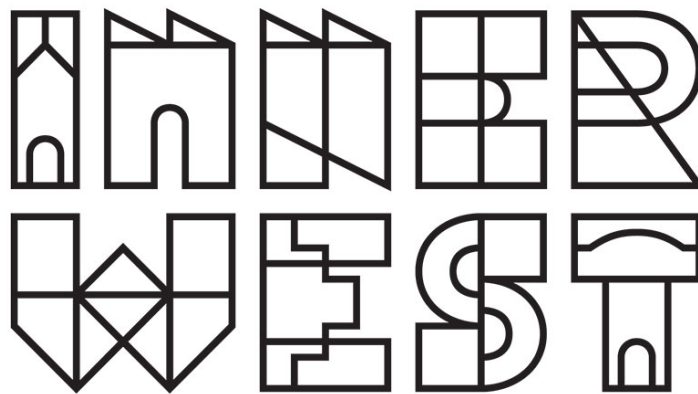


AGENDA



LOCAL TRAFFIC COMMITTEE MEETING

MONDAY 20 MAY 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

Minutes of 15 April 2024 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
LTC0524(1) Item 1 Denison Road at New Canterbury Road, Dulwich Hill - Proposed 'No Left Turn 6.30am-9am Mon-Fri' restrictions ((Djarrawunang-Dulwich Hill Ward/Summer Hill Electorate/Inner West PAC)	13
LTC0524(1) Item 2 Bedford Crescent, Dulwich Hill - Proposed changes to raised pedestrian crossing and parking (Djarrawunang-Dulwich Hill Ward/Summer Hill Electorate/Inner West PAC)	19
LTC0524(1) Item 3 Centennial Street, Marrickville – Temporary Road Closure for Special Event at Henson Park (2024 Beer, Footy and Food Festival) on Saturday 27 July 2024 - (Midjuburi-Marrickville Ward /Summer Hill Electorate /Inner West LAC)	24
LTC0524(1) Item 4 Ewart Street, Dulwich Hill and (Lower) Railway Parade, Sydenham - Temporary Parking Changes on 3 Weekends During Weekend Rail Replacement Operations - Bus Replacements During June and July 2024 (Midjuburi -Marrickville Ward / Summer Hill Electorate / Inner West PAC)	47
LTC0524(1) Item 5 Installation of a parking restriction in front of Emmerick Street Community Preschool on Emmerick Street, Lilyfield (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC)	51
LTC0524(1) Item 6 Redmond Street, Leichhardt - Proposed No Stopping Extension (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC)	55
LTC0524(1) Item 7 Terrace Lane, Dulwich Hill - Proposed installation of a 14m length of 'No Parking' restrictions western side opposite the fence and gate to 40 Terrace Road (Djarrawunang – Ashfield Ward / Summer Hill Electorate / Inner West PAC)	59
LTC0524(1) Item 8 Proposed Pedestrian (zebra) crossing and relocation of Bus Stop in Victoria Street, mid-block between Clissold Street and Seaview Street, Ashfield. (Djarrawunang-Ashfield Ward/Summer Hill Electorate/Burwood PAC)	62
LTC0524(1) Item 9 Proposed Pedestrian (zebra) crossings in Seaview Street and new kerb extension facilities at the intersection of Victoria Street and Seaview Street, Ashfield. (Djarrawunang-Ashfield Ward/Summer Hill Electorate/Burwood PAC)	71

LTC0524(1) Item 10	Proposed new kerb extension facilities at intersection of Prospect Road and Clissold Street, Ashfield (Djarrawunang-Ashfield Ward/Summer Hill Electorate/ Burwood PAC)	84
LTC0524(1) Item 11	Leichhardt Oval TMP and Special Event Parking Zone	91

Parking Matters

ITEM		Page
LTC0524(1) Item 12	Amendment to signposted car share vehicle spaces in the Inner West (All wards, all electorates, all PACs)	140

Late Items

Nil at time of printing.

6 Part B - Items for Information Only

Nil at the time of printing.

7 Part C - Items for General Advice

Nil at the time of printing.

8 General Business

9 Close of Meeting

Minutes of Local Traffic Committee Meeting held on 15 April 2024

Meeting commenced at 11:03 AM

ACKNOWLEDGEMENT OF COUNTRY BY CHAIRPERSON

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

COMMITTEE REPRESENTATIVES PRESENT

Manod Wickramasinghe	IWC's Traffic and Transport Planning Manager (Chair)
Bill Holliday	Representative for Jamie Parker MP, Member for Balmain
Graeme McKay	Representative for Jo Haylen MP, Member for Summer Hill
Nina Fard	Transport for NSW (TfNSW)

NON VOTING MEMBERS IN ATTENDANCE

Roderick Primerano	Representative for U-Go Mobility
Michael Takla	Representative for Transit Systems
Felicia Lau	IWC's Acting Coordinator Traffic Engineering Services (North)
George Tsaprounis	IWC's Coordinator Traffic Engineering Services (South)
Christy Li	IWC's Business Administration Officer

VISITORS

Nathan English	Resident (Item 1)
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APOLOGIES:

Mayor Darcy Byrne	Councillor – Baludarri-Balmain Ward
Eleanor Nurse	Representative for Jenny Leong MP, Member for Newtown

DISCLOSURES OF INTERESTS: Nil.

CONFIRMATION OF MINUTES

That the Minutes of the Local Traffic Committee held on Monday, 18 March 2024 be confirmed.

MATTERS ARISING FROM COUNCIL'S RESOLUTION OF MINUTES

The Minutes of the Local Traffic Committee meeting held on 18 March 2024 were adopted at Council's meeting held on 05 March 2024 subject to the following adjustments:

1. London Street and Simmons Street, Enmore – Proposed Temporary Road Closure and Partial Road Closure to be deferred until the approval of a Traffic Management Plan by TfNSW, that this Plan address the potential increase to traffic in neighbouring residential streets and associated safety concerns, and that communication regarding the trial period and a contact for residents to provide feedback directly to council be letterboxed and displayed on the council website;
2. Amendment to signposted Car Share Vehicles spaces in the Inner West to be deferred pending further review of the signage especially the use of abbreviations; and
3. That Council defer the item 2 on Jagers Lane, pending the outcome of the Land and Environment Court matter.

LTC0424(1) Item 1 Jane Street, Balmain - Proposed Adjustment to No Stopping Restriction (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC)

SUMMARY

This report outlines the current traffic and parking issues at the 'Children Crossing' outside Father John Therry's Catholic Primary School on Jane Street, Balmain during school peak hours. Council proposes to extend the 'No Stopping' hours to address the issues raised.

Officers Recommendation:

That the existing 'No Stopping 8:30AM – 9:30AM & 3:00PM – 3:30PM School Days' restriction at the children crossing outside Fr John Therry's Catholic Primary School on Jane Street, Balmain be amended to 'No Stopping 8:15AM – 9:15AM & 2:30PM – 3:30PM School Days' as per the plan in *Attachment 1*.

DISCUSSION:

Public Speaker Nathan English entered the meeting at 11:04AM

Mr English supported the recommendation and advised that the times on the 'No Stopping' signs should be updated to reflect the hours the crossing supervisors are on shift to assist them with their duties. Mr English noted that due to the current inaccuracies of times on the signs, there have been issues with cars parking within the times the crossing supervisors are working causing delays, issues and distractions whilst they try to supervise children crossing the road. Mr English also raised concerns regarding the crossing on Eaton Street stating that the current infrastructure is inadequate as many people cannot tell where the crossing is and would like to request that Council investigate the option of getting the Eaton Street crossing upgraded.

The Representative for the Member of Balmain questioned if the proposed times in the recommendation were appropriate. Mr English advised that those timeframes would be the minimum to ensure that the crossing supervisors working times were covered.

Mr English questioned if the proposed time amendments would also be reflected in the Eaton Street crossing. Council Officers advised that this proposal is only seeking approval to update the Jane Street, Balmain signage however, Council Officers are currently reviewing the children crossing in Eaton Street.

The Representative for the Member of Balmain noted that as the Jane Street, Balmain crossing is being used during the day, whether Council could upgrade the crossing to a pedestrian crossing.

Council Officers advised that they will have officers review and investigate the possibility of upgrading the Jane Street crossing to a pedestrian crossing.

The Representative for the Member of Balmain questioned whether the issues Mr English raised regarding Eaton Street should be submitted by the school in writing.

Council Officers confirmed that queries should be submitted in writing so Council can investigate their concerns.

The Representative for the Member of Balmain suggested the possibility of implementing a 30km/h school zone.

The Representative for Transport for NSW advised that TfNSW is currently reviewing the 40km/h blanket approval in the Inner West and that there are currently no plans to reduce the

speed limit any further.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the existing 'No Stopping 8:30AM – 9:30AM & 3:00PM – 3:30PM School Days' restriction at the children crossing outside Fr John Therry's Catholic Primary School on Jane Street, Balmain be amended to 'No Stopping 8:15AM – 9:15AM & 2:30PM – 3:30PM School Days' as per the plan in *Attachment 1*.

For Motion: Unanimous

LTC0424(1) Item 2 Alberto Street, Lilyfield - Proposed Kerb Extension (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC)

SUMMARY

Council is planning to improve safety for pedestrians and other road users in Alberto Street, Lilyfield at its intersection with Balmain Road by constructing two kerb blister islands and two kerb ramps. The works aim to improve pedestrian safety by better defining pedestrian crossing points and reducing the road crossing width in Alberto Street.

The proposed 'No Stopping' distance on the eastern side of Alberto Street is proposed to be reduced from the statutory 10m (from the intersection) to 5.2m which will create a new parking space. A risk assessment for the reduced 'No Stopping' has been submitted to Transport for NSW and has been approved.

Officers Recommendation:

That the attached detailed design plan (Design Plan No.10253) for the proposed kerb extensions on Alberto Street at the intersection with Balmain Road, Lilyfield be approved.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the attached detailed design plan (Design Plan No.10253) for the proposed kerb extensions on Alberto Street at the intersection with Balmain Road, Lilyfield be approved.

For Motion: Unanimous

LTC0424(1) Item 3 Boomerang Street, Haberfield - Pedestrian Crossing Line Markings (Gulgadya-Leichhardt Ward/Summer Hill Electorate/Burwood PAC)

SUMMARY

Council has received several concerns from residents regarding vehicles not slowing down as they approach the pedestrian crossing at Boomerang Street near the intersection with

Loudon Avenue, Haberfield.

In response, council is proposing to install Zig Zag line markings on both approaches to the crossing to indicate to motorists that a pedestrian crossing is ahead.

Officers Recommendation:

That the installation of Zig Zag line markings on both approaches to the pedestrian crossing on Boomerang Street near the intersection with Loudon Avenue, Haberfield be approved.

DISCUSSION:

The Representative for the Member of Summer Hill questioned if the Zig Zag line markings make a difference in reducing vehicular speed.

The Representative for Transport for NSW advised these line markings are usually installed where sightlines are impaired to indicate that there is a pedestrian crossing ahead. It was also noted that the purpose of these line markings is to provide advanced warning to motorists to slow down in preparation of the upcoming pedestrian crossing.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the installation of Zig Zag line markings on both approaches to the pedestrian crossing on Boomerang Street near the intersection with Loudon Avenue, Haberfield be approved.

For Motion: Unanimous

LTC0424(1) Item 4 Lewisham Street, Dulwich Hill - Proposed one-way (westbound) restriction (Djarrawunang-Dulwich Hill Ward/Summer Hill Electorate/Inner West PAC)

SUMMARY

This report discusses further investigations into the one-way (westbound) proposal on Lewisham Street, between The Boulevarde and New Canterbury Road, Dulwich Hill which was identified in the Dulwich Hill North Local Traffic Management Plan (LATM) 2016. It provides context on the origin of the proposal, and further assessment on the proposal with respect to current traffic conditions. An extensive consultation summary is provided with a final revised proposal.

Officers Recommendation:

That the proposed one-way (westbound) restriction on Lewisham Street, between The Boulevarde and New Canterbury Road, Dulwich Hill be reassessed upon the completion of the Hoskins Park Precinct (Arlington Grove), to determine if the traffic conditions on Lewisham Street reflect the forecasted traffic volumes from the Dulwich Hill LATM 2016 Plan, and determine if the proposed one-way (westbound) restriction is warranted.

DISCUSSION:

The Representative for the Member of Balmain suggested that 'Bicycles excepted' be implemented into the recommendation.

Council Officers advised they would consider the suggestion once the reassessment has been undertaken.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the proposed one-way (westbound) restriction on Lewisham Street, between The Boulevarde and New Canterbury Road, Dulwich Hill be reassessed upon the completion of the Hoskins Park Precinct (Arlington Grove), to determine if the traffic conditions on Lewisham Street reflect the forecasted traffic volumes from the Dulwich Hill LATM 2016 Plan, and determine if the proposed one-way (westbound) restriction is warranted.

For Motion: Unanimous

LTC0424(1) Item 5 Hercules Street, Fox's Lane & Drakes Lane, Ashfield-Temporary Full Road closures (ENRC/2024/0016) 'Culture X Ashfield Music Festival' - Sunday 8 September 2024 (Djarrawunang-Ashfield Ward/Summer Hill Electorate/Burwood PAC)

SUMMARY

Inner West Council is partnering with Sacred Currents to present the Culture X Ashfield festival on Sunday 8 September 2024. The event will feature cross-cultural music that celebrates the diversity of the Inner West community.

Officers Recommendation:

1. That the proposed temporary full road closures of Hercules Street, (between Liverpool Road and Brown Street), Fox's Lane (between Liverpool Road and Brown Street) and Drakes Lane (off Hercules Street), Ashfield, be APPROVED for the purpose of holding a 'Culture X Ashfield' music Festival on Sunday 8 September 2024 between 3.00am to 11.59pm. The closures as per the submitted TGS and TMP are subject to the following specific conditions and all other standard Council conditions for the temporary full road closures.
2. That a Road Occupancy License application be obtained from the Transport Management Centre.
3. That notice of the proposed event be forwarded to the NSW Police Local Area Commander, Transit Systems, the NSW Fire Brigade and the NSW Ambulance Services.
4. That all residents and businesses in and around the affected area are to be notified of the temporary road closure in writing by the applicant in advance (at least 7 days prior to the event) with the applicant making reasonable provision for stakeholders.
5. That a minimum four (4) metre unencumbered passage be available, where required, for emergency vehicles through the closed sections.
6. That the occupation of the road carriageway must not occur until the road has been physically closed.

DISCUSSION:

The Representative for Transit Systems advised that the traffic control company who prepared the Traffic Management Plan had contacted him for diversions for the 464 bus service. The Representative for Transit Systems also advised that that particular stop on

Brown Street, Ashfield is a terminus point as well as a starting point for the service so they will be diverting the service via Fredrick Street, Ashfield.

The Representative for Transit Systems further advised that they are ready to commence communications to nearby residents and businesses and asked which team in Council will be responsible for the customer facing side of the festival.

Council Officers advised they will get back to The Representative for Transit Systems regarding the best contact in Council for the customer facing and communication side of the event.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

1. That the proposed temporary full road closures of Hercules Street, (between Liverpool Road and Brown Street), Fox's Lane (between Liverpool Road and Brown Street) and Drakes Lane (off Hercules Street), Ashfield, be APPROVED for the purpose of holding a 'Culture X Ashfield' music Festival on Sunday 8 September 2024 between 3.00am to 11.59pm. The closures as per the submitted TGS and TMP are subject to the following specific conditions and all other standard Council conditions for the temporary full road closures.
2. That a Road Occupancy License application be obtained from the Transport Management Centre.
3. That notice of the proposed event be forwarded to the NSW Police Local Area Commander, Transit Systems, the NSW Fire Brigade and the NSW Ambulance Services.
4. That all residents and businesses in and around the affected area are to be notified of the temporary road closure in writing by the applicant in advance (at least 7 days prior to the event) with the applicant making reasonable provision for stakeholders.
5. That a minimum four (4) metre unencumbered passage be available, where required, for emergency vehicles through the closed sections.
6. That the occupation of the road carriageway must not occur until the road has been physically closed.

For Motion: Unanimous

LTC0424(1) Item 6 Illawarra Road, Marrickville Near Thornley Street - Proposed Upgrade Of Existing Pedestrian Crossing (Midjuburi-Marrickville Ward / Summer Hill Electorate / Inner West PAC)

SUMMARY

Council at its meeting held in March 2024, resolved to investigate safety of the pedestrian crossing on Illawarra Road at Yirran Gumal Early Learning Centre.

Previously minor pedestrian improvements have been made to this crossing, however on this occasion Council Officers have examined the possibility of raising this crossing. An initial investigation revealed that raising this crossing is feasible, subject to detailed design and

community engagement.

Therefore, it is recommended that a proposed raised pedestrian crossing be supported in principle and that a detailed design of the proposal be brought back to the Committee for consideration.

Officers Recommendation:

That the upgrade of the existing pedestrian (zebra) crossing on Illawarra Road near Thornley Street to a raised crossing facility be approved in principle and that the detail design be brought back to the Traffic Committee for consideration.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the upgrade of the existing pedestrian (zebra) crossing on Illawarra Road near Thornley Street to a raised crossing facility be approved in principle and that the detail design be brought back to the Traffic Committee for consideration.

For Motion: Unanimous

LTC0424(1) Item 7 Wells Avenue, Tempe - Proposed Relocation Of Existing Marked Parking Bay (Midjuburi - Marrickville Ward/ Heffron Electorate / Inner West PAC)

SUMMARY

Council has received a request from a resident to further review the current parking arrangements outside No.13 Wells Avenue, Tempe. It is recommended that the existing marked parking bay be relocated as outlined in this report.

Officers Recommendation:

That the existing linemarked parking bay at the dead-end in Wells Avenue, Tempe outside No.13 be relocated as per the attached sign and linemarking plan.

DISCUSSION:

Council Officers tabled correspondence submitted by a resident of 15 Wells Avenue, Tempe. The resident was opposed to the recommendation and raised concerns that the reduction of the footpath access will make it more difficult for pedestrians to access the footpath causing potential safety hazards. The resident noted that this will also leave no space for residents to place their bins out for collection and raised concerns that this will hinder their weekly bin collection services. The resident noted that most properties on Wells Avenue with the exception of his property at 15 Wells Avenue, all have long driveways and that erecting a 'No Parking' sign will not inconvenience any residents on the street. The resident noted that there is precedence of a 'No Parking' sign erected in front of the property of 16 Wells Avenue at the upper end of the Wells Avenue cul-de-sac and advised that the upper end of the cul-de-sac has a larger space for vehicles to manoeuvre, including a 'No Parking' sign in comparison to the lower end of the cul-de-sac which does not have 'No Parking' signs and no space for vehicles to manoeuvre. The resident also noted that during the public consultation, no responses were received from No.13 Wells Avenue however there were 2 responses received from No.15 Wells Avenue.

The Representative for Transport for NSW advised they would not be able to support the proposed recommendation of footpath parking unless a formal shared zone is implemented. The Representative for Transport for NSW also raised concerns of emergency vehicles being able to access the property if required.

Given the concerns, Council Officers proposed that the recommendation be amended so that the existing marked parking bay at the dead end of Wells Avenue, Tempe outside of property No.13 be removed and replace with a 'No Parking' zone extending to the dead end.'

The Committee members agreed with the Officer's proposed amended recommendation.

COMMITTEE RECOMMENDATION:

That the existing marked parking bay at the dead end of Wells Avenue, Tempe outside of property No.13 Wells Avenue be removed and replaced with a 'No Parking' zone extending to the dead end of the street.

For Motion: Unanimous

General Business:

Item 8: Request for 'One Way' streets in the Balmain ward to allow bidirectional movements from bicycles.

The Representative for the Member of Balmain suggested that Council consider the possibility of permitting 'One Way' streets in the Balmain ward to allow bidirectional movements from bicycles through the implementation of signage.

Council Officers advised that Council is currently looking into a LATM Study for the Balmain East and Birchgrove area and requested that the Representative for the Member of Balmain send through a list of streets he would like reviewed so that Council Officers can investigate.

Meeting closed at 11.44am.

CHAIRPERSON

Manod Wickramasinghe

Item No: LTC0524(1) Item 1

Subject: DENISON ROAD AT NEW CANTERBURY ROAD, DULWICH HILL - PROPOSED 'NO LEFT TURN 6.30AM-9AM MON-FRI' RESTRICTIONS ((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 'No Left Turn 6.30am-9am Mon-Fri' restriction from New Canterbury Road into Denison Road not be approved due to traffic impacts to Constitution Road.

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 discusses further investigations for the proposed left turn ban from New Canterbury Road into Denison Road, Dulwich Hill during the weekday morning peak period that was identified in the Dulwich Hill North Local Traffic Management Plan (LATM) 2016. It provides context on the origin of the proposal, and further assessment on the proposal with respect to current traffic conditions. An extensive consultation summary is provided with a final revised proposal.

BACKGROUND

A 'No Left Turn' ban from New Canterbury Road into Denison Road, Dulwich Hill during the weekday morning peak period to reduce through traffic was identified in the Dulwich Hill North LATM 2016 plan. The proposal sought to reduce through traffic volumes, improve the environment for pedestrians and cyclists, and is a low-cost intervention.

The final Dulwich Hill North LATM plan which included restricting the left turn movement for motorists from New Canterbury Road into Denison Road in the AM peak (subject to a further traffic survey) was endorsed by Local Traffic Committee meeting of 7 September 2017.

Council officers have since completed further traffic surveys to assess the traffic impact on Constitution Road and re-consulted with the community on the proposal.

DISCUSSION

Traffic assessment

Denison Road is a north-south collector road within the Dulwich Hill North Precinct. The road runs parallel to Old Canterbury Road and New Canterbury Road. The Dulwich Hill North LATM 2016 plan assessed the traffic conditions on Denison Road. The study determined that there are high through traffic volumes experienced on Denison Road, during the morning peak hour between 8:00am to 9:00am and subsequently recommended a peak hour 'No Left Turn' ban from New Canterbury Road into Denison Road during the weekday morning peak period.

The LATM plan notes that this treatment would shift traffic to adjacent streets, potentially impact local resident access and be difficult to enforce. In addition, the recommendation made by the Local Traffic Committee conditioned the implementation of the AM peak 'No Left Turn' subject to further traffic surveys at New Canterbury Road.

Accordingly, Council Engineers have completed further analysis on this proposal to assess the impacts, particularly the traffic distribution onto Constitution Road and whether this treatment will be effective in deterring through traffic during the morning peak period.

The daily recorded traffic volumes on Denison Road and Constitution Road from the LATM plan is shown below in Table 1:

Table 1 - Daily Traffic Volumes (Source: Dulwich Hill North Local Traffic Management Plan, 2016, p21)

Street Name	Section	Surveyed			Functional classification	Compliance		
		Volume (ADT)	Speed 85 th % (km/h)	Heavy Vehicle (%)		Volume (ADT)	Speed 85 th % (km/h)	Heavy Vehicle (%)
Denison Road	Eltham Street and Davis Street	2,512	46.4	3.00	Collector	Yes	Yes	Yes
	New Canterbury Road and Constitution Road	483	36.7	3.10	Collector	Yes	Yes	Yes
Constitution Road	Williams Parade and Grove Street	4308	46.1	5.80	Collector	No	Yes	No

Table 2 - Environmental Capacity and Speed Performance Standards (Source: Guide to Traffic Generating Developments (RMS, 2002))

Road Class	Road Type	Maximum Speed (km/h)	Max Peak hour volume (veh/hr)	Daily volume (veh/day)
Local	Access way	25	100	1,000
	Street	40	200 (desirable) and 300 (maximum)	2,000 (desirable) and 3,000 (maximum)
Collector	Street	50	300 (desirable) and 500 (maximum)	3,000 (desirable) and 5000 (maximum)

At the time of completion of the LATM plan, the average daily traffic volume on Constitution Road exceeded the desirable environmental capacity limits (3,000 veh/day) and heavy vehicle limits (although not maximum limits), whilst the volumes on both sections (Eltham Street and Davis Street, and New Canterbury Road and Constitution Road) of Denison Road were within

acceptable limits. In addition, the 85th percentile speeds Denison Road and Constitution Road were below the 50 km/h speed limit.

Council engineer's completed traffic intersection counts on Wednesday 1 May 2024 to determine the impact of the proposed no left turn ban from New Canterbury Road into Denison Road on Constitution Road. Accordingly, traffic intersection counts were completed at both the intersections of Denison Road and Constitution Road at New Canterbury Road. Figure 2 below compares the left turn volumes of vehicles recorded from New Canterbury Road into Denison Road and Constitution Road.

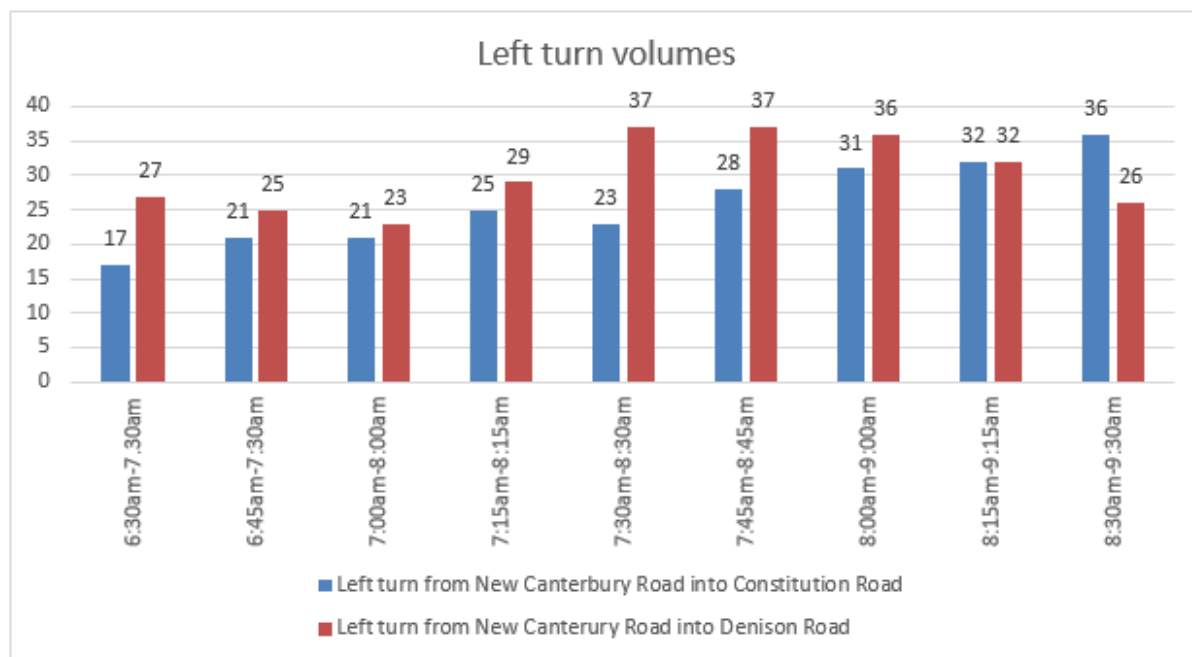


Figure 1 - Left turn volumes from New Canterbury Road into Denison Road and Constitution Road

On average, 54 per cent of the total left turn movements from New Canterbury Road are made at Denison Road, compared to 46 per cent which is made at Constitution Road between 6:30am and 9:30am.

Table 3 below provides an assessment of the redistributed left turning movements from Denison Road to Constitution Road. The existing peak hour volumes between 7:15am and 9:30am on Constitution Road already exceeds the desirable environmental limit (300 veh/hour). A peak hour 'No Left Turn' ban from New Canterbury Road to Denison Road would increase the peak hour volume by an average of 10 per cent.

Table 3 - Traffic redistribution to Constitution Road

Time	Existing bi-directional AM peak volume on Constitution Road (veh/hour)	Redistributed left turn movements from Denison Road (veh/hour)	Projected total hourly volumes on Constitution Road (veh/hour)	Compliance with Max Peak hour volume
6:30am-7.30am	161	+27	188	Yes
6:45am-7:30am	193	+25	218	Yes
7:00am-8:00am	269	+23	292	Yes
7:15am-8:15am	348	+29	377	No

Time	Existing bi-directional AM peak volume on Constitution Road (veh/hour)	Redistributed left turn movements from Denison Road (veh/hour)	Projected total hourly volumes on Constitution Road (veh/hour)	Compliance with Max Peak hour volume
7:30am-8:30am	400	+37	437	No
7:45am-8:45am	446	+37	483	No
8:00am-9:00am	429	+36	465	No
8:15am-9:15am	401	+32	433	No
8:30am-9:30am	349	+26	375	No

PUBLIC CONSULTATION

Public Consultation - Dulwich Hill North LATM plan

The original Dulwich Hill North LATM plan was consulted with the community between 7 May 2017 and 14 June 2017. Council received a total of 108 submissions from individual households with 70 responses in support and 38 responses against the LATM plan. Of the 70 responses that supported the strategy 49 responses requested changes. There were no objections or concerns raised by the community about the proposed one-way conversion of Lewisham Street between The Boulevarde and New Canterbury Road, at the time.

Public Consultation - 'No Left Turn 6.30am-9.30am Mon-Fri'

Council re-consulted with residents and businesses on a proposed 'No Left Turn 6.30am-9.30am Mon-Fri' restriction from New Canterbury Road into Denison Road between Wednesday 21 February 2024 and Thursday 7 March 2024. There were 422 letters sent. In addition, the proposal was publicly exhibited on Inner West Council's 'Your Say' website. Council received a total of 19 submissions on the proposal. There were five (5) responses supporting, 12 responses opposing and two (2) responses unsure about the proposal.

The responses supporting the proposal noted unconditional support to the proposal.

The responses opposing the proposal noted the following concerns and comments:

- Traffic would be redirected to Constitution Road and increase congestion.
- Access to Christian Brothers Lewisham via Denison Road.
- 'Rat-running' does not occur on Denison Road via New Canterbury Road. The main issue is located at the intersection of New Canterbury Road and Constitution Road.
- A 'No Left Turn' restriction will increase traffic queuing on New Canterbury Road at the intersection of Constitution Road during the morning peak, and motorists will turn left an earlier location to avoid the queue.
- Access to homes will be restricted.
- Alternative traffic calming measures on Denison Road should be considered.
- Access to the existing disability parking space on the southern side of Denison Road, west of New Canterbury Road between 6.30am-9am will be restricted.
- The proposed 'No Left Turn 6.30am-9am' was investigated and proposed in 2017 and does not consider changes to travel behaviour. More people are working from home.

CONCLUSION

The traffic surveys completed indicate the traffic volumes on Constitution Road already exceed the desirable environmental limits between 7:15am and 9:30am. An AM peak 'No Left Turn' restriction from New Canterbury Road into Denison Road would increase the AM peak hour traffic volumes on Constitution Road. Furthermore, the section of Denison Street which this ban would benefit already experiences low daily traffic volumes in comparison to the remaining

section of Denison Street and Constitution Road. Accordingly, the proposed 'No Left Turn 6.30am-9am Mon-Fri' restriction from New Canterbury Road into Denison Road is not recommended.

FINANCIAL IMPLICATIONS

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

ATTACHMENTS

1. [↓](#) Concept plan



Item 1

Attachment 1

Item No: LTC0524(1) Item 2

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 revised concept plan be endorsed.

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 the design development of the proposed changes to the existing raised pedestrian crossing on Bedford Street, Dulwich Hill to improve pedestrian safety.

BACKGROUND

A proposal to adjust the existing raised pedestrian crossing on Bedford Street, Dulwich Hill was referred to and approved at the Local Traffic Committee meeting on Monday 19 February 2024.

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.

DISCUSSION

The concept design has been refined and developed further with the following changes proposed from the previous revision:

- Removal of the 'BB' line marking on the approach to the pedestrian crossing
- Landscaping the existing kerb extension to reduce hard surface run-off
- Installation of 'give way' and edge (E1) line markings
- Two kerb blister islands on the eastern side of the pedestrian crossing to increase pedestrian protection from turning vehicles on Wardell Road
- Installation of 'LOOK' and yellow line marking to increase pedestrian awareness at the pedestrian crossing
- Remove the existing speed hump sign (W5-10A) and install pedestrian crossing, speed advisory, and chevron alignment marking signs (R3-1, W8-2A, D4-1-2A).

A lighting design is currently being prepared in parallel with the civil design.

PUBLIC CONSULTATION

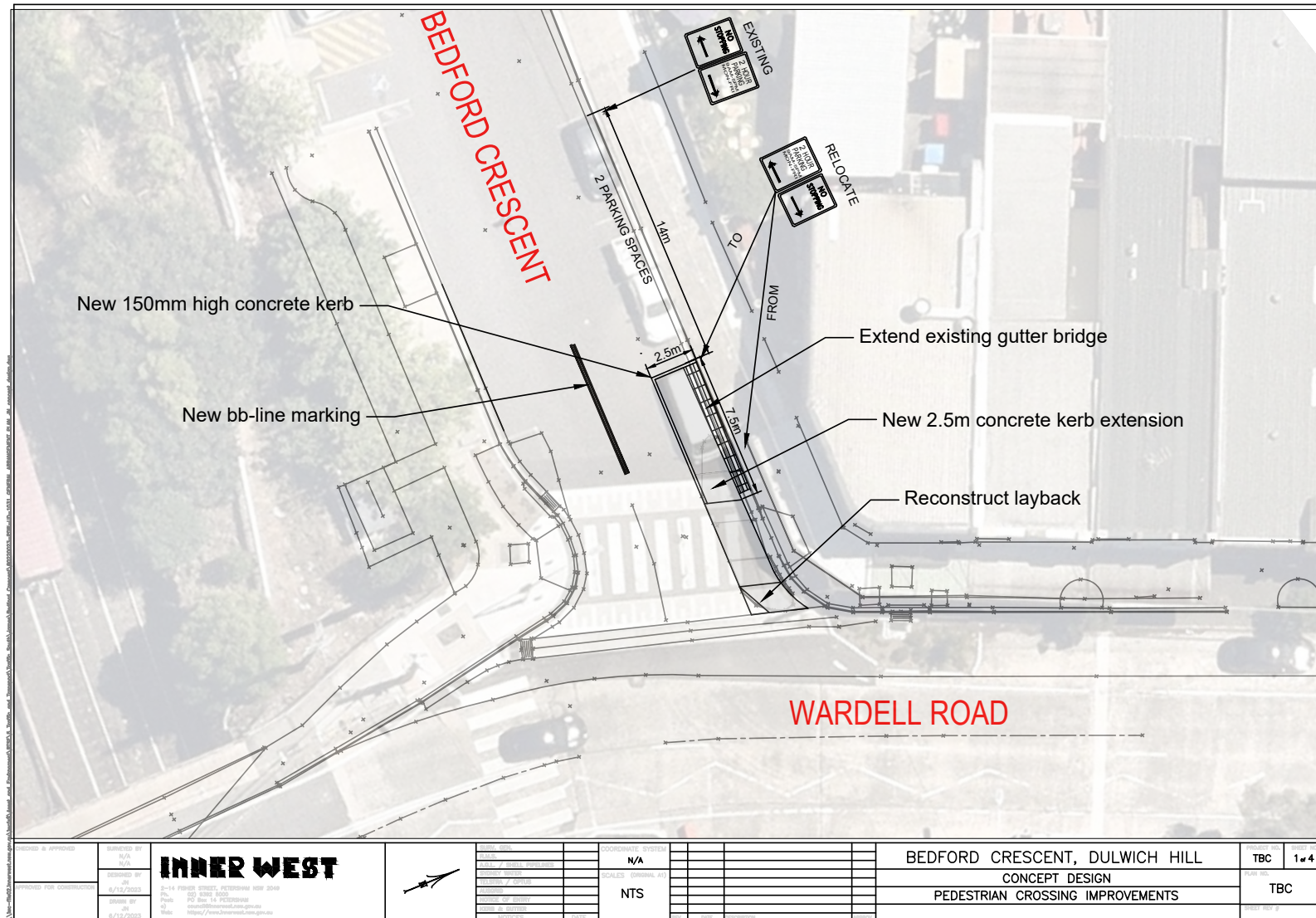
The original proposal has already been consulted with the adjacent businesses on Wardell Road and referred to the Local Traffic Committee meeting on Monday 19 February 2024. Given the further changes to the proposal are minor, further consultation was not required.

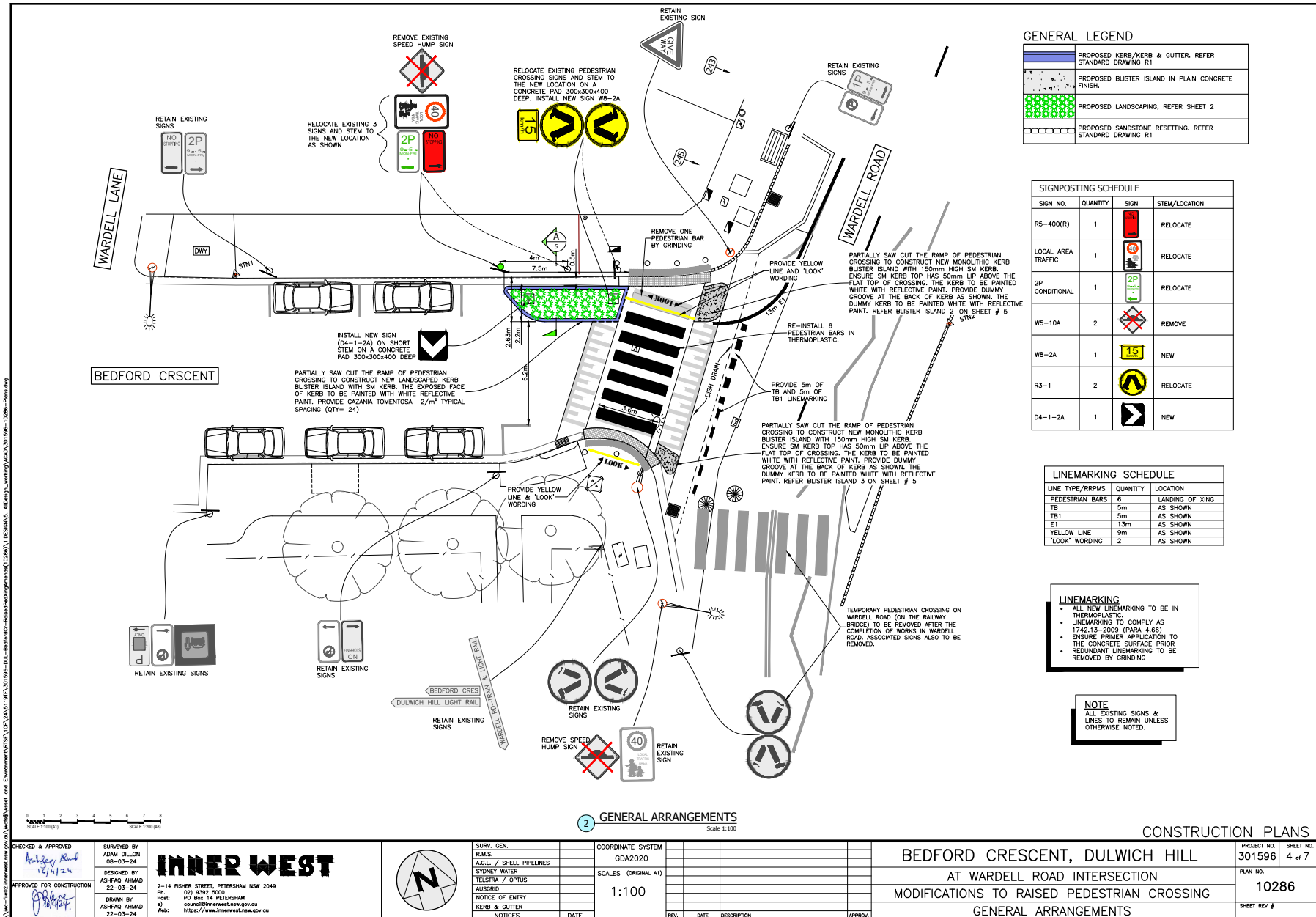
FINANCIAL IMPLICATIONS

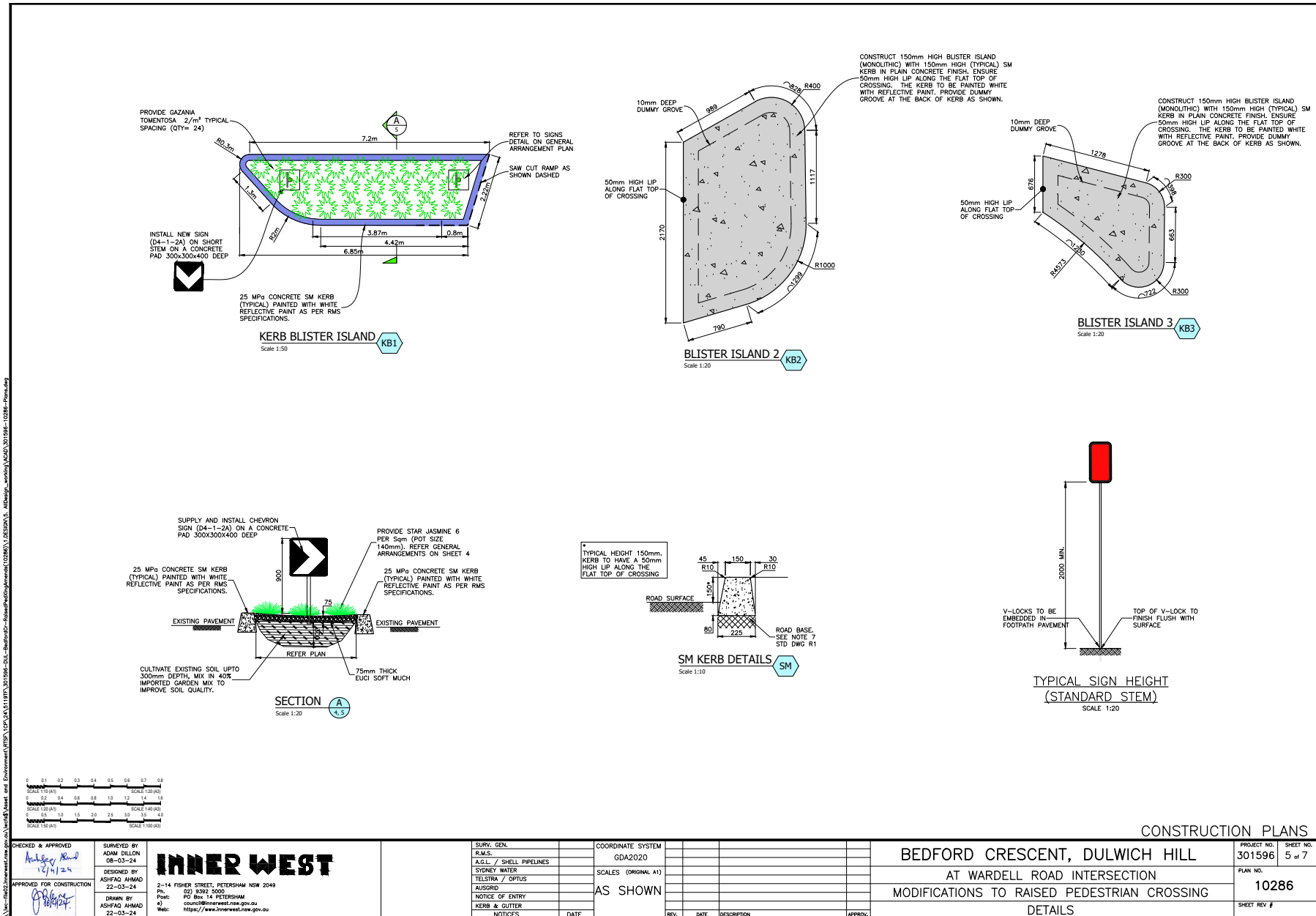
The revised design is estimated to cost approximately \$100,000 (inclusive of lighting) and will be funded from the Capital Works Program.

ATTACHMENTS

1. [↓](#) Approved concept plan - Bedford Crescent, Dulwich Hill
2. [↓](#) Revised concept plan - Bedford Crescent, Dulwich Hill







Item No: LTC0524(1) Item 3
Subject: CENTENNIAL STREET, MARRICKVILLE – TEMPORARY ROAD CLOSURE FOR SPECIAL EVENT AT HENSON PARK (2024 BEER, FOOTY AND FOOD FESTIVAL) ON SATURDAY 27 JULY 2024 - (MIDJUBURI-MARRICKVILLE WARD /SUMMER HILL ELECTORATE /INNER WEST LAC)
Prepared By: Jennifer Adams - Traffic Engineer
Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

That the proposed temporary full road closure (ENRC/2024/0022) of Centennial Street, Marrickville between Sydenham Road and the entrance to Henson Park and Marrickville & District Hardcourt Tennis Club car park, between 10.00am and 8.00pm on Saturday 27 July 2024 (contingency period of two months) for the purpose of holding the 'Beer, Footy and Food Festival 2024' event be approved, subject to the approval of the S68 Application and the applicant complying with, but not limited to, the following conditions:

- a) A Road Occupancy License application be obtained by the applicant from the Transport Management Centre;
- b) All affected residents and businesses, including NSW Police Local Area Commander, Transit Systems, Fire and Rescue NSW and NSW Ambulance Services, shall be notified in writing by the applicant of the proposed temporary road closure at least 7 days prior to the event, with the applicant making reasonable provision for residents and businesses;
- c) A VMS be placed displaying that there is 'No Public Parking' in Centennial Street;
- d) The occupation of the road carriageway must not occur until the road has been physically closed; and
- e) Subject to written concurrence from Transport for New South Wales.

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 the Music & Booze Company together with the Newtown Rugby League Football Club to hold the 2024 Beer, Footy and Food Festival between 10.00am and 8.00pm on Saturday 27 July 2024 at Henson Park Oval. The event requires the temporary full road closure of Centennial Street, Marrickville between Sydenham Road and the entrance gate to Henson Park Oval. It is recommended that Council agree to the temporary full road closure subject to the applicant complying with the above conditions and obtaining concurrence from Transport for NSW as the closure entails lane closures on Sydenham Road, Marrickville.

BACKGROUND AND STAFF COMMENTS

Centennial Street, east of Sydenham Road, will be closed to traffic thoroughfare so the event as proposed can successfully occur. The road will be accessible to all residents, emergency services, Event staff, Coaches and players and allowance will also be made for disability parking to come through the road closure.

Centennial Street is a dead-end local two-way street with one travel lane in each direction, in addition to kerbside parking lanes. It carries around 400 vehicles per day. Parking is unrestricted along both sides of the road. It is a residential local road and an entry point to Henson Park.



The following traffic control measures are diagrammatically shown and detailed in the attached TMP and Traffic Guidance Schemes (TGSs):

- VG. 19.112-1, Pick up and Drop off
 - VG. 19.112-B. E, Bus entry assisted
 - VG. 19.112-D, Detour route/ Light Traffic entry to Centennial Street
 - VG. 19.112-IN, Ingress for Vendors and Staff
 - VG. 19.112-EG, Egress for Vendors and Staff
- **Road Closure**, on Centennial Street, however allowing access to Residents, Players, Coaches, event staff & Patrons of the Tennis Club.
 - **Light traffic entry to Centennial Street** - light traffic will be detoured along Sydenham Road to turn left into Petersham Road and turn left onto Centennial Street, before continuing straight through the lights on to the closed section of Centennial Street this control measure is to alleviate traffic congestion attempting to turn right from Sydenham Road on to Centennial Street.
 - All Residents & business effected by this closure will be notified 1 month and 1 week prior to the Event.
 - 1 Traffic Controller will be in place on the southwest corner of the Centennial Street and Sydenham Road intersection, they will assist anyone attempting to enter the Road Closure at Centennial Street by directing them towards the light traffic detour.
 - **Special Event Clearways**
Sydenham Road, between Centennial Street and Holmesdale Street to allow room for the drop off area, just outside the gates to Henson Park.
 - **Bus Entry**

Bus entry will be conducted under guidance by RMS accredited Traffic Controllers. Upon approach all traffic will be stopped in both directions & the road closure opened, the bus driver will be instructed to drive into Centennial Street (south) & then reverse into Centennial Street (north) where they will be assisted by a spotter to a safe parking spot.

- **Pedestrian Crossing**

Traffic Controllers (TCs) will assist all pedestrians across the road safely, from the main entry/exit to the Marrickville High School parking lot. This is a preventative measure to ensure all patrons leave the Event safely and in an orderly fashion. TCs will hold pedestrians from crossing the road until such time as the supervisor deems it safe, has stopped traffic and cleared an area to cross. This will avoid people rushing onto the road in between slow traffic and causing more congestion as well as keeping the public safe.

- **Lane closures on Sydenham Road**

Sydenham Road, northbound right turning lane at Centennial Street intersection - Traffic cones will merge traffic into the left lane 30 meters prior to the intersection.

Sydenham Road, northbound left lane parking Clearway. Traffic management personnel will be directing motorists parking for the event into Marrickville High School grounds via Sydenham Road gate entrance.

Sydenham Road, southbound left lane parking Clearway. Traffic management personnel will direct motorists into this lane as a “drop-off” zone for the event.

- **Site map**



FINANCIAL IMPLICATIONS

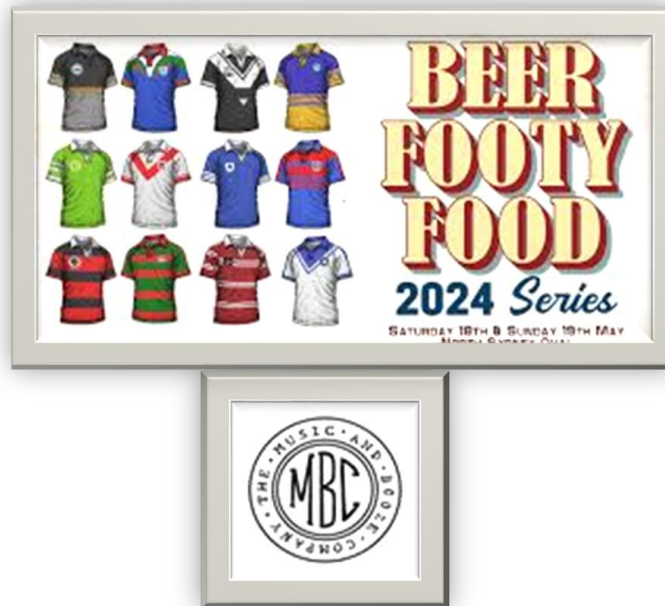
All works and costs of implementation will be borne by the applicant

PUBLIC CONSULTATION

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

ATTACHMENTS

1. [BEER FOOD FOOTY TMP1 COMPLETE](#)



TRAFFIC MANAGEMENT PLAN (TMP)

For

BEER, FOOTY AND FOOD 2024
SYDNEY NSW
27TH OF JULY 2024

Contingency date TBA

This TMP is prepared by Vigilant Group on behalf of the
THE MUSIC AND BOOZE CO

Document Ref # TMP/VG. 22.1
Revision 1
Revision Date 08/04/2024



Contents

1. TMP Scope3

2. TMP Project Summary and Details3

3. Event Specific Scope.....3

4. TMP Management.....6

5. TMP Implementation6

6. Traffic Control Plans (TCP).....6

7. Site Management.....7

8. Risk Management7

9. Consultation and Contacts List.....9

10. TCP Attachments.....9

11. TMP Approvals.....10

April 24

2



1. TMP Scope

The scope includes the provision for the safe movement of vehicular and pedestrian traffic, the protection of workers, provision for access to properties within the designated area of supervision and control, the design, construction and maintenance and removal of any necessary temporary roadways and detours including the provision of traffic controllers and all associated temporary signs, road markings and safety requirements.

2. TMP Project Summary and Details

The purpose of this document is to ensure that all conditional requirements relating to the delivery of this TMP are fully documented to support the overall operations of the event. This TMP has been prepared on behalf of **THE MUSIC AND BOOZE CO** for their festival accordingly. The primary date that this TMP relates to is for the **27TH OF JULY 2024 AND 31ST OF AUGUST 202 AS CONTINGENCY** the TMP will focus on **HENSON PARK, ON SYDENHAM RD MARRICKVILLE. BETWEEN CENTENNIAL ST AND HOLMESDALE ST**

This document aims to provide a plan for effective traffic management and co-ordinated management of the above event. The report sets out the procedures by which CENTENNIAL ST may be a partially or full closure to traffic so that the event can proceed accordingly. The document will cover the site as detailed in the contractual agreement throughout all phases of required operation.

Within the document the traffic control measures are unique for the scope of the event and should not be directly applied to any other closure or management plan within the presiding area of the said area of control whether they appear rationally suitable or not.

Primary aim for this TMP is the safe co-ordination of the event through strategic and overall management procedures to ensure the safety of all individuals, groups of individuals including the general public and participants, all employees involved in the event both from the organisers and Vigilant Group and other authorities and stakeholders.

3. Event Specific Scope

This TMP addresses traffic management for the traffic management for the **proposed event on behalf of the Music and Booze Co**. The overall plan has been prepared in consultation and agreement with primary stakeholders as listed in section titled Consultation and Contacts list within this TMP.

The primary scope of the event is the appropriate measures by which **Centennial st** will be closed to traffic thoroughfare so the event as proposed can successfully occur. The road will be accessible to all residents, Event staff, Coaches and players. We have also allowed disability parking to come through the road closure.

The scope of this TMP has been prepared highlighting the proposed measures that will be undertaken. The fundamental proposal of this TMP is detailed as follows for:

April 24

3



Primary Traffic Control

The following traffic control measures are diagrammatically shown and detailed in the Traffic Control Plan (TCP) titled **TCPs**

VG. 19.112-1, Pick up & Drop off

VG. 19.112-B. E, Bus entry assisted

VG. 19.112-D, Detour route/ Light Traffic entry to Centennial st

VG. 19.112-IN, Ingress for Vendors & Staff

VG. 19.112-EG, Egress for Vendors & Staff

- **Road Closure**, on Centennial St, Allowing access to Residents, Players, Coaches, event staff & Patrons of the Tennis Club.
- **Light traffic entry to Centennial St.** light traffic will be detoured along Sydenham rd to turn left into Petersham Rd & turn left onto Centennial st, before continuing straight through the lights on to the closed section of Centennial St. this control measure is to alleviate traffic congestion attempting to turn right from Sydenham rd on to Centennial St.
- All Residents & business effected by this closure will be notified 1 month & 1 week prior to the Event.
- 1 Traffic Controller will be in place on the southwest corner of the Centennial St & Sydenham Rd intersection, they will assist anyone attempting to enter the Road Closure at Centennial St by directing them towards the light traffic detour.
- **Special Event Clearways**
Sydenham Road, between Centennial St and Holmesdale St. To allow room for the drop off area, Just outside the gates to Henson Park.
- **Bus Entry**
Bus entry will be conducted under guidance by RMS accredited Traffic Controllers. Upon approach all traffic will be stopped in both directions & the road closure opened, the bus driver will be instructed to drive into Centennial st (south) & then reverse into Centennial st (north) where they will be assisted by a spotter to a safe parking spot.
- **Pedestrian Crossing**
TCs will assist all pedestrians across the road safely, from the main entry/exit to the Marrickville H.S parking lot.
This is a preventative measure to ensure all patrons leave the Event safely & in an orderly fashion. TCs will hold pedestrians from crossing the road until the such time as the supervisor deems it safe, has stopped traffic & cleared an area to cross.
This will avoid people rushing onto the road in between slow traffic & causing more congestion as well as keeping the public safe.

Primary Hours of Control

The proposed measures as highlighted above will take effect on the following dates:

SATURDAY THE 27TH OF JULY 24

The designated hours of effect are as follows:

10:00 UNTIL 20:00

BEER FOOTY FOOD EVENT WILL BE FROM 11:00 UNTIL 19:00

All other times will be for Bump in & out

April 24

4



General Notes

- In accordance with Vigilant Group Quality Management processes it is envisaged and anticipated that there will not be any adverse traffic issues to surrounding streets and the community as a whole. All measures will be taken to ensure any foreseeable impacts are mitigated accordingly.
- Traffic affected and re-directed by the closures will not require further amelioration as the event is localised.
- There are no foreseeable impacts to public transport that has not already been co-ordinated with the supporting agencies and authorities
- All traffic controls have been developed as a principle for emergency service vehicles being provided primary access to all surrounds of the event accordingly in an event of an emergency. Traffic controls and controllers will assist as required to provide uninhibited access for emergency vehicles including ushering pedestrians accordingly.
- Arrangements for Heavy Vehicles and Cycle Traffic have not been incorporated within this TMP. The proposed traffic control measures will apply to these modes of transport.
- Pedestrian access will be maintained at all times to residents within Railway Pde.

NOTE: This proposal will be available for the organisers to use for their Public Consultation Process and Procedures

This TMP document supports the following regulatory requirement as applicable in accordance with the defined scope:

RMS Guide to Transport & Management for Special Events v 3.4
RMS Traffic Control at Worksites Manual v 6.1 2022
RMS QA Specification G10 – Traffic Management Ed 5 rev 3
RMS G11 – Road Occupancy Provisions
AS1742.3-2019 Manual of Uniform Traffic Control Devices



April 24

5



4. TMP Objectives

The primary objectives of Vigilant Group with regards to this Traffic Management Plan are as follows:

- Ensure the safety of all individuals including general public, residents and employees to and surrounding the designated area of control
- Minimise any impact or risks relating to the overall flow of motorised vehicle traffic
- Egress and access into the designated area of control and surrounds where applicable to be satisfactorily maintained
- Minimise primary impacts to surrounding businesses and dwellings
- All formal approvals and licensing as required to be obtained and maintained during the duration of the event
- Ensure all environmental procedures are adhered to and maintained in support with other stakeholder and agency requirements
- Any design requirements to be in accordance with RMS Road Design Guidelines and Procedures
- All relevant statutory requirements as detailed from regulatory agencies to be adhered to.

4. TMP Management

Vigilant Group has warranted and commits to the provision of all resources, systems and associated Traffic Control Plans including traffic management for the event as detailed in the Project Summary and Overview.

All resources in accordance with statutory authorities' requirements will be competent, experienced and qualified to carry out the agreed service as detailed in the binding agreement.

5. TMP Implementation

Traffic Management at the designated areas will be implemented in accordance with RMS Traffic Control at Work Sites Manual and adapted to meet the requirements of the designated areas.

The implementation of the plans will be agreed to with the leading authority/organisers and aligned with the overall planning requirements as detailed in their control measures. This includes the delivery and use of all equipment both dependent and independent of Vigilant Group. The implementation will need to be formally assigned and agreed prior to Work Order establishment.

6. Traffic Control Plans (TCP)

Vigilant Group have developed specifically tailored TCP's that have been prepared in accordance with the specific operational requirements of this event. The TCP's and other Movement Plans, both vehicle and pedestrian as required encompass the holistic movements specific and not specific to the event and will incorporate the general public also. Any property access affected by the activities will be reviewed and identified in the TCP. The TCP is not a risk management tool in totality but can be used as a support in the overall risk review of the project/event.

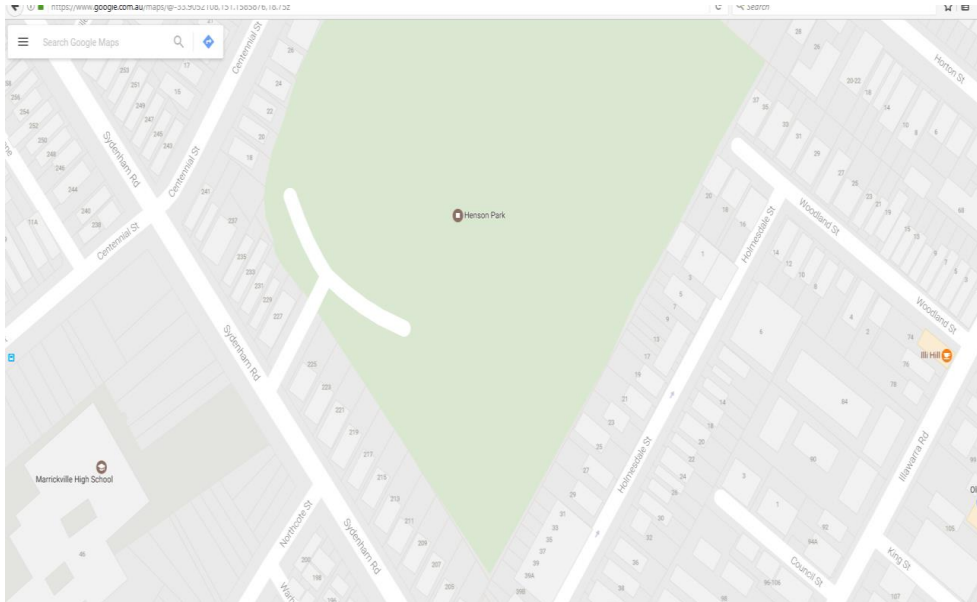
At its core any prepared and agreed TCP provides a short term procedural base for safety management of vehicular and pedestrian flow for the defined project.

April 24

6



7. Site Management



8. Risk Management

Risk management assessment and implementation of this TMP shall be in accordance with the overall risk management of the project and not be kept in isolation. The overall approach with the TMP shall be part of the holistic planning of the event. All risk controls are a legal obligation to be adhered to with relevance to the WHS Act 2012.

Vigilant Safe Services will accommodate to the management of risks as prepared by the client / organisers / principal's representative.

The following have been considered as part of this TMP and as part of Vigilant Safe Services Holistic Risk/Hazard and Verification Assessment:

April 24

7



Identified Risk	Risk Effect on Event	Controlled Measures
Local Business Access impeded	Possible action against business groups to stifle event	All Businesses to be fully briefed on traffic control measures
Emergency Access	Impeding success of event and bad media coverage	All Emergency Services to be briefed and notified of the event by Organisers. Vigilant Safe Services to provide assistance as required
Public Transport Access	Risk of public not attending the event on time	Public Transport Routes are not affected
Local Residence Access impeded	Risk of backlash from residents	Limited access will be provided under controlled supervision
RMS traffic signals	Risk of conflicting traffic control measures	Not affected accordingly
Adverse weather conditions	Event not proceeding	All control measures will be maintained during all conditions or until organisers inform otherwise
Vehicular Accidents	Event will be delayed	All standard procedures and measures will be undertaken in accordance with current processes
Security	Access to event	Security Contractor to control and liaise with Vigilant Safe Services

April 24

8

Item 3

Attachment 1



9. Consultation and Contacts List

Name	Organisation	Contact	Approving Authority (Yes / No)
MATT	THE MUSIC AND BOOZE CO	0437546566	Y
RAMIE ABOUCHAKRA	Vigilant Group	0431811489	Y

10. TCP Attachments

TCP No	Description	Version
19.112-1	PICK UP DROP OFF	1
19.112-B.E	BUS ENTRY	1
19.112-D	DETOUR ROUTE (LIGHT TRAFFIC)	1
19.112-IN.	INGRESS	1
19.112-EG	EGRESS	1
19.112-PED	PEDESTRIAN CROSSING	1
19.112-HSP	MARRICKVILLE H.S PARKING LOT	1

April 24



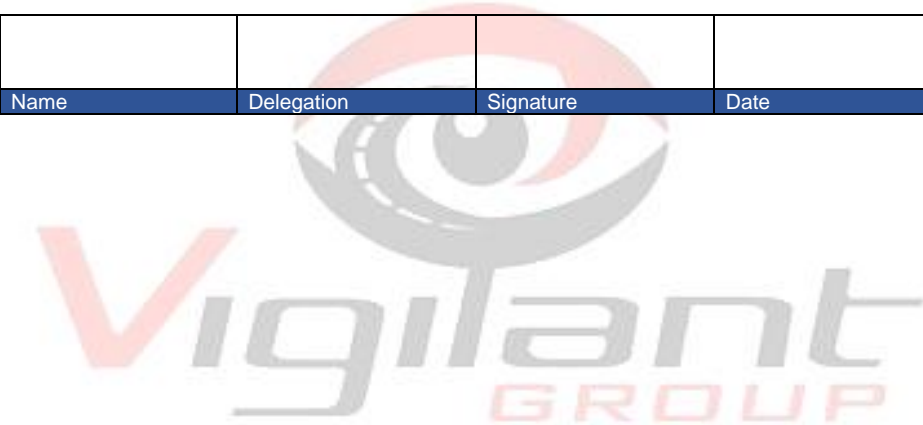
11. TMP Approvals

Endorsement by:

RAMIE ABOUCHAKRA	Operations Manager		08/04/2024
Name	Delegation	Signature	Date

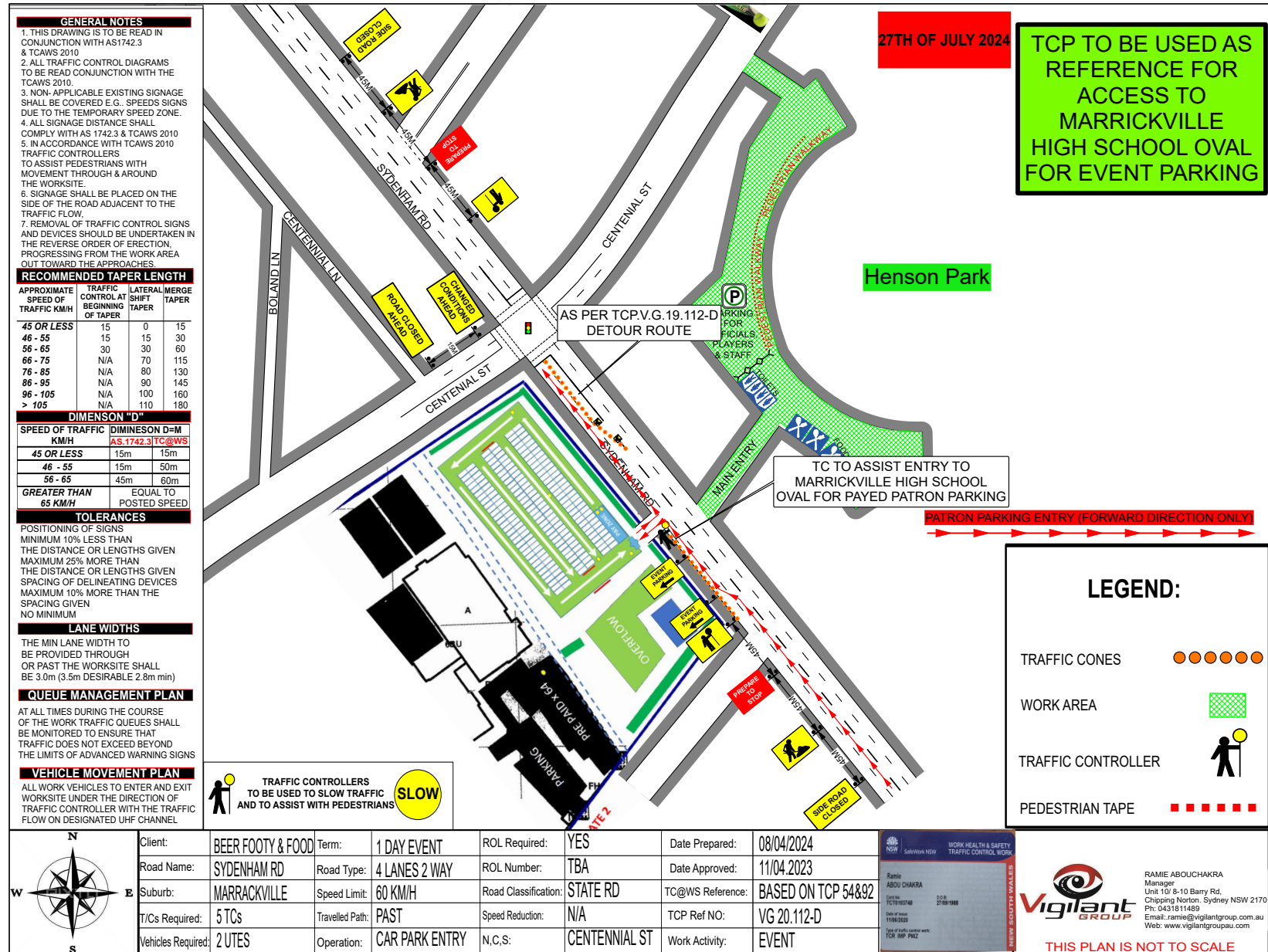
Endorsement by:

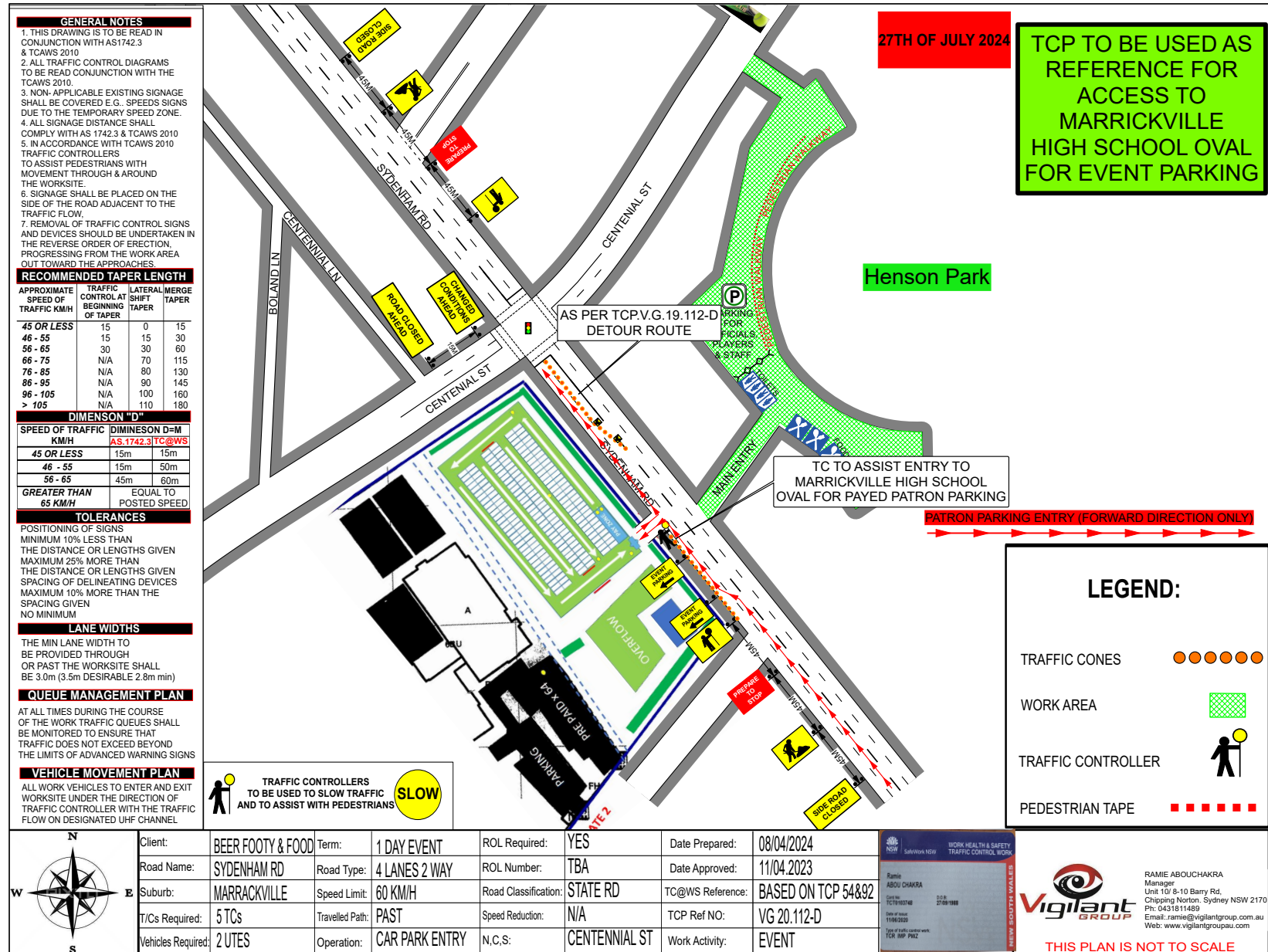
Name	Delegation	Signature	Date



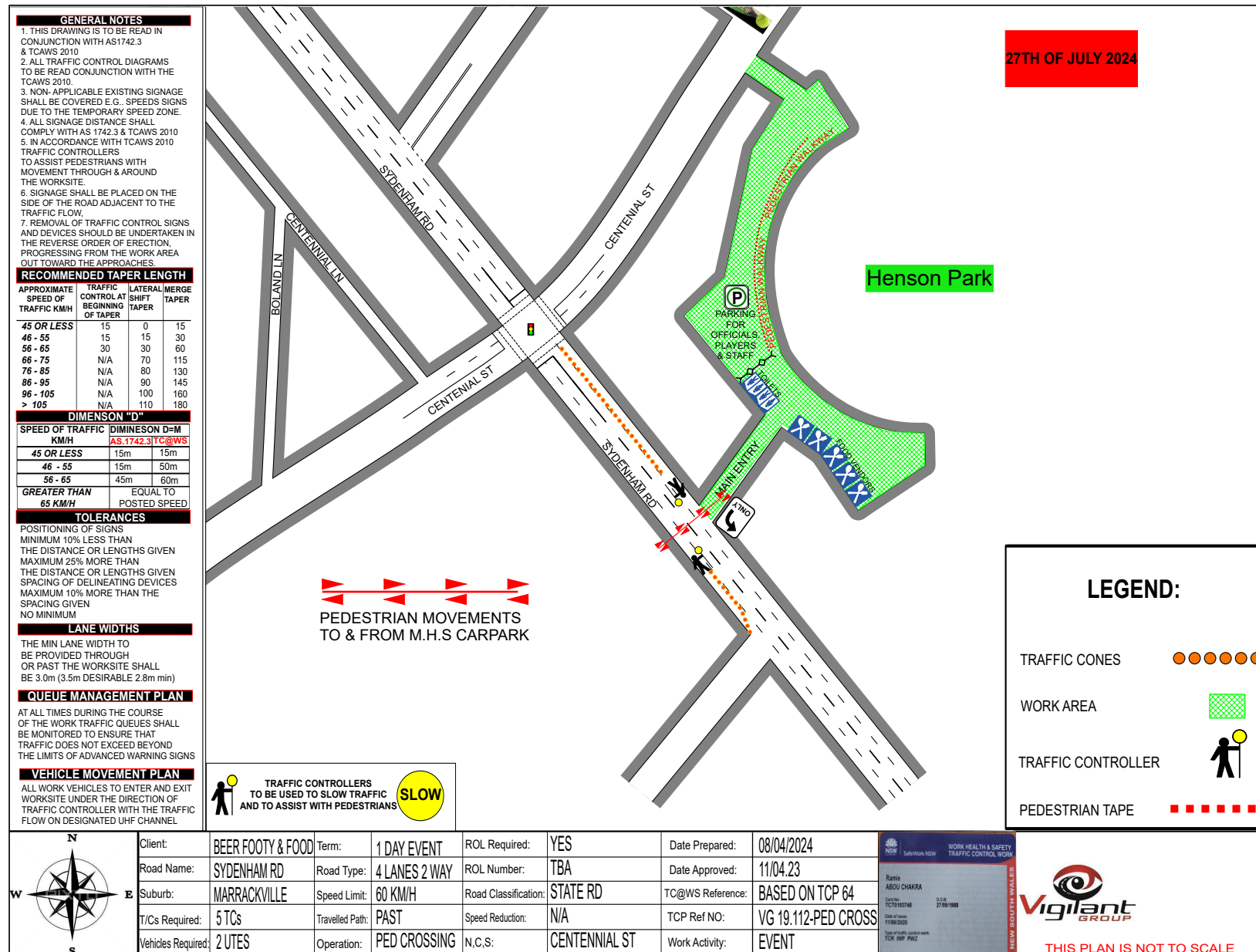
April 24







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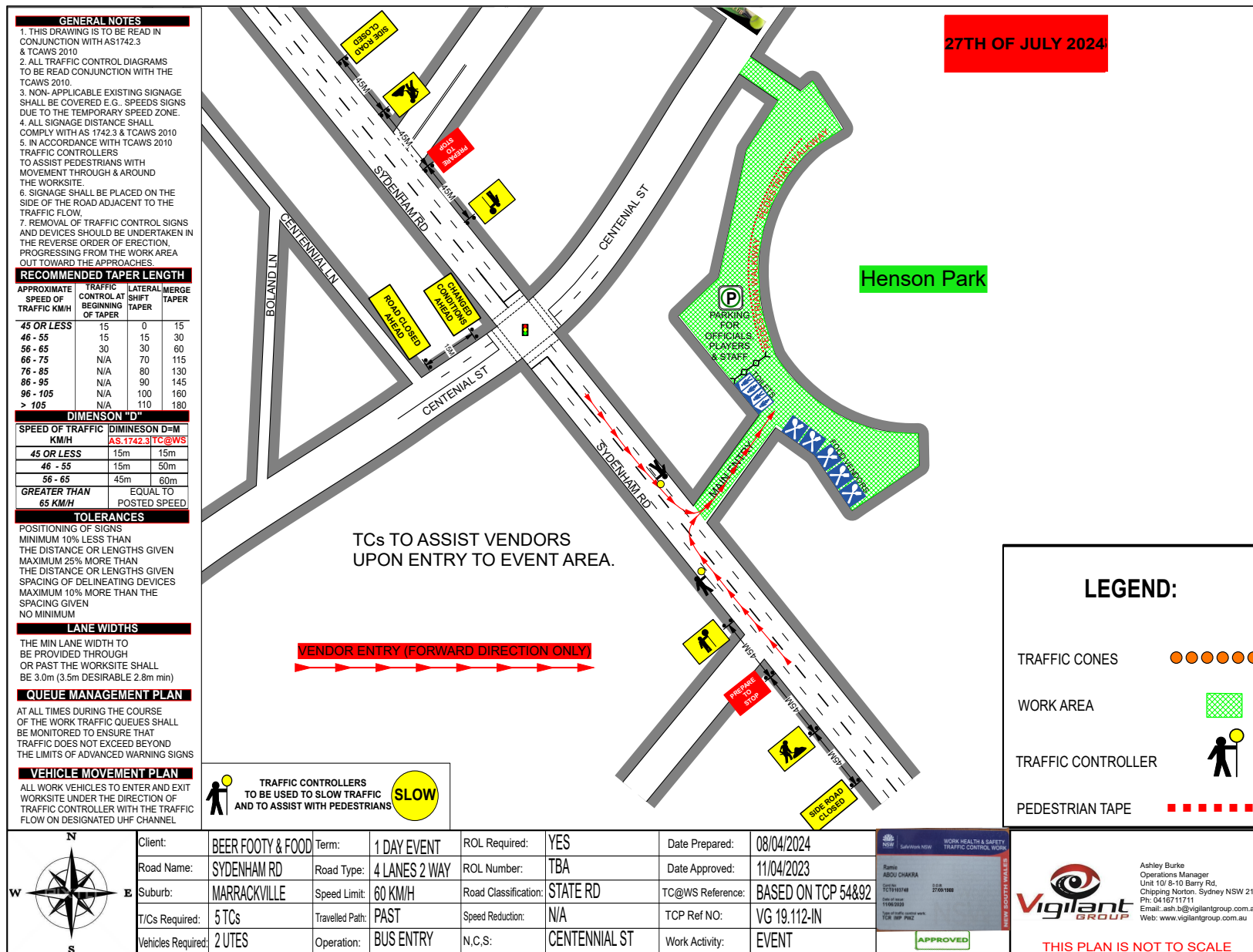
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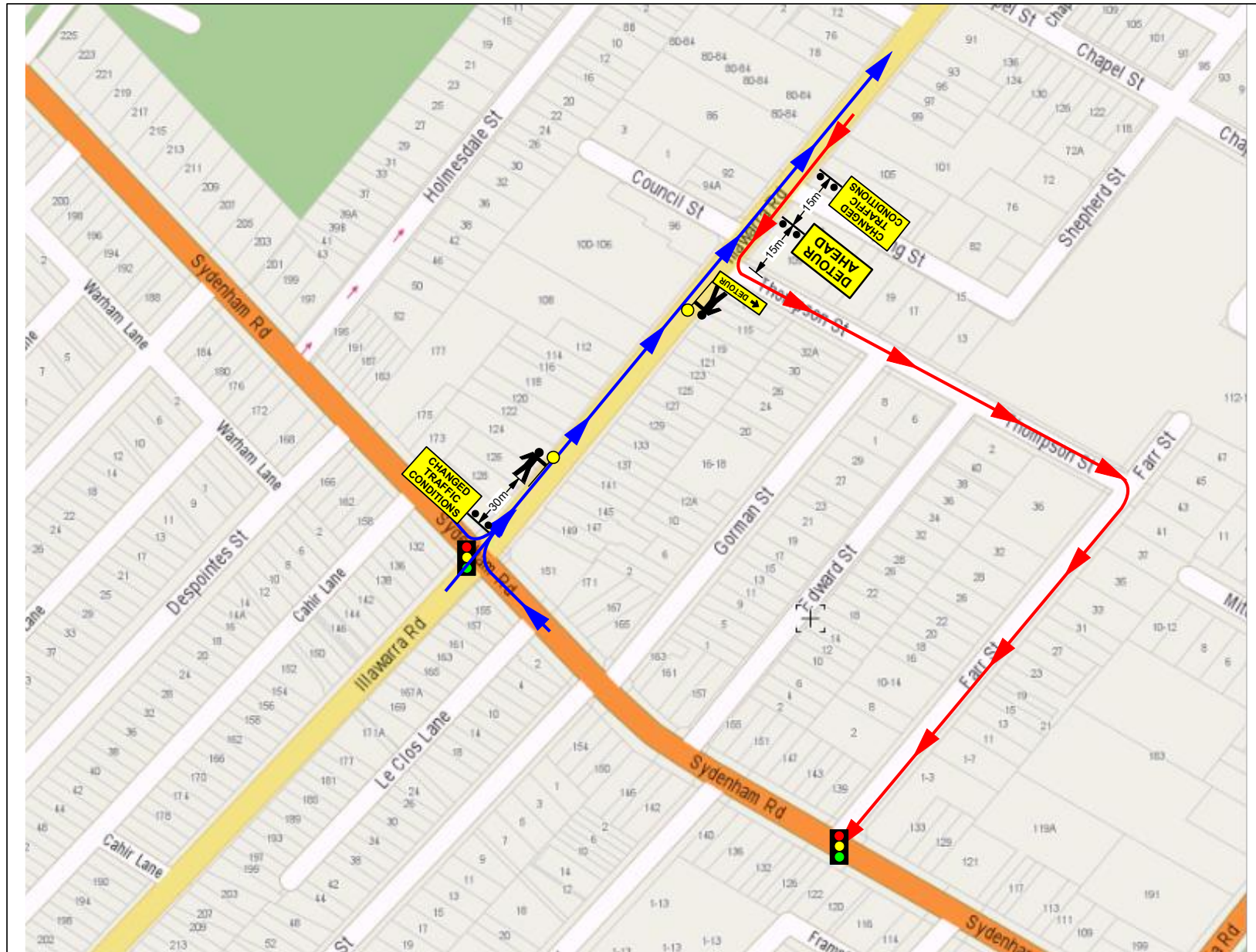
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Item No: LTC0524(1) Item 4

Subject: EWART STREET, DULWICH HILL AND (LOWER) RAILWAY PARADE, SYDENHAM - TEMPORARY PARKING CHANGES ON 3 WEEKENDS DURING WEEKEND RAIL REPLACEMENT OPERATIONS - BUS REPLACEMENTS DURING JUNE AND JULY 2024 (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 following temporary short-term parking changes for the following periods
 - 2am Saturday 1 June to 2am Monday 3 June 2024 (inclusive)
 - 2am Saturday 15 June to 2am Monday 17 June 2024 (inclusive)
 - 2am Saturday 13 July to 2am Monday 15 July 2024 (inclusive)

be approved to support the works required to convert the T3 Bankstown Line to a Metro Line:

- a) Dulwich Hill Station Precinct - Ewart Street (3 parking spaces):
The short-term conversion of 20m (3 parking spaces) '2P 8 am – 6 pm Mon – Fri' on the northern side of Ewart Street (between Wardell Road and Bayley Street) to a 'Bus Zone';
- b) The short-term conversion of 25m 'No Parking' restrictions on the southern side of Ewart Street (between Wardell Road and Riverside Crescent) to a 'Bus Zone';
- c) Sydenham Station Precinct - Lower Railway Parade (80 parking spaces):
The short-term conversion of 122m (46 parking spaces) 45 degree angled 'unrestricted parking' on the southern side kerb of Lower Railway Parade (between Sydenham Road and Marrickville Road) to a 'Bus Zone';
- d) The short-term conversion of 32m (11 parking spaces) 45-degree angled parking '4P 8:30 am – 6 pm Mon - Fri' on the southwest kerb of Lower Railway Parade (between Gleeson Avenue and Marrickville Road) to a 'Bus Zone';
- e) The short-term conversion of 50m (14 parking spaces) rear to kerb 'unrestricted parking' on the northern kerb of Burrows Avenue (west of Gleeson Avenue) to a 'Bus Zone' and
- f) The short-term of 58m (9 parking spaces) 'unrestricted parking' on the southern kerb of Burrows Ave (west of Gleeson Ave) to a 'Bus Zone'.

2. That the cost of all works of the statement and/or reinstatement of any/all signage will be borne by TfNSW.

3. That the applicant and Council Rangers 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

Council has been notified by Transport for NSW (TfNSW) that in a joint submission with Sydney Trains there will be major rail shutdown of the Sydenham to Bankstown rail line (T3) for the following periods:

- 2am Saturday 1 June to 2am Monday 3 June 2024 (inclusive).
- 2am Saturday 15 June to 2am Monday 17 June 2024 (inclusive).
- 2am Saturday 13 July to 2am Monday 15 July 2024 (inclusive).

During the shutdown buses will replace train services along the T3 line and to accommodate the increased bus movements and necessary holding areas some short-term parking changes are required at a number of locations.

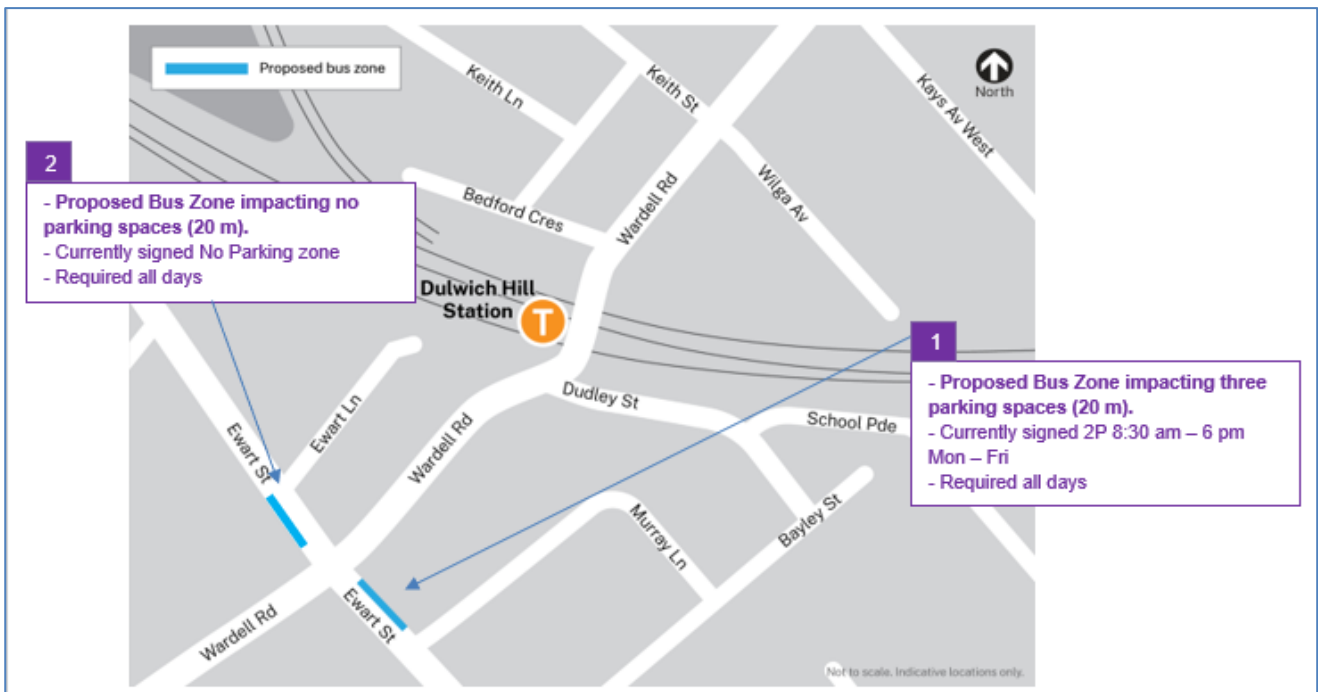
Specifically, TfNSW is requesting approval for the temporary conversion of multiple parking spaces at Ewart Street, Dulwich Hill and (Lower) Railway Parade, Sydenham. It is recommended that no objections be raised, and Council approves the temporary short-term parking changes at the identified locations during the three (3) weekend rail shutdowns.

All changes to existing parking arrangements and signage will be reinstated at the completion of the bussing operation by TfNSW.

OFFICER COMMENTS

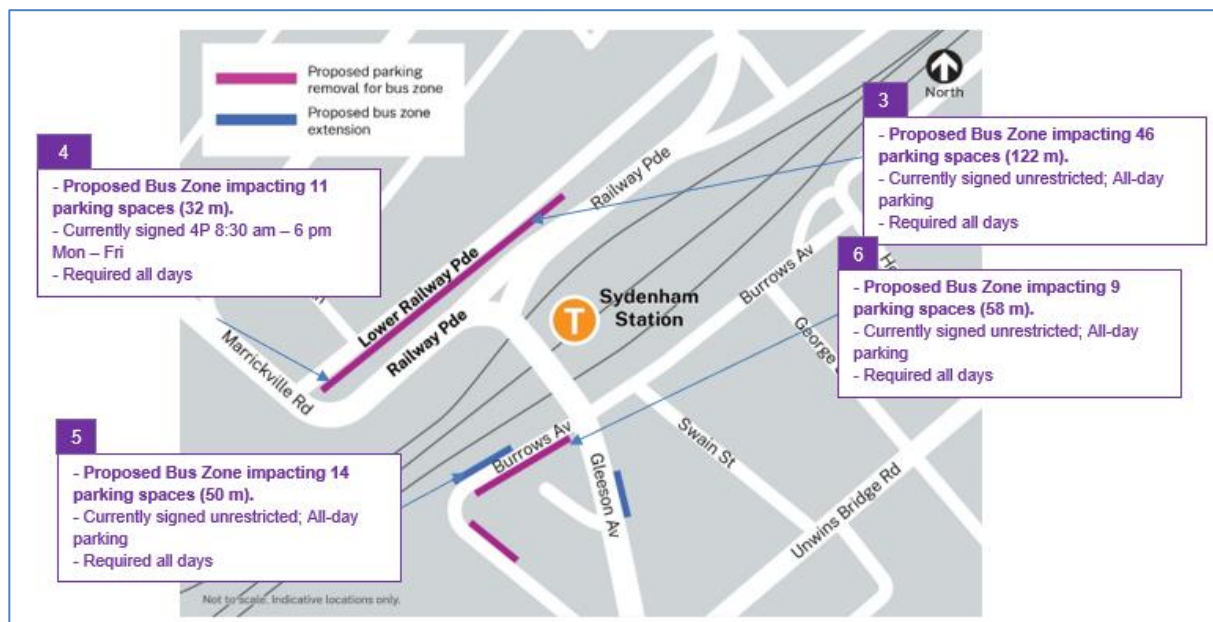
Each of the locations are detailed separately.

Dulwich Hill Station Precinct (3 parking spaces)



1. Ewart Street, northern side (Stop ID: 2204118) - Bus stop extension (3 parking space)
 - Ewart Street (northern kerb between Wardell Road and Bayley Street)
 - Currently sign posted '2P 8:30 am – 6 pm Mon – Fri'
 - Proposed Bus Zone is required for all days of the TTP bus operation
 - Proposed temporary change will impact approximately three parking spaces (20m).
 - This change is proposed to create a bus stop area and to provide adequate space for draw-in/draw-out purposes.
2. Ewart Street, southern side (Stop ID: 220488) – Bus stop
 - Ewart Street (southern kerb between Wardell Road and Riverside Crescent)
 - Currently signed No Parking Zone
 - Proposed Bus Zone is required for all days of the TTP bus operation
 - Proposed temporary change will impact approximately no parking spaces.
 - This change is proposed to create a bus stop area and to provide adequate space for draw-in/draw-out purposes.

Sydenham Station Precinct (55 parking spaces)



3. Section A of Lower Railway Parade, Sydenham 90-degree angled parking, Sydenham – Layover Bus Zone and Standby area (46 parking spaces)
 - Lower Railway Parade Parallel Parking (southern side between Sydenham Road and Marrickville Road)
 - Currently 'Unrestricted parking'
 - Proposed Bus Zone is required for all days of the TTP bus operation
 - Proposed temporary change will impact approximately 46 angled parking spaces (122 m).
 - This proposed change is to create the space required for buses to layover. This location is proposed as it is (i) reasonably close to the active bus stop; (ii) located along the route path used between the last and first stops; and (iii) as far as removed from residential dwellings.
4. Section B of Lower Railway Parade, Sydenham 90-degree angled parking, Sydenham – Layover Bus Zone (11 parking spaces)

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

5. Burrows Avenue, Sydenham (Stop ID: 204421) rear to kerb parking – Bus Zone extension (14 parking spaces)

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

6. Burrows Avenue, Sydenham – (Southern kerb) – Bus Zone (9 parking spaces)

- Burrows Avenue (southern kerb west of Gleeson Avenue)
- Currently Unrestricted parking
- Proposed Bus Zone is required for all days of the TTP bus operation
- This proposed change is to create the space required for buses to layover safely
- Proposed temporary change will impact approximately 9 parking spaces (58 m).

PUBLIC CONSULTATION

TfNSW propose the temporary parking changes and they will carry out consultation with their wider team who will be installing notifications at each impacted parking location 2-weeks prior to the start of the weekend possession(s).

FINANCIAL IMPLICATIONS

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

ATTACHMENTS

Nil.

Item No: LTC0524(1) Item 5
Subject: INSTALLATION OF A PARKING RESTRCITION IN FRONT OF
EMMERICK STREET COMMUNITY PRESCHOOL ON EMMERICK
STREET, LILYFIELD (BALUDARRI-BALMAIN WARD/BALMAIN
ELECTORATE/LEICHHARDT PAC)
Prepared By: Amir Falamarzi - Traffic Engineer
Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

That a 14m length 'P10minute 9am-9.30am, 2.30pm-3pm School Days' be approved outside of Emmerick Street Community Preschool at No.15 Emmerick Street, Lilyfield as shown on the signage plan.

STRATEGIC OBJECTIVE

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

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

Multiple requests have been received from the Emmerick Street Community Preschool regarding the lack of available on-street parking spaces outside the preschool during the pickup and drop off times. Site inspections indicate that there is a lack of short-term parking during peak times and it is recommended to install a 10-minute parking restriction on the east side of Emmerick Street outside preschool.

BACKGROUND

Council has received multiple concerns from the Emmerick Street Community Preschool regarding the lack of available on-street parking spaces outside the preschool during the pickup and drop off times.

The available parking in front of the Emmerick Street Community Preschool is shown in Figure 1, and is approximately 14.0m in length, which positioned between the driveway of No.15 Emmerick Street and the driveway of No.11A Emmerick Street. This length could accommodate two standard cars spaces or three small cars.

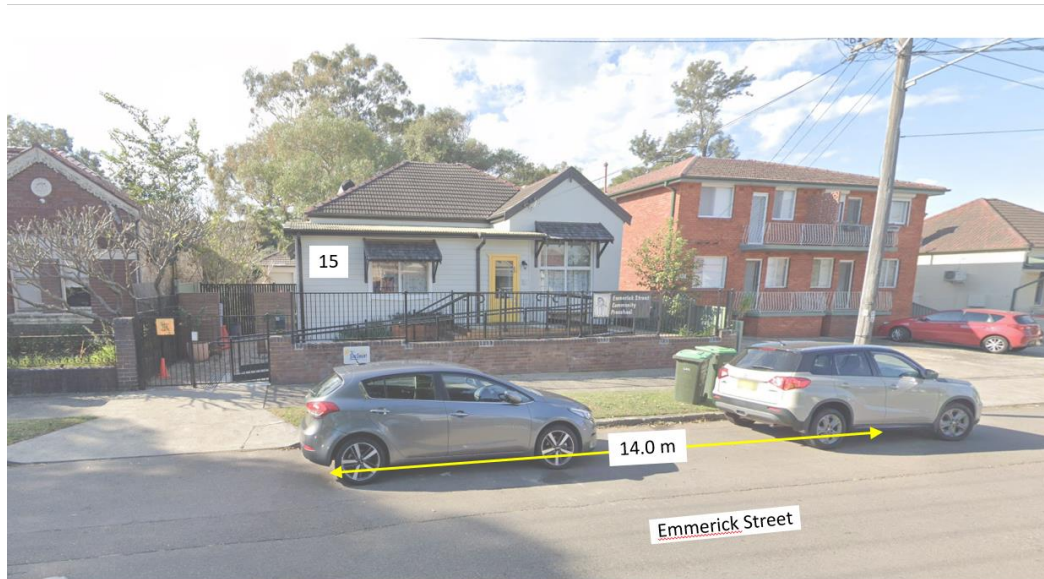


Figure 1: 15 Emmerick Street, Lilyfield

Site observations indicate that there is a lack of short-term parking during the preschool pick up drop off times which may result in illegal parking including parking on driveways or double parking.

DISCUSSION

To improve vehicle turnover and parking availability, it is proposed to install 14m length 'P10minute 9am-9.30am, 2.30pm-3pm School Days' adjacent to the Emmerick Street Community Preschool.

The proposal is shown in Figure 2:

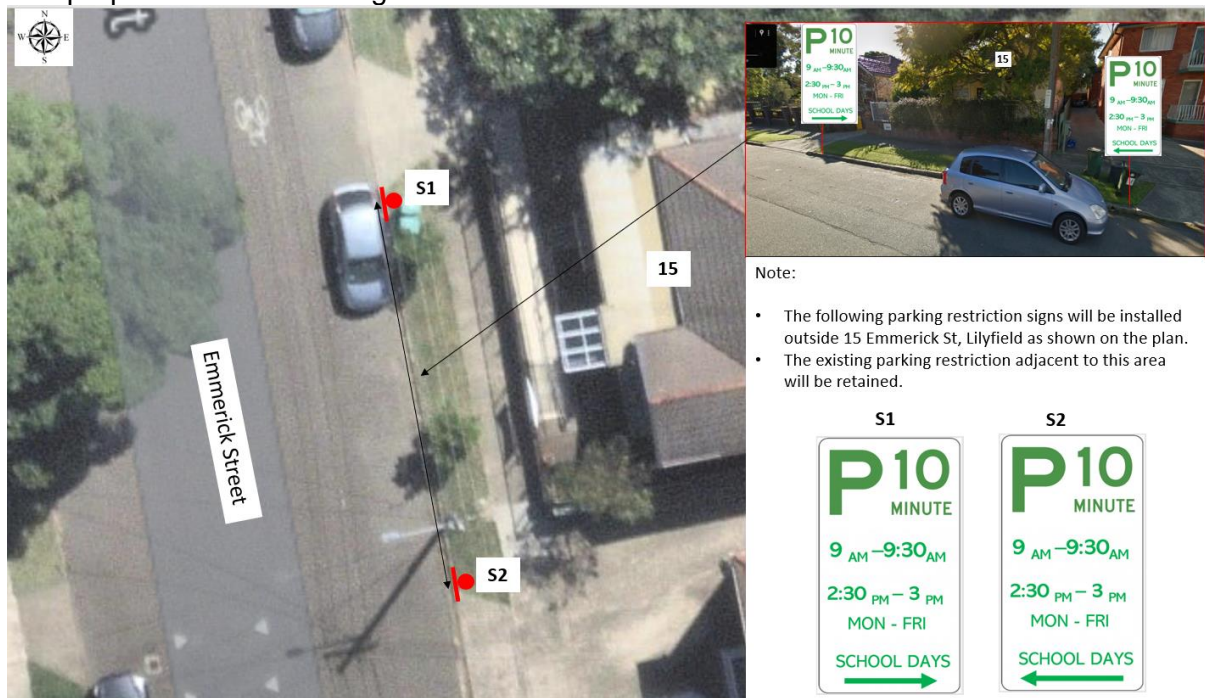


Figure 2: Parking restriction proposal outside 15 Emmerick Street, Lilyfield

PUBLIC CONSULTATION

Community consultation has been undertaken with all affected residents on Emmerick Street, Lilyfield regarding the proposed parking changes.

Three comments have been received, with three (3) expressing objections to the proposal and one (1) supporting the proposal. These comments, including officer's comments are summarised in Table 2 below.

Table 2: Comments raised by the residents and the responses

Residents' comments	Officer comments
The new proposal will not be effective as currently due to lack of parking enforcement, some parents park illegally such as parking across the driveway, parking on other's off-street parking spaces and double parking.	Council undertake proactive and reactive parking enforcement in many areas. If members of the public witness unsafe parking, please report the matter through Council's Customer Service.
Due to lack of allocated off-street parking space, the proposal will limit our access to available on-street parking spaces on Emmerick Street	Noted. The proposal impacts two (2) spaces in Emmerick Street and operates as unrestricted parking outside of the signposted hours.
It's not reasonable to have obscure time restrictions on those spots all of a sudden, given the preschool is an organisation that has existed without restrictions until now.	Noted. See above response.
If their parents need to drive there is a large number of spots available on Emmerick St, adjacent to the school.	On-street parking demand on Emmerick Street is high during the preschool pick up drop off times. The proposal can improve parking turnover outside the preschool and will reduce the likelihood of illegal parking including parking on others' driveways or double parking during the preschool pick up drop off times.
A condition of the original DA proposal for the preschool stated that they would have 2 off-street parking spots for drop-off/pick-up.	An examination of the DA consent indicates no conditions relating to an off-street drop off pick up space.
One of the preschool teachers parks across their driveway on an almost daily basis. If she didn't do this, it would free up another drop-off/pick-up spot.	Parking across driveway is illegal and can be enforced under the Road Rules.
It should be incumbent upon the preschool to educate the parents about the road/parking rules & make an effort to encourage the parents to do the right thing	Noted.
I'm not able to access my driveway due to illegal parking and have to parking in front of the preschool between 2:30 and 3pm. This will take more than 15 minutes and I'll be fined if the proposal is approved. My child and myself have disabilities and need to park on my own property.	Noted. See above response.

FINANCIAL IMPLICATIONS

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

ATTACHMENTS

Nil.

Item No: LTC0524(1) Item 6
Subject: REDMOND STREET, LEICHHARDT - PROPOSED NO STOPPING
 EXTENSION (BALUDARRI-BALMAIN WARD/BALMAIN
 ELECTORATE/LEICHHARDT PAC)
Prepared By: Jackie Ng - Graduate Traffic Engineer
Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

That the existing 'No Stopping' zone commencing from the southern property alignment of No.4 Redman Street, Leichhardt be extended from 6m to 10m as shown in Attachment 1.

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 the existing access issues in Redmond Street, Leichhardt adjacent to properties No.4 and No.5 Redmond Street with vehicles legally parked on both sides of the street. It is proposed to extend the 'No Stopping' restriction at the frontage of No.4 Redmond Street, Leichhardt from 6m to 10m to address this issue.

BACKGROUND AND DISCUSSION

Council has reviewed the on-street parking in Redmond Street, Leichhardt and surrounding streets. During the consultation undertaken as part of the review, concerns were received from residents of Redmond Street regarding the lack of vehicular passing width near No.4 and No.5 Redmond Street when vehicles are parked legally on both sides of the street.

The current signage configuration allows vehicles to legally park on the western side fronting No.6-8 Redmond Street and the eastern side fronting No.5 Redmond Street, creating inadequate road width for passing.

In February 2024, letters were distributed to residents and businesses proposing the extension of the existing Resident Parking Scheme in Redmond Street and Catherine Street. In conjunction, the letter also proposed the extension of the 'No Stopping' restriction near properties No.4 and No.5 Redmond Street.

A total of three (3) submissions were received in response to the 'No Stopping' extension proposal with (2) supporting the proposal and one (1) objecting the proposal.

The comments are summarized in the below table.

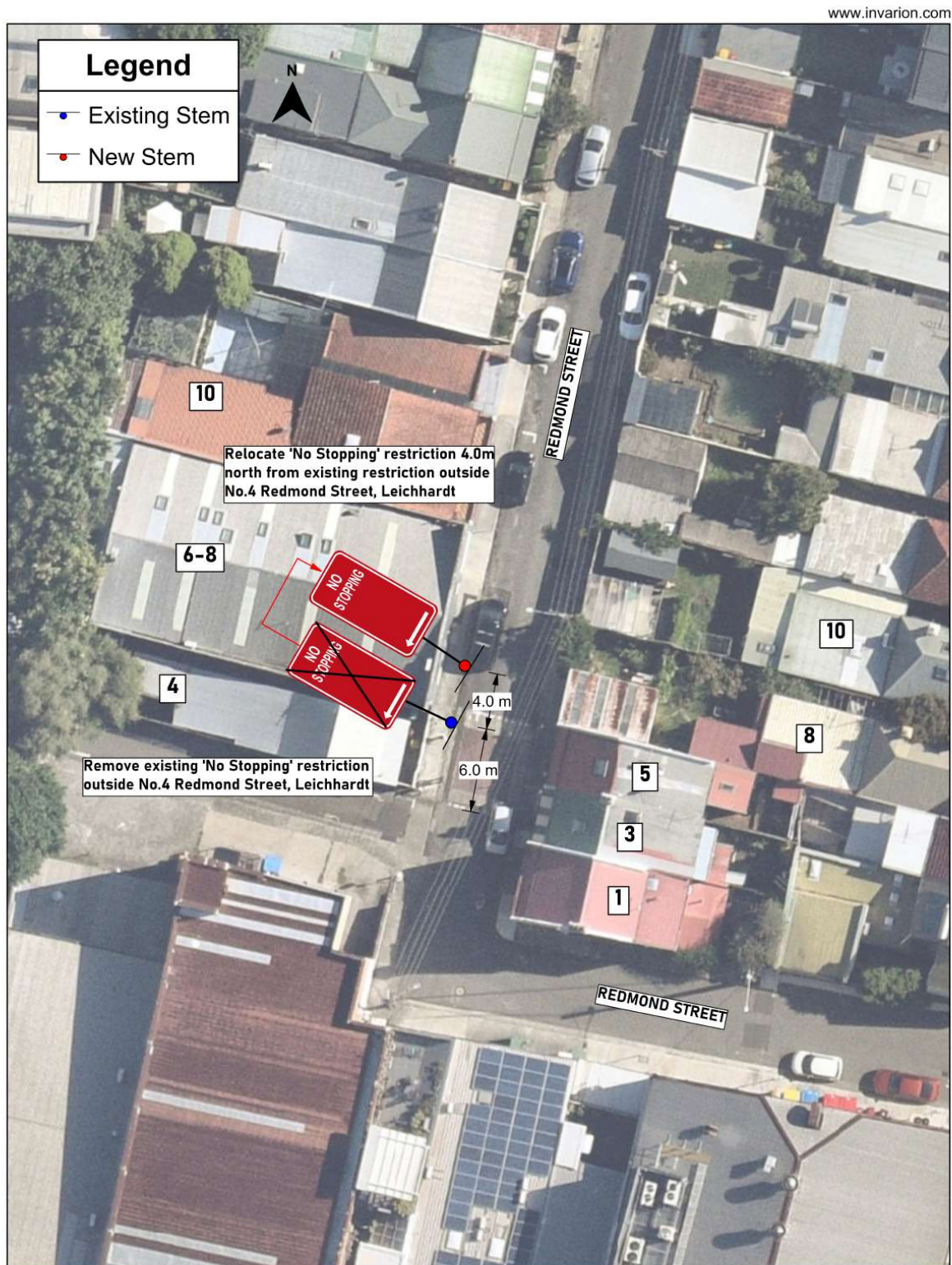
Resident Comments	Officer Comments
Parking in that location has always worked and through traffic needs to drive at a low speed. It does become difficult when a large van or truck parks there. Emergency vehicles and garbage trucks have always been able to navigate this small space and it does not make sense to remove these two parking spots.	The extension of the 'No Stopping' from 6m to 10m will only remove one parking space at the frontage of No.6-8 Redmond Street, Leichhardt. As per <i>Attachment 2</i> , a vehicle swept path assessment has been completed showing the inability of an 8.8m service vehicle being able to navigate the choke point when cars are parked on both sides of the street.
I believe the existing 'Resident Parking Scheme' at the frontage of 1-5 Redmond Street should be changed to a 'No Stopping' and have the 'No Stopping' in front of No.4 Redmond Street be converted to 'Resident Parking Scheme' as it provides a safer clearance.	Removing the current two (2) spaces in front of No.1-5 Redmond Street would result in the loss of two spaces as opposed to one space lost under the proposed changes.
This will not help with the bottle neck issue as the cars will still be able to be parked on both sides of the road. The parking sign outside of No.5 Redmond Street currently allows cars to park up and down the street.	The '2P' restriction outside 5 Redmond Street has historically been a single arrow pointing to the right and had mistakenly been replaced with a new double arrow sign. A work order has been issued to resolve this issue.

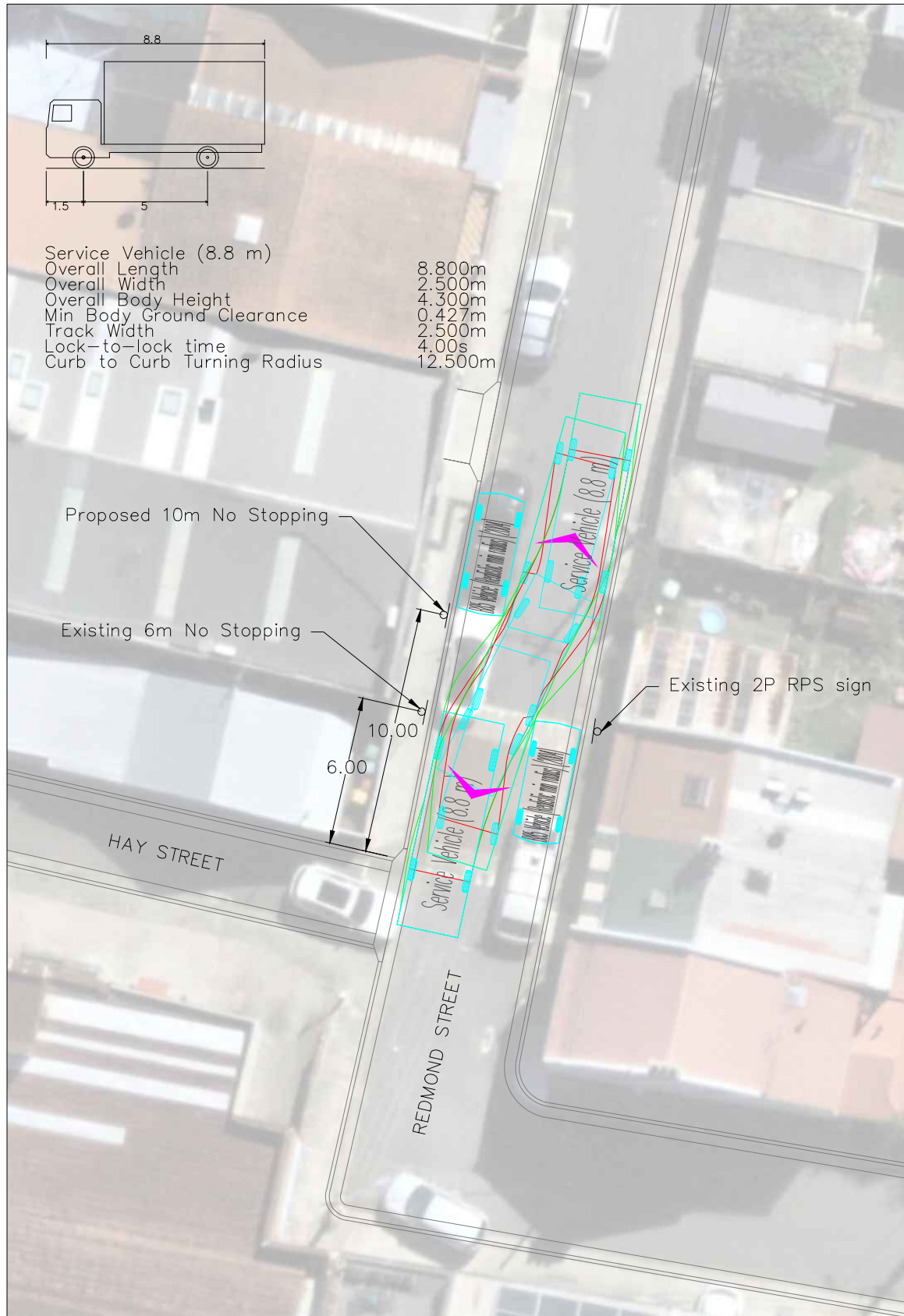
FINANCIAL IMPLICATIONS

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

ATTACHMENTS

1. [↓](#) Redmond Street, Leichhardt - Proposed No Stopping Extension - Plan
2. [↓](#) Redmond Street, Leichhardt - Swept Path Analysis





Item No: LTC0524(1) Item 7

Subject: TERRACE LANE, DULWICH HILL - PROPOSED INSTALLATION OF A 14M LENGTH OF 'NO PARKING' RESTRICTIONS WESTERN SIDE OPPOSITE THE FENCE AND GATE TO 40 TERRACE ROAD (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 installation of a 14-metre length of 'No Parking' restrictions on the western side of Terrace Lane, Dulwich Hill between Garnet Lane and Myra Lane opposite the fence and gate to 40 Terrace Road, be **APPROVED** to provide clear vehicular access to the residents' off-street car parking spaces.

STRATEGIC OBJECTIVE

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

2: Liveable, connected neighbourhoods and transport

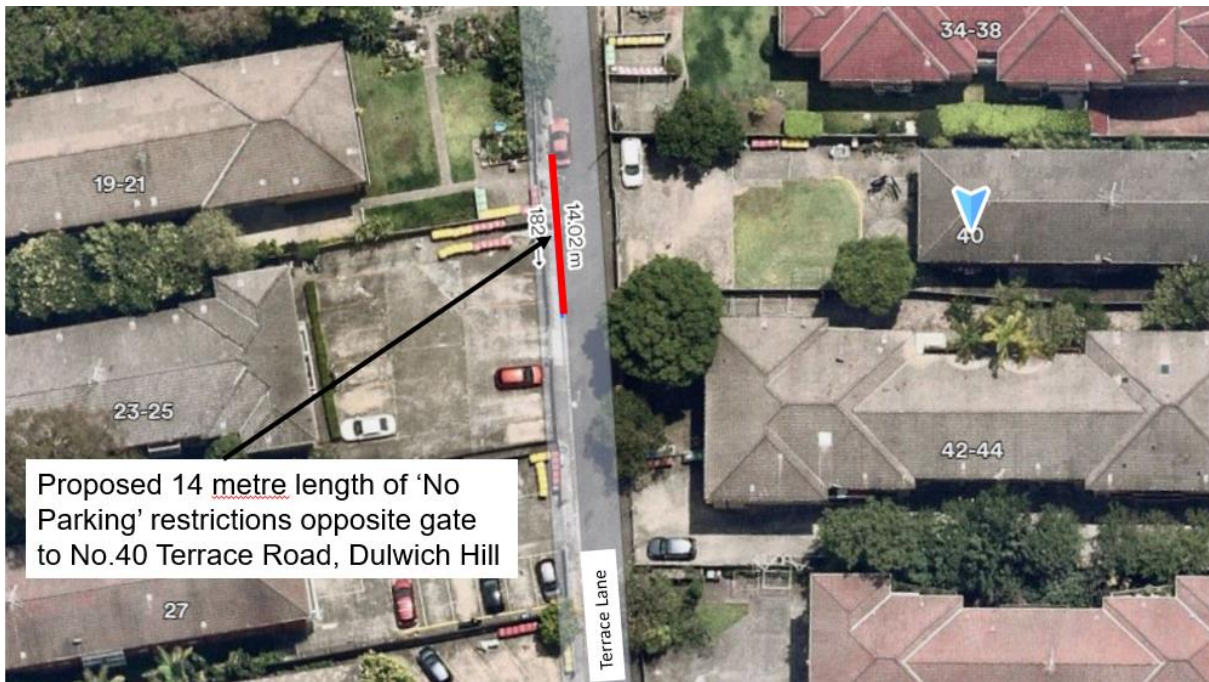
EXECUTIVE SUMMARY

A request has been received from residents in Terrace Road, Dulwich Hill for the installation of 'No Parking' restrictions on the western side of Terrace Lane opposite their access gate to improve vehicular access to their off-street parking spaces at the rear of their property. Surrounding residents have been notified of the proposal to install a 14-metre length of 'No Parking' restrictions on the western side of Terrace Lane, Dulwich Hill between Garnet Lane and Myra Lane opposite the fence and access gate to No.40 Terrace Road. This report details the results of that consultation. It is recommended that the proposal be approved.

BACKGROUND

Council Officers have been advised that vehicles are regularly parked opposite the access gate to No.40 Terrace Road in Terrace Lane, which makes it difficult to enter and exit their off-street car parking spaces. In order to alleviate this issue Council is proposing to install 'No Parking' restrictions opposite their access gate for a 14m length along the western side of Terrace Lane. Please refer to the diagram below.

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



DISCUSSION

Terrace Lane is a narrow and relatively long laneway that carries a low vehicle volume and is predominantly used by local residents to access properties that back onto the laneway. Currently the laneway between Garnet Lane and Myra Lane, Dulwich Hill is unrestricted parking on both sides.

Site observations were undertaken, and observations confirmed that at times vehicles were parked within the laneway minimising the passing space for all other vehicles. Resident feedback also highlighted issues with Council's Waste Service trucks having difficulty due to parked cars in the laneway.



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

FINANCIAL IMPLICATIONS

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

PUBLIC CONSULTATION

Council Rangers were contacted in relation to the issue of vehicles parking opposite the access gate of No.40 Terrace Road in Terrace Lane and their response was that for Parking Services to be able to patrol this location they would need signage as there is no offence to book for.

A notification letter was hand delivered on 14 March 2024 to owners and occupiers of the surrounding residential complexes in Terrace Road and Myra Road, Dulwich Hill regarding the proposal to install a 14-metre length of 'No Parking' restrictions on the western side of Terrace Lane, Dulwich Hill between Garnet Lane and Myra Lane opposite the fence and access gate to No.40 Terrace Road. The closing date for submissions ended on 5 April 2024. 73 letters were distributed.

Resident Survey findings

A total of six (6) responses were received from residents. All were in support of the proposal. Other concerns were raised in relation to dumped rubbish and access for Council's Waste Services vehicles. Two of the residents advocated for 'No Parking' restrictions along the entire western side of Terrace Lane.

CONCLUSION

In order to provide clear vehicular access to residents off-street car parking spaces, it is recommended that the full-time 'No Parking' zone as proposed be installed on the western side of Terrace Lane opposite the fence and access gate to 40 Terrace Road. Refer to diagram below.



ATTACHMENTS

Nil.

Item No: LTC0524(1) Item 8

Subject: PROPOSED PEDESTRIAN (ZEBRA) CROSSING AND RELOCATION OF BUS STOP IN VICTORIA STREET, MID-BLOCK BETWEEN CLISSOLD STREET AND SEAVIEW STREET, ASHFIELD.
(DJARRAWUNANG-ASHFIELD WARD/SUMMER HILL ELECTORATE/BURWOOD PAC)

Prepared By: Boris Muha - Traffic Engineer

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

1. That the detailed design plan (10274 sheets 1 and 2 of 2) for the proposed new raised pedestrian (zebra) crossing with re-built kerb extensions and associated signs and line marking outside premises No.126 Victoria Street, and the relocation and construction of a new in lane Bus Stop platform (full-bus length) outside premises No. 128 as shown in *Attachment 1* be approved,
2. That 10-12 metres of BB centreline marking be placed on the approaches to the pedestrian (zebra) crossing, and
3. That 'AGED' signage be placed under the crossing leg signs of the proposed pedestrian (zebra) crossing.

STRATEGIC OBJECTIVE

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

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

Council at its meetings on the 18 March 2024 approved in principle, subject to detailed design, a series of proposed pedestrian (zebra) crossings and kerb extension treatments (under concept) for improved pedestrian and road safety around and near to the Cardinal Freeman (Retirement) Village, Ashfield.

This report focuses on the prepared detailed design plan of one of the proposed treatments, i.e. install a new raised pedestrian (zebra) crossing with re-built kerb extensions and associated signs and line marking outside premises No.126 Victoria Street, and relocate and construct a new in lane Bus Stop platform (full-bus length) outside premises No. 128 Victoria Street. This treatment will be programmed and prioritised to be constructed following approval.

BACKGROUND

The Cardinal Freeman Village (currently known as Levande Cardinal Freeman) is bounded by Clissold Street to the north, Victoria Street to the east, Seaview Street to the south and Queen Street to the west.

The village caters to an independent living lifestyle however as the average age is over 82 years there are a significant number of residents with mobility issues that hinder their ability to move around freely.

Many of the elderly residents are capable, and desire to walk to and from various destinations outside of the village, and/or take other forms of public transportation (e.g. bus and train) to travel to other parts of Sydney.

This has prompted a general request from the residents to improve pedestrian safety around the village to enable them to walk various desired destinations and take public transport within the area.

Other Aged care facilities such as the Ashfield Baptist Homes, Bethal Nursing Homes, Ashfield Terrace Care Community, and other community facilities are also located adjacent or near to the Cardinal Freeman Village.

The proposed treatment in this report received a major (80% rate) support under a general community engagement consultation conducted in October 2023. The facility is viewed in benefit and supported by the community at large, and not only for the elderly of the Cardinal Freeman Village.

DISCUSSION

The following information is provided in discussion.



Figure 1. Locality Plan

Street Name (Plan Location 1)	Victoria Street (midblock between Clissold Street and Seaview Street)
Carriageway width (m) kerb to kerb	Approx 12.8m
Carriageway type	Two-way, one travel lane each direction.
Classification	Local
Speed Limit km/h	50
85 th percentile speed km/h	50.1

Vehicles per day (vpd)	2530
Available TfNSW recorded crash history Last 5 years (2018- 2023)	1x 2019, RUM 93, o/s No. 118 Victoria Street, parked vehicle (north) runaway into object, non-casualty (towaway) 1 x 2023, RUM 31, o/s No. 137 Victoria Street driveway entrance, Left rear, both vehicles travelled in north direction, moderate injury
Parking arrangements	Unrestricted parking both sides
Side streets	Clissold Street & Seaview Street

Table 1. Road Network detail.

The Plan

The following works are proposed and are illustrated on the attached plan.

In front of 126 Victoria Street, Ashfield (Plan No. 10274 sheet 1):

- Construct a new raised concrete pedestrian crossing with new landscaped kerb blister islands to replace the existing “in-lane” bus stop platform at the same location (where shown on plan);
- Construct gutter bridges with heel safe grating to provide safe access over new kerb and gutter to the new raised pedestrian crossing (where required);
- Reconstruct concrete kerb, gutter and footpath on both sides of the proposed pedestrian crossing;
- Reinstate and resurface some of the existing roadway with new asphalt adjacent to the new raised pedestrian crossing (subject to final funding allocations);
- Provide 3 new ‘No Stopping’ signages to new locations (where shown on plan);
- Install associated pavement line markings and signages as required;

In front of 128 Victoria Street, Ashfield (Plan No. 10274 sheet 2):

- Construct a new concrete “in-lane” bus stop platform with associated tactile, seating and handrails (where shown on plan);
- Construct gutter bridges with heel safe grating to provide safe access over new kerb and gutter to the new “in-lane” bus stop platform (where required);
- Remove existing grass verge and construct new concrete ramps for safe access to the new concrete “in-lane” bus stop platform (where shown on plan);
- Reinstate and resurface some of the existing roadway with new asphalt adjacent to the new “in-lane” bus stop platform (subject to final funding allocations);
- Install associated pavement line markings and signages as required;

Parking Changes

This proposal will result in the loss of 4 on-street parking space. Some street parking will also be affected temporarily to facilitate the construction activities during construction.

Streetlighting

The existing street lighting at the location for the proposed new raised pedestrian crossing is deemed inadequate. Therefore, 2 new floodlights are proposed to be included as part of the works.

Further information

The new pedestrian (zebra) crossing with re-built landscaped blister islands (or kerb extension-built outs) is proposed at the location where the current ‘in-lane’ Bus Stop platform exits. Kerb extensions are also currently incorporated in this area for pedestrians to cross-over Victoria Street at a shorter distance.

The Bus stop must be relocated because of the new pedestrian (zebra) crossing with re-built kerb extension going in at this location. The Bus Stop, under platformed construction is moved further south.

2 parking spaces are required to be removed to comply with Transport for NSW directorate/guidelines for sight view clearance in approach and departure of the crossing.

2 parking spaces are further required to be removed to accommodate the new outreach 'in-lane' Bus Stop platform. The short span distance between the palm trees prohibits buses from pulling up safely close to the kerb. The platform also allows for the safe boarding and disembarkment of passengers particularly those of mobility impairment. Bus safety conditions for new platforms require passengers to dis-embarkment from both doorways of the bus in the case of emergency.

It is also recommended that short length 10-12 metre BB centre lines be placed on the approaches to the pedestrian (zebra) crossing to control traffic movement on the correct side of road through the crossing.

Furthermore, supplementary 'AGED' signage could be placed under the crossing leg signage at the crossing to advise motorists of elderly pedestrians utilising the crossing. This request was made under resident consultation.

FINANCIAL IMPLICATIONS

The project is listed on Council's Traffic Facilities Capital Works budget for works to be carried out in 2024/2025. The work is estimated to be around \$172,000. Council has applied for external grant funding for this project.

CONSULTATION

A letter outlining the proposal was mailed out to 14 properties (49 letters) in Victoria Street, Ashfield, between Clissold Street and Seaview Street requesting residents' views regarding the proposal. (see also map of consultation area Figure 3).

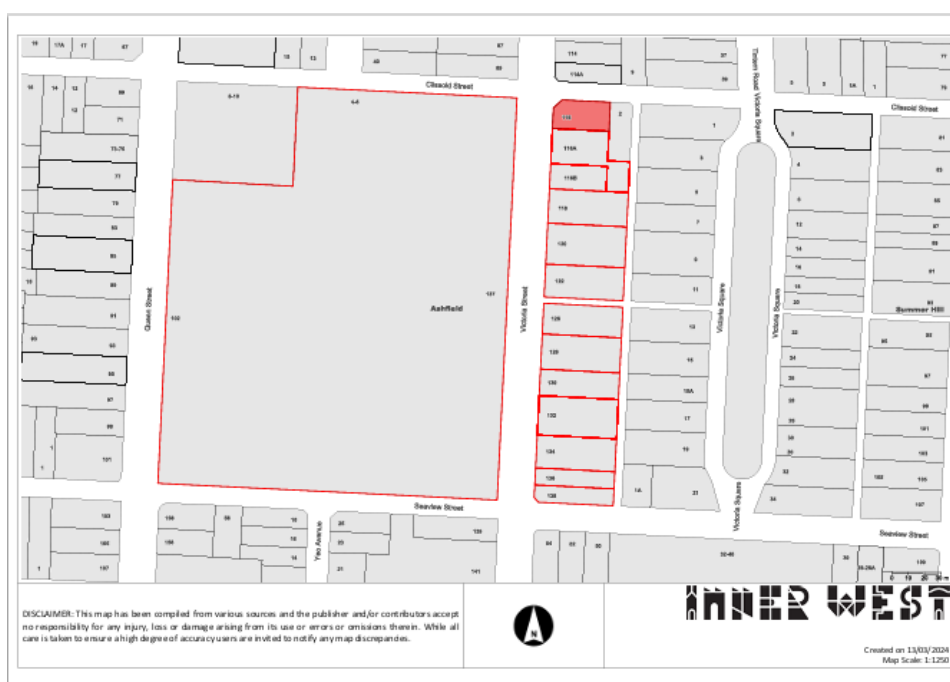


Figure 3. Map on Consultation Area

Council officers also convened a presentation session on the 2 May 2024 at the Cardinal Freeman Village outlining the proposal to the residents of the Village.

One (1) response was received from a street resident (on behalf of Victoria Street residents) in objection to the Bus Stop. Three (3) residents of the village responded under submission in support of the proposal with one making concern as to why the crossing needs to be raised.

12 elderly residents of the village who attended the presentation session and who provided comments on the proposal on the day were wholly in support with or without certain concerns.

One (1) response was submitted under email by a visually impaired resident of the village raising various concerns mainly in the ability to cross over at the new pedestrian (zebra) crossing as proposed.

The main concerns raised by the residents are outlined below in the table.

Residents Comments	Officers Response
<p>Submission by resident (on behalf of Victoria Street residents) do not want the Bus Stop.</p> <ul style="list-style-type: none"> Resident believes existing bus stop is inefficient, waste of time, resources and ratepayer funds and he raises concerns of Council's priorities and abilities regarding the proposal of the new proposed bus stop. Resident asks for reason on why the existing bus stop is being relocated. Resident notes that the current bus stop has minimal patronage of only school age children and senior citizens do not frequent the public bus service as they have Cardinal Freeman Village private bus service. Resident raises concern regarding floodlighting for the proposed raised pedestrian crossing and he believes lighting from nearby village is sufficient. Elderly residents from properties in front of the new bus stop will have no close/easy access from their car (or ambulance) to their gate and the loss of parking is a major concern. 	<ul style="list-style-type: none"> <u>Concern for reason for changes and Cost.</u> <p>The current treatment has been in place since 2019 and was designed to amalgamate a bus stop over the kerb blister islands built for pedestrians to cross over at a short distance.</p> <p>The new proposal involves a raised pedestrian (zebra) crossing with re-built kerb blisters under a scheme to improving pedestrian and road safety around the Cardinal Freeman Village.</p> <p>Bus stops cannot be placed over a pedestrian crossing. The bus stop will be moved forward in nearest vicinity to the crossing (not impeding to any driveways) and a platform built out to provide an 'in-lane' bus stop. The bus stop platform extends in length (under current Transit System's requirements for platforms) to cover both doors for emergency disembarkment.</p> <p>Funding for this crossing and bus stop will be applied externally under the Transport for NSW (TfNSW) 'NSW Get Active' or Road Safety program rather than Council's general Traffic Facility funding as a pedestrian link to bus stops and other destinations in the locality, including the transport facilitation of the bus stop.</p> <u>Concern of patronage for the new proposal</u> <p>The bus service route 406 is a major part time service. The proposed bus stop platform, including the existing one on the western side are required and appropriately cater for the needs of the residents of the Cardinal Freeman Village and the community at large. Council supports the use of public transport as it provides a community service regardless of its frequency.</p> <u>Concern of lighting for the new proposal</u> <p>The proposed new raised pedestrian crossing requires to be illuminated with the standard level of lighting in compliance with Australian Standards. Existing lighting from the multi-level buildings is not sufficient to meet this condition so two additional luminaires will need to be provided as part of the new</p>

	<p>crossing.</p> <ul style="list-style-type: none"> • <u>Concern of parking for the new proposal</u> <p>It is acknowledged that any new pedestrian crossing or traffic calming device will result in a loss of parking. Crossings require clearance for sight view of pedestrians and traffic in accordance with TfNSW guidelines or technical directions.</p> <p>Placing the crossing at the current location of existing crossover facility minimises the loss of parking spots to 2 instead of 4 due to the locations of existing driveways on the north side. The proposed new location for the bus stop platform also requires the occupation of 2 parking spaces.</p> <p>It is known that the residence No.128 has off-street parking from the rear lane. An ambulance in the case of emergency may elect to park alongside the new bus stop platform, allowing patients to be moved with ease onto the ambulance over the platform.</p> <p>Council at its meeting on 18 March 2024 (through recommendation of its Local Traffic Committee on 11 December 2023) approved in principle the proposal (under concept subject to detailed design) and general majority support was provided through community engagement. The detailed design is devised around the concept plan, displaying the location of the raised pedestrian crossing with relocated bus stop platform, and identifying 4 parking spaces to be removed.</p>
Village residents generally believe this proposal will greatly improve safety and amenity for residents of the area and bus users.	Noted
<p><u>Main concerns/comments as raised by Village residents.</u></p> <ul style="list-style-type: none"> • Residents generally feels safer with new treatment proposal. • STOP sign is requested near Harland Street (instead of 'Give Way') due to dangerous driving. • Ground Tactile Surface Indicators alone, do not assist the vision impaired; A change in grade is required so that Guide Dogs can identify ped crossing on approach. • Residents are concerned for visually impaired resident and hope that changes to grade can be made to assist her. • Tactiles are slippery and a trip hazard (as the tactiles age). • Residents view this treatment as urgent and believe it should be prioritised. • The vast cost of the proposal was acknowledged several times and appreciation was offered to Council and its staff. • Pavement needs repair/ upgrade (on Victoria St) 	<ul style="list-style-type: none"> • Noted • The request for a STOP control in lieu of exiting Give-way at the intersection of Harland Street and Victoria Street will be examined and considered separately, as this does not form part of the Scope of Works to this project. • The pedestrian (zebra) crossing will have some slope deviation leading from the footpath, over the kerb blister path onto the raised crossing. However, owing to further concerns to this, Council will organise a workshop with relevant visually and mobility impaired organisations to consider on appropriate construction detail for crossings. This report only entails to approve the type and location of the devices. • External funding is being sought with aim to get this facility constructed under priority by early 2024/2025. • A request will be made to investigate non-slip type tactiles. Upon age and wear, residents can request investigation of the condition of the tactiles over time, and if required, the tactiles could be replaced under maintenance. • General pavement conditions along Victoria will be referred to Council's Assets Group to investigate.

<p><u>Concerns raised by visually impaired resident.</u></p> <ul style="list-style-type: none"> • Most guide dogs can only identify a pedestrian crossing by graded slope from footpath to road surface. • Kerb ramps remain the most familiar physical feature for blind/low vision pedestrians to detect the edge of the roadway. • It is important that kerb ramps/slopes or similar aids on opposite sides of the street line -up in the direction of travel. • Flush crossings deprive blind/low vision pedestrian of vital road safety and orientation, navigation and wayfinding clues, resulting in potentially getting disorientated and lost, which is also a safety concern. • Suggests prioritization of this crossing to improve pedestrian safety. • Request for graded slope from footpath to road surface or alternatively, a curvature integrated as a foothold either side of a flush surface design. • Tactile ground surface indicators (TGSIs) should not be used in isolation but in association with kerb ramps or graded slope to assist recognition of a pedestrian crossing. • Well-designed and located compliant kerb ramps or slopes or a side-by-side curvature should be able to meet the road crossing needs of all pedestrian groups. • Aged sign should be installed both sides of the pedestrian crossing advising drivers approaching from either direction. • Lower speed limit to 40 km /h. 	<p>Noted.</p> <ul style="list-style-type: none"> • Most of the concerns raised are construction detail related. Council will organise a workshop with relevant visually and mobility impaired organisations to consider appropriate path measures over pedestrian (zebra) crossings. Changes in grade are generally dictated by the geometry of the street environment. • Flush crossings unfortunately are provided where road and drainage constraints, footpath width, and the inability to provide kerb extensions prevents any opportunity to apply slope deviation over the crossing. Alternate treatment is provided in this case with tactiles placed 600mm deep to alert in the presence of a crossing. • 'PEDESTRIAN' and 'AGED' warning signs will be considered to be placed on entry areas to the Village along Victoria Street, i.e. south of Seaview Steet and north of Clissold Street. It will be further recommended under this report to install 'AGED' signs under the 'crossing leg' signs at the proposed (zebra) crossing. • Council is seeking Transport for NSW approval to lower the speed limit on its local roads from 50 to 40km/h.
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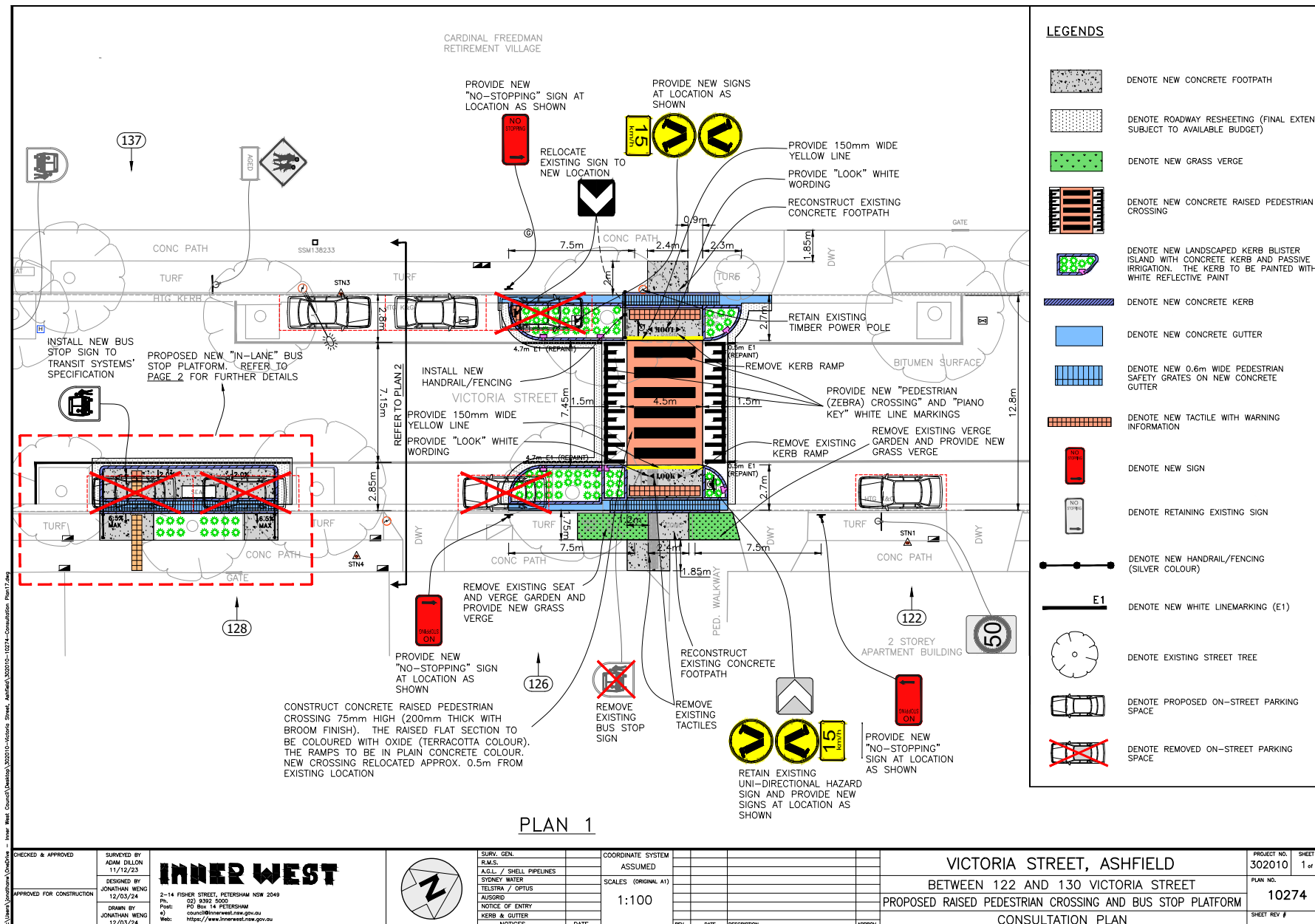
CONCLUSION

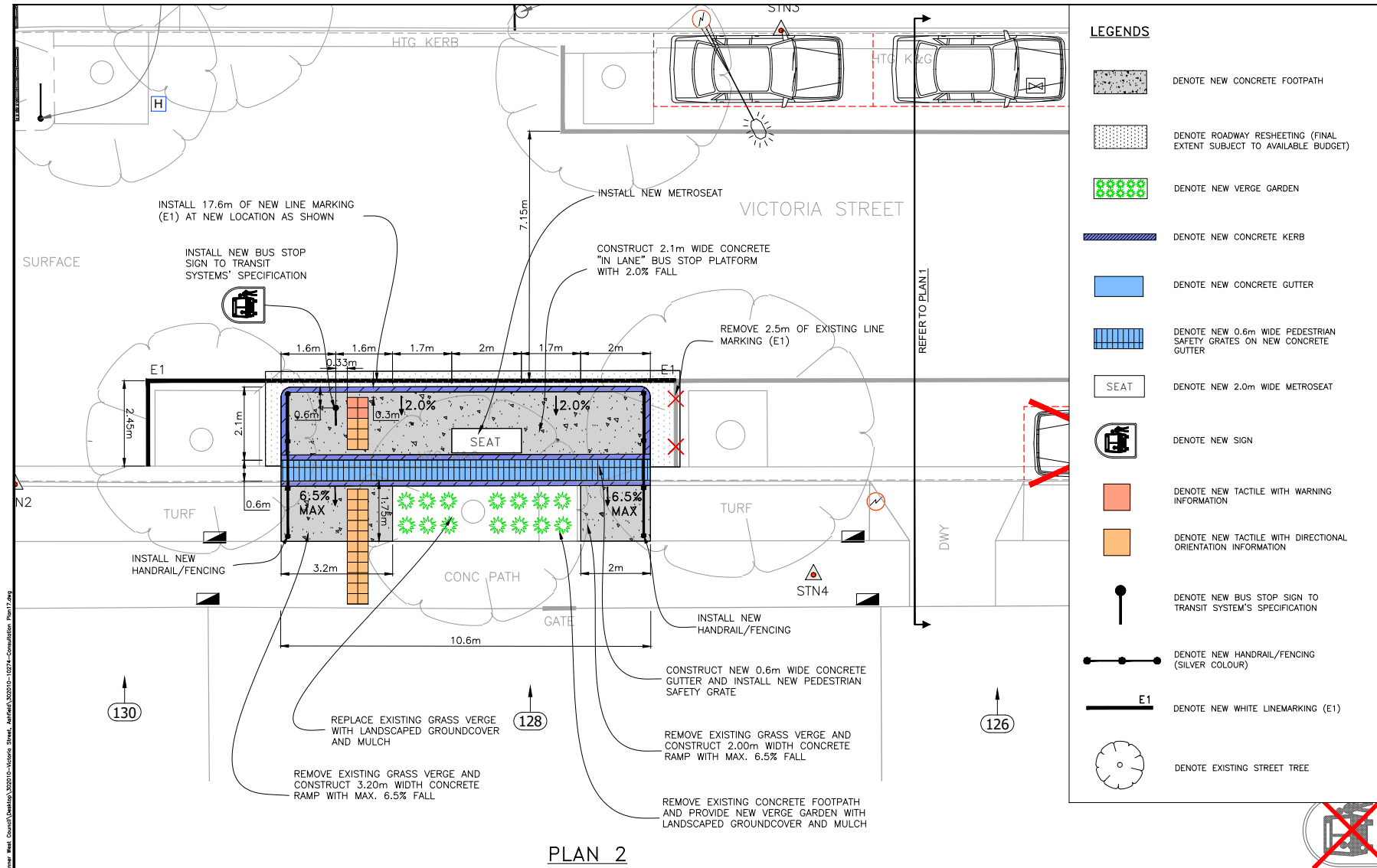
It is recommended that the detailed design plan (10274 sheets 1 and 2 of 2) for the proposed new raised pedestrian (zebra) crossing with re-built kerb extensions and associated signs and line marking outside premises No.126 Victoria Street, and the relocation and construction of a new in lane Bus Stop platform (full-bus length) outside premises No. 128 as shown in *Attachment 1* be approved.

In addition, and in amendment of the plan that 10-12 metres of BB centre line marking be placed on the approaches to the pedestrian (zebra) crossing, and 'AGED' signs be placed under the crossing leg signs of the proposed pedestrian (zebra) crossing.

ATTACHMENTS

1. [↓](#) Detail design plan- Proposed pedestrian (zebra) crossing and relocation of Bus Stop in Victoria Street, Ashfield.





CHECKED & APPROVED		SURVEYED BY ADAM DILLON 11/12/23		SURV. GEN. R.M.S. TADL / SHEL PIPELINES SYDNEY WATER TELSTRA / OPTUS AUSGRID		COORDINATE SYSTEM ASSUMED		VICTORIA STREET, ASHFIELD		PROJECT NO. 302010	SHEET NO. 2 of 2
APPROVED FOR CONSTRUCTION		DESIGNED BY JONATHAN WENG 12/03/24		2-14 FISHER STREET, PETERSHAM NSW 2049 Ph: (02) 8392 5000 Fax: (02) 8392 5001 Email: council@innerwest.nsw.gov.au Web: https://www.innerwest.nsw.gov.au		SCALES (ORIGINAL A1) 1:50		BETWEEN 122 AND 130 VICTORIA STREET		PLAN NO. 10274	
		DRAWN BY JONATHAN WENG 12/03/24		NOTICE OF ENTRY KERB & GUTTER NOTICES		DATE		PROPOSED RAISED PEDESTRIAN CROSSING AND BUS STOP PLATFORM		SHEET REV #	
								CONSULTATION PLAN			

Item No: LTC0524(1) Item 9

Subject: PROPOSED PEDESTRIAN (ZEBRA) CROSSINGS IN SEAVIEW STREET AND NEW KERB EXTENSION FACILITES AT THE INTERSECTION OF VICTORIA STREET AND SEAVIEW STREET, ASHFIELD. (DJARRAWUNANG-ASHFIELD WARD/SUMMER HILL ELECTORATE/BURWOOD PAC)

Prepared By: Boris Muha - Traffic Engineer

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

That the detailed design plan (10282) to install a new raised pedestrian (zebra) crossing in Seaview Street, west of Victoria Street, and provide landscaped blister islands (kerb extension build-outs) to all corners of Victoria Street and bring out the 'STOP' lines from both ends of Seaview Street, together with associated signs and line marking as shown in *Attachment 1*, 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

Council at its meetings on the 18 March 2024 approved in principle, subject to detailed design, a series of proposed pedestrian (zebra) crossings and kerb extension treatments (under concept) for improved pedestrian and road safety around and near to the Cardinal Freeman (Retirement) Village, Ashfield.

This report focuses on the prepared design plan of one of the proposed treatments, i.e. install a new raised pedestrian (zebra) crossing in Seaview Street, west of Victoria Street, and provide landscaped blister islands (kerb extension build-outs) to all corners of Victoria Street and bring out the 'STOP' lines from both ends of Seaview Street. This work is programmed and envisaged to be constructed in the 2024/2025 financial year, subject to funding.

BACKGROUND

The Cardinal Freeman Village (currently known as Levande Cardinal Freeman) is bounded by Clissold Street to the north, Victoria Street to the east, Seaview Street to the south and Queen Street to the west.

The village caters to an independent living lifestyle however as the average age is over 82 years there are a significant number of residents with mobility issues that hinder their ability to move around freely.

Many of the elderly residents are capable, and desire to walk to and from various destinations outside of the village, and/or take other forms of public transportation (e.g. bus and train) to travel to other parts of Sydney.

This has prompted a general request from the elderly residents to improve pedestrian safety around the village to enable them to walk to various desired destinations and take public transport within the area.

Other Aged care facilities such as the Ashfield Baptist Homes, Bethal Nursing Homes, Ashfield Terrace Care Community, and other community facilities are also located adjacent or near to the Cardinal Freeman Village.

The proposed treatment in this report received high support (86% rate) under a general community engagement consultation conducted through Council's 'Have Your Say' back in October 2023. The facility is viewed in benefit and supported by the community at large, and not only for the elderly of the Cardinal Freeman Village.

DISCUSSION

The following information is provided in discussion.

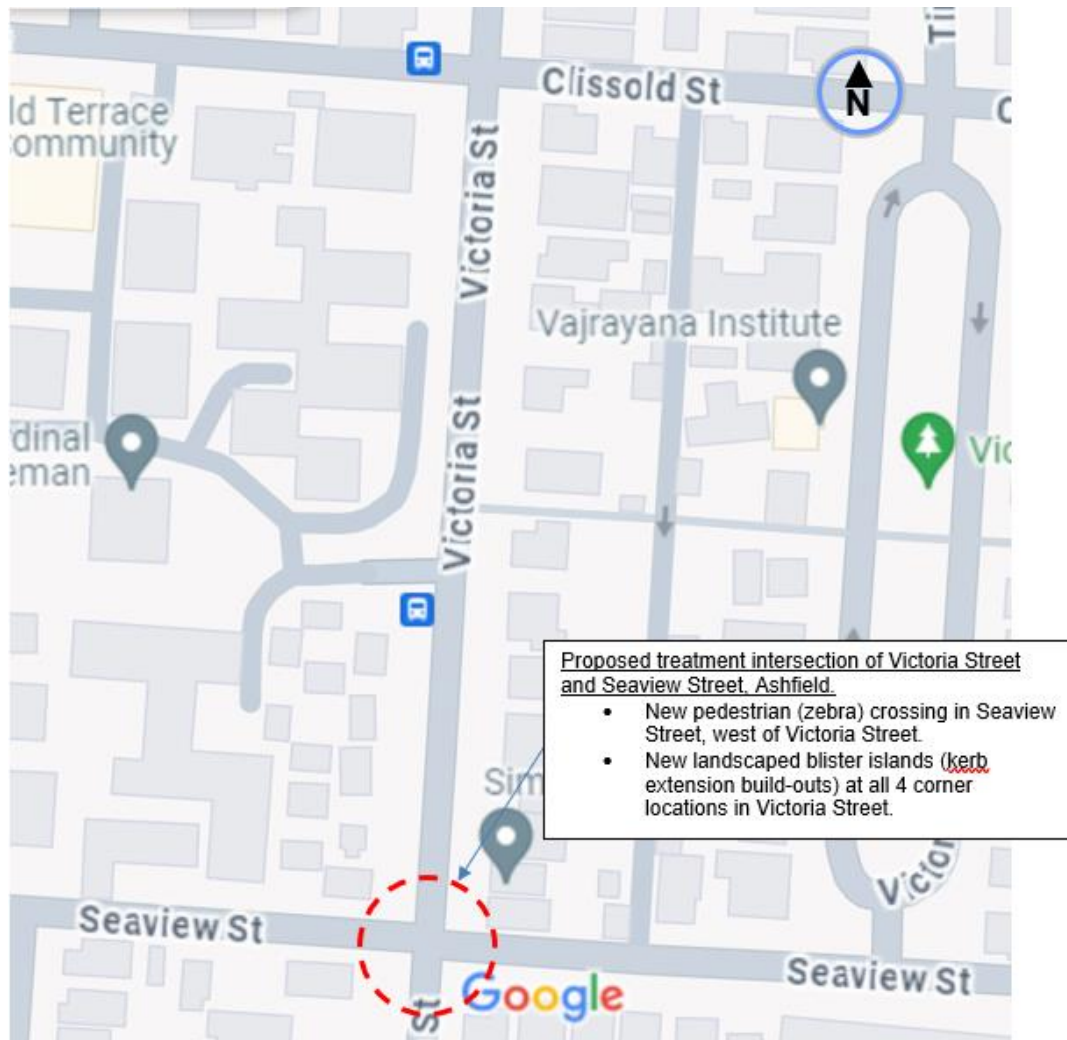


Figure 1. Locality Plan

Street Name	Victoria Street (at intersection to Seaview Street)
Carriageway width (m) kerb to kerb	Approx. 12.8m
Carriageway type	Two-way, one travel lane each direction.
Classification	Local
Speed Limit km/h	50
85 th percentile speed km/h	--
Vehicles per day (vpd)	Approx. 2530 to the north.
Available TfNSW recorded crash history Last 5 years (2018- 2023)	(1) X 2021, at intersection , RUM 6, vehicle heading west impacted with pedestrian on footpath. Serious injury. (2) X 2018, at intersection, RUM 10, cross traffic, vehicles traveling in east and south directions-minor/other injury.
Parking arrangements	Unrestricted parking both sides, 'No Stopping' to corners of intersection
Side street (nearest)	Seaview Street

Table 1. Road Network detail

The Plan

The following works are proposed and are illustrated on the attached plan in *Attachment 1*.

Victoria Street (at Seaview Street), Ashfield (Plan No. 10282):

- Construct four (4) new landscaped kerb blister islands with integrated footpaths and kerb ramps to improve pedestrian points & safety whilst slowing traffic approaching the intersection;
- Construct a new concrete raised pedestrian crossing. The new pedestrian crossing will be of terracotta coloured concrete finish (flat top area only);
- Reconstruct sections of damaged concrete footpath with new concrete footpath
- Reconstruct some damaged concrete kerb & gutter with new kerb & gutter;
- Provide new line marking at the Seaview Street intersection (extending into Victoria Street) to improve sight lines for motorists (refer to Plans);
- Adjust existing 'No Stopping' signs and zones in Seaview Street to improve vehicle access into/out of the Street and comply with current pedestrian crossing standards;
- Resurface the road pavement with new asphalt (where shown on Plans). Extent of resurfacing will be subject to final budget allocations;
- Install associated signage associated with the works as required and where shown on Plans;
- Repaint existing road pavement markings as required after completion of the works.

Parking Changes

The proposal will require an adjustment to some of the existing on-street parking arrangements. It is proposed to adjust the existing 'No Stopping' signage and zones in Seaview Street to accommodate the new raised pedestrian crossing & provide the required safe vehicular access into and out of Seaview Street.

This adjustment will result the loss of six (6) existing on-street parking spaces in Seaview Street. Please refer to the attached plans.

Streetlighting

The new raised pedestrian crossing will require new flood lighting to be provided in order for it to comply with current standards. This will involve the provision of at least 1 floodlight (on a new power pole) typical of other locations with pedestrian crossings. At this stage, this design is not complete and will be undertaken by a specialist lighting consultant at a later stage.

Further information

The following is further advised:

- The pedestrian (zebra) crossing in Seaview Street has no accompanying kerb extensions owing to the narrow width of the road with 2-way traffic needing to be maintained.
- The kerb blister islands, or kerb extension build outs with compliant pram ramps assist pedestrians to cross-over Victoria Street over a shorter distance, whilst being refuted by the islands.
- The alignment of the kerb blister islands assists to bring out the STOP lines in Seaview Street to improve the sight view of traffic.
- The kerb blister islands are widened out as far possible to provide a narrowing channel for 2-way traffic in Victoria Street in attempt to control speed through the intersection. Associated and extended edge line marking in Victoria Street assists to guide and control traffic movement though and around the intersection.
- Buses turn right out from Seaview Street into Victoria Street and turn left from Victoria Street into Seaview Street. Garbage and Bus turning paths are provided in *Annexure 2*.

FINANCIAL IMPLICATIONS

The project is listed on Council's Traffic Facilities Capital Works budget for works to be carried out in 2024/2025, subject to funding. The work is estimated to be around \$124,000. Council has applied for external funding for this project under the Get Active NSW/Road Safety Program.

CONSULTATION

A letter outlining the proposal was mailed out to 13 properties (33 letters) around the intersection of Victoria Street and Seaview Street requesting residents' views regarding the proposal.



Figure 2. Map on Consultation Area.

Council officers also convened a presentation session on the 2 May 2024 at the Cardinal Freeman Village outlining the proposal to the residents of the Village.

Two (2) responses were received from street residents with concerns to the proposal. 11-12 residents of the village who attended the presentation session and who provided comments on the proposal on the day were wholly in support of the proposal with or without certain concerns. One (1) resident was unsure.

One (1) response was submitted under email by a visually impaired resident of the village raising primary concern with the ability to cross over Seaview Street with the proposed crossing.

Transit Systems Australia being the public bus operator for TfNSW raises no objection.

The main traffic related concerns raised by the residents are outlined below in the table.

Residents Comments	Officers Response
<p><u>Concerns raised by street residents.</u></p> <p><u>Resident 1.</u></p> <ul style="list-style-type: none"> The new gardens are too wide and should be no wider than the width of a car. Loss of parking is shown on the north side of Seaview Street, west of Victoria Street, and north and south side, east of Victoria Street, but no one really parks in these locations. The only parking actually lost will be two on the southern side of the street. The narrowing of Victoria St will make the ingress and egress of buses into and out of Seaview St east, more difficult and dangerous. It is already tight and the mooted changes will only increase turning 	<ul style="list-style-type: none"> The proposed garden beds have deliberately been made wider to narrow the road width to 6.8m. The wider islands assist to bring out the STOP lines as far possible to improve sight view. No one parks to the northern side of Seaview Street between Victoria Street and Queen Street, given the narrowness of the road. Parking exists to the southern side and there is a need to maintain 2-way traffic flow in this narrow section of Seaview Street. Council will seek to separately investigate to formalise the northern side with either 'No Parking' or 'No Stopping.' The presence of a centreline in Seaview Street, west of Victoria Street dictates that

difficulties and potential for collision.

- The garden bed shown on plan on the western side of Victoria Street, south Seaview is too long with one parking space likely being removed.
- Why is the crossing placed in Seaview Street? It would be best placed in Victoria set back from the corners to assist in traffic calming along Victoria Street.
- Placing the raised crossing where planned will only result in it being ignored and pedestrians walking straight over Seaview St at the stop signs as they currently do. No one will make that detour, walking north or south across Seaview st, then back to Victoria St. Pedestrian behaviour will be monitored after it is built, and additional measures may be implemented if warranted.

Resident 2

- I am a resident and frequent user of the above intersection, it is extremely dangerous as there is no view up Victoria Street when you come up Seaview Street and turn right onto Victoria Street, Ashfield. Frequently have to drive halfway onto Victoria street to have any chance of seeing if there are any oncoming traffic, as the view is obscured by the large palm tree

vehicles do not park within 3 metres of a centreline under the Road Rules, or that in practice no vehicles park in the area due to the nature and need for buses and traffic to negotiate around the intersection. The proposal as shown on plan is to formalise and clear vehicle parking with full-time 'No Stopping' restrictions.

- Bus turns have modelled & been checked and the results indicate the proposal will accommodate bus turns into & out of Seaview Street from Victoria Street. The kerb extensions will prevent buses and heavy vehicles from cutting over the corners. It is not uncommon for Buses executing wider turns at intersections. Buses will do so with caution. The Public Bus operator Transit Systems Australia raises no objection to the proposal.
- The kerb extension-blister (garden bed) is proposed within the length of the existing 'No Stopping' zone, hence no parking is lost.
- The crossing in Seaview Street was chosen to provide a close desired linkage path from the Village towards Yeo Park for pedestrians to walk down the western side of Victoria Street and then use the existing crossing near Harland Street at Trinity Grammar to cross-over onto the eastern (park) side of Victoria Street. Sufficient pedestrian numbers or linked desired path movement could not be substantiated to consider a crossing over Victoria Street under appropriate Transport for NSW/Council guidelines/policies. Kerb blister (or kerb extension build outs) with compliant pram ramps are alternatively considered to allow pedestrians to cross - over at a shorter distance in Victoria Street. The kerb extensions are built out to narrow the road passageway with the intent to control traffic movement through the intersection.
- The crossing in Seaview Street is set back to prevent a vehicle at the STOP sign standing over the crossing. Any existing kerb ramps to the corners will be removed. Pedestrian behaviour will be monitored after the crossing is built, and additional measures may be implemented if warranted.

<p>(as seen in attached photo). Would need to remove palm tree for view of oncoming traffic to be improved. Or if council really want to make the above mention intersection, I feel the only way is traffic lights.</p>	<ul style="list-style-type: none"> • • • There is nil or low accident history in the area to justify any warrant for traffic lights. Transport for NSW who authorises the installation of traffic signals would not approve traffic signals on this type of local road area. <p>The proposal to provide kerb extension or build- outs to the corners of Victoria Street, provides the opportunity to bring out the STOP lines for improved sight view of traffic around the trees and prevents vehicles from pulling up or parking to the corners in Victoria Street.</p>
<p><u>Main concerns/comments as raised by Village residents.</u></p> <ul style="list-style-type: none"> • Concerned about continuous path on the proposed raised pedestrian (zebra) crossing in Seaview Street as it has minimal grade and Guide Dog (for visual impaired resident), will not recognise unless there is a change in grade. • Why IWC can't install smaller ramps as with City of Sydney, which will indicate to guide dog, that a ped crossing is approaching. • Residents queried why speed humps/cushions could not be installed on approach to the pedestrian (zebra) crossing if made at road level allowing ramp down to the crossing for sake of the visual impaired resident- same question raised with the proposed raised (zebra) crossing in Victoria Street. • Lighting design queries at pedestrian crossing. • Concerns relating to road narrowing at Seaview Street. • Residents commend Council's efforts and applaud staff for working with 'Guide Dogs Australia' and 'Better Streets' via impending workshop and hope for a favourable outcome. • Residents have queried why the pedestrian crossing was chosen at this location. 	<ul style="list-style-type: none"> • See below response to the visual impaired resident regard to continuous path over crossings. • Council is looking to eventually raise all its 'at level' road crossing on local roads. Establishing speed humps/cushions either side of an 'at level' road crossing only doubles up on raised treatments. Drivers can be inconvenienced and concentrate on mounting the speed humps and could loose focus on the crossing. Increase noise and pollution (decelerating and accelerating) is also a concern, and driveways may be affected. Raised crossing are considered safer and allow pedestrians to cross over at ease. • Appropriate lighting must be made to illuminate the crossing under Australian Standards. See below in the need to use timber poles. • No further road narrowing is done in Seaview Street, as this would severely affect 2-way traffic movement given the already narrowness of the road. • The crossing in Seaview Street was chosen to provide a close desired linkage path from the Village towards Yeo Park for pedestrians to walk down the western side of Victoria Street and then use the existing crossing near Harland Street at Trinity Grammar to cross-over onto the eastern (park) side of Victoria Street. Sufficient pedestrian numbers or linked desired path

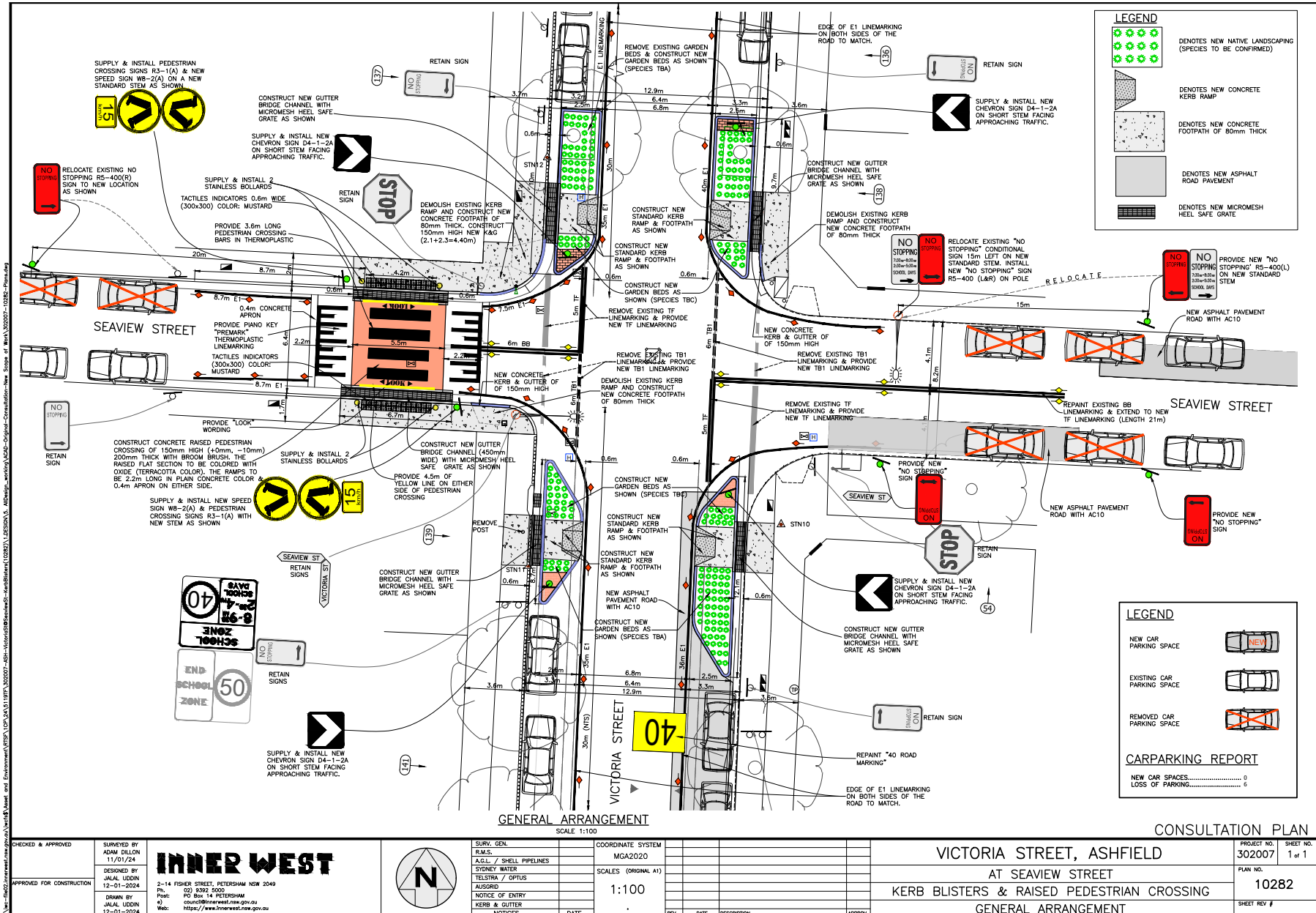
<ul style="list-style-type: none"> Residents queried whether treatments will reduce speeds 	<p>movement could not be substantiated to consider a crossing over Victoria Street under appropriate Transport for NSW/Council guidelines/policies. Kerb blister (or kerb extension build outs) with compliant pram ramps are alternatively considered to allow pedestrians to cross - over Victoria Street at a shorter distance.</p> <ul style="list-style-type: none"> The kerb extensions in Victoria Street are widened out as much as possible to narrow in the traffic passageway in effort to control traffic movement and speeding.
<p><u>Concerns raised by visually impaired resident.</u></p> <ul style="list-style-type: none"> Suggests prioritization of this crossing to improve pedestrian safety Request for graded slope from footpath to road surface or alternatively, a curvature integrated as a foothold either side of a flush surface design. Tactile ground surface indicators (TGSIs) should not be used in isolation but in association with kerb ramps or graded slope to assist recognition of pedestrian crossing. As an alternative to a new electricity pole, Belisha beacons could be considered as an option (electricity poles may block sightlines of pedestrians the beacons are easily visible by drivers). 	<ul style="list-style-type: none"> Noted on prioritisation request. The narrow road and footpath width, drainage, and the inability to provide kerb extensions prevents any opportunity to apply slope deviation over this crossing. Alternate treatment is provided, in this case, with tactiles placed 600mm deep to alert the presence of a crossing. Bollards are provided either ends of the crossing (in this case) to direct pedestrians over the crossing. The flush/continuous path connection over crossings will be considered, under construction detail, in a workshop to be organised by Council with relevant organisations for the visual and mobility impaired. This report only seeks approval for the type and position of the devices proposed around the intersection. New (timber) poles required for lighting are normally set a distance away of the crossing with overhead wiring. Steel poles or Belisha Beacon or similar type lighting devices require underground cabling and are normally provided in town centre developments. They could be expensive and timed delayed pending on utility searches and lighting authority approval.
<p><u>Other matters:</u></p> <ul style="list-style-type: none"> Emergency vehicles, and vehicles dropping off children at Trinity Grammar dash past the existing crossing in Victoria Street at Harland Street, to turn into Harland Street. Concern is raised with the safety of the crossing. It forms part of the route to Yeo Park, and therefore part of the overall pedestrian safety and walkability plan for the CFRV surrounds. 	<ul style="list-style-type: none"> The conditions of this crossing will need to be investigated separately.

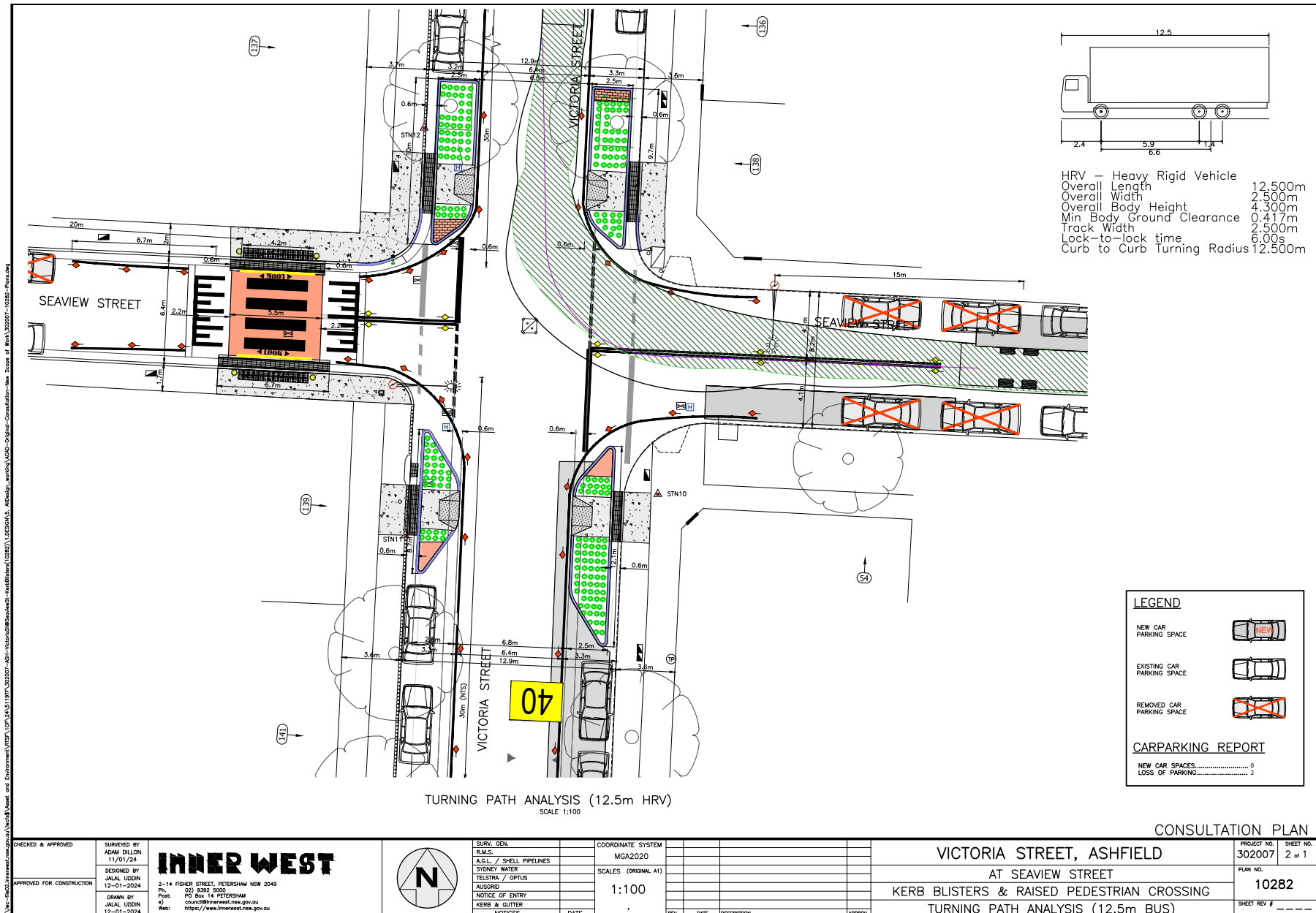
CONCLUSION

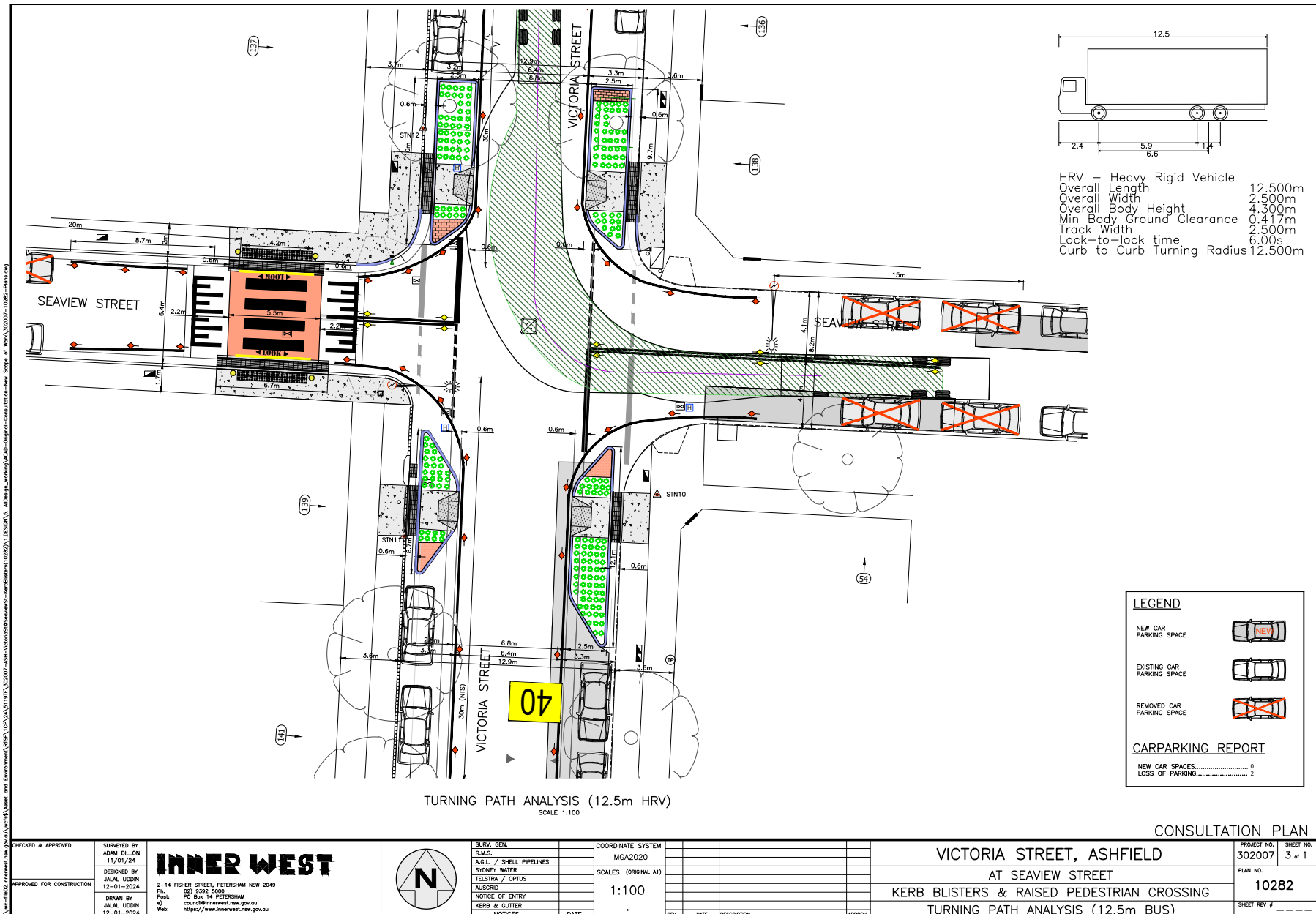
It is recommended that the detailed design plan (10282) to install a new raised pedestrian (zebra) crossing in Seaview Street, west of Victoria Street, and provide landscaped blister islands (kerb extension build-outs) to all corners of Victoria Street and bring out the 'STOP' lines from both ends of Seaview Street together with associated signs and line marking as shown in *Attachment 1*, be approved.

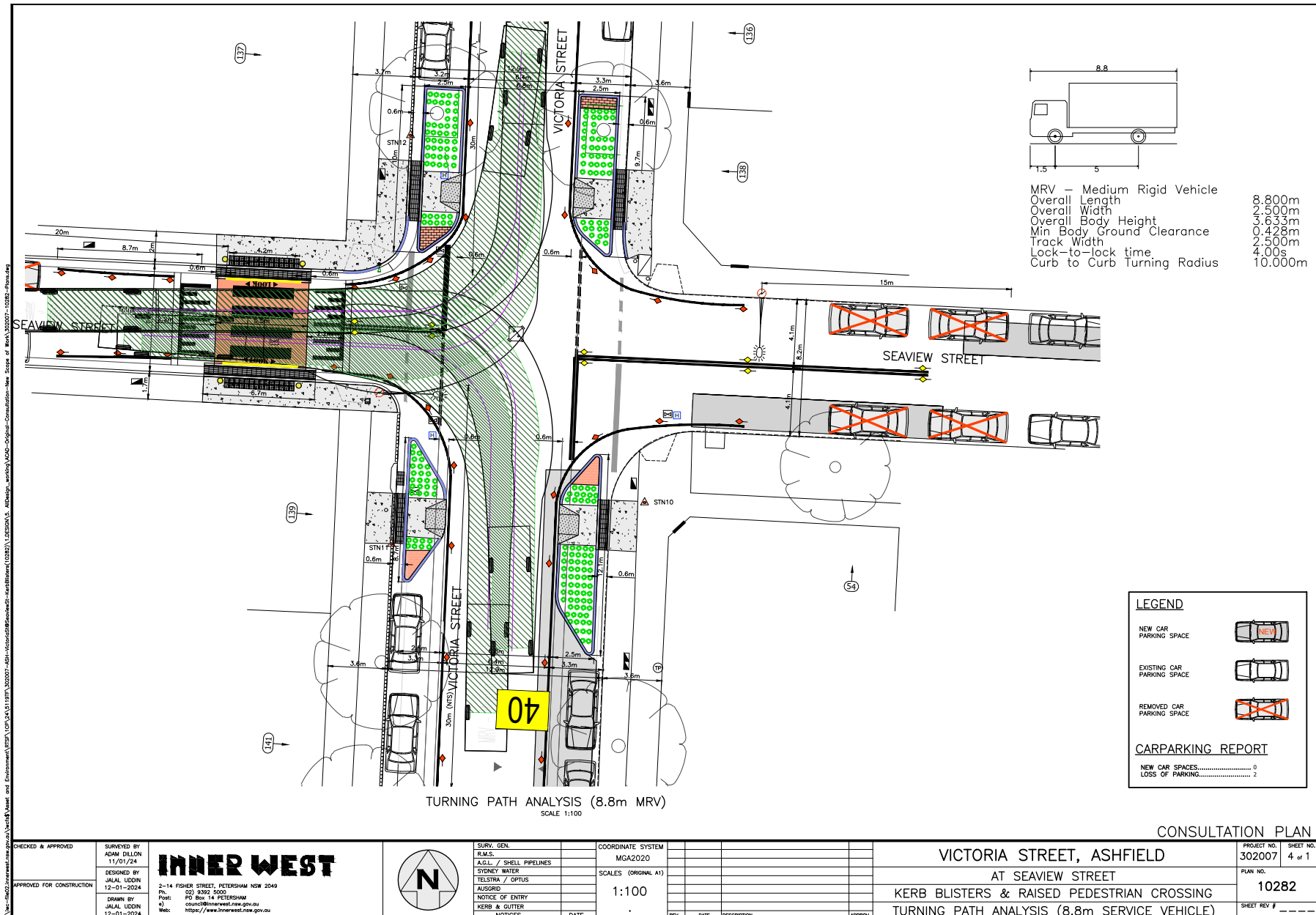
ATTACHMENTS

1. [↓](#) Detailed design plan- Raised(zebra) crossing in Seaview Street, and kerb extension to the Victoria Street corners.
2. [↓](#) Turning path diagrams-Garbage trucks and Buses.









Item No: LTC0524(1) Item 10
Subject: PROPOSED NEW KERB EXTENSION FACILITES AT INTERSECTION OF PROSPECT ROAD AND CLISSOLD STREET, ASHFIELD (DJARRAWUNANG-ASHFIELD WARD/SUMMER HILL ELECTORATE/ BURWOOD PAC)
Prepared By: Boris Muha - Traffic Engineer
Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

1. That the detailed design plan (10280) to install new landscaped blister islands (kerb extension build-outs) to the western corners of Victoria Street at Clissold Street, and bring out the 'STOP' lines from Clissold Street, together with associated signs and marking as shown in *Attachment 1*, be approved.
2. That edge line marking (along the western side of Prospect Road, north and south of Clissold Street) commencing and tapered at the corner and extending approximately 25m from the corner be incorporated into the final design.

STRATEGIC OBJECTIVE

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

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

Council is planning to improve safety at the intersection of Clissold Street & Prospect Rd, Ashfield by constructing kerb blister islands and making changes to the intersection to improve safety at this location. The proposal aims to improve pedestrian and motorist safety by better defining safe pedestrian crossing points, reducing traffic speeds and improving sight distances & conflicts with traffic movements at this location.

BACKGROUND

The proposal to install kerb blister islands to the western corners of Prospect Road at the T-intersection of Clissold Street, was approved by Council in principle, subject to detail design, in February 2020. This traffic facility improvement falls outside the scope of the proposals which were considered around or near the Cardinal Freeman Village, early in 2024.

All other treatments as previously considered for traffic facility improvement have been captured and included and modified/expanded under the current scheme for improved pedestrian and traffic safety around and near the Cardinal Freeman Village.

DISCUSSION

The following information is provided in discussion.

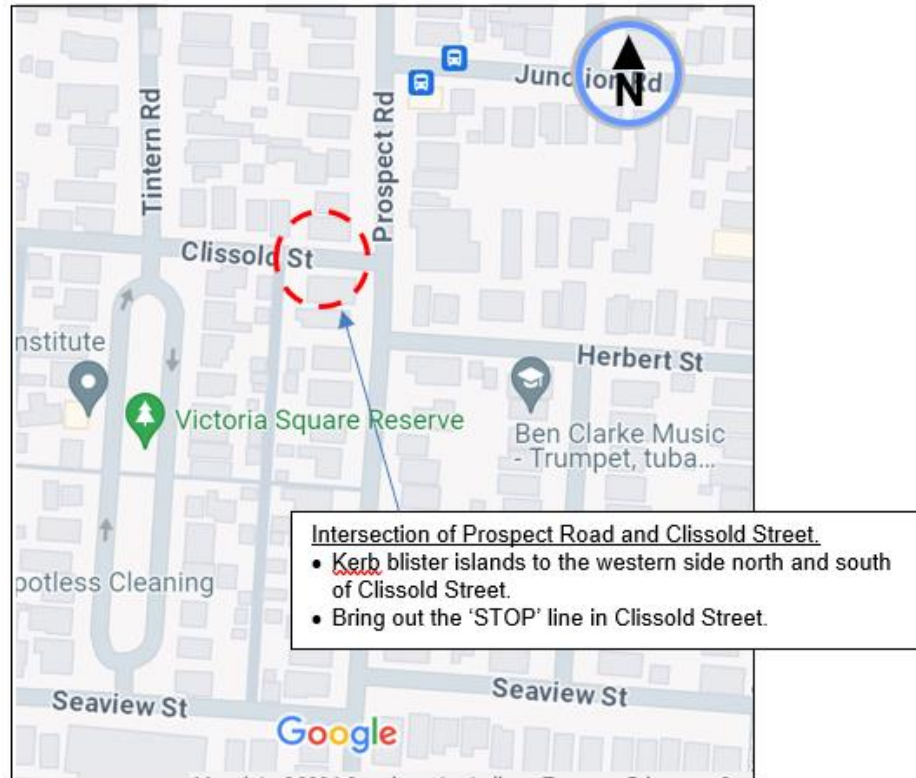


Figure 1. Locality Plan

	Prospect Road (at intersection to Clissold Street)
Carriageway width (m) kerb to kerb	Approx. 10.1m
Carriageway type	Two-way, one travel lane each direction.
Classification	Local
Speed Limit km/h	50
85th percentile speed km/h	Approx. 42-45
Vehicles per day (vpd)	Approx. 3700-4500
Available TfNSW recorded crash history Last 5 years (2018- 2023)	Nil 2018-2023 <u>Prior to 2018</u> 1x2015, RUM 19, vehicle from adjacent direction at intersection - minor/other injury. 1X 2012, RUM 53 overtaking-turing at intersection, moderate injury.
Parking arrangements	Unrestricted parking both sides, 'No Stopping' to corners of intersection
Side street (nearest)	-

Table 1. Road Network detail.

The following works are proposed and are illustrated on the attached plans:

Clissold Street (at Prospect Road), Ashfield (Plan No. 10280):

- Construct two (2) new landscaped kerb blister islands to safety by slowing traffic & improving sight distance.
- Construct one (1) new kerb ramp to improve pedestrian accessibility.
- Reconstruct sections of damaged concrete footpath with new concrete footpath.
- Provide new line marking at the Clissold Street intersection (extending into Prospect Road) to improve sight lines for motorists (refer to Plans).
- Adjust a section of the existing 'No Stopping' zone in Prospect Road and replace it with a dedicated 'Mail Zone' (refer to plans).
- Reconstruct 2 existing stormwater drainage pits to improve drainage the facilities.
- Reconstruct part of the existing concrete road pavement with new concrete (subject to final budget allocations).
- Provide new pavement line markings (as shown on attached plans).
- Relocate some existing signage (as shown on attached plans) & install associated new signage associated with the works were shown on Plans.

Parking Changes

The proposal will require an adjustment to some of the existing on-street parking arrangements. It is proposed to adjust the existing 'No Stopping' signage and zone in Prospect Road to accommodate a dedicated Mail Zone. This adjustment will not result any loss of existing on-street parking spaces in Victoria Street or Clissold Street.

Further information

- The alignment of the kerb blister islands assists to bring out the STOP lines in Clissold Street to improve the sight view of traffic.
- The kerb blister islands are widened out as far possible to reduce the road width though the intersection, and control vehicle movement around the intersection.
- Buses turn left out into Prospect Road from Clissold Street and turn right from Prospect Road into Clissold Street. Buses are known to turn out wide around the intersection and so do with caution. The islands are designed and set back from the corners so not to interfere with bus or heavy vehicle movement around the intersection. Transit Systems Australia, being the public bus operator for Transport for NSW raises no objection to the proposal.
- Design Bus and garbage turn path movements are provided in *Annexure 2*. 20m of 'No Stopping' restriction exist on the eastern side of Prospect Street, north of Clissold Street. This allows buses to further come in close to the eastern kerbside of Prospect Road to execute the right turn in from Prospect Road to Clissold Street.
- It is further recommended that edge line marking be added to curl around the corners of the intersection and extend approximately 25 metres along the western side of Prospect Road, north and south of Clissold Street, at 2.1m out from the footpath face of kerb. The edges line will further assist to control and guide traffic around the kerb blisters.

FINANCIAL IMPLICATIONS

The project is listed on Council's Traffic Facilities Capital Works budget for works to be carried out in 2024/2025. The work is estimated to be around \$67,000.

CONSULTATION

A letter outlining the proposal was mailed out to 12 properties (36 letters) around the intersection of Prospect Road and Clissold Street, Ashfield requesting residents' views regarding the proposal.



Figure 2. Map on Consultation Area.

No traffic related comments were received relative to the Scope of works of the project. Any comments outside the scope of works will be responded to separately.

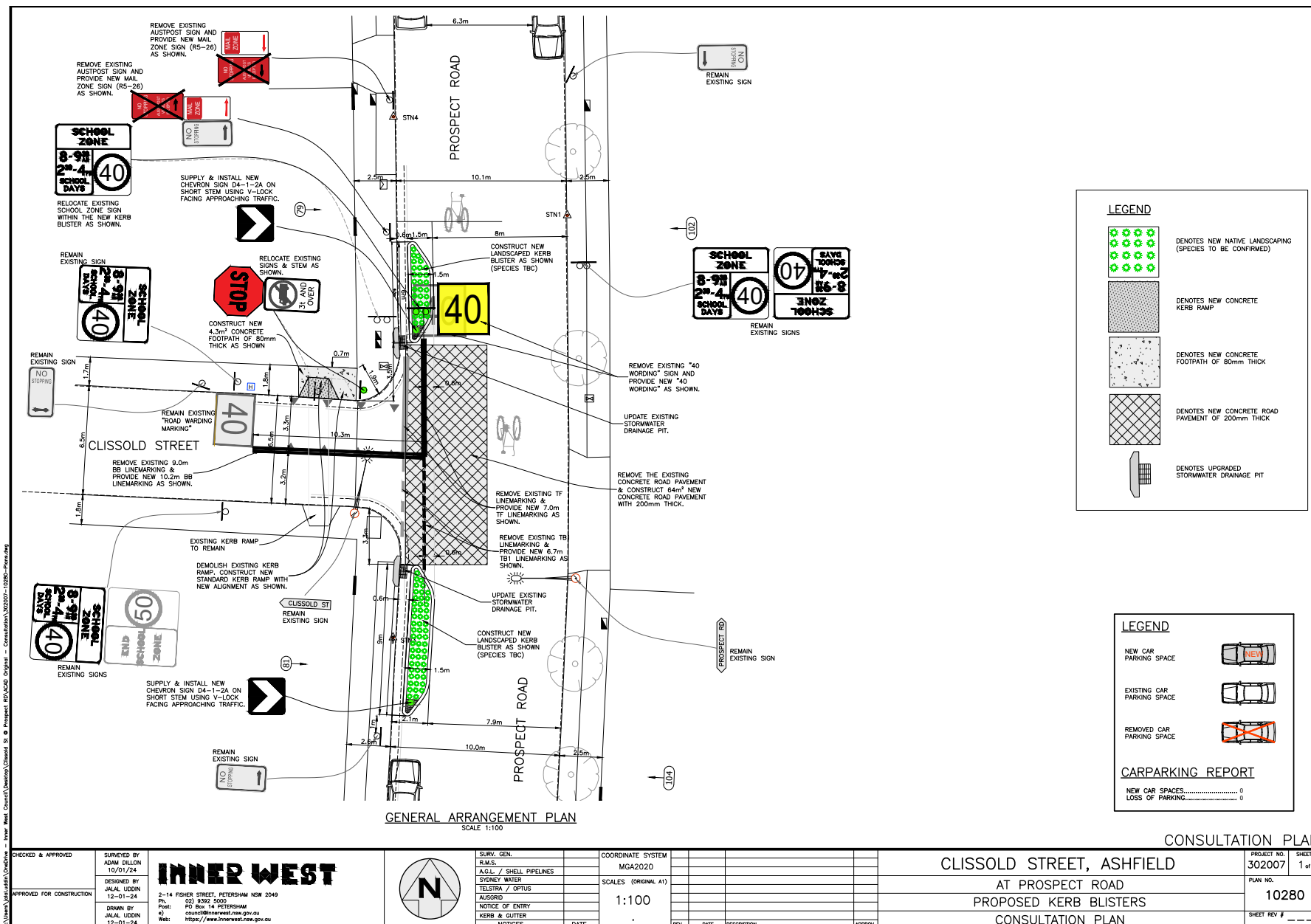
CONCLUSION

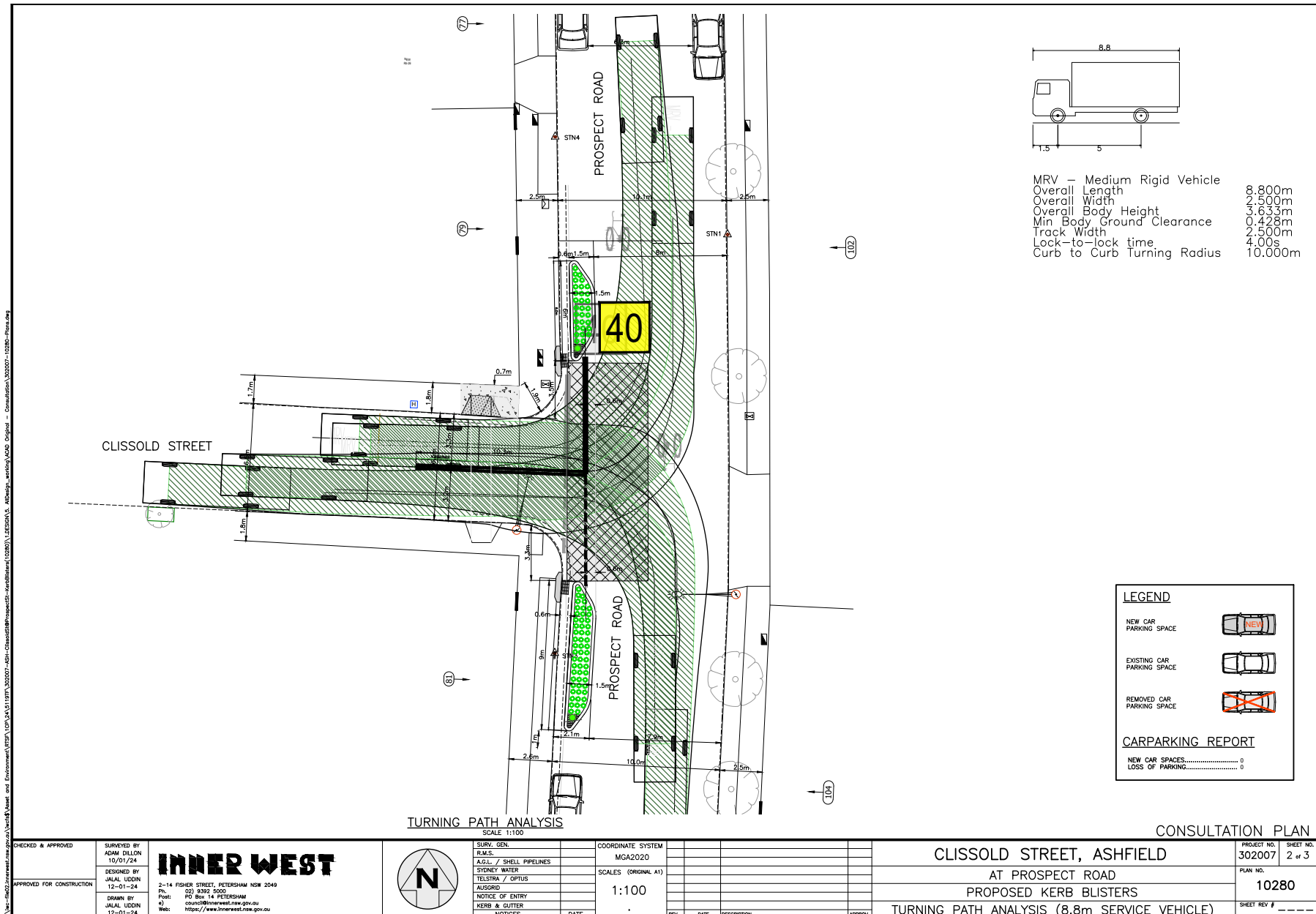
It is recommended that the detailed design plan (10280) to install new landscaped blister islands (kerb extension build-outs) to the western corners of Victoria Street at Clissold Street and bring out the 'STOP' lines from Clissold Street, together with associated signs and marking as shown in *Attachment 1*, be approved.

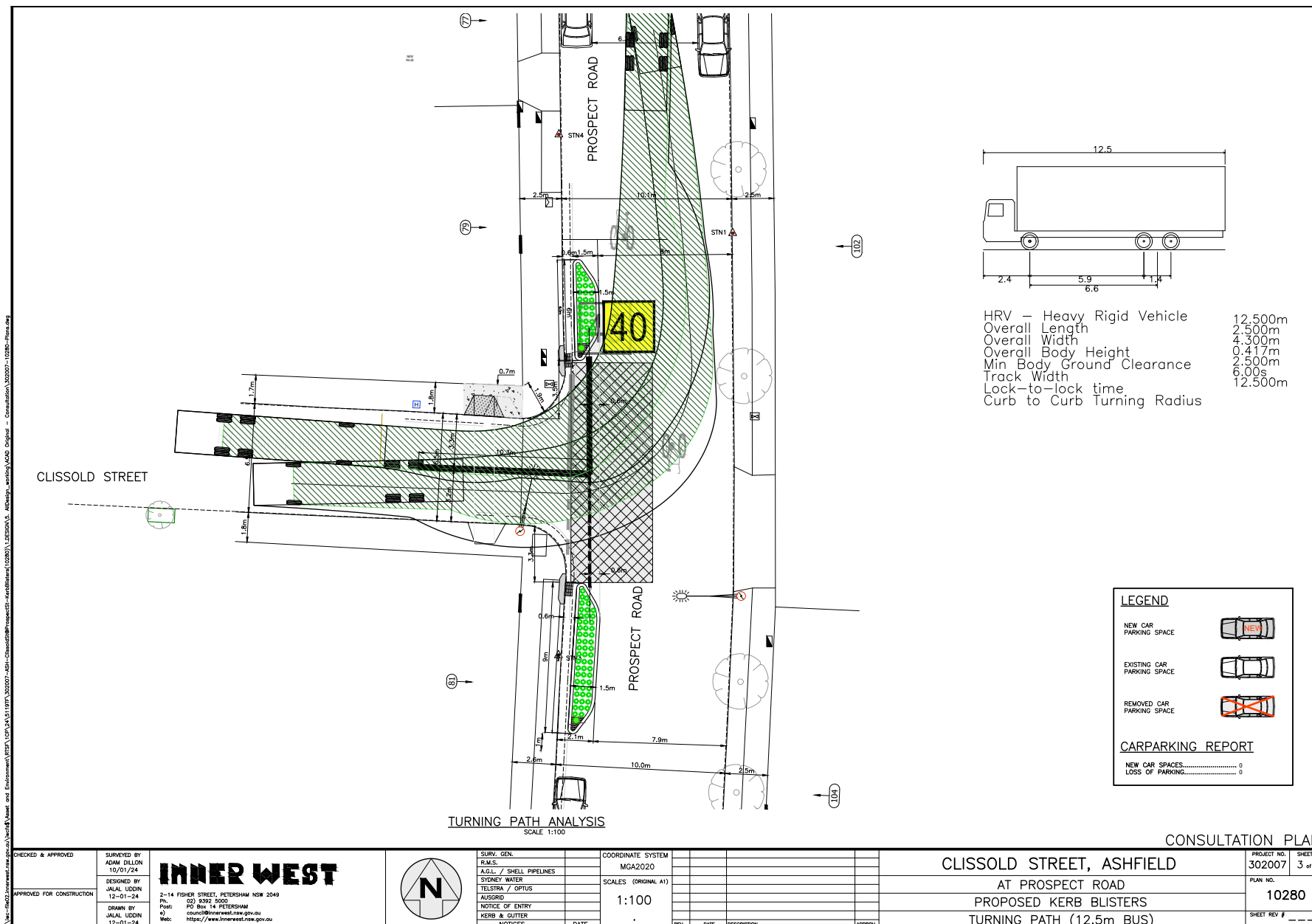
In addition, it is recommended that edge line marking be added to the corners of the intersection and extend approx. 25 metres along the western side of Prospect Road, north and south of Clissold Street, at 2.1m out from the footpath face of kerb.

ATTACHMENTS

1. [Download](#) Proposed Detail plan-kerb blister islands on western side of Prospect Road at Clissold Street, Ashfield.
2. [Download](#) Bus and garbage truck turning path movements.







Item No: LTC0524(1) Item 11

Subject: LEICHHARDT OVAL TMP AND SPECIAL EVENT PARKING ZONE

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

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

1. That the Leichhardt Oval and the Surrounds TMP report be received and noted.
2. That existing '1P during sporting fixtures at Leichhardt Oval, Authorised Residents Vehicles Excepted Area LY', on streets surrounding Leichhardt Oval be replaced with '1P Special Events Permit Holders Excepted Area SE', including Special Event Parking – Major Entry, Special Event Parking – Repeater, and Special Event Parking – End signage be installed as shown in *Attachment 2*.

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 TMP has been prepared providing details of the traffic and transport arrangements on NRL game day at Leichhardt Oval. This is based on game day observations and existing arrangements in place which are detailed in the attached 'Traffic Management Plan – Leichhardt Oval and the Surrounds'. See *Attachment 1* for the associated Leichhardt Oval and the Surrounds TMP report.

The TMP is to provide guidance for the requirements for the following 3 types of events at Leichhardt Oval so that the TMP can be forwarded to organisers of events to be aware of what are Council requirements based on the size of the event.

- Level 1 Small Scale Event of less than 1,500 attendees
- Level 2 Medium Scale Event of less than 5,000 attendees
- Level 3 Large Scale Event of 5,000 attendees or more

The TMP sets out the means and measures by which roads may be closed to through traffic so that the event described above may take place for various sized events including Level 1, Level 2 and Level 3 Events.

It also provides details of the Special Event Parking arrangements which will be triggered at events at Leichhardt Oval and provides the prime document detailing the traffic, transport and pedestrian arrangements under which an event will operate.

BACKGROUND

The Lilyfield Precinct Parking study was recommended for adoption by Traffic Committee in March 2021 and subsequently endorsed by Council at its April 2021 meeting.

The recommendation in part stated the following:

- An additional parking review be undertaken to establish a Special Events Traffic Management Plan (TMP) and Special Event Parking Scheme, updating the existing area LY Resident Parking Scheme
- Council to work with event organisers to prepare and implement a standardised Traffic Management Plan and Special Event Parking Scheme for large events at Leichhardt Oval.

In this regard, a parking occupancy survey was undertaken on NRL Game Day, Wests Tigers vs Newcastle Knights kick off at 4:05pm on Sunday 12th March 2023 with a crowd of 13,214 attendees. The survey was carried out between the hours of 8:00am and 10:00pm. The parking survey encompassed the area bounded by Wharf Road, Maliyawul St, Canal Road, Athol Street William Street and Balmain Road.

The parking occupancy data demonstrates that the overall area had a parking occupancy of 87% at kick off time, leaving minimal opportunities for drivers to find a parking space. The area around Leichhardt Oval is already signposted as an LY Permit Zone with street sign displaying '1P during sporting fixtures at Leichhardt Oval authorised residents vehicles excepted, Area LY'.

This LY permit zone was introduced to prioritised on street parking spaces on residential streets for residents over Leichhardt Oval visitors during sporting events. It does not encompass parking in Leichhardt Park (e.g., Maliyawul Street and Mary Street and Glover Street adjacent to Leichhardt Oval).

Resident Parking Permits are issued to residents living in the resident parking scheme (RPS) area LY, which are issued by Council free of charge.

Given the Lilyfield Precinct Parking Study recommended that a Special Event Parking Scheme replace the existing LY permit zone, it is proposed to replace the LY Permit Zone scheme with a Special Event (SE) Scheme. This will provide clarity regarding when the parking restrictions apply and updates the signs to the current signposting standards.

The existing '2P 8am-1pm Sat Permit Holders Excepted area LY' installed in 2021 in streets near Orange Grove Markets will remain and that area will also have the SE Scheme apply to it with residents provided with permits that allow parking in both permit parking scheme areas. The special event permit parking scheme will be triggered during Level 3 Large Scale Event of 5,000 attendees or more, most likely only during NRL Games or other one-off events that a large crowd can be expected. See *Attachment 2* for details of signposting of Special Event Parking.

CONSULTATION

A notification letter will be sent to all residents prior to upgrade of the signposting of the resident parking scheme that operates during special events. This will provide details of upcoming events that will trigger the Special Event Parking Scheme and information on permit allocation, which is yet to be determined.

FINANCIAL IMPLICATIONS

The costs of the signposting will be funded from Council's signs and linemarking budget.

ATTACHMENTS

1. [Leichhardt Oval and Surrounds TMP Report](#)
2. [Special Event Parking Signposting](#)

TRANSPORT MANAGEMENT PLAN

LEICHHARDT OVAL AND THE SURROUNDS



Leichhardt Oval - Events 2023

PREPARED ON BEHALF OF

INNER WEST

Version 4.0
27 April 2024.

By
WHO DARES PTY LTD

TRAFFIC PLANNERS'
SAFETY CONSULTANTS
SHED 8 / 1 CANAL ROAD LEICHHARDT 2040
Ph: 02 9569 9922

Project Owner: **Inner West Council.**

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

Version Control

Version	Date	Status	Comments
1	1 April 2023	Draft	Version 1
2	29 May 2023	Draft	Version 2 After the NRL observation
3	17 November 2024	Draft	Version 3 As per Inner West Council Jason Scoufis changes
4	27 April 2024	Final	Version 4 After Police review

1. INTRODUCTION

Introduction

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

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

The plan relates to road closures for events held at Leichhardt Oval on various dates annually of varying capacities.

Objective

It is the objective of this report to set out the means and measures by which roads may be closed to through traffic so that the event described above may take place for various sized events including Level 1, Level 2 and Level 3 Events.

The plan will include a description and detailed plan of the proposed road closure measures and other requirements including on and off street parking management, Police point duty and traffic signal modification and pedestrian access.

Authority of the TMP

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

In case of emergencies, or for the management of incidents, the NSW Police are not subject to the conditions of this TMP but should endeavour to inform other agencies of the nature of the incident and the Police response.



2. PROJECT DETAILS

Event summary

Project Name:	Trial Leichhardt Oval
Start Date:	As required
End Date:	As required
Project Set Up Date & Time:	As required
Project Pack Down Finish Time:	As required

Key Planning Contact

Inner West Council

Property Officer

Phone **0481438612**
Mobile
Email

POLICE - Leichhardt Police Area Command

Phone **02 9552 8099**
Mobile
Email leichtraffic@police.nsw.gov.au

Transport Management Centre

Phone **02 8396 1400**
E-mail tmc_piu@tmc.transport.nsw.gov.au

Transit Systems - Buses

A/Transport Planning
Project Manager

Phone **8778 5889**
Mobile **0409 401 688**
E-mail michael.takla@transitsystems.com.au

Traffic Contractor – Who Dares Pty Ltd

Anthony Russell
Traffic Manager

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

Description of the Project

Leichhardt Oval is located in Sydney's inner west on the Parramatta River at the edge of Iron Cove Bay. It is approximately 5 kilometres west of Sydney's central business district. Callan Park has a rich history and offers parkland, sporting grounds and green space.

The ground remains a venue for high level rugby league in Australia although it currently holds only four NRL games per year. This decision to reduce the number of games is mainly financial and related to issues such as ground capacity, corporate facilities, and the attraction to larger, more efficient set-up sporting grounds.

Leichhardt Oval is one of Wests Tigers' home grounds, hosting around 4 to 5 NRL matches each year and drawing large crowds. The club's NSW Cup and National Youth Competition teams also play regular home games at the ground. Council supports West Tigers continuing their strong connection to the ground.

The highest NRL attendance at Leichhardt Oval was recorded is 22,877 in July 2005 for a match between Wests Tigers and South Sydney.

TMP is to provide guidance for the requirements for the following 3 types of events at Leichhardt Oval so that the TMP can be forwarded to organisers of events to be aware of what are Council requirements based on the size of the event.

- **Level 1 - Small Scale** Event of less than 1,500 attendees
- **Level 2 - Medium Scale** Event of 1,500 to 5,000 attendees
- **Level 3 - Large Scale** Event of 5,000 attendees or more

The TMP is to address issues such as:

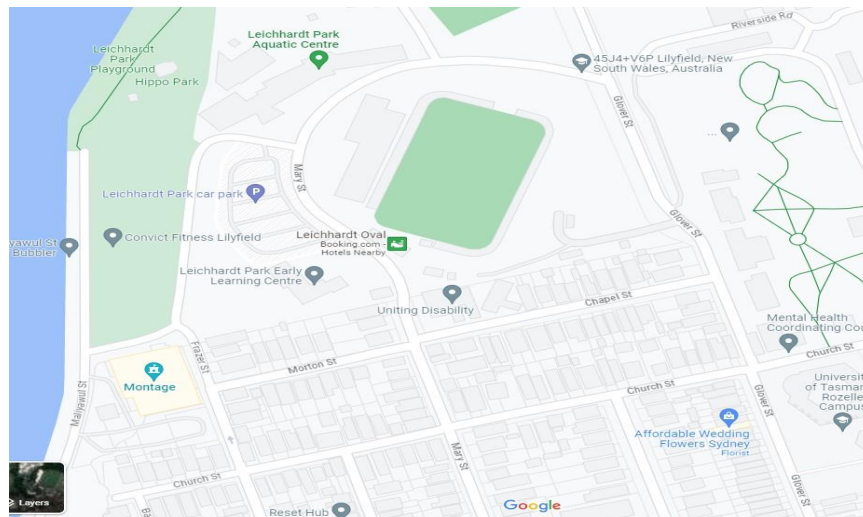
- Pedestrian management
- Traffic management including location of road closures and traffic controllers
- VIP Parking
- Outside Broadcaster (OB) Van Access and Parking
- Mary Street Car Park management of parking including LPAC parking
- Game Day parking
- Charter bus parking and access
- Public transport
- Emergency vehicle access
- TfNSW and Police Responsibilities
- Road Closures
- Wests Tigers and other Hirers game Day Parking
- Leichhardt Park Aquatic Centre Game Day parking
- Pre-Event Briefing, Communication of arrangements, when to trigger Special Event Parking Scheme in the roads surrounding the site and appropriate signposting

A Transport Management Plan will be designed to provide details of the traffic and transport arrangements on NRL game day at Leichhardt Oval. This is based on game day observations and existing arrangements in place.

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

3. The Location:

66 Mary St Leichhardt



INNER WEST COUNCIL
TMP VERSION 4

6

4. TRAFFIC AND TRANSPORT MANAGEMENT

Traffic management requirements unique to this Project

There are minor road closures and detours around the event site for several hours.
(Please refer TGS's)

Sydney Buses

Several bus routes operate between Central Station and Leichhardt Park Aquatic Centre, although there are no direct bus stops outside the facility. Routes M10, 470 and 440 all stop within a 10–15-minute walk.

Temporary Bus Zone to be installed at the following locations:

- Mary Street, eastern side between Chapel Street and Leichhardt Oval (sign installation the responsibility of LMC)

Council has previously run a community bus loop providing patrons of both Leichhardt Oval and LPAC access from the nearby Leichhardt North light rail station and Norton Street to Leichhardt Park. This service was not running on the day however is recommended it be reintroduced for future Level 3 events.

Visit the Transport for NSW website, use your preferred real-time transport app, or phone 131 500 for all times, routes and stops.

Visit the link below to view all upcoming events at Leichhardt Oval.

For public transport timetables and planning visit:

<http://www.transportnsw.info/>

Sydney Trains

There will be no disruption to train services with the closest train station being Summer Hill Train Station.

For public transport timetables and planning visit:

<http://www.transportnsw.info/>

Light Rail

The closest light rail service is the L1 Dulwich Hill Line, which is a 15-minute walk to the oval.

There will be no disruption to Light Rail services due to the fixture events.

For public transport timetables and planning visit:

<http://www.transportnsw.info/>

Construction, traffic calming and traffic generating developments

At present, there should not be any constructions works that will be impact the event.

Traffic Control

The Contractor to be employed to oversee implementation of the Traffic Control Plans and monitor traffic conditions throughout the day. All traffic controllers will be in 2-way radio contact at all times.

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

Crowd Control & Security

Inner West Council will have a security contractor to provide onsite security for the event day.

Heavy Vehicle impacts

Heavy Vehicles will be detoured along with other vehicles.

Event Clearways

Inner West Council has previously installed their Event Clearway signage however it was considered to have minimal if any advantages and therefore is no longer activated at special events.

On Road Infrastructure

Road Closure signage will be in accordance with the Traffic Management Plan (TMP) and Traffic Control Plans (TGS). Removable Bollards will be used to maintain access to Mary Street and Leichhardt Oval ticketing and venue ingress.

5. RISK MANAGEMENT – TRAFFIC

Occupational Health & Safety – Traffic Control

"Temporary traffic management (TTM) is one of the highest risk activities on a roadwork site." *

Inner West Council are the Risk Managers for their event operations. It is Inner West Council policy to identify and treat hazards by endeavouring to prevent or eliminate health and safety risk as far as is reasonably practicable (SFAIRP).

Who Dares as the contracted Traffic Control Company engaged by Inner West Council is the Delivery Partner and will fulfill all its legal duty to advise during consultation to deliver traffic plans that reflect the joint efforts of Who Dares, Inner West Council and all agencies

assigned to the process of devising a plan that creates traffic and other arrangements appropriate to the safe delivery of the event.

The appropriateness of the arrangements is directly linked to the desirability of the event to the community compared with what is reasonably practicable to ameliorate inconvenience and safety risks.

Any risk treatment measure implemented by the Contractor through the Traffic Guidance Systems (TGS)s that are added to this TMP will be consistent with their obligations in accordance with the Work Health and Safety Act 2011 (NSW), Work Health and Safety Regulations 2017 (NSW) and AS/NZS ISO 31000:2018 Risk Management- guidelines.

The risk methods in this TMP will adhere to a feasibility hierarchy firstly endeavouring to eliminate risk by detouring traffic around effected areas completely separating traffic from the event. Secondly if traffic is unable to be detoured around traffic will be planned to pass the event using engineering methods to isolate risk. Some through methods will be considered under very controlled methods such as limited crossover points or emergency access.

Inner West Council must develop with the help of Who Dares a plan that is appropriately resourced through accumulating sufficient data to evaluate options to produce a draft TMP for consultation and development that will create the best achievable outcome for all stakeholders.

Who Dares in its capacity as the traffic management specialist and will do all that is reasonably practicable to give advice for options to ameliorate risks that are identified.

* Transport for NSW Traffic Control at work sites, Technical Manual issue 6.1, 2022, 31.

Public Liability Insurance

Refer Annex 1.

Hostile Vehicle Mitigation

Any Hostile Vehicle mitigation strategies will be undertaken within the road closure in accordance with the project and event risk assessment. This information is to remain confidential.

Police

Leichhardt Police Area Command will be notified of the event a minimum 2 weeks prior to the event.

NSW Ambulance and Fire and Rescue NSW

NSW Ambulance and Fire and Rescue NSW will be notified in writing of the event by the event organiser, this should be done a minimum 2 weeks prior to the event.

Game Day Parking and Car Parks

Wests Tigers and other Hirers Game Day Parking

Dedicated reserved parking will be available for Wests Tigers and other hirers at the following locations:

- Mary Street Car Park (southern section)
- Glover Street on street adjacent to Leichhardt Oval No. 2
- WHO's Car Park
- Glover Street on street (in front of WHO'S)
- Water Tank Parking

Leichhardt Park Aquatic Centre (LPAC) Game Day Parking

Dedicated reserved parking will be available for LPAC at the following locations:

- Mary Street Car Park (northern section)
- Access road (on street) between LPAC and Leichhardt Oval No. 2 (for LPAC Learn to Swim) as detailed in photo below.



LPAC informal staff parking within LPAC via Access Road on large event days



Item 11

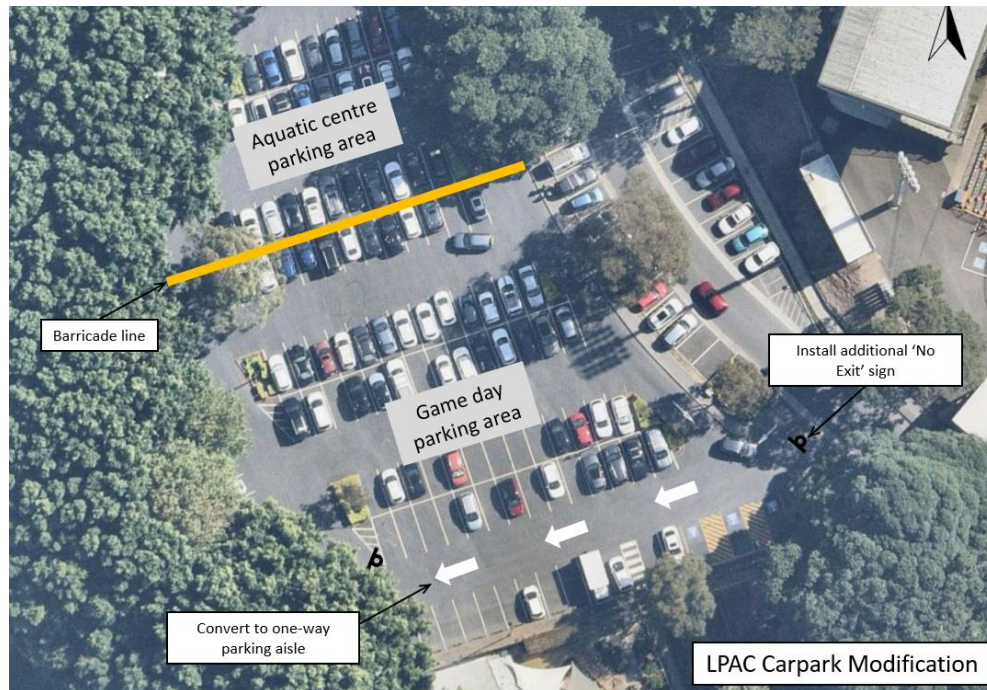
Attachment 1

Several considerations were taken on board for the limited capacity car parks:

- (a) The 90-degree angle parking on the eastern side of Mary Street adjacent to Leichardt Oval



- (b) The adjustments to the southern access point to the Mary Street Car Park. Previously during larger events, a number of concerns have been raised in the past regarding ongoing illegal exit manoeuvres from the Car Park southern entry driveway and their impact on vehicular and pedestrian safety. Strategies have been put in place to control and manage these activities including No Exit and No Entry signage.





Outside Broadcaster (OB) Vans

There is OB parking on the eastern side of the of Mary Street adjacent to the Leichhardt Oval Grandstand has been well received and successful in freeing up parking during match day whilst making broadcast operations safer. This also allows for the Aquatic Centre patrons to access additional parking.



6. Risk Plans

Item	Verified	Action Taken
All one-way streets are as described	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	None required.
Block access to local businesses	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Confirm list of letters to residents, businesses, and car-parks. There are no known planned roadworks.
Block Police vehicle access	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Confirm access and consultation of routes to and within areas affected by closures with Emergency Services.

Block Ambulance access	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Confirm access and consultation of routes to and within areas affected by closures with Emergency Services.
Block fire station access	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	Normal access to fire station facilities are maintained Confirm access and consultation of routes to and within areas affected by closures with Emergency Services.
Block heavy vehicle access	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Advertisement of event to general public.
Restricted movements – banned turns, heavy/high vehicles	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	All vehicles are diverted before the closure.
Block Public facility (football oval, car park etc.)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Refer TGS's.
Block public transport access	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Buses notified and alternative bus stop implemented.
Can route use alternatives such as bicycle tracks, paths, parks, bush tracks etc.?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	None required.
Construction – existing, proposed that may conflict	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Confirm list of letters to residents, businesses, and car parks. There are no known planned roadworks.
Route impeded by traffic calming devices?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	None required.

Item	Verified	Action Taken
Numbers of lanes and their width are as described	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<i>None required.</i>
Local access	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Managed by Traffic Controllers
Road signage – existing/temporary	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<i>Warning Road Closure signage is installed at least 14 days prior to the event.</i>
Signalised intersections (flashing yellow? Point duty?)	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	<i>Yes. Police Point Duty at Lilyfield Road/Mary Street/James Street traffic signals, Mary Street/Perry Street intersection and Glover Street/Perry Street/Emmerick Street</i> <i>TfNSW Modify Traffic Signal Phasing post game at James Street/CWL, Norton Street/CWL and Balmain Road/CWL</i>
Tidal flows	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	<i>None required.</i>
Traffic generators – shopping centres, schools, churches, industrial area, hospitals	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<i>Advertisement of event to general public.</i>
Traffic movement contrary to any Notice	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	<i>None required.</i>
Traffic signals are as described	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	<i>None required.</i>
Turning lanes are as described	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<i>None required.</i>
Letter Drop Zone Maps to indicate precincts mailed	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<i>Confirm list of letters to residents, businesses, and car parks.</i> <i>Advertisement of event to general public.</i>

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

This section of the Transport Management Plan describes the contingency plans for the event. The contingency plan checklist identifies all possible issues/risks that may interfere with the event and the action to be taken to minimise the disturbance of the event.

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

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

Contingencies form part of the risk assessment and event management plans.

Regulatory Framework

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

- NSW WHS Act 2011
- NSW WHS Regulation 2017
- AS/NZS ISO 31000:2018 Risk Management - Guidelines
- ISO/IEC 31010:2019 - Risk Management - Risk Assessment Techniques
- ISO Guide 73:2009 - Risk Management – Vocabulary
- Traffic Control at Work Sites – (TfNSW) V6.1 Feb 2022
- AS 1742.2:2009 Manual of uniform traffic control devices - Traffic control devices for general use
- AS 1743:2018 Road signs - Specifications
- AS/NZS 1906.4:2010 Retro-reflective materials and devices for road traffic control purposes - High-visibility materials for safety garments
- AS 3996-2019 Access covers and grates
- AS 1742.10-2009 Manual of uniform traffic control devices - Pedestrian control and protection
- AS 1742.13-2009 Manual of uniform traffic control devices - Local area traffic management
- AS 1742.3-2009 Manual of uniform traffic control devices - Traffic control for works on roads
- RMS Guide to Traffic & Transport Management for Special Events Version 3.5 – June 2018

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

Access for local residents, businesses, hospitals and emergency vehicles

Emergency Vehicle Access to Leichhardt Oval

Emergency vehicle access is provided for via both Mary Street and Glover Street access to Leichhardt Oval and parking for the vehicles is accommodated in Mary Street near the main gate access to Leichhardt Oval. Traffic control will assist any emergency vehicle require access to the precinct.

TfNSW and Police Responsibilities on NRL Game Day

Traffic:

Police point duty pre-match and post-match are possible on large and rare occasions at the following three intersections:

- Mary Street/Perry Street
- Glover Street/Perry Street
- Mary Street/James Street/Lilyfield Road

Transport for New South Wales (TfNSW) Transport Management Centre to instigate an Incidence Response Plan providing additional signal phase time for southbound traffic in at the following intersection only on NSW Police contact and request:

- James Street/City West Link Road

The impact on local community will also include an increased traffic and parking demand in surrounding streets. Traffic Controllers will be used to direct traffic and Council Parking Patrol Officers will be required to patrol the surrounding streets to ensure traffic and parking regulations are adhered to.

In order to limit parking and traffic impacts, event organisers will actively promote alternate modes of transport including active transport and public transport to get to and from the event.

A four (4) metre emergency access lane must be maintained on public roads at all times.

The Transport Management Centre Network Operations Staff based in the TMC should monitor traffic conditions and adjust traffic signals if required.

Pedestrian access will be maintained via to footpaths outside of the road closures. Cross over points will be available wherever there is an existing crossing.

Advertise the traffic management arrangements

All residents will be notified of the event through:

Letterbox drop will be conducted for impacted residents and businesses within and near the road closure precinct at least two weeks prior to the event.

Event to be advertised on Council's website & Social Media pages.

Access for residents, businesses, and emergency vehicles

There will be minimal disruption to residents and business, within the vicinity on Level 1 & Level 2 events.

Level 3 events will cause a major disruption to residents and business in the area due to large pedestrian numbers, local streets being fully parked out and vehicles being illegally parked reducing traffic flow and visibility. Council Staff, traffic controllers and user pays police will be onsite to assist residents entering & exiting the precinct.

Portable Variable Message Signs (VMS)

VMSs are recommended for Level 3 events depending on the Special Considerations below.

Parking Variables from 10:00 – 16:00:

The area generally comprises of a combination of residential homes and units, educational institutions, commercial and light industrial lands, parks and recreational land.

The Lilyfield precinct incorporates a range of trip generators that all have varying parking requirements. The trip generators include:

- Residential Dwellings
- Local Commercial Centre
- Educational facilities like University of Tasmania and Orange Grove Public School
- Light rail stops including Leichhardt North and Lilyfield Light Rail Stations
- Sports Facilities like Leichhardt Park Aquatic Centre, Leichhardt Oval, Callan Park
- Recreational facilities like Le Montage Function Centre.

There are six classes of permit parking scheme prescribed in clause 95 of the Road Transport (General) Regulation 2013, including:

- business
- commuter
- resident
- resident's visitor
- special event
- declared organisation.

Special Event Parking Permits:

Special event parking permits may be issued to residents or businesses that are affected by special event traffic management. They can be issued for individual events and the permit must include the date/s and location of the special event. Alternately, they may be

issued as an annual permit for areas where there are a large number of special events, e.g., Leichhardt Oval.

Under current conditions a '1 hour parking during Sporting Fixtures at Leichhardt Oval Authorised Residents Vehicles Excepted LY' scheme is signposted in the surrounding residential streets. In order to update this signposting in accordance with TfNSW Guidelines it is recommended that the signposting be updated to 'Special Event Parking Area 1P Permit Holders Excepted Area SE' as detailed below.



It is recommended that the existing scheme be updated to a Special Event Parking Scheme including updated signposting to 'Special Event Parking Area 1P Permit Holders Excepted Area SE' and operate under Level 3 Large Scale Events.

8. OBSERVATIONS & RECOMMENDATIONS FOR EVENT TIME OPERATIONS

NRL Game Wests Tigers vs Nth Queensland Saturday 20th May 2023

Pre-match Crowd movements:

Ingress of crowds from the North on James St to City West Link Pedestrian Crossing



Ingress of crowds from the East on Lilyfield Rd turning right on Mary Street

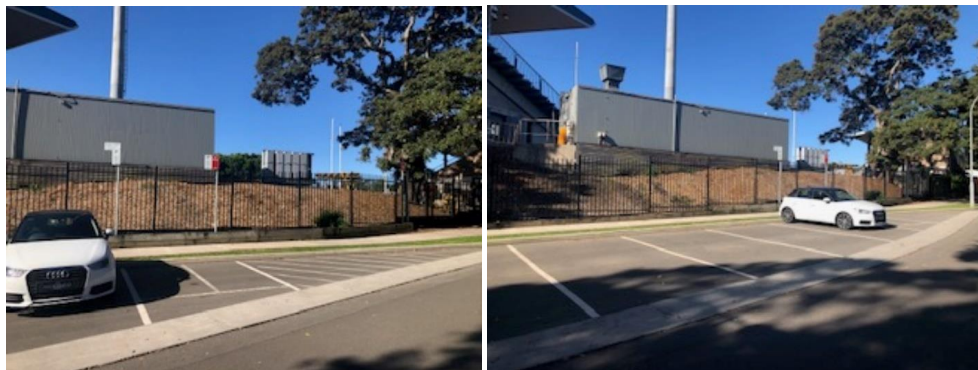


Wests Tigers and other Hirers Game Day Parking

The following content contains recent observations from the site inspection NRL Game Wests Tigers vs Nth Queensland Saturday 20th May 2023 **Pre-Match**:

Dedicated reserved parking will be available for Wests Tigers Participants and service providers at the following locations:

Allocated area for the Outside Broadcast vehicle parking



Mary Street Vehicle Game Day Parking (southern section adjacent to the oval)



Mary St Level 2 - 3 on Chapel St & Morton St

Marshals

Sporting groups booking the playing field to provide marshals to assist patrons parking in the car parks. Marshals should be over 18 years of age and wear a safety vest. These marshals **cannot direct or control traffic**. The marshals can assist patrons particularly children in crossing where there is live traffic.



Buses parked in Mary Street north of Chapel Street and there was also water filled barricades with a gap to allow manned control of traffic movements if required.



Shared visiting team bus parking area with the OB parking, caused congestion as the team alighted from the bus



LPAC & Game Day Parking Managed by E Group Security



Police Vehicles and Special Effects (SFX) Vehicle parking



Glover Street on street adjacent to Leichhardt Oval No. 2
Illegal parking on footpath in Glover Street between Leichhardt Oval and Leichhardt Oval No. 2
can result in pedestrians walking on the road around the vehicles.



WHO's car park management



Traffic Management Glover Street on street (in front of WHO'S)

Frazer St & Maliyawul St



Conflict with manoeuvring of vehicles making 3-point turn and cyclists at the northern dead end of Maliyawul St due to narrow road width and no turn around area

Confusion at Maliyawul Street/unnamed road and unnamed road/Frazer Street resulting in 3-point turns. (May need traffic controller pregame). NSW Police have advised that traffic management issues are experienced at Leichhardt Oval during Level 3 Events in an around this area when Le Montage also has an event running concurrently and to a degree during Level 2 Events resulting in significant congestion and time taken from traffic to egress the precinct.



Recommendation – VMS to inform of the event activity prior to the match

VMS 3 LOCATION & MESSAGES

Positioned to be seen from Fraser St & Maliyawul St driving North

PRIOR TO EVENT	EVENT DAY (before closures)	EVENT DAY (during closures)
From XXXXX till 00:00 on XXXXX	From XXXXX till 00:00 on XXXXX	From XXXXX till 00:00 on XXXXX
<div style="display: flex; flex-direction: column; align-items: center;"> <div>SCREEN 1</div> <div style="background-color: black; color: white; padding: 5px; text-align: center;">ROAD CLOSED DAY MONTH TIME</div> <div>SCREEN 2</div> <div style="background-color: black; color: white; padding: 5px; text-align: center;">ROAD CLOSED DAY MONTH YEAR TIME</div> </div>	<div style="display: flex; flex-direction: column; align-items: center;"> <div>SCREEN 1</div> <div style="background-color: black; color: white; padding: 5px; text-align: center;">ROAD CLOSED TODAY TIME</div> <div>SCREEN 2</div> <div style="background-color: black; color: white; padding: 5px; text-align: center;">GLOVER ROAD CLOSED TODAY</div> </div>	<div style="display: flex; flex-direction: column; align-items: center;"> <div>SCREEN 1</div> <div style="background-color: black; color: white; padding: 5px; text-align: center;">ROAD CLOSED AHEAD TIME</div> <div>SCREEN 2</div> <div style="background-color: black; color: white; padding: 5px; text-align: center;">EVENT NAME LIMITED CAR PARK SPACES PREPAID ONLY</div> </div>

Location: Maliyawul St VMS location 3

Event Date: TBC

Time of works: 'See application'

Client: Inner West Council

Project: Level 3 5000+ PAX

Plan No.: WD/SIPaul/SURCC/GA3359-3

Minimum Staff Required: N/A

Details:

SHORT TERM WORKS

It is proposed VMS 3 for any event over 5000pax 2023.

The plan shows Traffic Guidance Scheme for the VMS and advance warning signage.

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Plan by: Anthony Russell
Safe Work Cert: 127862029
for Who Dares Pty Ltd Signature:

Further observations from 23 May Prior to the match:

- There were no police on point duty prior to the game.
- Traffic congestion was reasonable and surrounding streets were not at gridlock
- Safe conditions for pedestrians in Mary Street and Glover Street
- Traffic signal phasing was not altered for event and NSW Police have advised that signal phasing modifications has never been instigated prior to the event at Leichhardt Oval.



Lack of warning event information of Mary Street Closure on approach to the area from Perry Street.

NSW Police have advised they would be available to conduct point duty if required prior to an event if requested by the client, provided Police are then released to crowd control upon gates opening.

Recommendation - VMS Located pre-event and traffic signage on the day of the event. This location is the preferred primary location for a VMS.

VMS 2 LOCATION & MESSAGES

PRIOR TO EVENT		EVENT DAY (before closures)		EVENT DAY (during closures)	
From XXXXX till 00:00 on XXXXX		From XXXXX till 00:00 on XXXXX		From XXXXX till 00:00 on XXXXX	
SCREEN 1	ROAD CLOSED DAY MONTH YEAR TIME	SCREEN 1	ROAD CLOSED TODAY TIME	SCREEN 1	ROAD CLOSED AHEAD TIME
SCREEN 2	ROAD CLOSED DAY MONTH YEAR TIME	SCREEN 2	GLOVER ROAD CLOSED TODAY	SCREEN 2	EVENT NAME LIMITED CAR PARK SPACES PREPAID ONLY

Location: Mary St, Glover St, Morton St Lilyfield.

Event Date: TBC

Time of works: 'See application'

Client: Inner West Council

Project: Level 3 5000+ PAX

Plan No.: WD/SIP/au/SURCC/GA3359-3

Minimum Staff Required: N/A

Details:

SHORT TERM WORKS

It is proposed VMS 2 for any event over 5000pax 2023.

The plan shows Traffic Guidance Scheme for the VMS and advance warning signage.

Plan by Anthony Russell
Safe Work Cert. TCT180228
for Who Dares Pty Ltd Signature.

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Resident Street Parking Event Restrictions



Security Guards were positioned in some traffic positions

Recommendation – Licensed Traffic Controllers on council roads



Mary St Drop off. Turn right Into Chapel St

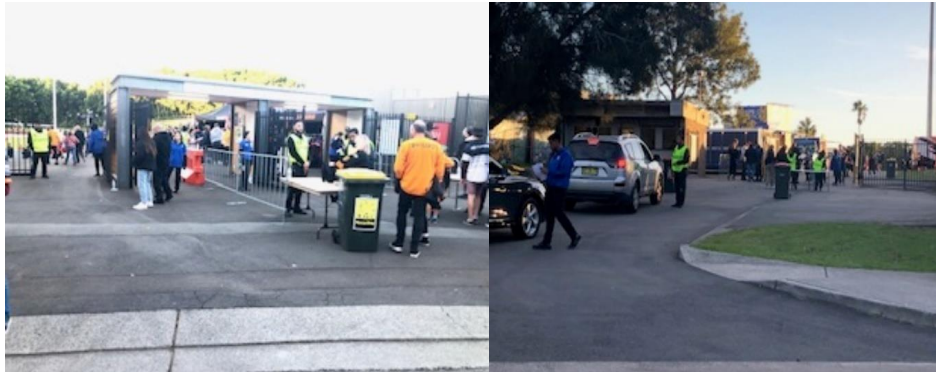


Cars were naturally turning right on Chapel Street. It appeared that most traffic turned right into Chapel Street then sent left or right into Glover Street.

There was no temporary Drop off zone in Mary Street with many patrons being dropped off within the travel lane in Mary Street near Chapel Street. Recommendation – Licenced Traffic Control to manage an allocated well marked drop off area.

Ground Access & the Passes system off Mary St & Glover Street, has significant pedestrian and Vehicle Traffic crossover on large events. The Security management controls the movements of Pedestrians and Vehicles in both areas.

NSW Police have advised of issues when vehicles heading northbound in Mary Street are required to make a right turn into Chapel Street, in particular buses and trucks and suggested manned traffic control be located at Mary Street/Perry Street intersection on Level 3 Events to prevent buses and large trucks entering and that they be redirected away from the area with potential to drop off passengers at Perry Street and Balmain Road bus stops. Due to difficulty in locating a traffic controller at a location that allows a bus/truck to make a detour without needing to reverse in Mary Street this has not been included in the TGS.



The following content contains recent observations from the site inspection NRL Game Wests Tigers vs Nth Queensland Saturday 20th May 2023 **Post Game:**

- Pedestrian/vehicular safety concerns in Glover Street near Chapel Street. Pedestrian crowd overtakes the roadway however there are a few cars also leaving the precinct mixing with pedestrians.
- There was a lack of lighting in the precinct around Glover Street and Chapel Street and along Chapel Street.
- Confusion at Maliyawul Street/unnamed road and unnamed road/Frazer Street - observed vehicle travelling wrong way in unnamed laneway but realised and turned around.
- Significant pedestrian movements exit the ground and walk at the back of the early learning centre to Frazer Street. There is no formal path at this location.
- Police point duty observed at Lilyfield Road/James Street/Mary Street traffic signals and Mary Street/Perry Street.
- Phasing altered for post-match conditions at James Street/CWL, Norton Street/CWL and Balmain Road/CWL.
- There were no Temporary Bus Zones in Perry Street or Mary Street.

Post-Game Notes

Jason Scoufis
Inner West Council
Traffic and Parking Planner

INNER WEST COUNCIL
TMP VERSION 4

31

Item 11

Attachment 1

9. Special Event Parking Permits:

The two graphs below show the increased parking saturation of the area on a major game/event day with an increase in available parking area diminishing from 10:00hrs – 16:00hrs. Red showing the maximum capacity is close to reached.

Limited Local Parking Availability:

- Leichhardt Park. 190 spaces. 2 min.
- Le Montage. 90 spaces. 9 min.
- Rodd Park. 40 spaces. 20 min.
- Birkenhead Point. 1330 spaces. 41 min.
- Hamilton Street Car Park. 45 spaces. 43 min.
- 44-46 Merton Street. 23 spaces. 45 min.
- 13 Marion St. 87 spaces. 45 min.
- 1 Marion St. 17 spaces. 45 min.

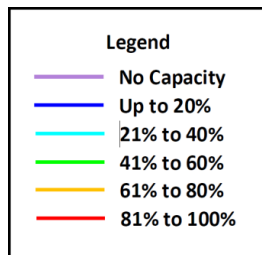
<https://www.parkopedia.com.au/parking/stadium/leichhardt-oval/?arriving=202305221700&leaving=202305221900>

NSW Road Network Classifications:

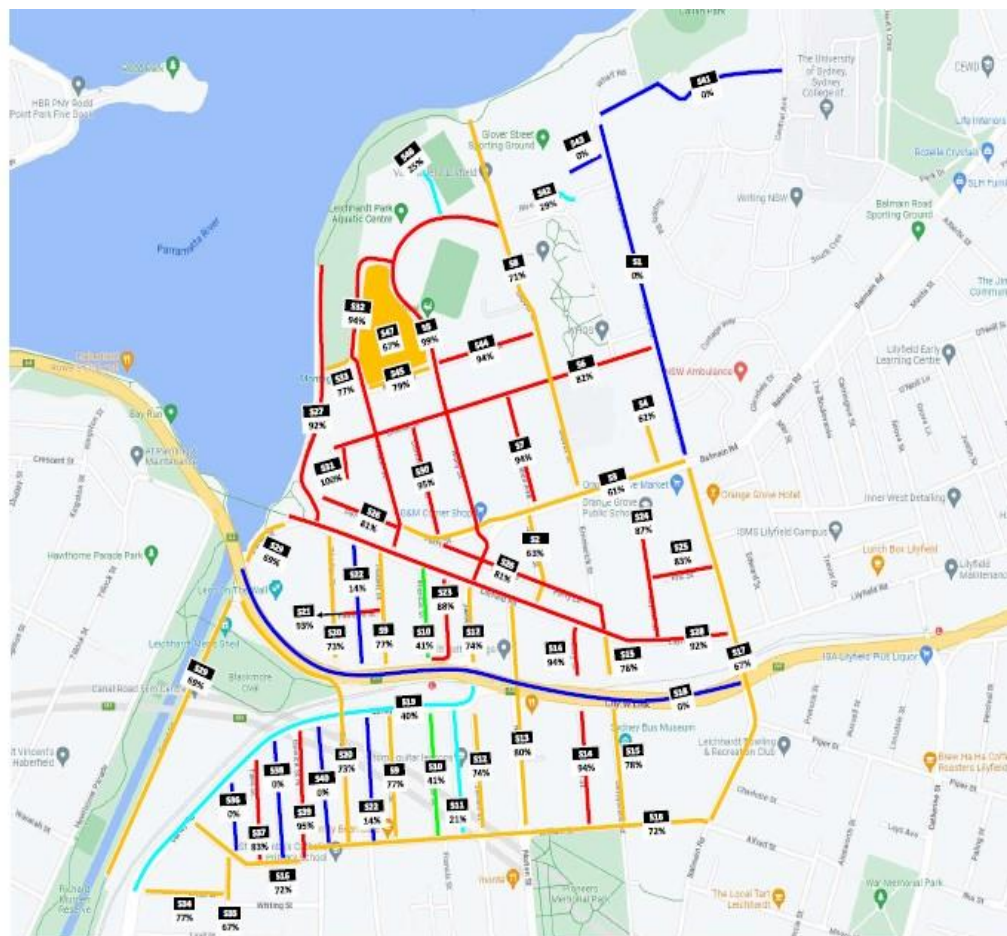
<https://roads-waterways.transport.nsw.gov.au/classification/map/index.html>

10.LOCAL AREA PARKING STATISTICS

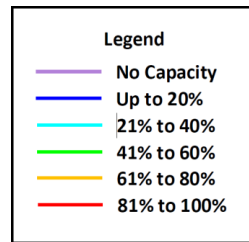
5000 pax + KEY:



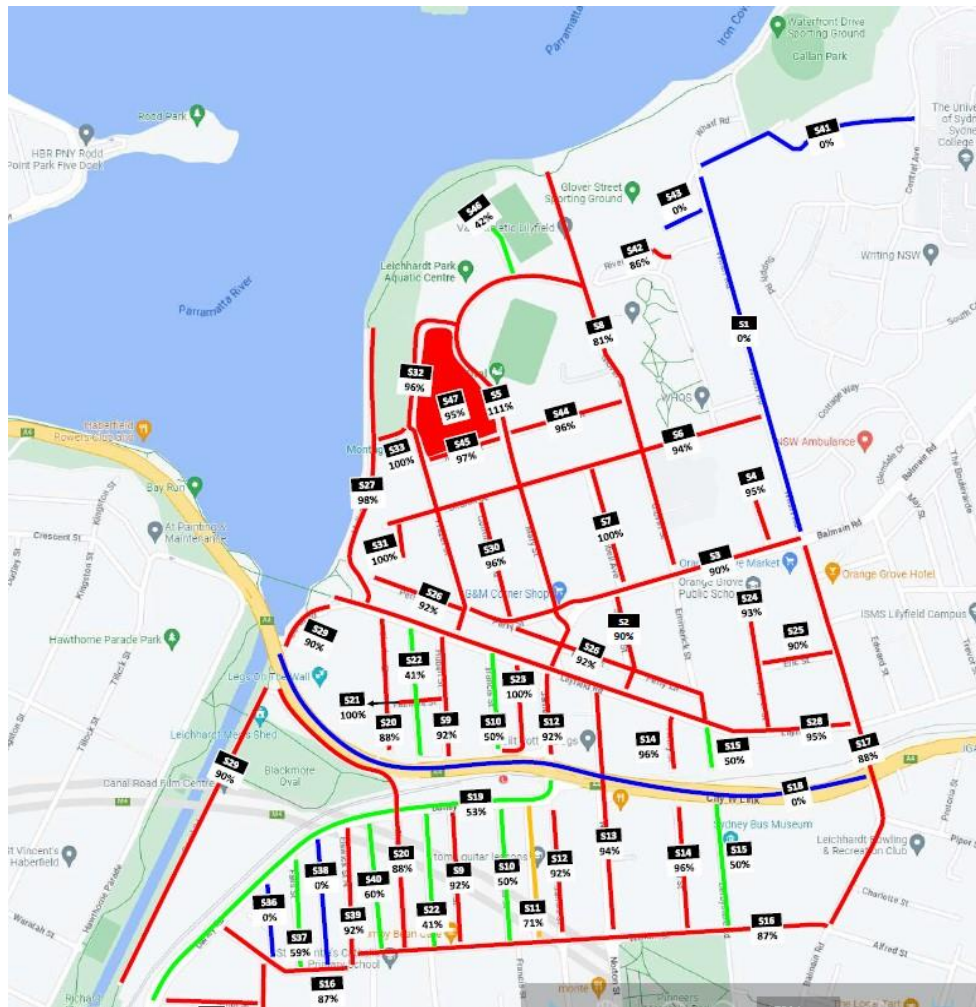
Special Event Level 3 - 5000pax at 10:00 HRS Residential Parking Graph:



5000 pax + KEY:



Special Event Level 3 - 5000pax at 16:00 HRS Residential Parking Graph



11. SPECIAL CONSIDERATIONS:

Level 1 - SMALL SCALE EVENT (less than 1,500 attendees)

STEP 1 - PRE-EVENT PLANNING

Prior to each match an Event briefing will be held to discuss arrangements for parking and traffic and should involve Council, The Hirer and Security. Summary of arrangements to be shared with the LAC, Leichhardt Park Aquatic Centre and other relevant stakeholders.

STEP 2 – COMMUNICATIONS ARRANGEMENTS

Parking arrangements, expected impacts to traffic in the surrounded area and promotion of public transport should be communicated in the following ways prior to each event:

- Council Website and newsletters
- Hirers Website and ticketing information
-
- Notices on LPAC notice boards and LPAC staff communication with patrons

STEP 3 – TRAFFIC AND PEDESTRIAN CONTROLLERS

There will be no placement of Road Barriers at the Mary Street, Chapel Street and Morton Street intersection. There will be no need for Traffic controllers to assist with the car park management given that the car park will not be separated. A VMS is not required for this size event.



Level 2 - MEDIUM SCALE EVENT (1,500 to 5,000 attendees)

STEP 1 - PRE-EVENT PLANNING

Prior to each match an Event briefing will be held to discuss arrangements for parking and traffic and should involve Council, The Hirer and Security. Summary of arrangements to be shared with the LAC, Leichhardt Park Aquatic Centre and other relevant stakeholders

STEP 2 – COMMUNICATIONS ARRANGEMENTS

Parking arrangements, expected impacts to traffic in the surrounded area and promotion of public transport should be communicated in the following ways prior to each event:

- Council Website and newsletters
- Hirers Website and ticketing information
- Notices on LPAC notice boards and LPAC staff communication with patrons

When possible, the Inner West Courier and/or other local publications should be utilised.



STEP 3 – TRAFFIC AND PEDESTRIAN CONTROLLERS

There will be no placement of Road Barriers at the Mary Street, Chapel Street and Morton Street intersection. There will be no need for Traffic controllers to assist with the car park management given that the car park will not be separated. A VMS is not required for this size event.

Level 3 - LARGE SCALE EVENT (5,000+ attendees or more)

STEP 1 - PRE-EVENT PLANNING

Prior to each match an Event briefing will be held to discuss arrangements for parking and traffic and should involve Council, The Hirer, Security and NSW Police. Summary of arrangements to be shared with the LAC, Leichhardt Park Aquatic Centre, and other relevant stakeholders.

STEP 2 – COMMUNICATIONS ARRANGEMENTS

Parking arrangements, expected impacts to traffic in the surrounded area and promotion of Council's Shuttle Bus (if a shuttle bus be provided) should be communicated in the following ways prior to each event:

- Council Website and newsletters
- Hirers Website and ticketing information
- Notices on LPAC notice boards and LPAC staff communication with patrons

When possible, the Inner West Courier and/or other local publications should be utilised.

STEP 3 – HOSTILE VEHICLE MITIGATION (HVM) & TARGET HARDENING STRATEGY

Consideration of the engagement of a HVM expert to author a report that ascertains the risk of a possible incident. The assessment will take into consideration several factors to formulate the recommendations for target hardening measures. The factors assessed include the current security practices and target hardening measures in place around the event area during normal mode and event mode, permanent security controls, permanent traffic deflections to slow vehicles, the types of vehicles to access the sites, vehicle and pedestrian traffic volume, event layered security planning and the potential opportunity for a clear and open run to accelerate to a high speed at each of the locations under assessment.

- Possible placement of approved Hostile Vehicle Mitigation at the Mary Street, Chapel Street and Morton Street intersection, which will be manned by traffic controllers and be in place up to 2 hours prior to kick off.

STEP 4 - ROAD CLOSURES AND DIVERSIONS

In order to improve pedestrian safety in and around the venue and reduce traffic movements a number of road closures can be put in place when required. These are discussed with event staff and Police on the day, and which are manned by traffic controllers. These are detailed in the TGS's attached. It should be noted that the road closures are anticipated to commence 2 hours prior to kick off.

The following additions to the road closures are proposed:

- All traffic including dedicated match day parking, LPAC and spectator parking to be redirected down Chapel Street. If safe to do so Council Shuttle Bus (if provided), Mary Street South users, emergency and other essential vehicles should be accepted. Morton Street can also be used as a secondary route.

- Temporary Closure of Mary Street immediately north of Chapel Street and Morton Street to limit vehicle movement for 15 – 20 minutes post full time to allow safe egress movement of pedestrians out of the local area.
- Temporary closure of Chapel Street at Glover Street which restricts traffic from entering Church Street and sends all traffic left when exiting Church Street to reduce conflict along Glover Street south of Church Street.

STEP 5 - VMS PLANNING

Please see the Level 3- large scale event VMS Plan in the appendix. The VMS deployment should be done a week prior to the event to inform the residents and the general public of the event day traffic and parking arrangements & restrictions. The primary VMS location is recommended at Mary Street/Perry Street intersection, whilst the other 2 locations are also recommended where possible.

STEP 6 - SPECIAL EVENT CLEARWAYS (Considerations)

A review of the special event clearway operations which have been previously installed on the eastern side of James Street, between Lilyfield Road and City West Link, Lilyfield has indicated that at this point in time it is not required due to limited if any improvement to queuing, therefore it is not proposed to be activated.



STEP 7 - SPECIAL EVENT PARKING ZONE

The Special Event Parking Zone should be activated for all NRL games and considered for other Level 3 Events. Under current conditions a '1 hour parking during Sporting Fixtures at Leichhardt Oval Authorised Residents Vehicles Excepted LY' scheme is signposted in the surrounding residential streets. In order to update this signposting in accordance with TfNSW Guidelines it is recommended that the signposting be updated to 'Special Event Parking Area 1P Permit Holders Excepted Area SE'.

5. PRIVACY NOTICE:

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

I declare that the details in this application are true and complete. I understand that:

The "personal information" is being collected for submission of the Transport Management Plan for the event described in Section 1 of this document.

I must supply the information under the Road Transport Legislation (as defined in the Road Transport (General) Act 1999) and the Roads Act 1993.

Failure to supply full details and to sign or confirm this declaration can result in the event not proceeding.

The "personal information" being supplied is either my own or I have the approval of the person concerned to provide his/her "personal information".

The "personal information" held by the Police, TfNSW or Local Government may be disclosed inside and outside of NSW to event managers, or any other person or organisation required to manage or provide resources required to conduct the event or to any business, road user or resident who may be impacted by the event.

The person to whom the "personal information" relates has a right to access or correct it in accordance with the provisions of the relevant privacy legislation.

6. APPROVAL

TMP Approved by: Date:
Event Organiser

7. AUTHORITY TO *REGULATE TRAFFIC

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

Regulation of traffic authorised by: Date:
Inner West Council

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

8. Attachments:

- Annex 1 – Public Liability Insurance TBC
- Annex 2 – Event Site Plan TBC
- Annex 3 – Traffic Guidance Schemes
- Annex 4 – VMS Plan

PUBLIC LIABILITY INSURANCE

ANNEX 1

Item 11

Attachment 1

ANNEX 2

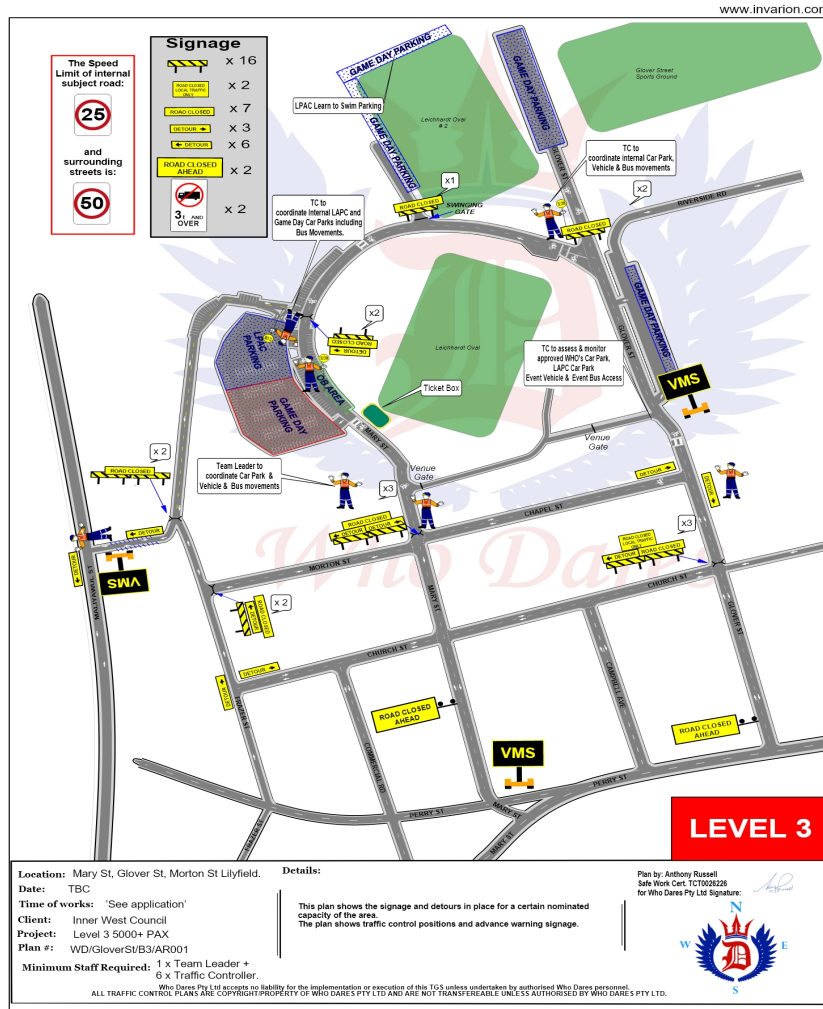
Event Site Plan
(TBC – Example below)

Item 11

Attachment 1

ANNEX 3

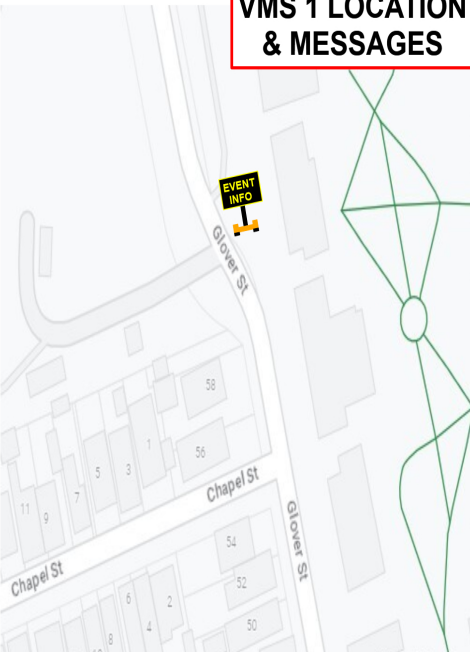
TRAFFIC GUIDANCE SCHEMES LEVEL 3 TGS 3:




VMS 1:

Item 11

VMS 1 LOCATION & MESSAGES



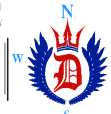


1 WEEK Prior to the event From XXXXX till 00:00 on XXXXX	EVENT DAY (Midnight Prior to Closures) From XXXXX till 00:00 on XXXXX	EVENT DAY (closures) TIMES ON TGS From XXXXX till 00:00 on XXXXX
<p>SCREEN 1</p> <div style="border: 1px solid black; background-color: black; color: white; padding: 5px; text-align: center;">ROAD CLOSED DAY MONTH TIME</div> <p>SCREEN 2</p> <div style="border: 1px solid black; background-color: black; color: white; padding: 5px; text-align: center;">ROAD CLOSED DAY MONTH TIME</div>	<p>SCREEN 1</p> <div style="border: 1px solid black; background-color: black; color: white; padding: 5px; text-align: center;">ROAD CLOSED TODAY TIME</div> <p>SCREEN 2</p> <div style="border: 1px solid black; background-color: black; color: white; padding: 5px; text-align: center;">GLOVER ROAD CLOSED TODAY</div>	<p>SCREEN 1</p> <div style="border: 1px solid black; background-color: black; color: white; padding: 5px; text-align: center;">LEICHHARDT OVAL CLOSED AHEAD</div> <p>SCREEN 2</p> <div style="border: 1px solid black; background-color: black; color: white; padding: 5px; text-align: center;">EVENT NAME LIMITED CAR PARK SPACES PREPAID ONLY</div>

Location: Glover St VMS
Event Date: TBC
Time of works: 'See application'
Client: Inner West Council
Project: Level 3 5000+ PAX
Plan No.: WD/Leichhardt/IW/GA3359-3
Minimum Staff Required: N/A

Details:
 SHORT TERM WORKS
 It is proposed VMS 1 for any event over 5000pax 2023.
 The plan shows Traffic Guidance Scheme for the VMS and advance warning signage.

Plan by: Anthony Russell
 Safe Work Cert. TCT0020226
 for Who Dares Pty Ltd Signage...



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Attachment 1

VMS 2:

Item 11



VMS 2 LOCATION & MESSAGES



1 WEEK Prior to the event	EVENT DAY (Midnight Prior to Closures)	EVENT DAY (closures)
From XXXXX till 00:00 on XXXXX	From XXXXX till 00:00 on XXXXX	From XXXXX till 00:00 on XXXXX
SCREEN 1 ROAD CLOSED DAY MONTH YEAR TIME	SCREEN 1 ROAD CLOSED TODAY TIME	SCREEN 1 LEIGHARDT OVAL CLOSED AHEAD
SCREEN 2 ROAD CLOSED DAY MONTH YEAR TIME	SCREEN 2 MARY ST. CLOSED TODAY	SCREEN 2 EVENT NAME LIMITED CAR PARK SPACES PREPAID ONLY

Location: Mary St, Glover St, Morton St Lilyfield.

Event Date: TBC

Time of works: 'See application'

Client: Inner West Council

Project: Level 3 5000+ PAX

Plan No.: WDL/Leichardt/IW/GA3360-3

Minimum Staff Required: N/A

Details:

SHORT TERM WORKS

It is proposed VMS 2 for any event over 5000pax 2023.

The plan shows Traffic Guidance Scheme for the VMS and advance warning signage.

Plan by: Anthony Russell

Safe Work Cert. TCT000826

for Who Dares Pty Ltd Signature.



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Attachment 1

VMS 3:

Item 11

VMS 3 LOCATION & MESSAGES

1 WEEK Prior to the event From XXXXX till 00:00 on XXXXX	EVENT DAY (Midnight Prior to Closures) From XXXXX till 00:00 on XXXXX	EVENT DAY (closures) Times On TGS From XXXXX till 00:00 on XXXXX
<p>SCREEN 1</p> <div style="border: 1px solid black; padding: 5px; text-align: center; background-color: black; color: white;">ROAD CLOSED DAY MONTH TIME</div> <p>SCREEN 2</p> <div style="border: 1px solid black; padding: 5px; text-align: center; background-color: black; color: white;">ROAD CLOSED DAY MONTH TIME</div>	<p>SCREEN 1</p> <div style="border: 1px solid black; padding: 5px; text-align: center; background-color: black; color: white;">ROAD CLOSED TODAY TIME</div> <p>SCREEN 2</p> <div style="border: 1px solid black; padding: 5px; text-align: center; background-color: black; color: white;">FRAZER ST CLOSED TODAY</div>	<p>SCREEN 1</p> <div style="border: 1px solid black; padding: 5px; text-align: center; background-color: black; color: white;">LEICHHARDT OVAL CLOSED AHEAD</div> <p>SCREEN 2</p> <div style="border: 1px solid black; padding: 5px; text-align: center; background-color: black; color: white;">EVENT NAME LIMITED CAR PARK SPACES PREPAID ONLY</div>

Location: Maliyawul St VMS location 3

Event Date: TBC

Time of works: 'See application'

Client: Inner West Council

Project: Level 3 5000+ PAX
WD/Leichhardt/IW/GA3360-4

Plan No.:

Minimum Staff Required: N/A

Details:

SHORT TERM WORKS
It is proposed VMS 3 for any event over 5000pax 2023.

The plan shows Traffic Guidance Scheme for the VMS and advance warning signage.

Plan by: Anthony Russell
Safe Work Cert: TCTW02626
for Who Dares Pty Ltd Signature.

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Attachment 1

SPECIAL EVENTS SIGNAGE REPLACEMENT PLAN – LEICHHARDT OVAL

LEGEND:



Special Event
Parking – Major
Entry (R5-60-4n)
Install as indicated
on plan



Special Event Parking –
Repeater (R5-62-4)
Install on all existing stems
within indicated area



Special Event Parking – End
(R5-63-4n)
Install as indicated on plan



Excluded from Special Events Area scheme



Item No: LTC0524(1) Item 12
Subject: AMENDMENT TO SIGNPOSTED CAR SHARE VEHICLE SPACES IN THE INNER WEST (ALL WARDS, ALL ELECTORATES, ALL PACS)
Prepared By: Sarah Guan - Graduate Strategic Transport Planner
Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

1. That the existing car share spaces signposted as 'No Parking, Council Authorised Car Share Vehicles Excepted'(or similar) in the locations scheduled in Attachment 2 be amended to 'No Parking Authorised Car Share Vehicle Expected, Area GOGET'.
2. That the following signposting convention be endorsed for the current Council car share providers:
 - a) Car share spaces operated by GoGet be signposted as 'No Parking Authorised Car Share Vehicle Expected, Area GOGET';
 - b) Car share spaces operated by Flexicar by signposted as 'No Parking Authorised Car Share Vehicle Expected, Area FLEXICAR'; and
 - c) Car share spaces operated by Popcar be signposted as 'No Parking Authorised Car Share Vehicle Expected, Area POPCAR'.

STRATEGIC OBJECTIVE

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

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

Currently Council has signposted 116 fixed on-street car share spaces in the LGA which are operated by GoGet.

Following the adoption of the Inner West Car Share Policy (*Attachment 1*), additional car share operators have been selected to operate in the Inner West which requires amendment to existing signage to accommodate multiple companies.

It is recommended that Council adopts changes to signage for on-street fixed space car share parking.

BACKGROUND

Car share parking is an efficient use of parking spaces because one shared vehicle can replace several private vehicles that would otherwise compete for local parking. Car share also reduces overheads for residents who don't need to own a car.

Council supports car sharing as a part of its drive to:

- reduce greenhouse gas emissions;
- reduce on-street parking demand;
- reduce congestion and the competition for parking spaces; and
- encourage active lifestyles by reducing dependency on private cars.

Users of car share schemes in the Inner West report reduced car ownership and greater use of other transport options including public transport, walking and cycling.

GoGet was the car share operator for the former Marrickville Council and Leichhardt Council and continue to operate in Inner West Council.

Currently car share parking spaces are signposted differently depending on the location and include variations of:

- 'No Parking Council authorised car share vehicles excepted'
- 'No Parking Leichhardt Council authorised car share vehicles excepted'
- 'No Parking Car share vehicles authorised by Marrickville Council excepted'

The map shows the geographic distribution of fixed GoGet car share vehicles in the Inner West. Note that the map does not show the number of car share parking spots at each location and does not include car share vehicles on private land. For a complete list of GoGet's existing dedicated on-street car share parking spaces, please refer to *Attachment 2*.

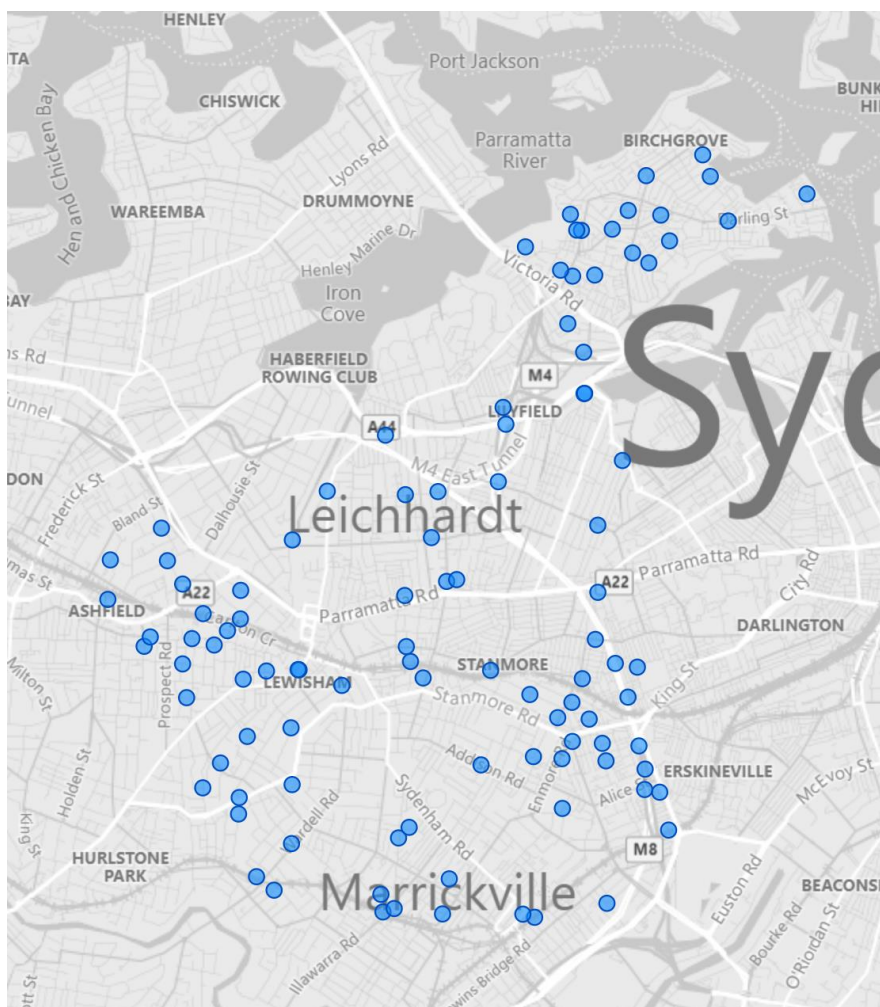


Figure 1: GoGet car share distribution in Inner West

On 3 August 2021, Council resolved to adopt the Inner West Council Car Share Policy and following this, in October 2023, an RfQ for car share operators in Inner West LGA was released.

This was in response to overwhelming interest from other car share operators and to provide variety of options to our Community.

The benefits of multiple car share operators include:

- Providing our community with a variety of choices;
- Creating a competitive market to benefit our community; and
- Increase resilience within the car share industry in Inner West to reduce impacts of shocks from the market.

There are 3 car share operators appointed from the RfQ: GoGet, Hertz/Flexicar and PopCar. Changes to existing car share signage are required to allow for proper allocation and enforcement of car share spaces between the multiple car share operators.

At Council's April Meeting, a previous recommendation of the Traffic Committee was considered to signpost new car share spaces with area codes GG, FC, PC to represent the three chosen car share companies. Council resolved that "amendment to signposted Car Share Vehicle spaces in the Inner West to be deferred pending further review of the signage especially the use of abbreviations". Following from the resolution, Council had discussed with Transport for NSW (TfNSW) who have provided in-principle agreement to allow the names of car share operators to be displayed on the signage.

DISCUSSION

Changes to the signage will follow TfNSW's Guidelines for on-street fixed car share parking as shown below.



Figure 2: Example signage from TfNSW's Guidelines for on-street fixed space car share parking

Council proposes using the following area codes for Authorised Car Share Operators:

Authorised Car Share Operator	Area Code
GoGet	GOGET
Flexicar	FLEXICAR
PopCar	POPCAR

Table 1: Proposed area codes for Authorised Car Share Operators

The area codes will allow the community and Council's Parking and Ranger services staff to identify which car share operator is assigned to a fixed car share space.

FINANCIAL IMPLICATIONS

Authorised car share operators are required to pay for application fees, supply and installation of signposting fees in addition to an annual fee for each signposted parking space.

These fees cover the maintenance and updating of signage.

Fees associated with car share parking for FY23/24 is outlined below:

Fee Type	FY23/24 Fee
Car Share space application – per application	\$179.80
Install/replace car share signposting supply and install signs (includes first years fee) – per sign	\$422.40
Car share Annual Fee – per year or part there of	\$192.60

Table 2: Fees and charges for car share parking space (Source: Inner West Fees & Charges 2023/24)

ATTACHMENTS

1. [Inner West Council's Car Share Policy](#)
2. [List of Goget's existing dedicated car share parking spaces](#)



CAR SHARE POLICY

DOCUMENT PROFILE

Title	Car Share Policy
Summary	This Policy provides a framework for the application, installation and management of designated car share spaces in public streets and car parks owned and/or managed by council.
Background	Car sharing is well established in the Inner West. Car sharing services provide an additional transport option for the growing population in the Inner West LGA.
Policy Type	Council
Relevant Strategic Plan Objective	Strategic Direction 2: Unique, liveable, networked neighbourhoods
Relevant Council References	This Policy supersedes the following: <ul style="list-style-type: none"> Ashfield Council: Supporting Car Share Parking December 2015 Leichhardt Council: Car Share Policy 2008 Marrickville Council: Marrickville Car Share Policy May 2014
Main Legislative or Regulatory Reference	NSW Road Rules
Applicable Delegation of Authority	As per delegations register
Other External References	Guidelines for On-Street Fixed Space Car Share Parking, NSW Government Technical Direction, TTD 2018/001 – 26 October 2018
Attachments	Nil
Record Notes	External available document
Version Control	See last page

Document:	Council Policy	<i>Uncontrolled Copy When Printed</i>	
Custodian:	Traffic and Transport Planning Manager	Version #	Version 2
Approved By:	Director Infrastructure	ECM Document #	35066067
Adopted By:	Council	Publish Location	Internet
Adopted Date and Minute #:	3 August 2021 – C0821(1) Item3	Next Review Date	2026



1. INTRODUCTION

Car sharing allows people to use a car for any period of time and only pay for the time used and/or the distance travelled. It is a membership-based service available to all qualified drivers in the community and it can be a convenient and cheaper way to drive in place of owning a car. The use of shared cars reduces the need for car ownership subsequently reducing vehicle emissions and the demand for street parking. Members of car sharing services also report increased walking activity and reduced transport costs.

The Car Share Policy aims to achieve consistency and clarity in the application, installation and management of designated car share spaces in the following locations:

- Public streets owned and/or managed by Inner West Council, and
- Car parks owned and/or managed by Inner West Council.

The policy is based on the NSW Government *Guidelines for On-street Fixed Space Car Share Parking* (TTD 2018/001 dated 26 October 2018) which outlines the use of signage for fixed street parking designated for use by car share vehicles.

2. OBJECTIVES

Going Places: An Integrated Transport Strategy for Inner West outlines Inner West Council's support for car share as a means to reduce car parking demand and improve sustainability. Users of car share schemes in the Inner West report reduced car ownership and greater use of other transport options including public transport, walking and cycling and the Car Share Policy aims to support these outcomes.

The objectives of this policy are to:

- a. Support *Going Places: An Integrated Transport Strategy for Inner West*
- b. Provide an additional transport option to reduce vehicle congestion and greenhouse gas emissions
- c. Reduce the demand for on-street car parking
- d. Encourage more active lifestyles by reducing dependency on private cars
- e. Provide assessment considerations and the rationale for fees and charges for on-street parking bays/spaces for car share vehicles

3. SCOPE

This policy applies only to streets and car parks which are owned and/or managed by Inner West Council.

The policy does not apply to agreements between car share operators and another party for parking vehicles on private property, whether existing or proposed by development. For car share parking to be provided with new development, please refer to the relevant Local Environmental Plan (LEP) and Development Control Plan (DCP).

The policy applies only to car share schemes which provide access to vehicles for members of the scheme. It does not apply to 'peer-to-peer' car rental services where an individual provides public



access to their own privately registered vehicle for a fee. The policy does not apply to schemes offering services to non-member customers such as car hire/rental companies.

Provided it meets the specifications in this policy, any car share scheme operator can make applications for dedicated on-street parking bays/spaces.

4. ELIGIBILITY TO OPERATE A CAR SHARE SCHEME IN THE INNER WEST LGA

Designated car share parking bays/spaces will only be allocated to operators that satisfy the following:

1. Have a network of cars in place, planned or emerging within the Inner West Local Government Area to provide equitable and competitive access.
2. Any person with a valid driving licence, provisional or above, is eligible for membership of the car share scheme subject to relevant financial and driving checks.
3. Provides both phone and internet booking facilities with availability 24 hours per day and 7 days per week and allows immediate booking of cars to support spontaneous trips.

5. OBLIGATIONS OF CAR SHARE OPERATORS

Operators of a car share scheme must meet the following obligations:

1. A range of vehicles suitable for use and access by people with disabilities including wheelchair users must be provided within the operators network.
2. Vehicles within an operator's fleet are not to exceed the following combined average of carbon dioxide emissions for each category:

Hatchbacks / sedans	150g/km
Sports Utility Vehicles (SUV)	180g/km
Vans / people movers	230g/km

3. Operators are encouraged to achieve the following combined average of carbon dioxide emissions for each category within five years of adoption of this policy:

Hatchbacks / sedans	128g/km
Sports Utility Vehicles (SUV)	162g/km
Vans/people movers	219g/km

4. Car share operators are to provide an annual report, for their fleet of vehicles in the Local Government Area, which states:
 - a. The average carbon dioxide emission levels for each of the vehicle categories referred to in point 5.2.
 - b. Steps taken by the car share operator, that year, to assist in achieving the fleet average emission targets specified in point 5.3



5. All passenger vehicles are to have a minimum 4-star ANCAP safety rating.
6. The exterior of vehicles must clearly identify the company name.
7. Operators are to provide telephone and email contact details which are staffed 24 hours per day 7 days per week. If a Share car has been parked unmoved for a period of longer than 5 days in a permit parking zone then the Share car company will be required to move the car.
8. A vehicle is to be installed and available in the bay/space within three days after the installation of signage.
9. Car share operators are to provide a monthly vehicle usage and membership report for all vehicles in the Local Government Area including at least the following:
 - a. The total number of vehicles.
 - b. The total number of vehicles allocated with designated street parking space.
 - c. The total number of vehicles using non-allocated street parking space (also known as 'floating car share vehicles').
 - d. The total number of members, showing the total number of residential members and business members.
10. The monthly report is to include at least the following per vehicle:
 - a. Location description and spatial location.
 - b. Total number of bookings
 - c. Total number of hours booked.
 - d. Average number of bookings per day.
 - e. Average and median trip distance.
 - f. The proportion of bookings on weekdays and weekends.
11. All vehicles available for booking in the Inner West Local Government Area are to be included in the data required by points 5.8 and 5.9 above including vehicles using non-allocated street parking space (also known as 'floating car share vehicles').
12. If considered necessary by council, independent auditing of the data submitted may be carried out at the operator's expense.
13. When considered reasonably necessary to ensure its ability to meet its obligations to members and council, a car share operator may be requested to demonstrate its financial soundness.
14. Operators will be required to enter into a licence agreement with council in accordance with this policy.

6. APPLICATION AND INSTALLATION

1. Council will authorise the exclusive use of an approved dedicated parking bay/space by the operator



2. The following hierarchy of preferred locations for designated car share spaces will be considered when assessing suitability of locations:
 - a. Within immediate proximity to public transport services such as a rail/metro station/stop.
 - b. Adjacent to public land such as a park.
 - c. Adjacent to a public facility such as a leisure centre or library.
 - d. Within high/medium density residential areas.
 - e. In or immediately adjacent to retail / commercial streets.
 - f. Adjacent to the side boundary of single dwellings.
 - g. Other locations.
3. Car share parking spaces located in front of single dwellings will be given low priority and avoided in most circumstances.
4. Consultation will be carried out with residents and businesses in the immediate vicinity of a proposed parking space.
5. Parking spaces are to be endorsed by the Local Traffic Committee.
6. Inner West Council reserves the right to reject, or determine by refusal, any application for a car share parking space.
7. A maximum of three applications from a car share operator will be accepted at any one time. Additional applications will not be accepted until prior applications are determined.
8. Costs associated with the installation, removal, maintenance and administration of dedicated car share bays/spaces including non-statutory features such as painted road markings will be met by the relevant car share company in accordance with the Schedule of Fees and Charges.

7. MANAGEMENT OF ESTABLISHED PARKING BAYS/SPACES

1. Parking bays/spaces designated for use by car share vehicles can be removed at any time, at council's discretion. Notification of at least one month will be provided.
2. In the event of non-compliance with the policy or licence agreement council may revoke, suspend or remove parking bays/spaces designated to an operator and reject further applications.
3. Parking bays/spaces are not to be transferred between operators. If ownership of a car share company changes council may, if considered reasonably necessary, revoke or re-allocate any or all of the parking bays/spaces approved for use by the subject operator. For the purposes of this section an 'operator' is a car share company with street spaces allocated by Inner West Council.
4. To facilitate competition of operators functioning in the Local Government Area, Inner West Council may, at its discretion, invite applications for use or re-allocation of any, some or all



car share parking bays/spaces, either established or proposed. Established parking bays/spaces will not be reallocated to another operator within three years of signage installation and line marking of the space.

5. A clearly marked car share vehicle, operated by a car share scheme authorised by Council, will be entitled to the same parking exemption in a permit parking zone as provided to the holder of a resident parking permit.

8. FEES

Fees are set annually in the Schedule of Fees and Charges.

Fees are to be set only for the recovery of costs associated with the installation, administration, maintenance and removal of parking spaces

The following factors will be considered in determining the applicable fees and charges, following factors:

- a. The infrastructure costs of installing new car share bays/spaces.
- b. Administration costs including installation and ongoing management.
- c. Staff time dedicated to the expansion of the car share network.

Reduced application fees may be set to facilitate new car share operators and support a diversity of car share companies operating in the Local Government Area

Version Control - POLICY HISTORY:

Governance Use only - The history of modifications and approval to the Policy must be detailed in the table below post adoption

Governance Use only:

Version	Amended By	Changes Made	Date	ECM #
1	Traffic and Transport Planning Manager	Policy placed on public exhibition	9 March 2021	35066067
2	Traffic and Transport Planning Manager	Policy reported to council for adoption	August 2021	35066067

List of Goget's existing dedicated car share parking spaces

ID	Area Name	Location Description	Total number of spaces	Latitude	Longitude	Postcode	Suburb
4	Newtown - Camperdown Memorial Park	on Federation Road near the corner of Hopetoun Lane in a dedicated bay.	3	-33.8939	151.1776	2042	Newtown
16	Enmore - Edgeware Road Car Park	on Edgeware Road in the Edgeware Road Car Park in a dedicated bay.	1	-33.899843	151.1713	2042	Enmore
24	Marrickville - Frampton Avenue Car Park	On Frampton Avenue in the Frampton Avenue Car Park.	1	-33.91083	151.1595	2204	Marrickville
43	Petersham - Petersham Town Hall	on Fisher Street in the Petersham Town Hall car park in a dedicated bay.	2	-33.894764	151.157	2049	Petersham
60	Balmain - Llewellyn Street	on Llewellyn Street near the corner of Jacques Lane in a dedicated bay.	2	-33.85737	151.1767	2041	Balmain
98	Stanmore - Corner of Merchant and Cambridge Street	on Merchant Street near the corner of Cambridge Street in a dedicated bay provided by Inner West Council.	1	-33.896088	151.1672	2048	Stanmore
120	Dulwich Hill - Seaview Street Car Park	on Seaview Street in the Seaview Street Car Park in a dedicated bay.	1	-33.90329	151.1443	2203	Dulwich Hill
169	Leichhardt - Marion Street Car Park	on Marion Street in the Marion Street car park in a dedicated bay.	2	-33.88354	151.1578	2040	Leichhardt
170	Rozelle - Hamilton Street car park	in the Hamilton Street car park which is accessed off Merton Street in a dedicated bay provided by Inner West Council.	2	-33.862149	151.1702	2039	Rozelle
179	Marrickville - Petersham Road	on Petersham Road alongside the Reserve, between the corners on Cecilia Street and Stanley Street in a dedicated bay provided by Inner West Council.	1	-33.907557	151.1546	2204	Marrickville
180	Newtown - Holmwood Street	on the south side of Holmwood Street near King Street in a dedicated bay provided by Inner West Council.	1	-33.903902	151.1798	2042	Newtown
184	Rozelle - Thornton Street	on Thornton Street near the corner of Darling Street in a dedicated bay.	1	-33.858941	151.1718	2039	Rozelle
263	Petersham - Terminus Street	on Terminus Street near the corner of Railway Street outside Petersham Station in a dedicated bay provided by Inner West Council	1	-33.893514	151.1551	2049	Petersham
266	Enmore - Liberty Street	on Liberty Street outside the Eve Sharp Reserve and near the corner of Cavendish Street in a dedicated bay provided by Inner West Council.	1	-33.897941	151.1699	2042	Enmore
267	Marrickville - England Avenue	on England Avenue near the corner of Addison Road in a dedicated bay provided by Inner West Council.	1	-33.901719	151.1625	2204	Marrickville
272	Newtown - Trade Street	on Trade Street near the corner of Kingston Lane.	1	-33.894826	151.1723	2042	Newtown
344	Marrickville - Arthur Street	on Arthur Street near the corner of Illawarra Road in a dedicated bay provided by Inner West Council.	1	-33.913471	151.1531	2204	Marrickville
345	Petersham - Brighton Street near Palace Lane	on Brighton Street near the corner of Palace Lane and alongside Brighton Street Reserve in a dedicated bay provided by Inner West Council.	1	-33.892257	151.1553	2049	Petersham
383	Dulwich Hill - The Boulevarde	outside 92 The Boulevarde near the corner of Eltham Street.	1	-33.898753	151.1442	2203	Dulwich Hill
387	Summer Hill - Sloan Street	on Sloan Street near the corner of Grosvenor Crescent in a dedicated bay.	1	-33.890045	151.1394	2130	Summer Hill
453	Summer Hill - Moonbie Street	on Moonbie Street near the corner of Smith Street in a dedicated bay.	1	-33.892129	151.1368	2130	Summer Hill
454	Ashfield - Charlotte Street near Webbs Avenue	on Charlotte Street near the corner of Webbs Avenue in a dedicated bay.	1	-33.885325	151.1268	2131	Ashfield
471	Marrickville - Tupper Street	on Tupper Street near the corner of Newington Street in a dedicated bay provided by Inner West Council.	1	-33.901053	151.1676	2042	Marrickville
491	Enmore - Augustus Street near London Street	on Augustus Street near the corner of London Street in a dedicated bay provided by Inner West Council.	1	-33.896716	151.1713	2042	Enmore
494	Balmain - Terry Street	on Terry Street near the corner of Bayville Street in a dedicated bay.	1	-33.857681	151.1712	2041	Balmain
508	Ashfield - Chandos Street near Loftus Street	on Chandos Street near the corner of Loftus Street in a dedicated bay.	1	-33.882784	151.1317	2131	Ashfield
513	Ashfield - Orpington Street	on Orpington Street near the corner of Pembroke Street.	2	-33.885389	151.1323	2131	Ashfield
532	Marrickville - Black Street	on Black Street near the corner of Wilcox Street in a dedicated bay.	2	-33.905199	151.1704	2204	Marrickville
578	St Peters - Florence Street near Silver Street	on Florence Street near the corner of Silver Street.	1	-33.912782	151.1747	2044	St Peters
607	Balmain - Darling Street	outside 190 Darling Street near the corner of Stephen Street in a dedicated bay.	1	-33.858214	151.1864	2041	Balmain
609	Leichhardt - Balmain Road	at 11 Balmain Road in a dedicated bay.	1	-33.887045	151.1592	2040	Leichhardt
619	Balmain - Mort Street	on Mort Street near the Thames Street Wharf in a dedicated bay.	1	-33.854646	151.1846	2041	Balmain
622	Summer Hill - 49 Carrington Street	on Carrington Street in front of the park in a dedicated bay.	1	-33.894865	151.1396	2130	Summer Hill
623	Summer Hill - Drynan Street near Teakle Street	on Drynan Street near the corner of Teakle Street in a dedicated bay	1	-33.893642	151.1338	2130	Summer Hill
727	Summer Hill - Summer Hill Carpark	on Hardie Street in the Summer Hill car park in a dedicated bay. Bay Number: 23	1	-33.890984	151.1381	2130	Summer Hill
728	Ashfield - Brown Street	on Brown Street near the corner of Orchard Crescent in a dedicated bay.	1	-33.888486	151.1266	2131	Ashfield
735	Newtown - Probert Street near Bishopgate Street	on Probert Street Near Bishopgate Street in a dedicated bay.	1	-33.893601	151.1755	2042	Newtown
790	Marrickville - Wardell Road near Beach Road	on Wardell Road near the corner of Beach Road.	1	-33.908009	151.1443	2204	Marrickville

865	Leichhardt - Catherine Street near Moore Street	on Catherine Street near the corner of Moore Street in a dedicated bay.	1	-33.879068	151.1642	2040	Leichhardt
873	Balmain - Beattie Street near Elliott Street	on Beattie Street near the corner of Elliott Street.	1	-33.85887	151.1752	2041	Balmain
882	Annandale - Booth Street	on Booth Street near the corner of Nelson Street.	1	-33.882548	151.1738	2038	Annandale
918	Summer Hill - Herbert Street	on Herbert Street near the corner of Henson Street in a dedicated bay.	1	-33.896341	151.1342	2130	Summer Hill
928	Newtown - Fulham Street	on Fulham Street near the corner of Simmons Street in a dedicated bay provided by Inner West Council.	1	-33.901394	151.1746	2042	Newtown
931	Annandale - Rose Street	on Rose Street near the corner of Nelson Street in a dedicated bay provided by Inner West Council.	1	-33.877374	151.1762	2038	Annandale
950	Leichhardt - Allen Street near James Street	at 24 Allen Street near the corner of James Street in a dedicated bay.	1	-33.880107	151.1553	2040	Leichhardt
985	Marrickville - Francis Street	on Francis Street near the corner of Ann Street in a dedicated bay provided by Inner West Council.	1	-33.912064	151.1529	2204	Marrickville
1003	Summer Hill - 64 Kensington Road	in front of the park at 64 Kensington Road between Sloane Street and Liverpool Road in a dedicated bay.	1	-33.887762	151.1394	2130	Summer Hill
1004	Ashfield - Victoria Street near Arthur Street	in Victoria Street adjacent to Allman Park and opposite Arthur Street in a dedicated bay.	1	-33.892234	151.1301	2131	Ashfield
1005	Summer Hill - Smith Street near Henson Street	on Smith Street in front of John Paton Reserve near the corner of Henson Street in a dedicated bay provided by Inner West Council.	1	-33.891619	151.1347	2130	Summer Hill
1021	Marrickville - Yabsley Avenue	on Yabsley Avenue adjacent to Marrickville High School and opposite number 17 in a dedicated bay provided by Inner West Council.	1	-33.90671	151.1556	2204	Marrickville
1041	Marrickville - Calvert Street	on Calvert Street near the corner of Victoria Road in a dedicated bay provided by Inner West Council.	1	-33.913634	151.1588	2204	Marrickville
1079	Balmain East - Gallimore Avenue Car Park	in a dedicated bay in the Gallimore Avenue car park, near Brett Avenue provided by Inner West Council.	1	-33.856045	151.1939	2041	Balmain East
1080	Balmain - Foy Street	on Foy Street near the corner of Reynolds Street in a dedicated bay.	1	-33.861565	151.1787	2041	Balmain
1089	Newtown - Pemell Street	on Pemell Street near the corner of Simmons Street in a dedicated bay provided by Inner West Council. Please ensure you do not block the driveway in front of the dedicated bay.	1	-33.899994	151.1742	2042	Newtown
1116	Leichhardt - Hay Street Car Park	at 3 Hay Street in the Hay Street car park in a dedicated bay.	1	-33.8869	151.1602	2040	Leichhardt
1148	Balmain - Beattie Street Car Park	on Beattie Street in the Beattie Street car park in a dedicated bay provided by Leichhardt Council.	1	-33.857742	151.1799	2041	Balmain
1391	Leichhardt - Rofe Street near Jarrett Street	on Rofe Street near Jarrett Street in a dedicated bay.	1	-33.888172	151.1552	2040	Leichhardt
1392	Rozelle - Kenniff Street	on Kenniff Street near the corner of Evans Street in a dedicated bay.	1	-33.86643	151.1709	2039	Rozelle
1393	Rozelle - Warayama Place	on Warayama Place near the corner of Margaret Street in a dedicated bay.	1	-33.860285	151.1668	2039	Rozelle
1408	Dulwich Hill - Union Street near Abergeldie Street	on Union Street near the corner of Abergeldie Street.	1	-33.903552	151.1357	2203	Dulwich Hill
1518	Birchgrove - McKell Street	on McKell Street near the corner of Challenger Place and alongside the park in a dedicated bay provided by Inner West Council. The bay is opposite the John McMahon Child Care Centre.	1	-33.852921	151.1839	2041	Birchgrove
1519	Rozelle - Lilyfield Street near Burt Street	on Lilyfield Street near the corner of Burt Street in a dedicated bay provided by Inner West Council.	1	-33.868712	151.1724	2039	Rozelle
1663	Lilyfield - Grove Street	on Grove Street near the corner of Lilyfield Road in a dedicated bay provided by Inner West Council.	1	-33.873125	151.1647	2040	Lilyfield
1664	Leichhardt - Allen Street near Derbyshire Road	on Allen Street, outside the Pioneers Memorial Park and near the corner of Derbyshire Road in a dedicated bay provided by Inner West Council.	1	-33.879861	151.1584	2040	Leichhardt
1666	Balmain - Palmer Street	on Palmer Street near the corner of Wortley Street in a dedicated bay provided by Inner West Council.	1	-33.859807	151.1807	2041	Balmain
1671	Rozelle - Merton Street car park	in the Merton Street car park which is located opposite 43 Merton Street in a dedicated bay provided by Inner West Council.	1	-33.862625	151.1714	2039	Rozelle
1731	Rozelle - Nelson Street near Evans Street	on Nelson Street near the corner of Evans Street in a dedicated bay.	1	-33.862537	151.1735	2039	Rozelle
1756	Birchgrove - Macquarie Terrace	on Macquarie Terrace in the centre-road parking, near the corner of Rowntree Street in a dedicated bay provided by Leichhardt Council.	1	-33.854586	151.1785	2041	Birchgrove
1757	Balmain - Mullens Street	on Mullens Street near number 58 in a dedicated bay provided by Leichhardt Council.	1	-33.860772	151.1771	2041	Balmain
1759	Enmore - Belmore Street	on Belmore Street, outside number 12 in a dedicated bay provided by Inner West Council.	1	-33.898056	151.173	2042	Enmore
1765	Camperdown - Denison Street near Kilner Lane	on Denison Street near the corner of Kilner Lane in a dedicated bay provided by Inner West Council.	1	-33.887915	151.1738	2050	Camperdown
1781	Summer Hill - Grosvenor Crescent	on Grosvenor Crescent, alongside the railway and near number 55 in a dedicated pod.	1	-33.88962	151.1358	2130	Summer Hill
1871	Rozelle - Wisbeach Street	on Wisbeach Street near the corner of Darling Street in a dedicated bay.	1	-33.858969	151.1722	2039	Rozelle

1880	Ashfield - Norton Street near Victoria Street	in a dedicated bay on Norton Street adjacent to the park between Victoria Street and Tintern Road	1	-33.891485	151.1307	2131	Ashfield
2155	Lewisham - Hudson Street near Old Canterbury Road	on Hudson Street near the corner of Old Canterbury Road in a dedicated bay.	1	-33.894115	151.145	2049	Lewisham
2196	Newtown - St Peters Station Lord Street	in a dedicated bay on Lord Street next to St Peters station.	1	-33.906927	151.1806	2042	Newtown
2248	Marrickville - Railway Parade near Sydenham Road	on Railway Parade near Sydenham Road in a dedicated bay provided by Inner West Council.	1	-33.913652	151.1666	2204	Marrickville
2421	Ashfield - Ormond Street near Pembroke Street	on Ormond Street near Pembroke Street in a dedicated bay provided by Inner West Council.	1	-33.887257	151.1338	2131	Ashfield
2718	Camperdown - Salisbury Road near Kingston Lane	on Salisbury Road near Kingston Lane next to the bus stop, in a dedicated bay provided by Inner West Council.	1	-33.891685	151.1736	2050	Camperdown
3146	Newtown - Camden Street near Camden Lane	on Camden Street near Camden Lane in a dedicated bay provided by Inner West Council.	1	-33.902055	151.1783	2042	Newtown
3266	Lewisham - The Boulevarde near Hunter Street	on The Boulevarde near Hunter Street.	1	-33.895361	151.1491	2049	Lewisham
3609	Summer Hill - Mungo Scott Place	in Mungo Scott Place in a dedicated bay.	1	-33.894211	151.1419	2130	Summer Hill
3646	Dulwich Hill - Dulwich Grove Light Rail Stop (Denison Road)	on Denison Road at the corner of New Canterbury Road in a dedicated bay provided by Inner West Council to provide an integrated transport option between carshare and the Light Rail.	1	-33.904329	151.1392	2203	Dulwich Hill
3647	Dulwich Hill - Dulwich Grove Light Rail Stop (Hercules Street)	on Hercules Street between Conssett Street and Kintore Street. It is next to the light rail bridge in a dedicated bay provided by Inner West Council to provide an integrated transport option between carshare and the Light Rail.	1	-33.905642	151.1392	2203	Dulwich Hill
3648	Dulwich Hill - Arlington Light Rail Stop (Constitution Road)	on Constitution Road outside Johnson Park in a dedicated bay provided by Inner West Council to provide an integrated transport option between carshare and the Light Rail.	1	-33.901567	151.1374	2203	Dulwich Hill
3649	Dulwich Hill - Waratah Mills Light Rail Stop (Davis Street)	on Davis Street next to the light rail entrance (Opposite number 8) in a dedicated bay provided by Inner West Council to provide an integrated transport option between carshare and the Light Rail.	1	-33.899439	151.14	2203	Dulwich Hill
3650	Annandale - Rozelle Bay Light Rail Stop (Bayview Crescent)	on Bayview Crescent outside the Light Rail Station in a dedicated bay provided by Inner West Council to provide an integrated transport option between carshare and the Light Rail.	1	-33.872005	151.1725	2038	Annandale
3659	Leichhardt - Hawthorne Light Rail Stop (Darley Road)	on Darley Road near Allen Street in a dedicated bay provided by Inner West Council to provide an integrated transport option between carshare and the Light Rail.	2	-33.879824	151.1477	2040	Leichhardt
3660	Dulwich Hill - Dulwich Hill Light Rail Stop (Bedford Crescent)	on Bedford Crescent opposite Wardell Lane in dedicated bays provided by Inner West Council to provide an integrated transport option between carshare and the Light Rail.	2	-33.910656	151.1409	2203	Dulwich Hill
3661	Haberfield - Marion Light Rail Stop (Hawthorne Parade)	on Hawthorne Parade near the corner of Marion Street in a dedicated bay provided by Inner West Council to provide an integrated transport option between carshare and the Light Rail.	2	-33.883729	151.1444	2045	Haberfield
3662	Lilyfield - Lilyfield Light Rail Stop (Catherine Street)	on Catherine Street in a small cul-de-sac directly next to City-West Link Road and Brennan Street in a dedicated bay provided by Inner West Council to provide an integrated transport option between carshare and the Light Rail.	2	-33.874472	151.1649	2040	Lilyfield
3663	Lilyfield - Leichhardt North Light Rail Stop (Darley Road)	on Darley Road opposite Hubert Street in dedicated bays provided by Inner West Council to provide an integrated transport option between carshare and the Light Rail.	2	-33.875346	151.1533	2040	Lilyfield
3665	Lewisham - Lewisham West Light Rail Stop (Hudson Street)	on Hudson Street near New Canterbury Road in a dedicated bay provided by Inner West Council to provide an integrated transport option between carshare and the Light Rail.	1	-33.894096	151.1449	2049	Lewisham
3752	Annandale - Bayview Crescent	on Bayview Crescent outside the Rozelle Bay Light Rail Station in a dedicated bay provided by Inner West Council.	1	-33.872018	151.1725	2038	Annandale
3911	Sydenham - Burrows Avenue Sydenham Station	in a dedicated space on Burrows Avenue near Gleeson Ave outside Sydenham Station.	2	-33.915073	151.1663	2044	Sydenham
4119	Marrickville - Juliett Street	on Juliett Street near the corner of Enmore Road in a dedicated bay provided by Inner West Council.	1	-33.901223	151.1703	2204	Marrickville
4428	Stanmore - Gordon Crescent	on Gordon Crescent near the corner of Douglas Street.	2	-33.894157	151.1635	2048	Stanmore
4622	Newtown - Probert Street	on Probert Street near Lennox Street in a dedicated bay provided by Inner West Council.	1	-33.896299	151.1767	2042	Newtown
4623	Newtown - Walenore Avenue	on Walenore Aveue near Alice Street in a dedicated bay provided by Inner West Council	1	-33.903686	151.1783	2042	Newtown
4624	Newtown - Holt Street	on Holt Street near King Street in a dedicated bay provided by Inner West Council.	1	-33.9002	151.1778	2042	Newtown
4902	Marrickville - Brynes Street	on Brynes Street near Illawarra Road in a dedicated bay provided by Inner West Council.	1	-33.913201	151.1542	2204	Marrickville
5393	Marrickville - Bayley Street	on Bayley Street near Tom Kenny Reserve in a dedicated bay provided by Inner West Council.	1	-33.911735	151.1426	2204	Marrickville
5619	Rozelle - Waterloo Street	on Waterloo Street in a dedicated bay provided by Inner West Council.	1	-33.864023	151.1686	2039	Rozelle