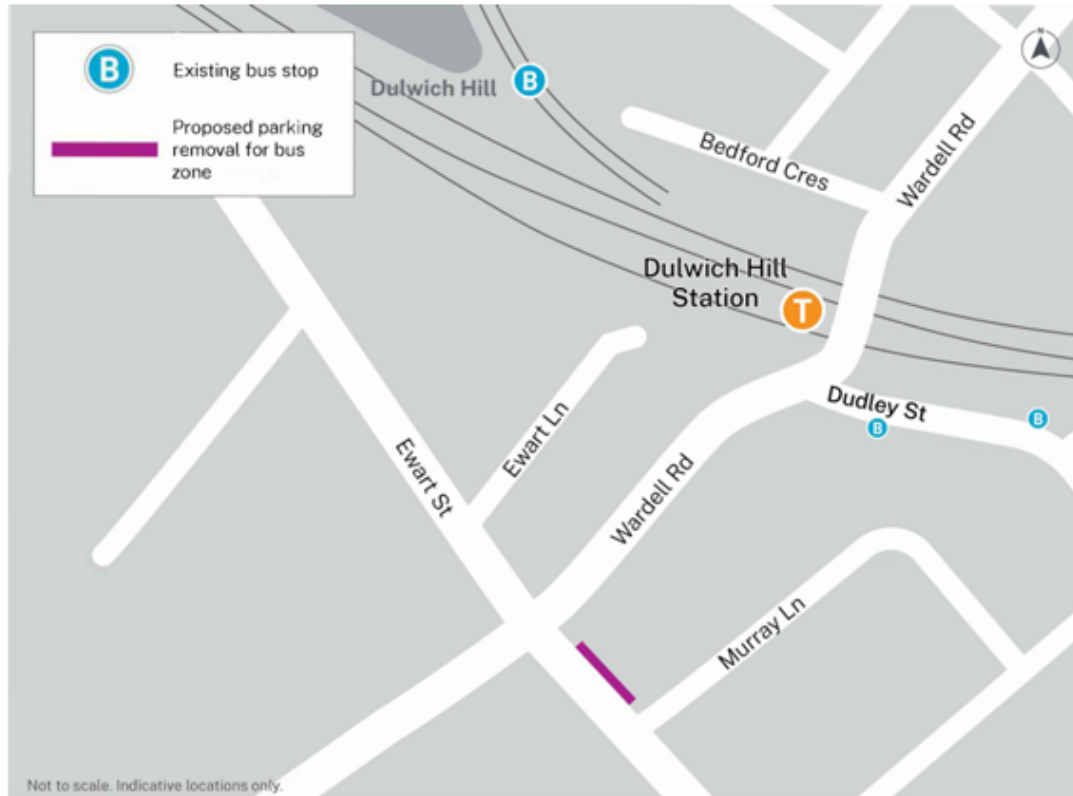
Transport welcomes feedback from the community on the proposed changes. We will consider all feedback before we make the changes.

Please send us your feedback by **5pm Tuesday 22 August 2023**.

Email: TTPComms@transport.nsw.gov.au

Phone: 1800 171 386

Map of the proposed temporary parking changes



Contact us



Project Infoline **1800 171 386**



TTPComms@transport.nsw.gov.au



**Mysydney.nsw.gov.au/
SydenhamtoBankstown**



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Transport for NSW



Proposed temporary parking changes

T3 Bankstown Line upgrade work – Marrickville Station

August 2023



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Have your say

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

Transport invites you to provide feedback on the proposed parking changes by Tuesday 22 August.

Proposed temporary changes

The following temporary changes are needed for 13 days between **2am Saturday 23 September and 2am Friday 6 October 2023** and for 30 days between **2am Wednesday 27 December 2023 and 2am Friday 26 January 2024**.

- Remove one parking space (7 metres) on the western side of Illawarra Road to extend the existing bus zone. The space is currently sign posted one-hour parking between 8.30am and 6pm, Monday to Sunday.

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

We want your feedback

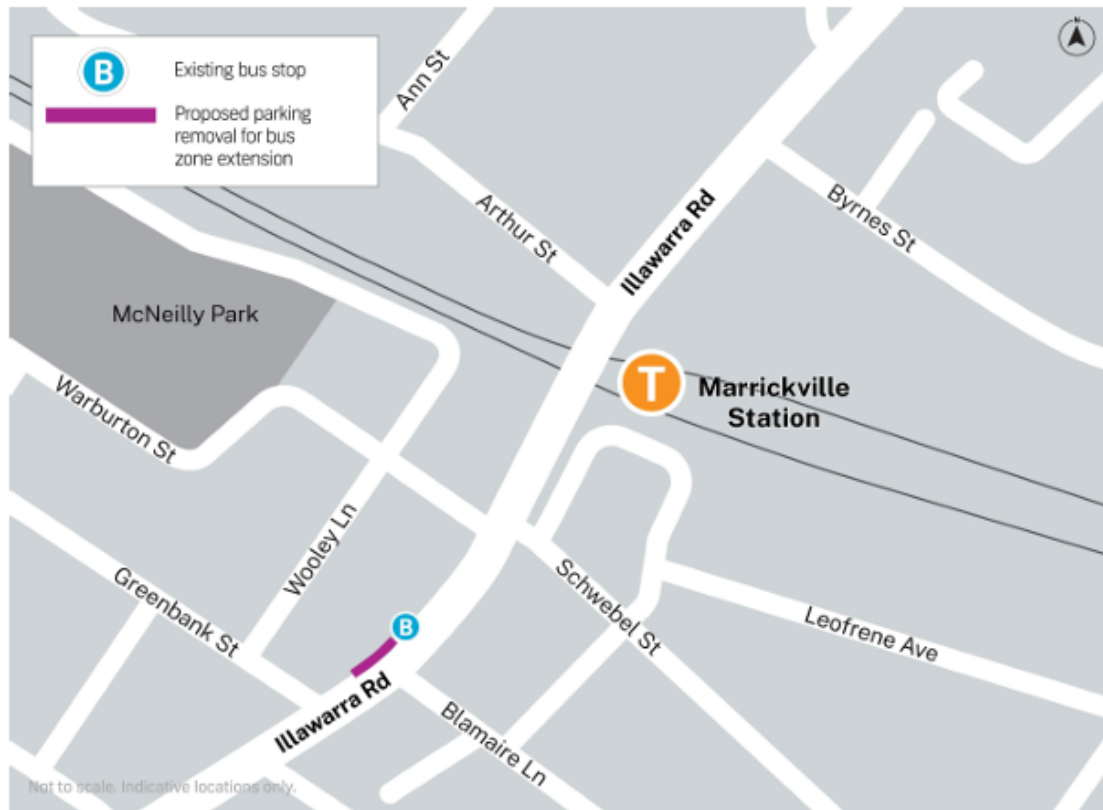
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Please send us your feedback by **5pm Tuesday 22 August 2023**.

Email: TTPComms@transport.nsw.gov.au

Phone: 1800 171 386

Map of the proposed temporary parking changes



Contact us



Project Infoline **1800 171 386**



TTPComms@transport.nsw.gov.au



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SydenhamtoBankstown**



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Transport for NSW



Proposed temporary parking changes

T3 Bankstown Line upgrade work – Sydenham Station

August 2023



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

As part of the Sydney Metro City & Southwest project, rail upgrade work will take place between Sydenham and Bankstown from Saturday 23 September to Thursday 5 October 2023 and from Wednesday 27 December 2023 to Thursday 25 January 2024.

Have your say

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

Transport invites you to provide feedback on the proposed parking changes by Tuesday 22 August.

Proposed temporary changes

The following temporary changes are needed for 13 days between **2am Saturday 23 September and 2am Friday 6 October 2023** and for 30 days between **2am Wednesday 27 December 2023 and 2am Friday 26 January 2024**.

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

- Remove nine parking spaces (58 metres) on the eastern side of Burrows Avenue to create a new bus zone. The spaces are currently all-day unrestricted parking.
- Remove two parking spaces (12 metres) on the eastern side of Gleeson Avenue to extend the current bus zone. The spaces are currently sign posted one-hour parking between 9am and 3.30pm, Monday to Friday and no parking between 6am and 9am, and 3.30pm and 6.30pm, Monday to Friday.
- Remove three parking spaces (18 metres) on the northern side of Railway Road to create a new bus zone. The parking spaces are currently sign posted two-hour parking between 8am and 10pm, Monday to Friday.

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

We want your feedback

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

Please send us your feedback by **5pm Tuesday 22 August 2023**.

Email: TTPComms@transport.nsw.gov.au

Phone: 1800 171 386

Map of the proposed temporary parking changes



Contact us



Project Infoline **1800 171 386**



TTPComms@transport.nsw.gov.au



**Mysydney.nsw.gov.au/
SydenhamtoBankstown**



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ATTACHMENTS

Nil.

Item No: LTC0823(1) Item 7

Subject: PERCIVAL ROAD, STANMORE – TEMPORARY FULL ROAD CLOSURES FOR STANMORE MUSIC FESTIVAL – SATURDAY 18 NOVEMBER 2023 (DAMUM-STANMORE WARD /NEWTOWN ELECTORATE/ INNER WEST LAC)

Prepared By: Jennifer Adams - Traffic Engineer

Authorised By: Manod Wickramasinghe - Acting Director Infrastructure

RECOMMENDATION

1. That the proposed temporary full road closure (ENRC/2023/0051) of Percival Road, from Salisbury Road to the pedestrian crossing at Myrtle Street; partial closure of Temple Street from Percival Road to Percival Lane; and partial closure of Myrtle Street, from Percival Road to Percival Laneway, Stanmore be approved for the purpose of holding the 'Stanmore Music Festival' Event on Saturday 18 November 2023 between 6.00am and 9.00pm as per the submitted TMP and TGSs and subject to the following conditions and all standard Council conditions for temporary full road closures.
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 sections.
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

Inner West Council is presenting Stanmore Music Festival on Saturday 18 November 2023 from 12:00pm noon until 6:00pm. This community festival has been organised by local residents who are supported by Council as part of EDGE Newtown.

To facilitate the event there will be a partial road closure of Percival Road, between Salisbury Road and Myrtle Street. This will require some road detours in surrounding streets. Road closure and event bump in will occur from 6:00am and bump out will conclude by 9:00pm.

BACKGROUND

Stanmore Music Festival is a celebration of live music in the Inner West. The event will run on Saturday 18 November 2023 from 12pm to 6pm and will feature multiple outdoor live music stages across the festival site.

The first Festival took place in November 2019 with over 60 local music acts performing on 10 stages around Stanmore with thousands attending the event to enjoy the music. COVID restrictions prevented the festival from happening in 2020 and 2021 but the second Stanmore Music Festival was held in 2022.

As part of the event there will be a partial road closure of Percival Road, from Salisbury Road to the pedestrian crossing at Myrtle Street; partial closure of Temple Street from Percival Road to Percival Lane; and partial closure of Myrtle Street, from Percival Road to Percival Laneway, Stanmore.

OFFICER COMMENTS

The event area will be on Percival Road between Salisbury Road and the pedestrian crossing at Myrtle Street, Stanmore (refer to the site map below – Stanmore Music Festival Area).

Site map

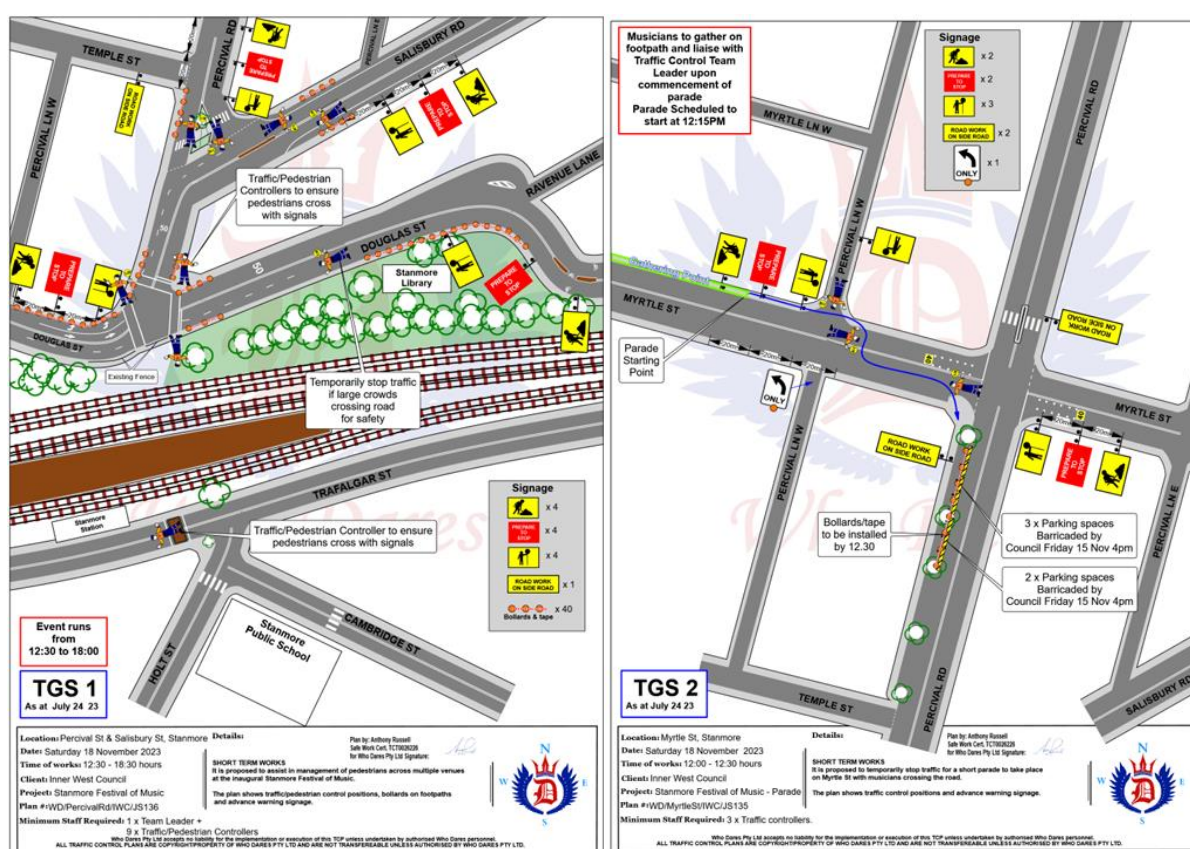


Access around the event site will be maintained by a detour. Special Event advance notice signs will be strategically installed at least two (2) weeks prior to the event to alert motorists of the proposed closures.

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 has been provided and is attached at the end of this report. The two associated Traffic Guidance Schemes are reproduced below.



An accredited Who Dares Traffic Manager will oversee implementation of the Traffic Guidance Schemes, including road closures.

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.

Impacts on buses

Transit Systems service 412 uses Douglas Street and Salisbury Road through Stanmore and This service will not be impacted.



Impacts on pedestrians and cyclists

There will be no major effect to pedestrians in the area. Pedestrians will be able to use the existing pedestrian paths outside of and within the event area.

There are no cycleways directly impacted by this event. Cyclists entering the event site will be requested to dismount.

Impacts on Parking

Parking will only be available in surrounding residential streets and a few small public carparks around the event site. Parking will as such be limited, and the event organiser will be recommending public transport to all event patrons.

Impacts on traffic

The traffic generated as a result of the proposed festival should not have a major impact on the surrounding traffic network. The arrival and departure of attendees of the festival is expected to be staggered.

At present, there is no indication of construction works that will be impact the event. There are no traffic calming devices or traffic generating developments along the route.

No special event clearways will be installed for this event. Inner West Council will instead install 'No Stopping' signage throughout the event precinct prior to the event. Any remaining vehicles will be towed and parked in a nearby location on the morning of the event.

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

Hostile Vehicle mitigation strategies may be undertaken within the road closure in accordance with the event risk assessment and NSW Police direction.

PUBLIC CONSULTATION

The proposed temporary full road closures have been advertised in accordance with the Roads Act 1993.

Advice of the proposed event must be forwarded to all the appropriate authorities, including emergency services.

The TMP states that: “All affected residents will be notified of the event through:

- Letterbox drop will be conducted for impacted residents within and near the road closure precinct at least two weeks prior to the event.
- Date & time specific corflute “Special Event – Road Closed” signs to be placed around the event precinct 14 days prior to the event.”

Two Portable VMS Boards will be used to advertise the road closures leading up to the event day.

FINANCIAL IMPLICATIONS

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

CONCLUSION

It is recommended that Council approve the temporary full road closures on Saturday 18 November 2023 subject to complying with the recommendations stated in this report along with all standard conditions for temporary full road closures.

ATTACHMENTS

1. [↓](#) Stanmore Music Festival TMP

STANMORE MUSIC FESTIVAL

TRANSPORT MANAGEMENT PLAN

Saturday 18 November 2023

PREPARED ON BEHALF OF

INNER WEST

Version 3.2
27 July 2023

TRAFFIC PLANNERS
SAFETY CONSULTANTS

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

By
WHO DARES PTY LTD
FIVE DOCK 2046

Fax: 02 9569 9933
Ph: 02 9569 9922

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	26 June, 2023	DRAFT	
Version 2	3 July 2023	DRAFT	TGS's added
Version 3.2	27 July 2023	DRAFT	New Date & Police Contact

Version 3.2 – Saturday 18 November 2023Page 2

Document Set ID: 37957745
Version: 1, Version Date: 03/08/2023

1. INTRODUCTION

1.1. Introduction

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

It has been prepared after discussions with Inner West Council and Who Dares.

The plan relates to road closures for the Stanmore Music Festival event held on Saturday 18 November 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 vehicle, 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 Stanmore Music Festival, 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.

2. EVENT DETAILS

2.1. Event summary

Event Name	Stanmore Music Festival
Event Date:	Saturday 18 November 2023
Event Start Time:	12:30 hours
Event Finish Time:	17:30 hours
Event Set Up Time:	12:30 hours
Event Pack Down Finish Time:	17:30 hours
Event is:	Street Festival

2.2. Key Planning Contact Names

Inner West Council

Ffion Michaels

Events Manager

Phone 02 9392 5441

Mobile 0467 524 586

E-mail ffion.michael@innerwest.nsw.gov.au

George Tsaprounis

Acting Traffic Manager

Phone

Mobile

E-mail george.tsaprounis@innerwest.nsw.gov.au

NSW POLICE – Inner West Police

Area Command Kayla Ross

Phone 02 95508139

Mobile

E-mail ross1kay@police.nsw.gov.au

Traffic Contractor – Who Dares Pty Ltd

Anthony Russell

Events Manager

Phone 02 9569 9922

Mobile 0427 632 726

E-mail anthony@whodares.com.au

Transport for NSW - Buses

Steven Blight

A/Transport Planning

Project Manager

Phone

Mobile 0447 377 450

E-mail busapproval@transport.nsw.gov.au

2.3. Brief Description of the event

Stanmore Music Festival is a celebration of live music in the Inner West. The event will run on Saturday 18 November 2023 from 12pm to 6pm and will feature multiple outdoor live music stages across the festival site.

The first Festival took place on a beautiful day in November 2019 with over 60 local music acts performing on 10 stages around Stanmore with thousands attending the event to enjoy the music.

COVID restrictions prevented the Festival from happening in 2020 and 2021 but the second Stanmore Music Festival was held in 2022.

The event was made possible with a small grant from the Inner West Council to cover costs of equipment and crowd management. However, this event wouldn't be possible without the generous support of the performers and volunteers to help make Richard's Gill's vision a reality.

3. TRAFFIC AND TRANSPORT MANAGEMENT

3.1. Road closures 05:30 hours - 13:00 hours Saturday 18 November 2023

The delivery of traffic signage & equipment.

3.2. Road closures 12:30 hours – 20:30 hours Saturday 18 November 2023

Road closures for the parade and main event.

3.3. Detours

Access around the event site will be maintained by a detour. The detour loop will include Illawarra Road, Sydenham Road, Victoria Road & Calvert Street

3.4. Cleaning

Prior to the reopening of the roads at 24:00 hours Saturday 18 November 2023, the Inner West Council will undertake cleaning operations.

3.5. Modification to existing signage

Inner West Council will cover all existing parking signage within the event precinct with “No Stopping” signage on Saturday 18 November 2023. This will assist with clearing the precinct of parked vehicles. Any remaining vehicles will be towed and parked in a nearby location on the morning of the event.

3.6. Sydney Trains

The closest train station is Stanmore Station. It is approximately 450 metres walk from the event precinct.

Currently the Trackworks schedule for event day is as follows:

T4 Eastern Suburbs & Illawarra Line

Buses replace trains between Waterfall, Cronulla and Central.

South Coast Line

Buses replace trains between Dapto and Central, and between Port Kembla and Wollongong

3.7. Transit Systems & Transdev NSW Buses amended route changes

Refer Annex 1: Transit Systems & Transdev NSW Bus Detour Maps

Refer Annex 2: Bus Stop Signage

3.8. Parking

Parking will only be available in surrounding residential streets and a few small public car parks around the event site. Parking will as such be limited, and the event organiser will be recommending public transport to all event patrons.

3.9. Construction, traffic calming and traffic generating developments

At present, there are no indication of construction works that will be impact the event. There are no traffic calming devices or traffic generating developments along the route.

3.10. Traffic Control

An accredited Who Dares Traffic Manager will oversee implementation of the Traffic Guidance Schemes, including road closures.

Temporary traffic control signage, barricades and equipment as per the supplied Traffic Guidance Schemes must be installed by TfNSW or SafeWork accredited traffic controllers with a current "Implement Traffic Control Plan" certificate. Any person operating a Stop/Slow bat onsite must hold a current "Traffic Controller" certificate.

3.11. Pedestrians and Cyclists

There will be no major effect to pedestrians in the area. Pedestrians will be able to use the existing pedestrian paths outside of and within the event area.

There are no cycleways directly impacted by this event. Cyclists entering the event site will be requested to dismount.

3.12. Heavy Vehicle impacts

Heavy vehicles may experience slight delays due to increased traffic around the event precinct. Heavy vehicles should follow signposted detours.

3.13. Special Event Clearways

No special event clearways will be installed for this event. Inner West Council will instead install No Stopping signage throughout the event precinct prior to the event. Any remaining vehicles will be towed and parked in a nearby location on the morning of the event.

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 added 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.

5.1. Public Liability Insurance

Public liability insurance in the value of \$20,000,000 has been arranged. A certificate of currency which lists the NSW Police, Transport Management Centre and Transport for NSW, as interested parties.

A copy is included as **Annex 3**.

5.2. Police

Inner West Police Area Command is to be notified of the event.

5.3. Fire and Rescue NSW and NSW Ambulance

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

5.4. Trusts, authorities or Government enterprises

The event uses roads and parklands within the Inner West Council Local Government Area.

5.5. Hostile Vehicle Mitigation

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

4.7. Risk & Contingency Plans

Inner West Council has compiled Risk Assessments and Site-Specific Safety Plans for the events that are not included in this Transport Management Plan

Item	Verified	Action Taken
All one-way streets are as described	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Road closures, barricade and signage installed. Point duty by NSW Police and or authorised Traffic Controllers.
Block access to local businesses	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Confirm list of letters to residents, businesses, and car parks. Advertisement of event to general public.
Block Police vehicle access	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Confirm access and consultation of routes to and within areas affected by closures with Emergency Services.
Block Ambulance access	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Confirm access and consultation of routes to and within areas affected by closures with Emergency Services.
Block fire station access	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> 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	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Advertisement of event to general public.
Restricted movements – banned turns, heavy/high vehicles	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	All vehicles are diverted before the closure.
Block Public facility (football oval, car park etc.)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Confirm list of letters to residents, businesses, and car parks. Advertisement of event to general public.
Block public transport access	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	Confirm access points affected from Buses, Sydney Rail, Ferries, and Taxis. Are public transport closures/arrangements communicated publicly?? Buses re-routed and temporary stops installed.
Can route use alternatives such as bicycle tracks, paths, parks, bush tracks etc.?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	
Construction – existing, proposed that may conflict	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Confirm list of letters to residents, businesses, and car-parks. There are no known planned road-works.
Numbers of lanes and their width are as described	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	

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Item	Verified	Action Taken
Road signage – existing/temporary	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Council will install advanced warning Road Closure signage at least 14 days prior to the event. Other temporary signage will be installed and removed by Authorised Traffic Controllers.
Route impeded by traffic calming devices?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	
Signalised intersections (flashing yellow? Point duty?)	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	As required by NSW Police
Tidal flows	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	
Traffic generators – shopping centres, schools, churches, industrial area, hospitals	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<i>Advertisement of event to general public.</i>
Traffic movement contrary to any Notice	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	Under the direction of Police or traffic controllers
Traffic signals are as described	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Controlled by TMC
Turning lanes are as described	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Road closures, barricades and signage installed.
Letter Drop Zone Maps to indicate precincts mailed	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	

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	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	If heavy weather may cause crowds to depart early
Flood hazard on the route	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	TMC / TfNSW and Police provide diversions around flooded area.
Flood hazard at the parking area	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	TfNSW and Police provide diversions around flooded area. There is no event-specific parking for general public.
Parking during Wet weather	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	General public are encouraged to utilise public transport.
Bush fire hazard	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	For major local/regional bushfire hazard affecting general public health or transport to greater Sydney, take direction from NSW Police
Accident on the route	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	If CCTV monitored by TMC. Facilitate emergency response to area.
Breakdown	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	If CCTV monitored by TMC. Facilitate response to area.
Absence of marshals and volunteers	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Re-deploy existing staff as required.
Block public transport access	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Divert general public to next available transport, considering safety and circumstances. Relevant transport agency to employ appropriate steps to accommodate.
Slow participants	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Cut off time to be enforced.
Delayed Event	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Managed by event organiser
Cancellation of Event	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Cancellation of any aspect of the event will be communicated by the event organiser.
Security of participants/general public	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Provided by event organiser.
Security of very important persons (VIP's)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	As Required.

It shall be noted that Transport Management Plan (TMP) and particularly Traffic Guidance Schemes (TGS) are seen as risk control measures, but alone they cannot substitute for a compliant and detailed event Risk Assessment.

5.6. Regulatory Framework

This Transport Management Plan has been written in accordance with the following Act, Regulation, Australian Standards and Road Design Technical Direction

- WHS Act 2011
- WHS Regulation 2017
- AS/NZS ISO 31000: Risk Management - Principles and Guidelines
- ISO 31000:2018 - Principles and Guidelines on Implementation
- ISO/IEC 31010:2019 - Risk Management - Risk Assessment Techniques
- ISO Guide 73:2009 - Risk Management – Vocabulary
- Traffic control at work sites – TfNSW Feb 2022 V6.1
- AS 1742.2-2019 Manual of uniform traffic control devices - Traffic control devices for general use
- AS 1743-2018 Road signs - Specifications
- AS/NZS 1906.4:2010 Retro-reflective materials and devices for road traffic control purposes - High-visibility materials for safety garments
- AS 3996-2006 Access covers and grates
- AS 1742.10-2019 Manual of uniform traffic control devices - Pedestrian control and protection
- AS 1742.13-2019 Manual of uniform traffic control devices - Local area traffic management
- AS 1742.3-2019 Manual of uniform traffic control devices - Traffic control for works on roads

6. MINIMISING IMPACT ON THE NON-EVENT COMMUNITY AND EMERGENCY SERVICES

6.1. Emergency Lane

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

6.2. Advertise the traffic management arrangements

All affected residents will be notified of the event through:

- Letterbox drop will be conducted for impacted residents within and near the road closure precinct at least two weeks prior to the event.
- Date & time specific corflute "Special Event – Road Closed" signs to be placed around the event precinct 14 days prior to the event.

6.3. Permanent Variable Message Signs

Permanent overhead electronic boards will not be used for this event.

6.4. Portable variable message signs

Two Portable VMS Boards will be used to advertise the road closures leading up to the event day.

7. PRIVACY NOTICE

The "Personal Information" contained in the completed Transport Management Plan may be collected and held by the NSW Police, Transport for NSW (TfNSW), 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, TfNSW 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.

8. APPROVAL

TMP Approved by: Date:.....

Event Organiser – Inner West Council

9. AUTHORITY TO *REGULATE TRAFFIC

Council's traffic management requirements have been met. Regulation of traffic is therefore authorised for all non-classified roads described in the risk management plans attached to this TMP.

Regulation of traffic authorised by:..... Date:.....

Inner West Council

TfNSW'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:.....

Transport for NSW

* "Regulate traffic" means restrict or prohibit the passage along a road of persons, vehicles or animals (Roads Act, 1993). Council and TfNSW require traffic to be regulated as described in the risk management plans with the layouts installed under the direction of a qualified person.

10. ATTACHMENTS

Annex 1 – Transit Systems & Transdev NSW Bus Detour Route Maps

Annex 2 – Bus Stop Signage

Annex 2 – Public Liability Insurance

11. TRAFFIC GUIDANCE SCHEMES

TGS 1

TGS 2

TRANSIT SYSTEMS & TRANSDEV NSW BUS DETOUR MAPS 2023 TBC

ANNEX 1

Item 7

Attachment 1

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BUS STOP SIGNAGE 2022 TBC

ANNEX 2

Item 7

Bus stop closure

Marrickville Festival

Saturday 19 November 2022
12:30am – Midnight

While roads are closed for the event, buses will not run to or from this bus stop. Buses will detour around the road closures

Route affected	Service change
418	Sydenham to Burwood
423 / 423X	Kingsgrove Depot to City Martin Place
425	Tempe to Dulwich Hill
426	Dulwich Hill to City Martin Place
N40	East Hills to City Town Hall (Night Rider)
Nearest alternative bus stops	Marrickville Town Hall, Marrickville Rd (418, 425, 426)
	Marrickville Station, Illawarra Rd (423, 423X, N40)
	Marrickville Rd & Victoria Rd (418, 425)
	Victoria Rd & Sydenham Rd (423, 423X, 426)



Visit transportnsw.info

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Attachment 1

ANNEX 3

PUBLIC LIABILITY INSURANCE TBC 2023

Item 7



3 May 2021

Attention: Katherine Paixao

The General Manager
PO Box 45
LEICHHARDT NSW 2040

Dear Katherine Paixao,

ABN 69 009 098 864

One International Towers,
100 Barangaroo Ave,
Sydney, NSW, 2000

Tel: (02) 9320 2700

Direct: (02) 9320 2726

Naamon.Eurell@iita.com.au

www.statewidemutual.com.au

Certificate of Currency

This is to certify that membership is current, as at the date stated above. This certificate provides a summary of the cover and is not intended to amend, extend, replace or override the terms and conditions provided by the Statewide Mutual Liability Scheme.

CLASS	Public Liability/Professional Indemnity
MEMBER	Inner West Council
BUSINESS OF MEMBER:	Local Government Authority, as defined in wording
EXPIRY DATE	30 June 2022
GEOGRAPHICAL SCOPE	Anywhere in the World, excluding the Dominion of Canada and the United States of America.
LIMITS OF PROTECTION	Public Liability \$20,000,000 any one occurrence Products Liability \$20,000,000 any one occurrence and in the aggregate any one Period of Protection Professional Indemnity \$20,000,000 any one claim and in the aggregate any one Period of Protection

STATEWIDE CERTIFICATE NUMBER 002114

This certificate of currency is issued as a matter of information only and confers no rights upon the certificate holder.

Yours sincerely,

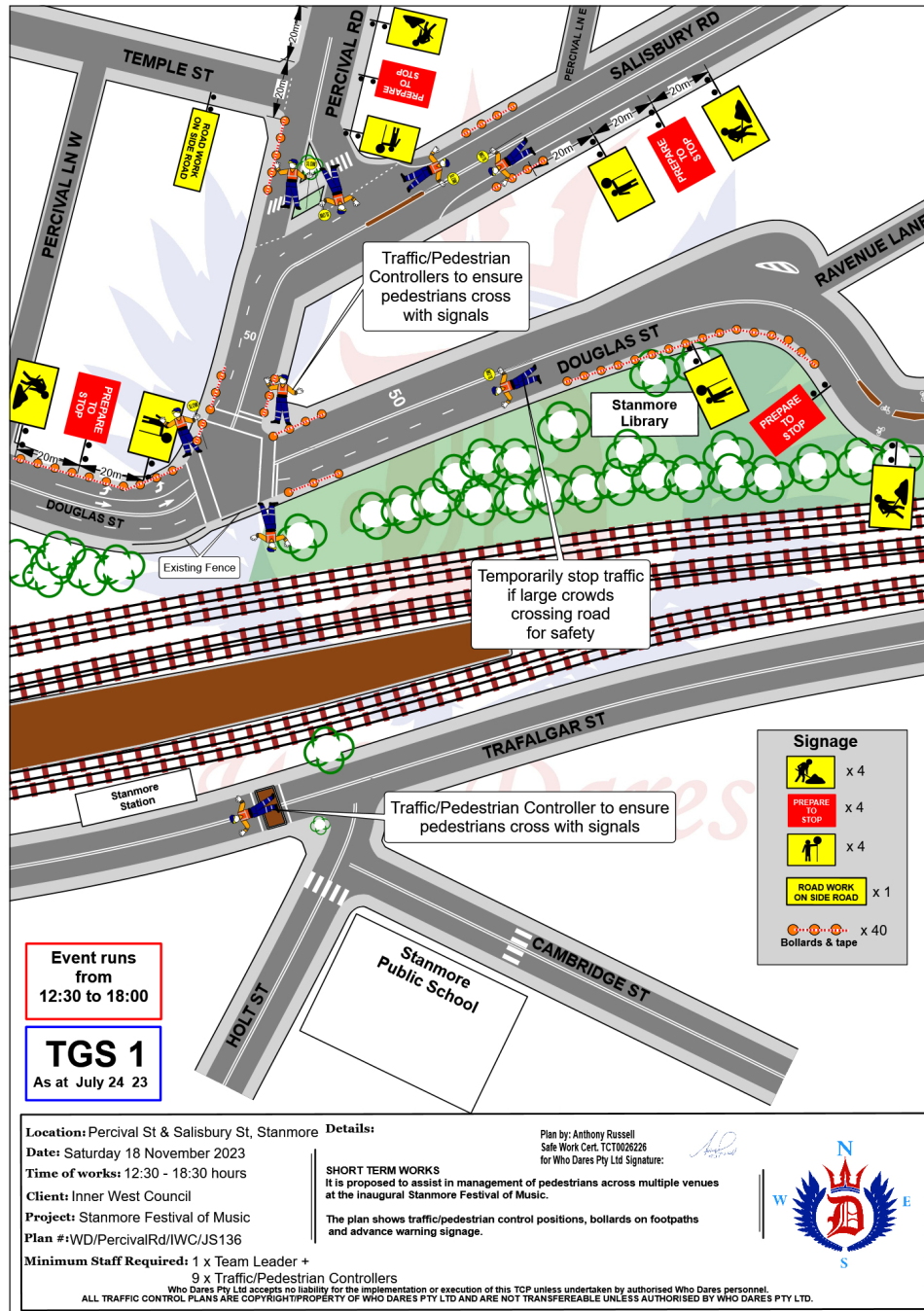
Naamon Eurell
Executive Officer

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Attachment 1

TGS 1

Item 7

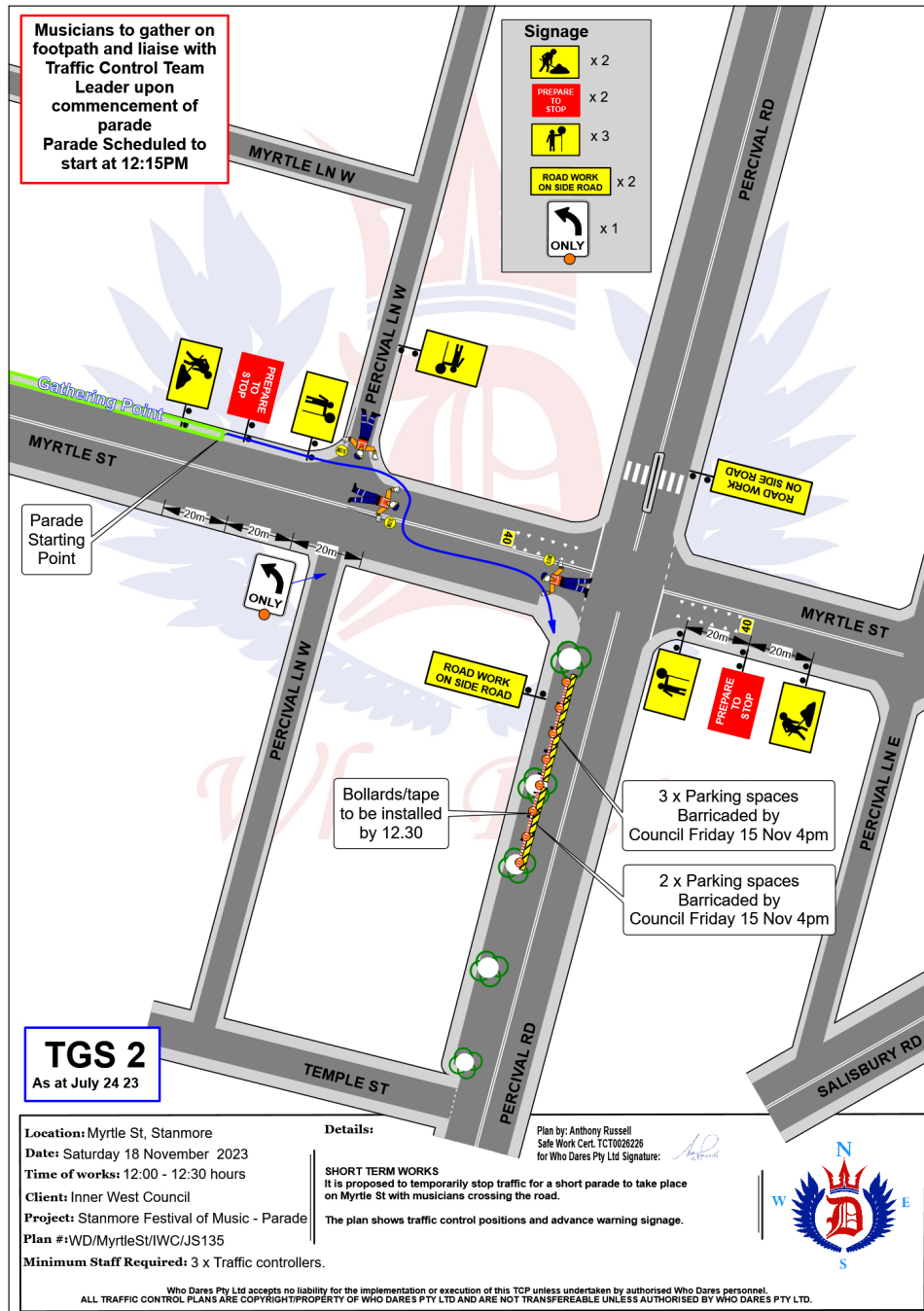


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Attachment 1

TGS 2



Item No: LTC0823(1) Item 8

Subject: HOLBEACH AVENUE, TEMPE – TEMPORARY FULL ROAD CLOSURES FOR MS SYDNEY TO THE GONG BIKE RIDE ON SUNDAY 5 NOVEMBER 2023 – (MIDJUBURI - MARRICKVILLE WARD/HEFFRON ELECTORATE/NEWTOWN LAC)

Prepared By: Jennifer Adams - Traffic Engineer

Authorised By: Manod Wickramasinghe - Acting Director Infrastructure

RECOMMENDATION

That the Local Traffic Committee receive and note the report.

STRATEGIC OBJECTIVE

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

Council has received an application under Section 68 of the Local Government Act 1993 to use Holbeach Avenue and Tempe Recreation Reserve to hold the annual 'MS Sydney to the Gong Bike Ride' supported by Multiple Sclerosis (MS) Australia on Sunday 5 November 2023. This event will necessitate the temporary full road closure of Holbeach Avenue, Tempe and southbound lane closures on Princes Highway from the car park entrance of IKEA to Cooks River along with closures (Residents Excepted) of South Street, Hart Street, Bay Street and Old Street, Tempe between the hours 0400 to 1000 hours on Sunday 5 November 2023.

The comments of the Local Traffic Committee will be referred to Council's Development Assessment Section for consideration in determining the Development Application.

BACKGROUND

Council has received notice under an amended Section 68 application (S68201800006) of the Local Government Act 1993 to use Holbeach Avenue and Tempe Recreation Reserve to hold the annual 'MS Sydney to the Gong Bike Ride' supported by Multiple Sclerosis (MS) Australia on Sunday 5 November 2023.

The application is required to be referred to the Local Traffic Committee for consideration under State Environmental Planning Policy (Infrastructure) 2007.

The S68201900006 approval dated 27 September 2019 approves the holding of the MS Sydney to Gong bike ride event at Tempe Recreation Reserve annually on every first Sunday of November from 2019 – 2023 between 5.00am to 9.00am. Due to Covid the event was cancelled in 2020 and 2021 and ran again in 2022 on 6 November 2022.

This years' course will mostly follow that of previous years with the 82Km start location in Tempe Recreation Reserve Tempe, and the 58Km start location in Cooper Reserve Engadine. The riders then join the 82Km riders on Princes Highway following the traditional course through the Royal National Park, traveling south along the coast to Thirroul, riding over Sea Cliff Bridge then following Sandon Point Reserve, at the end of the cycle way through Woonona, East Corrimal, Towradgi, Fairy Meadow, North Wollongong to Finish in W. A. Lang Park, Wollongong.

The number of participant registrations for the 2023 Gong Bike Ride will remain capped at 10,000.

OFFICER COMMENTS

MS Australia will utilise the IKEA car park as a drop off zone and riders will ride down Princes Highway (southbound) to the starting location at Tempe Recreation Reserve. The traffic management company will put in an access lane along Princes Highway to keep riders safe while entering the event at Tempe Recreation Reserve where this location will be the start of the cycling course.

The event will start at Tempe Recreation Reserve, Tempe. On departing, cyclists will ride west on Holbeach Avenue and then turn left onto Princes Highway. Cyclists will then ride along the southbound lanes on Princes Highway as they make their way south over the Cooks River Bridge and beyond.



The applicant advised that support of the NSW Police and RMS will be sought, and a detailed Traffic Management Plan has been forwarded to the RMS, NSW Police and relevant Councils and authorities.

NSW Police and the MS Australia Course Marshals will be at critical locations to ensure that participants and motorists follow all proposed traffic management measures. The event will be held on a Sunday morning where traffic volumes are expected to be lower than average.

It is proposed that the traffic control measures would be in place between 4:00am and no later than 10:00am as the event commences at 6.00am and is expected to be concluded by 9.00am. Affected residents and businesses will be allowed access at Police discretion.

PUBLIC CONSULTATION

The applicant advised that the traffic control management on the day of the event will be controlled by NSW Police and MS Australia Course Marshals. The draft Traffic Control Plans for relevant Inner West locations are reproduced at the end of this report.

A Traffic Management Plan will be submitted to Transport for New South Wales (TfNSW) for consideration and approval as well as a Road Occupancy License application will be submitted to the Transport Management Centre.

CONCLUSION

The following traffic related comments be forwarded to Council's Development Assessment section.

Based on the information presented in the applicant's submission to Council with regards to the proposed cycling event on Sunday 5 November 2023 with the inclusion of a temporary full road closure of Holbeach Avenue, Tempe, it is acknowledged that the event will be controlled by NSW Police and the MS Australia Course Marshals. Therefore, Council supports the temporary full road closure of Holbeach Avenue, Tempe during the course of the event subject to:

- the applicant submitting a Traffic Management Plan to TfNSW for consideration and approval;
- a Road Occupancy License be obtained from the Transport Management Centre: and
- advice of the proposed event being forwarded all affected properties and to the appropriate authorities including emergency services.

FINANCIAL IMPLICATIONS

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

Location of start and relevant Traffic Control Plans (TCPs) and sections of TMP





The 41st MS Gong Ride 5 Nov 2023 TRAFFIC GUIDANCE SCHEMES

SECTOR A

TGS 001 Princes Highway & IKEA Car Park TEMPE
TGS 002 IKEA Car Park TEMPE
TGS 003 Princes Highway & Smith St TEMPE
TGS 004 Princes Highway & Gannon St TEMPE
TGS 005 Princes Highway & Holbeach Ave TEMPE
TGS 006 A Holbeach Ave roundabout TEMPE
TGS 006 B Holbeach Ave roundabout TEMPE
TGS 007 South St & Station St TEMPE
TGS 008 South St to Golf Driving Range TEMPE
TGS 009 Tempe Reserve Car Park TEMPE
TGS 10 Tempe Station to Tempe Reserve TEMPE
TGS 11 Princes Highway & Brodie Spark Dr WOLLI CREEK
TGS 12 Princes Highway & Gertrude St WOLLI CREEK
TGS 13 Princes Highway & West Botany St WOLLI CREEK
TGS 14 West Botany St & Marsh St ARNCULIFFE
TGS 15 West Botany St & Wickham St ARNCULIFFE
TGS 16 A West Botany St & Bestic St ROCKDALE
TGS 16 B West Botany St & Bestic St ROCKDALE
TGS 16 C West Botany St & Bestic St ROCKDALE
TGS 17 Bestic St & Francis Ave KYEEMAGH
TGS 18 Bestic St & Occupation Rd KYEEMAGH
* TGS 19 Bestic St & General Holmes Dr KYEEMAGH
TGS 20 General Holmes Dr & The Grand Parade BRIGHTON LE SANDS
TGS 21 The Grand Parade & Bay St BRIGHTON LE SANDS
TGS 22 The Grand Parade & President Ave MONTEREY
TGS 23 The Grand Parade & Barton St MONTEREY
TGS 23.1 The Grand Parade & Emmaline St MONTEREY **Cut Off 08:50**
TGS 24 The Grand Parade & Ramsgate Rd RAMSGATE BEACH

SECTOR B

TGS 25 The Grand Parade & Sandringham St DOLLS POINT
TGS 26 Sandringham St & Napoleon St SANS SOUCI
TGS 27 Sandringham St & Rocky Point Rd SANS SOUCI
TGS 28 Rocky Point Rd & Russell Ave SANS SOUCI
TGS 29 Rocky Point Rd & Fontaineau St SANS SOUCI
TGS 30 Rocky Point Rd & Frasers Ave SANS SOUCI
TGS 31 Taren Point Rd & Toobak Ave TAREN POINT
TGS 32 Taren Point Rd & Box Rd CARINGBAH
TGS 33 Taren Point Rd & Parawana Rd CARINGBAH
TGS 34 Taren Point Rd & Koonja Gct CARINGBAH
TGS 35 Taren Point Rd & Captain Cook Dr CARINGBAH
TGS 36 Taren Point Rd & Kingsway CARINGBAH
TGS 37 Kingsway & Port Hacking Rd MIRANDA
TGS 38 Kingsway & Jackson Ave MIRANDA
TGS 39 Kingsway & Kiora Rd MIRANDA
TGS 40 Kingsway & Wandella Rd MIRANDA
TGS 41 Kingsway & Sylvania Rd MIRANDA
TGS 42 Kingsway & Manchester Rd GYMEA
TGS 43 Kingsway & Gympie Bay Rd GYMEA
TGS 44 Kingsway & Hotham Rd GYMEA
TGS 45 Kingsway & Princes Highway KIRRAWEE
TGS 45.1 Princes Highway & South Village entry KIRRAWEE
TGS 46 Princes Highway & Oak Rd KIRRAWEE
TGS 47 Princes Highway & Acacia Rd KIRRAWEE
TGS 48 Acacia Rd & President Ave KIRRAWEE
TGS 49 Acacia Rd & President Ave KIRRAWEE
TGS 49 Acacia Rd & Minerva St KIRRAWEE

SECTOR C

TGS 50 Princes Highway & Rawson Ave SUTHERLAND
TGS 51 Princes Highway at Loftus Oval Rest Area LOFTUS **Cut Off 10:00**
TGS 52 A Princes Highway & Farnell Ave LOFTUS
TGS 52 B Princes Highway & Farnell Ave LOFTUS
TGS 53 Princes Highway & Old Bush Rd ENGADINE
TGS 54 Princes Highway & Old Princes Highway ENGADINE
TGS 54.1 Princes Highway & Engadine Ave ENGADINE
TGS 54.2 Engadine Ave & Preston Ave ENGADINE
TGS 54.3 Engadine Ave & Old Princes Hwy ENGADINE
TGS 55 Old Princes Highway & Cooper St ENGADINE
TGS 56 Old Princes Highway & Princes Highway ENGADINE
TGS 57 Princes Highway & Heathcote Rd HEATHCOTE
TGS 58 Princes Highway & Oliver St HEATHCOTE **Cut Off 10:45**
TGS 59 Princes Highway & Jennings Rd HEATHCOTE

SECTOR D

TGS 60 Princes Highway & Waterfall Off Ramp WATERFALL
* TGS 61 A Waterfall Off Ramp & McKell Ave WATERFALL **Cut Off 11:05**
TGS 61 B Waterfall Off Ramp & McKell Ave WATERFALL **Cut Off 11:30**
TGS 62 McKell Ave outside Waterfall Public School WATERFALL
TGS 63 Sir Bertram Stevens Dr & Garie Road ROYAL NP
* TGS 64 A McKell Ave & Lady Wakehurst Dr RNP
TGS 64 B McKell Ave & Lady Wakehurst Dr RNP

SECTOR E

TGS 65 Lady Wakehurst Dr & Dornville Rd OTFORD
TGS 66 Dornville Rd & Otford Rd OTFORD
TGS 67 Lady Wakehurst Dr & Otford Rd OTFORD
* TGS 68 Lady Wakehurst Dr at Lawrence Hargrave Lookout STANWELL TOPS **C/O 13:20**
TGS 69 Lawrence Hargrave Dr & Stonehaven Rd STANWELL TOPS
TGS 70 Lawrence Hargrave Dr & Otford Rd STANWELL TOPS
TGS 71 Lawrence Hargrave Dr & Chellow Dene Ave STANWELL PARK
TGS 72 Lawrence Hargrave Dr & Station St STANWELL PARK
TGS 73 Lawrence Hargrave Dr & The Grove AUSTINMER
TGS 74 Lawrence Hargrave Dr & Henley Rd THIRROUL
TGS 75 Lawrence Hargrave Dr & The Esplanade THIRROUL
TGS 76 The Esplanade & Cliff Pde THIRROUL
TGS 77 Surlers Pde, Craig St & Hamilton Rd THIRROUL
TGS 78 Hamilton Rd and Blue Path THIRROUL

SECTOR F

TGS 81 Farrell Rd & Carrington St BULLI
TGS 82 Carrington St & Campbell St WOONONA
* TGS 83 Carrington St & Park Rd WOONONA
TGS 84 Beach Rd & Domingo Ave WOONONA
TGS 85 Domingo Ave & Railway Pde WOONONA
TGS 86 Railway Pde & Hamlet Sparring Dr WOONONA
TGS 87 Pioneer Dr & Charlotte Harrison Dr WOONONA
TGS 88 Pioneer Dr & Bellambi La BELLAMBI
TGS 89 Pioneer Rd & Rothery St BELLAMBI
TGS 90 Pioneer Rd, Railway St & Murray St EAST CORRIMAL
TGS 91 Pioneer Rd & Towradgi Rd TOWRADGI
TGS 92 Carters Lane & Thomas Dalton Park Car Park FAIRY MEADOW
TGS 93 A Carters La & Elliotts Rd FAIRY MEADOWS
TGS 93 B Carters La & Elliotts Rd FAIRY MEADOWS

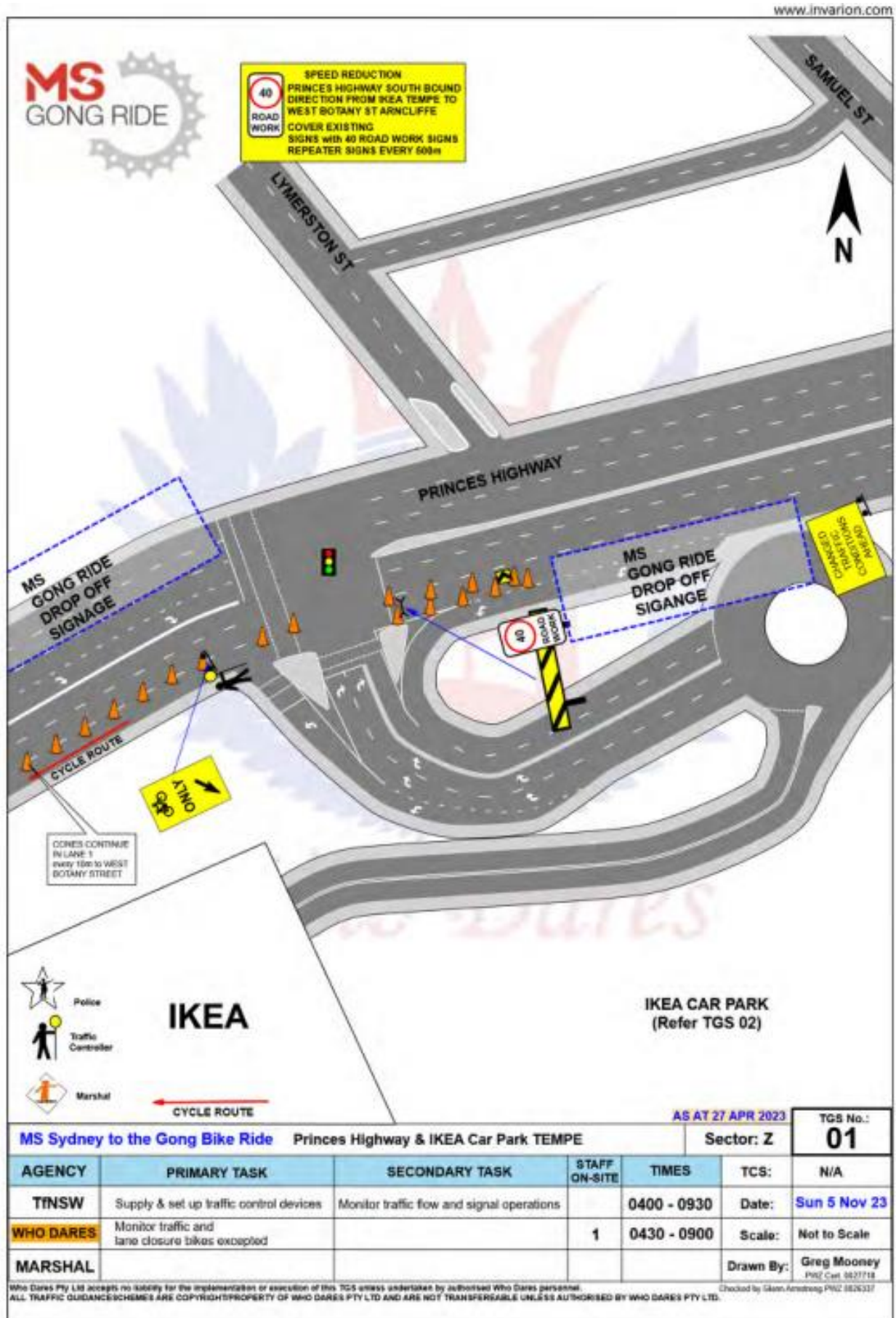
SECTOR G

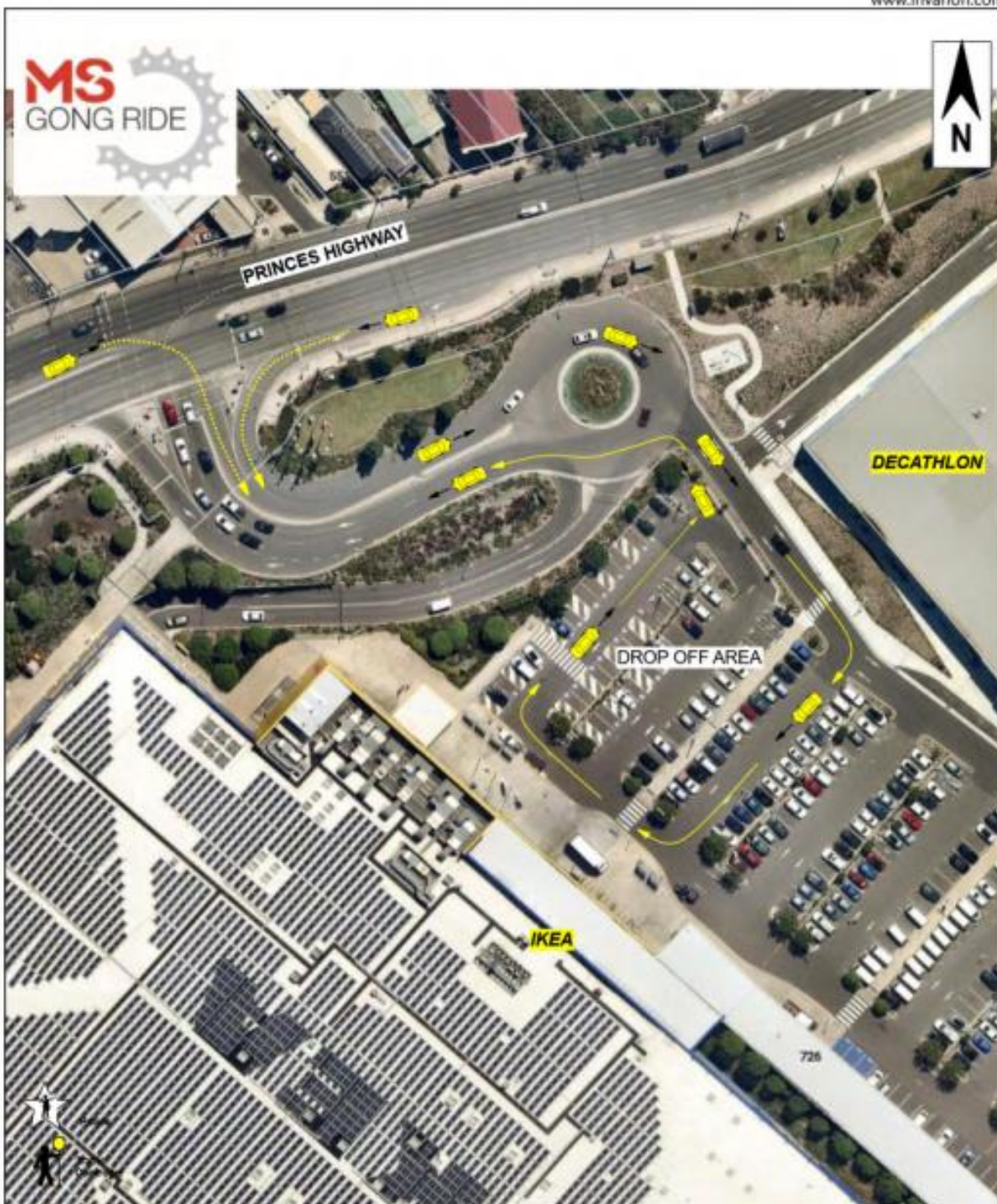
TGS 94 A George Hanley Dr & Kembla St NORTH WOLLONGONG
TGS 94 B George Hanley Dr & Kembla St NORTH WOLLONGONG
TGS 95 Kembla St & Bourke St NORTH WOLLONGONG
TGS 96 Cliff Rd & Georges Place NORTH WOLLONGONG
TGS 97 A Cliff Rd & Harbour St WOLLONGONG
TGS 97 B Cliff Rd & Harbour St WOLLONGONG
TGS 98 Hinton St Robertson St & Old Court House Lane WOLLONGONG
TGS 99 Corral St & Georges Pl WOLLONGONG
TGS 100 A Cliff Rd & Marine Dr WOLLONGONG
TGS 100 B Cliff Rd & Marine Dr WOLLONGONG
TGS 100 C Cliff Rd & Marine Dr WOLLONGONG
TGS 101 Endeavour Dr Flagstaff Hill Park WOLLONGONG
TGS 102 Endeavour Dr & Boat Ramp WOLLONGONG
* TGS 103A Crown St & Marine Dr WOLLONGONG
TGS 103B Crown St & Marine Dr WOLLONGONG
TGS 104 Crown St & Harbour St WOLLONGONG
TGS 105 Burelli St & Corral St WOLLONGONG
TGS 106 Burelli St & Kela St WOLLONGONG
TGS 107 Burelli St & Station St WOLLONGONG
TGS 107.1 Burelli St & Station St WOLLONGONG
TGS 108 Gladstone Ave & Railway St Sq WOLLONGONG



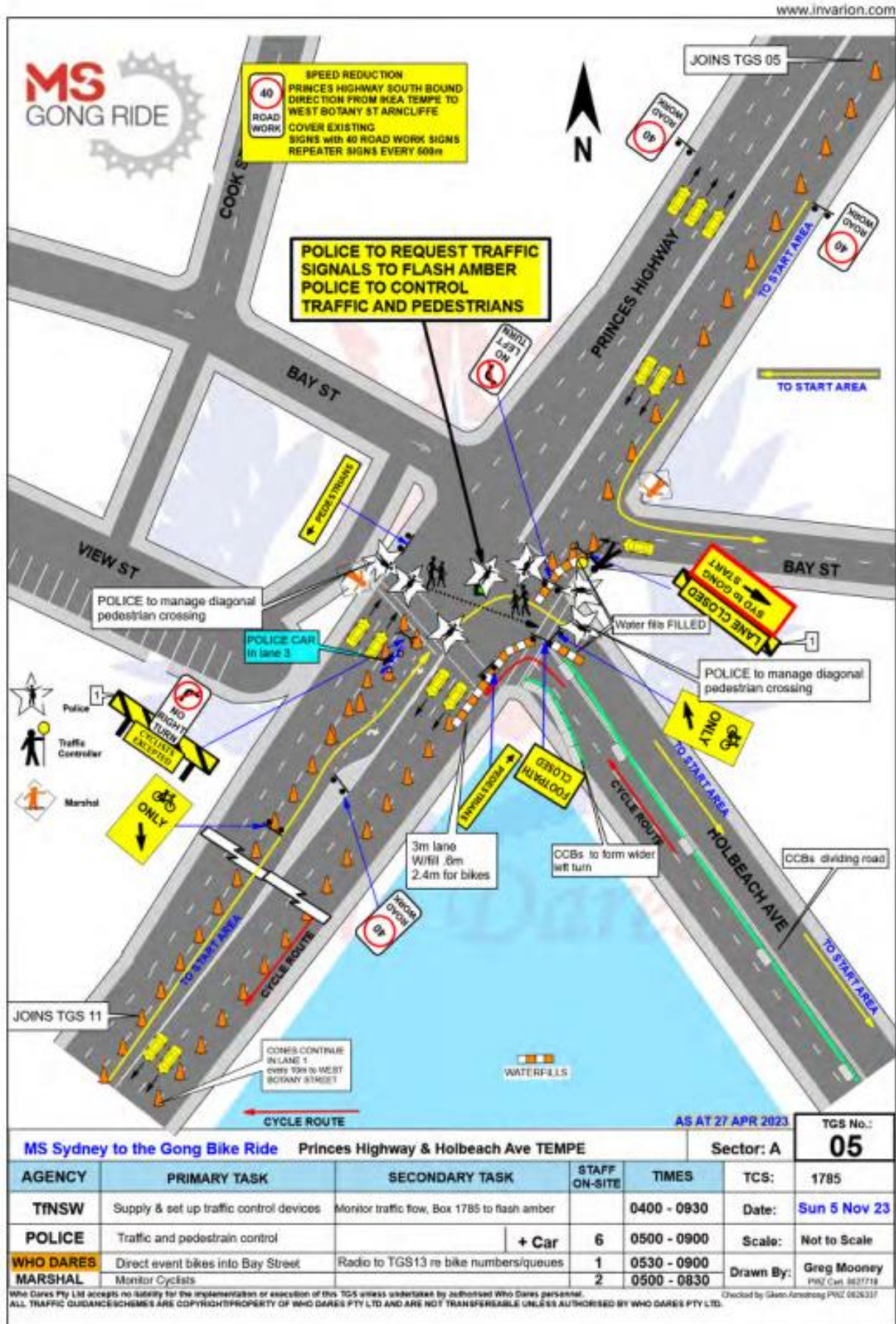
NSW AMBULANCE STAGING AREA

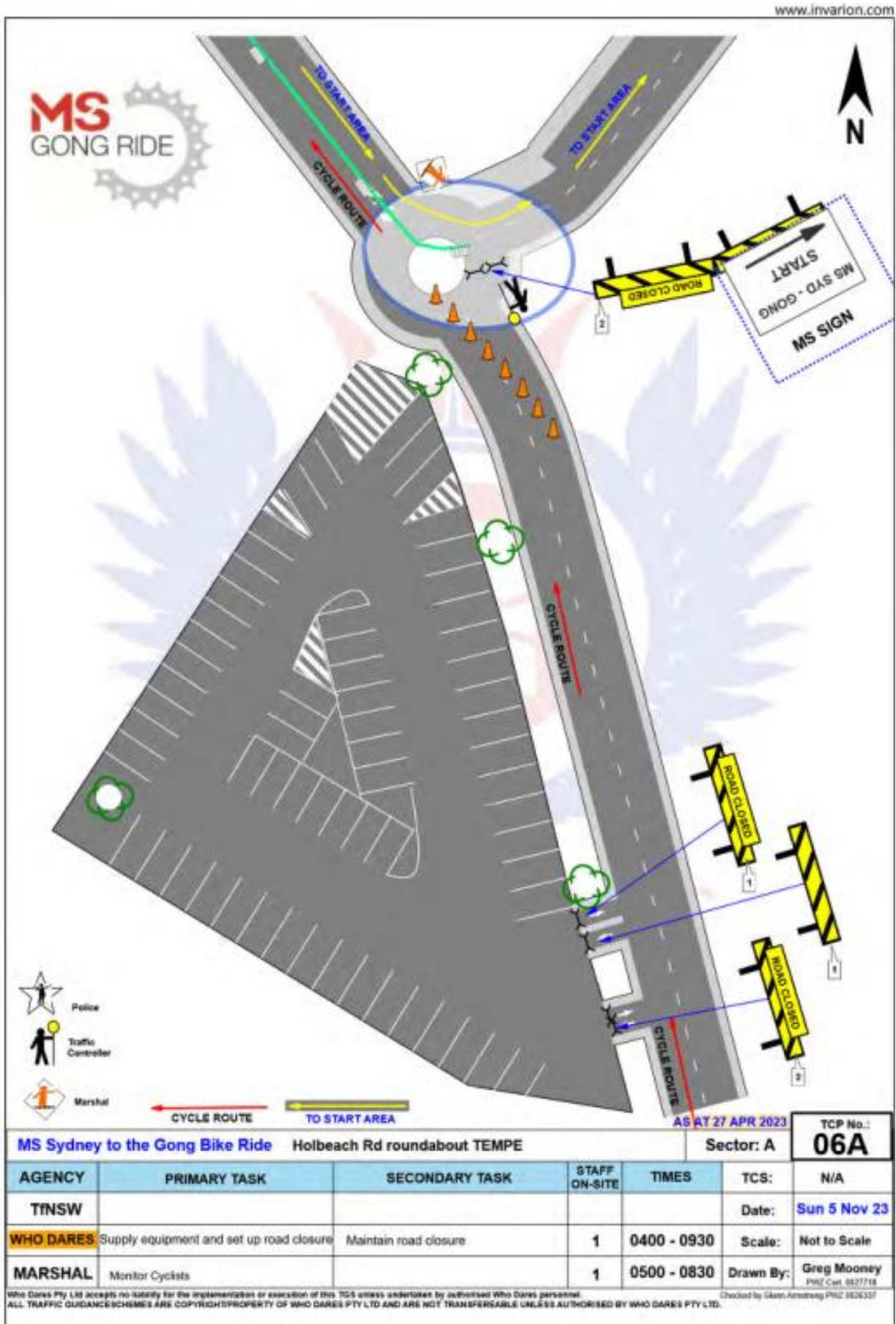
AS AT 27 APR 2023

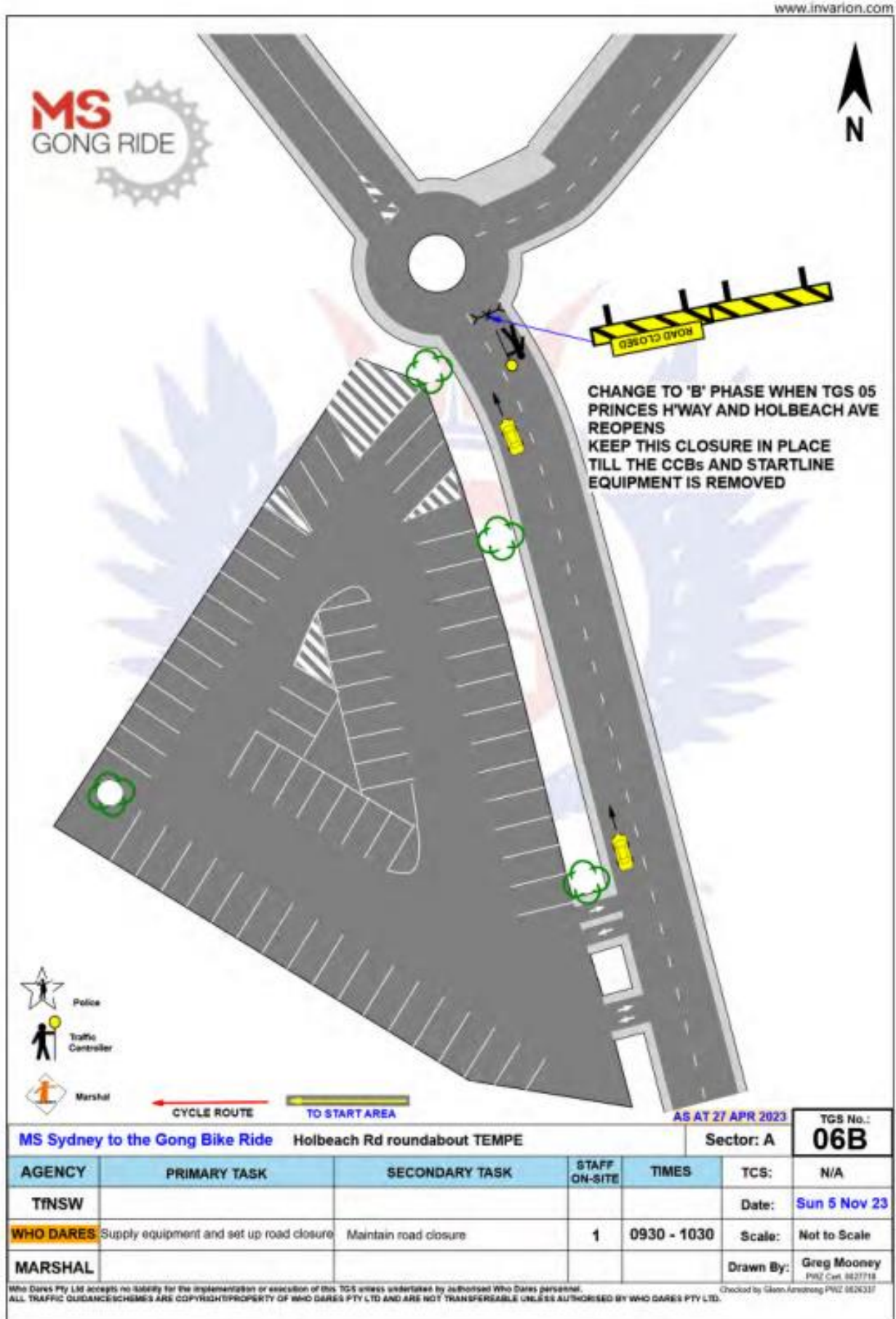


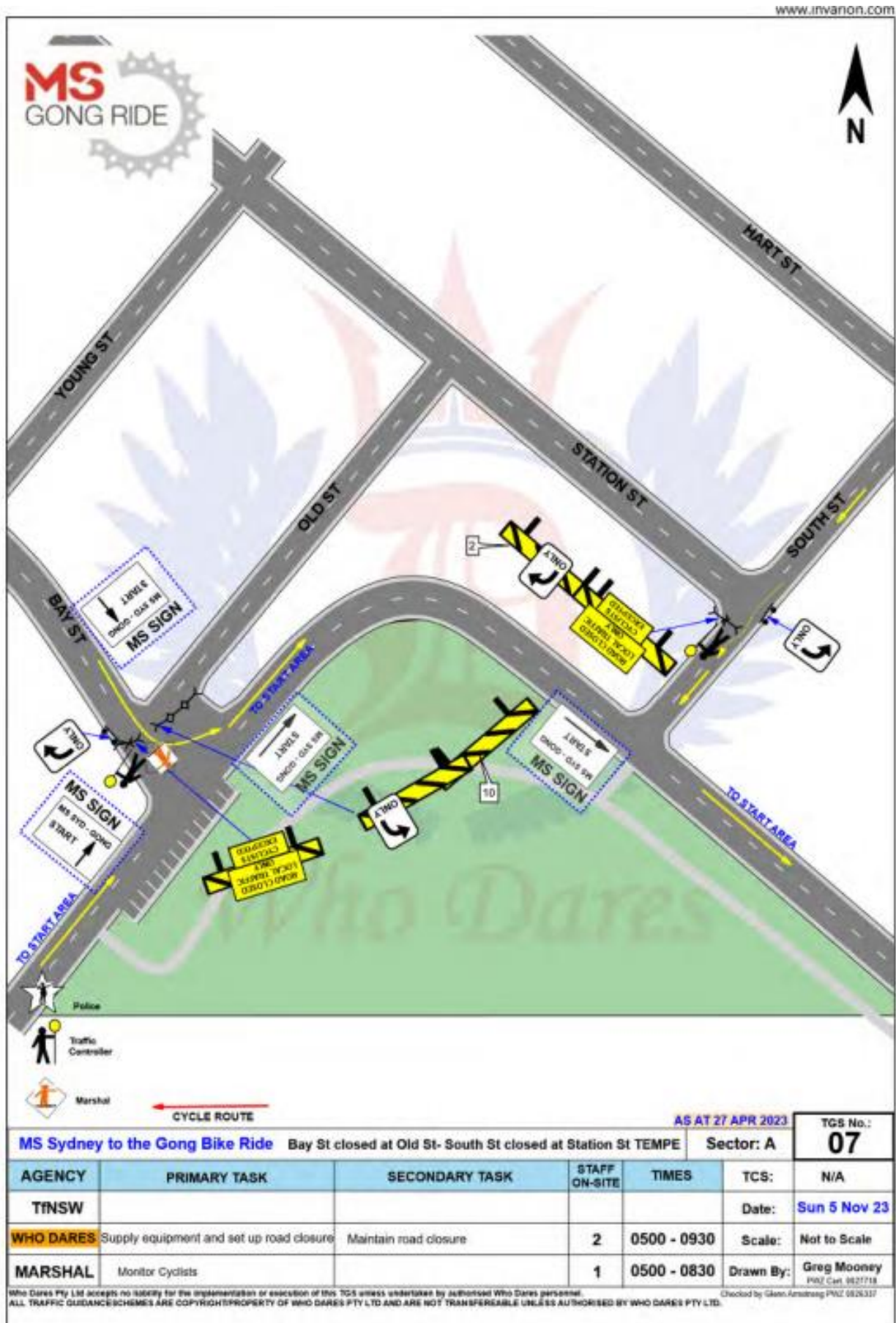


MS Sydney to the Gong Bike Ride KEA Car Park TEMPE						AS AT 27 APR 2023	TGS No.: 02
Sector: A						02	
AGENCY	PRIMARY TASK	SECONDARY TASK	STAFF ON-SITE	TIMES	TCS:	N/A	
TNSW					Date:	Sun 5 Nov 23	
WHO DARES					Scale:	Not to Scale	
MARSHAL	TBC		5+	0400 - 0930	Drawn By:	Greg Mooney PNZ Cert. 9627718	
<small>Who Dares Pty Ltd accepts no liability for the implementation or execution of this TGS unless undertaken by authorised Who Dares personnel. ALL TRAFFIC GUIDANCE SCHEMES ARE COPYRIGHT PROPERTY OF WHO DARES PTY LTD AND ARE NOT TRANSFERABLE UNLESS AUTHORISED BY WHO DARES PTY LTD.</small>						<small>Checked by: Glenn Armstrong PNZ 1826317</small>	











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START SITE LAYOUT (TBC)





 Police
 Controller
 Marshal



CYCLE ROUTE

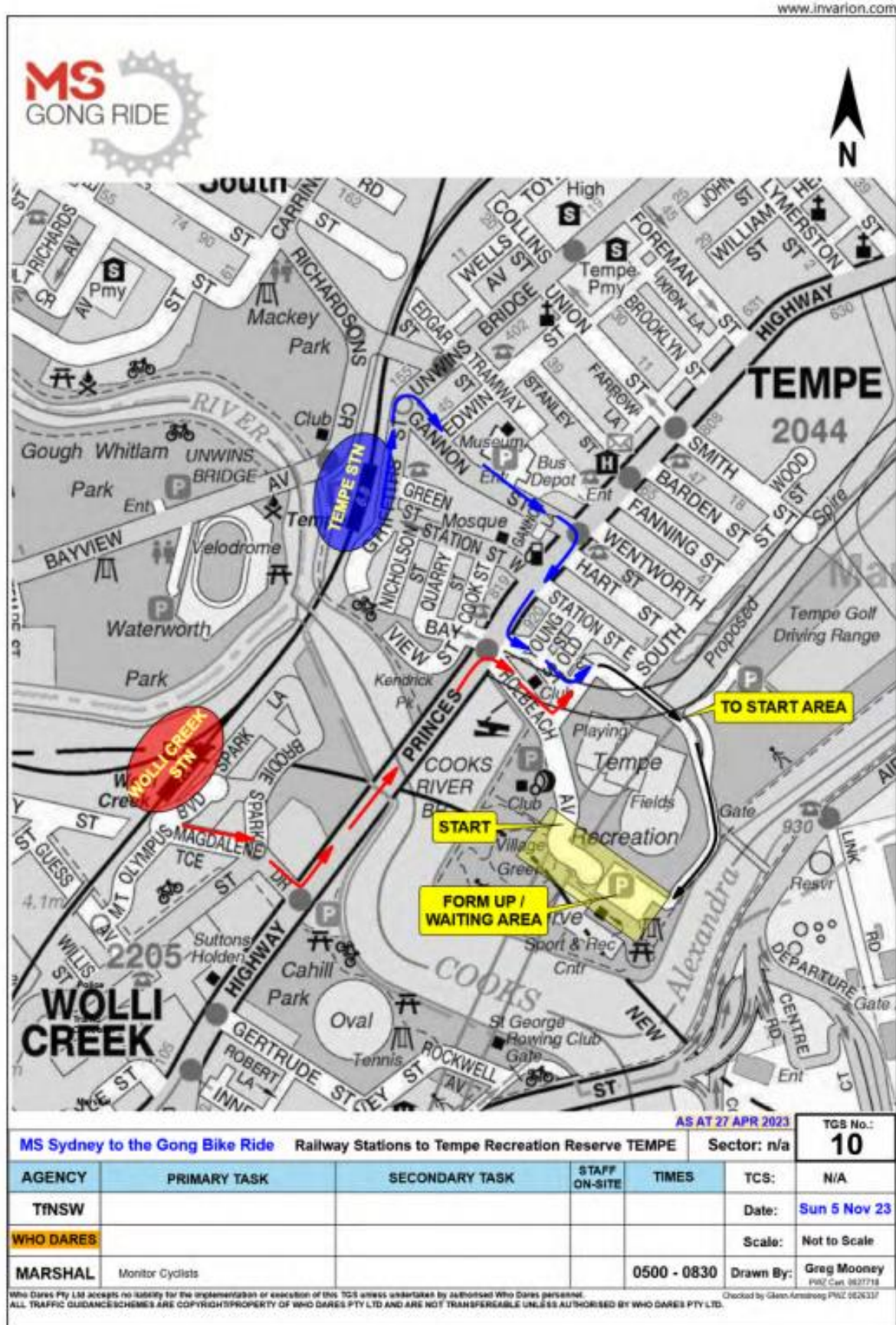
AS AT 27 APR 2023

TGS No.: **09**

MS Sydney to the Gong Bike Ride		Holbeach Ave Start Area Tempe Recreation Reserve TEMPE		Sector: A			
AGENCY	PRIMARY TASK	SECONDARY TASK	STAFF ON-SITE	TIMES	TCS:	N/A	
TNSW					Date:	Sun 5 Nov 23	
WHO DARES	Monitor traffic and lane closure bikes excepted		1	0500 - 0930	Scale:	Not to Scale	
MARSHAL					Drawn By:	Greg Mooney <small>PMK Cert 9837718</small>	

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Checked by: Glenn Armstrong PMK2 9826337



ATTACHMENTS

Nil.

Item No: LTC0823(1) Item 9
Subject: WEST STREET NEAR BRIGHTON STREET, PETERSHAM – PROPOSED NEW KERB BLISTER AND FOOTPATH REALIGNMENT (DAMUN-STANMORE WARD / NEWTOWN ELECTORATE / INNER WEST PAC)
Prepared By: Jennifer Adams - Traffic Engineer
Authorised By: Manod Wickramasinghe - Acting Director Infrastructure

RECOMMENDATION

That the detailed design plan for the construction of a new landscaped kerb blister island, kerb ramps and realignment of the footpath in West Street near Brighton Street, Petersham and associated signs and line markings at the intersection be approved (as per Design Plan No.10251).

STRATEGIC OBJECTIVE

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

Council has finalised a design plan for pedestrian safety improvement works in West Street (near Brighton Street), Petersham. Council is planning to improve safety for pedestrians in West Street at Brighton Street intersection, Petersham by constructing landscaped kerb blister island, kerb ramps and realigning the footpath. The proposal aims to improve safety for pedestrians and motorists by better defining pedestrian crossing points and reducing conflicts with traffic movements. This will help address concerns with pedestrian and motorist behaviour at these locations, particularly during busy times.

BACKGROUND

The following works are proposed and are illustrated on the attached consultation plan (Plan No. 10251). 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 concrete footpath along a new alignment through the existing kerb blister island in West Street (dead end);
- Construct 4 new kerb ramps (2 in West Street and 2 in Brighton Street) for better alignment and fit to the new footpath and existing pedestrian refuge island (as shown on the attached plan). Remove redundant kerb ramps and reinstate footpath;
- Construct 1 new landscaped kerb blister on the other side of the West Street intersection with “gutter bridges” and heel safe grating to formalise existing angle parking arrangements and also provide a new footpath and safer realigned pedestrian access across West Street;
- Provide suitable low level native landscaping within the new kerb islands as determined by Council to enhance the area (final species to be finalised);
- Reconstruct an existing stormwater drainage pit to provide new grate and inlet lintel;
- Construct 1 new junction pit for better access to maintain the existing stormwater drainage pipe line;

- Remove 1 existing tree to accommodate the new realigned footpath through the existing landscaped kerb blister island;
- Install 1 new 'No Stopping' sign in Brighton Street to provide the required minimum safe clearance for vehicles to negotiate past the existing pedestrian refuge island;
- Relocate some existing road signs (3 x 'Chevron' signs, 1 x 'Do Not Queue Across Intersection' sign and 1 x 'No Through Road' sign) – refer to attached plan for locations;
- Repaint some existing line markings in West Street (ie 'Keep Clear' and holding lines) to better delineate areas in West Street to be kept clear during busy times.

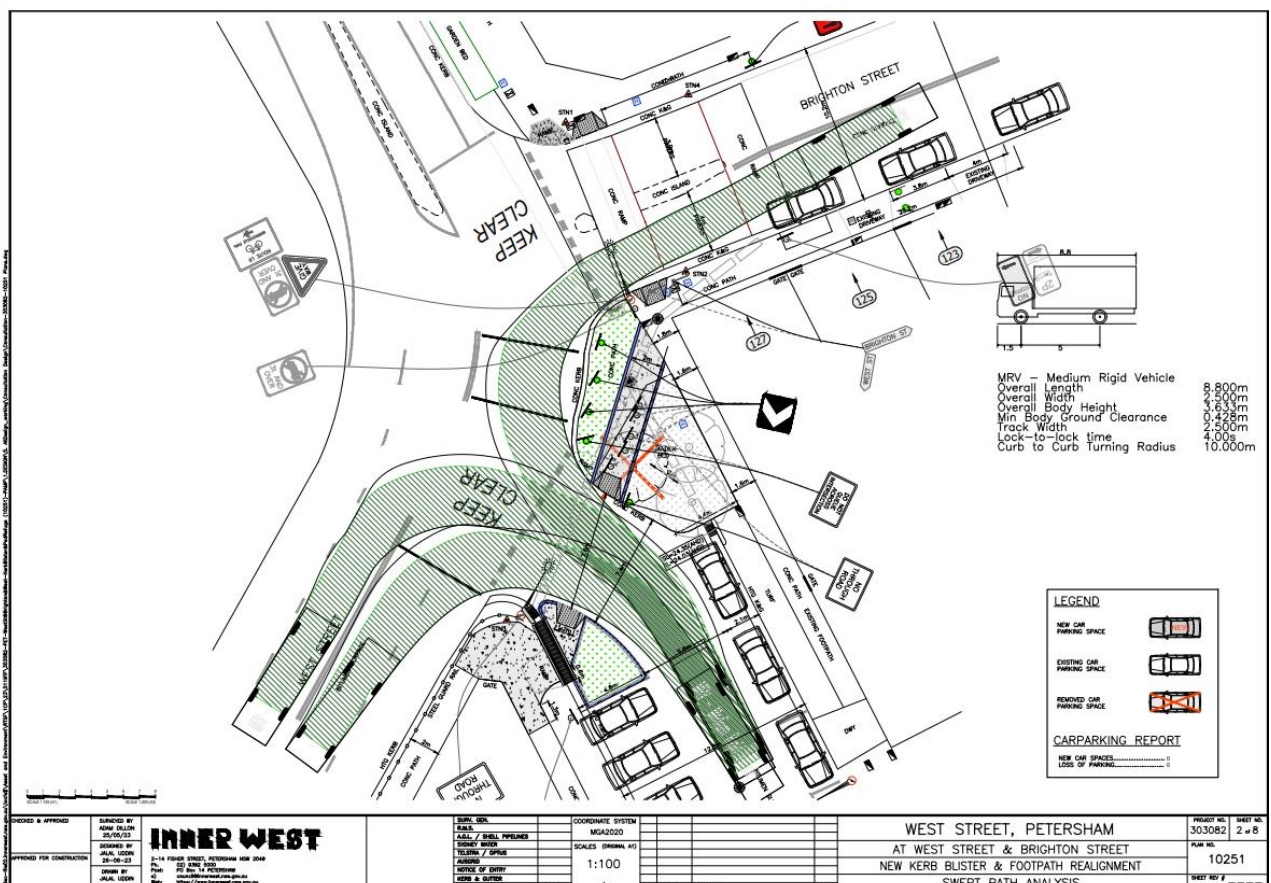
Parking Changes

It is proposed to provide a new 'No Stopping' sign approximately 10 metres away from the proposed new kerb ramp at Brighton Street to meet minimum requirements for pedestrian crossing points at pedestrian refuge islands. However, no existing legal on-street car parking spaces will be lost as a result of the proposed works.

Streetlighting

The existing street lighting at the location is deemed adequate. Therefore, no changes are proposed to the existing street lighting due to the works.

Turning path diagram



PUBLIC CONSULTATION

Consultation was conducted between 13 July 2023 and 1 August 2023. A letter along with a copy of the design plan was sent to residents / businesses in the immediate locality. A total of 49 letters were distributed. There were two (2) responses. One with general support for the safety improvements however had a number of concerns as detailed below. The other did not support possible redundant works.



Resident's Comments	Officer's response
<p>1. Design of kerb ramp could include landscaping on either side of the ramp as there is a lack of landscaping in the area.</p>	<p>Landscaping as well as a footpath/kerb ramp connection has been provided within this proposed kerb blister island specifically to cater for site specific restraints (location of existing angle parking; allowing for adequate vehicle turning movements)</p>
<p>2. Removal of tree should be a last resort option/removal of tree.</p>	<p>Council is very careful to consider any tree removals when works are proposed. Unfortunately, in this situation the proposed removal of 1 tree is unavoidable so that a new and accessible footpath connection and crossing point can be provided in West Street</p>
<p>3. Faded 'No Entry' for truck sign needs to be replaced; refuge island needs to be repaired as falling apart</p>	<p>Request to replace faded sign has been referred for inspection and replacement as deemed appropriate. Request to repair damaged sections of pedestrian refuge island is noted and will be included as part of the scope of works when the Design plans are finalised.</p>
<p>4. Right turn from Brighton Street onto West Street should be banned or make it no entry from West Street into Brighton Street.</p>	<p>This request is outside of the scope of this project and can be considered separately as part of an overall Local Area Traffic Management (LATM) Study.</p>

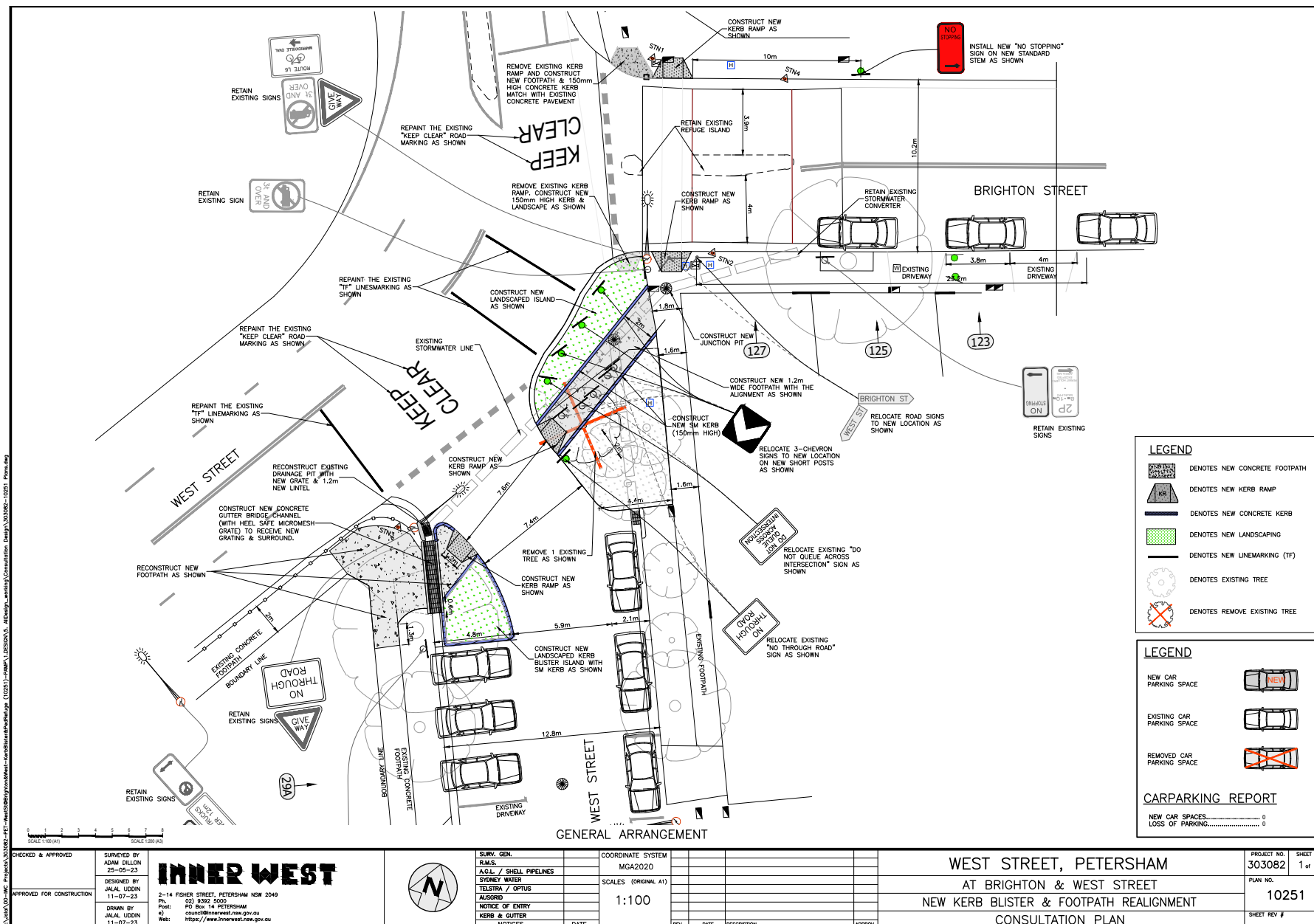
<p>5. Questioned why two Council plans dealing with the same area have been developed independently of one another. Noting that the proposed realignment plans will do nothing to alleviate the congestion, traffic chaos and loss of amenity to residents in Brighton Street, resulting from the poorly managed intersection of West and Brighton Streets from a traffic perspective.</p>	<p>The review of the Petersham North Local Traffic Management Area (LTMA) Scheme – Area 3, is a separate process than the Pedestrian Access and Mobility Program (PAMP), which identifies access issues and from which this particular project was identified.</p>
<p>6. Why is Council undertaking works which may become redundant once the overall Traffic Calming Plan has been finalised?</p>	<p>This proposal aims to improve safety for pedestrians and motorists by better defining pedestrian crossing points and reducing conflicts with traffic movements. This will help address concerns with pedestrian and motorist behaviour at these locations, particularly during busy times.</p>

FINANCIAL IMPLICATIONS

This project will be funded and delivered from the PAMP program for 2023/24. Project Number is 303082

ATTACHMENTS

1. [303082-10251-Plans-Consultation](#)



Item No: LTC0823(1) Item 10

Subject: ELLEN STREET CARPARK, ROZELLE - PROPOSED EXTENSION OF '2P 8.00AM-8.00PM' TIMED PARKING RESTRICTIONS TO '4P 8.00AM-8.00PM' (BALUDARRI-BALMAIN WARD/BALMAIN ELECTORATE/LEICHHARDT PAC)

Prepared By: Zara Helal - Traffic Engineer

Authorised By: Manod Wickramasinghe - Acting Director Infrastructure

RECOMMENDATION

That the timed parking restrictions at Ellen Street Carpark, Rozelle, be extended from 2P 8.00AM-8.00PM' to '4P 8.00AM-8.00PM'.

STRATEGIC OBJECTIVE

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

Local businesses and residents have requested that Council extend the timed parking restrictions at Ellen Street Carpark, Rozelle. Council has undertaken a review of the existing parking occupancy levels of Ellen Street Carpark and found that the current carpark utilisation is low. Therefore, it is proposed to extend the timed parking restrictions from '2P 8.00am-8.00pm' to '4P 8.00am-8.00pm'.

BACKGROUND

Ellen Street Carpark is located on the north side of Victoria Road at Ellen Street and features 19 standard parking spaces, one (1) accessible parking and six (6) motorbike spaces. The Ellen Street carpark was established a number of years ago to replace the on-street parking loss resulting from the implementation of the 'Clearway 3.00pm-7.00pm Mon-Fri, 8.00am-8.00pm Sat-Sun' restriction by TfNSW along Victoria Road between Iron Cove Bridge to The Crescent.

Feedback was received from the local community that Ellen Street Carpark is currently underutilised. Local businesses and residents have requested that Council extend the parking restrictions to ensure users are able to park for longer periods of time without having to relocate their vehicle. The recent expansion of the Resident Parking Scheme in nearby streets in Rozelle North has also constrained parking availability for those not eligible for permits.

Parking data collected from the Rozelle North Parking Study in November 2020 found the peak demand for standard parking spaces in the Ellen Street carpark was 16% and 24% for the weekday and weekend demand respectively. As the utilisation levels are low, it is expected that the extension of the timed parking restrictions from 2P to 4P between 8am and 8pm will help provide some parking supply for medium term stay (between 2 and 4 hours) during the day.

Furthermore, some streets near the carpark had high weekday parking occupancy rates. Ellen Street, Prosper Street and Prosper Lane in particular were found to have weekday peak occupancy rates of 100% or higher. Therefore, this proposal will also help relieve parking pressure in the area.

It should be noted that Council initially proposed to extend the timed parking restrictions from '2P 8.00am-8.00pm' to '3P 8.00am-8.00pm' during the consultation period. To better reflect the community needs as identified as part of the consultation process, the proposal has been amended and now sees the proposed implementation of '4P 8.00am-8.00pm' restrictions.

DISCUSSION

A letter outlining the proposal was mailed out to the affected properties (42 properties) in Prosper Lane, Prosper Street, Ellen Street, and Evans Street requesting residents' views regarding the proposal. Two (2) responses were received, in general support of the original proposal with request for changes.

Resident Comments	Officer Comments
Employees of nearby businesses utilise this carpark. It would be beneficial to increase the restriction from the proposed '3P 8.00am-8.00pm' to '4P 8.00am-8.00pm' to minimise disruption to business operations.	The proposal has been amended to extend the timed parking restrictions to '4P 8.00am-8.00pm'.
As there are high parking occupancy rates in Ellen Street, residents would like Ellen Street Carpark to be allowed to be used as an overflow parking facility.	Ellen Street Carpark in its current state, and in the event the proposal is adopted, can be utilised by residents. It should be noted that the introduction of the proposed '4P 8.00am-8.00pm' restrictions will allow vehicles to park overnight starting from 4.00pm.

FINANCIAL IMPLICATIONS

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

ATTACHMENTS

Nil.

Item No: LTC0823(1) Item 11

Subject: TRAFALGAR STREET, ENMORE - PROPOSED INSTALLATION OF 'NO PARKING' RESTRICTIONS OUTSIDE NO.35-39A TRAFALGAR STREET (DAMUN - STANMORE WARD/ NEWTOWN ELECTORATE/ INNER WEST PAC)

Prepared By: Jennifer Adams - Traffic Engineer

Authorised By: Manod Wickramasinghe - Acting Director Infrastructure

RECOMMENDATION

That the installation of full-time 'No Parking' restrictions on the southern side of Trafalgar Street, Enmore (outside property Nos.35-39A Trafalgar Street for a length of 36 metres) be approved, in order to improve vehicular access to off-street parking spaces.

STRATEGIC OBJECTIVE

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

Council has received concerns that vehicles are parking in a manner that limits the ability of residents accessing their driveways. This is as a result of short sections of kerb between driveways when the site was redeveloped. In order to alleviate this issue, it is proposed to signpost "No Parking" restrictions outside Nos.35-39A Trafalgar Street, Enmore. Currently the restrictions are '1P 6pm-10pm Permit Holders Excepted Area M3'.

BACKGROUND

A request has been received for the provision of 'No Parking' signs along the southern side of Trafalgar Street, Enmore outside Nos.35-39A Trafalgar Street, to improve vehicular access to their off-street parking facilities.

A consultation letter was distributed to residents in Trafalgar Street, Enmore between Gladstone Street and Liberty Street proposing to signpost 'No Parking' restrictions outside Nos.35-39A Trafalgar Street, Enmore and this report summaries the results of that consultation.

DISCUSSION

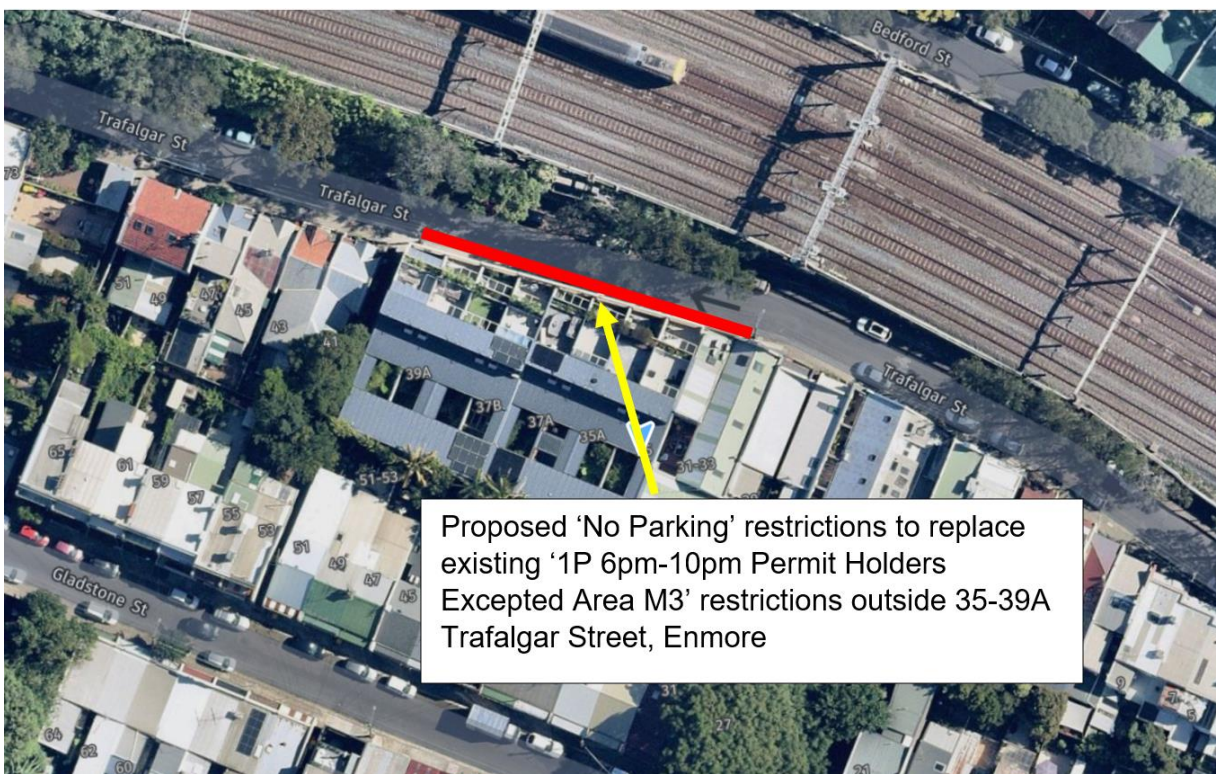
The subject section of Trafalgar Street is a 'one-way' local residential street which runs east-west between Liberty Street and Gladstone Street and has a carriageway width of 6.8 metres. At present, parking is permitted on both sides of the street, with unrestricted parking along the north side and '1P 6pm-10pm Permit Holders Excepted – Area M3' restrictions along the south side. The applicant's property is located on the south side of Trafalgar Street.

The development at 35-39A Trafalgar Street, Enmore consists of a row of 8 terrace houses which have a single driveway each servicing two terrace houses. The kerb space between each driveway is shorter than most cars and residents are constantly finding access to their off-street parking facility blocked.



It has been observed during a site inspection that vehicles park on both sides of Trafalgar Street, making it difficult for vehicles to exit from some off-street car parking areas. The north side of Trafalgar Street runs along the railway line and has a footpath, which is 1.5 metres in width and is not highly utilised by pedestrians. There is a general high demand for parking in the area.

Given the high demand for parking in this area, it is recommended that 'No Parking' restrictions, be approved, but only be introduced outside the properties No.35-39A Trafalgar Street, to maintain on-street parking provision in the area. (Refer to the diagram below).



PUBLIC CONSULTATION

A notification letter was hand delivered on 21 July 2023 to owners and occupiers of Trafalgar Street, Enmore between Gladstone Street and Liberty Street regarding the proposal to install full-time 'No Parking' restrictions on the southern side of Trafalgar Street, Enmore (outside property No.35-39A Trafalgar Street for a length of 36 metres) to replace the existing '1P 6pm-10pm Permit Holders Excepted – Area M3' restrictions. The closing date for submissions ended on 4 August 2023. 35 letters were distributed.

Resident Survey findings

A total of four (4) responses were received all in support of the proposal.

FINANCIAL IMPLICATIONS

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

CONCLUSION

Given the ongoing issues with vehicular access to and from residents' off-street parking spaces, it is recommended that the installation of full-time 'No Parking' restrictions on the southern side of Trafalgar Street, Enmore (outside property No.35-39A Trafalgar Street for a length of 36 metres) be approved.

Directly affected residents in Trafalgar Street are to be notified of the proposed changes prior to the installation of signage.



ATTACHMENTS

Nil.

Item No: LTC0823(1) Item 12
Subject: PART YEEND STREET, BIRCHGROVE - ROAD CLOSURE & SALE
 (BALUDARRI-BALMAIN WARD/ BALMAIN ELECTORATE/ LEICHHARDT PAC)
Prepared By: Felicia Lau - Traffic Engineer
Authorised By: Manod Wickramasinghe - Acting Director Infrastructure

RECOMMENDATION

That the partial road closure of Yeend Street, Birchgrove at the rear of No. 18 Ballast Point Road (as shown in *Attachment 1*) and sale to the adjoining landowner be endorsed.

STRATEGIC OBJECTIVE

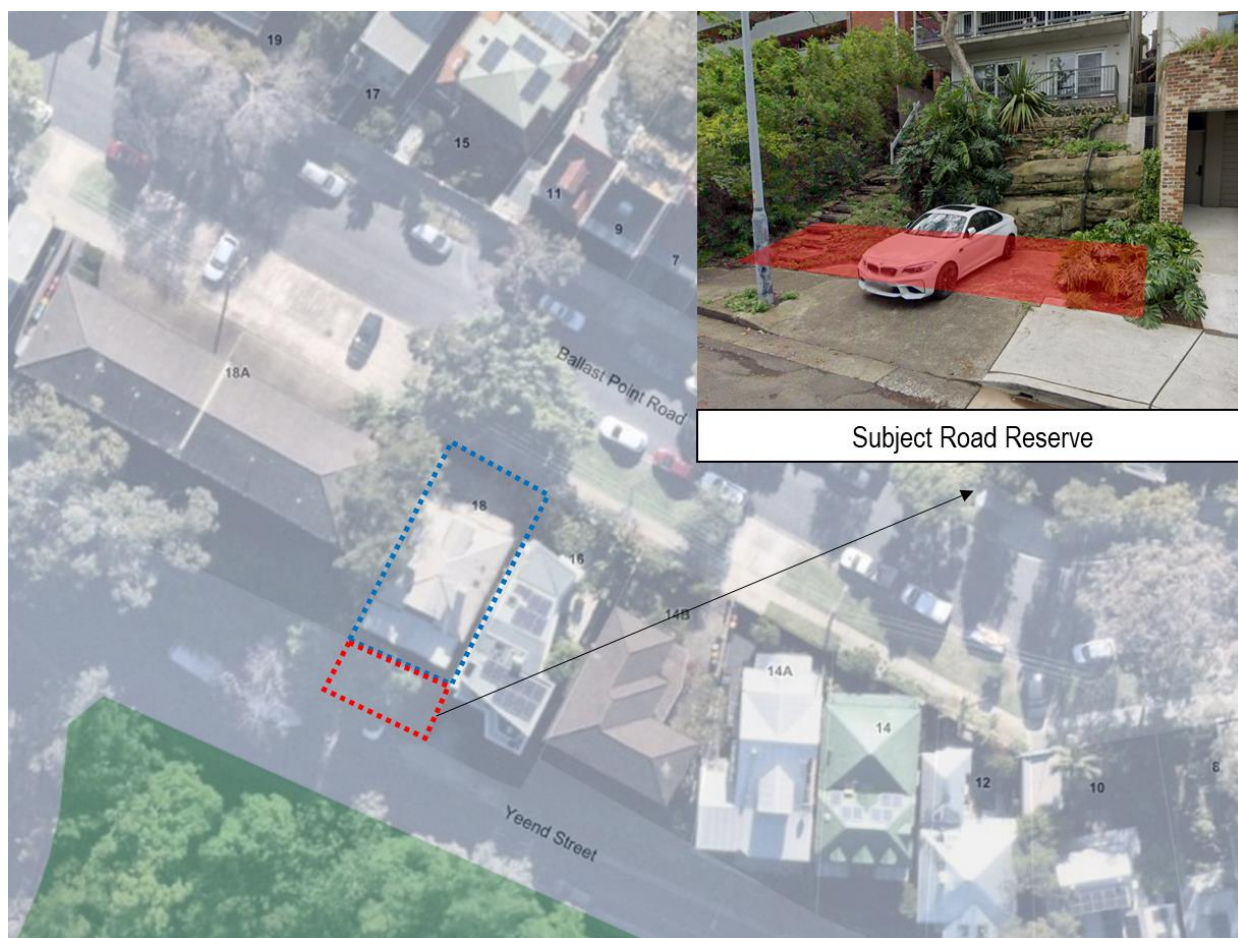
2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

Council has received an application to purchase a portion of the road reserve adjacent to No.18 Ballast Point Road which fronts Yeend Street, Birchgrove. Council at the meeting on 25 October 2022 has provided 'in principle' support to consider the partial road closure of road reserve in Yeend Street, Birchgrove and subsequent sale to the adjoining owner. The matter has been referred to the Local Traffic Committee for endorsement.

BACKGROUND

A resident has approached Council with a request to purchase a portion of the road reserve adjacent to 18 Ballast Point Road which fronts Yeend Street, Birchgrove as shown in the Figure below. A similar application was made by the neighboring owner at No.16 Ballast Point Road for 37m² of road area, which was approved by Council and the sale was finalised in 2017.



Following review and investigation of the application, the closure and sale proposal was submitted to Council in October 2022; Council resolved to provide 'in principle' support to consider the partial road closure of Yeend Street, Birchgrove and subsequent sale to the adjoining owner.

The portion of Yeend Street subject to the proposed closure and acquisition proposal adjoins the rear of No.18 Ballast Point Road. A 1.5m setback from the kerb will be required to allow space for the existing pedestrian footpath to the street. After allowing for the setback the area is approximately 58m² as shown in the survey plan attached.

DISCUSSION

The subject road reserve area is currently used for vehicular access and a driveway layback has been in place. Although it is currently open to public, this area appears as a private parking area which currently is mainly used by the applicant. There is no loss in on-street parking associated with the proposal. Should this proposal be approved, the street curtilage for the subject site will be consistent with that of 16 Ballast Point Road.

Council's consultant also has reported that there are no services or utilities affected by the proposal.

Following Traffic Committee endorsement, Council will proceed to public notification and advice of the proposal to neighbouring properties prior to submission to Council to close this part of Yeend Street and sell to the applicant.

FINANCIAL IMPLICATIONS

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

ATTACHMENTS

1. [Download](#) Survey Plan

