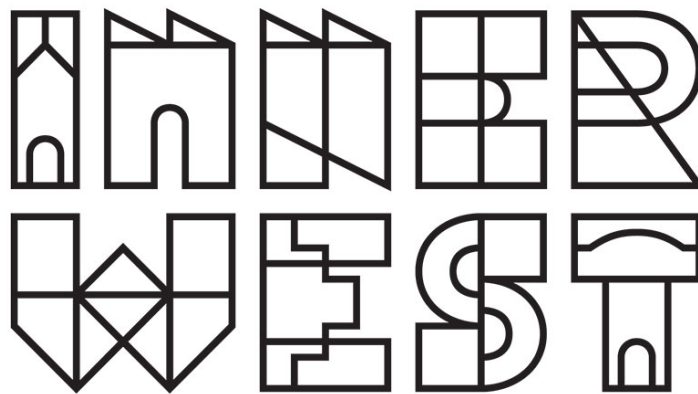


AGENDA



LOCAL TRAFFIC COMMITTEE MEETING

MONDAY 19 FEBRUARY 2024

11:00 AM

Function of the Local Traffic Committee

Background

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

Role of the Committee

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

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

Committee Delegations

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

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

Committee Membership & Voting

Formal voting membership comprises the following:

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

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

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

Committee Chair

Council's representative will chair the meetings.

Public Participation

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

AGENDA

1	Apologies	
2	Disclosures of Interest	
3	Confirmation of Minutes	Page
	Minutes of 11 December 2023 Local Traffic Committee	5
4	Matters Arising from Council's Resolution of Minutes	
5	Part A – Items Where Council May Exercise Its Delegated Functions	

Traffic Matters

ITEM	Page
LTC0224(1) Item 1 John Street at Croydon Road, Croydon - Implementation Of 'No Left Turn, Vehicle Over 6m' Restriction (Gulgadya-Leichhardt Ward/Strathfield Electorate/Burwood PAC)	22
LTC0224(1) Item 2 Davis Street, Dulwich Hill at the rail overbridge between Windsor Road and Victoria Street – Temporary full road closure ((Djarrawunang - Ashfield Ward/ Summer Hill Electorate/ Inner West PAC)	26
LTC0224(1) Item 3 Bedford Crescent, Dulwich Hill - Proposed changes to raised pedestrian crossing and parking (Djarrawunang-Dulwich Hill Ward/Summer Hill Electorate/Inner West PAC)	34
LTC0224(1) Item 4 Moyes Street and Warren Road, Marrickville - Proposed 'No Stopping' restrictions and 'BB' line marking (Midjuburi-Marrickville Ward/Summer Hill Electorate/Inner West PAC)	40
LTC0224(1) Item 5 Biennale Of Sydney 2024 Revised Traffic Management Plan - Robert Street, Rozelle (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC)	45
LTC0224(1) Item 6 Detailed Design for the permanent closure of Hancock Lane, Rozelle (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC)	95
LTC0224(1) Item 7 Darling Street Between Mort Street and Curtis Road, Balmain - Road Occupancy - Anzac Day Dawn Service (Baludarri - Balmain Ward/ Balmain Electorate/ Leichhardt PAC)	101

Parking Matters

ITEM	Page
LTC0224(1) Item 8 Audley Street, Petersham – Proposed new residential '2P ' restrictions – expansion of M11 parking permit area (Damum - Stanmore Ward/ Newtown Electorate / Inner West PAC)	114

LTC0224(1) Item 9	Railway Street, Petersham - Proposed 1/2P timed parking restrictions (Damun-Petersham Ward/Newtown Electorate/Inner West PAC)	118
LTC0224(1) Item 10	Wardell Road survey area, Dulwich Hill and Marrickville – Request for a residential parking scheme(Djarrawunang-Ashfield Ward and Midjuburi-Marrickville Ward / Summer Hill Electorate / Inner West PAC)	122
LTC0224(1) Item 11	St Peters area – Request for a residential parking scheme in Silver Street (Midjuburi - Marrickville Ward/ Heffron Electorate/ Inner West PAC)	127

Late Items

Nil at time of printing.

6 Part B - Items for Information Only

ITEM	Page
LTC0224(1) Item 12	Status Update: Road and traffic conditions around the Marrickville Metro Shopping Centre (Midjuburi-Marrickville Ward/Newtown Electorate/Inner West PAC)
	133

7 Part C - Items for General Advice

ITEM	Page
LTC0224(1) Item 13	Request for Pedestrian Crossing in Curtis Road, Balmain (Baludarri - Balmain Ward/ Balmain Electorate/ Leichhardt PAC)
	137

8 General Business

9 Close of Meeting

Minutes of Meeting held on 11 December 2023

Meeting commenced at 11.00am

ACKNOWLEDGEMENT OF COUNTRY BY CHAIRPERSON

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

COMMITTEE REPRESENTATIVES PRESENT

Mayor Darcy Byrne	Councillor – Baludarri-Balmain Ward (Chair)
Bill Holliday	Representative for Kobi Shetty MP, Member for Balmain
Graeme McKay	Representative for Jo Haylen MP, Member for Summer Hill
Kate Wheatley	Representative for Jenny Leong MP, Member for Newtown
Nina Fard	Transport for NSW (TfNSW)

NON VOTING MEMBERS IN ATTENDANCE

Colin Jones	Inner West Bicycle Coalition (IWBC)
Michael Takla	Representative for Transit Systems
Sunny Jo	IWC's Acting Traffic and Transport Planning Manager
George Tsaprounis	IWC's Coordinator Traffic Engineering Services (South)
Jason Scoufis	IWC's Coordinator Traffic Studies and Road Safety
Amir Falamarzi	IWC's Traffic Engineer
James Nguyen	IWC's Traffic Engineer
Jennifer Adams	IWC's Traffic Engineer
Zara Helal	IWC's Traffic Engineer
Boris Muha	IWC's Traffic Engineer
Christy Li	IWC's Business Administration Officer

VISITORS

Sally Hamilton	Placemaking NSW, Director Planning, Environment and Sustainability (Item 2)
Tim Barker	Representative of Biennale of Sydney (Item 2)
Ian West	Resident (Item 8)
Gisele Mesnage	Resident (Item 8)
Alexandra Baudinet	Resident (General Business- Item 12)

APOLOGIES:

Jason Yat-sen Li	Member for Strathfield
Ben Walters	NSW Police – Inner West Police Area Command
Germaine Grant	NSW Police – Burwood Police Area Command
Shannon Burns	NSW Police – Leichhardt Police Area Command
Manod Wickramasinghe	IWC's Traffic and Transport Planning Manager

DISCLOSURES OF INTERESTS:

Nil.

CONFIRMATION OF MINUTES

That the Minutes of the Local Traffic Committee held on Monday, 20 November 2023 be confirmed.

MATTERS ARISING FROM COUNCIL'S RESOLUTION OF MINUTES

The Minutes of the Local Traffic Committee meeting held on 16 October 2023 were adopted at Council's meeting held on 5 December 2023.

The Minutes of the Local Traffic Committee meeting held on 20 November 2023 were adopted at Council's meeting held on 5 December 2023, with the exception of:

- Item 11 (Collins Street, Tempe - Proposed 'No Parking' restrictions at dead-end), which is to be deferred for further consideration by the traffic committee.
- That the Item 21 regarding Smith Street be deferred for further consultation with Inner Sydney Montessori School (ISMS).

LTC1223(1) Item 1 Hancock Lane, Rozelle - Permanent Road Closure (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC)

SUMMARY

Hancock Lane is one of the projects in Council's Main Streets Program, aiming to improve the vibrancy and safety of public spaces and local streets. The proposal was previously considered by the Traffic Committee on 18 September 2023, with Council providing in-principle support of the closure, subject to community engagement.

Community engagement was undertaken between 23 October to 20 November 2023 on a concept plan closing off Hancock Lane at Darling Street, Rozelle, and rationalizing the space as a public plaza for people to visit and stay.

Key comments received showed support for the creation of the plaza space, acknowledging the new space as a good addition to the footpath, which will make it more friendly and safer for pedestrians and outdoor dining. About 90% of respondents expressed support for the proposal, with a range of feedback received which is outlined in this report and provided in *Attachment 2*.

Officers Recommendation:

1. That the proposed permanent road closure of Hancock Lane, Rozelle at Darling Street be approved, subject to the Transport for NSW approval of the Traffic Management Plan (TMP).
2. That the two (2) existing speed cushions and associated signs in Hancock Lane be removed, and a 'No Through Road' sign be installed as part of the Hancock Lane closure.

DISCUSSION:

The Representative for the Inner West Bicycle Coalition questioned if there was the necessary 1.8 meters space between the shops and the proposed outdoor dining space.

Council Officers advised that this will be considered in the development of the detailed design plans which will be reported back to the Traffic Committee at a later stage.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

1. That the proposed permanent road closure of Hancock Lane, Rozelle at Darling Street be approved, subject to the Transport for NSW approval of the Traffic Management Plan (TMP).
2. That the two (2) existing speed cushions and associated signs in Hancock Lane be removed, and a 'No Through Road' sign be installed as part of the Hancock Lane closure.

For Motion: Unanimous

LTC1223(1) Item 2 Biennale of Sydney 2024 Traffic Management Plan - Robert Street, Rozelle (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC)

SUMMARY

The Biennale of Sydney 2024 is being proposed to be undertaken at the NSW State Heritage-listed White Bay Power Station (WBPS) located at 28 Robert Street Rozelle. Placemaking NSW has undertaken extensive remediation and conservation work to repurpose the site as an arts, cultural and community hub. This 24th Biennale of Sydney will take place between the dates 9 March to 10 June 2024.

The Traffic Management Plan (TMP) was prepared on behalf of Placemaking NSW and aims to provide safe pedestrian access routes to the site through a proposed signalised pedestrian crossing point in Robert Street, onsite pick-up and drop-off zone for private vehicles, taxis, and shuttle bus services, including to and from bus nearby bus stops to the WBPS. A Transport Access Guide (TAG) has also been prepared for the event.

Officers Recommendation:

That the Traffic Management Plan (TMP) for the Biennale of Sydney 2024 at the White Bay Power Station proposed during 9 March to 10 June 2024 be approved subject to the following conditions:

- a) the existing '1P 6am-4pm Mon-Fri' spaces and 'Motorbike Parking' space on the south side of Robert Street be temporarily relocated further east during the proposed event dates, and undertaken by the event organisers;
- b) the event organisers notify the community including residents and businesses of the proposed event, changes to traffic and parking in the area;
- c) the event organiser shall close the roads in accordance with the approved Traffic Management Plan (TMP) unless otherwise directed by Police/authorised Council Rangers;
- d) all barricades and necessary signposting shall be provided by the event organisers and maintained during the period of the event by TfNSW-accredited marshals, or Police engaged by the applicant;
- e) all traffic control facilities are to be installed in accordance with Australian Standard 1742.3;
- f) the event organiser shall indemnify Inner West Council against all claims for damage or injury that may result from the activity or occupation of part of the public way during the activity. The event organiser must provide documentary evidence of public risk insurance cover of at least \$20,000,000 indemnifying Council; and
- g) the event organiser shall be responsible for the reimbursement for the cost of repair

of any damage caused to the public way, or as a result of the activities.

DISCUSSION:

Public Speakers Sally Hamilton and Tim Barker entered the meeting at 11:03AM

Ms Hamilton and Mr Barker both supported the recommendation for the Traffic Management Plan to be approved for the Biennale of Sydney. Mr Barker outlined their approach to deal with the traffic impacts and how they plan on getting pedestrians to and from the WBPS. He also explained that the Biennale is looking into getting a dedicated shuttle bus service to get patrons to and from Town Hall station to the front of WBPS, where a one way internal road will enable buses and rideshare services to drop off patrons and exit out left onto Robert Street. Mr Barker also explained that they have looked into the impacts on the existing bus and light rail services and have placed some provisions into place to assist during the busier periods to allow patrons to safely get to and from the transport services.

In addition to the proposed changes, the possibility of a temporary ferry service was being considered with plans to stop at the cruise ship terminal further down Robert Street. Ms Hamilton explained that as the ferry service is still currently under discussion and consideration, they will come back to the Local Traffic Committee with an additional Traffic Management Plan for a pedestrian route connecting the temporary ferry wharf to the WBPS if that becomes a viable option. Ms Hamilton explained that it was anticipated for the first night of the Biennale to be the busiest night during the duration of the event. Ms Hamilton explained it was predicted that with a more steady flow of attendees during the 3 months with busiest days being Sundays using data from previous events on other sites. Ms Hamilton also explained that there will not be parking available onsite except for some accessible parking to encourage patrons to use public or active transport options.

Ms Hamilton also noted that they have been monitoring the traffic near the Rozelle Interchange for the past few weeks and will continue to monitor up until and during the event. Ms Hamilton also noted that the operation times of the Biennale is outside of the peak hour traffic in Victoria Road noting that the Biennale opens at 11:00AM each day.

Council Officers asked if there were other location options considered for shuttle buses pickups/drop-offs than from Town Hall station. Mr Barker explained that they had looked into various train station locations and Town Hall was by far the closest location.

The Representative for the Inner West Bike Coalition asked if the Biennale were able to move their fence back further to allow more area for the patrons to wait for the bus at the Robert Street bus stop. Ms Hamilton responded that they propose to have a marshal to assist during peak periods.

Council Officers raised a number of issues regarding the implications of a walking path arising from the potential ferry option. One of the issues was the impact to on-street parking spaces and Council Officers advised that this needs to be articulated to nearby business owners.

The Mayor suggested that Mr Barker and Ms Hamilton be invited back to the February meeting for an update on the progression of the Biennale TMP. Mr Barker and Ms Hamilton agreed to come back in February to discuss.

Public Speakers Sally Hamilton and Tim Barker left the meeting at 11:17AM

The Representative for the Member of Summer Hill asked if there had been any consideration to reopen the old Glebe Island bridge for pedestrian access. The Mayor advised that there would be issues relating to the bridge condition, and understand there are financial and time limitations to rebuild in time for the Biennale event.

The Representative for Transit Systems questioned if the TMP had been presented to Bus Approvals and the Transport Management Centre. The Representative for Transport for NSW advised that the TMP had been provided to representatives for Bus Approval and the Transport Management Centre.

The Representative for Transit Systems questioned if this will affect existing bus services. Council Officers responded stating that there bus will be off-loading patrons on-site so there will be no changes to existing bus services on Robert Street.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the Traffic Management Plan (TMP) for the Biennale of Sydney 2024 at the White Bay Power Station proposed during 9 March to 10 June 2024 be approved subject to the following conditions:

- a) the existing '1P 6am-4pm Mon-Fri' spaces and 'Motorbike Parking' space on the south side of Robert Street be temporarily relocated further east during the proposed event dates, and undertaken by the event organisers;
- b) the event organisers notify the community including residents and businesses of the proposed event, changes to traffic and parking in the area;
- c) the event organiser shall close the roads in accordance with the approved Traffic Management Plan (TMP) unless otherwise directed by Police/authorised Council Rangers;
- d) all barricades and necessary signposting shall be provided by the event organisers and maintained during the period of the event by TfNSW-accredited marshals, or Police engaged by the applicant;
- e) all traffic control facilities are to be installed in accordance with Australian Standard 1742.3;
- f) the event organiser shall indemnify Inner West Council against all claims for damage or injury that may result from the activity or occupation of part of the public way during the activity. The event organiser must provide documentary evidence of public risk insurance cover of at least \$20,000,000 indemnifying Council; and
- g) the event organiser shall be responsible for the reimbursement for the cost of repair of any damage caused to the public way, or as a result of the activities.

For Motion: Unanimous

LTC1223(1) Item 3 Pedestrian Crossing Warrant Policy

SUMMARY

This is a report recommending endorsement of the Pedestrian Crossing Warrant Policy.

Council has prepared a Pedestrian Crossing Warrant Policy as detailed in *Attachment 1* to be used when assessing the suitability of locations on local and regional roads for pedestrian (zebra) crossings. This Policy sets out a warrant for the installation of a pedestrian (zebra) crossing on local and regional roads.

Council undertook public exhibition of the draft Pedestrian Crossing Warrant Policy. After considering the comments, a review of the draft policy was undertaken with adjustments made to finalise the Pedestrian Crossing Warrant Policy.

Officers Recommendation:

That the Pedestrian Crossing Warrant Policy be supported and adopted.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the Pedestrian Crossing Warrant Policy be supported and adopted.

For Motion: Unanimous

LTC1223(1) Item 4 Riverside Crescent, Dulwich Hill - Proposed Traffic Calming and Pedestrian Devices (Djarrawunang-Ashfield Ward/Summer Hill Electorate/ Inner West PAC)

SUMMARY

The concept designs as per *Attachments 1, 2 and 3* have been developed as recommended in part at the Local Traffic Committee meeting held on 21 November 2022 and subsequently resolved at the Council meeting held on 6 December 2022. The proposed traffic calming and pedestrian devices aim to improve pedestrian accessibility at Riverside Crescent, Dulwich Hill, at its intersections with Tennyson Street, Balfour Street and Ewart Street, and also provide a traffic calming function.

Officers Recommendation:

That the following concept designs be approved and listed for consideration in Council's Traffic Facilities Program:

- a) Proposed traffic calming in the form of kerb extensions at the Tennyson Street/Riverside Crescent intersection as per *Attachment 1*.
- b) Proposed traffic calming in the form of kerb extensions at the Riverside Crescent/Balfour Street intersection as per *Attachment 2*.
- c) Proposed upgraded pedestrian refuge in Riverside Crescent at Ewart Street as per *Attachment 3*.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the following concept designs be approved and listed for consideration in Council's Traffic Facilities Program:

- a) Proposed traffic calming in the form of kerb extensions at the Tennyson Street/Riverside Crescent intersection as per *Attachment 1*.
- b) Proposed traffic calming in the form of kerb extensions at the Riverside Crescent/Balfour Street intersection as per *Attachment 2*.
- c) Proposed upgraded pedestrian refuge in Riverside Crescent at Ewart Street as per *Attachment 3*.

For Motion: Unanimous

LTC1223(1) Item 5 Lands Lane, Newtown - Proposed extension to road closure (Damun-Newtown Ward/Newtown Electorate/Inner West)

SUMMARY

Lands Lane, Newtown is a narrow laneway that connects to Oxford Street at a dead-end. The footpaths on either side of the laneway are narrow, and subsequently, people are walking along the road to and from Oxford Street. A pram ramp is proposed at this dead-end to improve pedestrian accessibility to the footpath on Oxford Street which will require a 1.5m extension to the physical road closure.

Officers Recommendation:

That the proposed 1.5m extension to the road closure at the dead-end of Lands Lane, Newtown be approved.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the proposed 1.5m extension to the road closure at the dead-end of Lands Lane, Newtown be approved.

For Motion: Unanimous

LTC1223(1) Item 6 Arthur Street, Marrickville - Proposed continuous footpath treatment (Midjubiri-Marrickville Ward/Newtown Electorate/Inner West PAC)

SUMMARY

Council's Pedestrian Access and Mobility Plan (PAMP) identified a 'high' priority opportunity to install a raised continuous footpath treatment across Arthur Street, Marrickville, at the intersection of Illawarra Road. The intersection of Arthur Street, at Illawarra Road is located along a key pedestrian link connecting pedestrians to the Marrickville Train Station and Marrickville Town Centre.

Council has subsequently completed a concept plan to improve pedestrian safety and connectivity. This proposal consists of installing a continuous footpath treatment, kerb extensions and adjusting the existing parking spaces on Arthur Street. Accordingly, it is recommended that the concept design plan for the proposed changes be approved in principle and that the proposal progress to a detailed design phase.

Officers Recommendation:

That the following be approved in principle and subject to the detailed design:

- a) installation of a raised continuous footpath treatment across Arthur Street at Illawarra Road;
- b) widening of the kerb extension on the southern side of Arthur Street from 2 metres to 5 metres;
- c) reduction of the kerb extension width on the northern side of Arthur Street from 5 metres to 2 metres;
- d) conversion of the 90-degree angle parking on the northern side of Arthur Street, between Illawarra Road and Ann Street to parallel parking; and
- e) conversion of the parallel parking on the southern side of Arthur Street, between

Illawarra Road and Ann Street to 90-degree rear to kerb angle parking.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the following be approved in principle and subject to the detailed design:

- a) installation of a raised continuous footpath treatment across Arthur Street at Illawarra Road;
- b) widening of the kerb extension on the southern side of Arthur Street from 2 metres to 5 metres;
- c) reduction of the kerb extension width on the northern side of Arthur Street from 5 metres to 2 metres;
- d) conversion of the 90-degree angle parking on the northern side of Arthur Street, between Illawarra Road and Ann Street to parallel parking; and
- e) conversion of the parallel parking on the southern side of Arthur Street, between Illawarra Road and Ann Street to 90-degree rear to kerb angle parking.

For Motion: Unanimous

LTC1223(1) Item 7 Thornley Street carpark, Marrickville - Formalise 'P15 7.00am-9.00am and 3.00pm-6.00pm Monday to Friday' restrictions outside Yirran Gumal Early Learning Centre along with other parking restrictions within the carpark (MIDJUBURI - MARRICKVILLE WARD/ SUMMER HILL ELECTORATE / INNER WEST PAC)

SUMMARY

Parents and carers have noticed an increase in the number of people using the Council car park adjacent Yirran Gumal Early Learning Centre and are experiencing difficulties picking-up and dropping- off their children. In order to alleviate this, it is proposed to formalise the current drop-off zone in Thornley Street carpark, Marrickville.

Officers Recommendation:

1. That the existing signage 'Drop off / Pick up Childcare Centre Parking Only 7am – 9am 3pm – 6pm Mon – Fri Except Public Holidays' signage on the western side of Thornley Street carpark adjacent to Yirran Gumal Early Learning Centre, Marrickville be amended to '15-minute Parking 7.00am-9.00am and 3.00pm-6.00pm Monday to Friday' restrictions (eight car parking spaces), to assist parents/carers with the drop-off and pick-up of children and address development conditions.
2. That the ten parking spaces on the eastern side of the car park and two spaces at the south-eastern side be sign posted with '2P 8am – 6pm Mon – Sun' restrictions be approved, to provide short stay parking for the public.
3. That Council's Parking Rangers be informed of the decision.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

1. That the existing signage 'Drop off / Pick up Childcare Centre Parking Only 7am – 9am 3pm – 6pm Mon – Fri Except Public Holidays' signage on the western side of Thornley Street carpark adjacent to Yirran Gumal Early Learning Centre, Marrickville be amended to '15-minute Parking 7.00am-9.00am and 3.00pm-6.00pm Monday to Friday' restrictions (eight car parking spaces), to assist parents/carers with the drop-off and pick-up of children and address development conditions.
2. That the ten parking spaces on the eastern side of the car park and two spaces at the south-eastern side be sign posted with '2P 8am – 6pm Mon – Sun' restrictions be approved, to provide short stay parking for the public.
3. That Council's Parking Rangers be informed of the decision.

For Motion: Unanimous

LTC1223(1) Item 8 Victoria Street, Queen Street, Clissold Street, Seaview Street and surrounding streets, Ashfield/Summer Hill - Proposed pedestrian (zebra) crossings and traffic calming around and near the Cardinal Freeman Village, Ashfield. (Djarrawunang-Ashfield Ward/Summer Hill Electorate/Burwood PAC)

SUMMARY

Council at its meetings on the 14 March 2023 and 8 August 2023 raised pedestrian safety issues via a Notice of Motion and resolved that Council officers investigate improved pedestrian safety around the Cardinal Freeman (Retirement) Village, Ashfield.

The primary issues raised under Notice of Motion would be that Council engage with the residents of Cardinal Freeman Village to identify and implement pedestrian safety improvements and support a reduced warrant approach in line with Inner West Council policy for pedestrian crossings at or near Cardinal Freeman Retirement Village.

Council has since developed a scheme to address key concerns raised regarding pedestrian and road safety issues in the streets surrounding and near vicinity to the Cardinal Freeman Retirement Village.

The scheme has been developed using information from:

- [initial community consultation in August 2023](#)- Refer to report in *Attachment 1*
- ongoing correspondence from the community about issues in the area
- a review of traffic volumes, vehicle speeds and crash statistics in the area

The scheme proposes recommended treatments at locations shown in the attached locality map Diagram 1 on page 4, which includes raised pedestrian crossings, kerb extension pedestrian facilities and raised threshold traffic calming devices. The various proposed treatments (under concept design) are further shown in *Attachment 2*. The treatments are also developed for the benefit and safety of the general community.

Officers Recommendation:

1. That the following proposed pedestrian (zebra) crossings, kerb extensions. and traffic calming treatments around and near the Cardinal Freeman Village with associated removal or installation of parking (as shown under concept design in Attachment 2) be approved in principle, subject to final detailed design and funding:

(a) Plan 1- Victoria Street, mid-block between Clissold Street and Seaview Street.

- Install new raised pedestrian (zebra) crossing in line with existing kerb extensions outside premises No.126 and relocate and construct a new in lane Bus Stop platform (full-bus length) outside premises No. 128. This will result on the loss of approximately 4 parking spaces.
- (b) Plan 2- Victoria Street and Seaview Street.
Install a new raised pedestrian (zebra) crossing in Seaview Street, west of Victoria Street, provide kerb extensions to all corners of Victoria Street and bring out the 'STOP' lines from both ends of Seaview Street.
- (c) Plan 3- Seaview Street at Yeo Avenue.
Install new raised platform (threshold) in Seaview Street, west of Yeo Avenue with pedestrian fencing.
- (d) Plan 4- Queen Street at Seaview Street & Hillcrest Avenue
Install new raised pedestrian (zebra) crossing (in lieu of existing refuge) in Queen Street, north of Seaview Street and relocate Bus Stop forward on the western side of Queen Street. This will result in the loss of one parking space
- Install new raised threshold (platform) with garden beds (back of kerb) in Queen Street, north of Hillcrest Avenue and remove parking for improved sight view of traffic out of gate 8 and 9 of the village. This will result in loss of 1 parking space to each approach sides to Gate 8 and 9 of the Cardinal Freeman Village. Gain if and where possible, approximately 3 parking spaces to the eastern side of Queen Street near Seaview Street.
- (e) Plan 5- Queen Street at Clissold Street.
Install new raised threshold (platform) with garden beds (back of kerb) in Queen Street, north of Clissold Street. Install new raised pedestrian (zebra) crossing in Queen Street, south of Clissold Street and relocate Bus stop on the western side south of its original location. Remove chicane islands outside premises No.77. Remove narrow central median islands in Clissold Street and replace with BB centre line marking or painted median. This will result in the loss of approximately 3-4 parking spaces and gain of up to 8 parking spaces.
- (f) Plan 6- Clissold Street and Victoria Street.
Remove existing (at road level) zebra crossing in Clissold Street east of Gate 12 of the Cardinal Freeman Village and install new raised pedestrian (zebra) crossing east of Gate 11 to the Cardinal Freeman Village. Install physical and painted kerb extensions to all corners of Victoria Street and bring out the 'STOP' lines on both sides of Clissold Street.
- (g) Plan 7- Clissold Street crossing- Clissold Street at Holden Street.
Install new raised pedestrian (zebra) crossing in Clissold Street, east of Holden Street (outside premises No. 28 Clissold Street).
- (h) Plan 8- Robert Street at Holden Street.
Install new raised pedestrian (zebra) crossing in Robert Street, east of Holden Street.
- (i) Plan 9- Victoria Street at Robert Street.
Install new raised pedestrian (zebra) crossing in Robert Street, south of Victoria. This will result in the loss of approximately 2 parking spaces.
- (j) Plan 10- Drynan Street at Prospect Road.
Install new raised pedestrian (zebra) crossing in Drynan Street, east of Prospect Road. This will result in loss of approximately 1-2 parking spaces to the north side of Drynan Street, and loss of 1-2 spaces to relocate part of the 'No

Parking' (school times) drop-off and pick up zone towards the east

(k) Plan 11- Henson Street at Smith Street.

Install new pedestrian (zebra) crossing in Henson Street, south of Smith Street. This will result in the loss of approximately 1-2 resident parking spaces for relocation of the 'No Parking Wedding and Funeral Vehicles Excepted' reserve further south of its original location on the eastern side of Henson Street.

2. That the new raised pedestrian (zebra) crossing in Holden Street, south of Clissold Street be approved in principle, subject to obtaining concurrence from Canterbury Bankstown Council prior to final design.

DISCUSSION:

Public Speakers Ian West and Gisele Mesnage entered the meeting at 11:20AM

Ms Mesnage supported the proposed recommendation for the traffic calming treatments around Cardinal Freeman Village. Ms Mesnage wanted to clarify the proposed recommendation; which states "Install new raised pedestrian (zebra) crossing in Robert Street, south of Victoria Street. This will result in the loss of approximately 2 parking spaces." Ms Mesnage wanted to clarify if this pedestrian crossing will be built on Robert Street, south of Victoria Street or if it will be built on Victoria Street, south of Robert Street. Council Officers acknowledged there was an error in the recommendation and that the plans shown are for the pedestrian crossing to be built on Victoria Street, south of Robert Street. Council Officers agreed to update the recommendation to reflect the plan.

Ms Mesnage also stated she would like Council to investigate the possibility of a pedestrian crossing in Smith Street, Summer Hill as well as Moonbie Street, Summer Hill as this will assist her in navigating around the area more safely. Ms Mesnage indicated her support for raised crossings however she expressed concerns that these crossings needed to be built with pram ramps rather than a continuous footpath. Ms Mesnage is concerned about the safety issues that may arise from this plan especially for pedestrians who may be vision impaired like herself as she stated that guide dogs are not trained to stop at the start of continuous pathways and wide cane users cannot detect a road crossing when it is continuous with the footpath and with kerb ramp removed. Ms Mesnage requested Council to review the submissions made by Guide Dogs Australia, Dr Ben an Ophthalmologist and Susan Thompson, an Urban Planner at University of New South Wales and for Council to consult with those organisations and individuals regarding the plans for the proposed crossings.

Ms Mesnage also raised concerns regarding the time frame for the construction of the pedestrian crossings as she noted that the all the crossings except for the Victoria Street crossing, are planned to be constructed in the 2025/2026 financial year. She stated that construction is to occur too far into the future and also stated that she currently spends money from her NDIS funding to get to destinations when she would be able to get to with her guide dog if the pedestrian crossing were provided earlier and urged Council to consider bringing the timeframe forward.

Mr West supported the proposed recommendation for the traffic calming treatments around Cardinal Freeman Village and expressed the importance of getting these pedestrian crossing built to assist residents around the area. He noted that his wife uses a walker and has difficulties with crossing Victoria Road, Queen Street, Seaview Street and Clissold Street and expressed it was imperative these crossings be built. Mr West also requested to have in place a system to update residents on the progress of the implementation of the proposed crossings. Mr West stated that this would allow residents to keep track and monitor the progress as well as ensure that the proposed crossings will be implemented accordingly.

Public Speakers Ian West and Gisele Mesnage left the meeting at 11:28AM

Council Officers tabled written correspondence from a resident opposing the proposal at Holden Street, south of Clissold Street.. The resident raised concerns regarding loss of parking, the exacerbation of existing parking and traffic issues in the area should the proposed pedestrian crossing be approved, impacts to business surrounding the area and the impact on the elderly residents whose driveways are adjacent to the proposed crossing (and who already struggle to safely reverse into the street). The resident suggested that Council put a hold on the Holden Street pedestrian proposal in order to undertake targeted consultation regarding the proposed crossing with all residents and businesses in the wider area and develop a proposal to respond to the concerns raised as well as investigate the option to convert the existing pedestrian island to the north on Holden Street (between Palace and Park) into a pedestrian crossing.

Council Officers noted that the proposed pedestrian crossing on Holden Street is on the boundary line with the Canterbury Bankstown Council and would require approval from Canterbury Bankstown Council before commencement of any works. Council Officers advised that the Holden Street pedestrian crossing be treated as a separate matter for investigation but still recommended that the proposal be approved in principle subject to obtaining concurrence from Canterbury Bankstown Council prior to final design.

Council Officers noted Ms Mesnage's concerns regarding level footpath crossings the inability for her guide dog to navigate footpaths and pedestrian crossings safely. Council Officers will contact Guide Dogs Australia to discuss alternatives measures that can be implemented into the plan to address concerns for those who are visually impaired.

Council Officers noted in the report that it was suggested that an additional raised pedestrian crossing on be installed on Smith Street, east of Henson Street to provide better linkage for pedestrians to go to various places and services in the area and recommended that this be amended to reflect in the recommendation. A full Engagement Outcome Report was tabled at the meeting and similarly provided through the Council website under 'Your Say Inner West'. Having only one additional crossing in Smith Street is further explained under the Engagement Outcome report within the Council (tabled) response.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

1. **That the following proposed pedestrian (zebra) crossings, kerb extensions. and traffic calming treatments around and near the Cardinal Freeman Village with associated removal or installation of parking (as shown under concept design in Attachment 2) be approved in principle, subject to final detailed design and funding:**
 - (a) **Plan 1- Victoria Street, mid-block between Clissold Street and Seaview Street.** Install new raised pedestrian (zebra) crossing in line with existing kerb extensions outside premises No.126 and relocate and construct a new in lane Bus Stop platform (full-bus length) outside premises No. 128. This will result on the loss of approximately 4 parking spaces.
 - (b) **Plan 2- Victoria Street and Seaview Street.** Install a new raised pedestrian (zebra) crossing in Seaview Street, west of Victoria Street, provide kerb extensions to all corners of Victoria Street and bring out the 'STOP' lines from both ends of Seaview Street.
 - (c) **Plan 3- Seaview Street at Yeo Avenue.** Install new raised platform (threshold) in Seaview Street, west of Yeo Avenue with pedestrian fencing.

(d) Plan 4- Queen Street at Seaview Street & Hillcrest Avenue

Install new raised pedestrian (zebra) crossing (in lieu of existing refuge) in Queen Street, north of Seaview Street and relocate Bus Stop forward on the western side of Queen Street. This will result in the loss of one parking space.

Install new raised threshold (platform) with garden beds (back of kerb) in Queen Street, north of Hillcrest Avenue and remove parking for improved sight view of traffic out of gate 8 and 9 of the village. This will result in loss of 1 parking space to each approach sides to Gate 8 and 9 of the Cardinal Freeman Village. Gain if and where possible, approximately 3 parking spaces to the eastern side of Queen Street near Seaview Street.

(e) Plan 5- Queen Street at Clissold Street.

Install new raised threshold (platform) with garden beds (back of kerb) in Queen Street, north of Clissold Street. Install new raised pedestrian (zebra) crossing in Queen Street, south of Clissold Street and relocate Bus stop on the western side south of its original location. Remove chicane islands outside premises No.77. Remove narrow central median islands in Clissold Street and replace with BB centre line marking or painted median. This will result in the loss of approximately 3-4 parking spaces and gain of up to 8 parking spaces.

(f) Plan 6- Clissold Street and Victoria Street.

Remove existing (at road level) zebra crossing in Clissold Street east of Gate 12 of the Cardinal Freeman Village and install new raised pedestrian (zebra) crossing east of Gate 11 to the Cardinal Freeman Village. Install physical and painted kerb extensions to all corners of Victoria Street and bring out the 'STOP' lines on both sides of Clissold Street.

(g) Plan 7- Clissold Street crossing- Clissold Street at Holden Street.

Install new raised pedestrian (zebra) crossing in Clissold Street, east of Holden Street (outside premises No. 28 Clissold Street).

(h) Plan 8- Robert Street at Holden Street.

Install new raised pedestrian (zebra) crossing in Robert Street, east of Holden Street.

(i) Plan 9- Victoria Street at Robert Street.

Install new raised pedestrian (zebra) crossing in Victoria Street, south of Robert. This will result in the loss of approximately 2 parking spaces.

(j) Plan 10- Drynan Street at Prospect Road.

Install new raised pedestrian (zebra) crossing in Drynan Street, east of Prospect Road. This will result in loss of approximately 1-2 parking spaces to the north side of Drynan Street, and loss of 1-2 spaces to relocate part of the 'No Parking' (school times) drop-off and pick up zone towards the east

(k) Plan 11- Henson Street at Smith Street.

Install new pedestrian (zebra) crossing in Henson Street, south of Smith Street. This will result in the loss of approximately 1-2 resident parking spaces for relocation of the 'No Parking Wedding and Funeral Vehicles Excepted' reserve further south of its original location on the eastern side of Henson Street.

(l) Additional crossing- Smith Street, east of Henson Street.

Install new pedestrian (zebra) crossing in Smith Street, east of Henson Street (between the roundabout and the driveway of 139A Smith Street). This will

result in the loss of 2-3 parking spaces, 1 parking space to the north side and 1-2 parking spaces to the south side of Smith Street.

2. That the new raised pedestrian (zebra) crossing in Holden Street, south of Clissold Street be approved in principle, subject to obtaining concurrence from Canterbury Bankstown Council prior to final design.
3. That Council seek opportunities to fund the proposals sooner.

For Motion: Unanimous

LTC1223(1) Item 9 Unnamed Lane, Summer Hill (adjacent Henson and Herbert Streets) - Proposed 'No Stopping' restrictions (Djarrawaunang-Summer Hill Ward/Summer Hill Electorate/Burwood PAC)

SUMMARY

The unnamed laneway running perpendicular to Henson and Herbert Streets, Summer Hill is utilised by Council's waste vehicles to collect household waste of the properties on Henson Street. Currently, there are no existing 'No Stopping' restrictions at the entrance to the laneway at the intersections of Herbert and Henson Streets, and parked vehicles are subsequently, restricting access for Council's waste vehicles, impacting weekly household waste collection. 'No Stopping' restrictions are proposed at the entrance to this laneway to ensure compliance with the NSW Road Rules and ensure vehicles do not park too close to the intersection. This will improve the turning movements into and out of the laneway for Council's waste vehicles as well as any emergency vehicles that require access. In addition, it will also improve sight lines for pedestrians crossing the laneway, particularly school children from the nearby Summer Hill Public School.

Officers Recommendation:

1. That the installation of 'No Stopping' on the north side of Unnamed lane, Summer Hill extending 10m from its intersections of Herbert Street be approved.
2. That the installation of 'No Stopping' on the west side of Unnamed lane, Summer Hill extending 6m from its intersections of Henson Street be approved.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

1. That the installation of 'No Stopping' on the north side of Unnamed lane, Summer Hill extending 10m from its intersections of Herbert Street be approved.
2. That the installation of 'No Stopping' on the west side of Unnamed lane, Summer Hill extending 6m from its intersections of Henson Street be approved.

For Motion: Unanimous

LTC1223(1) Item 10 Traffic Committee Schedule 2024

SUMMARY

To assist Committee members with forward planning, the schedule of meetings of the Local Traffic Committee for 2024 is detailed below.

Officers Recommendation:

That the proposed schedule of meetings of the Local Traffic Committee for the 2024 calendar year be received and noted.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the proposed schedule of meetings of the Local Traffic Committee for the 2024 calendar year be received and noted.

For Motion: Unanimous

LTC1223(1) Item 11 Local Traffic Committee Terms of Reference

SUMMARY

The Local Traffic Committee is run in accordance with "*A Guide to the Delegation to Councils for the Regulation of Traffic (including the operation of Traffic Committees)*" which was produced by the then Roads and Traffic Authority in 2009.

Governance and Risk is redeveloping Council's Terms of Reference for Local Democracy Groups which includes advisory committees and working groups, to encompass additional governance mechanisms.

The Terms of Reference includes clauses on Conflicts of Interest and Model Code of Conduct requirements. Also included are acts of disorder and mutual respect clauses to align with Council's Code of Meeting Practice and Council's values and stance on mutual respect.

A review of the "*Guide to the Delegation to Councils for the Regulation of Traffic (including the operation of Traffic Committees)*" has been undertaken and it is recommended that it encompasses specific clauses on the above areas to ensure appropriate governance is upheld in the Local Traffic Committee.

It is recommended that the Local Traffic Committee Terms of Reference attached to the report be endorsed for Council to adopt.

Officers Recommendation:

That the Local Traffic Committee Terms of Reference attached to the report be endorsed for Council to adopt.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the Local Traffic Committee Terms of Reference attached to the report be endorsed for Council to adopt.

For Motion: Unanimous

General Business:

Item 12 – Request for Pedestrian Crossing in Curtis Road, Balmain

The Mayor received correspondence from a resident regarding a request for a Pedestrian Crossing in Curtis Road, Balmain.

Public Speaker Alexandra Baudinet entered the meeting at 11:30AM

Ms Baudinet proposed for Council to investigate the possibility of a Pedestrian Crossing in Curtis Road, Balmain. Ms Baudinet noted that there is significant vehicular traffic on Curtis Road and feature a four way intersection. Ms Baudinet also advised that there is a lot of foot traffic as well as there are schools, parks, ferry wharves and childcares nearby. Ms Baudinet stated that at there is an existing pedestrian island at the intersection that slightly assists with slowing down traffic but does very little in regard to pedestrian safety when crossing the road. She also raised that there is low visibility for pedestrians of the road when standing in the pedestrian refuge area. Ms Baudinet noted in regards to alternative places to cross; there is a Pedestrian Crossing 300 meters away on Curtis Road outside the Royal Oak Hotel, or another 330 meters away on Darling Street near the Balmain Watch House. She stated that these are both too far, as a loop back on oneself requires a detour of at least 600 meters to access these crossings. Ms Baudinet noted that she had seen the Before and After school care carers are crossing the children 40–50m east of this location and advised this may be a good place to access for a potential Pedestrian Crossing as there is better visibility for pedestrians crossing compared to where the current pedestrian island is located.

Public Speaker Alexandra Baudinet left the meeting at 11:35AM

The Mayor proposed for Council to receive a report to the February Traffic Committee meeting regarding the request for a new Pedestrian Crossing in Curtis Road, Balmain with an onsite meeting with residents to be held prior to the report being prepared.

Council Officers advised that there will be a traffic study conducted around the Balmain and Birchgrove area, and that a speed radar sign has been installed near St Andrews Congregational Church which was where Ms Baudinet proposed the crossing to be installed. Council Officers noted they will collect data during school term for review in the report.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That a report be prepared for the Traffic Committee meeting addressing the request for a new Pedestrian Crossing in Curtis Road, Balmain with an onsite meeting with residents held prior to the report being prepared.

For Motion: Unanimous

Item 13 – Vehicles queuing across Victoria Road and Darling Street, Rozelle

Council Officers table in correspondence from the Leichhardt Police Area Command regarding concerns of vehicles blocking the intersection or crossing over the painted white lines where pedestrians and children walk whilst waiting to cross the intersection causing safety concerns for pedestrians. The Police recommended the possibility of signage stating 'Do Not Queue Across Intersection' as a visual measure to deter motorists from queuing across the intersections. The Transport for NSW Representative noted they will take into consideration the potential of erecting 'Do Not Queue Across Intersection' signage.

Item 14 – Report provided to Council regarding the Robert Street, Rozelle Bus Stop

The Representative for the member of Balmain raised that the report provided in the previous Traffic Committee meeting did not mention his three suggestions to improve the Bus Stop and would like to request an amended report be issued.

Item 15 – Update on Traffic Signal upgrade at the intersection of Fredrick Street and John Street, Ashfield.

The Representative for the Member of Summer Hill requested an updated regarding the intersection of Fredrick Street and John Street, Ashfield.

The Representative for TfNSW advised that there are no new updates from the previous meeting and that they are currently still in the tender process.

Meeting closed at 12:05pm.

Item No: LTC0224(1) Item 1
Subject: JOHN STREET AT CROYDON ROAD, CROYDON - IMPLEMENTATION OF 'NO LEFT TURN, VEHICLE OVER 6M' RESTRICTION (GULGADYA-LEICHHARDT WARD/STRATHFIELD ELECTORATE/BURWOOD PAC)
Prepared By: Zara Helal - Traffic Engineer
Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

1. That a 'No Left Turn, Vehicles over 6m' restriction be permanently installed at the intersection of John Street and Croydon Road, Croydon, prohibiting vehicles over 6 m (in length) from turning left into Croydon Road from John Street.
2. That a Traffic Management Plan be issued to Transport for NSW seeking approval for the above 'No Left Turn' ban.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

On 22 December 2023, a large vehicle attempted to turn left from John Street into Croydon Road, Croydon and as a result damaged the awning of café 'Double Dose Croydon', located at No.125-131 Croydon Road, and displaced a bollard located on the footpath. In response to this, Council on the same day installed a 'No Left Turn, Vehicles Over 6m' restriction from John Street into Croydon Road as an interim safety measure.

Swept path assessment has demonstrated that a Service Vehicles (8.8m) is unable to negotiate the turn left from John Street into Croydon Road as a result of the pedestrian refuge island located in Croydon Road immediately south of John Street. As such, it is recommended that the 'No Left Turn, Vehicles Over 6m' restriction be approved to be implemented permanently.

BACKGROUND

A pedestrian refuge was installed in February 2021 on Croydon Road between its intersections with John Street and Ranger Street, as per Design Plan No. 10151_B which was approved at the Local Traffic Committee meeting held on 7 December 2020, and subsequently endorsed at the Council meeting held on 9 February 2021. The construction of the pedestrian refuge was as part of an overall Traffic calming treatment throughout Croydon Road to improve traffic and pedestrian safety during 2021 and resulted in a reduced lane width on Croydon Road. Heavy design vehicles (8.8m length) were meant to negotiate wide to turn left from John Street into Croydon Road, however this has not been practised by heavy vehicles unaware of the condition of the intersection.

On 22 December 2023, a large vehicle attempted to turn left from John Street into Croydon Road, and as a result damaged the awning of café 'Double Dose Croydon', located at No.125-131 Croydon Road, and displaced a bollard located on the footpath. In response to this, Council recently implemented the 'No Left Turn, Vehicles Over 6m' restriction from John Street into Croydon Road as an interim measure. The damaged bollard has been replaced, however only one of the two original bollards are in place. The missing bollard is yet to be installed.

DISCUSSION

It should be noted that no community consultation was undertaken prior to the implementation of the 'No Left Turn, Vehicles Over 6m' restriction at John Street at its intersection with Croydon Street.

This restriction was implemented as an interim safety measure in response to the incident that occurred on 22 December 2023. The signage implementation of the 'No Left Turn, Vehicles Over 6m' restriction is detailed in the diagram below.



John Street carries around average 2600 vehicles a day with relatively low heavy vehicle numbers [around 3%]. Heavy vehicles can detour right via Croydon Road using Church Street or Queen Street, north of the intersection, and then loop around and return back to turn right and proceed south along Croydon Road.

Advance advisory/warning signs reading No Left Turn (R2-6A) supplemented with signage underneath 'Vehicles over 6m ahead at Croydon Road' will be further placed at the John Street corner intersection of Frederick Street in the attempt to have heavy vehicles divert/continue along Frederick Street.

FINANCIAL IMPLICATIONS

The costs of installation of the parking restrictions as recommended have been funded within Council's signs and line marking budget.

ATTACHMENTS

1. [Download](#) 302909-Plan-10158 - Swept Path Analysis Service Vehicle



Item No: LTC0224(1) Item 2
Subject: DAVIS STREET, DULWICH HILL AT THE RAIL OVERBRIDGE BETWEEN WINDSOR ROAD AND VICTORIA STREET – TEMPORARY FULL ROAD CLOSURE ((DJARRAWUNANG - ASHFIELD WARD/ SUMMER HILL ELECTORATE/ INNER WEST PAC)
Prepared By: Jennifer Adams - Traffic Engineer
Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

That the temporary full road closure (ENRC/2024/0004) of Davis Street, Dulwich Hill at the rail overbridge between Windsor Road and Victoria Street, for a 6-month period beginning from March 2024 to the end of August 2024 be endorsed, in order to facilitate the tunnelling works under Davis Street associated with the GreenWay Project subject to, but not limited to, the following conditions:

- a) A Road Occupancy License be obtained by the applicant from the Transport Management Centre;
- b) 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;
- c) The occupation of the road carriageway must not occur until the road has been physically closed; and
- d) The applicant is to set up the road closure and detours as proposed in the Traffic Guidance Schemes submitted to Council on 23 January 2024.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

An application has been received from Gartner Rose for the temporary full road closure of Davis Street, Dulwich Hill at the rail overbridge between Windsor Road and Victoria Street, for a 6-month period beginning from March 2024 to the end of August 2024 in order to facilitate the tunnelling works under Davis Street associated with the GreenWay Project. The road will be temporarily closed to all vehicular traffic, including emergency vehicles. It is noted that works will commence prior to the Council meeting in March, 2024, therefore, it is recommended that the temporary full road closures be endorsed in this case, subject to the conditions outlined in this report.

BACKGROUND

The GreenWay is an integrated ecological and active transport route that follows the light rail line from the Cooks River to Iron Cove. It provides a variety of recreation opportunities and incorporates local places for culture and art. The Masterplan was adopted by Council in 2018 and guides the delivery of landscaping and infrastructure along the GreenWay corridor over the next several years.

The GreenWay is being built in stages, with the first stages already delivered and remaining works anticipated to be completed in 2025. The in-corridor works package involves the construction of a shared path, lighting and landscaping within the light rail corridor and adjacent land. Gartner Rose works in regard to this temporary road closure of Davis Street for a 6-month period from the beginning of March 2024 to the end of August 2024 involves the construction of a tunnel under Davis Street, Dulwich Hill.

The works will include closing the road while piling and excavation takes place for the construction of the tunnel beneath Davis Street. A traffic plan will be put in place with all efforts made to minimise the impact on traffic and residents.

Scope of works

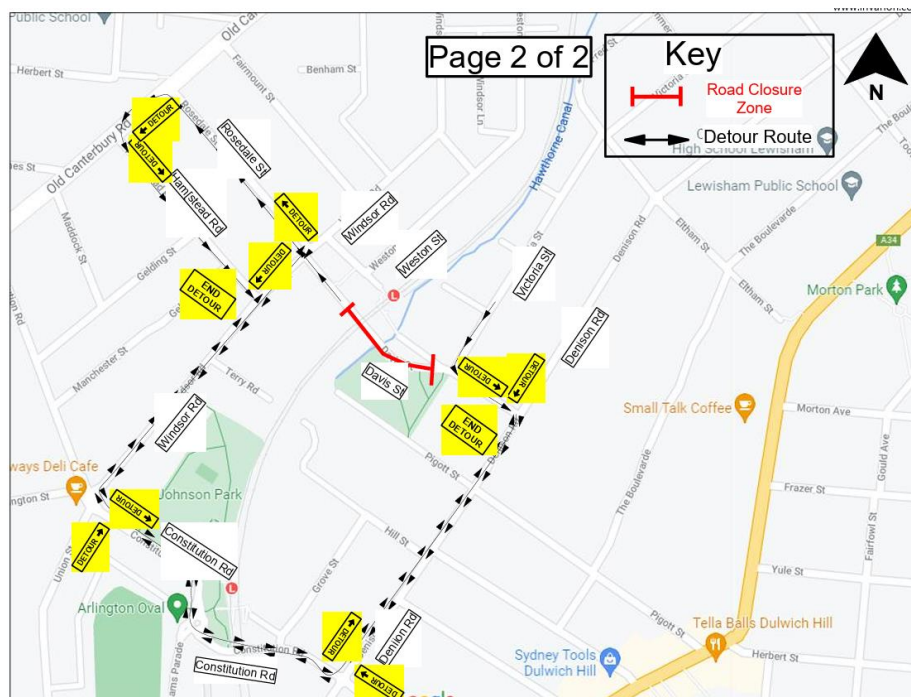
It is proposed to undertake construction of the Davis Street tunnel as a cut and cover tunnel. The below works will take place when Davis Street is closed.

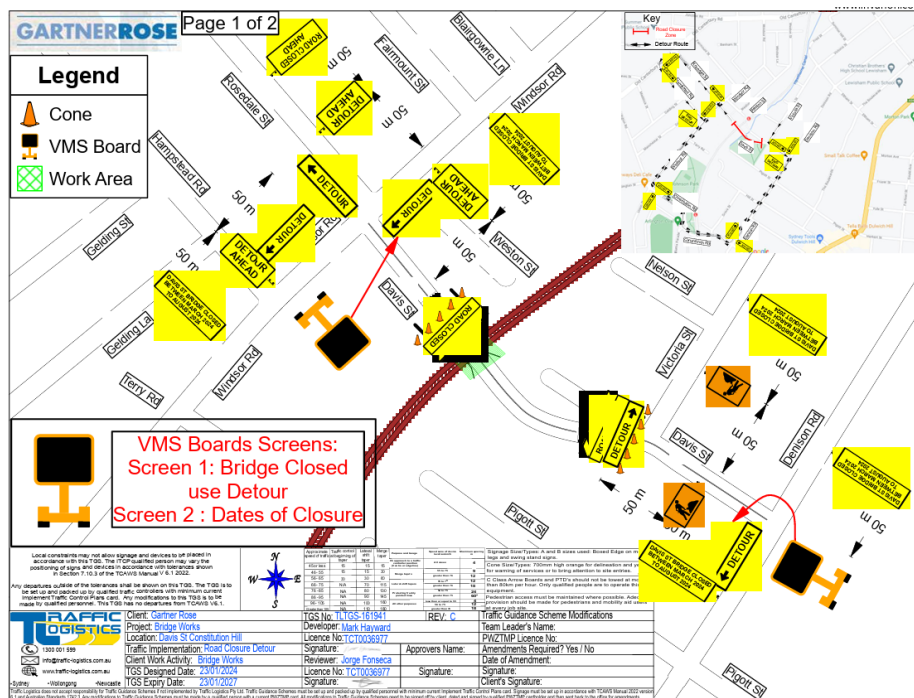
1. Site preparation: the construction site is prepared by closing the road, removing any existing structures, and excavating the top road pavement.
2. Piling: Two rows of contiguous piles will be installed the length of the tunnel.
3. Excavation: Excavate between the rows of piles down to the bottom of tunnel level.
4. Concrete works: Pour concrete elements including capping beams, floor slab and roof slab.
5. Surface restoration: Back fill road and reinstate road and footpath surfaces.



Gartner Rose will work to minimize impacts during this time. However, there may be machinery noise as well as temporary disruptions to local and pedestrian traffic. Access to properties will be maintained at all times. The road closure impacts no bus routes. Pedestrians will be diverted through Warratah Mills Light Rail Station as required.

The Traffic Guidance Scheme Plans for the temporary road closure of Constitution Road are shown below and reproduced at the end of this report. Detours will be in place. VMS boards will be displayed on the perimeter area. Traffic controllers may be required to be on duty to assist both pedestrians and vehicle movements.





OFFICER COMMENTS

Davis Street is a local road which carries around 1,311 vehicles per day. At the railway over bridge the width of the roadway is approximately 12.8 metres. It is a two-way road with one travel lane in each direction, in addition to kerbside parking lanes. Unrestricted parking is in place along both sides of the road which will be temporarily unavailable.



It is noted that the full road closure will divert traffic to other local streets for a period of time which may be disruptive to some local residents. The main diversion route will be along Windsor Road, Constitution Road and Denison Road. It is anticipated that other local streets will also be affected to varying degrees. Although some local streets will be affected, this affect is not expected to be significant given that 1,311 vehicles per day use this link.

PUBLIC CONSULTATION

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

The applicant is to notify all affected residents and businesses in writing at least 7 days prior to the commencement of works. A draft copy of their notification letter is reproduced below.

CONCLUSION

It is recommended that the temporary full road closure be ENDORSED, subject to but not limited to the conditions outlined in this report.

FINANCIAL IMPLICATIONS

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

GARTNERROSE

ABN 31 058 738 243

Head Office
Level 3, 25 Blue Street, North Sydney, NSW 2060
T: (02) 9935 9900

Davis Street Tunnel Road Closure

This letter is to advise you in advance of construction works taking place on Davis Street, Dulwich Hill, NSW, 2203. The works will involve closing the road while piling, excavation and concrete works take place for the construction of the tunnel beneath Davis Street. A traffic control plan will be put in place with all efforts made to minimise the impact on traffic and residents.

Type of Work: Excavation, piling and concrete works for tunnel

Duration: March 2024 – August 2024

Working hours: 7am-6pm Monday-Friday, 8am-1pm Saturday



Gartner Rose will work to minimise impacts during this time. However, there may be machinery noise as well as temporary disruptions to local and pedestrian traffic. Access to properties will be maintained at all times.

Thank you for your patience while we undertake this important stage of the Greenway Project.

For more information, please contact Magda Jansen magda.jansen@innerwest.nsw.gov.au.

Yours sincerely,

Fraser Hamilton
Commercial Manager, Gartner Rose Pty Ltd.

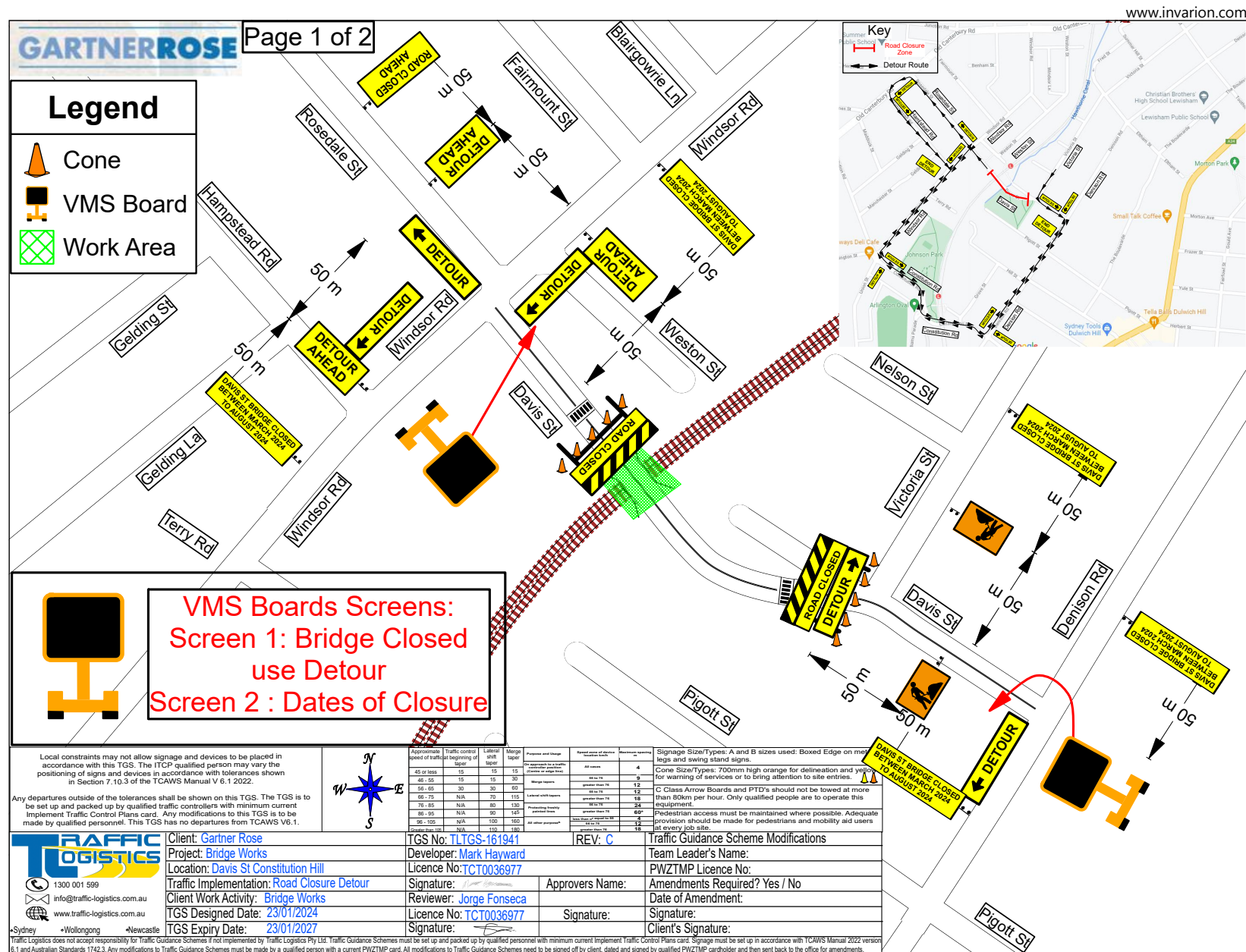
BUILDERS
PROJECT MANAGERS
COST PLANNERS

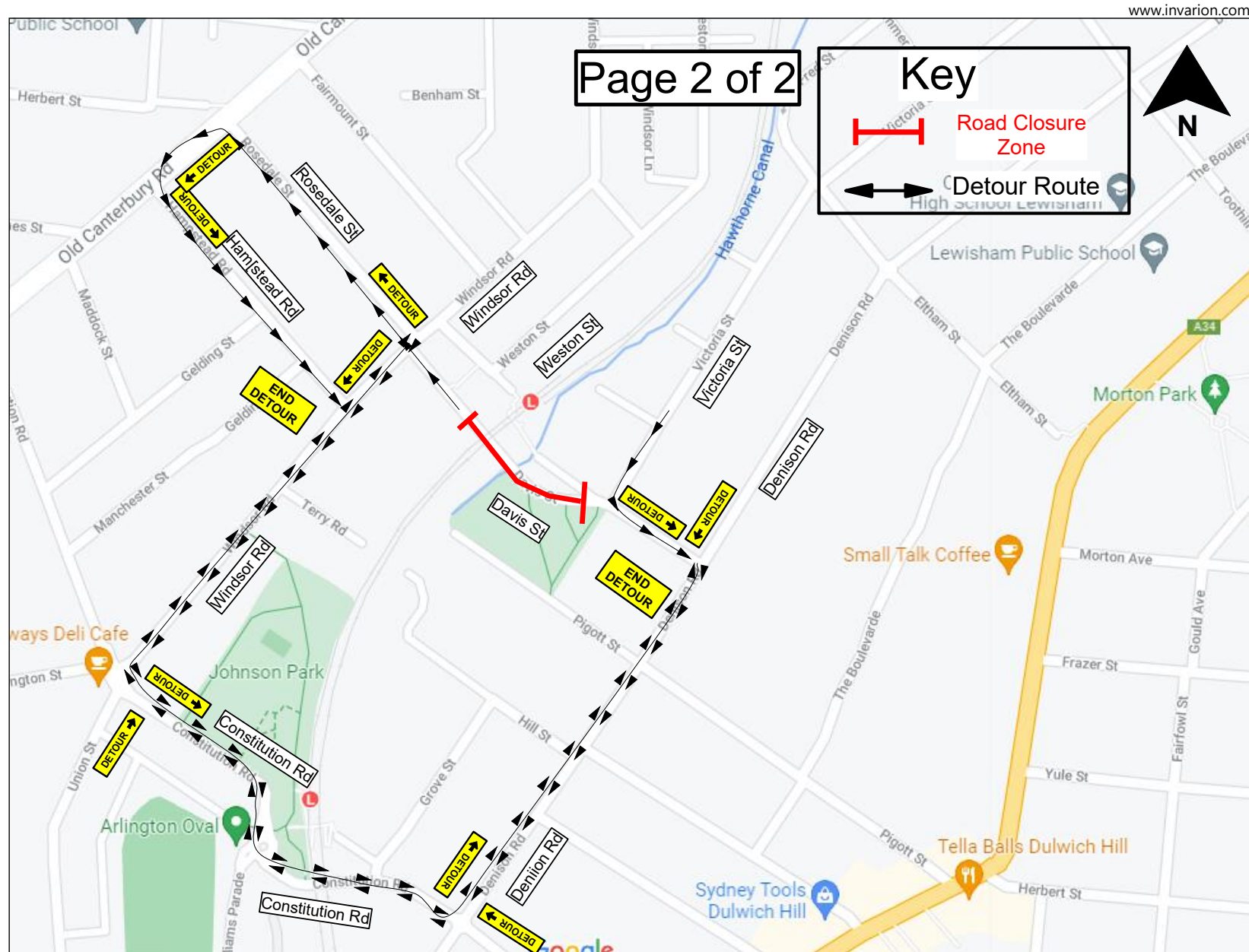
www.gartnerrose.com

Document Set ID: 38591812
Version: 1, Version Date: 24/01/2024

ATTACHMENTS

1. [TLTGS-161941 REV C Davis St Dulwich Hill](#)





Item No: LTC0224(1) Item 3
Subject: BEDFORD CRESCENT, DULWICH HILL - PROPOSED CHANGES TO RAISED PEDESTRIAN CROSSING AND PARKING (DJARRAWUNANG-DULWICH HILL WARD/SUMMER HILL ELECTORATE/INNER WEST PAC)
Prepared By: James Nguyen - Traffic Engineer
Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

That the proposed changes to the raised pedestrian crossing on Bedford Street, Dulwich Hill, as shown on the attached concept plan be approved.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

This report outlines issues of an existing raised pedestrian crossing on Bedford Crescent, Dulwich Hill, west of Wardell Road and outlines the required changes to improve pedestrian safety and ensure compliance with standards. The proposed changes consist of:

- Constructing a new kerb extension;
- Relocating an existing 'No Stopping' restriction to improve sight lines, which will require the removal of one (1) parking space;
- Installing a new flood light and pole at the pedestrian crossing; and
- 'BB' line marking on the approach to the pedestrian crossing on Bedford Crescent.

These proposals seek to improve safety of pedestrians when using this crossing, and minimise the impacts associated with parking loss (a kerb extension allows for the reduction in the 'No Stopping' distance required).

BACKGROUND

Following an audit of the existing raised pedestrian crossing on Bedford Crescent, west of Wardell Road, Dulwich Hill, Council Officers have identified the need to adjust the existing parking restrictions, pedestrian crossing, and lighting to improve safety.

DISCUSSION

The existing raised pedestrian crossing on Bedford Crescent, west of Wardell Road, Dulwich Hill was constructed as part of the wider *Dulwich Hill Station Precinct Public Domain Improvements*, in late 2022/early 2023. Following the completion of this crossing, Council Officers completed an audit of the pedestrian crossing in August 2023, which revealed that the current 'No Stopping' and lighting provision did not meet the relevant Australian Standards and Transport for NSW technical directions and thus impacting safety.

Accordingly, it is proposed to construct a 2.5-metre-wide kerb extension on the northern side of Bedford Crescent, west of Wardell Road, to provide improved pedestrian protection, reduce pedestrian exposure time when crossing the road, and improve sight lines.

This kerb extension also allows for the reduction of the 'No Stopping' distance from 20 metres to 7.5 metres; the length of the kerb extension is proposed to be 7.5 metres from the existing 'piano key' line marking, and the minimum required 'No Stopping' distance required for a 2.5-metre-wide kerb extension. A 'No Stopping' sign is proposed at the end of this kerb extension. This will result in the loss of one (1) existing parking space currently signposted as "9am-5pm Mon-Fri".

In addition, it is proposed to install new flood lighting at the existing raised pedestrian crossing. The flood light is proposed to be at a minimum PX2 lighting level and comply with the Australian Standards.

PUBLIC CONSULTATION

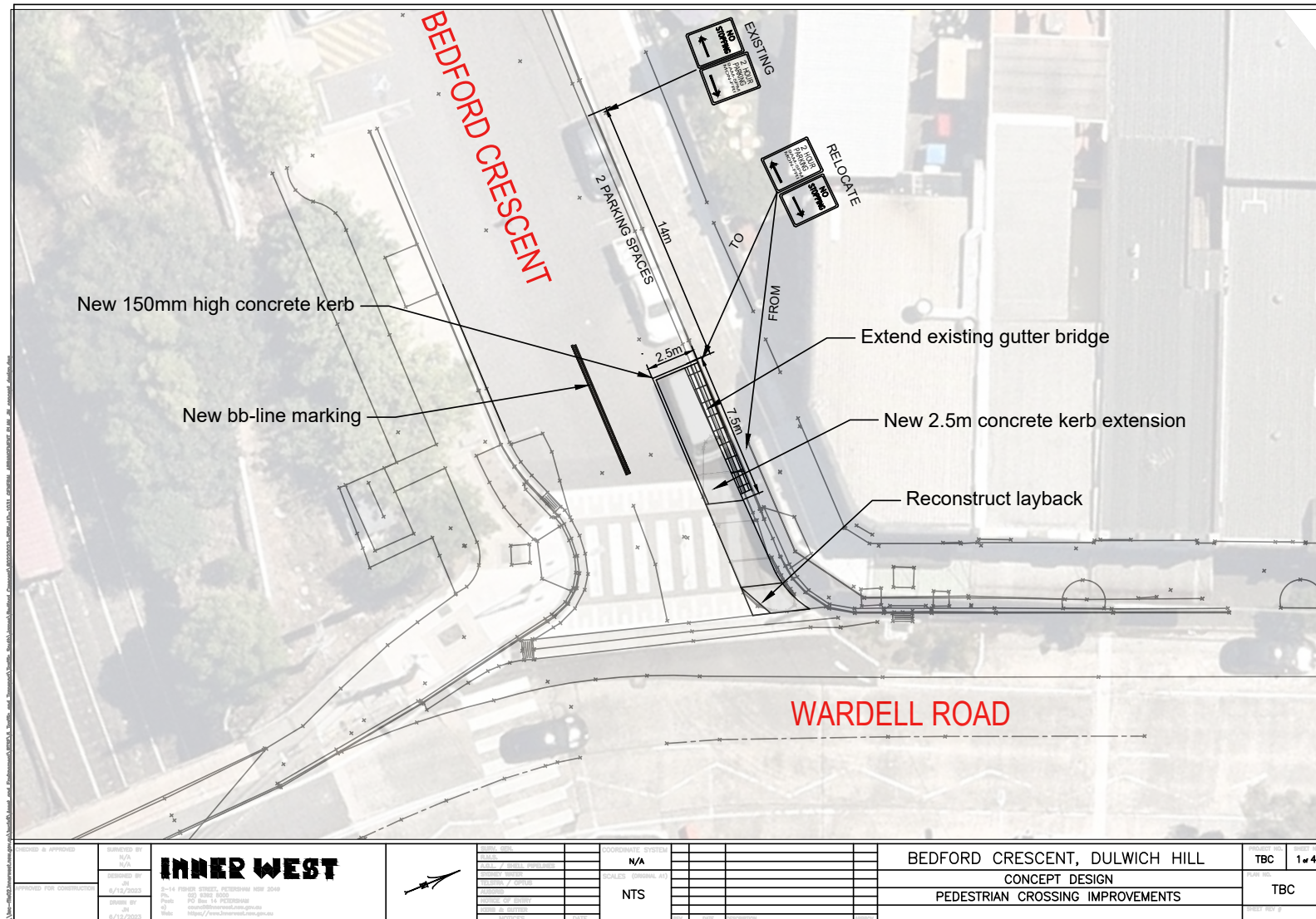
Council consulted with the adjacent businesses on Wardell Road between Bedford Crescent and Keith Street, Dulwich Hill between Thursday 7 December 2023 and Friday 22 December 2023. There were nine (9) consultation letters issued with one (1) response supporting the proposal and no responses opposing the proposal.

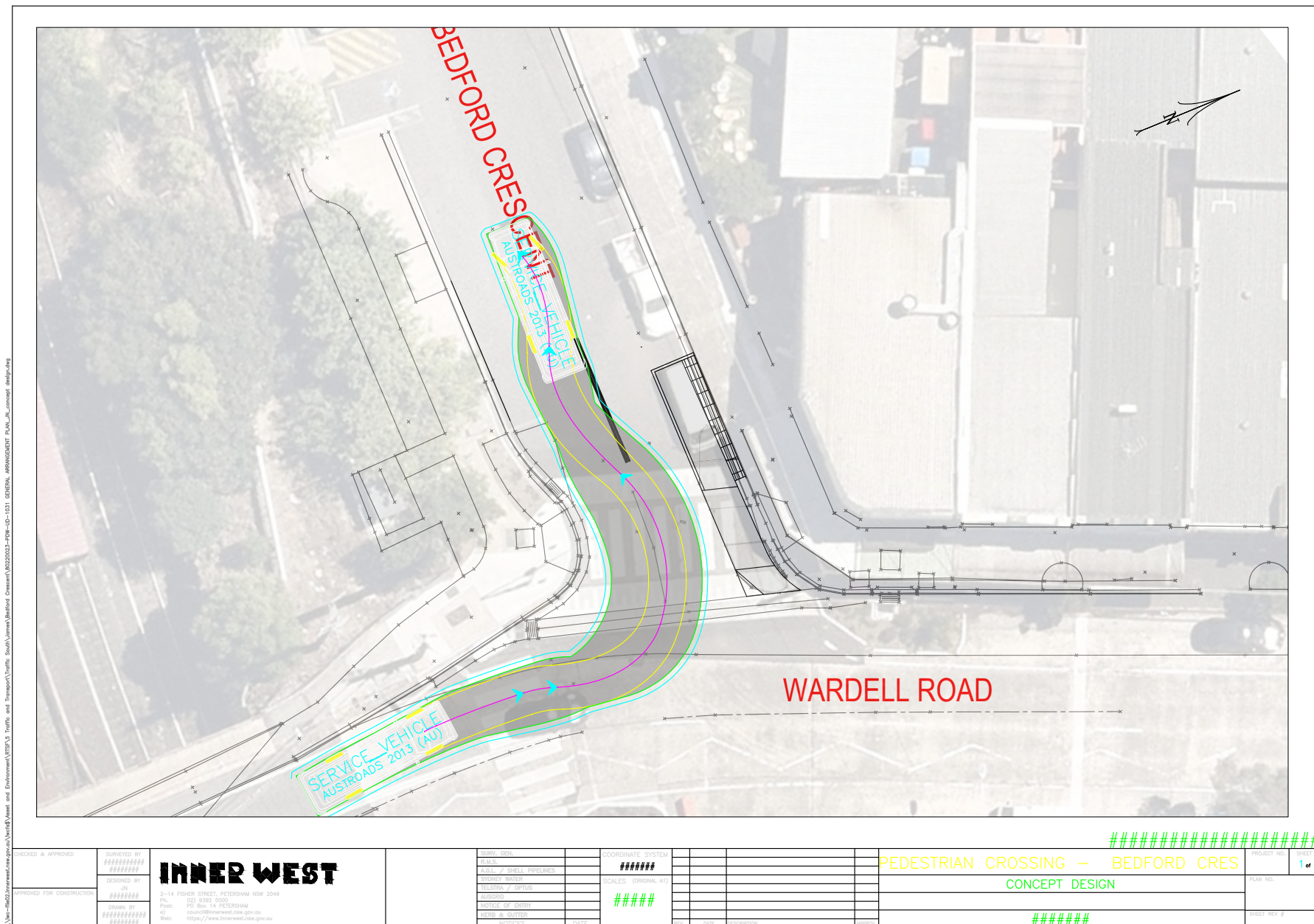
FINANCIAL IMPLICATIONS

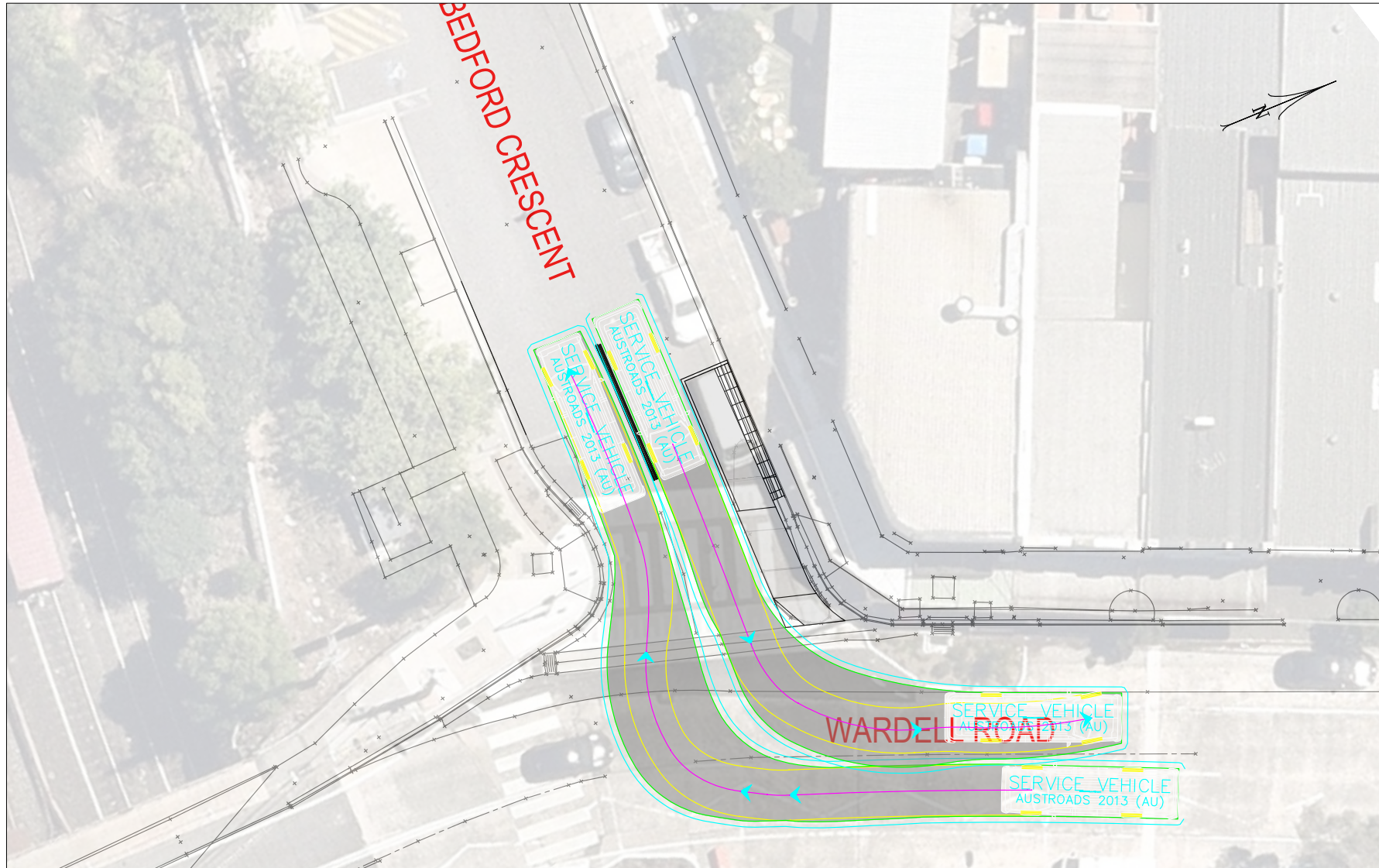
The proposed changes is estimated to cost approximately \$100,000 and will be funded from the Capital Works Program.

ATTACHMENTS


1. [↓](#) Concept plan
2. [↓](#) Swept path 1
3. [↓](#) Swept path 2
4. [↓](#) Swept path 3

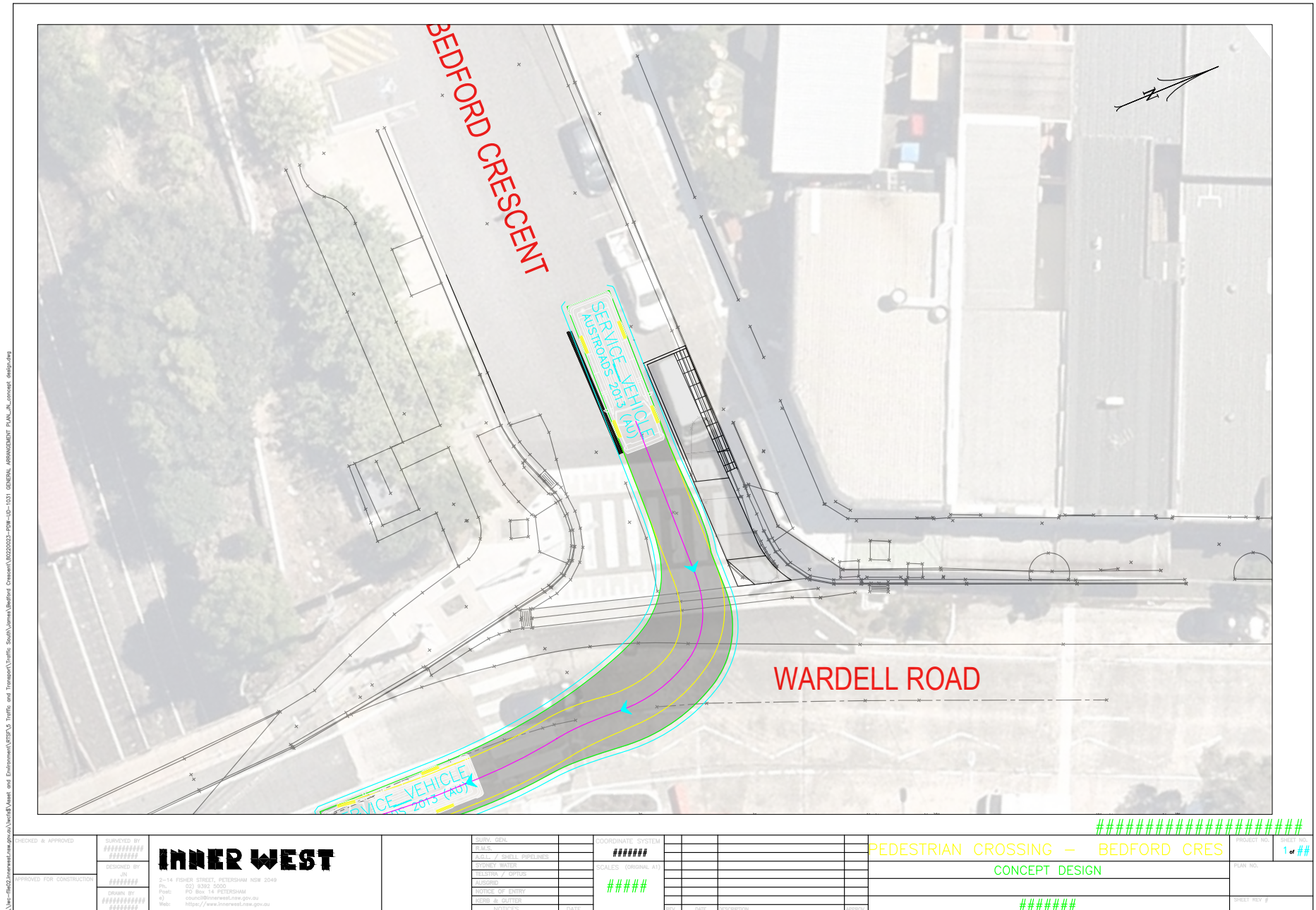






\\p01-r02\innerwest\new\proj\bedford\bedford\Traffic\South\James\Bedford Crescent\00202023-FWB-UD-1037_GENERAL_MANAGEMENT_PLAN\JL_concept_design.dwg

CHECKED & APPROVED		SURVEYED BY #####			SURV. GEN.		COORDINATE SYSTEM				PEDESTRIAN CROSSING — BEDFORD CRES		PROJECT NO.		
		DESIGNED BY JN			SCALE		#####						1 of ##		
		DRAWN BY #####			SCALE (ORIGINAL: A1)		#####				CONCEPT DESIGN		PLAN NO.		
APPROVED FOR CONSTRUCTION		2-14 FISHER STREET, PETERSHAM NSW 2049 Ph: (02) 8362 5000 Post: PO Box 14 PETERSHAM a) council@innerwest.nsw.gov.au Web: https://www.innerwest.nsw.gov.au			TELETRA / OPTUS										
						NOTICE OF ENTRY									
						ROAD & GUTTER									
						NOTICES		DATE							
								NO.		DATE		DESCRIPTION		APPROVAL	
														#####	
														SHEET REF #	



Item No: LTC0224(1) Item 4
Subject: MOYES STREET AND WARREN ROAD, MARRICKVILLE - PROPOSED 'NO STOPPING' RESTRICTIONS AND 'BB' LINE MARKING (MIDJUBURI-MARRICKVILLE WARD/SUMMER HILL ELECTORATE/INNER WEST PAC)
Prepared By: James Nguyen - Traffic Engineer
Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

That the proposed 'No Stopping' signs on the northern side of Warren Road, Marrickville and the 'BB' line marking on Warren Road, just east and west of Moyes Street be approved.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

This report presents the investigation and resolution to the road safety issue raised at the intersection of Moyes Street and Warren Road, Marrickville. The proposed 'No Stopping' signs and 'BB' line marking seeks to address the safety issues identified from the investigation.

BACKGROUND

Council received correspondence from a motorist about road safety concerns at the intersection of Moyes Street and Warren Road, Marrickville. The motorist noted that the right turn from Moyes Street to Warren Road is unsafe due to limited sight lines.

DISCUSSION

Council's Engineer assessed the safety concerns at the intersection of Moyes Street and Warren Road further by completing a site inspection to assess traffic conditions at this intersection. The site inspection revealed the following:

- A vehicle parked on the northern side of Warren Road, west of Moyes Street, within 10 metres of the intersection of Moyes Street and disobeying the NSW Road Rules which prevents vehicles parking within 10 metres of an intersection
- A reduced travel lane width on Warren Road, west of Moyes Street, limiting the ability for two vehicles to pass safely at the intersection due to the illegally parked vehicle
- Reduced sight lines for vehicles waiting to turn from Moyes Street to Warren Road.

In addition, there is one (1) recorded 'right through' crash (RUM 21) at this intersection in the last five (5) years. This crash may have occurred due to restricted sight lines.

Figure 1 below illustrates a summary of the assessed safety issues identified at this intersection.

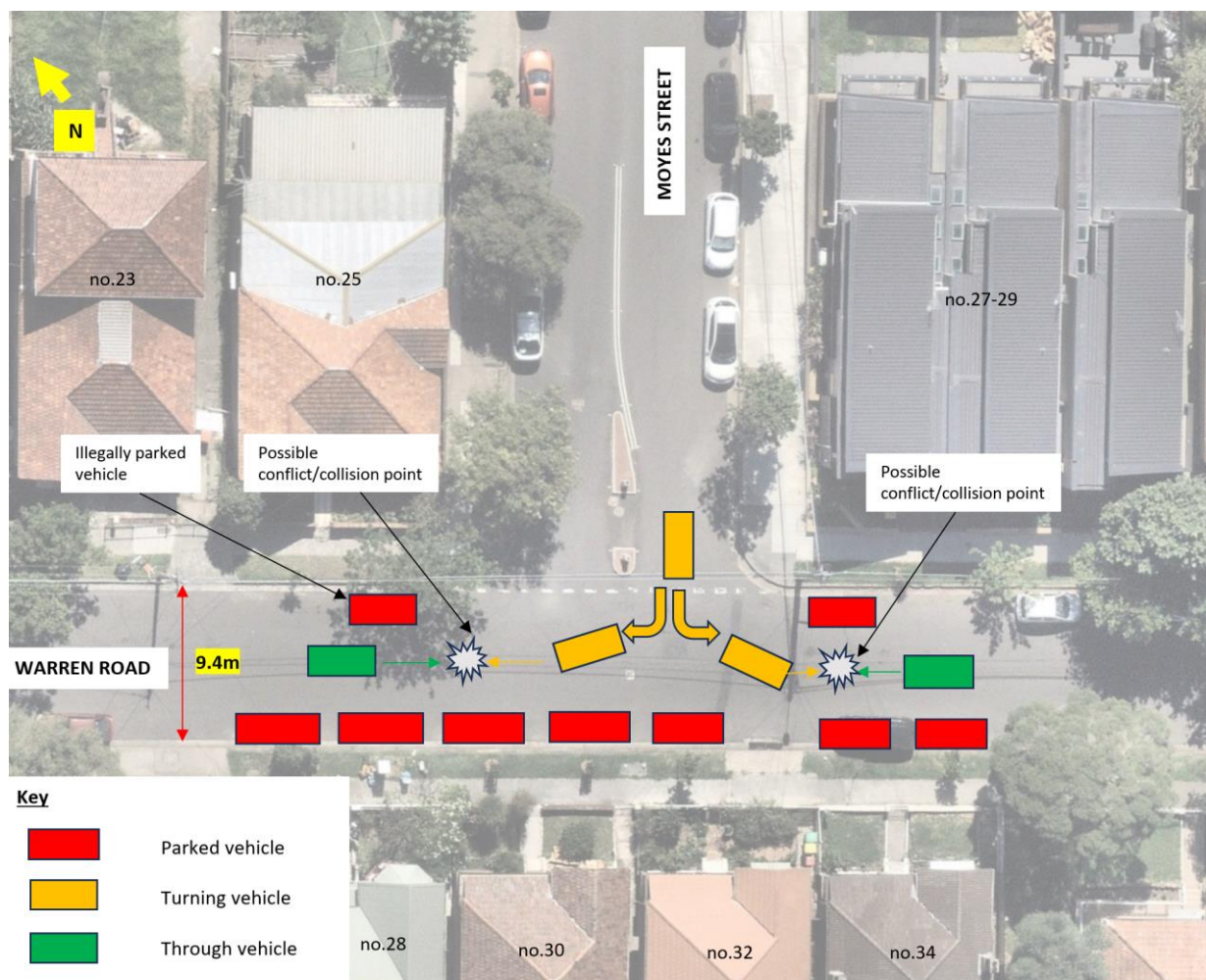


Figure 1 - Safety issues at Moyes Street and Warren Road

In addition, historical traffic counts completed by Council on Warren Road between Livingstone Road and Moyes Street, Marrickville, recorded an Annual Average Daily Traffic (AADT) volume of approximately 5000 vehicles per day and an 85th percentile speed of 41 km/h. With this traffic volume, Warren Road is considered a 'collector' road and carries higher traffic volumes. Therefore the proposed 'No Stopping' signs and 'BB' line marking will improve sight lines and improve vehicle delineation approaching this intersection. Given the 85th percentile speed of 41 km/h, further traffic calming is unnecessary on the approach to this intersection as vehicle speeds are already reduced by the narrow travel lanes.

Figure 2 below shows the improved delineation and movements between vehicles at the intersection by installing 'No Stopping' signs and 'BB' line marking (with raised reflective pavement markers).

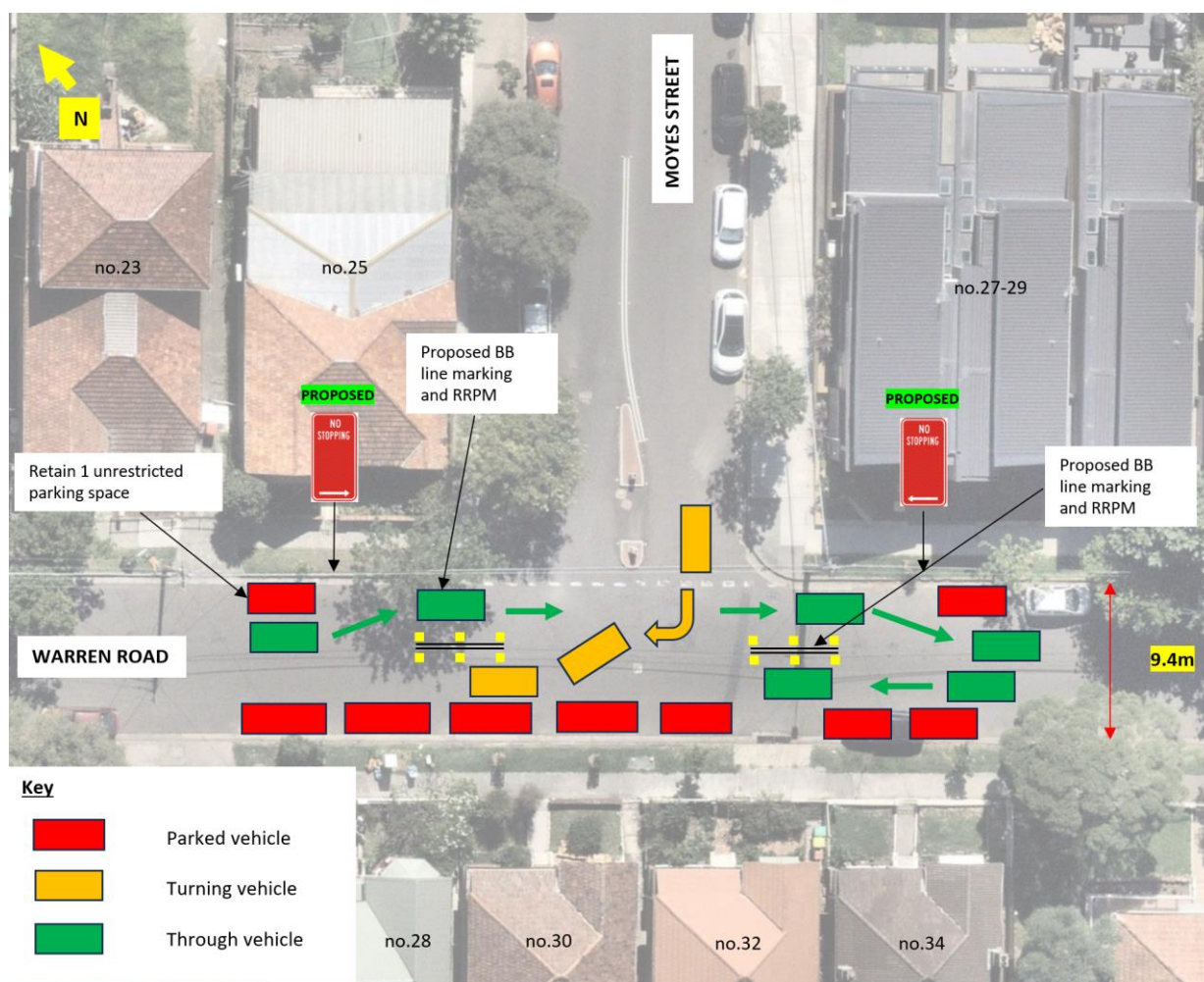


Figure 2 - Proposed road safety improvements and vehicle movements

PUBLIC CONSULTATION

Council consulted on the proposed signs and line marking proposal with affected residents. There were 16 letters sent with no responses supporting and one (1) response opposing the proposal.

The single response opposing the proposal is presented below:

Feedback received during consultation	Response from Council Engineer
The response raised concerns that there was no survey of residents about the changes and that there were several options previously proposed on Warren Road between Illawarra Road and Carrington Road with no implemented changes	<ul style="list-style-type: none"> A consultation letter for the proposed 'No Stopping' signs and line marking was sent to residents on 7 December 2023. This letter provided residents with the opportunity to provide their views (support or object) on the proposed "No Stopping" signs and centre line markings at the intersection of Warren Road and Moyes Street, Marrickville in regards to safety issues that were raised. Previous investigations on Warren Road between Illawarra Road and Carrington Road included the

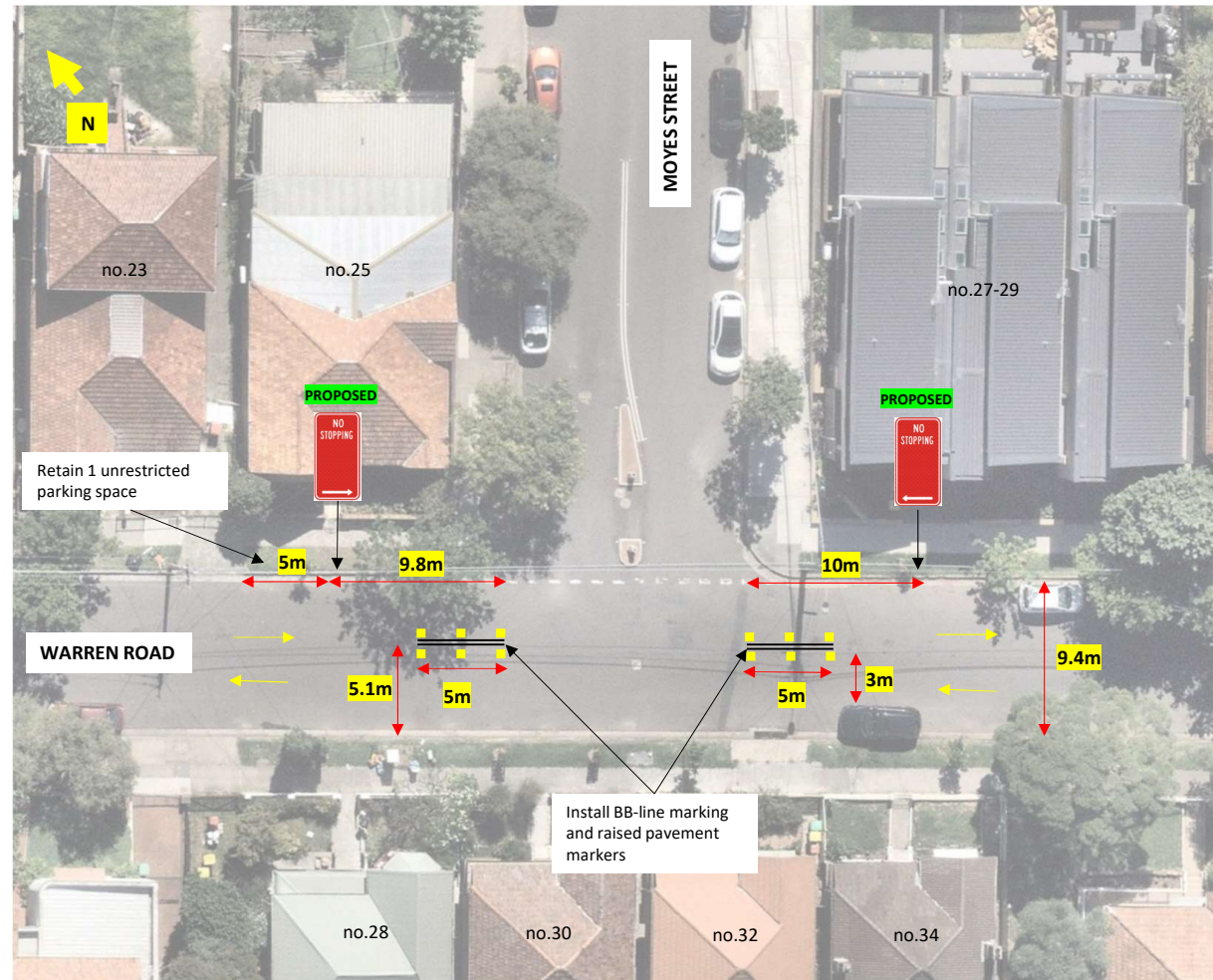
	completion of a Local Traffic Management (LATM) Plan of the area undertaken in 2014, and considered a one-way request and speed cushions. At the time no changes were adopted by Council. However, later on Council did proceed with a one way proposal for Warren Road.
The response suggested to make Warren Road between Illawarra Road and Carrington Road one-way with speed humps to reduce vehicle speeds	As noted above. In relation to the section of Warren Road west of Illawarra Road, traffic count data collected for Warren Road for this section shows the recorded an 85th percentile speed limit of 41 km/h, 4,868 vehicles per day of which 2.8% were heavy vehicles, with Warren Road being classified as a collector road, and within acceptable limits. The 85 th percentile speed of 41km/h is unlikely to increase significantly, given there has been no changes to the current road width. Furthermore, Given that Warren Road through this section provides a critical link in the road network, changes to traffic flow are unlikely to be supported in the foreseeable future.
The response raised concerns about replacement buses that will soon be traveling down Warren Road for up to 12 months or more, due to construction work on the T3 line	These proposals are to improve safety for traffic at this intersection and are not associated to any temporary bus routes that Transport for NSW may be proposing on Warren Road as part of works required on the T3 line.
The response raised concerns about the impact to on-street parking from the proposal as some residents do not have off-street parking	The "No Stopping" signs are proposed to restrict stopping or parking along areas that are not legal parking spaces. There is no loss of legal on-street parking outside the 10 metre "No Stopping" zones.
The response raised concerns about the impact to parking outside 30, 32, and 34 (will the changes allow for parking outside these homes)	There is no loss of parking or impact to existing parking outside houses 30, 32, 34, or any parking spaces on the southern side of Warren Road.

FINANCIAL IMPLICATIONS

The funding for the signs and linemarking changes are available within the 'Signs and Linemarking' budget.

ATTACHMENTS

1. [↓](#) Moyes Street and Warren Road, Marrickville - Proposed 'No Stopping' signs, 'BB' line marking and RRPM



Item No: LTC0224(1) Item 5

Subject: BIENNALE OF SYDNEY 2024 REVISED TRAFFIC MANAGEMENT PLAN - ROBERT STREET, ROZELLE (BALUDARRI-BALMAIN WARD/BALMAIN ELECTORATE/LEICHHARDT PAC)

Prepared By: Amir Falamarzi - Traffic Engineer

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

That the revised Traffic Management Plan (TMP) for the Biennale of Sydney 2024 at the White Bay Power Station proposed during 9 March to 10 June 2024 be approved subject to the following conditions:

- a) the existing '1P 6am-4pm Mon-Fri' spaces and 'Motorbike Parking' space on the south side of Robert Street be temporarily relocated further east during the proposed event dates, and undertaken by the event organisers;
- b) the event organisers notify the community including residents and businesses of the proposed event, changes to traffic and parking in the area;
- c) the event organiser shall close the roads in accordance with the approved Traffic Management Plan (TMP) unless otherwise directed by Police/authorised Council Rangers;
- d) all barricades and necessary signposting shall be provided by the event organisers and maintained during the period of the event by TfNSW-accredited marshals, or Police engaged by the applicant;
- e) all traffic control facilities are to be installed in accordance with Australian Standard 1742.3;
- f) the event organiser shall indemnify Inner West Council against all claims for damage or injury that may result from the activity or occupation of part of the public way during the activity. The event organiser must provide documentary evidence of public risk insurance cover of at least \$20,000,000 indemnifying Council; and
- g) the event organiser shall be responsible for the reimbursement for the cost of repair of any damage caused to the public way, or as a result of the activities.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

A revised Traffic Management Plan (TMP) for The Biennale of Sydney 2024 has been submitted at the NSW State Heritage-listed White Bay Power Station (WBPS) at 28 Robert Street Rozelle. This was previously considered by the Traffic Committee on 11 December 2023.

The TMP was prepared on behalf of Placemaking NSW and aims to provide safe pedestrian access routes to the site through a proposed signalised pedestrian crossing point in Robert

Street, onsite pick-up and drop-off zone for private vehicles, taxis, and shuttle bus services, including to and from bus nearby bus stops to the WBPS. A Transport Access Guide (TAG) has also been prepared for the event.

BACKGROUND

The previous version of the TMP was considered and endorsed by the Local Traffic Committee on 11 December 2023.

DISCUSSION

This updated TMP proposes the following changes:

- The previously discussed ferry transport option at the temporary ferry wharf near the cruise ship terminal will not be provided for this event.
- The proposed portable signalised pedestrian crossing on Roberts Street has been relocated north-east along by approximately three car spaces so that the crossing can operate without conflicting with the right turn movements into the WBPS. The proposed changes are illustrated in Figure 1.
- Three (3) car spaces on the northeastern corner of Mullens street and Robert Street is proposed to be temporarily removed during the event and replaced with water barriers to improve safety. The proposed changes are illustrated in Figure 1.
- A certified traffic controller has been reinstated at the Robert Street bus stop in the 'typical operations' TGS at the request of Transport, to assist with wayfinding. The proposed changes are illustrated in Figure 1.
- Additional special event variations of the existing 441 and 442 bus services will be implemented by Transport for NSW, which will shuttle between the QVB in the Sydney CBD and the WBPS site when it is open to public. Bus pick-up and drop-offs would be facilitated by designated bus layover facilities provided in the northern forecourt of WBPS, with buses entering and exiting the site in the same manner as private vehicles. The northern forecourt access arrangements are illustrated by Figure 2.
- Council will undertake street cleaning and vegetation clearance on Robert Street at the frontage of WBPS between the port access road exit ramp and the proposed pedestrian crossing.

Figure 1: Traffic Guidance Scheme - Typical Operations

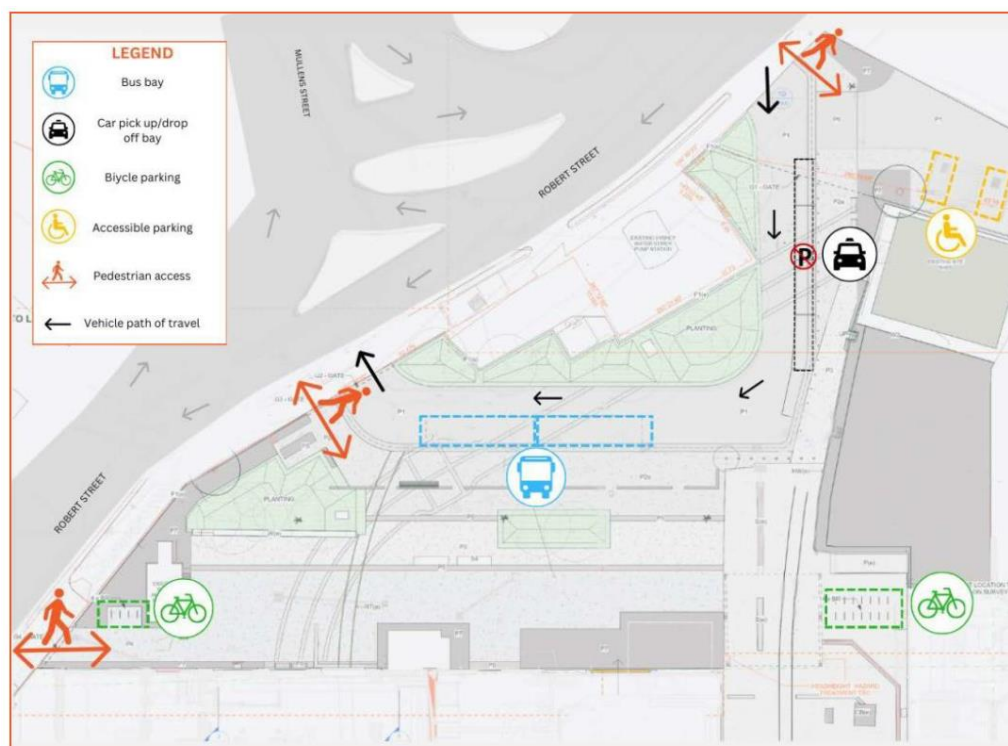


Figure 2: Venue access and key features

FINANCIAL IMPLICATIONS

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

ATTACHMENTS

1. [↓](#) Biennale of Sydney - Traffic Management Plan



TRAFFIC MANAGEMENT PLAN

Biennale of Sydney

White Bay Power Station, Rozelle

PREPARED FOR:
Placemaking NSW and Biennale of Sydney

REFERENCE:
0740r01v06

DATE:
6/02/2024

Item 5

Attachment 1



TRAFFIC MANAGEMENT PLAN

Biennale of Sydney

Prepared for: Placemaking NSW and Biennale of Sydney

ABN: 51 437 725 177 and 74 001 614 384

Reference: 0740r01v06

Date: 6/02/2024

© 2024 PDC Consultants (Aust) Pty Limited. The concepts and information contained in this document are the property of PDC Consultants (Aust) Pty Ltd (PDC Consultants). PDC Consultants has prepared this document for the sole use of whom it was prepared for, for the express purpose agreed between, and in accordance with the provisions of the contract between the two parties. PDC Consultants accepts no liability or responsibility whatsoever to any third party use of or reliance upon this document. Some information used by PDC Consultants received by whom this document was prepared for, and third parties, may not have been verified. Use or copying of this document in whole or in part without the written permission of PDC Consultants constitutes an infringement of copyrights.

Revision History

VERSION	DATE	PREPARED	REVIEWED	APPROVED	SIGNED
02	22/11/2023	Ben Midgley	Julius Boncato	Paul Corbett	Original signed
03	24/11/2023	Ben Midgley	Julius Boncato	Paul Corbett	Original signed
04	27/11/2023	Ben Midgley	Julius Boncato	Paul Corbett	Original signed
05	20/12/2023	Ben Midgley	Julius Boncato	Paul Corbett	Original signed
06	6/02/2024	Ben Midgley	Julius Boncato	Paul Corbett	

PDC Consultants

info@pdcconsultants.com.au | www.pdcconsultants.com.au

+61 2 7900 6514 | Level 14, 100 William Street, Woolloomooloo NSW 2011



Table of Contents

1. Introduction	3
1.1. Overview	3
1.2. Traffic Management Plan Process	3
1.3. Objectives	4
1.4. Structure of this Report	4
1.5. References	4
1.6. Limitations	5
2. Event Details	6
2.1. Event Summary	6
2.2. Contact Names	6
2.3. Description of the Event	7
2.4. Event Travel Modes	10
3. Traffic and Transport Management	16
3.1. Location and Access	16
3.2. Traffic Generation	19
3.3. Parking	20
3.4. Public Transport	22
3.5. Heavy Vehicles	22
3.6. Advertisement of Traffic Management Arrangements	23
3.7. Access for Local Businesses and Residents	23
3.8. Monitoring	24
4. Traffic Risk Management	25
4.1. Overview	25
4.2. Traffic Control	25
4.3. Incident Reporting	27
4.4. Public Liability Insurance	28
4.5. Police	28
4.6. Fire Brigade and Ambulance	28
5. Conclusion	29



List of Figures

Figure 1: Site Plan	8
Figure 2: Venue Accesses and Key Features	11
Figure 3: L1 Light Rail Line Map	14
Figure 4: Public and Active Transport Services	15
Figure 5: On-Street Parking Inventory	22

List of Tables

Table 1: Event Summary	6
Table 2: Contact Names	6
Table 3: Bus Services	12
Table 4: Ferry Services	13
Table 5: Light Rail Services	13

Appendices

Appendix A	Travel Access Guide
Appendix B	Cruise Schedule
Appendix C	Traffic Guidance Scheme



1. Introduction

1.1. Overview

PDC Consultants has been commissioned by Placemaking NSW and Biennale of Sydney to prepare a special event Traffic Management Plan (TMP) for Biennale of Sydney events and operations occurring at the White Bay Power Station (WBPS), Rozelle.

Biennale of Sydney (Biennale) is a leading international contemporary art exhibition entering its 24th edition in 2024 which will occur over six venues in the Greater Sydney region, with the largest and most activated site being WBPS. The site has undergone recent renovation and Biennale will form the first such arts and culture event ever held at WBPS, and will feature a free contemporary art exhibition, public events and workshops, live music, and food and beverage facilities.

This TMP covers three stages of the event, each with distinct traffic management requirements:

1. Build and installation: 3 January to 3 March 2024.
2. Open to public: 4 March to 10 June 2024.
3. Deinstallation: 11 June – 12 July 2024.

This TMP has been prepared to encourage the safe separation of event patrons, participants, volunteers, and employees from traffic and manage any impacts to the local and broader transport network and community.

1.2. Traffic Management Plan Process

This TMP has been prepared in accordance with the NSW Government's *Guide to Traffic and Transport Management for Special Events* (NSW Govt. Guide) and through close liaison with Inner West Council (Council) and other key stakeholders including the event organiser, Placemaking NSW, Transport for NSW, and NSW Police, amongst others.

In accordance with Section 3.1.1 of the NSW Govt. Guide, Council has determined that Biennale be designated a Class 2 event, with this TMP prepared accordingly.

No government authority approves or certifies the suitability of the TMP as it has no legal standing in itself. Rather, the TMP is a collection of statutory and logical requirements and is the event organiser's description of how these requirements are met. For this event, the proponent is Placemaking NSW and Biennale is the organiser, under license from Placemaking NSW.

The TMP will be reviewed by Council and pass through its Local Traffic Committee (LTC) for endorsement.



1.3. Objectives

The objectives of a TMP are defined in the NSW Govt. Guide, as follows:

- Demonstrate compliance with the requirements of the Work Health and Safety Act 2011.
- Isolate the event space from traffic (if applicable).
- Manage the reduced capacity on the road system (if applicable).
- Minimise the traffic impact on the non-event community and emergency services.
- Minimise costs to the event organiser and the agencies.

1.4. Structure of this Report

This TMP documents the traffic and transport management procedures to be implemented during the event and is structured as follows:

- Section 2: Summarises details of the event.
- Section 3: Presents the traffic and transport management measures and impacts.
- Section 4: Discusses the traffic risks and mitigation.
- Section 5: Presents the overall study conclusions.

1.5. References

In preparing this report, reference has been made to the following guidelines / standards:

- NSW Government Guide to Traffic and Transport Management for Special Events 2018 (NSW Govt. Guide).
- Transport for NSW Traffic Control at Work Sites Technical Manual Issue 6.1, 2022 (TCAWS).
- Australian Standard AS 1742.3-2019, Part 3: Traffic Control for Works on Roads (AS 1742.3).
- Australian Standard AS 2890.2-2018, Part 2: Off-Street Commercial Vehicle Facilities (AS 2890.2).
- Integrated Public Transport Service Planning Guideline, Sydney Metropolitan Area 2013 (Integrated Public Transport Planning Guidelines 2013).
- Interim Construction Noise Guideline, Department of Environment & Climate Change NSW 2009 (Interim Construction Noise Guideline).



1.6. Limitations

At the time of writing, detailed management and operational plans were still being developed, and the strategy for the movement of patrons to and from the site during large-scale activations such as Biennale is ongoing.

The site is also undergoing remediation and renovation works into early 2024, undertaken by a contractor that will maintain control of the site throughout a short period of Biennale's build and installation stage. As such, Biennale will be required to follow all traffic management protocols set out by the contractor during this time.

As use of the site progresses over the four-month activation of the site, traffic management procedures may evolve in response to changed conditions, past experiences and lessons learned. Procedures may also be modified on a day-to-day basis in accordance with the scale of events occurring at the WBPS site on any given day.



2. Event Details

2.1. Event Summary

Key event details are summarised by **Table 1**.

Table 1: Event Summary

FEATURE		RESPONSE
NAME		Biennale of Sydney 2024
LOCATION		White Bay Power Station, Rozelle (Lot 380 DP 1277236)
DATE	Build and installation	3 January to 3 March 2024
	Open to public	4 March 2024 to 10 June 2024
	Deinstallation	11 June to 12 July 2024
START TIME (whilst open to public)		Monday: Closed Tuesday to Sunday: 11:00 am
FINISH TIME (whilst open to public)		Monday: Closed Tuesday: 6:00 pm Wednesday & Thursday: 9:00 pm Friday to Sunday: 6:00 pm

2.2. Contact Names

Key contact names are provided in **Table 2**.

Table 2: Contact Names

DESCRIPTION	NAME	ORGANISATION	PHONE	EMAIL
Event Proponent	Sally Hamilton	Placemaking NSW	+61 419 229 259	sally.hamilton1@property.nsw.gov.au
Event Organiser	-	The Biennale of Sydney	+61 2 8484 8700	art@biennaleofsydney.com.au
Event Manager	Matt Woodham	The Biennale of Sydney	+61 405 253 335	matt@biennaleofsydney.com.au
Police	TBC	NSW Police	000 (emergency) 131 444 (non-emergency)	TBC
Council	Kendall Banfield Sunny Jo	Inner West Council	+61 2 9335 2179 +61 2 9392 5965	kendall.banfield@innerwest.nsw.gov.au sunny.jo@innerwest.nsw.gov.au
Traffic Controller	TBC	TBC	TBC	TBC



2.3. Description of the Event

Biennale is a leading international contemporary art exhibition. For its 24th edition, it will be held across six different sites in the Greater Sydney region, with the newly renovated WBPS being the largest and most activated exhibition site. The Biennale will be the very first public activation at WBPS, and will feature a free contemporary art exhibition, public events and workshops, live music, and food and beverage operations. The site is shown in **Figure 1**, with further information on the three event stages given in the following sections.

2.3.1. Build and Installation

The installation phase will run over a nine-week period from 3 January to 4 March 2024, with between 15—50 artists, assistants, or installers on site. During this time, works will occur in accordance with the Interim Construction Noise Guideline, which specifies standard work hours as follows:

- Monday to Friday: 7:00 am to 6:00 pm.
- Saturday: 8:00 am to 1:00 pm.
- Sunday and public holidays: no work without prior approval.

Traffic volumes during installation are expected to be very low, will be encouraged to occur outside of commuter peak periods, and will be scheduled and communicated to the contractors in advance.

Delivery schedules during the installation phase will be managed through dynamic scheduling software and all relevant staff and stakeholders will be provided with a link to a dynamic online production schedule, to minimise risk of vehicle conflicts on the site. Site access arrangements will be managed by two-way radio between Biennale's designated site manager, venue security and Placemaking NSW.

All activities during the build and installation stage are set to occur wholly within the site, with no need for any on-street Works Zone or the like. All vehicles will enter and exit the site in a forward direction via the existing combined entry and exit driveway onto Robert Street at the north-east corner of the site.

Trucks would be required to travel to and from the site via the classified road network, using non-classified local streets only as strictly necessary for site access. All trucks entering WBPS would arrive from the classified road of Victoria Road, before turning onto the non-classified road Robert Street, then right onto Robert Street at the intersection with Mullens Street, before finally turning right into the site. Trucks exiting the site will make the opposite movements for access to Victoria Road, from which the broader classified road network is accessible.

Car parking on the site is very limited and contractors would be advised accordingly. Employees would be required to travel to the site using public transport or carpooling during the build and installation stage. Biennale leases a workshop with dedicated car parking at Canal Street, Leichhardt, which would be offered as a free-parking site for contractors or employees requiring it. A small number of on-site parking spaces may occasionally be used for specialist trade vehicles, Biennale management or VIP tours. These requirements would be sporadic and advised to the contractor in advance.



Figure 1: Site Plan



2.3.2. Open to Public

Use of data from prior Biennale events has allowed for derivation of the following forecast visitation figures, which are given as the total number of visitors or patrons (excluding staff) over the course of the day (not at one time):

- Monday: Closed.
- Tuesday: 2,000 persons.
- Wednesday: 3,000 persons.
- Thursday: 2,000 persons.
- Friday: 2,000 persons.
- Saturday: 3,500 persons.
- Sunday: 5,000 persons.

The temporary art exhibition will also include special events as summarised below, with a full list of special events and activities provided in the Operational Management Plan:

- Invitation only events such as media and VIP previews will be held between 4 March to 8 March 2024.
- The opening night event will be held on 8 March 2024. During this time the outdoor stage will run until 11 pm and the venue will be closed at midnight. Activities may include live talks, music events and workshops as well as roaming performance and activations across site.
- Live music programs and other performances (such as music, poetry, talks, dance) will occur within the Turbine Hall on every Wednesday and Thursday nights. The site will be open until 9 pm on Wednesday and Thursday.
- Private dining and art events will occur regularly during the program for sponsors, benefactors, and Biennale partners, and in some cases and publicly available ticketed events, including Friday 22 March, Saturday 23 March, Friday 26 April, Saturday 27 April, and Friday 24 May 2024.
- An arts club will occur fortnightly on Tuesdays.
- A talk series (Pillars) and a family day will occur on the fourth Saturday of each month.

No dedicated on-site car parking will be provided, except for two accessible car spaces for eligible vehicles only.

Short stay (maximum two minutes) pick-up and drop-off bays will be provided in the northern forecourt to facilitate such activities by visitors arriving by car (as passengers), taxi, or ride share services, with vehicles entering the site via the existing driveway onto Robert Street, circulating in a clockwise direction, and departing via the exit-only driveway onto Robert Street.



Visitors would be strongly encouraged to use shuttle buses and public and active transport to access the site, further details of which are given in Section 2.4.

Special events may occur at the site during the open to public stage, such as the opening weekend festivities, during which a higher volume of patrons would be expected than during the typical operation summarised earlier. A full timetable of such events is currently being prepared and will be communicated to key stakeholders in advance of occurring.

2.3.3. Deinstallation

The deinstallation stage is expected to have the lowest traffic generation of all stages of Biennale, with very limited vehicular activity at the site. Access to the site would be required and this would be controlled by event management employees who will ensure only authorised vehicles enter the site.

There will again be very limited car parking available on site, with employees strongly encouraged to use public or active transport to access the site, with short-term parking and loading permissible via the northern forecourt and southern yard.

2.4. Event Travel Modes

2.4.1. Shuttle Bus Service

Additional special event variations of the existing 441 and 442 bus services will be implemented by Transport for NSW, which will shuttle between the QVB in the Sydney CBD and the WBPS site when it is open to public (**Table 1**). These additional services would operate on the following approximate frequencies:

- Weekdays (off-peak): every 20 minutes.
- Weekdays (peak): every 15 minutes.
- Weekends: every 3—5 minutes.

Bus pick-up and drop-offs would be facilitated by designated bus layover facilities provided in the northern forecourt of WBPS, with buses entering and exiting the site in the same manner as private vehicles. The northern forecourt access arrangements are illustrated by **Figure 2**.

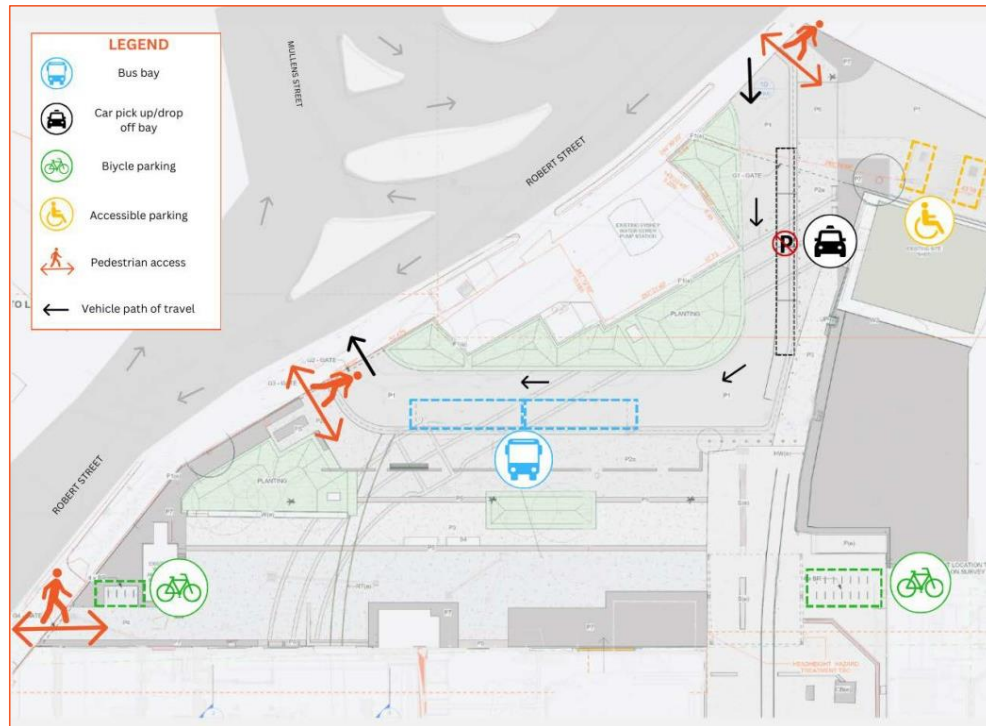


Figure 2: Venue Accesses and Key Features

Shuttle buses would be the primary mode of travel to and from the event and advertised as such, operate continuously throughout days the site is open to the public. Increased frequency of services may be required during the opening week and any anticipated busier, special event days.

2.4.2. Public Bus Services

The use of public bus services forms an existing, reliable alternative to shuttle buses and other modes of travel.

The Integrated Public Transport Planning Guidelines 2013 states that the walking catchment for metropolitan bus services includes all areas within a 400-metre radius of a bus stop. As can be seen from **Figure 4**, the site is situated within 400 metres of several bus stops located along Robert Street, Mullen Street, and Victoria Road. Accordingly, the site falls within the walking catchment, with visitors and employees are expected to utilise these services for journeys to and from the event.

The two bus services which travel along Robert Street and Mullen Street are expected to be the two used most by visitors to Biennale, being routes 441 and 442; these are highlighted in **Table 3**, for emphasis.



Given the location of the inbound bus stop (ID 203933) on the northern side of Robert Street, visitors arriving from the Queen Victoria Building (QVB), or any stops in between would be required to cross Robert Street to get to the site. Traffic management is therefore proposed, as discussed later in this TMP, to ensure these crossings occur in dedicated safe locations.

Table 3 shows the notable town centres that are accessible via the bus services which operate in the vicinity of WBPS, and the average service headways during peak and off-peak periods.

Table 3: Bus Services

ROUTE NO.	TO / FROM	ROUTE DESCRIPTION	AVERAGE HEADWAY
433	Balmain Gladstone Park to Central Pitt St	Via Rozelle, Forest Lodge	Weekdays: 10 - 15 minutes Weekends: 15 – 20 minutes
440	Bondi Junction to Rozelle	Via Centennial Square, Paddington, Darlinghurst, Chippendale, Lilyfield	Weekdays: 10 - 15 minutes Weekends: 15 minutes
441	City Art Gallery to Birchgrove (Loop Service)	Via QVB, Rozelle	Weekdays: 10 - 15 minutes Weekends: 30 - 60 minutes
442	City QVB to Balmain East Wharf (Loop Service)	Via Pyrmont, Rozelle, Balmain	Weekdays: 10 minutes Weekends: 10 minutes
445	Campsie to Balmain	Via Canterbury, Lewisham, Leichhardt, Lilyfield, Rozelle	Weekdays: 15 minutes Weekends: 15 minutes
500N	Parramatta to City Hyde Park (Night Service)	Via Rydalmere, Ermington, West Ryde, Ryde, Gladesville, Huntleys Cove, Huntleys Point, Drummoyne, Rozelle, Pyrmont	Weekdays: 7 Services Only Weekends: 4 - 7 Services
500X	West Ryde to City Hyde Park (Express Service)	Via Ryde, Gladesville, Huntleys Cove, Huntleys Point, Drummoyne, Rozelle, Pyrmont	Weekdays: 10 minutes Weekends: 10 minutes
501	Parramatta to Central Pitt St	Via Rydalmere, Ermington, West Ryde, Ryde, Gladesville, Huntleys Cove, Huntleys Point, Drummoyne, Rozelle, Pyrmont	Weekdays: 15 - 20 minutes Weekends: 15 minutes
502	Cabarita Wharf to Drummoyne and City Town Hall	Via Cabarita, Concord, Canada Bay, Five Dock, Russell Lea, Rozelle, Pyrmont	Weekdays: 30 minutes Weekends: 30 minutes
503	City Town Hall to Drummoyne (Loop Service)	Via Pyrmont, Rozelle	Weekdays: 30 - 60 minutes Weekends: No Services
504	Chiswick to City Domain	Via Abbotsford, Drummoyne, Rozelle, Pyrmont	Weekdays: 10 minutes Weekends: 10 - 15 minutes
505	Woolwich to City Town Hall	Via Hunters Hill, Huntleys Point, Drummoyne, Rozelle, Pyrmont	Weekdays: 5 Services Only Weekends: No Services
506	Macquarie University to City Domain	Via Macquarie Park, North Ryde, East Ryde, Hunters Hill, Drummoyne, Rozelle, Pyrmont	Weekdays: 5 - 10 minutes Weekends: 30 minutes
507	Meadowbank to Gladesville	Via Putney, Tennyson Point, Gladesville, Huntleys Cove, Huntleys Point, Drummoyne, Rozelle, Pyrmont	Weekdays: 15 - 30 minutes Weekends: 30 minutes



2.4.3. Ferry Services

The Integrated Public Transport Planning Guidelines 2013 states that the walking catchment for ferry wharves includes all areas within an 800-metre radius of a wharf. It can be seen from **Figure 4** that Blackwattle Bay Wharf is located around 900 metres from the site, and hence falls just outside the typical walking catchment area. Visitors and employees of the event could possibly use the ferry network as part of a multi-modal trip; however, the walking distance is moderate at around 30 minutes, given the geometry of Blackwattle Bay.

Balmain Wharf is around 1.5 kilometres from the site and so again falls outside the typical walking catchment area; however, there are better bus services between Balmain Wharf and WBPS than there are between Blackwattle Bay Wharf, and as such this may form a more appealing means of using a ferry to travel to and from the site. The walking distance between Balmain Wharf and WBPS is around 25 minutes.

Table 4 shows the route of the F8 line (which serves Balmain Wharf) and F10 line (which serve Blackwattle Bay Wharf) and average service headways during peak and off-peak periods. The F3 line also serves Balmain Wharf, but only during weekday commuter peak hours at a very low frequency.

Table 4: Ferry Services

SERVICE	DESCRIPTION	AVERAGE HEADWAY
F8	Circular Quay to Cockatoo Island via Balmain	Weekday: 30 minutes (peak) / 60 minutes (off-peak) Weekend: 60 minutes
F10	Barangaroo Wharf to Blackwattle Bay Wharf	Weekday: 30 minutes Weekend: 30 minutes

2.4.4. Light Rail Services

The Integrated Public Transport Planning Guidelines 2013 states that the walking catchment for metropolitan rail includes all areas within an 800-metre radius of a station. It can be seen from **Figure 4** that Rozelle Bay Light Rail Station is located 650 metres from the site, and hence falls within the typical walking catchment area. As such, visitors and employees of the event would be expected to use the light rail network for travel to and from the site.

The newly constructed Rozelle Parklands will likely be open when Biennale opens to the public in March 2024, creating an attractive active transport link between Rozelle Bay Light Rail Station and WBPS. **Table 5** shows the notable town centres provided along the L1 line and average service headways during peak and off-peak periods, with the L1 line illustrated by **Figure 3**.

Table 5: Light Rail Services

SERVICE	DESCRIPTION	AVERAGE HEADWAY
L1	Central, Capitol Square, Paddy's Market, Exhibition Centre, Pyrmont Bay, Fish Markey, Wentworth Park, Glebe, Rozelle Bay, Leichhardt North, Lewisham West, Dulwich Hill	Weekday peak: 8 minutes Weekday off-peak: 10-15 minutes Weekend: 10-15 minutes



Figure 3: L1 Light Rail Line Map

2.4.5. Cycle Network

Figure 4 shows that the site is excellently serviced by cycle facilities, with on-road cycle facilities provided along the Robert Street site frontage, which connect to dedicated off-road facilities along Victoria Road for connection to the broader cycle network including connections to Inner West suburbs and Anzac Bridge.

These facilities are supported by a network of low-speed local streets near the site, particularly in Balmain to the north, which provide relatively safe and efficient connections for cyclists.

Further new cycle connections will likely be open through the Rozelle Parklands by the time Biennale is open to public in March 2024. These Parklands will improve cycle connectivity to the Rozelle Bay Light Rail Station, but also further south and west of the site towards Inner West suburbs of Lilyfield, Leichhardt, and beyond.

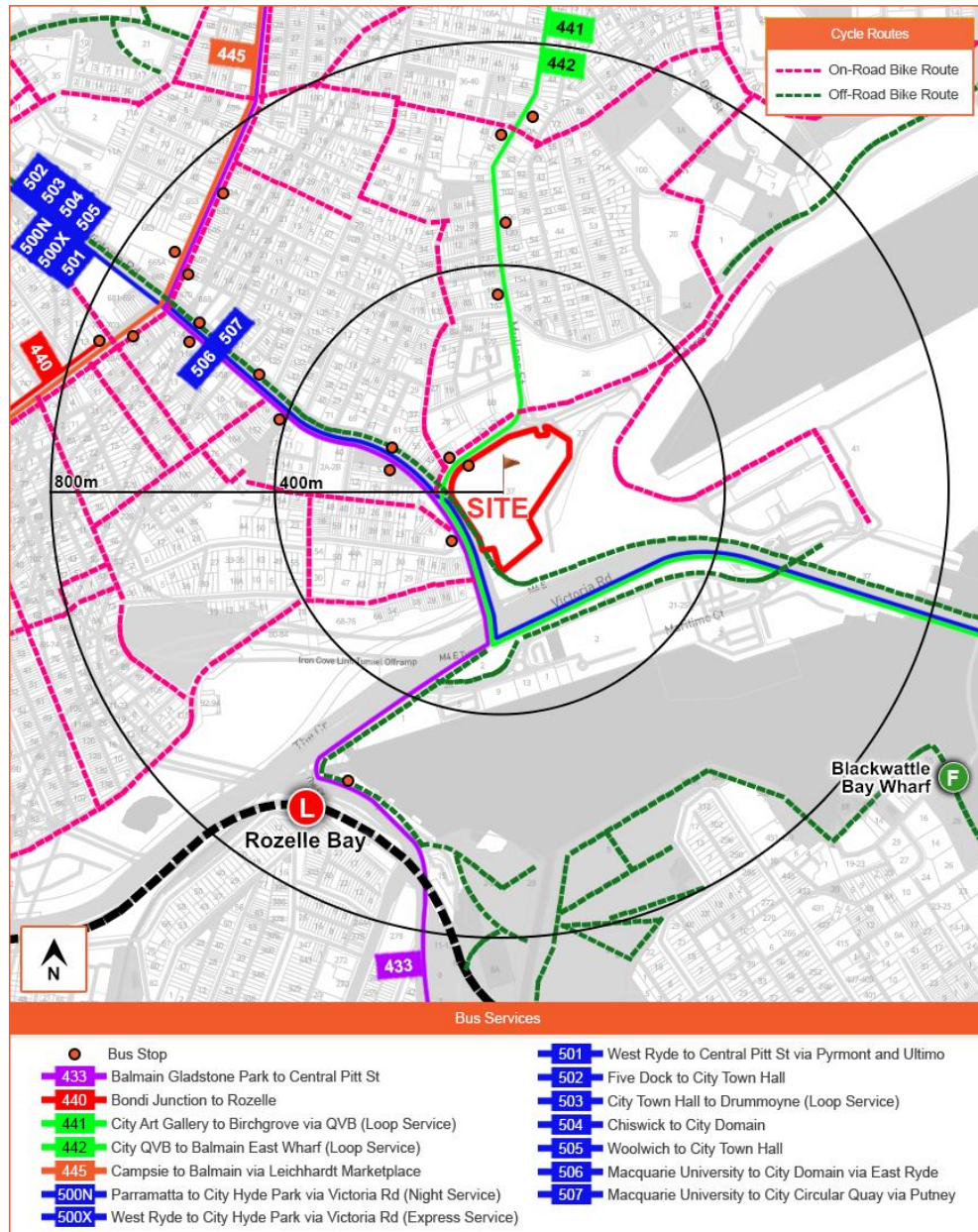


Figure 4: Public and Active Transport Services



3. Traffic and Transport Management

3.1. Location and Access

3.1.1. Overview

Whilst Biennale will occur across six venues in Greater Sydney, this TMP pertains solely to events and activities occurring at WBPS, which is illustrated by **Figure 1**.

In advance of the venue opening to the public, remediation and restoration works at WBPS will be completed along with other works, including modification to the northern forecourt, being the hardstand area to the north of the WBPS building which will form the arrival forecourt for pedestrians and vehicles.

These site works will create a safe and friendly environment for visitors and will involve works to the entry and exit access driveways onto Robert Street, plus provision of a one-way clockwise traffic lane circulating through the forecourt, which serves private vehicle (taxi and ride share) and bus pick-up and drop-off bays.

These works will be completed and in effect prior to the site opening to the public and will remain in place throughout Biennale and for any future activation of the site.

3.1.2. Travel Access Guide

A Travel Access Guide (TAG) has been prepared as an accompanying document, to assist in promoting the use of alternative transport modes. The TAG is a map or brochure which illustrates the proposed access arrangements and the modes of travel available in the vicinity of the site, and is provided as **Appendix A**.

The TAG will be made available online as part of promotional material for the event and be circulated to patrons of the site upon booking, whilst also being made available as physical copies at the site itself. It is also recommended that a link to the TAG be sent to patrons via email on the day prior to their visit to the event, as a further reminder of how to travel to and from the site.

Further written detail is given below of the key traffic and transport features of the event, with each feature illustrated in the TAG provided as **Appendix A**.

An extract from the TAG illustrating the venue accesses and some other key features is provided as **Figure 2**.

3.1.3. Vehicular Access

All vehicles, including the shuttle buses, private cars, taxis, and ride-shares, will enter the site via the upgraded access driveway onto Robert Street at the northeast of the site, before circulating through the northern forecourt of the site in a clockwise direction to depart at a separate exit-only driveway onto Robert Street at the northwest corner of the site.



Vehicle access would only serve vehicles picking up and dropping off, with the exception of two accessible car spaces which are provided to the east of the vehicle entry driveway onto Robert Street, which would allow for on-site parking for mobility impaired persons.

3.1.4. Shuttle Bus Pick-Up and Drop-Off

A bus layover is provided within the northern forecourt of WBPS which can accommodate up to two 14.5-metre-long rigid buses at any one time. Buses would dwell on the left-hand side of the internal circulation roadway for patrons to depart and alight the shuttle bus, and so patrons would never be required to enter or cross the internal roadway. There could not be more than two buses on site at any one time, and so when two buses are at the WBPS, the operators would be responsible for ensuring other buses have a relatively regular headway to arrive only once space on site is available.

Patrons would be assisted entering and exiting buses by a traffic marshal, who would also be responsible for ensuring the bus dwells on site for the minimum time possible to ensure the bus layover remains clear for the next bus.

3.1.5. Car Pick-Up and Drop-Off

Private vehicles including cars, taxis, and ride shares would use one of four pick-up and drop-off bays provided along the eastern side of the internal circulation roadway through the northern forecourt of WBPS. These vehicles would circulate the same way shuttle buses do, with passengers entering and exiting the vehicle in the pick-up and drop-off bays before the vehicle departs.

The pick-up and drop-off bays would be managed by a traffic marshal, who would also be responsible for ensuring vehicles remain stationary for the minimum time possible to ensure efficient operation of the facility. If the marshal observes a motorist picking a person up, and the person is not immediately present to enter the vehicle, then the marshal would instruct the driver to depart the site and re-enter when their passenger is ready.

3.1.6. Accessible Parking

Two accessible car parking spaces are provided in the north-east corner of the site and to the east of the entry driveway from Robert Street. A vehicle entering the site would turn left to enter a short dead end parking aisle which provides accessible parking only. To depart the site, these cars would circulate through the northern forecourt as all other vehicles do.

3.1.7. Bicycle Parking

Bicycle parking areas are provided and are accessible via the pedestrian accesses. A combined total of 36 bicycle spaces are available, including eight spaces close to the westernmost pedestrian access and 28 spaces to the south east of the northern forecourt.

All cyclists would be required to dismount upon entering the site via pedestrian accesses and walk their bicycle to and from bicycle parking, which would be signposted. Traffic marshals and event staff would also be available to assist with wayfinding, with wayfinding signage to bicycle parking also to be provided by Biennale.



3.1.8. Pedestrian Access

Three pedestrian accesses are being provided in total. Two of these would be adjacent to the two vehicular accesses, one on the east side of the entry driveway and the other on the west side of the exit driveway. The third is provided further west along Robert Street, at the site's western extent. It is expected that the most used pedestrian accesses would be those at the far east and west of the site, with use of the central pedestrian access near the vehicular entry expected to be lower.

All pedestrian accesses would be open at all times the site is open to public and provide combined entry and exit movements. These pedestrian accesses are all connected to the internal forecourt and pedestrian areas and as such, no pedestrians would be required to cross the internal circulation vehicle roadway at any time.

3.1.9. Public Buses

All existing bus stops and routes would operate as existing during activation of the site. The nearest are two bus stops located on Robert Street to the west of the site, between the site and Victoria Road, which serve bus routes 441 and 442.

Buses entering the area from the city and departing towards Balmain would stop on the north side of Robert Street, with those using this bus stop required to travel between the bus stop and WBPS via the signalised pedestrian crossing of Robert Street at the intersection with Victoria Road to the west and the southern footpath of Robert Street. This is a walking distance of around 200 metres.

Buses departing the area from Balmain and the site towards the city would stop on the southern side of Robert Street, with those using this bus stop required to travel between the bus stop and WBPS via the southern footpath of Robert Street. This is a walking distance of around 75 metres.

A traffic marshal will be located at the public bus stop on the north side of Robert Street to assist with wayfinding and travel between the bus stop and the site during Peak Occupancy events only. During Typical Operations, no traffic marshal is proposed.

3.1.10. Light Rail

Patrons using Rozelle Bay Light Rail Station would likely be able to use the Rozelle Parklands for active transport connectivity to and from WBPS. The Parklands will include a bridge over City West Link for more direct access to WBPS than currently exists, whilst also forming a significant improvement to the place and amenity of the route for pedestrians.

Upon completion of the Parklands, the walking distance between Rozelle Bay Light Rail Station and the WBPS pedestrian accesses onto Robert Street would be around 15 minutes, making light rail an appealing alternative to other travel modes.



3.2. Traffic Generation

3.2.1. WBPS: Installation and Deinstallation

During installation and deinstallation, construction traffic volumes generated by the site are expected to be low and as such, no dedicated traffic management measures are required or proposed. No material impact to existing road network performance is expected.

A small number of heavy vehicles (around six) may be required for transportation of equipment during installation and de-installation. In order to avoid conflict with the WBPS overhead ash handling tower, any vehicles higher than 4.2m will be required to access the site via James Craig Drive and the WBPS south eastern gate. Co-ordination and scheduling of arrival and departure of these vehicles will be undertaken with relevant landholders and leaseholders to ensure there are no conflicts or impacts to traffic movements on these roads.

3.2.2. WBPS: Open to Public

As documented in Section 2.3.2, WBPS is expected to welcome anywhere between 2,000 and 5,000 patrons per day, based on patronage at prior Biennale events. Arrival patterns will depend upon the day of the week, with weekends expected to be the busiest, and the time of day, with mid- to late-morning expected to be the busiest time for arrivals and mid- to late-afternoon being busiest for departures.

All trips would be two-way, with the anticipated peak visitation on weekends therefore potentially generating up to 10,000 person trips to and from the WBPS over a single day; arrivals and departures would generally follow a tidal pattern.

Visitors to the site would have several means by which to access and depart the site, including:

- Walking.
- Shuttle bus.
- Public bus.
- Light rail.
- Bicycle.
- Car passenger (pick-up or drop-off within the site, either by private car, taxi, or ride share).
- Car passenger (pick-up or drop-off external to the site, either by private car, taxi, or ride share).
- Car driver (parking on local streets).

Public and active transport modes would be actively encouraged during marketing and promotion of Biennale, with visitors driving cars being the least preferred and least catered for mode of travel to the site.



3.2.3. Other Existing Land Uses

For all other existing land uses around the site, there is not expected to be any notable change in traffic generation throughout the site's activation or when open to the public, from current traffic generation patterns.

The one exception to the above is the White Bay Cruise Terminal to the east of WBPS, which experiences a surge in pedestrian and vehicular traffic when in use. The cruise schedule can be accessed via the Port Authority of NSW website and, noting it is subject to change, the forecast schedule for January to July 2024 at the time of writing (31 January 2024) for the White Bay Cruise Terminal is provided as **Appendix B**.

At the time of writing, around 47 vessels are forecast as arriving at the White Bay Cruise Terminal and White Bay 4 terminal over the seven calendar months of January to July, of which 22 are during the 'open to public' period of 4 March to 10 June 2024. Of these, only seven are on weekends when higher visitation of the venue is anticipated. It is however emphasised that this timetable is subject to change and more services may be added between now and implementation of this TMP.

Passengers boarding and alighting the cruises must use the Port Access Road, which is internal to land owned by the Port Authority of NSW and therefore would not impact traffic generation or conditions along Robert Street.

3.3. Parking

3.3.1. On-Site

During installation and deinstallation stages, certain vehicles would enter and park within the site to facilitate activities. All general staff would be advised to use public or active transport for travel to and from the site; however, it is estimated that the following vehicles would be required to park to the rear of the WBPS building in the south yard:

- Three-tonne production truck.
- Production van.
- Two VIP employee cars.

Very limited car parking will be provided within the WBPS site during the period the site is open to public. The only publicly accessible on-site parking will be two accessible car parking spaces provided for eligible vehicles. These spaces would be accessed via the entry-only access driveway from Robert Street, with vehicles departing the site via the northern forecourt circulatory road.

In addition, the same allowance for production vehicles and site managers as during installation and deinstallation would be made at the south yard when the site is open to public, with these vehicles arriving at the site before public open hours and departing after the venue has closed to the public.



3.3.2. Off-Site

Every effort has been made to minimise disruption to existing on-street parking facilities around the site. It is however proposed that some existing on-street car parking spaces be removed throughout the duration of the 'open to public' stage of the event, to improve accessibility of the site for larger trucks and buses and improve safety, given existing concerns over the spaces' arrangement.

Safety has been the main priority in developing the traffic management requirements for Biennale, and whilst the retention of car parking is desirable, safety considerations have taken precedence where a conflict exists.

The main cause of on-street car parking removal has been the need to provide a safe pedestrian crossing across Robert Street near the site, to facilitate access to the east and north of WBPS into Balmain and beyond. Without this crossing, visitors may be tempted to unlawfully and unsafely cross Robert Street on a more direct desire line than using the signalised pedestrian crossing at the Victoria Road intersection.

The removal of kerbside parking has been necessary to implement the temporary pedestrian crossing and ensure sight lines and visibility between pedestrians and motorists is adequate.

As illustrated by the TGS provided as **Appendix C**, around 25 on-street parking spaces would be affected, the majority of which are 90-degree angled parking with '2P' parking restrictions in operation 6am—4pm Monday to Friday. Some motorcycle parking is also impacted, as are unrestricted parallel parking spaces and a loading zone which currently operates 7am—7pm Monday to Saturday. The existing on-street parking restrictions near the site are illustrated by **Figure 5**.

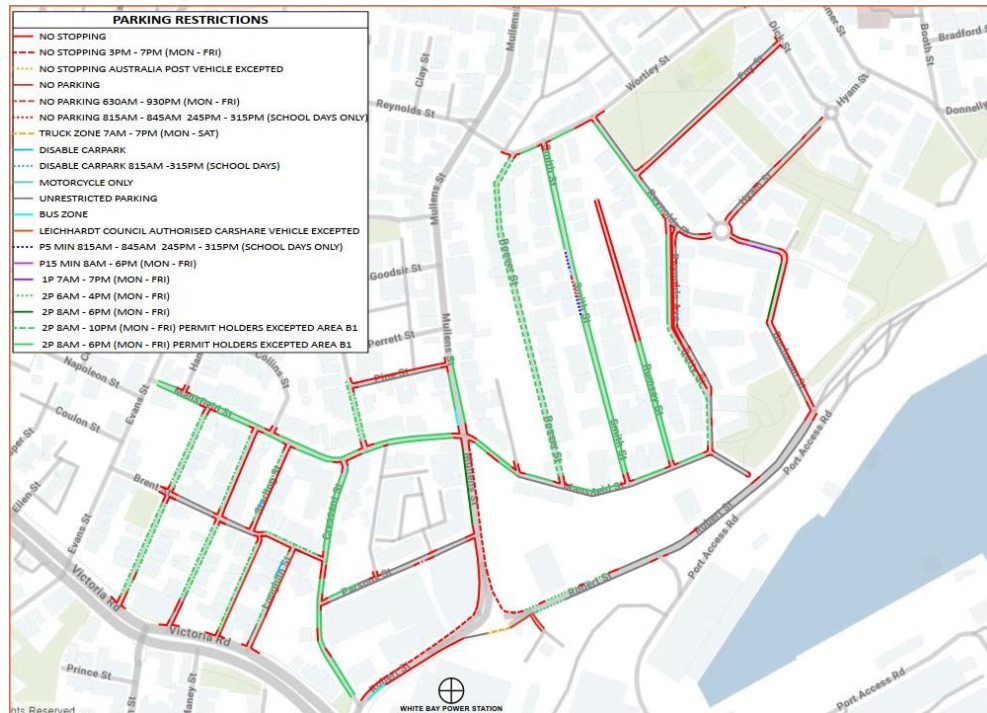


Figure 5: On-Street Parking Inventory

Biennale and Placemaking NSW will consult with local businesses to ensure there is awareness of the temporary nature of any impacts to car parking in the local area.

3.4. Public Transport

Existing public transport services discussed in Section 2.4 will not be affected in any way, other than by potentially increased patronage of these services during event times.

3.5. Heavy Vehicles

Heavy vehicles such as buses, delivery trucks, and waste collection vehicles would be required to enter the site during all stages; the site accesses and internal circulation roadway through the northern forecourt have been designed to accommodate a 14.5-metre-long rigid bus, whilst other truck movements which would occur during installation and deinstallation (when the site is not open to the public) have also been assessed for vehicles up to a 20-metre-long articulated vehicle.



The proposed event would have no impact on any existing heavy vehicle routes or movements throughout the local area. All these larger vehicles can enter and exit the site in a forward direction, with swept path turning assessment confirming such.

3.6. Advertisement of Traffic Management Arrangements

The NSW Govt. Guide requires advertising of the proposed traffic management arrangements to the local audience.

Advertisement in this respect is separate to promotion of the Biennale event, though it is expected that this promotion too will advise prospective visitors of certain traffic management and travel arrangements, most notably that no dedicated on-site car parking will be provided and that visitors are strongly encouraged to use public or active transport for travel to and from the site.

The communication of such travel recommendations would be the responsibility of the event organiser, and involve the following:

- **Ticket booking:** although the event is free to attend, visitors are required to register their attendance through a free booking system, with such a system successfully implemented in 2022. Specific events throughout the event duration will also be ticketed in a traditional pay-to-attend format. The confirmation email for all bookings made would contain a section advising 'the best ways to travel to Biennale' and emphasising the unavailability of private car parking.
- **Emails:** visitors who have booked their visit online would receive an email the day before their visit including a link to the TAG, reminding them of the recommended travel modes to and from the site.
- **Website:** a section of the Biennale website will be dedicated to WBPS, and specifically 'getting there and away', where key public transport information will be provided, along with a Frequently Asked Questions section where further specific transport questions will be addressed.
- **Destination NSW:** Biennale partners with Destination NSW to promote the exhibition, and transport arrangements will feature in promotional material.
- **Social media:** Certain online posts will focus on transport to and from WBPS, with the communications team having pre-prepared posts to deploy encouraging the use of public and active transport throughout the event.

3.7. Access for Local Businesses and Residents

Vehicular and pedestrian access to all local businesses and residents will be retained throughout the proposed event duration.



3.8. Monitoring

The event organiser will ensure that the TMP is implemented and evaluated for effectiveness. Inspections shall be undertaken by the event organiser as required and at a minimum on the following occasions:

- Before the event opens to the public.
- During the event activities when open to public.
- Closing down at the end of the 'open to public' phase.

A daily record of the inspections should be kept indicating:

- When traffic controls were erected and removed.
- When changes to controls occurred and why the changes were undertaken.
- Any significant incidents or observations associated with the traffic controls and their impacts on road users or adjacent properties.

Where significant changes to the traffic environment or adverse impacts are observed, the controls should be reviewed as a matter of urgency. Daily inspection sheets should be completed by the person undertaking the inspections. All variations to the TMP, incidents and accidents should be recorded.

It is recommended that traffic and pedestrian surveys and questionnaires be undertaken by the event proponent or organiser, particularly during the first two weeks of Biennale, to collect data on visitation and travel modes. Such data would be helpful in assessing whether the traffic management measures and messaging around the event have been successful in driving the desired travel mode share, and if not, in identifying further mitigation measures which could be implemented as the event continues which would potentially facilitate a travel mode shift and reduced impacts.

Such ongoing monitoring and assessment would enable early intervention of traffic management measures for Biennale, but also form useful reference data for potential future events at WBPS over the next ten years.



4. Traffic Risk Management

4.1. Overview

The purpose of this section is to ensure that an assessment of the traffic risks has been undertaken and appropriate steps are taken to manage risks identified. Assessing the traffic risks is part of a broader effort to assess and manage all risks associated with an event.

4.2. Traffic Control

4.2.1. Installation and Deinstallation

The anticipated construction traffic volumes during build and installation, and deinstallation, are expected to be very minor and would not materially impact road network performance at or near the site. All works during these stages would be internal to the site, with all trucks entering and exiting the site in a forward direction via an existing combined entry and exit driveway onto Robert Street.

Given the low vehicular frequency, construction traffic is not expected to have any material impact on the ongoing safety, efficiency, or operation of existing public transport, cyclists, pedestrians, emergency services, or vehicular traffic.

As such, no vehicular traffic management measures are required or proposed by this TMP during installation or deinstallation.

4.2.2. Open to Public

When open to the public, the site would generate person and vehicle trips throughout the day, the exact volume of which would depend upon the time of day, day of the week and event being held. Buses would operate to a relatively regular timetable; however, pedestrian and private vehicle arrivals and departures would be relatively tidal and experience peaks, with arrivals generally expected to peak through late morning and early afternoon, and departures peaking mid-to-late afternoon.

Given the increased intensity of use of the site when open to the public and the different travel modes, traffic management measures are required to separate the different user groups wherever possible and minimise the traffic impact on the non-event community.

These traffic management measures are illustrated by the Traffic Guidance Schemes (formerly known as Traffic Control Plans) provided as **Appendix C** to this TMP. These Traffic Guidance Schemes (TGS) describe and illustrate how the use of traffic control devices, such as signs and barriers, are proposed as mitigation to any perceived risks of conflict between pedestrians, cyclists, and vehicles travelling to and from the site.



The first of the two TGS prepared is the core TGS covering most activities of the site and is here forth termed the 'Typical Operations TGS'; its key features are as follows:

- There are no proposed changes to local traffic movements, other than the improved entry and exit driveways of the WBPS and the increase in traffic resulting from activation of the site.
- There are no changes to the existing pedestrian routes to and from the site. Safety measures such as temporary barriers and wayfinding will be implemented in some locations.
- A new temporary traffic signal pedestrian crossing is provided on Robert Street east of the WBPS site entry, to facilitate pedestrian access between the WBPS and Mullens Street (to the north of the site) and Balmain.
- To reduce potential conflict between patrons waiting at the bus stop on the southern side of Robert Street and cyclists, the cyclists would be required to dismount along the existing shared footpath between the Robert Street intersection with Victoria Road in the west and the WBPS in the east.
- Maintains access to all nearby private properties and their respective driveways.
- Some kerbside parking will be temporarily removed during the open to public period around the site accesses and temporary traffic signal pedestrian crossing; this will affect around 25 on-street angled and parallel car spaces, plus a loading zone at the site frontage.
- Signage, traffic marshals, and volunteers are proposed to further assist pedestrian wayfinding and encourage appropriate pedestrian behaviour around roads and intersections.
- Event volunteers would be provided in the site at the pick-up and drop-off bays and at the bus bays to keep traffic moving and prevent longer stays which would impact the effectiveness and efficiency of the internal operations.
- Barriers are provided along Robert Street and Mullens Street to assist with pedestrian wayfinding and reduce the likelihood of uncontrolled crossings of these streets by pedestrians, away from designated crossing points.

A second TGS has been prepared for use on days upon which visitation to the site is higher and the resultant traffic volumes on the local road network necessitate further control and is here forth termed the 'Peak Occupancy TGS'.

The exact days upon which the Peak Occupancy TGS would be implemented would depend upon prevailing traffic conditions, which should be monitored closely during days of anticipated higher visitation, notably on weekends and during special events.

It is anticipated that this Peak Occupancy TGS would be put into operation for the first two weekends the WBPS is open to the public and will also be implemented over the Easter weekend. This Peak Occupancy TGS may also be required on days of higher visitation such as Saturdays or Sundays as determined through monitoring of prior days and if determined as being necessary by the event proponent or organiser.

Monitoring of the first two weekends the site is open to the public will be undertaken to determine whether the traffic management measures are adequate and whether a variation to these measures is appropriate.



Should traffic impacts deem further traffic management necessary, the following measures, additional to those listed above under the Typical Operations TGS, would be implemented as part of the Peak Occupancy TGS:

- Certified traffic controllers would be located at the Mullens Street (north) approach to Robert Street, and on the Robert Street (east) left turn to Robert Street (west), to manage traffic making these two movements and give priority instead to:
 - The right turn from Robert Street (west) to Robert Street (east), which would be achieved by a traffic controller temporarily stopping southbound traffic on Mullens Street (north).
 - The left turn out of the site onto Robert Street (west), which could be achieved by a traffic controller temporarily stopping westbound traffic from Robert Street (east).
- The event volunteer stationed at the private vehicle pick-up and drop-off bay internal to the site under the Typical Operations TGS would be replaced by a certified traffic controller in the Peak Occupancy TGS.
- Certified traffic controllers would be stationed at Mullens Street near Mansfield Street, and Robert Street near Crescent Street, to assist visitors with crossing side streets.

The measures proposed for both the Typical Operations and Peak Occupancy are illustrated by the respective TGS in **Appendix C**.

TGS have been prepared in accordance with TCAWS and AS 1742.3 by a certified professional. The TGS will be implemented by a certified traffic controller who is permitted to place controls on traffic on public roads and has the necessary certification with local authorities to do so. The traffic controller contractor would be responsible for preparation of any Safe Work Method Statements (SWMS) required for the work and take ultimate responsibility for their workforce and actions.

The Peak Occupancy TGS would ensure that priority is generally given to non-event vehicular traffic and the existing operation retained as far as possible. The additional traffic controllers would only stop non-event vehicular traffic if and when required, such as if queues caused by on-site traffic circulation and pick-up and drop-off bays extend onto the street. This is expected to be a low frequency event given no on-site car parking is provided, which should limit the number of private vehicles entering the site.

4.3. Incident Reporting

In the event of an incident or accident, whether involving traffic or road users or not, traffic shall be stopped as necessary to avoid further deterioration of the situation. First Aid shall be administered as necessary, and medical assistance shall be called for if required.

For life threatening injuries an ambulance shall be called on telephone number 000. The Police shall also be called on 000 for traffic accidents where life threatening injuries are apparent. Any traffic crash resulting in non-life-threatening injury shall immediately be reported to the NSW Police on 131 444.



Broken down vehicles and vehicles involved in minor non-injury crashes shall be temporarily moved out of the path of vehicular travel as soon as possible after details of the crash locations have been gathered and noted. Where necessary to maintain traffic flow, vehicles shall be temporarily moved into the closed section of the event area, or an area which can be effectively cordoned off from vehicular and pedestrian traffic, providing there is no risk to vehicles and their occupants or event attendees.

Suitable recovery systems shall be used to facilitate prompt removal of broken down or crashed vehicles. Assistance shall be rendered to ensure the impact of the incident on the network is minimised.

4.4. Public Liability Insurance

The event organiser shall maintain public liability insurance throughout all stages of the event, in accordance with the amount agreed with Placemaking NSW.

4.5. Police

This TMP will be submitted to Council and considered at its LTC, which has various representatives including the NSW Police. Following this assessment, the LTC will provide its traffic management recommendations to Council to supply to the event organiser. These shall contain any relevant comments made by NSW Police representation at the LTC.

The event organiser would then be responsible for applying to NSW Police to conduct a public assembly, if deemed necessary by NSW Police at the LTC. The Schedule 1 form should be lodged with the Police Local Area Command responsible for the WBPS area along with this TMP, for consideration. NSW Police would then issue any conditions for the conduct of the event, which may include "User Pays" requirements where appropriate.

4.6. Fire Brigade and Ambulance

The event organiser must notify the local fire brigade and ambulance about the event, and share the position title, name, and emergency contact phone number of the event organiser.

An Emergency Management Plan has been developed for the event in accordance with the requirements of Placemaking NSW. This Plan has been developed in consultation with an independent risk consultant and will align with any further emergency planning developed for the venue.

The proposed northern forecourt vehicular access arrangements have been designed to accommodate a 14.5-metre-long rigid bus and are therefore capable of accommodating the vast majority of, if not all, emergency services vehicles, which includes entry and exit to the site and any height restrictions internal to the site.



5. Conclusion

This TMP has been prepared to assess and present the traffic management requirements for the upcoming Biennale event at the WBPS, Rozelle.

Details of the event have been provided, including giving a summary of the event and contact details which may be required during installation, operation, and deinstallation of the site. Operational details summarise that Biennale will be open to the public for around three months for six days a week, with between 2,000 and 5,000 daily visitors expected across the day. Further special events will be held across this three-month period.

The existing context has been described, including identifying the existing public and active transport services in and around the site which would help facilitate travel to and from the event.

Traffic risk management measures have been presented, including a summary of the proposed traffic management measures which are illustrated by the TGS provided as **Appendix C**. Traffic and transport management and mitigation is then presented, which details the operational characteristics of Biennale and the likely impact on traffic and parking that the proposed traffic management measures would have on all vehicle types.

This TMP has been prepared to encourage the safe separation of event patrons, participants, volunteers, and employees from traffic and manage any impacts to the local and broader transport network and community. It has been prepared in accordance with the NSW Govt. Guide and through close liaison with Government and private stakeholders.



Appendix A



THE 24TH BIENNALE OF SYDNEY

The forthcoming opening of the White Bay Power Station for the 2024 Biennale of Sydney marks a significant moment, merging history, culture, and artistic expression. Situated on the revered Gari Gurad/Nura and Nattai Gurad/Nura lands, known for their expansive rock and sandstone shelters, the power station holds deep historical roots, having powered Sydney's tram system and later, its rail network since its construction between 1912 and 1917.

The envisioned transformation of the power station into a hub for cultural and community experiences, especially with a dedicated focus on First Nations programming, represents a promising shift towards embracing diverse narratives within our cultural fabric.

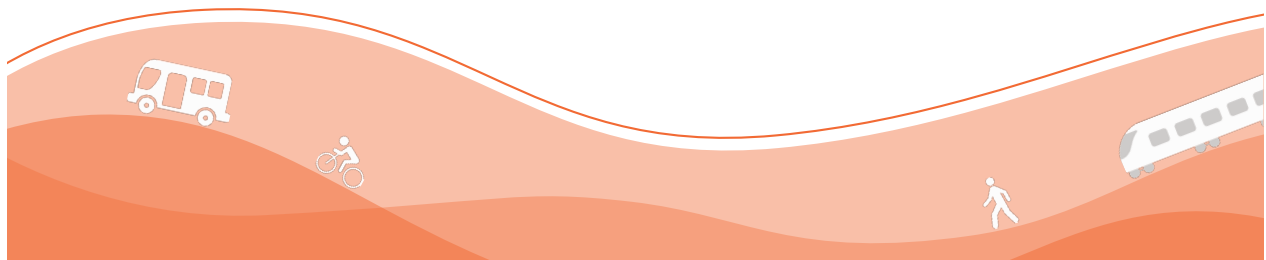
The theme of the 24th Biennale, "The Thousand Suns," curated by Cosmin Costinas and Inti Guerrero, promises to be thought-provoking. It delves into the intricate interconnections between cultures, shedding light on the multifaceted nature of our cultural, political, and economic landscapes. By exploring the complexities of 'othering' in contemporary contexts, the theme offers a valuable lens through which to examine and understand the evolving socio-political dynamics shaping our world.



PLAN YOUR TRIP

Plan your trip ahead with NSW Transport's Trip Planner.

Visit here:
<https://transportnsw.info/>
Or Scan the QR code



No car parking is available.

Event buses will travel from the QVB to drop passengers off in the site, and other travel modes are available as discussed below.



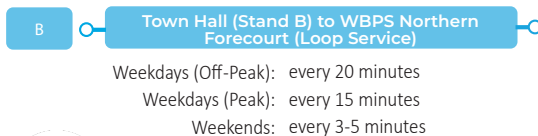
WALKING

The nearest public bus stops are within 100 metres, which is a 2 minute walk. Rozelle Bay Light Rail station is a 15 minute walk away. The new Rozelle Parklands opens up opportunities for active travel. See the map on page 3 for walking routes you can easily access.



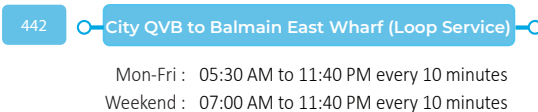
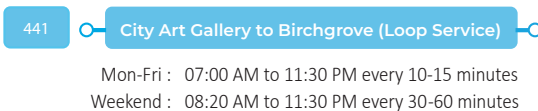
Event Buses

In addition to existing public services and facilities, additional 441 and 442 event bus services will be implemented by Transport for NSW, which will shuttle between Stand B, QVB in the Sydney CBD and the Northern Forecourt of the venue. Event buses will operate as a variation of the existing routes and enter the site for pick-up and drop-off at the front door. Visitors with accessibility requirements should use these buses. These additional 441 and 442 buses would operate throughout days the site is open to the public, with typical timings and frequencies as follows:



Regular Buses

The regular 441 and 442 bus services would also continue to operate, with the nearest stops to the venue being on Robert Street and Mullens Street. The route summary and average timing for the regular operation of these services is as follows:



Bus route 441 services multiple bus stops in the Sydney CBD, including Stand B & D, QVB, York Street. Bus route 442 also services multiple bus stops in the Sydney CBD, including Stand B, QVB, York Street.



CYCLING

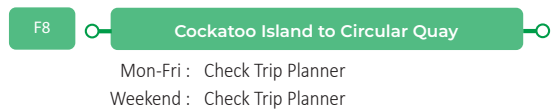
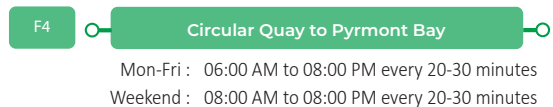
The venue is surrounded by on-road and off-road bike routes that can connect you to the broader network. The new Rozelle Parklands opens up new opportunities via the new bicycle paths that cut travel time and provide a safer alternative for active travel.

See the map on page 3 for more information and the map on page 4 for dedicated bike parking areas available at the venue.



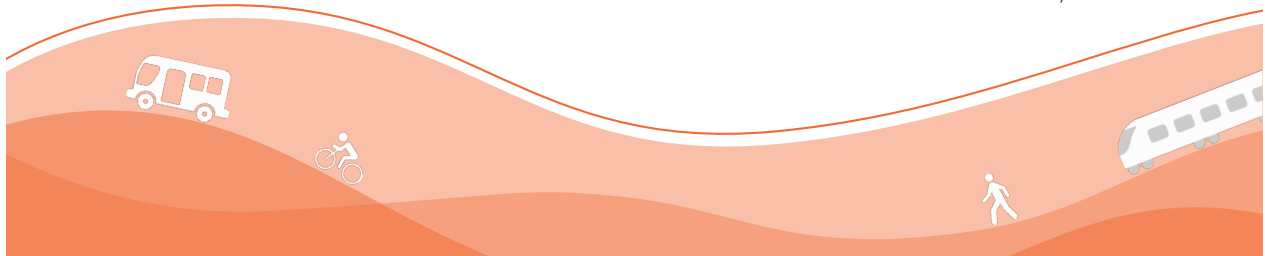
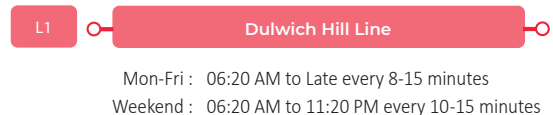
FERRIES

Balmain East Wharf is located 2.6 km away from the WBPS. The wharf is serviced by the F10 ferry route from Circular Quay or Parramatta. Once at the Wharf there is a bus stop on Darling Street serviced by the 442 service which runs every 10 minutes both on weekdays and weekends. The 442 will stop at the venue on Robert Street. The ferry timetable is shown below:

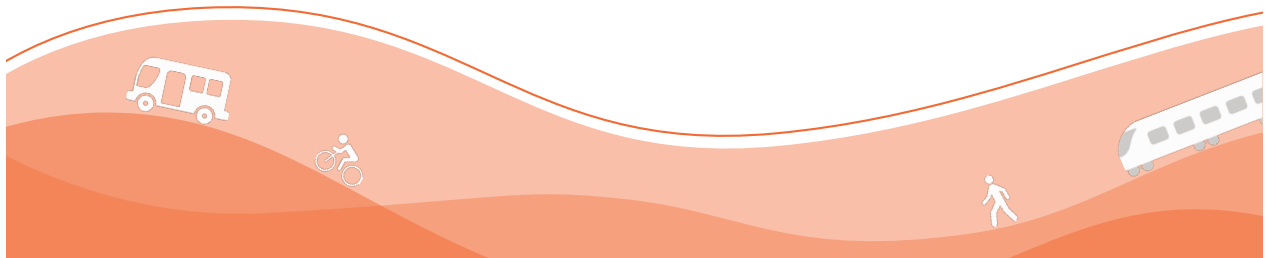
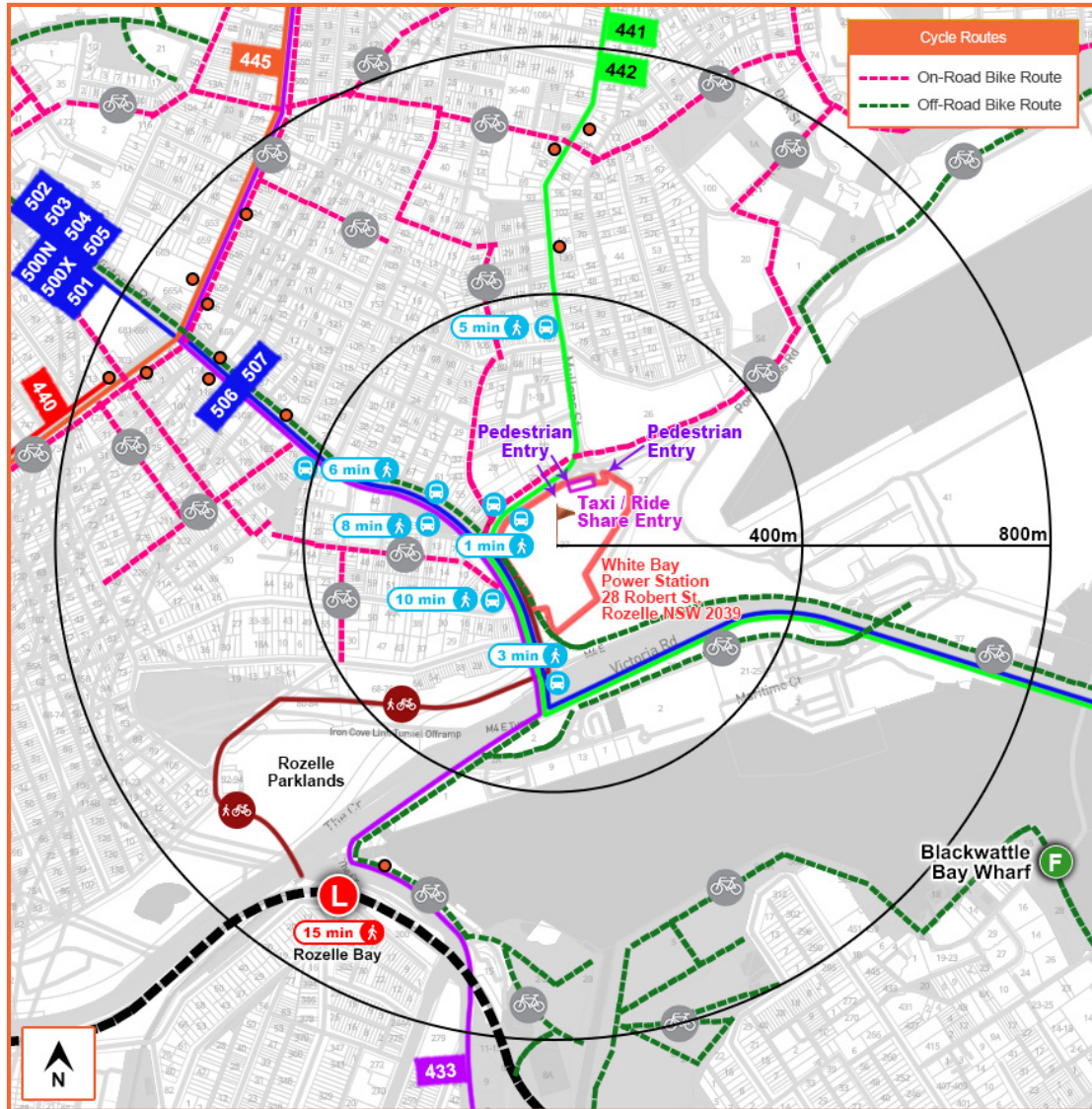


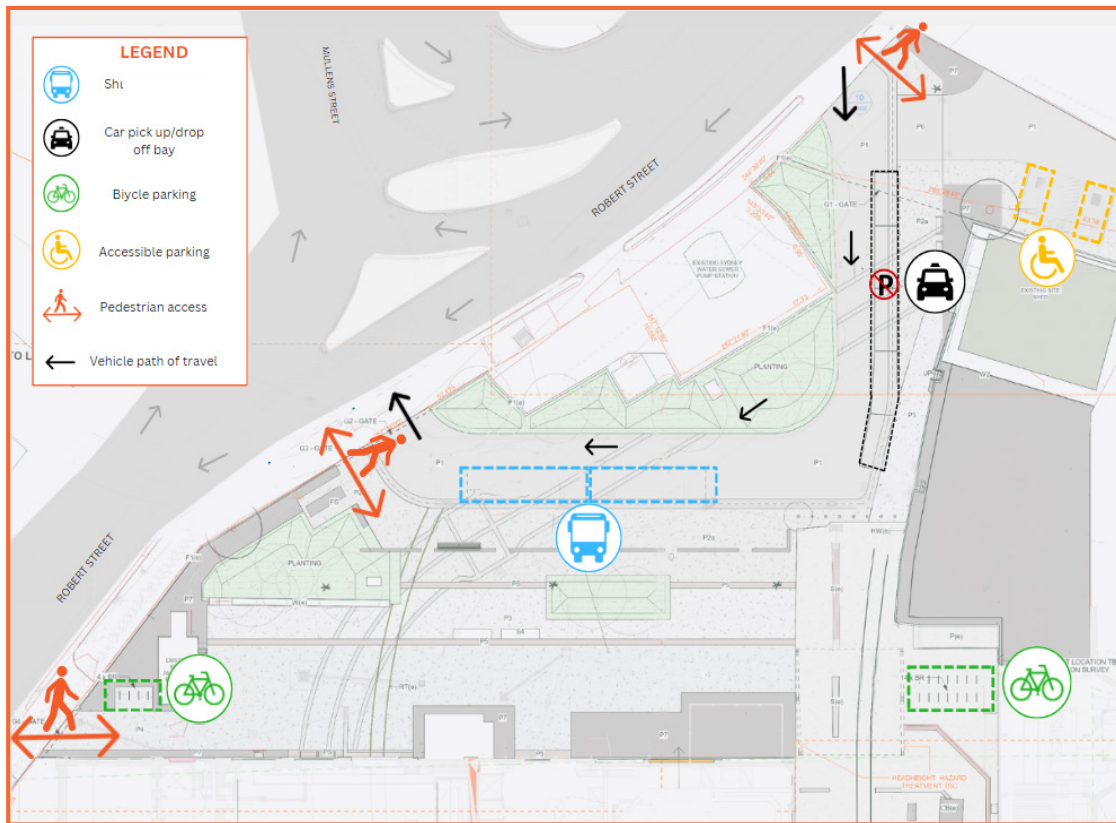
LIGHT RAIL

Rozelle Bay Light Rail Stop is located on the L1 line Central Station to Dulwich Hill and 1.7 km walking distance from the site. The light rail stop is a 15 minute walk from the venue via the new Rozelle Parklands. The details of the L1 line servicing the stop are shown below:



ACTIVE TRAVEL MAP





VENUE ACCESS

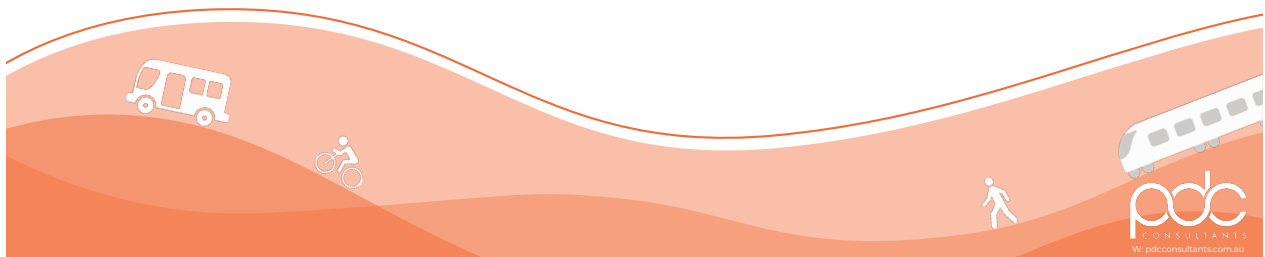
Pedestrian access to the site is provided via three access points located on Robert Street site frontage, as shown on the above map. These provide convenient access to the broader active and public transport network

Vehicular access (e.g Uber and Taxis) is via the entry-only driveway to the northeast of the venue's frontage to Robert Street. Vehicles will circulate one-way clockwise through the site to pick-up and drop-off passengers, before departing via the exit-only driveway onto Robert Street at the venue's northwest frontage. There is no parking available at the venue or in nearby streets.

FACILITIES

To encourage sustainable travel, the site is equipped with facilities including:

- Racks for 36 bicycles
- Dedicated shuttle bus pick up/drop off zone
- Two accessible car parking spaces
- No other car parking on-site





THE 24TH BIENNALE OF SYDNEY

The forthcoming opening of the White Bay Power Station for the 2024 Biennale of Sydney marks a significant moment, merging history, culture, and artistic expression. Situated on the revered Gari Gurad/Nura and Nattai Gurad/Nura lands, known for their expansive rock and sandstone shelters, the power station holds deep historical roots, having powered Sydney's tram system and later, its rail network since its construction between 1912 and 1917.

The envisioned transformation of the power station into a hub for cultural and community experiences, especially with a dedicated focus on First Nations programming, represents a promising shift towards embracing diverse narratives within our cultural fabric.

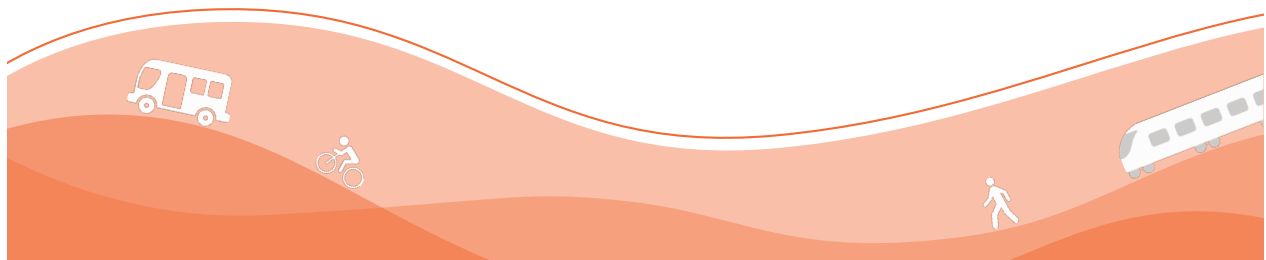
The theme of the 24th Biennale, "The Thousand Suns," curated by Cosmin Costinas and Inti Guerrero, promises to be thought-provoking. It delves into the intricate interconnections between cultures, shedding light on the multifaceted nature of our cultural, political, and economic landscapes. By exploring the complexities of 'othering' in contemporary contexts, the theme offers a valuable lens through which to examine and understand the evolving socio-political dynamics shaping our world.



PLAN YOUR TRIP

Plan your trip ahead with NSW Transport's Trip Planner.

Visit here:
<https://transportnsw.info/>
Or Scan the QR code



No car parking is available.

Event buses will travel from the QVB to drop passengers off in the site, and other travel modes are available as discussed below.



WALKING

The nearest public bus stops are within 100 metres, which is a 2 minute walk. Rozelle Bay Light Rail station is a 20 minute walk away. See the map on page 3 for walking routes you can easily access.



Event Buses

In addition to existing public services and facilities, additional 441 and 442 event bus services will be implemented by Transport for NSW, which will shuttle between Stand B, QVB in the Sydney CBD and the Northern Forecourt of the venue. Event buses will operate as a variation of the existing routes and enter the site for pick-up and drop-off at the front door. Visitors with accessibility requirements should use these buses. These additional 441 and 442 buses would operate throughout days the site is open to the public, with typical timings and frequencies as follows:

B	Town Hall (Stand B) to WBPS Northern Forecourt (Loop Service)
	Weekdays (Off-Peak): every 20 minutes
	Weekdays (Peak): every 15 minutes
	Weekends: every 3-5 minutes



Regular Buses

The regular 441 and 442 bus services would also continue to operate, with the nearest stops to the venue being on Robert Street and Mullens Street. The route summary and average timing for the regular operation of these services is as follows:

441	City Art Gallery to Birchgrove (Loop Service)
	Mon-Fri : 07:00 AM to 11:30 PM every 10-15 minutes
	Weekend : 08:20 AM to 11:30 PM every 30-60 minutes
442	City QVB to Balmain East Wharf (Loop Service)
	Mon-Fri : 05:30 AM to 11:40 PM every 10 minutes
	Weekend : 07:00 AM to 11:40 PM every 10 minutes

Bus route 441 services multiple bus stops in the Sydney CBD, including Stand B & D, QVB, York Street. Bus route 442 also services multiple bus stops in the Sydney CBD, including Stand B, QVB, York Street.



CYCLING

The venue is surrounded by on-road and off-road bike routes that can connect you to the broader network.

See the map on page 3 for more information and the map on page 4 for dedicated bike parking areas available at the venue.



FERRIES

Balmain East Wharf is located 2.6 km away from the WBPS. The wharf is serviced by the F10 ferry route from Circular Quay or Parramatta. Once at the Wharf there is a bus stop on Darling Street serviced by the 442 service which runs every 10 minutes both on weekdays and weekends. The 442 will stop at the venue on Robert Street. The ferry timetable is shown below:

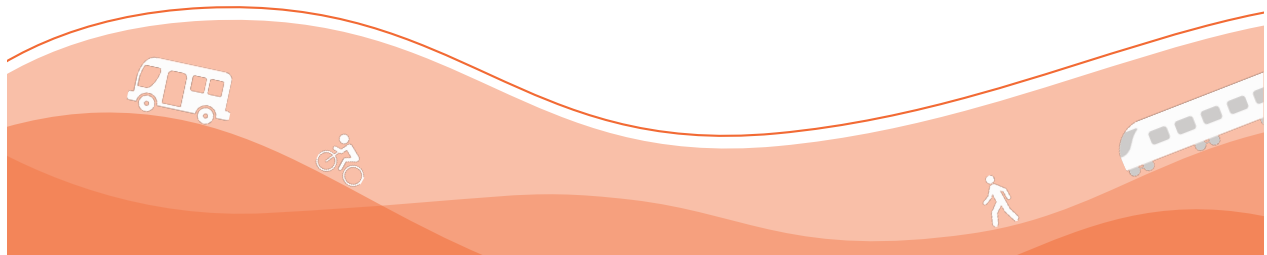
F3	Parramatta to Circular Quay
	Mon-Fri : 08:00 AM to 11:30 PM every 60 minutes
	Weekend : 08:00 AM to 11:30 PM every 60 minutes
F4	Circular Quay to Pyrmont Bay
	Mon-Fri : 06:00 AM to 08:00 PM every 20-30 minutes
	Weekend : 08:00 AM to 08:00 PM every 20-30 minutes
F8	Cockatoo Island to Circular Quay
	Mon-Fri : Check Trip Planner
	Weekend : Check Trip Planner



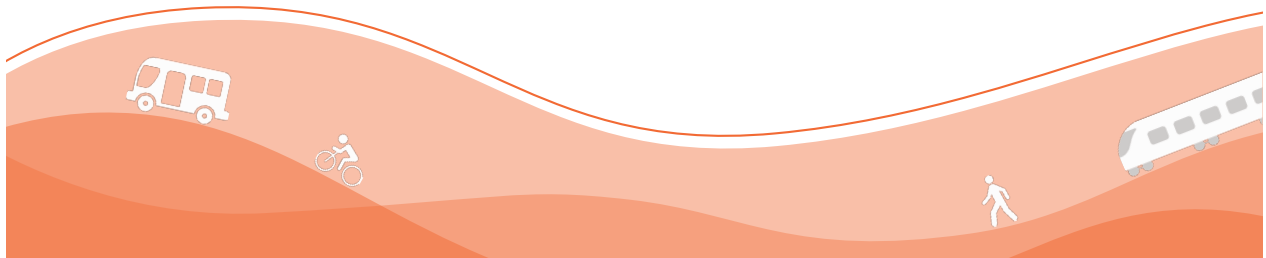
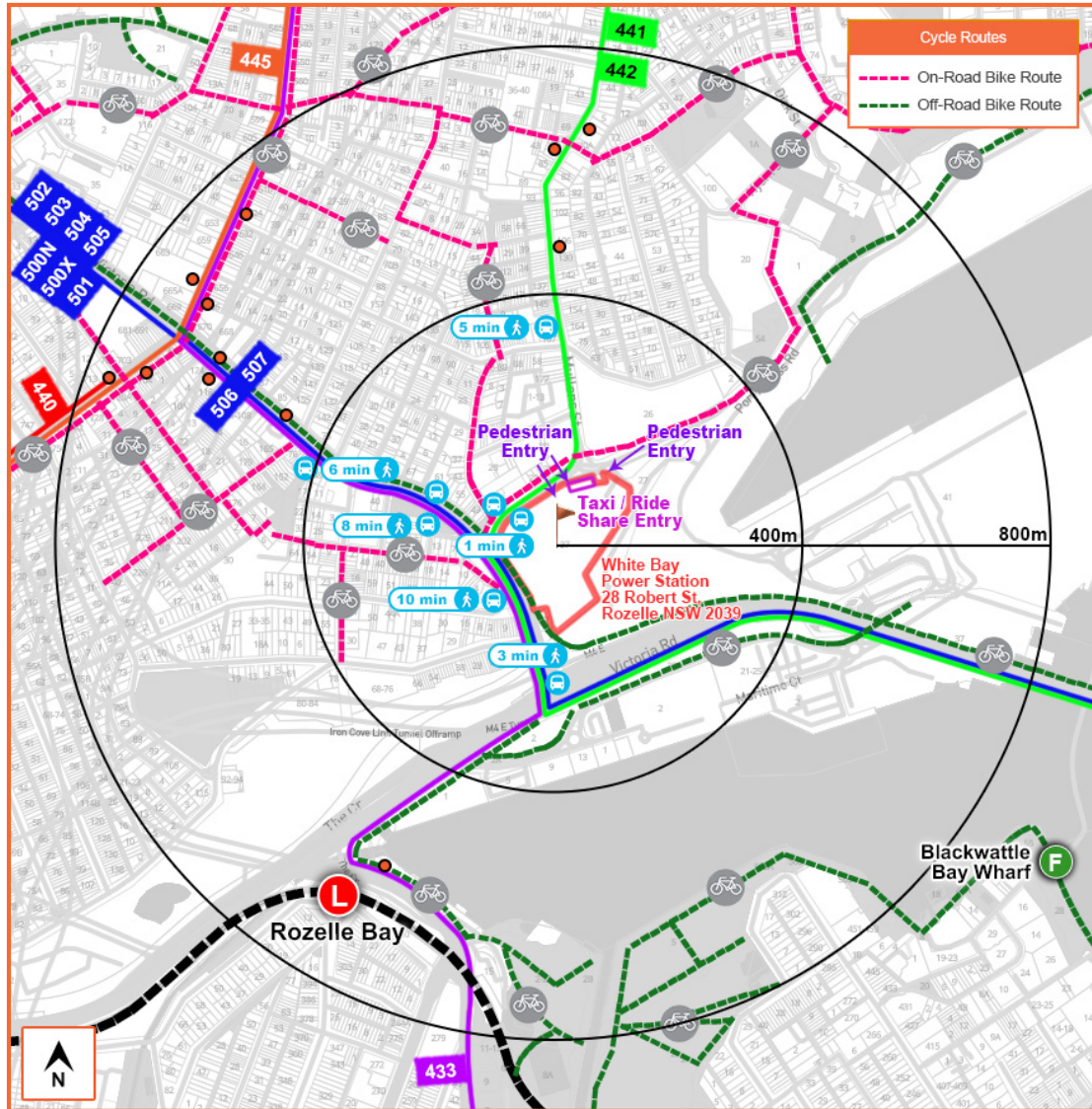
LIGHT RAIL

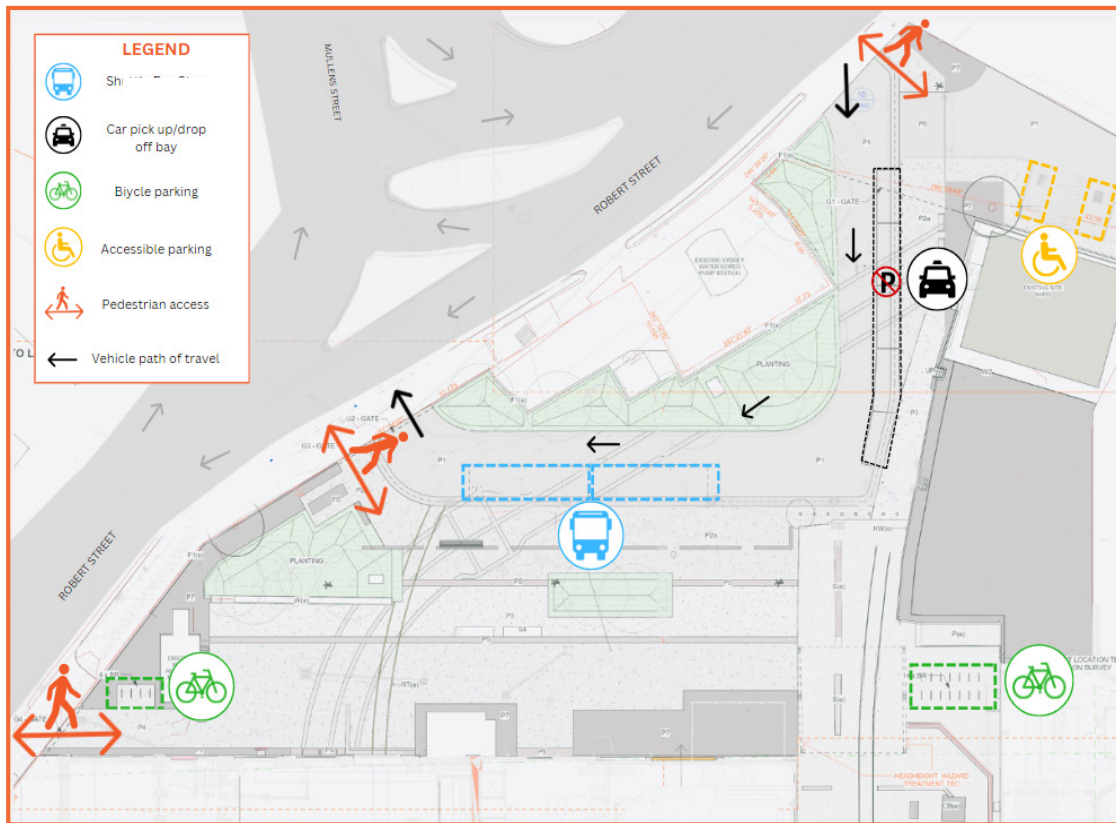
Rozelle Bay Light Rail Stop is located on the L1 line Central Station to Dulwich Hill and it is 1.7 km walking distance from the site. The light rail stop is a 20 minute walk from the venue. The details of the L1 line servicing the stop are shown below:

L1	Dulwich Hill Line
	Mon-Fri : 06:20 AM to Late every 8-15 minutes
	Weekend : 06:20 AM to 11:20 PM every 10-15 minutes



ACTIVE TRAVEL MAP





VENUE ACCESS

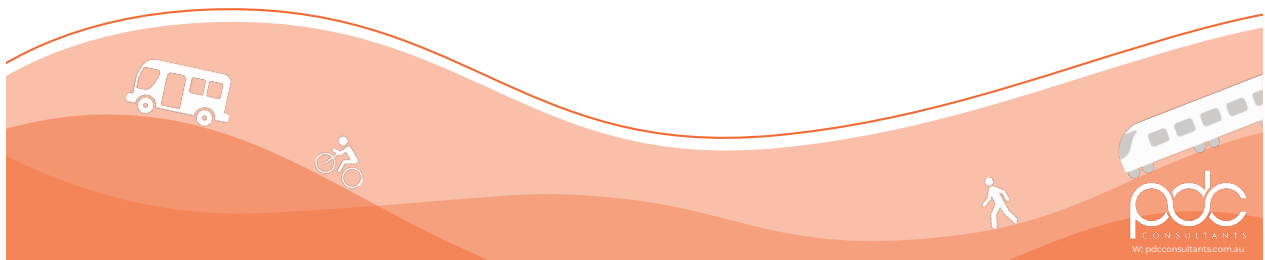
Pedestrian access to the site is provided via three access points located on Robert Street site frontage, as shown on the above map. These provide convenient access to the broader active and public transport network

Vehicular access (e.g Ubers and Taxis) is via the entry-only driveway to the northeast of the venue's frontage to Robert Street. Vehicles will circulate one-way clockwise through the site to pick-up and drop-off passengers, before departing via the exit-only driveway onto Robert Street at the venue's northwest frontage. There is no parking available at the venue or in nearby streets.

FACILITIES

To encourage sustainable travel, the site is equipped with facilities including:

- Racks for 36 bicycles
- Dedicated shuttle bus pick up/drop off zone
- Two accessible car parking spaces
- No other car parking on-site



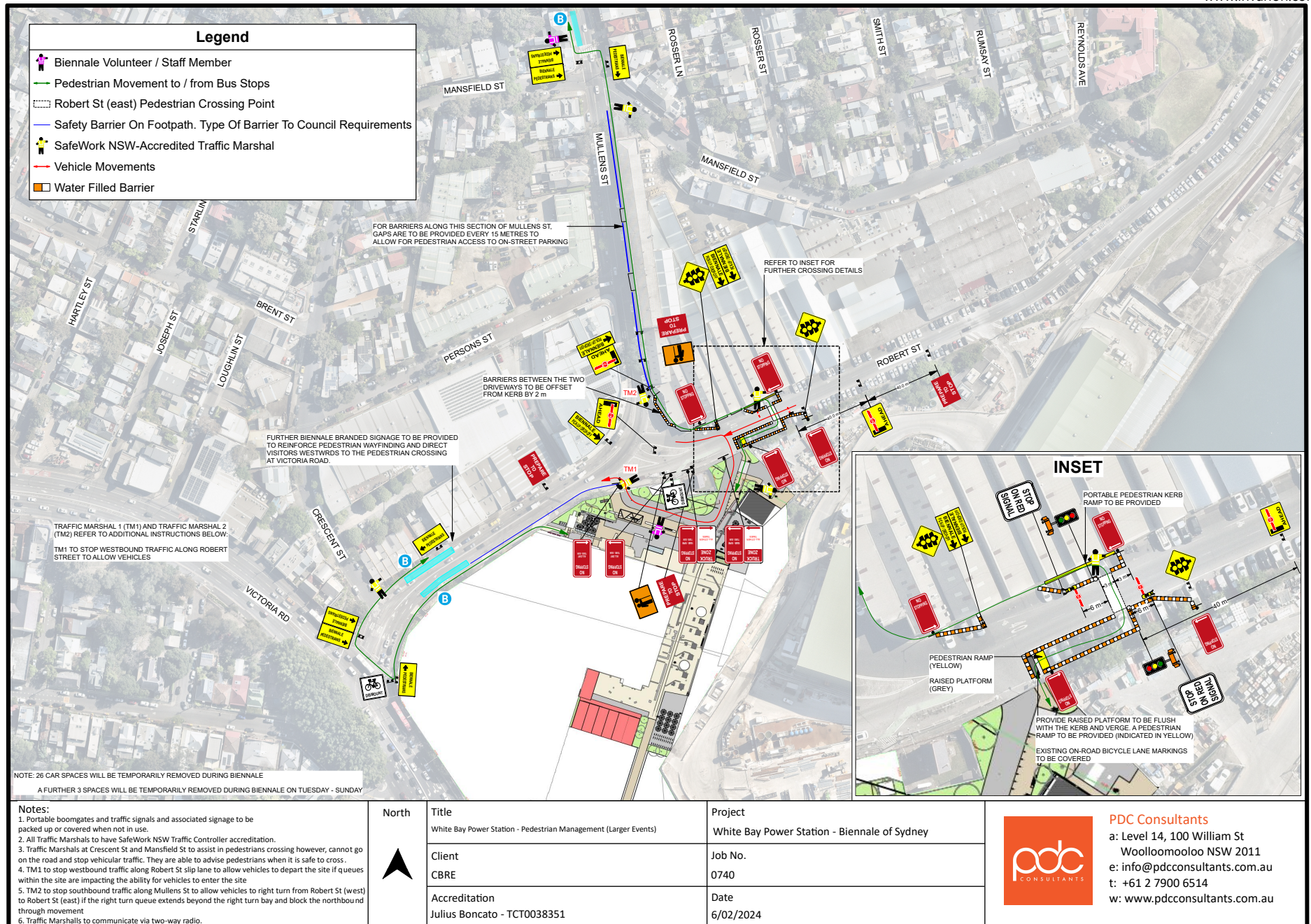


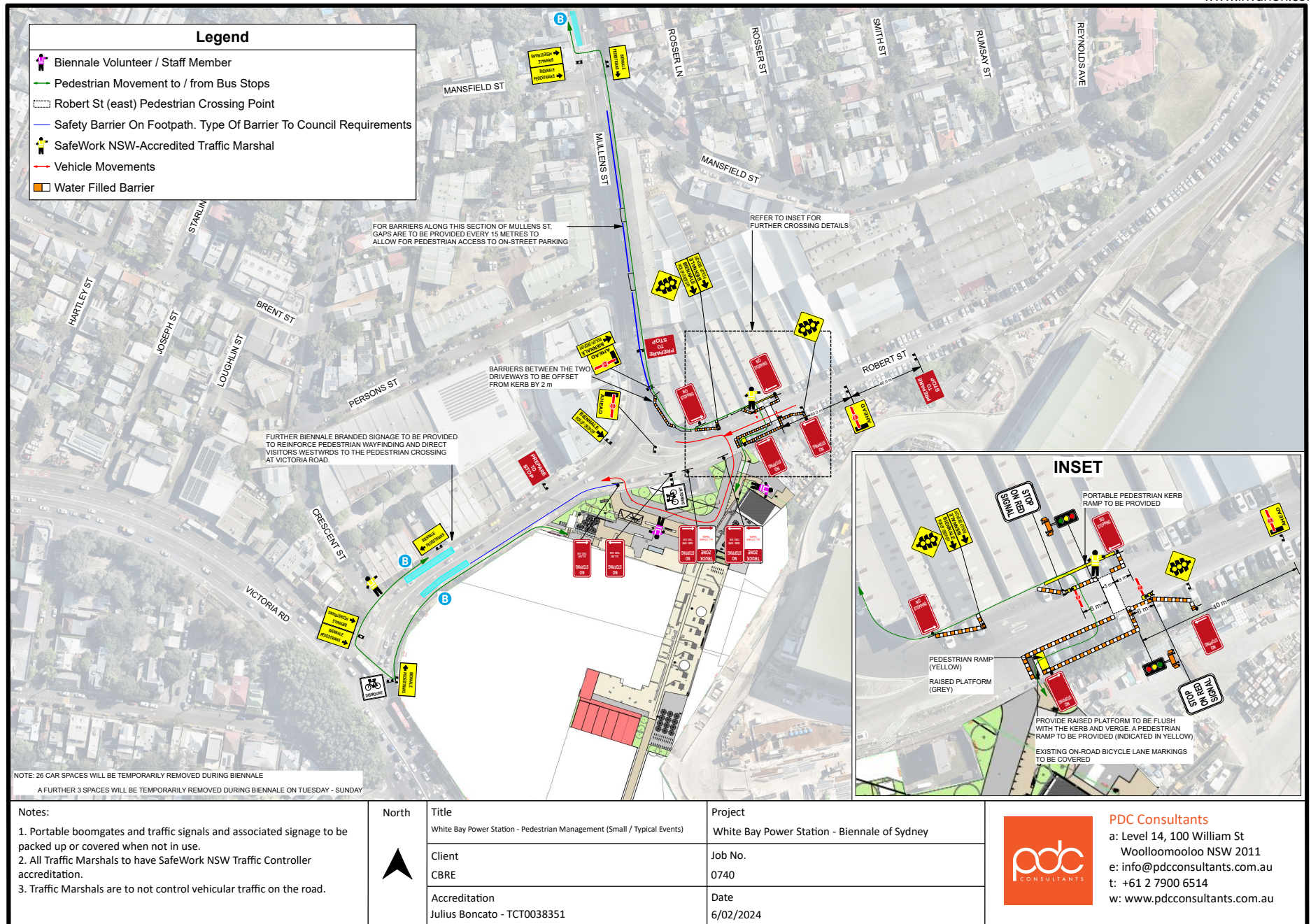
Appendix B

Vessel	Arrival Time	Departure Time	Name	Berth Code	Cruise Agent	Cruise Line	Status
Viking Orion	29/01/2024 08:00	31/01/2024 17:30	White Bay Cruise Terminal	WBCT	WSS	Viking Ocean Cruises Ltd	Confirmed
Azamara Journey	02/02/2024 07:15	03/02/2024 22:00	White Bay Cruise Terminal	WBCT	WSS	V Ships Leisure SAM	Confirmed
Azamara Journey	06/02/2024 06:15	06/02/2024 17:00	White Bay Cruise Terminal	WBCT	WSS	V Ships Leisure SAM	Confirmed
Regatta	08/02/2024 06:15	08/02/2024 17:00	White Bay Cruise Terminal	WBCT	WSS	Oceania Cruises S de RL	Confirmed
Norwegian Spirit	09/02/2024 05:30	09/02/2024 18:00	White Bay Cruise Terminal	WBCT	WSS	NCL Bahamas Ltd	Confirmed
Noordam	10/02/2024 07:00	10/02/2024 18:30	White Bay Cruise Terminal	WBCT	CVL	Holland America Line NV	Confirmed
Refer PANSW	14/02/2024 06:30	14/02/2024 18:45	White Bay 4	WHT4	SPC	Newcastle Port Corp	Confirmed
Silver Whisper	14/02/2024 07:00	14/02/2024 19:00	White Bay Cruise Terminal	WBCT	WSS	Silversea Cruises Ltd	Confirmed
Viking Sky	15/02/2024 07:00	16/02/2024 04:00	White Bay Cruise Terminal	WBCT	WSS	Viking Ocean Cruises Ltd	Confirmed
Viking Sky	16/02/2024 04:30	16/02/2024 18:00	White Bay 4	WHT4	WSS	Viking Ocean Cruises Ltd	Confirmed
Disney Wonder	16/02/2024 06:00	16/02/2024 17:00	White Bay Cruise Terminal	WBCT	WSS	Magical Cruise Co Ltd	Confirmed
Viking Neptune	18/02/2024 00:30	18/02/2024 18:00	White Bay Cruise Terminal	WBCT	WSS	Viking Ocean Cruises Ltd	Confirmed
Seabourn Sojourn	19/02/2024 07:00	20/02/2024 18:00	White Bay Cruise Terminal	WBCT	CVL	Seabourn Cruise Line Ltd	Confirmed
Seabourn Odyssey	21/02/2024 07:00	21/02/2024 20:00	White Bay Cruise Terminal	WBCT	CVL	Seabourn Cruise Line Ltd	Confirmed
Insignia	22/02/2024 06:00	23/02/2024 18:00	White Bay Cruise Terminal	WBCT	WSS	Oceania Cruises S de RL	Confirmed
Silver Shadow	23/02/2024 08:00	23/02/2024 18:30	White Bay 4	WHT4	WSS	Silversea Cruises Ltd	Confirmed
Silver Shadow	23/02/2024 19:00	24/02/2024 19:00	White Bay Cruise Terminal	WBCT	WSS	Silversea Cruises Ltd	Confirmed
Viking Orion	26/02/2024 08:00	28/02/2024 18:00	White Bay Cruise Terminal	WBCT	WSS	Viking Ocean Cruises Ltd	Confirmed
Borealis	27/02/2024 07:00	28/02/2024 23:00	White Bay 4	WHT4	ISS	Fred Olsen Windcarrier AS	Confirmed
Azamara Onward	29/02/2024 08:00	02/03/2024 18:00	White Bay 4	WHT4	WSS	V Ships Leisure SAM	Confirmed
Seven Seas Mariner	29/02/2024 14:00	01/03/2024 18:00	White Bay Cruise Terminal	WBCT	WSS	Regent Seven Seas Cruises Inc	Confirmed
Volendam	02/03/2024 08:00	03/03/2024 17:00	White Bay Cruise Terminal	WBCT	CVL	Holland America Line NV	Confirmed
Norwegian Spirit	04/03/2024 06:00	04/03/2024 17:00	White Bay Cruise Terminal	WBCT	WSS	NCL Bahamas Ltd	Confirmed
Silver Muse	04/03/2024 19:00	05/03/2024 19:00	White Bay Cruise Terminal	WBCT	WSS	Silversea Cruises Ltd	Confirmed
Europa 2	07/03/2024 06:00	08/03/2024 23:45	White Bay Cruise Terminal	WBCT	GAC	TUI Cruises GmbH	Confirmed
Noordam	09/03/2024 07:00	09/03/2024 18:30	White Bay Cruise Terminal	WBCT	CVL	Holland America Line NV	Confirmed
Regatta	10/03/2024 06:00	10/03/2024 18:00	White Bay Cruise Terminal	WBCT	WSS	Oceania Cruises S de RL	Confirmed
Amera	11/03/2024 08:00	12/03/2024 20:00	White Bay Cruise Terminal	WBCT	ISS	Phoenix Reisen GmbH	Confirmed
Pacific Adventure	17/03/2024 06:30	17/03/2024 16:00	White Bay Cruise Terminal	WBCT	CVL	Carnival Plc	Confirmed
Nautica	21/03/2024 11:00	22/03/2024 18:00	White Bay Cruise Terminal	WBCT	WSS	Oceania Cruises S de RL	Confirmed
Norwegian Spirit	28/03/2024 06:00	28/03/2024 16:00	White Bay Cruise Terminal	WBCT	WSS	NCL Bahamas Ltd	Confirmed
Pacific Adventure	29/03/2024 06:30	29/03/2024 16:00	White Bay Cruise Terminal	WBCT	CVL	Carnival Plc	Confirmed
Pacific Adventure	01/04/2024 06:30	01/04/2024 16:00	White Bay Cruise Terminal	WBCT	CVL	Carnival Plc	Confirmed
Pacific Adventure	05/04/2024 06:30	05/04/2024 16:00	White Bay Cruise Terminal	WBCT	CVL	Carnival Plc	Confirmed
Noordam	06/04/2024 07:00	06/04/2024 18:00	White Bay Cruise Terminal	WBCT	CVL	Holland America Line NV	Confirmed
Pacific Adventure	12/04/2024 06:30	12/04/2024 16:00	White Bay Cruise Terminal	WBCT	CVL	Carnival Plc	Confirmed
Scenic Eclipse II	21/04/2024 00:30	21/04/2024 16:00	White Bay 4	WHT4	ISS	Scenic Tours Pty Ltd	Confirmed
Pacific Adventure	21/04/2024 04:00	21/04/2024 16:00	White Bay Cruise Terminal	WBCT	CVL	Carnival Plc	Confirmed
Pacific Adventure	25/04/2024 06:30	25/04/2024 16:00	White Bay Cruise Terminal	WBCT	CVL	Carnival Plc	Confirmed
Pacific Adventure	06/05/2024 06:30	06/05/2024 16:00	White Bay Cruise Terminal	WBCT	CVL	Carnival Plc	Confirmed
Pacific Adventure	10/05/2024 06:30	10/05/2024 16:00	White Bay Cruise Terminal	WBCT	CVL	Carnival Plc	Confirmed
Pacific Adventure	26/05/2024 06:30	26/05/2024 16:00	White Bay Cruise Terminal	WBCT	CVL	Carnival Plc	Confirmed
Pacific Adventure	07/06/2024 06:30	07/06/2024 16:00	White Bay Cruise Terminal	WBCT	CVL	Carnival Plc	Confirmed
Pacific Adventure	10/06/2024 06:30	10/06/2024 16:00	White Bay Cruise Terminal	WBCT	CVL	Carnival Plc	Confirmed
Pacific Adventure	14/06/2024 06:30	14/06/2024 16:00	White Bay Cruise Terminal	WBCT	CVL	Carnival Plc	Confirmed
Pacific Adventure	27/06/2024 06:30	27/06/2024 16:00	White Bay Cruise Terminal	WBCT	CVL	Carnival Plc	Confirmed
Pacific Explorer	04/07/2024 07:00	04/07/2024 16:00	White Bay Cruise Terminal	WBCT	CVL	Carnival Australia	Confirmed



Appendix C





PDC CONSULTANTS
+61 2 7900 6514 | pdcconsultants.com.au

Item No: LTC0224(1) Item 6

Subject: DETAILED DESIGN FOR THE PERMANENT CLOSURE OF HANCOCK LANE, ROZELLE (BALUDARRI-BALMAIN WARD/BALMAIN ELECTORATE/LEICHHARDT PAC)

Prepared By: Sunny Jo - Coordinator Traffic Engineering Services (north)

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

1. That the attached detailed design for the road closure of Hancock Lane, Rozelle at Darling Street be approved subject to approval of the Traffic Management Plan by Transport for NSW.
2. That the parking changes in Darling Street, Rozelle as outlined in the attached signage plan be supported and undertaken by Council as part of the permanent road closure of Hancock Lane, subject to approval from Transport for NSW.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

Hancock Lane is one of the projects in Council's Main Streets Program, aiming to improve the vibrancy and safety of public spaces and local streets. The proposal, including community engagement outcomes, was previously considered by the Traffic Committee on 11 December 2023, with Traffic Committee recommending approval of the closure, subject to separate approval of the Traffic Management Plan (TMP) by Transport for NSW.

A detailed design of the closure has now been completed and is included for consideration.

The proposed closure also provides additional opportunity to change parking in the area. It is proposed that the existing bus stop 203939 along Darling Street near Hancock Lane be relocated towards Victoria Road, with the Bus Zone expanded to 30m in length, and also provide approximately 20m of additional '2P Ticket 8.00am-3.30pm Mon-Fri, 8.00am 7.00pm Sat-Sun' parking. It is intended to retain the existing 'No Stopping 3.30pm-6.30pm' restriction.

BACKGROUND

Hancock Lane is one of the projects in Council's Main Streets Program, aiming to improve the vibrancy and safety of public spaces and local streets. The proposal was previously considered by the Traffic Committee on 18 September 2023 and 11 December 2023, with Traffic Committee recommending approval of the closure, subject to separate approval of the Traffic Management Plan (TMP) by Transport for NSW.

A detailed design of the closure has now been completed and is included for consideration.

DISCUSSION

The detailed design plan attached outlines the proposed road closure works on Hancock Lane, Rozelle at Darling Street and includes the following treatments:

- Demolition of existing kerbs and kerb ramps and construction of pedestrian paved footpath to match existing footpath levels along Darling Street
- Construction of new kerb ramp at southern end
- Three (3) new tree pits and street trees
- Removal of two (2) speed cushions in the laneway
- Relocation of Bus Stop, 'Bus Zone' and expansion of '2P Ticket 8am-3pm Mon-Fri, 8am -7pm Sat-Sun' zone in Darling Street

As part of this project, the closure of Hancock Lane provided an additional parking opportunity in Darling Street. It is proposed to relocate the existing Bus Stop (203939) on the south side of Darling Street, west of Hancock Lane towards Victoria Road, resulting in a 30m length of Bus Zone. The proposal will also reinstate approximately 20m of additional '2P Ticket 8.00am-3.30pm Mon-Fri, 8.00am 7.00pm Sat-Sun' parking. It is intended to retain the existing 'No Stopping 3.30pm-6.30pm' restriction.

The proposed parking changes are attached in the signage plan, including the detailed design civil plans for the road closure of Hancock Lane.

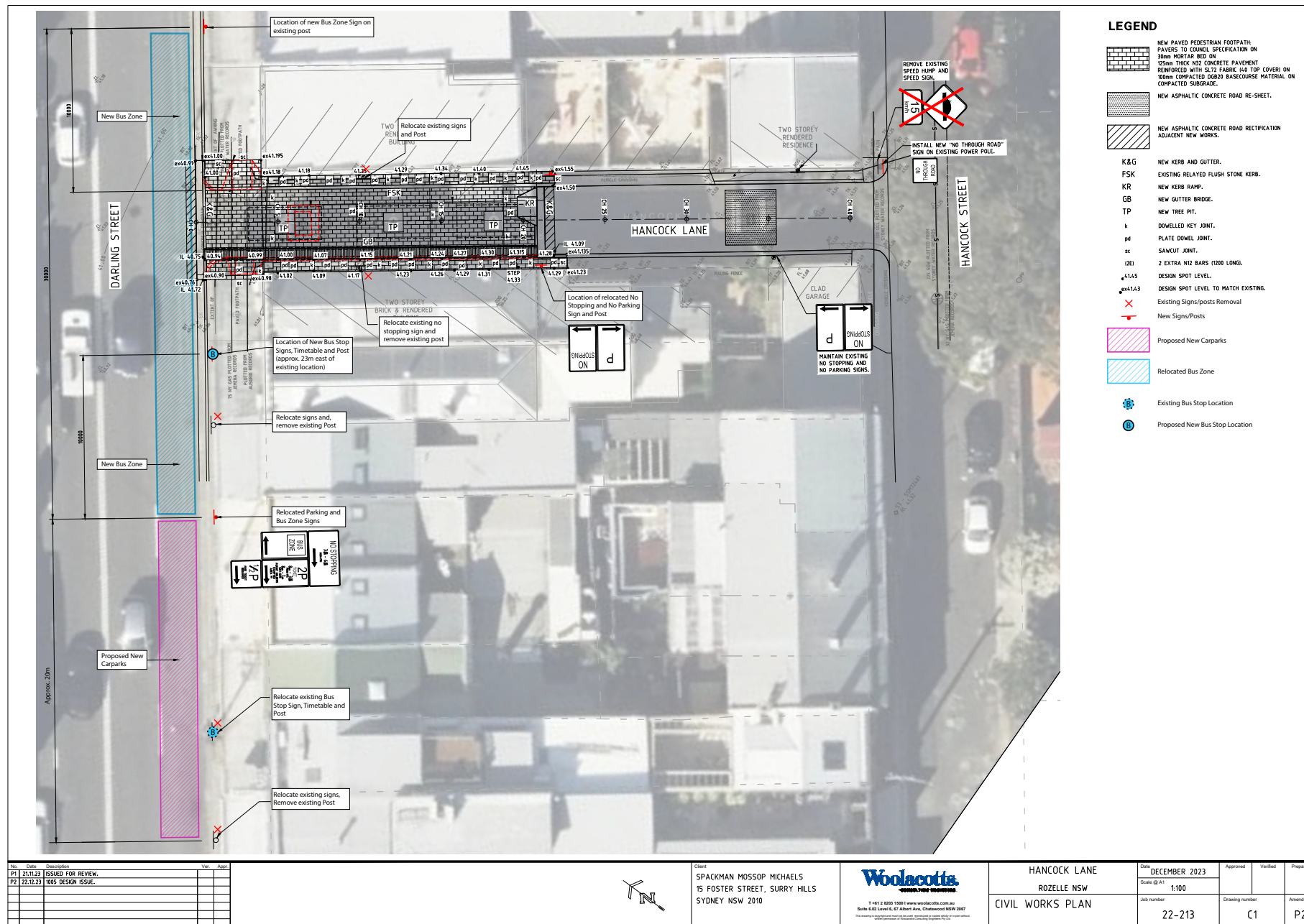
Council has separately requested Transport for NSW and Transit Systems provide feedback on this proposal.

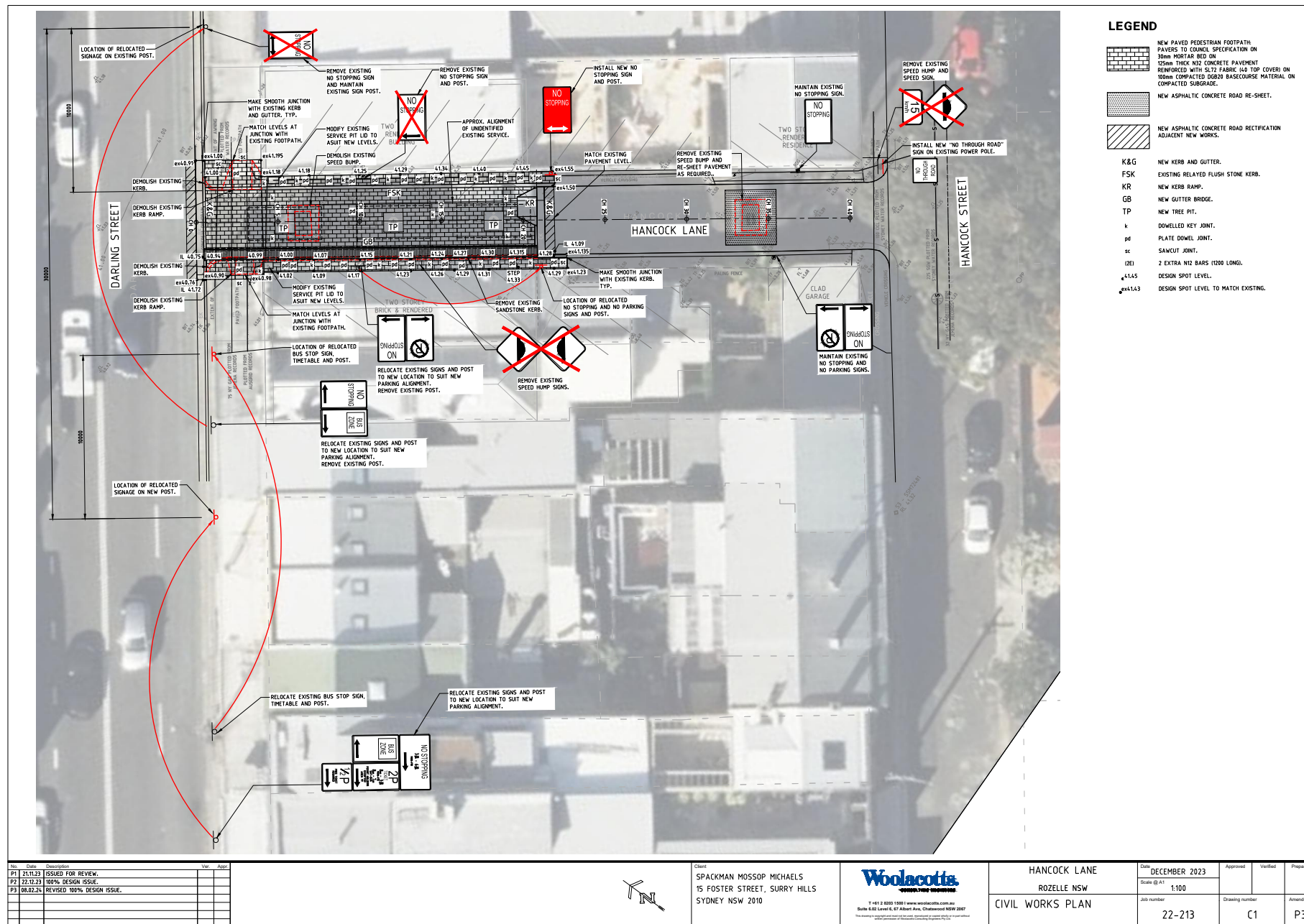
FINANCIAL IMPLICATIONS

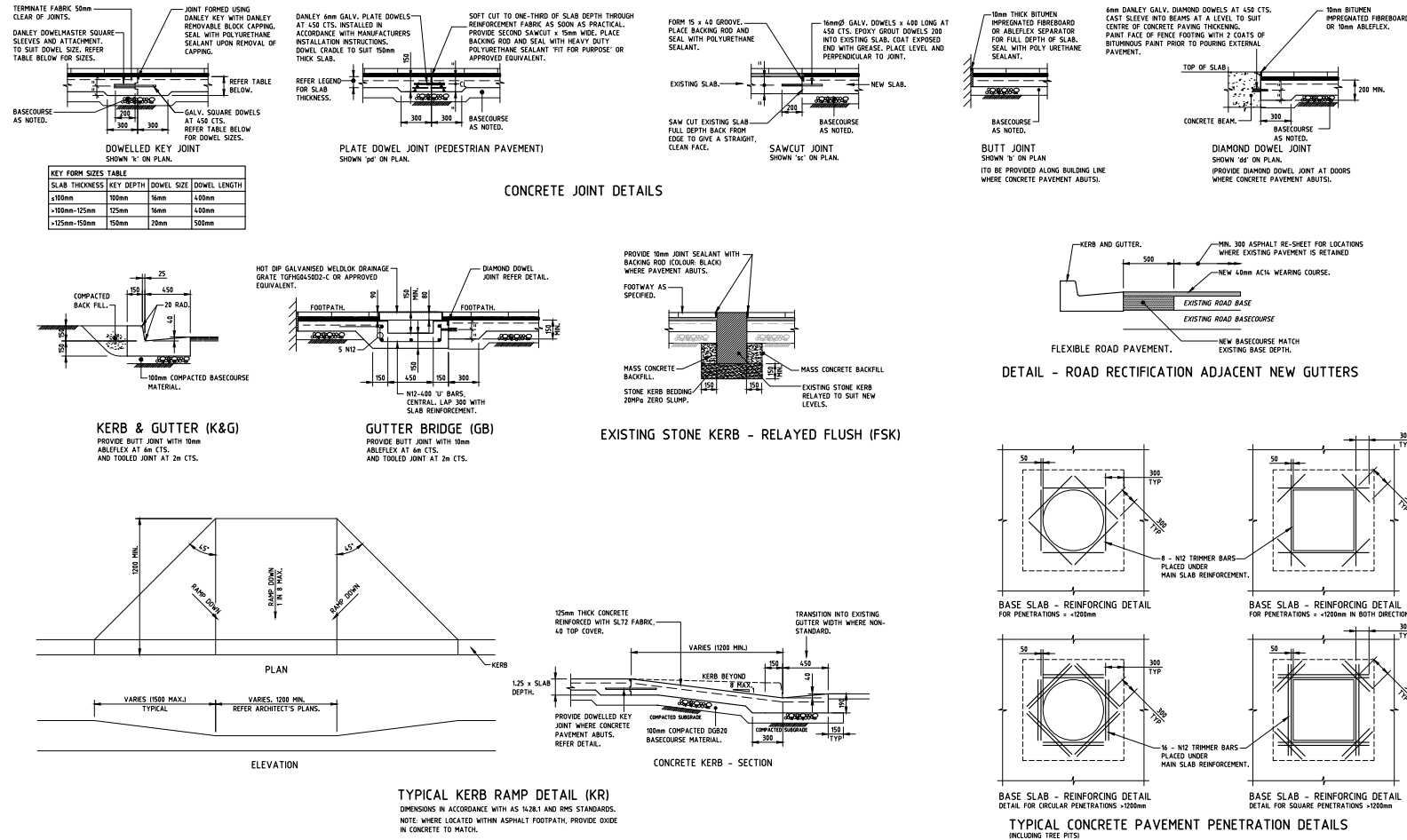
Funding of \$280,000 has been allocated to this project to as part of Council's Main Streets Program.

ATTACHMENTS

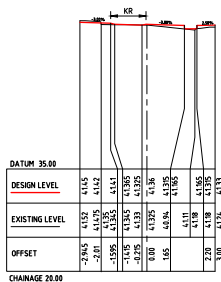
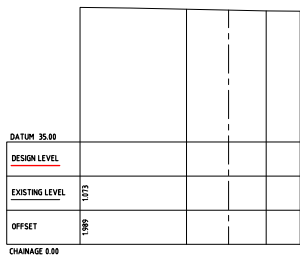
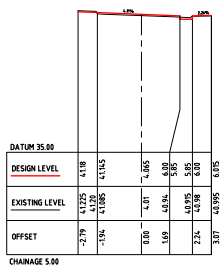
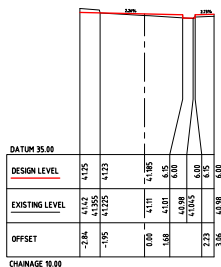
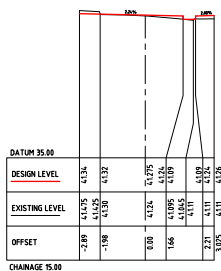
1. [Darling Street - Signage Plan](#)
2. [Hancock Lane - Detailed Design Plan](#)







No.	Date	Description	Ver.	Appr.	Client	Woolacotts	HANCOCK LANE ROZELLE NSW CIVIL WORKS DETAILS	Date DECEMBER 2023 Scale @ A1 1:20 Job number 22-213	Approved C2	Verified P2	Prepared
P1	21.11.23	ISSUED FOR REVIEW.			SPACKMAN MOSSOP MICHAELS 15 FOSTER STREET, SURRY HILLS SYDNEY NSW 2010	Tel: 2 8003 1000 www.woolacotts.com.au Suite 6.02 Level 6, 47 Albert Ave, Chateau NSW 2007					
P2	22.12.23	100% DESIGN ISSUE.									

[illegible]

Item No: LTC0224(1) Item 7
Subject: DARLING STREET BETWEEN MORT STREET AND CURTIS ROAD, BALMAIN - ROAD OCCUPANCY - ANZAC DAY DAWN SERVICE (BALUDARRI - BALMAIN WARD/ BALMAIN ELECTORATE/ LEICHHARDT PAC)
Prepared By: Amir Falamarzi - Traffic Engineer
Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

That the temporary road closure of Darling Street (Mort Street to Curtis Road), Balmain on Thursday, 25 April 2024 between 2.30am – 9.30am be approved, subject to the following conditions:

- a) all affected residents and businesses, including the NSW Police Local Area Commander, Fire & Rescue NSW and NSW Ambulance Services be notified in writing, by the applicant, of the proposed temporary road closure at least 14 days in advance of the closure with the applicant making reasonable provision for stakeholders;
- b) that an unencumbered passage minimum 3.0m wide be available for emergency vehicles through the closed section of Darling Street, Balmain; and
- c) the occupation of the road carriageway must not occur until the road has been physically closed.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

Darling Street Between Mort Street and Curtis Road, Balmain - Road Occupancy - Anzac Day Dawn Service (Baludarri - Balmain Ward/ Balmain Electorate/ Leichhardt PAC)

In preparation to mark the ANZAC Day Dawn Service 2024 on Thursday, 25 April 2024, Inner West Council is organising the ANZAC Day dawn Service at the Loyalty Square War Memorial, Balmain. To facilitate the event, it is proposed to close Darling Street between Mort Street and Curtis Road between 2:30am and 9:30am.

BACKGROUND

In preparation to mark the ANZAC Day Dawn Service 2024, Council is organising an event at the Loyalty Square memorial, Balmain.

The details of the event are as follows:

Day: Thursday, 25 April 2024
 Commemorative Service: 6.00am – 7.00am
 Venue: Loyalty Square, Balmain (outside Woolworths)
 Procession: There will be no march down Darling Street for 2024

To facilitate the event, it is proposed to close Darling Street between Mort Street/Beattie Street and Curtis Road (approximately 260m) between 2.30am and 9.30am. This road closure will prevent all traffic travelling through this closed section and will prevent any additional on-street parking on both sides of the subject section of Darling Street.

It should be noted that although the land uses in this area are predominantly retail/commercial, there are a number of residential properties in this section of Darling Street.

The Traffic Management Plan prepared for the event is outlined in *Attachment 1*.

DISCUSSION

All businesses/residents in the affected area will be advised to avoid parking in the subject section of Darling Street.

Based on the discussions held with the Transit Systems representative, buses would need to terminate at Darling Street/Rowntree Street/Montague Street intersection as Curtis Road is not suitable for bus movements. To maintain transport services between Balmain East and Balmain, Council will organise two shuttle bus services running between Balmain East and Darling Street/Rowntree Street/Montague Street. The shuttle bus service routes are shown on the attached TCP (*Attachment 2*).

Transit Systems will post notifications at all bus stops on Darling Street between Beattie Street and Balmain East wharf to advise passengers to use Council's community buses on the morning of 25 April 2024. All other eastbound and westbound traffic will need to use Curtis Road or Palmer Street to access Balmain East.

The Transit Systems representative has also requested the temporary expansion of the bus turning area at Grove Street to accommodate additional buses. Therefore, it is proposed to temporarily remove three parking spaces on the northern side even numbered side (No. 22, 24, 26A) of Grove Street near Deloitte Avenue, Birchgrove. Affected residents will be notified.

PUBLIC CONSULTATION

Council's Community Events Coordinator will organise a notification letter outlining the closure of Darling Street (Mort Street/ Beattie Street-Curtis Road) to all affected properties and the emergency services, including Balmain Hospital of the temporary road closure.

The proposed road closure is currently advertised on Council's website in accordance with the *Roads Act 1993*.

FINANCIAL IMPLICATIONS

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

ATTACHMENTS

1. [1](#) ANZAC 2024 Traffic Management Plan
2. [2](#) ANZAC 2024 Traffic Guidance Scheme



TRAFFIC MANAGEMENT PLAN ANZAC Day 2024

DARLING STREET, BALMAIN



Thursday 25 April 2024

PREPARED FOR



BY CATO Location Services



CONTENTS

STATEMENT OF CONFIDENTIALITY & NON-DISCLOSURE	3
DOCUMENT CONTROL	4
STAKEHOLDER CONTACTS	5
1. DESCRIPTION OF PROPOSED MEASURES	6
2. IDENTIFICATION AND ASSESSMENT OF IMPACT OF PROPOSED MEASURES	6
3. MEASURE TO AMELIORATE THE IMPACT OF RE-ASSIGNED TRAFFIC	7
4. ASSESSMENT OF PUBLIC TRANSPORT SERVICES AFFECTED	7
5. DETAILS OF PROVISION MADE FOR EMERGENCY VEHICLES, HEAVY VEHICLES, CYCLISTS AND PEDESTRIANS	7
6. ASSESSMENT OF EFFECT ON EXISTING AND FUTURE DEVELOPMENTS WITH TRANSPORT IMPLICATIONS IN THE VICINITY OF PROPOSED MEASURES	8
7. ASSESSMENT OF EFFECT OF PROPOSED MEASURES ON TRAFFIC MOVEMENTS IN ADJOINING COUNCIL AREAS	8
8. PUBLIC CONSULTATION PROCESS	8
9. ATTACHMENTS	10





STATEMENT OF CONFIDENTIALITY & NON-DISCLOSURE

This Transport Management Plan (TMP) contains proprietary and confidential information. All content is submitted to the recipients with the understanding that the recipients agree not to use or disclose any information contained herein except in the context of its business dealings with CATO and for the purposes of implementing the plans presented in the document. The recipient of this document agrees to inform present and future employees or agents of the recipient who view or have access to its content of its confidential nature.

While all due care has been taken in the preparation of this document, CATO assumes no responsibility and shall not be liable to any person for any loss, damage, or expense caused by decision making, reliance or distribution to any third party of the information or advice in this document, to the extent allowable by law.

The information and advice contained within this document has been developed relying on the supply of information from stakeholders, assuming that all such information is accurate and correct. CATO assumes no responsibility for advice or recommendations that are the result of that information being inaccurate, incomplete, incorrect or misleading. All advice is provided from a risk management perspective and does not constitute professional legal opinion.

The recipient agrees to instruct each employee that they must not disclose any information concerning this document to others except to the extent that such matters are generally known to, and are available for use by, the public. The recipient also agrees not to duplicate or distribute or permit others to duplicate or distribute any material contained herein without CATO express written consent.

This document is copyright. No part of this work is to be reproduced other than in accordance with the Copyright Act 1968 or with express permission of the author. CATO retains all title, ownership and intellectual property rights to the material and trademarks contained herein, including all supporting documentation, files, plans, marketing material, and multimedia.

By accepting this document, the recipient agrees to be bound by the aforementioned statement.





DOCUMENT CONTROL

This document is uncontrolled once printed – the final version with specifications and site

Version	Prepared by	Date	Comments	Reviewed and approved by
1.0	Mick Darda	25/01/2023	Draft	Kieran Cato
2.0	Katerina Stewart	9/11/2023	Revised for 2024	Anna Rosa

diagrams will be locked for printing and restricted by password. A copy of the final version will be supplied to the event organiser prior to the event.





STAKEHOLDER CONTACTS

INNER WEST COUNCIL			
Event Organisation	Inner West Council	02 9392 5259	michael.daly@innerwest.nsw.gov.au
Events Manager	Michael Daly	02 9392 5259	michael.daly@innerwest.nsw.gov.au
Events Officer	Serena Chalker	02 9392 5769	serena.chalker@innerwest.nsw.gov.au
TRAFFIC & PEDESTRIAN MANAGEMENT PLANNING			
Cato Location Services	Anna Rosa	02 9517 1313	anna@catolocationsservices.com.au
RISK MANAGEMENT			
Risk Management Supervisor	Michael Daly	02 9392 5259	michael.daly@innerwest.nsw.gov.au





1. DESCRIPTION OF PROPOSED MEASURES

In preparation to mark ANZAC Day DAWN SERVICE 2024, Inner West Council is organising an event at the Loyalty Square War Memorial, Balmain.

The details of the event are as follows:

Day: Thursday 25 April 2024

Commemorative Service: 6:00am – 7:00am

Venue: Loyalty Square, Balmain (outside Woolworths)

To facilitate the event, it is proposed to close Darling Street between Mort Street and Curtis Road (approx. 260m) between 2:30am and 9:30am.

This proposal will prevent all traffic travelling through this closed section and will prevent any additional on-street parking on both sides of the subsection section of Darling Street.

2. IDENTIFICATION AND ASSESSMENT OF IMPACT OF PROPOSED MEASURES

It should be noted that the land uses along the subject section of Darling Street are predominantly retail/commercial with a few residential properties.

All eastbound and westbound traffic except buses will need to use Curtis Road or Palmer Street to access Balmain East.





3. MEASURE TO AMELIORATE THE IMPACT OF RE-ASSIGNED TRAFFIC

As the road closure occurs between 2:30am and 9:30am on a Thursday, the amount of traffic that would be redirected through Curtis Road and Beattie Street/Palmer Street is expected to be minimal.

4. ASSESSMENT OF PUBLIC TRANSPORT SERVICES AFFECTED

As discussed with Transit Systems representatives, all buses need to terminate at Darling Street/Rowntree Street/Montague Street intersection as Curtis Road is not suitable for bus movements.

To maintain transport services between East Balmain and Balmain, Council will organise a shuttle bus services running between Balmain East and Darling Street/Rowntree Street.

The shuttle bus service route is shown on the TGS.

The Transit Systems representative will organise posting notifications at all bus stops on Darling Street between Beattie Street and Balmain East wharf to advise passengers to use Council's community buses on the morning of 25 April.

5. DETAILS OF PROVISION MADE FOR EMERGENCY VEHICLES, HEAVY VEHICLES, CYCLISTS AND PEDESTRIANS

A 3m clear width on Darling Street will be maintained throughout the closure. During this time, assistance from NSW Police would be required to gain access for emergency vehicles if required.

Large heavy vehicle access to Balmain East area will not be available during the road closure. As the closure occurs in early morning hours, the volume of heavy vehicles would be minimal.

Cyclists can use Curtis Road and Beattie Street/Palmer Street. The existing pedestrian access along Darling Street is to be retained.





6. ASSESSMENT OF EFFECT ON EXISTING AND FUTURE DEVELOPMENTS WITH TRANSPORT IMPLICATIONS IN THE VICINITY OF PROPOSED MEASURES

No transport implications on any future developments along the subject section of Darling Street are expected.

7. ASSESSMENT OF EFFECT OF PROPOSED MEASURES ON TRAFFIC MOVEMENTS IN ADJOINING COUNCIL AREAS

There will be no impact on adjoining Council areas.

8. PUBLIC CONSULTATION PROCESS

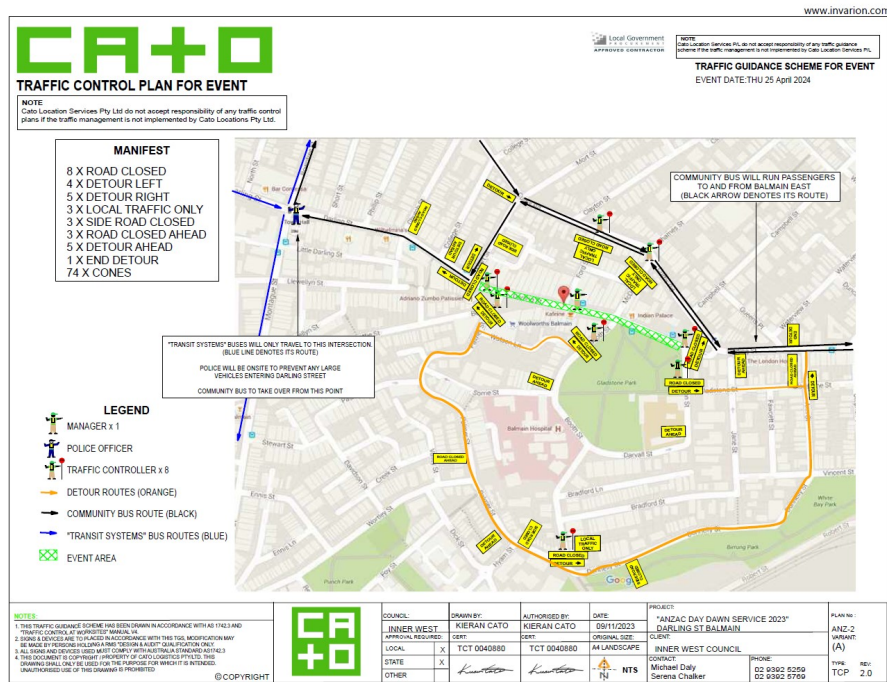
All affected properties will be advised in writing of the proposed temporary road closure two weeks in advance.





9. ATTACHMENTS

9.1. TRAFFIC GUIDANCE SCHEMES





9.2 ROAD OCCUPANCY LICENSE

(TO BE ATTACHED ONCE RECEIVED)





TRAFFIC CONTROL PLAN FOR EVENT

NOTE

Cato Location Services Pty Ltd do not accept responsibility of any traffic control plans if the traffic management is not implemented by Cato Locations Pty Ltd.

MANIFEST

- 8 X ROAD CLOSED
- 4 X DETOUR LEFT
- 5 X DETOUR RIGHT
- 3 X LOCAL TRAFFIC ONLY
- 3 X SIDE ROAD CLOSED
- 3 X ROAD CLOSED AHEAD
- 5 X DETOUR AHEAD
- 1 X END DETOUR
- 74 X CONES

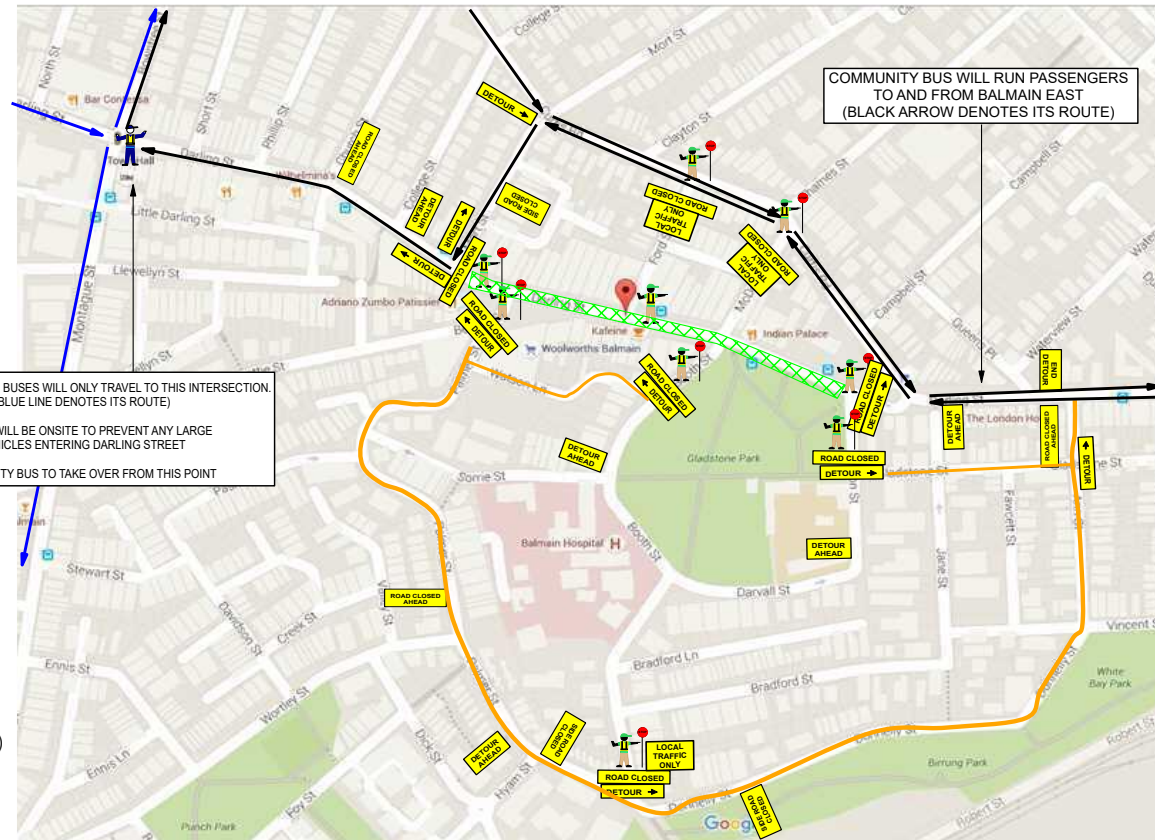
"TRANSIT SYSTEMS" BUSES WILL ONLY TRAVEL TO THIS INTERSECTION.
(BLUE LINE DENOTES ITS ROUTE)

POLICE WILL BE ONSITE TO PREVENT ANY LARGE
VEHICLES ENTERING DARLING STREET

COMMUNITY BUS TO TAKE OVER FROM THIS POINT

LEGEND

- MANAGER x 1
- POLICE OFFICER
- TRAFFIC CONTROLLER x 8
- DETOUR ROUTES (ORANGE)
- COMMUNITY BUS ROUTE (BLACK)
- "TRANSIT SYSTEMS" BUS ROUTES (BLUE)
- EVENT AREA



NOTES:

1. THIS TRAFFIC GUIDANCE SCHEME HAS BEEN DRAWN IN ACCORDANCE WITH AS 1742.3 AND "TRAFFIC CONTROL AT WORKSITES" MANUAL V4.
2. SIGNS & DEVICES ARE TO BE PLACED IN ACCORDANCE WITH THIS TGS. MODIFICATION MAY BE MADE BY PERSONS HOLDING A RMS "DESIGN & AUDIT" QUALIFICATION ONLY.
3. ALL SIGNS AND DEVICES USED MUST COMPLY WITH AUSTRALIA STANDARD AS1742.3
4. THIS DOCUMENT IS COPYRIGHT / PROPERTY OF CATO LOGISTICS PTY LTD. THIS DRAWING SHALL ONLY BE USED FOR THE PURPOSE FOR WHICH IT IS INTENDED. UNAUTHORISED USE OF THIS DRAWING IS PROHIBITED

© COPYRIGHT



COUNCIL:	DRAWN BY:	AUTHORISED BY:	DATE:	PROJECT:	PLAN No :
INNER WEST	KIERAN CATO	KIERAN CATO	09/11/2023	"ANZAC DAY DAWN SERVICE 2023"	ANZ-2
APPROVAL REQUIRED:	CERT:	CERT:	ORIGINAL SIZE:	CLIENT:	VARIANT:
LOCAL	X	TCT 0040880	TCT 0040880	A4 LANDSCAPE	INNER WEST COUNCIL
STATE	X			CONTACT:	(A)
OTHER				Michael Daly	TYPE: REV:
				Serena Chalker	TCP 2.0
				PHONE:	
				02 9392 5259	
				02 9392 5769	

Item No: LTC0224(1) Item 8
Subject: AUDLEY STREET, PETERSHAM – PROPOSED NEW RESIDENTIAL '2P' RESTRICTIONS – EXPANSION OF M11 PARKING PERMIT AREA (DAMUM - STANMORE WARD/ NEWTOWN ELECTORATE / INNER WEST PAC)
Prepared By: Jennifer Adams - Traffic Engineer
Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

1. That the proposed extension of the M11 Residential Permit Parking Scheme of '2P 8am-10pm Monday – Friday Permit Holders Excepted Area M11' restrictions on the eastern side of Audley Street, Petersham between Chester Street and Oxford Street be Approved.
2. That statutory 10 metre 'No Stopping' restrictions on the eastern side of Audley Street south of Chester Street and north of Oxford Street be installed.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

Upon receiving a petition from residents of Audley Street, Petersham, Council initiated an investigation for implementing residential parking restrictions in Audley Street, between Chester Street and Oxford Street.

This report provides the results of a localised 'resident parking scheme survey' relating to the extension of the M11 residential permit parking scheme into Audley Street, between Chester Street and Oxford Street, Petersham. Although the response rate for the survey was under the 30% threshold it is still recommended that the proposed M11 extension be supported due to the many localised issues.

BACKGROUND

Typically, Council introduces Residential Parking Permit schemes outside of residential properties to minimise impacts from other users in the street which also generate a need for parking (ie. commuter, industrial, commercial, parks, churches etc). It is noted that there is already residential '2P' restrictions along the southern side of Chester Street and a short length of residential '2P' restrictions in place on the eastern side of Audley Street north of Chester Street. These were installed in June 2017 following the development of a parking strategy for the Petersham area, which used feedback from the community and parking occupancy data.

DISCUSSION

Audley Street is a local road and the subject section is located between New Canterbury Road and Addison Road. Audley Street, between Belgrave Street and Addison Road carries around 1800 vehicles per day. Currently the section of Audley Street between Chester Street and Oxford Street has unrestricted parking on both sides. Only 2 of the 17 households in the subject section of Audley Street have off-street parking facilities.

A recent parking occupancy survey conducted by Council Officers has indicated a high parking demand in Audley Street between Chester Street and Oxford Street during peak hours of the day. The average occupancy was 95.7%, therefore, Council is proposing to expand the existing adjacent M11 Residential Parking Scheme in Audley Street, Petersham on the eastern side between Chester Street and Oxford Street.

The proposal is detailed and illustrated below.

- Implement '2P 8am-10pm Monday – Friday Permit Holders Excepted Area M11' restrictions on eastern side of Audley Street, Petersham between Chester Street and Oxford Street.
- Install statutory 10 metre 'No Stopping' restrictions on the eastern side of Audley Street south of Chester Street and north of Oxford Street.



Council Policy/Guidelines

Council's adopted Policy for the introduction of a Permit Parking Area states *"that before implementing a resident parking scheme in any area, a survey of residents be undertaken to ascertain the level of support for such a scheme and that such support should be in excess of 65% of submissions received provided that rate of return of submissions is reasonable (higher than 30%)"*.

PUBLIC CONSULTATION

A total of 17 notification letters were sent out to owners and residents of Audley Street between Chester Street and Oxford Street, Petersham on 1 November 2023. Submissions closed on Friday 24 November 2023. At the end of the survey period four (4) responses were received, all in support of the proposed new residential '2P' parking restrictions, representing an overall response rate of 24%.

The level of overall response is lower than Council's adopted Policy and would typically be considered insufficient, however considering the many converging localized issues, for example, there are not enough spaces on-street in comparison to the number of properties in Audley Street compounded by being situated in close proximity to retail/commercial strip along New Canterbury Road with many competing demands for the limited parking supply; it is that the overall response rate of 24% is acceptable in this case and it is recommended that the proposed M11 extension be supported.

It is noted that all four (4) responses from the survey area were in support of the proposal. The table below shows some of the comments raised by the residents.

<u>Resident's comments</u>	<u>Officer's comments</u>
Two residents separately queried why the both sides of the street are not being considered for residential parking.	One of the key objectives of Council's Parking strategy is to balance the often competing needs of both residents and businesses in the precinct. As a result, the resident parking scheme, where implemented, has generally been placed on one side of street. This approach aims to give eligible households in the scheme area, who take up a permit, a greater chance of finding parking closer to their property whilst still providing parking opportunities for other users such as businesses in the area, their patrons, and visitors to the area and residents who do not participate in the scheme.
The proposed 10m no stopping restrictions at either end of the street seem excessively large.	The statutory 'No Stopping' zones at intersections will be signposted as per the requirements of NSW Road Rules (170).
This section of Audley Street south of New Canterbury Road is used as a rat run and cars often speed up and down the street..... It would be good if Council could investigate options to reduce these impacts.	Council will need to examine these issues outside of this report.

CONCLUSION

The proposal to extend the current M11 Residential Permit Parking scheme into Audley Street, Petersham should be supported as it will protect residential amenity. The extension may also offset the impact of any planned multi-unit residential developments in the locality.

Therefore, it is recommended that the proposed extension of the M11 Residential Permit Parking Scheme of '2P 8am-10pm Monday – Friday Permit Holders Excepted Area M11' restrictions on the eastern side of Audley Street, Petersham between Chester Street and Oxford Street be approved as shown in the diagram below.



FINANCIAL IMPLICATIONS

The costs of installation of the '2P' restrictions as recommended can be funded within Council's signs and line marking budget.

ATTACHMENTS

Nil.

Item No: LTC0224(1) Item 9
Subject: RAILWAY STREET, PETERSHAM - PROPOSED 1/2P TIMED PARKING RESTRICTIONS (DAMUN-PETERSHAM WARD/NEWTOWN ELECTORATE/INNER WEST PAC)
Prepared By: James Nguyen - Traffic Engineer
Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

That the timed parking restriction signposted as '1P 8.30am-6pm MON-FRI; 8.30am-12.30pm SAT' on the western side of Railway Street, Petersham, between Parramatta Road and Queen Street, be amended to '1/2P 8.30am-6pm MON-FRI; 8.30am-12.30pm SAT'.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

A business has requested Council consider changing the existing timed 1-hour parking space on the western side of Railway Street, Petersham, between Parramatta Road and Queen Street, to 1/2-hour parking to improve turnover of parking and deter long-term (unlimited) parking by motorists who hold a mobility parking permit.

This report provides background of the request, community consultation feedback, an assessment of the information collected and subsequent recommendation to change the 1-hour timed parking space to a 1/2-hour timed limit.

There are benefits to changing the requested 1-hour timed parking space to 1/2-hour timed parking as it will provide turnover of parking, provide a more flexible parking option for customers and deter long-term unlimited parking of motorists with a mobility parking permit, that may not be visiting the nearby businesses.

In addition, as there are nearby 1-hour parking spaces on Queen Street that can be used as alternatives, parking impacts to businesses as a result of this change are minimised.

BACKGROUND

Council has received a request to consider changing the existing 1-hour timed parking space on the western side of Railway Street between Parramatta Road and Queen Street to a 1/2-hour timed parking space. The NSW Road Rules allows for motorists with a mobility parking permit to park for an unlimited timeframe for parking spaces that are signposted to allow for more than 30 minutes of parking. The existing parking space is currently signposted as '1P 8.30am-6pm MON-FRI; 8.30am-12.30pm SAT', and thus motorists with a mobility parking permit can park for an unlimited timeframe in this existing space. A concerned business has noted the above issue as it affects turnover of parking outside their premise.

DISCUSSION

Council Engineers have assessed the existing parking controls on Railway Street and nearby streets.

Figure 1 below presents a parking plan of the existing parking restrictions (this plan excludes 'No Stopping' restrictions to improve clarity).

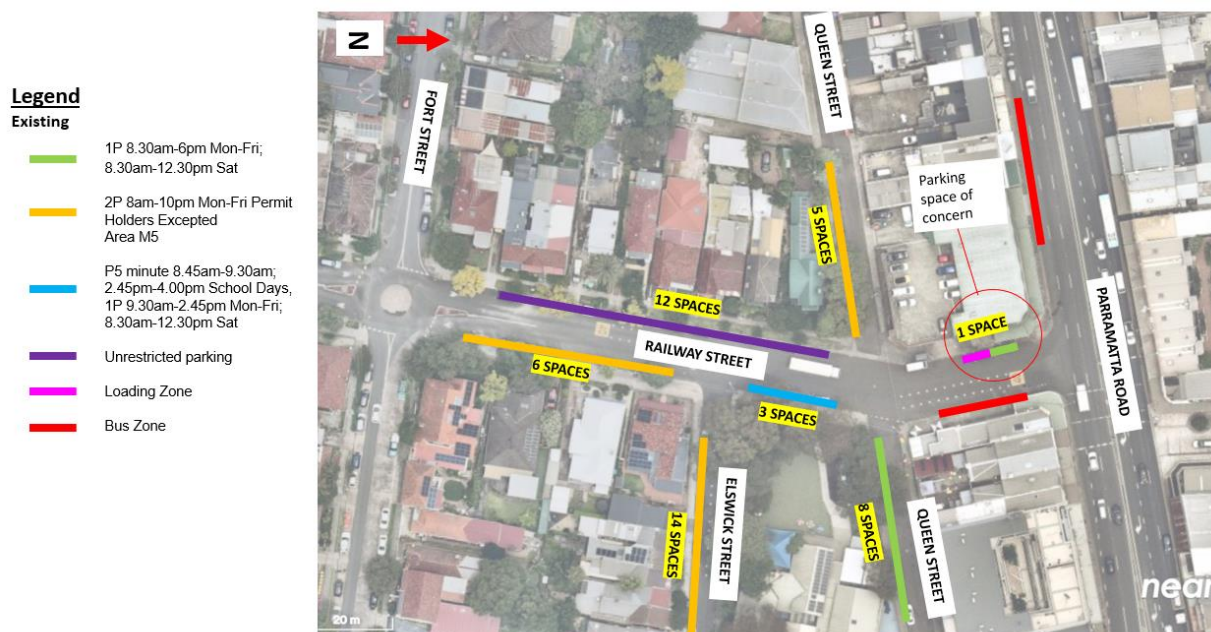


Figure 1 - Parking plan, existing parking restrictions

Figure 1 indicates that the shortest parking duration that is applicable to nearby businesses on and adjacent to Parramatta Road (excluding the P5 minute restriction which is installed to provide drop-off and pick-up for Taverners Hill Infants School) is a 1-hour restriction between the hours of 8.30am-6pm Monday to Friday; and 8.30am-12.30pm on Saturday. These spaces are found in Queen Street which has eight (8) spaces, and one (1) space on Railway Street, which is the space of concern when a motorist with a mobility parking permit utilises the space.

Table 1 below shows the permissible parking duration in timed parking spaces for motorists who hold a valid mobility parking permit.

Table 1 - Time-limited parking areas (Source: NSW Government)

Signposted time limit	Disability parking time limit
More than 30 minutes	Unlimited
30 minutes	Up to 2 hours
Less than 30 minutes	Maximum 30 minutes

In this scenario, a motorist can park for an unlimited duration in the single 1-hour timed parking space on the northern western side of Railway Street between Parramatta Road and Queen Street, which can affect turnover of parking for businesses. Furthermore, a mobility permit holder may also not be utilising this space to access nearby businesses, as there is no condition or requirement for them to. To address this issue, it is necessary to consider changing the timed restriction from 1-hour to 1/2-hour which would allow for a motorist with a mobility parking permit to park in this space for up to two (2) hours whilst deterring all day parking.

Furthermore, a 1/2-hour parking limit at this location can better balance different customer needs to the current situation, as there are already existing 1-hour and 2-hour parking limits in Queen Streets, the 1/2-hour parking limit can create more flexibility to the parking operations.

Austrroads *Guide to Traffic Management Part 11: Parking Management Techniques* provides further guidance on the appropriate locations for timed parking limits shown in Table 2 below.

Table 2 - Recommended application of various time limits (source: Austrroads Guide to Traffic Management Part 11: Parking Management Techniques, p. 88)

Time limit	Recommended application
1/2-hour	<ul style="list-style-type: none"> • Directly outside local shops that rely on providing a reasonably high level of convenience to maintain a competitive market position. • There is usually a high demand and 1-hour parking would result in inadequate parking turnover. • A ½-hour restriction allows people to go to two or three shops.
1-hour	<ul style="list-style-type: none"> • Outside major shopping centres and in other locations where there is a demand for parking and the activity is likely to take longer than half an hour. • This type of parking is able to be diverted into off-street locations but parking access needs to be clearly visible from the frontage road.
2-hour	<ul style="list-style-type: none"> • Sometimes appropriate outside major shopping centres although it can result in enforcement difficulties with some motorists staying excessively long times. • It is more likely to be applicable in areas with developments containing professional and personal services. • It is also applicable in streets where a resident parking permit scheme applies and time limited parking is available for nonresidents. • The 2-hour limit results in commuter parking being removed.

Given, there is only one (1) timed parking space on Railway Street between Parramatta Road and Queen Street, this space outside businesses and nearby shops along Parramatta Road may likely experience high demand for parking and reflects the application noted in Table 2. The proposed 1/2-hour parking could improve upon current parking operations, and shown in Figure 2 below.

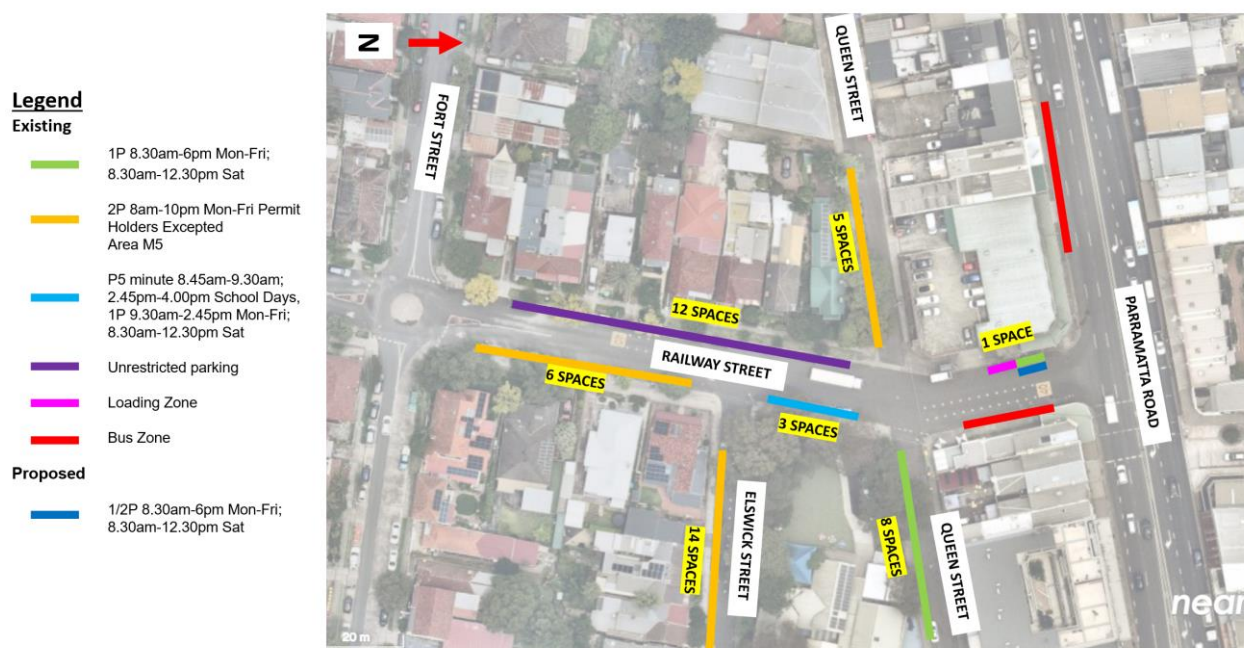


Figure 2 - Proposed parking changes

PUBLIC CONSULTATION

Council consulted with nearby businesses on the proposal. There were 13 letters sent with one (1) response supporting and one (1) response opposing the proposal.

The response supporting the proposal noted full support to change the 1-hour parking limit to 1/2-hour. The response opposing the proposal raised concerns that the proposed 1/2-hour parking would potentially affect some of their clients that require 15 to 45 minutes of time to complete their service needs. The response stated that the current 1-hour time limit is ideal for their clients.

Given there are already existing 1-hour parking restrictions in Queen Street, south of Railway Street, customers that require longer duration of parking can use these spaces. It is acknowledged that this is not as convenient of a location compared to the existing 1-hour parking space on Railway Street, however the distance to nearby businesses is adequate.

Furthermore, there is a higher impact to businesses by a motorist with a mobility parking space, who could potentially park in this space for an unlimited period. In addition, as there is a lack of existing mobility parking spaces nearby, changing this space from 1-hour to 1/2-hour provides parking for less-mobile person for up to 2-hours, which provides more equity of access to the nearby businesses whilst also providing turnover of parking.

FINANCIAL IMPLICATIONS

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

ATTACHMENTS

Nil.

Item No: LTC0224(1) Item 10
Subject: WARDELL ROAD SURVEY AREA, DULWICH HILL AND MARRICKVILLE – REQUEST FOR A RESIDENTIAL PARKING SCHEME(DJARRAWUNANG-ASHFIELD WARD AND MIDJUBURI-MARRICKVILLE WARD / SUMMER HILL ELECTORATE / INNER WEST PAC)
Prepared By: Jennifer Adams - Traffic Engineer
Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

1. That the findings of the parking utilisation survey be received and noted.
2. That a Resident Parking questionnaire survey be undertaken in Canonbury Grove, between Margaret Street and Beach Road; Beach Road between Macarthur Parade and Wardell Road; Wardell Road between Marrickville Road to Challis Avenue; Challis Avenue between Wardell Road and dead end and Margaret Street between Macarthur Parade and Wardell Road, Dulwich Hill as the results of the parking survey indicated that on-street parking utilisation was high in these streets and warrants further consideration of a proposed scheme which would have the following parking restrictions ‘2P 8am – 6pm Mon-Fri Permit Holders Excepted – Area M13’.
3. That the results of the Resident Parking survey questionnaire be referred to the Local Traffic Committee for consideration.
4. That the head petitioner be advised in terms of this report.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council’s Community Strategic Plan:

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

A petition has been received from residents in streets surrounding St Maroun’s College and the associated aged care facility for the provision of a Resident Parking Scheme in their streets due to the overspill parking demand created by these facilities. Council Officers recently carried out a parking utilisation survey in local streets surrounding St Maroun’s complex and the results are presented in this report for the Committee to consider.

BACKGROUND

A petition signed by 16 local residents in streets surrounding St Maroun’s College / Aged care facility has been received for the provision of a Resident Parking Scheme in their streets. The head petitioner stated that on-street parking spaces in the local streets are limited and often unavailable for local residents use due to staff from the school and aged care facility parking in

the residential streets. This presents difficulties for residents to park their vehicles near their homes on weekdays.

The petition sought that Council carry out a traffic and parking study in the streets surrounding St Maroun's College and Aged Care Facility, namely Challis Avenue, Margaret Street, Wardell Road, Pine Street, MacArthur Parade, Canonbury Grove, Beach Road and Marrickville Avenue. It is noted that Kays Avenue was also listed as a street to be surveyed however due to it already being within the M13 residential parking scheme it was not surveyed.

The petition also raised a number of concerns in relation to the drop-off /pick-up of students from St Maroun's College, especially double parking, illegal U-turns and parking over driveways, which will not be elaborated upon in this report as they acknowledge that the school also acknowledges these issues and continue to remind parents/carers to do the right thing when dropping off and picking up their children.

Concerns related specifically to Marrickville Avenue were also raised especially in relation to trucks servicing the aged care facility, private mini skip bins being left at the facility's gates for considerable periods of time and the general lack of staff parking for the school and aged care facility which are all management issues for St Maroun's to handle and are outside the scope of this report on the parking situation around the school and aged care facility.

It is noted that in 2016 Council developed a parking strategy for Dulwich Hill using feedback from the community and a study of parking occupancy data. The report on the *Dulwich Hill Parking Study* was endorsed by Council in October 2016. The strategy recommended introducing permit parking to a number of streets in Dulwich Hill to protect parking for residents and maximise the use of available space. Parking permit areas were subsequently introduced in the following locations:

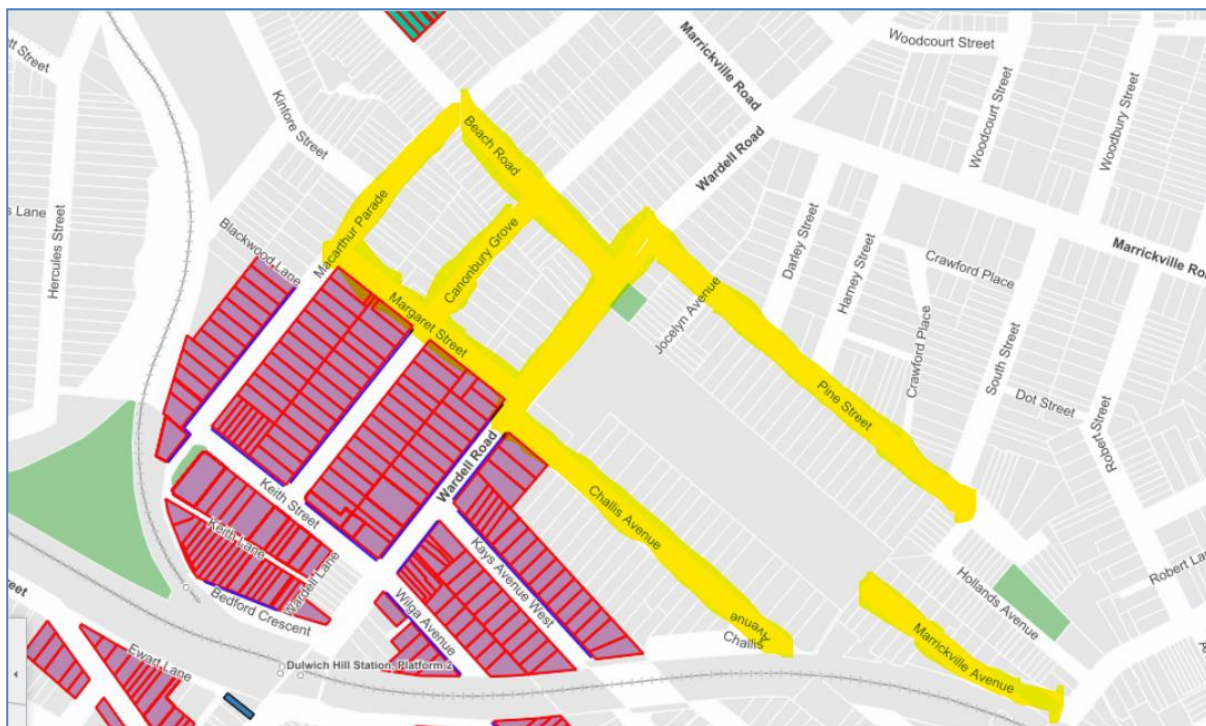
- Canonbury Grove (western side) between Keith Street and Margaret Street;
- Kays Avenue West (northern side) between Wardell Road and the railway line;
- Keith Street (northern side) between Wardell Road and Macarthur Parade;
- Macarthur Parade (western side) between Keith Lane and Blackwood Lane;
- Wardell Road (western side) between Keith Street and Margaret Street;
- Wardell Road (eastern side) between Wilga Avenue and Challis Avenue;
- Wardell Road (eastern side) between number 266 and number 274;
- Wardell Road (western side) between number 291 and number 297; and
- Wilga Avenue (southern side) between Wardell Road and the railway line.

DISCUSSION

The eight streets surveyed in this study are all local residential streets carrying less than 2,000 vehicles per day with the exception of Wardell Road, which is a regional road carrying around 13,750 vehicles per day.

Parking Utilisation Survey:

A parking utilisation survey was undertaken in Challis Avenue, Margaret Street, Wardell Road, Pine Street, MacArthur Parade, Canonbury Grove, Beach Road and Marrickville Avenue on Wednesday 18 October 2023 (between 7.00am and 5.00pm) to gauge on-street parking utilisation. The results of the survey are summarised in the following table:



On-street parking survey results (weekday)

Street Name (Section & side)	No. parking spaces	Parking Utilisation Rate				
		7.00 AM	11.00 AM	2.00 PM	6.00 PM	Average utilisation rate
Macarthur Parade						
Outside No35 Macarthur Pde to Beach Street (west side)	19	52.63%	73.68%	47.37%	78.95%	63%
Beach Street to Margaret Street (east side)	18	61.11%	72.22%	72.22%	83.33%	72%
Average utilisation rate		57%	73%	60%	81%	
Beach Road						
Macarthur Pde to Wardell Road (north side)	20	45.00%	90.00%	95.00%	55.00%	71%
Wardell Road to Macarthur Pde (south side)	18	83.33%	83.33%	83.33%	66.67%	79%
Average utilisation rate		64%	87%	89%	61%	
Cannonbury Grove						
Beach Road to Margaret Street (east side)	14	92.86%	64.29%	85.71%	92.86%	87.5%

Margaret Street to Beach Street (west side)	14	85.71%	92.86%	92.86%	78.57%	87.5%
Average utilisation rate		89%	79%	89%	86%	
Margaret Street						
Macarthur Pde to Wardell Road (north side)	20	50.00%	85.00%	85.00%	65.00%	71%
Wardell Road to Macarthur Pde (south side)	18	55.56%	94.44%	94.44%	77.78%	81%
Average utilisation rate		53%	90%	90%	71%	
Wardell Road						
Marrickville Road to Challis Avenue (east side)	34	55.88%	58.82%	79.41%	58.82%	63%
Margaret Street to Marrickville Road (west side)	28	75.00%	87.50%	91.67%	71.43%	81%
Average utilisation rate		38%	73%	86%	65%	
Pine Street						
Wardell Road to South Road (north side)	29	68.97%	82.76%	86.21%	79.31%	79%
Hollands Avenue to Wardell Road (south side)	31	51.81%	58.06%	45.16%	54.84%	53%
Average utilisation rate		60%	70%	66%	67%	
Marrickville Avenue						
End to Livingstone Road (north side)	19	68.42%	83.16%	83.16%	5.28%	60%
Livingstone Rd to End (south side)	22	18.18%	59.09%	54.55%	36.36%	42%
Average utilisation rate		43%	71%	69%	21%	
Challis Avenue						
Wardell Road to end (north side)	37	72.97%	81.08%	89.19%	70.27%	78%

From 36 Challis St to Wardell Rd (south side)	31	83.87%	90.32%	100.00%	61.29%	84%
Average utilisation rate		78%	86%	95%	66%	

About half of the streets surveyed showed more than the 85% threshold for parking occupancy during the daytime period.

Street	Average daytime parking occupancy
Macarthur Parade	67%
Beach Road	88%
Cannonbury Grove	84%
Margaret Street	90%
Wardell Road	80%
Pine Street	71%
Marrickville Avenue	70%
Challis Avenue	91%

As the results of the parking survey indicated high utilisation of on-street parking spaces in Beach Road, Canonbury Grove, Margaret Street, Challis Avenue and Wardell Road (included as it would be affected as a result of any parking displacement as it is approaching 85% threshold) it is recommended that a Resident Parking survey be undertaken for all residential properties in the streets listed above (surveyed street sections) and that the results of the survey be reported to the Committee for consideration. The proposed scheme would have the following parking restrictions '2P 8am – 6pm Mon-Fri Permit Holders Excepted – Area M13'.

Council Policy/Guidelines

Council's adopted Policy for the introduction of a Permit Parking Area states *"that before implementing a resident parking scheme in any area, a survey of residents be undertaken to ascertain the level of support for such a scheme and that such support should be in excess of 65% of submissions received provided that rate of return of submissions is reasonable (higher than 30%)"*.

CONCLUSION

Due to the high utilisation of on-street parking spaces in Beach Road, Canonbury Grove, Margaret Street, Challis Avenue and Wardell Road, it is recommended that a Resident Parking survey be undertaken in Canonbury Grove, between Margaret Street and Beach Road; Beach Road between Macarthur Parade and Wardell Road; Wardell Road between Marrickville Road to Challis Avenue; Challis Avenue between Wardell Road and dead end and Margaret Street between Macarthur Parade and Wardell Road, Dulwich Hill and that the results of the survey be reported to the Committee for consideration.

ATTACHMENTS

Nil.

Item No: LTC0224(1) Item 11

Subject: ST PETERS AREA – REQUEST FOR A RESIDENTIAL PARKING SCHEME IN SILVER STREET (MIDJUBURI - MARRICKVILLE WARD/ HEFFRON ELECTORATE/ INNER WEST PAC)

Prepared By: Jennifer Adams - Traffic Engineer

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

1. That the findings of the parking utilisation survey be received and noted.
2. That a Resident Parking questionnaire survey be undertaken in Silver Street, between Unwins Bridge Road and Princes Highway, St Peters as the results of the parking survey indicated that on-street parking utilisation was reasonably high in the street and warrants the consideration of a Resident Parking Scheme especially in light of surrounding streets being already treated with RPS and the redevelopment of Precinct 75. The proposed scheme would have the following parking restrictions '2P 8.30AM - 6PM, MON - FRI, PERMIT HOLDERS EXCEPTED, AREA M4' on the western (south) side of Silver Street, between Unwins Bridge Road and Princes Highway, St Peters.
3. That the results of the Resident Parking survey questionnaire be referred to the Local Traffic Committee for consideration.
4. That the head petitioner be advised in terms of this report.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

- 2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

A petition has been received from residents in Silver Street, St Peters for an extension of the M4 residential parking scheme into their street. Concerns were raised also in relation to the Precinct 75 redevelopment, when built, compounding parking issues in surrounding streets. Council Officers recently carried out a parking utilisation survey in Silver Street and other local streets surrounding Precinct 75 and the results are presented in this report for the Committee to consider.

BACKGROUND

A petition signed by 29 local residents in Silver Street has been received for the provision of a Resident Parking Scheme in their street. Silver Street is a local residential street carrying around 805 vehicles per day. It has traffic lanes in both directions and runs between Unwins Bridge Road and Princes Highway. Parking in the street is currently unrestricted. Streets east of Silver Street and surrounding the Precinct 75 site have residential parking restrictions in operation now.

The Precinct 75 development proposal at 73 & 67 Mary Street, 50 & 52 Edith Street and 43 Roberts Street, St Peters (DA/2021/0800) seeks to redevelop Precinct 75 into a mixed-use build-to-rent residential (206 dwellings - 15,205m² - 49% GFA) and commercial/light industrial (16,041m² - 51% GFA) precinct. Vehicular parking provision for the residential component will be 104 spaces with 182 spaces provided for the Commercial / light industrial / Artist studio component equating to a total on-site provision of 286 parking spaces in two basement levels.

Under Marrickville DCP (Part 2.10) the parking provision for the non-residential use was estimated to be 310 spaces required for the non-residential uses and 236 spaces for the residential component equating to 546 spaces for the development. The shortfall of parking (originally around 260 spaces or 48% of total requirement) was identified and discussed with the developer in early PDA meetings attended by Council's Team Leader of Development Engineering and Co-ordinator of Traffic Engineering Services.

It is noted however that under SEPP ARH the residential component of the development denotes car parking at a rate of 0.5 spaces per dwelling which reduced (by more than half) the residential requirement from 236 to 104 spaces. Moreover, the notable shortfall was identified and communicated to the developer as being a poor outcome in terms of impacts on the adjacent residential streets due to the potential spillover of parking from the development and a request for the developer to provide 'on-street' parking surveys was stipulated.

Results of that survey conducted, by the developer, in February 2022 states nominally that more on street parking was available on surrounding streets on a weekday, compared to Saturday and that:

- on the Wednesday, Roberts Lane, Alfred Street and Albion Lane were all over 85% occupied, although parking was available in most other streets;
- on the Thursday, the parking occupancy was also over 85% in some sections of Silver Street and Grove Street, but lower elsewhere;
- during the Saturday survey, most of the streets had over 85% occupancy; and
- a comparison of restricted and unrestricted side of the street indicates:
 - in Edith Street, parking occupancies were generally found to be higher in the time restricted side, which indicates possible residential or short term visitor parking in this section of the road (western side). However, it should be noted that on the restricted side (western side), there are significantly more kerbside parking than the unrestricted side due to the narrowness of the street on the southern end of the street;
 - in Grove Street, there were higher occupancies on the unrestricted section of the street which possibly indicates there were more all day parking demand; and
 - in Roberts Street (north), the unrestricted and restricted parking had similar occupancy rate across the three survey days indicating there was potentially mainly for short term parking.

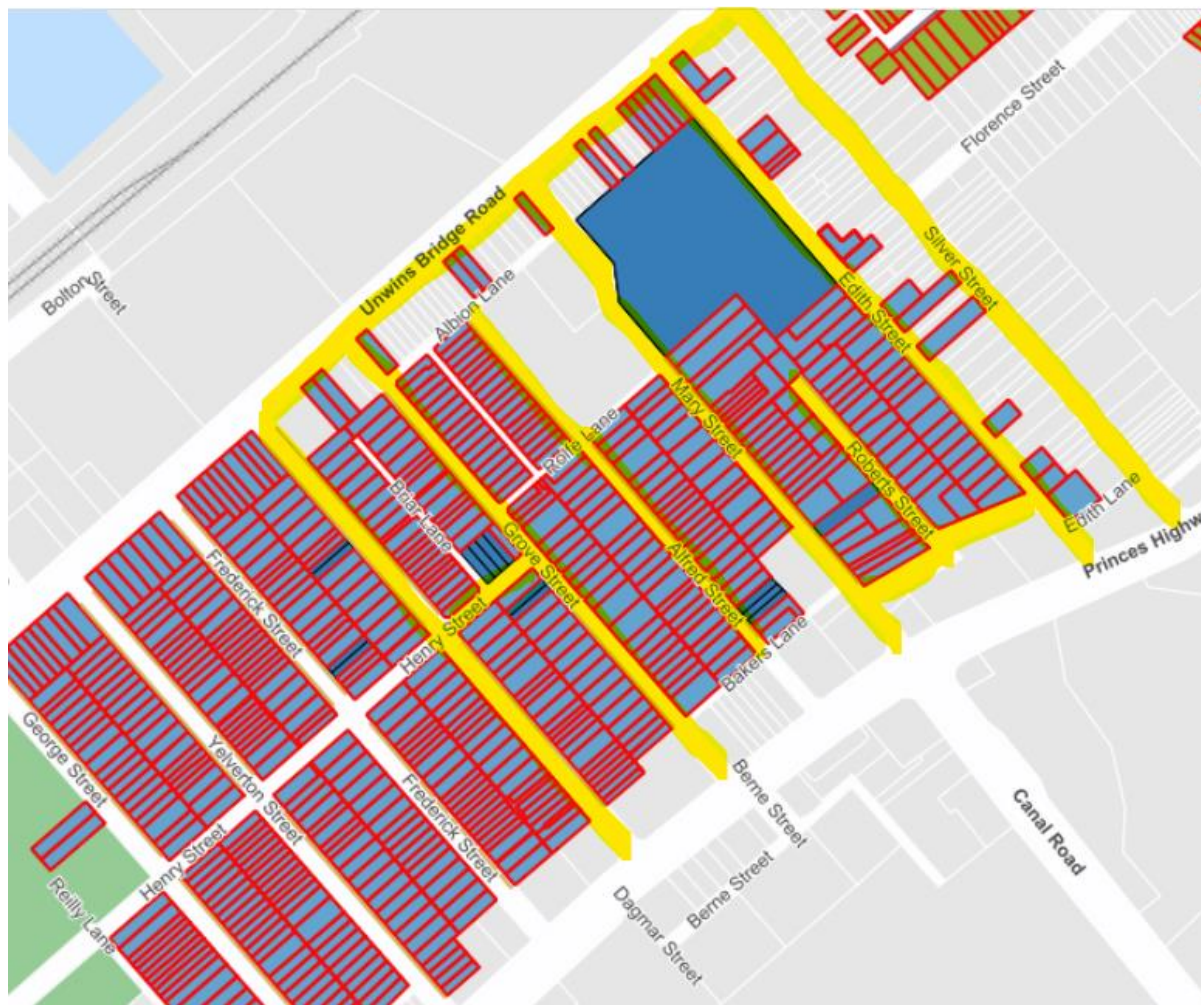
Overall, there are some vacant spaces (between 10% to 20%) on the unrestricted side of the street.

DISCUSSION

Parking Utilisation Survey:

A parking utilisation survey was undertaken in Silver Street, Edith Street, Roberts Street, Roberts Lane, Mary Street, Grove Street, Sutherland Street, Henry Street and Unwins Bridge Road on Wednesday 25 October 2023 (between 7.00am and 5.00pm) to gauge current on-street parking utilisation. The results of the survey are summarised in the following table:

It is noted that M4 residential parking scheme has '2P 8.30AM - 6PM, MON - FRI, PERMIT HOLDERS EXCEPTED, AREA M4' restrictions in place in a number of the streets surveyed.



On-street parking survey results (weekday)

Street Name (Section & side)	No. parking spaces	Parking Utilisation Rate				
		7.00 AM	11.00 AM	2.00 PM	5.00 PM	Average utilisation rate
Silver Street (unrestricted parking both sides)						
Unwins Bridge Road and Princes Hwy (east side)	46	100.00%	73.91%	80.43%	86.96%	85%
Princes Hwy and Unwins Bridge Road (west side)	57	70.18%	75.44%	82.46%	77.19%	76%
Average utilisation rate		85%	75%	81%	82%	
Edith Street (residential parking 2P restrictions on west side)						
Unwins Bridge Road and Princes Hwy (east side)	17	70.59%	88.24%	52.94%	52.94%	66%

Princes Hwy and Unwins Bridge Road (west side)	49	73.47%	61.22%	46.94%	46.94%	57%
Average utilisation rate		72%	75%	50%	50%	
Roberts Street (residential parking 2P restrictions on east side)						
Roberts Lane and End (east side)	17	70.59%	41.18%	52.94%	52.94%	54.5%
Roberts Lane and End (west side)	14	64.29%	57.14%	57.14%	57.14%	59%
Average utilisation rate		67%	49%	55%	55%	
Roberts Lane (unrestricted - south side unsigned 90° parking)						
Mary Street and Edith Street (north side)	11	81.82%	90.91%	100.00%	72.73%	84%
Edith Street and Mary Street (south side)	27	48.15%	88.89%	85.19%	62.96%	71%
Average utilisation rate		65%	90%	93%	68%	
Mary Street (residential parking 2P restrictions on east side with some short term parking east and west side near Unwins Bridge Road)						
Robert Street and Unwins Bridge Road (east side)	37	62.16%	64.86%	51.35%	48.65%	57%
Rolfe Lane and Albion Lane (west side)	6	100.00%	66.67%	66.67%	100.00%	83%
Average utilisation rate		53%	66%	59%	74%	
Alfred Street (both sides – existing residential 2P restrictions – M4)						
Rolfe Lane and Princes Hwy (east side)	27	85.19%	85.19%	77.78%	81.48%	82%
Albion Lane and Rolfe Lane (west side)	15	86.67%	33.33%	26.67%	46.67%	48%
Average utilisation rate		86%	59%	52%	64%	
Grove Street (residential parking 2P restrictions on west side)						
Unwins Bridge Road and Princes Hwy (east side)	44	77.27%	77.27%	72.73%	75.00%	76%

Princes Hwy and Unwins Bridge Road (west side)	43	39.53%	48.84%	41.86%	58.14%	47%
Average utilisation rate		59%	63%	57%	67%	
Sutherland Street (residential parking 2P restrictions on east side and section between Henry Street and Unwins Bridge Road on west side)						
Unwins Bridge Road and Princes Hwy (east side)	54	50.00%	48.15%	53.70%	50.00%	50%
Princes Hwy and Unwins Bridge Road (west side)	42	83.33%	64.29%	66.67%	76.19%	73%
Average utilisation rate		67%	56%	60%	63%	
Henry Street (residential parking 2P restrictions on south side)						
Sutherland Street and Grove Street (north side)	4	25.00%	50.00%	75.00%	75.00%	56%
Grove Street and Sutherland Street (south side)	5	100.00%	100.00%	40.00%	20.00%	65%
Average utilisation rate		63%	75%	58%	48%	
Unwins Bridge Road – south side only (clearway 4-6pm)						
Silver Street and Sutherland Street (south side)	41	78.05%	53.66%	39.02%	0%	57%
Average utilisation rate		78%	54%	39%	0%	

The results of the parking surveys show that there is available parking capacity in the streets surveyed. As previously noted most of the streets surveyed already have residential parking restrictions in place keeping occupancy levels moderate. It is noted that Silver Street, St Peters had an average overall occupancy of 80.5% which did not meet Council's 85% threshold for parking occupancy for consideration for implementation of a residential parking scheme however, parking occupancy was high in the morning, throughout the day and into the evening. Any additional on-street parking which would likely result from the Precinct 75 development would tip Silver Street over the 85% threshold. It is therefore recommended that a Resident Parking questionnaire survey be undertaken in Silver Street to gauge resident's support of a scheme due to possible future overspill into their street due to Precinct 75 redevelopment.

Street	Number of on-street parking spaces	Average overall parking occupancy	Spare spaces
Silver Street	103	80.5%	20
Edith Street	66	61,5%	25
Roberts Street	31	57.5%	13
Roberts Lane	38	77.5%	14
Mary Street	43	70%	13
Alfred Street	42	65%	15
Grove Street	87	61.5%	33
Sutherland Street	96	61.5%	37
Henry Street	9	60.5%	4
Unwins Bridge Road	41	57%	18

Council Policy/Guidelines

Council's adopted Policy for the introduction of a Permit Parking Area states *"that before implementing a resident parking scheme in any area, a survey of residents be undertaken to ascertain the level of support for such a scheme and that such support should be in excess of 65% of submissions received provided that rate of return of submissions is reasonable (higher than 30%)"*.

CONCLUSION

The Precinct 75 redevelopment will be short of Council's parking provision requirements and this shortfall will create a demand in surrounding streets and these streets could easily reach capacity and therefore need to be protected for residents. It is noted that some development / new uses are excluded from participating in permit parking schemes.

Due to the relatively high utilisation of on-street parking spaces in Silver Street, St Peters it is recommended that a Resident Parking survey be undertaken in Silver Street, between Unwins Bridge Road and Princes Highway, St Peters and that the results of the survey be reported to the Committee for consideration.

ATTACHMENTS

Nil.

Item No: LTC0224(1) Item 12

Subject: STATUS UPDATE: ROAD AND TRAFFIC CONDITIONS AROUND THE MARRICKVILLE METRO SHOPPING CENTRE (MIDJUBURI-MARRICKVILLE WARD/NEWTOWN ELECTORATE/INNER WEST PAC)

Prepared By: James Nguyen - Traffic Engineer

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

That this report be received and noted.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

This report outlines an update to the Council resolutions from the Council meeting of 8 August 2023 regarding the road and traffic conditions around the Marrickville Metro Shopping Centre.

BACKGROUND

At the Council meeting on 8 August 2023, Council considered a Notice of Motion titled, 'Roads around Marrickville Metro Shopping Centre' and resolved as follows:

1. *That Council note the concerns of residents about pedestrian, cyclist and road safety around the upgraded Marrickville Metro Shopping Centre, including:*
 - a) *Poor visibility of, lighting and signage for zebra crossings;*
 - b) *Uneven footpaths around the Centre, particularly on Victoria Road and Edinburgh Road;*
 - c) *Potholes on the roads around the Centre;*
 - d) *The need for bus stop upgrades;*
 - e) *Plantings around the zebra crossing on the Edgeware Road side of the Centre is inadequate (one side is planted, one is often washed away) and requires attention;*
 - f) *The prevalence of shopping trolleys left on local streets around the Centre; and*
 - g) *The left hand turn only lane from Edinburgh Road to Smidmore Street continues to cause confusion and concern, with motorists often using the lane to proceed ahead and turn immediately left into the upgraded Centre.*
2. *That Council request Council staff investigate these concerns, engage with residents and relevant stakeholders, and provide a report on these matters to the Local Traffic Committee.*

Council officers from various departments have subsequently investigated the items raised from this Notice of Motion. The updates are presented in the discussion below.

DISCUSSION

Item no.	Item for investigation	Team	Resolution
1a	Poor visibility of, lighting and signage for zebra crossings	Traffic and Transport	<p>Council officers inspected the pedestrian crossings on Murray Street, north of Smidmore Street and Victoria Road between Edgeware Road and Empire Lane. The site inspections identified the need to repaint faded crossing bars at these pedestrian crossings as well as 'BB' centre line marking on Victoria Road at Empire Lane, which has now been completed. Furthermore, additional advanced pedestrian crossing warning signs have been installed to increase the awareness of the pedestrian crossings ahead.</p> <p>In addition, a proposal to upgrade the existing pedestrian crossing on Murray Street, north of Smidmore Street to a raised pedestrian crossing with improved lighting has been developed and has now been submitted for inclusion into Council's capital works program.</p>
1b	Uneven footpaths around the Centre, particularly on Victoria Road and Edinburgh Road	Asset Planning	<p>Council officers have now replaced the footpath in Murray Street and Smidmore Street and have undertaken restoration of sections of Edinburgh Road that were impacted by Sydney Metro operations.</p> <p>The footpath in Victoria Road is heritage brick path, which has some natural undulation. It is in overall good condition, however, Council officers have identified some areas that are impacted by tree roots which will be repaired within the next three months.</p>
1c	Potholes on the roads around the Centre	Asset Planning	<p>Edinburgh Road underwent substantial deterioration during the construction activities associated with both Sydney Metro and Marrickville Metro. Now that these projects have been completed construction and associated traffic facilities are being restored. Restoration has been undertaken to the road surface in Edinburgh Road.</p> <p>Murray Street and Smidmore Street have been previously identified by Council Engineers for renewal and are included in Council's draft program of works for FY25.</p> <p>Council's Engineers are currently liaising with Marrickville Metro to correct road and footpath levels around the entry to the loading dock in Smidmore Street ahead of these renewal works.</p>
1d	The need for bus stop upgrades	Asset Planning	<p>Permanent bus stops on Edinburgh Road are being delivered as part of the upgrades on Edinburgh Road in conjunction with the construction works for Marrickville Metro and Sydney Metro. It is understood that Transport for NSW will likely remove the temporary bus stops on Smidmore Street once the upgrades on Edinburgh Road are completed. The temporary bus stop on the southern side of Smidmore</p>

			Street has already been removed and the 355 bus route now operates via the upgraded permanent bus stop on Edinburgh Road.
1e	Plantings around the zebra crossing on the Edgeware Road side of the Centre is inadequate (one side is planted, one is often washed away) and requires attention	Parks and Streetscape	Council Officers have completed the landscape maintenance work at the zebra pedestrian crossing on Murray Street at the intersection of Edgeware Road.
1f	The prevalence of shopping trolleys left on local streets around the Centre	Parking and Regulatory	<p>Under the Public Spaces (Unattended Property) Act, which came into force last November. Council has the ability to impound shopping trolleys that remain in the public domain for more than 4 days after the operator being notified.</p> <p>It should be noted that Council Officers have not had cause to impound many shopping trolleys at this time from the surrounds of Metro. Anecdotally it is believed that Supermarkets are collecting their trolleys within the legislative time frames, but that users continue to deposit trolleys at the common locations which creates the impression of lack of action.</p> <p>Trolleys can be reported to Council via the normal methods for investigation by Rangers.</p>
1g	The left hand turn only lane from Edinburgh Road to Smidmore Street continues to cause confusion and concern, with motorists often using the lane to proceed ahead and turn	Traffic and Transport	<p>Council Officers have investigated the concern of the left hand turn only lane from Edinburgh Road to Smidmore Street causing confusion with motorists often using the lane to proceed ahead to turn immediately left into the upgraded centre.</p> <p>Currently, there is an approval to add a fourth leg into the intersection as part of a state development consent which may affect the possibility of implementing a left only turn for this intersection. As Transport for NSW has jurisdiction and the expertise in dealing with such issues, Council Officers have requested Transport for NSW consider the concerns raised.</p>

	immediately left into the upgraded Centre.		
--	--------------------------------------------	--	--

FINANCIAL IMPLICATIONS

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

ATTACHMENTS

Nil.

Item No: LTC0224(1) Item 13

Subject: REQUEST FOR PEDESTRIAN CROSSING IN CURTIS ROAD, BALMAIN
(BALUDARRI - BALMAIN WARD/ BALMAIN ELECTORATE/
LEICHHARDT PAC)

Prepared By: Sunny Jo - Coordinator Traffic Engineering Services (north)

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

That the report be received and noted.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

2: Liveable, connected neighbourhoods and transport

BACKGROUND

This matter was previously considered by the Committee on 11 December 2023. Concerns were received from a resident of Curtis Road regarding pedestrian safety near the intersection of Darling Street and Thames Street, Balmain. A request was made for the conversion of the existing pedestrian facility into a Pedestrian Crossing in Curtis Road. Subsequently a review was undertaken, and the findings are presented in this report.

Pedestrian activity is high on Curtis Road due to existence of schools, parks, and child care centre near this location.

DISCUSSION

A site inspection and review has been undertaken with the following:

- Examination of crash database provided by Transport for NSW for the 5 year period revealed no pedestrian crashes at this location. A 'Left Near' injury crash was reported at the intersection of McDonald Street and Curtis Street in 2021 with no pedestrian involvement.
- A new speed radar sign has been installed on Curtis Road outside St Andrews Congregational Church to display westbound vehicles speeds and encourage drivers to comply with the speed limit.
- Appropriate line markings are installed on Curtis Road at the subject location delineate the road and assist road users. Line marking rectification work will be undertaken to renew faded line marking at the intersection of Curtis Road and Thames Street.
- Existing placement and condition of 40 patches, High Pedestrian Activity signs were considered satisfactory.
- 'No Stopping' zones at intersections along Curtis Road have been implemented to improve sight distance for drivers and pedestrians.

It is noted that the two existing pedestrian refuge islands along Curtis Road near Darling Street and McDonald Street is substandard in width to current guidelines and would require an upgraded facility.

Council is planning to undertake a Local Area Traffic Management (LATM) study of some sections of Balmain, Balmain East and Birchgrove commencing mid 2024 and will consult with the local community on road safety in the area. As this Curtis Road is within the study area, it is recommended that the above concerns and safety issues be considered in the LATM study.

FINANCIAL IMPLICATIONS

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

ATTACHMENTS

Nil.