

AGENDA



LOCAL TRAFFIC COMMITTEE MEETING

MONDAY 17 JUNE 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.

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Nil at time of printing.

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Nil at the time of printing.

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Minutes of Local Traffic Committee Meeting held on 20 May 2024

Meeting commenced at 11:06 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

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

NON VOTING MEMBERS IN ATTENDANCE

Colin Jones	Inner West Bicycle Coalition (IWBC)
Manod Wickramasinghe	IWC's Traffic and Transport Planning Manager
Sunny Jo	IWC's Coordinator Traffic Engineering Services (North)
George Tsaprounis	IWC's Coordinator Traffic Engineering Services (South)
Jason Scoufis	IWC's Coordinator Traffic Studies & Road Safety
Miia Hynninen	IWC's Business Administration Officer

VISITORS

Gisele Mesnage	Resident (Item 8, Item 9)
Tamara Searant	Resident (Item 8, Item 9)
Janet Davis	Resident (Item 5)

APOLOGIES:

Ben Walters	NSW Police – Inner West Police Area Command
Eleanor Nurse	Representative for Jenny Leong MP, Member for Newtown
Michael Takla	Representative for Transit Systems

DISCLOSURES OF INTERESTS:

Nil.

CONFIRMATION OF MINUTES

That the Minutes of the Local Traffic Committee held on Monday, 15 April 2024 be confirmed.

MATTERS ARISING FROM COUNCIL'S RESOLUTION OF MINUTES

Nil.

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)

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.

Officers 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.

DISCUSSION:

Council Officer tabled a letter from a resident comparing the intersection of Wardell Road and Riverside Crescent and this proposal. This submission was noted by Committee members. The Committee members agreed with the Officer's recommendation.

COMMITTEE 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.

For Motion: Unanimous

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)

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.

Officers 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.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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.

For Motion: Unanimous

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 - (Midjumburi-Marrickville Ward /Summer Hill Electorate /Inner West LAC)

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.

Officers 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.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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.

For Motion: Unanimous

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)

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.

Officers 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.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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.

For Motion: Unanimous

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)

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.

Officers 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.

DISCUSSION:

Public speaker: Janet Davis entered at 11:16am.

Janet Davis advised that she is a resident next to the preschool and raised that the parking issues have become increasingly worse at Emmerick Street. She provided several photos of the parking situation in the street and does not support the recommendation.

Ms Davis raised concerns that parents at the preschool do not park in the free spaces along Perry Street or along the Orange Grove frontage, rather they park in the immediate vicinity of the preschool, including her driveway. Ms Davis noted she can no longer park in her driveway due to regularly being blocked in. Ms Davis requested for regular patrols of the area and suggested for the issues to be made aware to the parents of the preschool.

Public speaker: Janet Davis left at 11:25am.

COMMITTEE 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.

For Motion: Unanimous

LTC0524(1) Item 6 Redmond Street, Leichhardt - Proposed No Stopping Extension (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC)

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.

Officers 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*.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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*.

For Motion: Unanimous

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)

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.

Officers 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.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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.

For Motion: Unanimous

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)

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.

Officers Recommendation:

THAT:

1. 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. 10-12 metres of BB centreline marking be placed on the approaches to the pedestrian (zebra) crossing, and
3. 'AGED' signage be placed under the crossing leg signs of the proposed pedestrian (zebra) crossing.

DISCUSSION:

Public speakers: Gisele Mesnage and Tamara Searant entered at 11:07am.

Ms Gisele Mesnage supported the recommendation however would like to suggest modifications to the design plans. Ms Mesnage provided Council with supporting documentation addressing her concerns. Her concerns related to the proposed works at Victoria Street, kerb ramps are proposed to be installed where there is no zebra crossing, and where the zebra crossing is proposed, no kerb ramps are present. This will cause confusion for visually impaired/guide dog users, as there are no indicators. She noted that once the crossings are installed it is not reversible and not practical. She requested that Council take care in the design and plans so everyone can use the crossing.

It was suggested if Council can support funding of the crossing in the 24/25 financial year budget.

Ms Tamara Searant, General Manager of Social Change, noted her support of Ms Gisele's comments on behalf of Guide Dogs. She provided statistics from a recent national client survey which stated that 80% of clients lacked confidence when it came to flush finish/same level as the road crossings. Ms Searant noted that this is an opportunity for Council to undertake best practices. Ms Searant also noted that Council need to ensure that it is accessible for all groups including wheelchair users. Ms Searant suggested that the upcoming workshop in July may be used to determine the best design solution. Ms Searant noted that she is happy to work with Council.

Public speakers: Gisele Mesnage and Tamara Searant left at 11:15am.

The Transport for NSW representative recommended the removal of the proposed 'Aged' sign.

Council Officers advised that the proposed 'Aged' sign was as a result of community consultation.

The Member for Summer Hill representative was in support of the Officer's recommendation.

COMMITTEE RECOMMENDATION:

THAT:

1. **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. **10-12 metres of BB centreline marking be placed on the approaches to the pedestrian (zebra) crossing, and**
3. **'AGED' signage be placed under the crossing leg signs of the proposed pedestrian (zebra) crossing.**

For Motion: Mayor Darcy Byrne, Graeme McKay

Against Motion: Nina Fard

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)

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.

Officers 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.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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.

For Motion: Unanimous

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)

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.

Officers 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.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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.

For Motion: Unanimous

LTC0524(1) Item 11 Leichhardt Oval TMP and Special Event Parking Zone

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 Level1, 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.

Officers 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*.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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*.

For Motion: Unanimous

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

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.

Officers 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'.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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'.

For Motion: Unanimous

General Business:

Item 13 - Pedestrian footpath along City West Link near Charles Street

DISCUSSION:

The Member for Balmain representative queried the ownership of the pedestrian footpaths that join the City West Link with the side streets.

Council Officers to review and report back ownership to the Committee.

Item 14 – Rozelle Bay underpass

DISCUSSION:

The Member for Balmain representative enquired why Rozelle Bay underpass is blocked off at the Railway Road end. The Member for Balmain representative advised that he has images from Friday 17 May indicating it is blocked off.

The Transport for NSW representative advised that they will investigate the matter.

Item 15 – Victoria Road and Robert Street Intersection Pedestrian Crossing Upgrade

DISCUSSION:

The Member for Balmain representative queried if the design plans are available for the Victoria Road and Robert Street intersection upgrade.

The Transport for NSW representative advised that they are not available yet.

Item 16 – Parking in Robert Street between Mullen Street and Buchanan Street, Rozelle

DISCUSSION:

The Inner West Bicycle Coalition representative requested an update on the angle parking issues along the north side of Robert Street, between Mullen Street and Buchanan Street, Rozelle.

Council Officers advised that the signage for angle parking in Robert Street is missing and are reinstating the sign which should revert a section of angle parking to parallel parking. This should alleviate the issue with vehicles overhanging into the footpath.

Item 17 – Extraordinary Traffic Committee

DISCUSSION:

Council Officers advised that an extraordinary Traffic Committee will be convened on 3 June 2024 to consider the proposed interim EWPC (East West Pedestrian and Cycleway Link) between Sydenham and Marrickville and seeking approval for its implementation. This cycleway link will play an important role during the upcoming track possession of Southwest Rail Line between Sydenham and Bankstown by providing alternate options for the commuters and local community. The track possession is expected to commence between July and October 2024.

Meeting closed at 11.52am.

CHAIRPERSON

Mayor Darcy Byrne

Minutes of the Extraordinary Local Traffic Committee Meeting held on 3 June 2024

Meeting commenced at 11:04 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)
Nina Fard	Transport for NSW (TfNSW)
Bill Holliday	Representative for Kobi Shetty MP, Member for Balmain

NON VOTING MEMBERS IN ATTENDANCE

Colin Jones	Inner West Bicycle Coalition (IWBC)
Michael Takla	Transit Systems
Van Le	Transport for NSW (TfNSW)
Andrew Coggan	U-Go Mobility
George Tsaprounis	IWC's Coordinator Traffic Engineering Services (South)
Miia Hynninen	IWC's Business Administration Officer

VISITORS

Alia Karaman	Transport for NSW (TfNSW) / Sydney Metro
Imogen Marku	Transport for NSW (TfNSW) / Sydney Metro
Ahsanul Amzn	Transport for NSW (TfNSW) / Sydney Metro
Megan Parker	Transport for NSW (TfNSW) / Sydney Metro

APOLOGIES:

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

DISCLOSURES OF INTERESTS:

Nil.

CONFIRMATION OF MINUTES

That the Minutes of the Local Traffic Committee held on Monday, 20 May 2024 be confirmed.

MATTERS ARISING FROM COUNCIL'S RESOLUTION OF MINUTES

Nil.

LTC0624(2) Item 1 Interim East-West Pedestrian and Cycle Link (EWPCl) Proposal from Sydenham Station to Marrickville Station (Midjumburi - Marrickville Ward/Summer Hill Electorate/ Inner West PAC)

SUMMARY

This report outlines proposed interim EWPCl (East West Pedestrian and Cycleway Link) between Sydenham and Marrickville and seeking approval for its implementation. This cycleway link will play an important role during the upcoming track possession of Southwest Rail Line between Sydenham and Bankstown by providing alternate options for the commuters and local community. Part of this interim EWPCl is consistent with Council's future bike strategy.

It is recommended that the proposed attached design submitted by Sydney Metro be approved subject to conditions.

Officers Recommendation:

That the following design plans for the proposed interim EWPCl (East West Pedestrian and Cycleway Link) between Sydenham and Marrickville stations submitted by Sydney Metro (Group GSA, EWPCl INTERIM CYCLEWAY DESIGN, drawings A241703 L-2101 to 2104 issue H, A241703 L-2105 to 2110 Issue I and ACOR Consultants, EWPCl INTERIM CYCLEWAY DESIGN SYDENHAM STATION TO MARRICKVILLE STATION, drawings C05-0001 to C05-0004 Issue F and C05-1000 Issue F) be approved, subject to the following conditions:

1. Sydney Metro undertaking all maintenance and management activities (including community liaison) for the duration of the interim EWPCl,
2. Any amendments and or changes to the interim EWPCl be undertaken by Sydney Metro,
3. All proposed treatments are to be constructed, installed or marked as per Council standards and/or specifications and to the satisfaction of Council.
4. Sydney Metro undertake all necessary work to implement a 40 km/h zone for the following streets/lanes (Meeks Road, Gerald Street, Sydney Lane, Maude Lane and Meeks Lane) prior to completion of the works, subject TfNSW approval.

DISCUSSION:

Public speakers: Alia Karaman, Imogen Marku, Ahsanul Amzn, and Megan Park from Transport for NSW (TfNSW) entered at 11:04am.

The Transport for NSW project team provided a summary of the Interim East-West Pedestrian and Cycle Link (EWPCl) project and an overview of the detailed design plans to the Committee. The project team tabled updated design plans indicating a revised swept path assessment and amendment to the parking spaces in Meeks Road showing spaces of 6m for middle spaces which spaces reduced to 5.4m when adjacent to a driveway/'No Parking' area.

The Inner West Bicycle Coalition representative raised concerns that the local bicycle groups were not consulted in developing the plans. The Transport for NSW representatives advised that they will consult with the bicycle groups moving forward.

The Member for Balmain representative suggested alternative routes, Southwest Metro requested that these be separately submitted for consideration.

Public speakers: Alia Karaman, Imogen Marku, Ahsanul Amzn, and Megan Park from

Transport for NSW (TfNSW) left at 11:38am.

COMMITTEE RECOMMENDATION:

That the following design plans for the proposed interim EWPC (East West Pedestrian and Cycleway Link) between Sydenham and Marrickville stations submitted by Sydney Metro (Group GSA, EWPC INTERIM CYCLEWAY DESIGN, drawings A241703 L-2101 to 2104 issue H, A241703 L-2105 to 2110 Issue I and ACOR Consultants, EWPC INTERIM CYCLEWAY DESIGN SYDENHAM STATION TO MARRICKVILLE STATION, drawings C05-0001 to C05-0004 Issue F and C05-1000 Issue F) be approved, subject to the following conditions:

1. Sydney Metro undertaking all maintenance and management activities (including community liaison) for the duration of the interim EWPC,
2. Any amendments and or changes to the interim EWPC be undertaken by Sydney Metro,
3. All proposed treatments are to be constructed, installed or marked as per Council standards and/or specifications and to the satisfaction of Council.
4. Sydney Metro undertake all necessary work to implement a 40 km/h zone for the following streets/lanes (Meeks Road, Gerald Street, Sydney Lane, Maude Lane and Meeks Lane) prior to completion of the works, subject TfNSW approval.

For Motion: Unanimous

LTC0624(2) Item 2 Burrows Avenue and Railway Road, Sydenham - Proposed Bus layover and parking changes (Midjumburi - Marrickville Ward / Hefron Electorate / Inner West PAC)

SUMMARY

Transport for New South Wales (TfNSW) has approached Council with regards to a proposal for the construction of a bus layover area in Burrows Avenue, west of Gleeson Avenue, Sydenham. The designated bus layover area is required at Sydenham Station to cater for the growing number of bus services in this area. Prior to picking up passengers, buses currently park along Burrows Avenue which creates congestion and safety issues for pedestrians and drivers. The bus layover area will store up to 6 buses. The existing unrestricted parking spaces (approximately 11 spaces) on the south side of Burrows Avenue (adjacent to the vacant property) and six (6) 90-degree angle parking spaces on the north side of Burrows Avenue will be lost as a result of the proposal. In response to this loss of parking it is proposed to convert the parallel parking on the east side of Railway Road to 45-degree rear to kerb parking to lessen the impact from the loss of parking because of this proposal.

Community engagement was undertaken and it began on Friday 24 November and ended on Friday 8 December 2023. Community notifications, letterbox dropped and nearby properties door knocked on Railway Road, Burrows Avenue and Wright Street were part of the consultation process.

It is recommended that Council approve the signs and line marking plan (drawing no. 520212-AURC-038-RW-DRG-002001 sheet 10 of 41).

Officers Recommendation:

That the detail design drawing for the on-road changes associated with the proposed construction of a bus layover area in Burrows Avenue, west of Gleeson Avenue, Sydenham (as per attached drawing "Sydenham Station Bus Layover Burrows Avenue and Railway Road Signs and line marking plan" by Aurecon, dated 13/2/24, drawing no. 520212-AURC-038-RW-DRG-002001, sheet 10 of 41) be approved, subject to the following conditions:

- a) TfNSW provide assurances to Council with regards to buses servicing Sydenham Station will be a quieter bus fleet with a reduced footprint in relation to exhaust fumes. TfNSW monitor the interaction between buses and vehicles along Railway Road (one way) and Burrows Road over the next 12 months and implement further traffic control measures should they be required.

DISCUSSION:

The Transport for NSW representative requested for Item 2 and Item 3 to be deferred on the basis that the proposed layover will be going to an REF for a period of 4 weeks. Once the REF has been determined, TfNSW will request that this matter be brought back to the LTC for consideration.

COMMITTEE RECOMMENDATION:

That the Burrows Avenue and Railway Road, Sydenham - Proposed Bus layover and parking changes, be deferred.

For Motion: Unanimous

LTC0624(2) Item 3 Railway Road, Sydenham - Proposed changes to parking and traffic arrangements as a result of construction works (Midjumburi-Marrickville Ward / Hefron Electorate / Inner West PAC)

SUMMARY

Transport for New South Wales (TfNSW) has approached Council with regards to a proposal for the construction of a bus layover area in Burrows Avenue, west of Gleeson Avenue, Sydenham. The designated bus layover area is required at Sydenham Station to cater for the growing number of bus services in this area.

It is proposed to increase parking capacity in Railway Road during construction activities to reduce the impact on residents.

Officers Recommendation:

That 45-degree rear to kerb angle parking signposted as '2P 8am-10pm Permit Holders Excepted Area M4' be approved for the eastern side of Railway Road from no. 101/103 to 111/113 Railway Road in order to lessen parking impacts from construction activities.

DISCUSSION:

The Transport for NSW representative requested for Item 2 and Item 3 to be deferred on the basis that the proposed layover will be going to an REF for a period of 4 weeks. Once the REF has been determined, TfNSW will request that this matter be brought back to the LTC for consideration.

COMMITTEE RECOMMENDATION:

That the Railway Road, Sydenham - Proposed changes to parking and traffic arrangements as a result of construction works, be deferred.

For Motion: Unanimous

LTC0624(2) Item 4 Proposed new kerb extension facilities at intersection of Victoria Street and Clissold Street, Ashfield. (Djarrawawunang- Ashfield Ward/Summer Hill Electorate/Burwood PAC)

SUMMARY

Council at its meetings on 18 March 2024 (through its Traffic Committee 11 December 2023) 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 discusses the prepared design of the proposed treatment, i.e., provide new landscaped blister islands (kerb extension build-outs) and painted island/line marking to all corners of Victoria Street at Clissold Street. In addition, the 'STOP' lines are realigned on both approaches of Clissold Street and the raised central median islands are replaced with at-grade stenciled islands in Clissold Street. This work is programmed to be constructed in the 2024/2025 financial year.

Officers Recommendation:

THAT the detailed amended design plan (10281-A) to install new landscaped blister islands (kerb extension build-outs) and painted island/line marking to all corners of Victoria Street at Clissold Street, plus realign the 'STOP' lines on both approaches on Clissold Street and remove the raised central median islands to be replaced with road at-grade stenciled marked islands in Clissold Street as shown in Attachment 1, be approved.

DISCUSSION:

The Transport for NSW representative raised concerns with the pram ramp located on the eastern side of Victoria Street, being in close proximity to the bus zone it may affect passengers alighting from buses.

COMMITTEE RECOMMENDATION:

THAT the detailed amended design plan (10281-A) to install new landscaped blister islands (kerb extension build-outs) and painted island/line marking to all corners of Victoria Street at Clissold Street, plus realign the 'STOP' lines on both approaches on Clissold Street and remove the raised central median islands to be replaced with road at-grade stenciled marked islands in Clissold Street as shown in Attachment 1, be approved, subject to further discussion with TfNSW into the final location of the kerb ramp.

For Motion: Unanimous

Meeting closed at 11.58 am.

CHAIRPERSON

Manod Wickramasinghe

Item No: LTC0624(1) Item 1
Subject: NORTON STREET, LEICHHARDT - TEMPORARY ROAD CLOSURE - ITALIAN FESTA (GULGADYA - LEICHHARDT/BALMAIN ELECTORATE/LEICHHARDT PAC)
Prepared By: Amir Falamarzi - Traffic Engineer
Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

That the road closure application for the ‘Norton Street Italian Festa 2024’ on Sunday, 27 October 2024 be approved subject to the following conditions:

1. The road closures be restricted to occur on Sunday, 27 October 2024 at the following locations in Leichhardt between 3:00am and 9:00pm:
 - a) Norton Street between William Street and Marion Street
 - b) Allen Street between Derbyshire Road and Norton Street
 - c) Arthur Street between Short Street and Allen Street
 - d) Short Street between Derbyshire Road and Norton Street
 - e) Wetherill Street between Derbyshire Road and Norton Street
2. The road closures be restricted to occur on Sunday, 27 October 2024 at the following locations in Leichhardt between 6:00am and 9:00pm:
 - a) Allen Street between James Street and Norton Street
 - b) Macauley Street between Cromwell Street and Norton Street
 - c) Carlisle Street between Cromwell Street and Norton Street
 - d) Marlborough Street between Cromwell Street and Norton Street
 - e) Lou Street between Marion Street and Allen Street
 - f) Derbyshire Road at William Street
3. Approval from Transport for NSW for the TMP and TGS and to install a ‘Special Event Clearway’ restriction in Norton Street be obtained prior to the event;
4. Wetherill Street (Norton Street – Balmain Road) and Macauley Street (Cromwell Street – Norton Street) function as two-way roads when Norton Street is closed to provide access for residents etc;
5. In case of an emergency, vehicle access entry/exit point will be available at Allen Street, Macauley Street, Carlisle Street and Marlborough Street;
6. Approval to conduct a public assembly be obtained from the NSW Police prior to the event. A copy of the NSW Police approval must be forwarded to Council’s Traffic Section prior to the event;
7. All affected residents and businesses, including the NSW Police Local Area Commander, Fire and Rescue NSW, NSW Ambulance Services and Transit Systems (Leichhardt Bus Depot) be notified in writing, by the organiser, of the proposed temporary road closure at least 2 weeks in advance of the closure with the applicant making reasonable provision for stakeholders; and
8. Temporary ‘Bus Zones’ be installed to accommodate two buses on both sides of William Street between Norton Street and James Street.

STRATEGIC OBJECTIVE

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

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

Annual Italian Festa is recurring a family and community event that will be held on 27 October 2024 on Norton Street between Marion Street and William Street and surrounding streets.

The attached Traffic Management Plan (TMP) has been prepared to provide the location of road closures and proposed traffic management strategies, stallholder access plan, the event clearway zone, emergency vehicle access plan, bus stop closures/available public transport, available public car parks and resident/local business access.

BACKGROUND

The 33rd Annual Italian Festa is planned to be held on Norton Street, Leichhardt on 27 October 2024. It is expected that up to 180,000 visitors join the event. Italian Festa is a special family and community day that will starts at 10am and ends at 5pm.

This annual event involves the temporary closure of Norton Street between Marion Street and William Street, including associated side streets. The organiser has submitted the Traffic Management Plan (TMP) for approval (*Attachment 1*). This event is a Class 2 special event under the Transport for NSW's *Guide to Traffic and Transport Management for Special Events*.

DISCUSSION

Traffic Management

As part of this event, the following street will be closed as outlined below:

Table 1: Streets with road closure during the event

Street	Between	Hours
Norton Street	William Street and Marion Street	03:00-21:00hrs
Allen Street	Derbyshire Road and Norton Street	03:00-21:00hrs
Arthur Street	Short Street and Allen Street	03:00-21:00hrs
Short Street	Derbyshire Road and Norton Street	03:00-21:00hrs
Wetherill Street	Derbyshire Road and Norton Street	03:00-21:00hrs
Allen Street	James Street and Norton Street	06:00-21:00hrs
Macauley Street	Cromwell Street and Norton Street	06:00-21:00hrs
Carlisle Street	Cromwell Street and Norton Street	06:00-21:00hrs
Marlborough St	Cromwell Street and Norton Street	06:00-21:00hrs
Lou Street	Marion Street and Allen Street	06:00-21:00hrs
Derbyshire Road	at William Street	06:00-21:00hrs

Other Arrangements

- Macaulay Street from Norton Street to Cromwell Street and Wetherill Street from Norton Street to Balmain Road are to function as temporary two-way roads to provide access for residents.
- There will be various entry and exit routes based purely on the location of the relevant stall/holder, these will be communicated with the occupant prior to arrival.
- In case of an emergency, vehicle access entry/exit point will be available at Allen Street, Macauley Street, Carlisle Street and Marlborough Street.
- Public Parking shall be in located local streets and carparks in and around the event site such as Marion Street Carpark, Renwick Street Carpark, Secure Parking - 99 Norton Street Car Park and Secure Parking - Italian Forum Car Park.

Public Transport

For the duration of the road closures, public transport will be available within the area, there will be several changes to the bus network due to the closure of Norton Street, the following Bus Stops will cease operation between 03:00 am and 09:00 pm on the event day:

Stop ID: 204020, 204021, 204022, 204029, 204030, 204044 and 204045

There are various alternative services available:

- Bus Network
- Light Rail (closest station is Leichhardt North approx. 750m from site taking approx. 10minutes walk)

To facilitate the bus service closures there will be additional Bus Zones implemented on William Street between Norton and James Streets.

Resident and Local Business Access

Local residents and businesses will be granted access via Macauley Street (Norton Street to Cromwell Street) and Wetherill Street (from Norton Street to Balmain Road), these will operate as two-way traffic flow during the event.

Hostile Vehicle Mitigation

A Hostile Vehicle Mitigation Plan (HVMP) has been prepared by the event organisers.

Public Consultation

All affected businesses, residents and other occupants will be notified of the road closures, activities, parking changes and changes to public transport arrangements. The notification will be distributed at least two weeks prior to the commencement of the event. The proposed information, distribution area and distribution period will be reviewed and approved by Inner West Council one week prior to distribution.

The proposed temporary full road closures will be advertised on Council's website in accordance with the Roads Act 1993 for a period of 28 days from 29 July 2024 to 26 August 2024.

FINANCIAL IMPLICATIONS

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

Costs associated with the implementation of the TMP are borne by the event organisers.

ATTACHMENTS

1. [Download](#) Norton Street Italian Festa, Leichhardt - TMP

TRAFFIC MANAGEMENT PLAN

Version 1

Prepared By: **Pedr Danks**
Managing Director
SafeWork NSW Certified Planner No: **TCT0057732**
Dip. Sec & Risk Mgmt, Dip. WHS,
Dip. Management, Cert IV Training
Occupational First Aid Skill Set
Provide Pain Management

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NORTON STREET FESTA

27th OCTOBER 2024
Norton Street, Leichardt



Document Set ID: 39041986
Version: 1, Version Date: 22/04/2024

TRAFFIC MANAGEMENT PLAN NORTON STREET FESTA 24 v1 Traffic Plan Professionals Page 2 of 29

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TRAFFIC MANAGEMENT PLAN

NORTON STREET FESTA 24 v1

Traffic Plan Professionals

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Item 1



Attachment 1

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1 DOCUMENT AUTHOR

Prepared By	Pedr Danks, Managing Director. Traffic Plan Professionals Pty Ltd		
Signature	 		
Date	15 April 2024		

2 DOCUMENT HISTORY

Reviewed By	Version	Date	Comments

3 DISTRIBUTION

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4 DISCLAIMER

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TRAFFIC MANAGEMENT PLAN NORTON STREET FESTA 24 v1 Traffic Plan Professionals Page 5 of 29

5 CONFIDENTIALITY STATEMENT

All information, concepts, ideas, strategies, commercial data and all other information whatsoever contained within this document as well as any and all ideas and concepts described during the presentation are provided on a commercial in confidence basis and remain the intellectual property and copyright (©) of Traffic Plan Professionals Pty Ltd and affiliated entities.

6 TERMS AND DEFINITIONS

Terms	Definitions
ADT	Average Daily Traffic
AS/NZS	Australian Standards/New Zealand Standards
HVA	Hostile Vehicle Attack
HVMP	Hostile Vehicle Mitigation Plan
LGA	Local Government Area
PAC	Police Area Command
PAX	Person Amount X
PWZTMP	Prepare a Work Zone/Traffic Management Plan
TfNSW	Transport for NSW
TGS	Traffic Guidance Scheme
THD	Target Hardening Device
TMP	Traffic Management Plan
VMS	Variable Message Sign

7 EXECUTIVE SUMMARY

The Norton Street Italian Festa – Where You Can Be Italian for a Day.

On the last Sunday in October up to 180,000 visitors are expected to fill Norton Street in Leichardt, the heart of Sydney's 'Little Italy', for Italian food and entertainment, and enjoy being Italian for a day at the 33rd annual Norton Street Italian Festa.

Festa is a special Family and Community Day for people of all backgrounds. Italians say, 'There are only two kinds of people – Italians and those that wish they were'. Both will be at Festa.

From 10am to 5pm Norton Street will be completely transformed by colour, sound and the cooking aromas of great Italian food, and by street activities and on-stage entertainment celebrating all things Italian.



Document Set ID: 39041986
Version: 1 Version Date: 22/04/2024

TRAFFIC MANAGEMENT PLAN NORTON STREET FESTA 24 v1 Traffic Plan Professionals Page 6 of 29

8 SCOPE

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

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

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

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

This document should be read in conjunction with the following:

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

9 OBJECTIVES

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

1. Ensure the safety of its employees, contractors, the public, TfNSW personnel, pedestrians, cyclists and traffic,
2. Keep traffic delays to a minimum,
3. Maintain satisfactory property access,
4. Minimise disruption to businesses,
5. For works near speed cameras, traffic lights & traffic counters etc:
 - a) Inform the RMS Representative and
 - b) Not damage the equipment,
 - c) Make suitable arrangements where required.
 - d) When required, obtain approvals and licenses such as Road Occupancy and Traffic Signals,
6. Design temporary roadways and detours in accordance with TfNSW Road Design Guide and
7. Meet the requirements of TfNSW Traffic Control at Worksites Manual.



TRAFFIC MANAGEMENT PLAN NORTON STREET FESTA 24 v1 Traffic Plan Professionals Page 7 of 29

10 MANAGEMENT OF THE TMP

Traffic Plan Professionals Pty Ltd has undertaken that it will provide the Traffic Guidance Schemes for the event. It is required by Council/TfNSW and/or consenting authorities that all traffic control works to be carried out by SafeWork NSW certified and accredited personnel.

11 IMPLEMENTATION

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

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

12 PLANNING STRATEGIES

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

Agency	Area
NSW Police	PAC
Council	Inner West Council
TfNSW	

13 EVENT DETAILS

Event Name	NORTON STREET FESTA
Event Dates & Times	27 th October 2024 10:00 – 17:00hrs
Bump In Dates/Times	27 th October 2024 03:00 – 09:59hrs
Bump Out Date/Time	27 th October 2024 17:01 – 21:00hrs
Venue(s)	Norton Street (between Marion & William Streets)
Pax/Capacity	180,000 (anticipated) throughout the day
RMS Class	2



Document Set ID: 39041986
Version: 1 Version Date: 22/04/2024

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14 TRAFFIC MANAGEMENT

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

At its core the prepared TGS's implement various short-term road closures to safely manage vehicular and pedestrian flow within the precinct.

14.1 TRAFFIC GUIDANCE SCHEMES

The below TGS provides an overview of how the traffic management will be implemented to regulate traffic.



TRAFFIC MANAGEMENT PLAN NORTON STREET FESTA 24 v1 Traffic Plan Professionals Page 9 of 29

14.2 ROAD CLOSURES

03:00 – 21:00hrs

- Norton Street (between William St & Marion St)
- Allen Street (between Derbyshire Rd & Norton St)
- Arthur Street (between Short St & Allen St)
- Short Street (between Derbyshire Rd & Norton St)
- Wetherill Street (between Derbyshire Rd & Norton St)

06:00 – 21:00hrs

- Allen Street (between James St & Norton St)
- Macauley Street (between Cromwell St & Norton St)
- Carlisle Street (between Cromwell St & Norton St)
- Marlborough St (between Cromwell St & Norton St)
- Lou Street (between Marion St & Allen St)
- Derbyshire Road at William St.

14.3 DELIVERIES

There will be various entry & exit routes based purely on the location of the relevant stall/holder, these will be communicated with the occupant prior to arrival (colour matrix is utilised). Traffic controllers will have copies of the relevant information to assist with directions if/when required.

Entry: Marlborough Street, Carlisle Street, Macauley St & Allen St

Exit: Norton Street (north & south direction & Allen St



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14.4 SPECIAL EVENT CLEARWAY

As part of the overall event operation the event organisers will request the implementation of a "Special Event Clearway" on Norton Street between Marion & William Streets.

TfNSW would be engaged to implement and operate same, normally 2 tow truck operators would arrive and relocate any vehicles within the designated area.

Towing would typically occur between 04:00 & 07:00 on the event day.

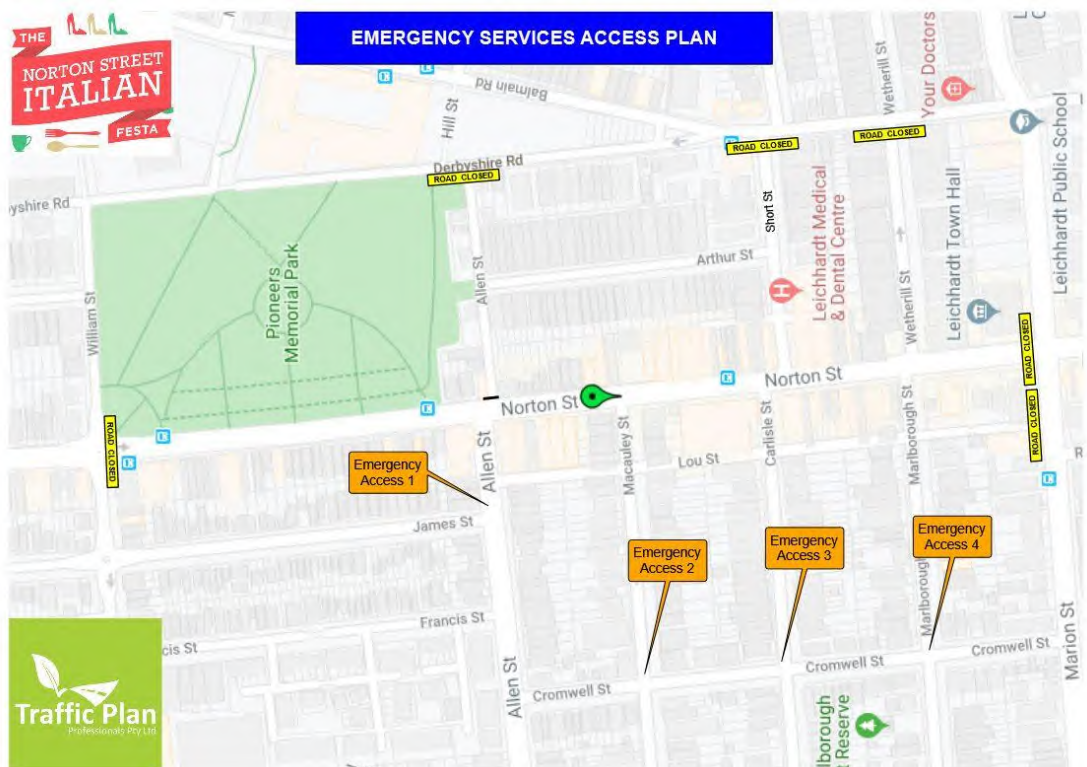


TRAFFIC MANAGEMENT PLAN NORTON STREET FESTA 24 v1 Traffic Plan Professionals Page 11 of 29

14.5 VEHICLE EMERGENCY ACCESS

In the case of an emergency, vehicle access entry/exit points shall be in the following locations.

- 1) Allen St
- 2) Macauley St
- 3) Carlisle St
- 4) Marlborough St



TRAFFIC MANAGEMENT PLAN NORTON STREET FESTA 24 v1 Traffic Plan Professionals Page 12 of 29

14.6 PUBLIC TRANSPORT

Public Transport will be available within the area, there will be several changes to the bus network due to the closure of Norton Street, the following Bus Stops will cease operation between 03:00 - & 21:00hrs on the event day.

Stop ID: 204020, 204021, 204022, 204029, 204030, 204044 & 204045

There are various services available:

- Bus Network
- Light Rail (closes station is Leichhardt North approx. 750m from site taking approx. 10minutes walk)

For public transport timetables and planning visit: <http://www.transportnsw.info/>



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To facilitate the bus service closures there will be additional Bus Zones implements on William Street between Norton & James St as per the following plan.



14.7 PUBLIC PARKING

Public Parking shall be in located local streets and carparks in and around the event site such as some of the following:

- Marion Street Carpark
- Renwick Street Carpark
- Secure Parking - 99 Norton Street Car Park
- Secure Parking - Italian Forum Car Park

14.8 TAXI ZONE(S)

No additional Taxi Zones are proposed for this event.



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14.9 PUBLIC DROP OFF ZONE(S)

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

14.10 ACCESSIBLE PARKING

Accessible Parking is available in various locations around the immediate area.

14.11 RESIDENT & LOCAL BUSINESS ACCESS

Local residents and businesses will be granted access via Macauley St (Norton St to Cromwell St) & Wetherill Street (from Norton St to Balmain Rd), these will operate as 2-way flow during the event.

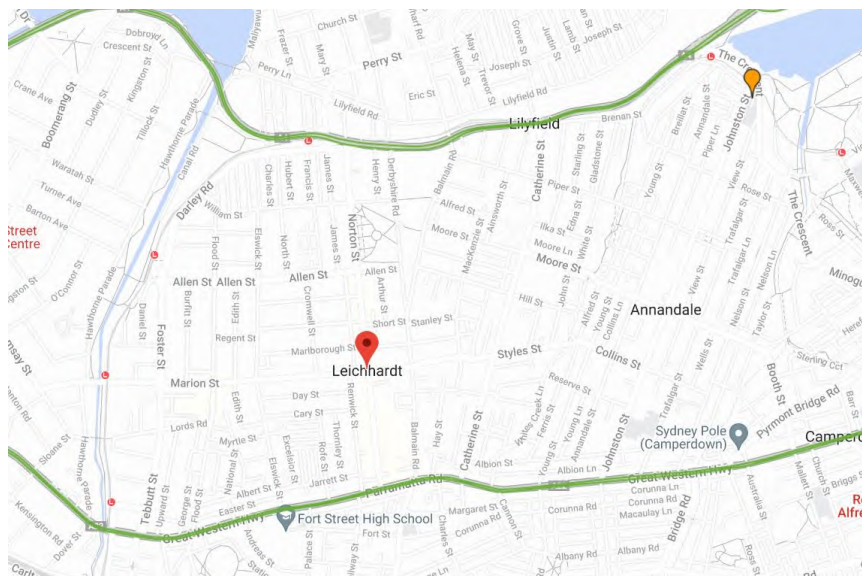
14.12 TARGET HARDENING

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

14.13 HEAVY VEHICLE IMPACTS

Based on information provided we do not anticipate any impact on heavy vehicles. For heavy vehicle routes please refer to:

<https://roads-waterways.transport.nsw.gov.au/business-industry/heavy-vehicles/maps/restricted-access-vehicles-map/map/index.html>

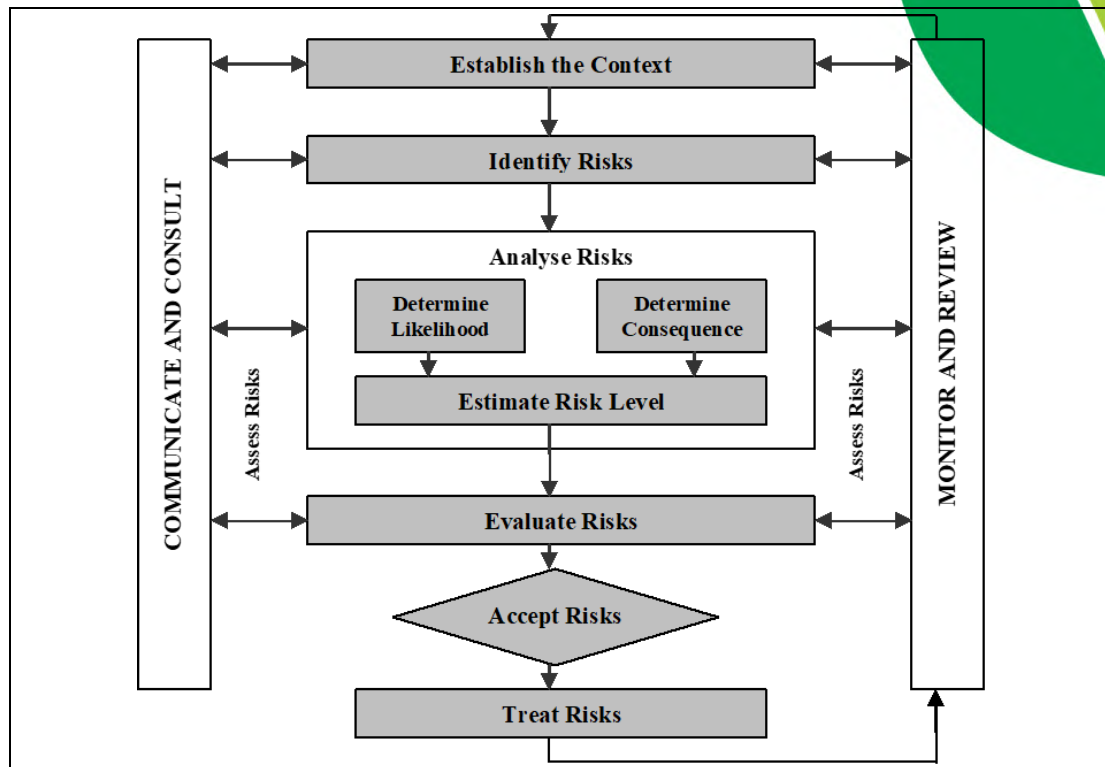


TRAFFIC MANAGEMENT PLAN NORTON STREET FESTA 24 v1 Traffic Plan Professionals Page 15 of 29

15 RISK MANAGEMENT

15.1 RISK MANAGEMENT PROCESS

Throughout the Risk Management process, we will link activities to the Australian Standards AS ISO 31000:2018. These standards provide a systematic approach to the Risk Management.



15.2 RISK TOLERANCE

A risk rating determined to be higher than a “low” or a “moderate” level (see: “Risk Assessment Tool” below for descriptions of these terms) should result in senior management assessing the viability of implementing the suggested additional control measures.

Even where a residual risk of a “low” or moderate” level exists, senior management should evaluate, where it is viable, to further reduce the likelihood or consequences of that stated risk.



TRAFFIC MANAGEMENT PLAN NORTON STREET FESTA 24 v1 Traffic Plan Professionals Page 16 of 29

15.3 RISK ASSESSMENT TOOL

The risk assessment tool acts as a guide to determine an appropriate rating for each risk. It is important to note that risk is subjective and therefore any ratings applied should be considered in this context.

Likelihood	Consequences				
	Insignificant (1) (Minor problem easily handled by normal day to day processes)	Minor (2) (Some disruption possible, e.g. damage equal to \$500k)	Moderate (3) (Significant time/resources required, e.g. damage equal to \$1 million)	Major (4) (Operations severely damaged, e.g. damage equal to \$10 million)	Catastrophic (5) (Business survival is at risk damage equal to \$25 million)
Rare (1) (e.g. <3% chance)	2	3	4	5	6
Unlikely (2) (e.g. between 3% and 10% chance)	3	4	5	6	7
Moderate (3) (e.g. between 10% and 50% chance)	4	5	6	7	8
Likely (4) (e.g. between 50% and 90% chance)	5	6	7	8	9
Almost certain (5) (e.g. >90% chance)	6	7	8	9	10

15.4 RISK SCORE EVALUATION

Risk Score	Risk Level	Response
2-4	Low	Manage through routine procedures
5-6	Moderate	Specific procedures and monitoring required, specify management responsibility
7-8	High	Action plan required, specific senior management attention and specify responsibility
9-10	Extreme	Immediate action required, senior management required with detailed plan and Senior Management responsibility noted



TRAFFIC MANAGEMENT PLAN NORTON STREET FESTA 24 v1 Traffic Plan Professionals Page 17 of 29

15.5 RISK TREATMENTS

Treatment of the risks associated with hazards identified will involve appropriately selecting a treatment option as indicated below.

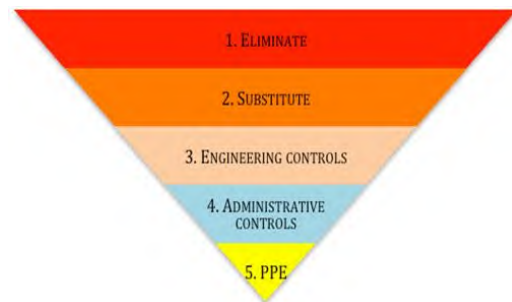
The Hierarchy of Hazard Controls is recommended as the best-practice approach to addressing the source of real/safety risks and thus eliminating or minimising such risks. When a hazard is identified it shall be:

1. Eliminated (designed out, eliminated),
2. Substituted (i.e. if a hazardous work practice exists it should be replaced with non-hazardous or less hazardous work practice),
3. Isolated (if nothing could be done in short term the hazard should be isolated, so it does not impose a risk to a person),
4. Controlled through engineering methods (guarded away using covers etc.),
5. Controlled through Administrative means (procedures/practices, inductions, instructions, workplace training etc.),
6. Persons protected by PPE (Personal Protective Equipment).

The controls should be used in order as indicated - starting from Eliminate as the best approach and then working down the options. A combination of hazard controls from the list above could be used to address any one hazard at one time - a hazard control on its own is not exhaustive and can be used in a combination with one or more other controls.

The primary aim of risk control is to eliminate the risk; the best way of achieving this is to eliminate the hazard. If this is not possible the risk must be minimised by utilising the ALARP principle;

Nomination	Multiplier	Outcome
A	=	As
L	=	Low
A	=	As
R	=	Reasonably
P	=	Practicable



SA/SNZ HB 205:2017 states that the most effective form of risk control is to eliminate the hazard, however if this is not reasonably practicable to eliminate the hazard, the risk must be minimised to the lowest reasonably practicable level by taking the following measures in the order and as determined by the risk assessment (Hierarchy of Controls).

If no single control is appropriate, a combination of the above controls will be taken to minimise the risk to the lowest reasonably practicable level.



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15.6 RISK ASSESSMENT PLAN (RISK REGISTER)

A list of potential causes, consequences and control measures are provided. This should not be considered an exhaustive list.

#	HAZARD	RISK	CURRENT			CONTROL MEASURES	RESIDUAL			RESPONSIBILITY
			LIKELIHOOD	CONSEQUENCE	RISK RATING		LIKELIHOOD	CONSEQUENCE	RISK RATING	
TRAFFIC RISKS										
1	Cyclist and/or Pedestrian interaction	Short Term Injury Long Term Injury	2	3	M	Road Closure during live event to allow safe area for all. First aid trained person onsite. Traffic controllers to be mindful of same when working on network.	2	2	L	Contractors Vendors Event Organiser Traffic Control
2	Illegal Parking	Short Term Injury Financial Delay	3	1	L	Stall holders/Vendors advised as to their responsibility to parking in compliant/allocated location. Rangers responsible for non-compliant parking & regulatory enforcement.	2	1	L	All staff Contractors Event Organiser Traffic Control
3	Overcrowding on roads	Death Short Term Injury Long Term Injury Delay	2	3	M	Road closures sufficient to cater for the anticipated patronage. Traffic controller to assist police if requested. Traditionally event has not had an issue with same.	1	2	L	First Aid Event Organiser Police Traffic Controller
4	Road Subsidence	Death Short Term Injury Long Term Injury Delay	5	3	M	Council to check venue prior to event. All staff along the internal roads to be vigilant and monitor surface and report any damage to event organiser.	2	3	L	Council Event Organiser All staff
5	Traffic Jam in surrounding area	Short Term Injury Long Term Injury Delay	2	2	L	Custom TGS's for event. Consultation will relevant stakeholders as part of planning. Traffic Manager onsite during live event to monitor areas and liaise with nominated rep.	2	2	L	Police Site Manager LGA

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6	Vehicle/Pedestrian interaction	Death Short Term Injury Long Term Injury Delay	3	4	H	Road closures to reduce potential of interaction & to minimize possibility. Residential street with existing lighting. First aid onsite during event. All staff should be in hi-vis vest when working around traffic.	2	3	M	First aid Event Organiser Traffic Controller All staff
7	Vehicle Breakdown	Financial Delay	2	2	L	Alternate routes to be utilised. Contingency routes considered as part of planning. RMS/Police to be advised of same for assistance.	2	1	L	Event Organiser Traffic Controller Police/RMS
WEATHER RISKS										
8	Exposure to Cold	Short Term Injury Financial Reputation	2	3	M	Thermal first aid sheets in all first aid kits, first aid onsite. Staff to be provided with relevant PPE. Call Emergency Services 000 Ambulance.	1	2	L	Event Organiser First aid Traffic Control
9	Exposure to Sun	Short Term Injury Financial Reputation	4	2	M	All staff to wear Sun rated caps/hats where possible. Sunscreen available to staff from supervisor. TC's reminded to use sunscreen and protective clothing.	2	2	L	First aid Event Organiser Traffic Control
10	Heavy Rain	Death Short Term Injury Long Term Injury Delay	2	4	M	Supply wet weather gear for crew if required. Trained first aiders onsite during event, security at other times during bump in & out. Unsafe areas to be barricaded off.	2	2	L	First aid Event Organiser LGA Traffic Control
11	Lightning	Death Short Term Injury Long Term Injury	1	6	M	Refer AS1768 Monitor BOM for any change in weather. Do not hold stop/slow bat during lightning. Where possible seek shelter if safe to do so.	1	4	L	Event Organiser Traffic Control
12	Strong Wind	Death Short Term Injury Financial	4	4	H	BOM to be monitored throughout event-by-Event Organiser. All signs to be weighted in high wind areas.	6	5	M	First Aid Event Organiser Traffic Control

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						Trained first aiders onsite during event, security at other times during bump in & out. If injury call Emergency Services 000 Ambulance / Police.				
HEALTH RISKS										
13	Medical Emergency	Death Short Term Injury Long Term Injury Financial Reputation	2	3	M	Communications to ensure all parties are abreast. Emergency services to be contact 000. Dedicated Emergency Services routes & access points planned, TC's at each closure to assist.	2	2	L	Medical Manager Event Organiser Traffic Control
14	Staff Fatigue	Short Term Injury Delay	4	2	M	TPP Fatigue Management Plan implemented. Team leader to monitor staff and ensure fatigued staff replaced. Rostering manager to ensure rosters compliant with FMP.	2	2	L	Roster Manager Team leader Traffic Control
SITE RISKS										
15	Slip/Trip/Falls	Short Term Injury Long Term Injury	3	2	M	Site inspection to identify hazards & remove/treat same in the immediate work area. Good housekeeping. Production to be advised of any spills/potential slip hazards that may exist.	2	2	L	Cleaners Event Organiser First Aid Traffic Control
16	Terrorism	Death Long Term Injury Financial Reputation	3	5	H	HVMP implemented. UP Police onsite during event. TC's at key entry points controlling access.	3	2	M	Police Traffic Control
MISCELLANEOUS										
17	Communication Failure	Death Short Term Injury Financial Reputation	3	2	M	Monitor/report any issues with radios. Radio check on commencement of shift. Contract only reliable radio supplier with proven record. Backup radios to replace any faulty radios.	3	1	L	Telecommunications Provider Two Way Radio Provider Event Organiser Emergency Services

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16CONSULTATION & CONTACT LIST

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

NAME	ORGANISATION
Pedr Danks	Traffic Plan Professionals Pty Ltd
Drew Ferguson-Tait	Traffic Plan Professionals Pty Ltd
Zacchary French	Traffic Plan Professionals Pty Ltd
Phil Smith	Traffic Plan Professionals Pty Ltd
Nigel Ng	Advance Audio
	Inner West Council
	Police (PAC)
	Buses/TfNSW
	Taxis

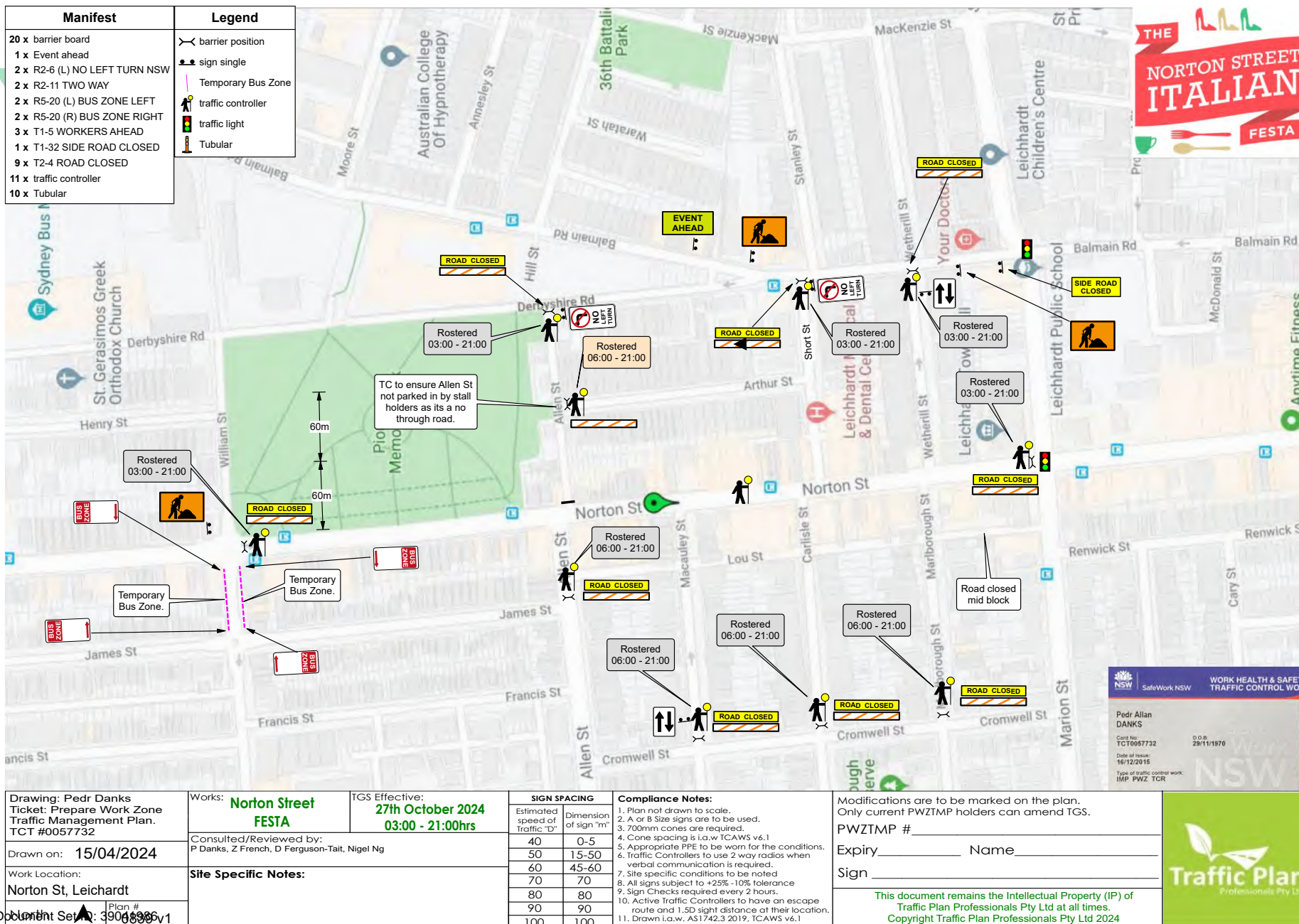
17APPENDIX

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

#	Document Name
1	TGS0839 v1 - Event
2	TGS0840 v1 – Special Event Clearway
3	TGS0842 v1 Temporary Bus Stops
4	Festa Access Plan
5	Emergency Services Access
6	Form 1 - Notice_of_Intention_to_Hold_a_Public_Assembly



Document Set ID: 39041986
Version: 1 Version Date: 22/04/2024



SPECIAL EVENT CLEARWAY
27TH OCTOBER 2024 3AM - 9PM

Legend

--- Special Event Clearway

NSW SafeWork NSW WORK HEALTH & SAFETY TRAFFIC CONTROL WORK

Pedr Allan DANKS

Card No: TCT0057732 DOB: 29/11/1970

Date of Issue: 16/12/2015

Type of traffic control work: IMP PWZ TCR

Drawing: Pedr Danks Ticket: Prepare Work Zone Traffic Management Plan. TCT # 0057732	Works: Norton Street FESTA	TGS Effective: 27th October 2024 03:00 - 21:00hrs	SIGN SPACING <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th>Estimated speed of Traffic 'D'</th> <th>Dimension of sign 'm'</th> </tr> <tr><td>40</td><td>0-5</td></tr> <tr><td>50</td><td>15-50</td></tr> <tr><td>60</td><td>45-60</td></tr> <tr><td>70</td><td>70</td></tr> <tr><td>80</td><td>80</td></tr> <tr><td>90</td><td>90</td></tr> <tr><td>100</td><td>100</td></tr> </table>	Estimated speed of Traffic 'D'	Dimension of sign 'm'	40	0-5	50	15-50	60	45-60	70	70	80	80	90	90	100	100	Compliance Notes: 1. Plan not drawn to scale. 2. A or B Size signs are to be used. 3. 700mm cones are required. 4. Cone spacing is i.a.w TCAWS v6.1 5. Appropriate PPE to be worn for the conditions. 6. Traffic Controllers to use 2 way radios when verbal communication is required. 7. Site specific conditions to be noted 8. All signs subject to +25% -10% tolerance 9. Sign Checks required every 2 hours. 10. Active Traffic Controllers to have an escape route and 1.5D sight distance at their location. 11. Drawn i.a.w. AS1742.3 2019, TCAWS v6.1
Estimated speed of Traffic 'D'	Dimension of sign 'm'																			
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100	100																			
Drawn on: 15/04/2024		Modifications are to be marked on the plan. Only current PWZTMP holders can amend TGS. PWZTMP # _____ Expiry _____ Name _____ Sign _____																		
Work Location: Norton St, Leichhardt		<div style="display: flex; align-items: center;"> <div style="flex: 1;"> Site Specific Notes: </div> <div style="flex: 1; text-align: center;"> <p>Traffic Plan Professionals Pty Ltd</p> </div> </div>																		



THE NORTON STREET ITALIAN FESTA

BUS ZONE - INSTALL EVENING PRIOR



Legend

 Tubular

Manifest

2 x R5-20 (L) BUS ZONE LEFT

2 x R5-20 (R) BUS ZONE RIGHT

1 x R5-20 BUS ZONE

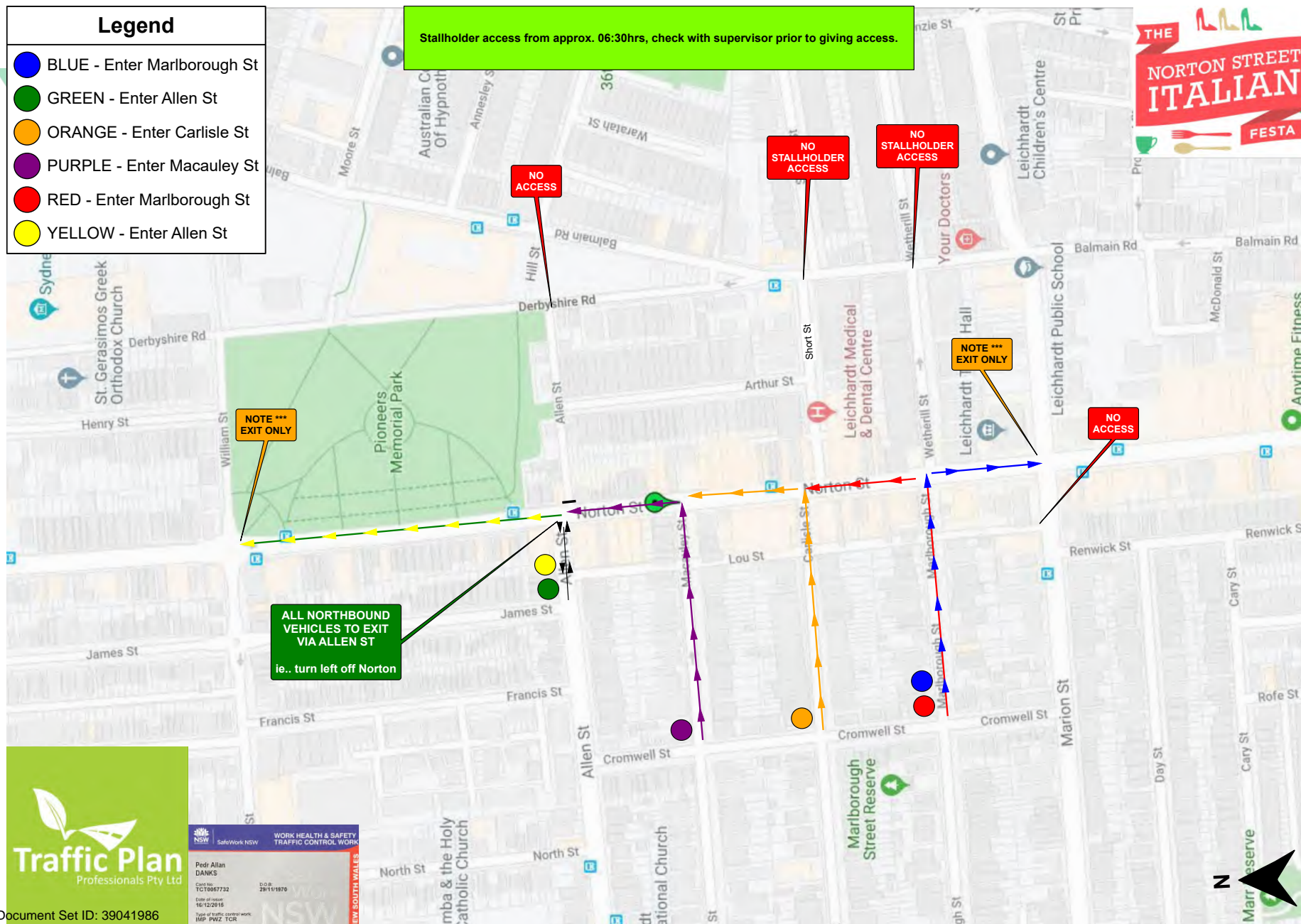
10 x Tubular

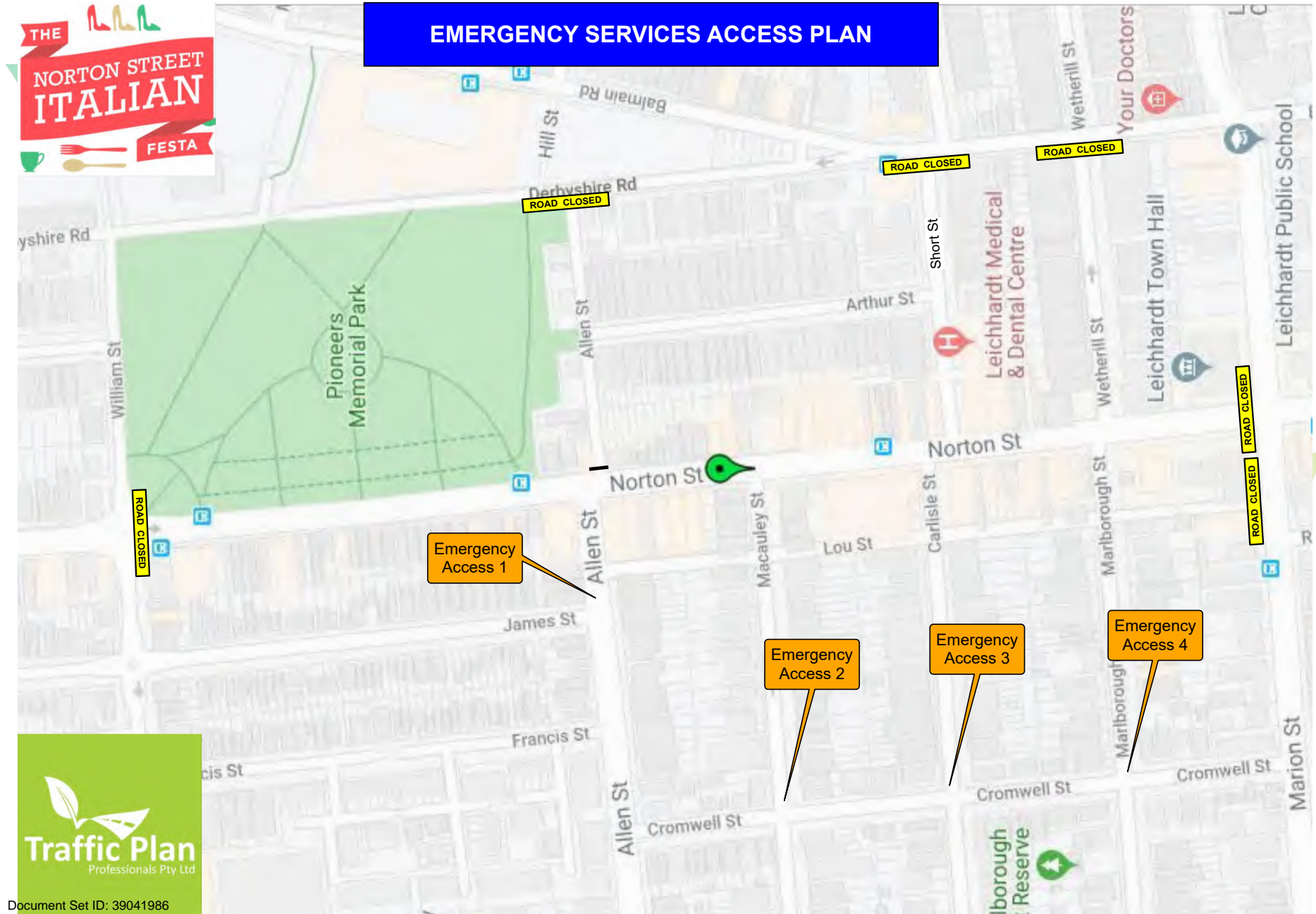
<p>Drawing: Pedr Danks</p> <p>Ticket: Prepare Work Zone Traffic Management Plan.</p> <p>TCT #0057732</p>	<p>Works:</p> <p>Norton Street FESTA</p>	<p>TGS Effective:</p> <p>27th October 2024</p> <p>03:00 - 21:00hrs</p>	<p>SIGN SPACING</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Estimated speed of Traffic "D"</th> <th>Dimension of sign "m"</th> </tr> </thead> <tbody> <tr><td>40</td><td>0-5</td></tr> <tr><td>50</td><td>15-50</td></tr> <tr><td>60</td><td>45-60</td></tr> <tr><td>70</td><td>70</td></tr> <tr><td>80</td><td>80</td></tr> <tr><td>90</td><td>90</td></tr> <tr><td>100</td><td>100</td></tr> </tbody> </table>	Estimated speed of Traffic "D"	Dimension of sign "m"	40	0-5	50	15-50	60	45-60	70	70	80	80	90	90	100	100	<p>Compliance Notes:</p> <ol style="list-style-type: none"> Plan not drawn to scale. A or B Size signs are to be used. 700mm cones are required. Cone spacing is i.a.w TCAWS v6.1 Appropriate PPE to be worn for the conditions. Traffic Controllers to use 2 way radios when verbal communication is required. Site specific conditions to be noted All signs subject to +25% -10% tolerance Sign Checks required every 2 hours. Active Traffic Controllers to have an escape route and 1.5D sight distance at their location. 11. Drawn i.a.w. AS1742.3 2019, TCAWS v6.1 	<p>Modifications are to be marked on the plan. Only current PWZTMP holders can amend TGS.</p> <p>PWZTMP # _____</p> <p>Expiry _____ Name _____</p> <p>Sign _____</p>
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90	90																				
100	100																				
<p>Drawn on: 15/04/2024</p> <p>Work Location:</p> <p>Norton St, Leichardt</p>	<p>Site Specific Notes:</p>																				

Document Set ID: 3906826

Version: 1, Version Date: 22/04/2024







NOTICE OF INTENTION TO HOLD A PUBLIC ASSEMBLY

Summary Offences Act 1988

To the Commissioner of Police

1 I, Nigel Ng
Name
of 8/509-529 Parramatta Road Leichhardt NSW 2040
Address

on behalf of The Leichhardt Collective Incorporated
Organisation

notify the Commissioner of Police that on the 27th
Day
of October 2024
Month/Year

it is intended to hold:

either:

(a) a public assembly, not being a procession, of approximately

180,000 persons which will assemble
Number

at Norton St between William St and Marion St Intersections
Place

at approximate 10:00 am/pm
Time

and disperse at approximately 5:00 am/pm
Time

or

(b) a public assembly, being a procession of approximately
Number

persons which will assemble at
Place

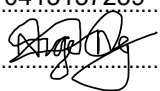
at approximatelyam/pm
Time

and at approximately am/pm the procession will

commence and shall proceed.....

.....

Specify route, any stopping places and the approximate duration of any stop: and the approximate time of termination. A diagram may be attached.

- 2 The purpose of the proposed assembly is conducting the annual Norton St Italian Festival. Celebrating the history of Leichhardt with an open-air food and merchandise market, amusement rides and entertainment.
State purpose
- 3 The following special characteristics associated with the assembly would be useful for the Commissioner of Police to be aware of in regulating the flow of traffic or in regulating the assembly:
- * (i) There will be 0 (number) of vehicles and/or* floats involved and their type and dimensions are as follows:
.....
.....
- * (ii) There will be 20 (number) of bands, musicians, entertainers etc entertaining or addressing the assembly
- * (iii) The following number and type of animals will be involved in the assembly
None
.....
- * (iv) Other special characteristics of the proposed assembly are as follows:
Approximately 160 stallholders (3x3m each), large stages for public address and presentations.
.....
- 4 I take responsibility for organising and conducting the proposed public assembly.
- 5 Notices for the purposes of the *Summary Offences Act 1988* may be served on me at the following:
- Address: 8/509-529 Parramatta Road Leichhardt NSW
.....
..... Post Code 2040
- Telephone: 0415157239
- Signed: 
- Capacity/Title President
- Date 15th April 2024

* Delete as applicable



Item No: LTC0624(1) Item 2
Subject: MATHIESON STREET, ANNANDALE - PROPOSED DROP OFF AND PICK UP ZONE (GULGADYA - ANNANDALE/BALMAIN/LEICHHARDT PAC)
Prepared By: Charbel El Kazzi - Traffic Engineer
Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

1. That a 23.4m length 'No Parking 8:30-9:30am, 1:30-4:00pm, School Days' zone in Mathieson Street, between Cahill Street and Water Street, Annandale be approved.
2. That it be noted that the Waranara School will directly apply to Transport for NSW for a School Zone on the streets surrounding the school.

STRATEGIC OBJECTIVE

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

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

As part of the consent conditions for the approved Waranara School development application, it is proposed to install a drop off and pick up (DOPU) zone at the property frontage of No.11 Mathieson Street between Cahill Street and Water Street, Annandale.

The proposed signage will be signposted as 'No Parking, 8:30-9:30am, 1:30-4:00pm School Days' and will be 23.4m in length. A signage plan is provided in *Attachment 1* detailing the location, signage arrangement and length of the 'No Parking' zone. Existing 'No Stopping' zones will remain unchanged and the DOPU zone will be installed within the current unrestricted parking area.

BACKGROUND

The approved Waranara School at No.11 Mathieson Street, Annandale is a new school to accommodate up to 120 students in grades 9-12, with associated on-street drop off/pick up zones. Waranara School is a specialised school for students experiencing mental health issues and significant life challenges to re-engage with education through specialist teachers and support workers. The requested afternoon pick up times are to accommodate the schools' operational times with students in years 9 and 10 finishing school at 1:45pm and Year 11 and 12 finishing at 3pm Monday through to Thursday and at 1:45pm on Friday.

Surrounding land uses are predominantly mixed-use and industrial buildings. Residential dwellings are located to the north of the site on Water Street. The subject location in Mathieson Street also has existing 'No Stopping' signs in place which will be retained as part of the DOPU zone.

DISCUSSION

A consultation letter was issued to residents on 22 May 2024 detailing the proposed changes. At the time of writing this report, one response was received opposing the proposal due to the loss of parking for residents and businesses.

The relevant conditions of consent for the development included the development of an Operational Transport and Access Management Plan (OTAMP) to ensure that the pick up/drop off traffic will be monitored and managed and ensure that it does not create an unsafe environment and block access for other road users or emergency vehicles.

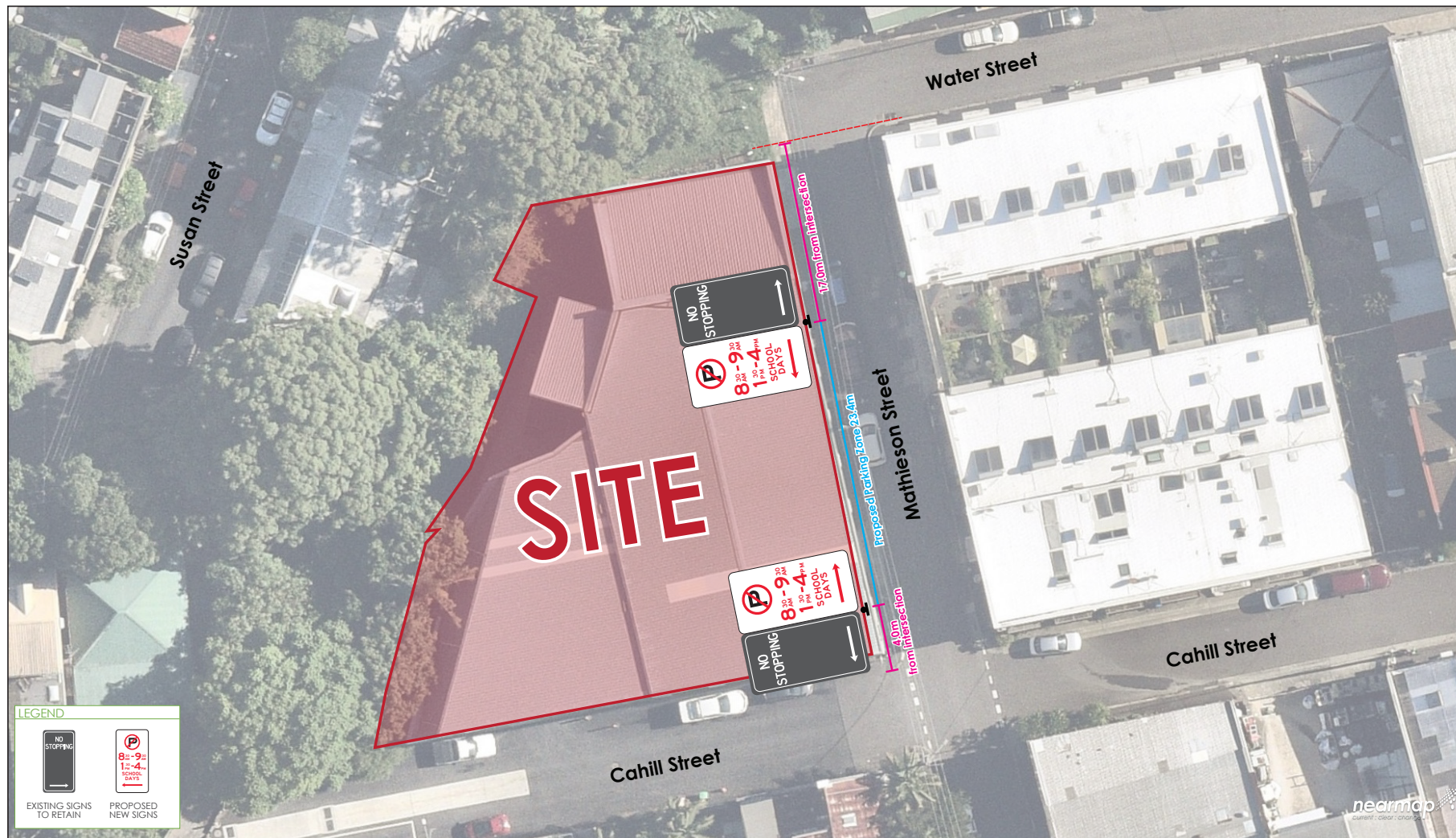
It is also noted that the school will apply to Transport for NSW for a School Zone on the streets surrounding the school.

FINANCIAL IMPLICATIONS

The cost of the signposting works will be funded by the applicant.

ATTACHMENTS

1. [↓](#) Mathieson Street, Annadale - DOPU Zone Plan



TRAFFIX
TRAFFIC AND TRANSPORT PLANNERS

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PROJECT
11 MATHIESON STREET ANNANDALE

PROJECT NUMBER
22.542

DATE
01.05.2024

CLIENT
MACKILLOP FAMILY SERVICES

SIGNAGE PLAN

PREPARED BY
THOMAS YANG

APPROVED BY
THOMAS YANG

SIGNATURE

Item No: LTC0624(1) Item 3
Subject: RAWSON STREET, HABERFIELD - PROPOSED KERB BLISTER ISLAND (GULGADYA, SUMMER HILL ELECTORATE, BURWOOD PAC)
Prepared By: Charbel El Kazzi - Traffic Engineer
Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

That the attached detailed design plan (Design Plan No.10292) for the proposed kerb blister on Rawson Street at the intersection with Rawson Street, Haberfield 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 is planning to remove the existing temporary kerb and bollards in Rawson Street near the intersection with Ramsay Street, Haberfield and install a new landscaped kerb blister island. The proposal aims to maintain low vehicle speeds, protect existing property and provide a safer more accessible crossing point across Rawson Street for pedestrians.

The proposal works does not change the existing parking in the street.

BACKGROUND

The detailed design plan shown in *Attachment 1* outlines the proposed works on Rawson Street, Haberfield and includes the following treatments:

- Removal of existing temporary kerb, bollards and chevron signs on northern side of Rawson Street at Ramsay Street.
- Construction of landscaped kerb blister islands in the road. Landscaping to be suitable species of native grasses.
- Installation of associated pavement line marking and signage as required.

A turning path assessment using an 8.8m service vehicle was also undertaken as per *Attachment 2*.

DISCUSSION

A letter outlining the proposal was issued to the properties shown in the distribution map below. No feedback was received in response to this proposal.

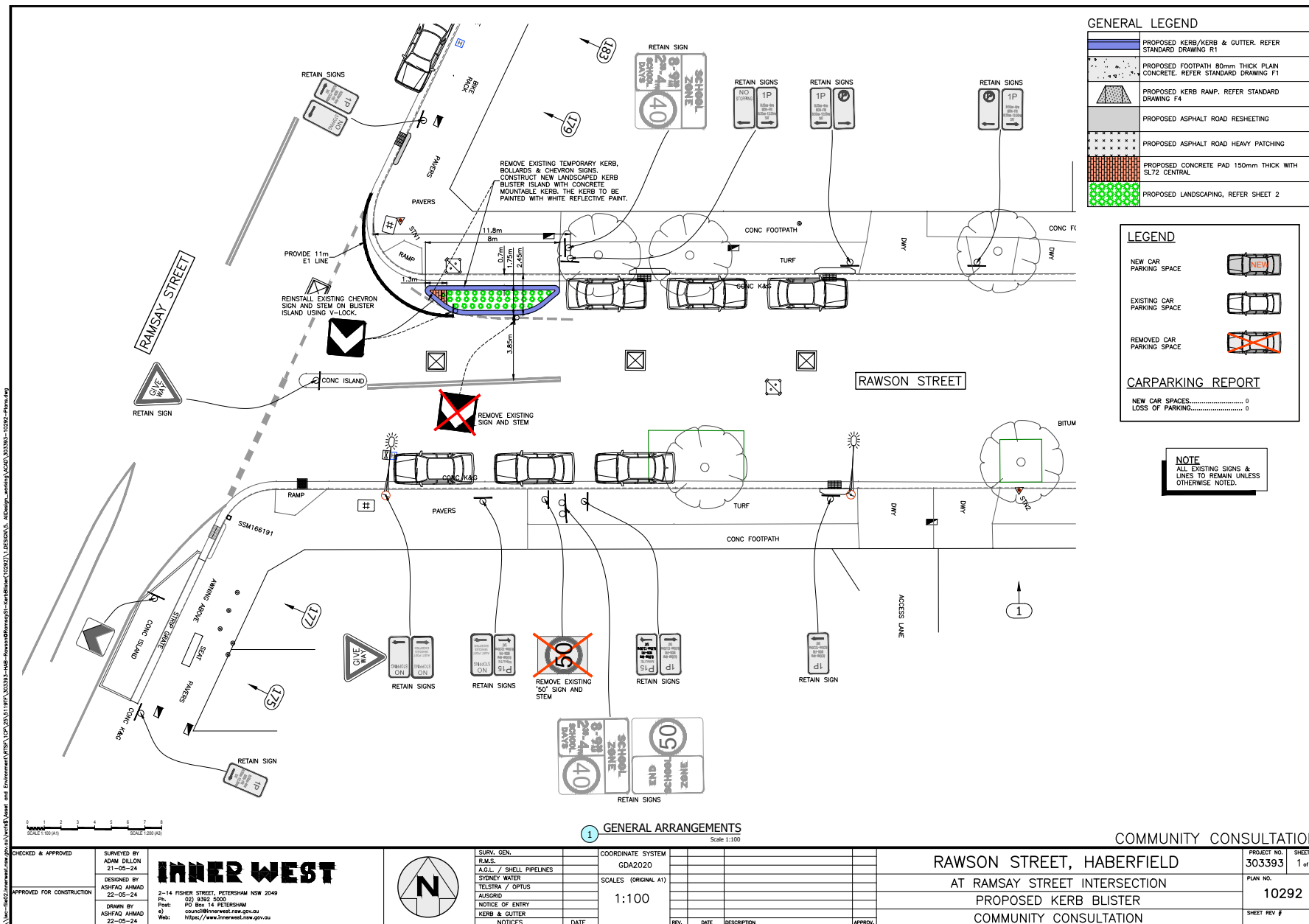


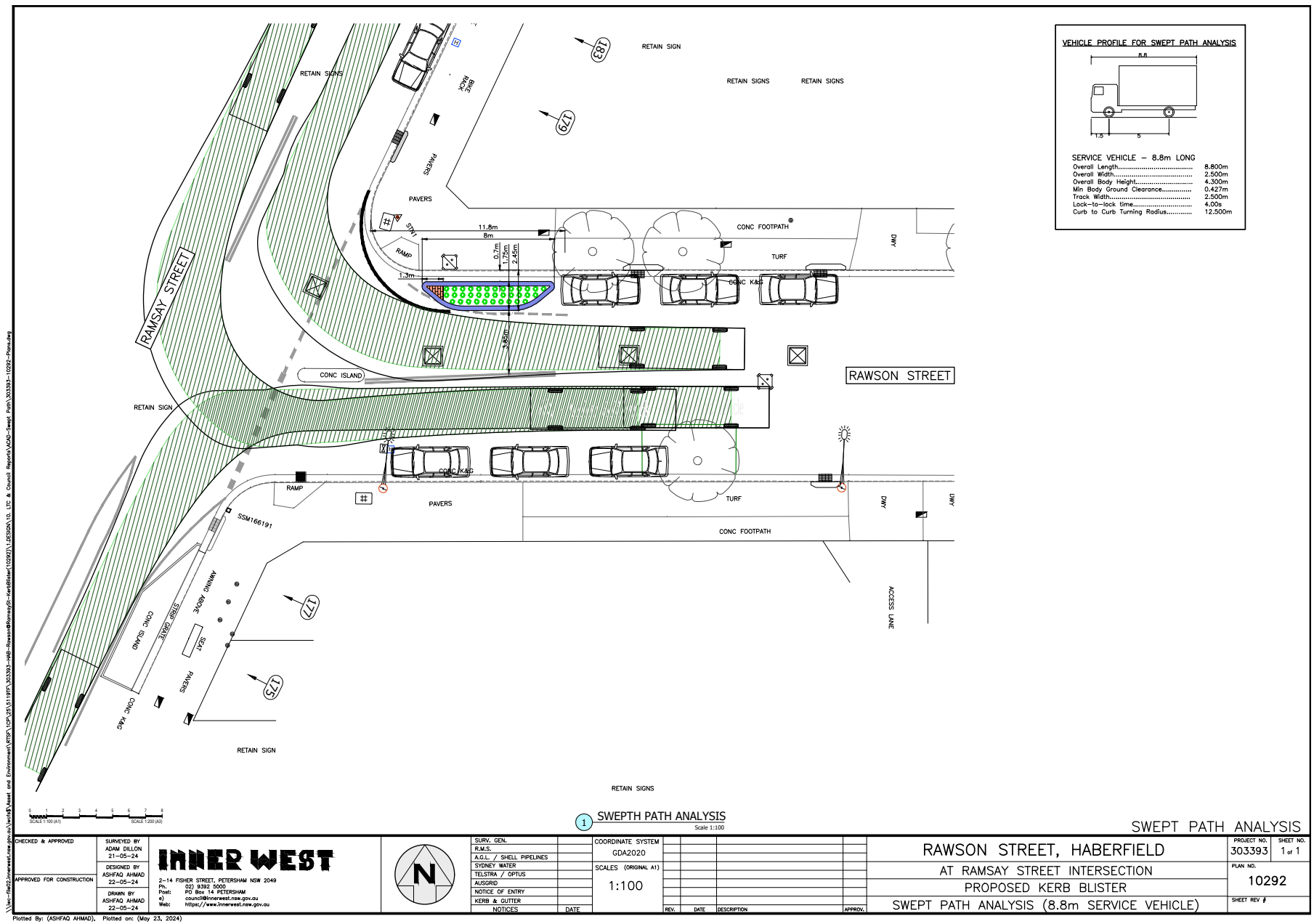
FINANCIAL IMPLICATIONS

The proposed works are estimated to cost \$13,000 and is included in Council's 2024/25 Capital Works Program.

ATTACHMENTS

1. [Detailed Design Plan 10292 - Rawson Street, Haberfield](#)
2. [Turning Path - Rawson Street, Haberfield](#)





Item No: LTC0624(1) Item 4
Subject: PETERSHAM NORTH LATM FINAL REPORT (DAMUN-STANMORE WARD/NEWTOWN ELECTORATE/INNER WEST PAC)
Prepared By: Jason Scoufis - Coordinator Traffic Studies and Road Safety
Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

1. That the treatments listed below from the Petersham North LATM be approved and be listed for consideration in Council's Traffic Facilities program and operational linemarking/signposting program and prioritised as identified in the attached report.
 - a) That the raised threshold in Brighton Street between Wentworth Street and The Avenue be upgraded to a raised pedestrian (zebra) crossing.
 - b) That a roundabout be installed at the Croydon Street/Railway Street intersection.
 - c) That the midblock road closure island in Station Street be modified to provide a 1.5 metre gaps for cyclists and signposted 'No Entry Bicycles Excepted' and include cyclists wayfinding signposting.
 - d) A continuous footpath treatment be installed to cross The Avenue at Brighton Street.
 - e) The existing four space 'No Parking 4pm-6pm Mon-Fri' be replaced with 'No Parking 7:00am-9:30am, 4:00pm-6:00pm Mon-Fri' on eastern side of West Street between Parramatta Road and Station Street.
 - f) That kerb blisters be installed in Station Street at Lotus Street.
 - g) That a speed hump be installed in Brighton Street between Crystal Lane West and Crystal Street.
 - h) That double centrelines (BB) be linemarked in Palace Street between Fort Street and Andreas Street.
 - i) That subject to TfNSW approval, a 10 km/h Shared Zone be installed in Fishers Reserve and Carrington Lane with footway parking on northern side of Fishers Reserve and convex safety mirrors at road bends.
 - j) That three sets of speed cushions be installed in Andreas Street between Palace Street and Parramatta Road.
 - k) That right turn pavement arrows be linemarked in West Street on the southern approach to Brighton Street intersection.
 - l) That a raised pedestrian (zebra) crossing be installed at Palace Street north of Andreas Street.
 - m) That a raised pedestrian (zebra) crossing be installed at Andreas Street west of Palace Street.
 - n) That a raised pedestrian (zebra) crossing be installed at Brighton Street (eastern leg) at Brighton Street/Railway Street intersection.
 - o) That a raised pedestrian (zebra) crossing be installed at Railway Street (southern leg) at Brighton Street/Railway Street intersection.
 - p) That a raised pedestrian (zebra) crossing be installed at Brighton Street (eastern leg) of Brighton Street/Palace Street intersection.
 - q) That a raised pedestrian (zebra) crossing be installed at Brighton Street (western leg) of Brighton Street/Palace Street intersection.
 - r) That a raised pedestrian (zebra) crossing be installed at Palace Street (southern leg) of Brighton Street/Palace Street intersection.
 - s) That a raised pedestrian (zebra) crossing be installed at Palace Street (southern leg) of Brighton Street/Palace Street intersection.
 - t) That a raised pedestrian (zebra) crossing be installed at Terminus Street east of Palace Street.

2. That mobility parking space be installed at the following locations:
 - a) eastern side of Wentworth Street at the northern end along frontage of Petersham Park.
 - b) eastern side of West Street north of the existing at-grade pedestrian (zebra) crossing along the frontage of Petersham Park.
3. That TfNSW be requested to:
 - a) review safety and performance of the West Street/Terrace Street traffic signals.
 - b) implement 40 km/h speed limit on Local Roads and 50 km/h speed limit on Regional Roads within study area.
4. That further investigation be undertaken into the following:
 - a) modifying the concrete island on the southern side of Terminus Street at Crystal Street to improve cyclist access.
 - b) Installing painted kerb extensions in Brighton Street at Brighton Lane and replacement of 'No Parking' with 'No Stopping' signs.
 - c) Widening the existing median island in Brighton Street at West Street to 2.0 metres.
 - d) Installing a kerb extension in The Avenue north of Little Brighton Street.
 - e) Installing a speed hump in Palace Street south of Queen Street.
5. That a post installation assessment of the effectiveness of the traffic calming measures in Brighton Street and Palace Street be undertaken.

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 findings of the Final Petersham North LATM Study report. Council undertook Public Exhibition of the Final Draft Petersham North LATM Study through Yoursay Inner West in September 2023.

The response results indicate that the community generally supported all the proposed changes.

After considering the Public Exhibition feedback, a review on the proposed scheme was undertaken with minor adjustments made to the LATM Study recommendations and some additional recommendations added. An independent peer review was also undertaken of the final draft report, engagement outcomes report and proposed amendments.

The recommended treatments will be included for consideration for funding in Council's Capital Works Program and submitted for State/Federal Government Funding Programs where possible. Minor changes to signs and linemarking will be funded out of Council's Operational Budgets.

BACKGROUND

As part of Council's Local Area Traffic Management (LATM) Strategy Review Program, Council has prepared the Petersham North LATM study. The final report is provided in *Attachment 1* and traffic count data provided in *Attachment 2*.

The Petersham North precinct is bounded by West Street, Parramatta Road, Crystal Street and Terminus Street. The objective of the study is to reduce traffic volumes and speeds in local streets to increase liveability and improve safety and access for pedestrians and cyclists.

The Petersham North LATM was originally completed in 1988 and reviewed in 2005/2006.

PUBLIC CONSULTATION

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

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

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

The final draft report was placed on public exhibition in September 2023. A total of 49 contributions were made through "Your Say Inner West". An additional 9 emails were received regarding the final draft report during the public consultation period. All the recommendations noted in the final draft report have been included in the final report with some adjustments. Some additional recommendations are also included.

The Engagement Outcomes Report is included in *Attachment 3* and its appendices in *Attachment 4*.

FINANCIAL IMPLICATIONS

The cost of the proposed treatments is \$1,135,750 (including GST and contingencies). This includes the additional costs associated with the additional recommendations/modifications.

Once the LATM Study is adopted, detailed design and construction would be undertaken in stages as prioritised commencing from the 2024/2025 year.

The cost to implement the Petersham North LATM Study will be included for consideration for funding in Council's Capital Works Program and submitted for State/Federal Government Funding Programs where possible. Minor changes to signs and linemarking will be funded out of Council's Operational Budgets. Council staff will pursue funding opportunities for State and Federal Government Grant Funding Programs including the Blackspot Program, Get NSW Active Program and the Road Safety Program. Subsequent reports during implementation of the recommendations of the study will provide further detailed plans if required.

ATTACHMENTS

1. [↓](#) Petersham North LATM Final Report
2. [↓](#) Traffic Counts
3. [↓](#) Engagement Outcomes Report
4. [↓](#) Engagement Outcomes Report Appendices

INNER WEST

Petersham North LATM Study

Final Report

Prepared by Inner West Council

20
24



Item 4

Attachment 1

2

Petersham North LATM Study

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Petersham North LATM Study



1. Introduction

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

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

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

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

2. Existing conditions

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

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



Figure 2.1 Study Area

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Petersham North LATM Study

Surrounding Land Use Attractors

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

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

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

Journey to Work

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

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

Table 2.1 Journey to Work Data

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

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

Petersham North LATM (2005 Review)

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

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

Draft Inner West Cycling Strategy 2023

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

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



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Petersham North LATM Study

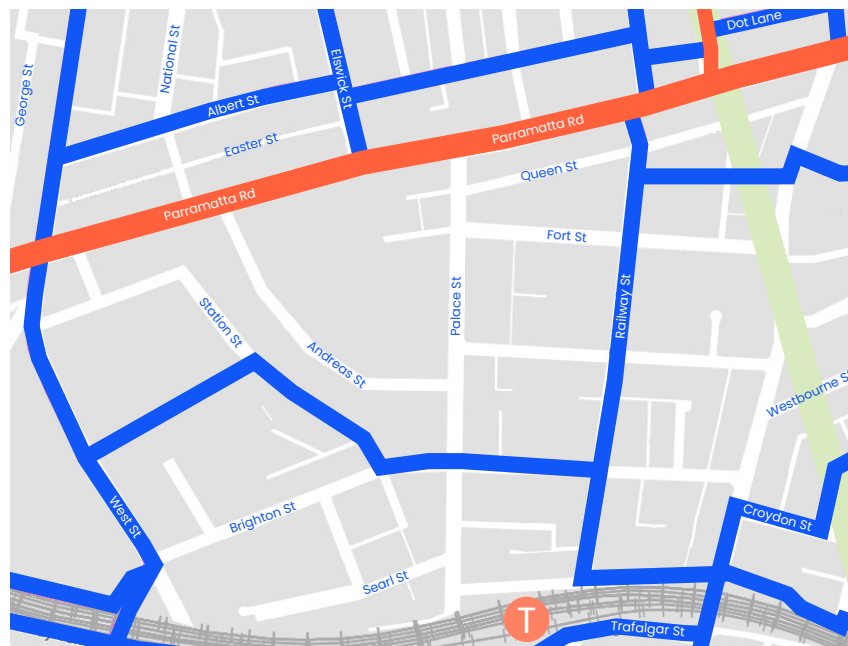


Figure 2.2 Draft Cycling Network Map

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

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

Pedestrian Access Mobility Plan PAMP (2021)

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

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



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Petersham North LATM Study

Parramatta Road Corridor Precinct Wide Traffic Study

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

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

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

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



Figure 2.3 Road Hierarchy

Road Hierarchy

The funding classification of road hierarchy is as follows:

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

The functional classification is as follows:

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

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

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Petersham North LATM Study

Crash Data

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

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

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

State Road Crashes

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

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

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

Other Parramatta Road Crashes

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

Regional Road Crashes

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

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

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

West Street between Brighton Street and Station Street

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

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

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

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



Figure 2.4 Crash Data 2017– 2021 Five Year Period

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Petersham North LATM Study

Local Road Crashes

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

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

Other Local Road intersections

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

Other Local Road Midblock Crashes

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

Bus Services

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

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

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

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

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



Figure 2.5 Bus Routes in Study Area

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Petersham North LATM Study

Traffic Data

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

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

Table 2.2 Speed and Volume Review

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

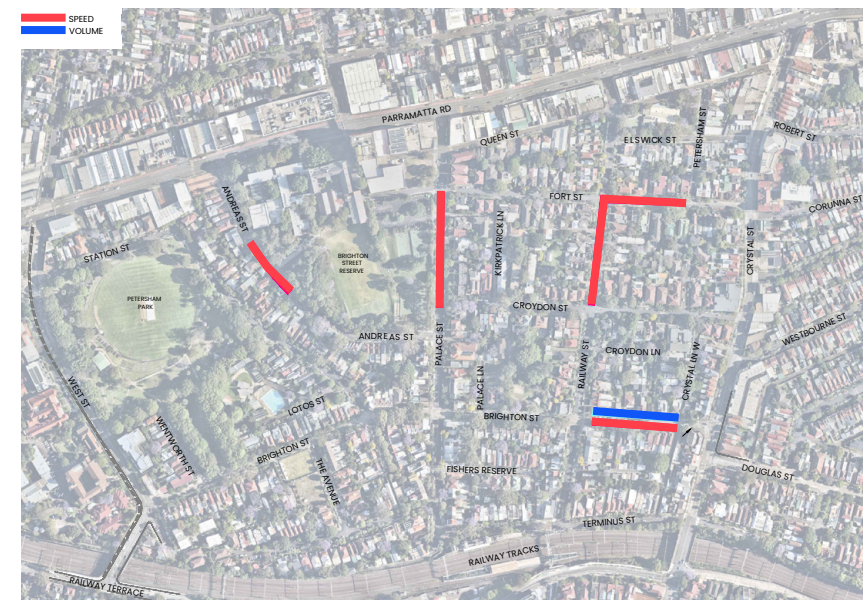


Figure 2.6 Speed and Volume Non-Compliance at 40 km/h speed limit

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Petersham North LATM Study

Intersection Counts

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

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

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

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

Pedestrian Crossing (Zebra) Assessment

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

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

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

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

Continued →

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Petersham North LATM Study

Pedestrian Crossing (Zebra) Assessment continued

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

Table 2.3 Pedestrian (zebra) Crossing Assessment

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

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

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



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Petersham North LATM Study

Continuous Footpath Treatment

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

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

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

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

Table 2.4 Continuous Footpath Treatment Assessment

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Petersham North LATM Study

Origin Destination Survey

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

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

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

- Light vehicles
- Heavy vehicles.

The data indicates the following;

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

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

3. Identified Community issues

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

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

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

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

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Petersham North LATM Study

4. LATM Recommendations placed on Public Exhibition

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

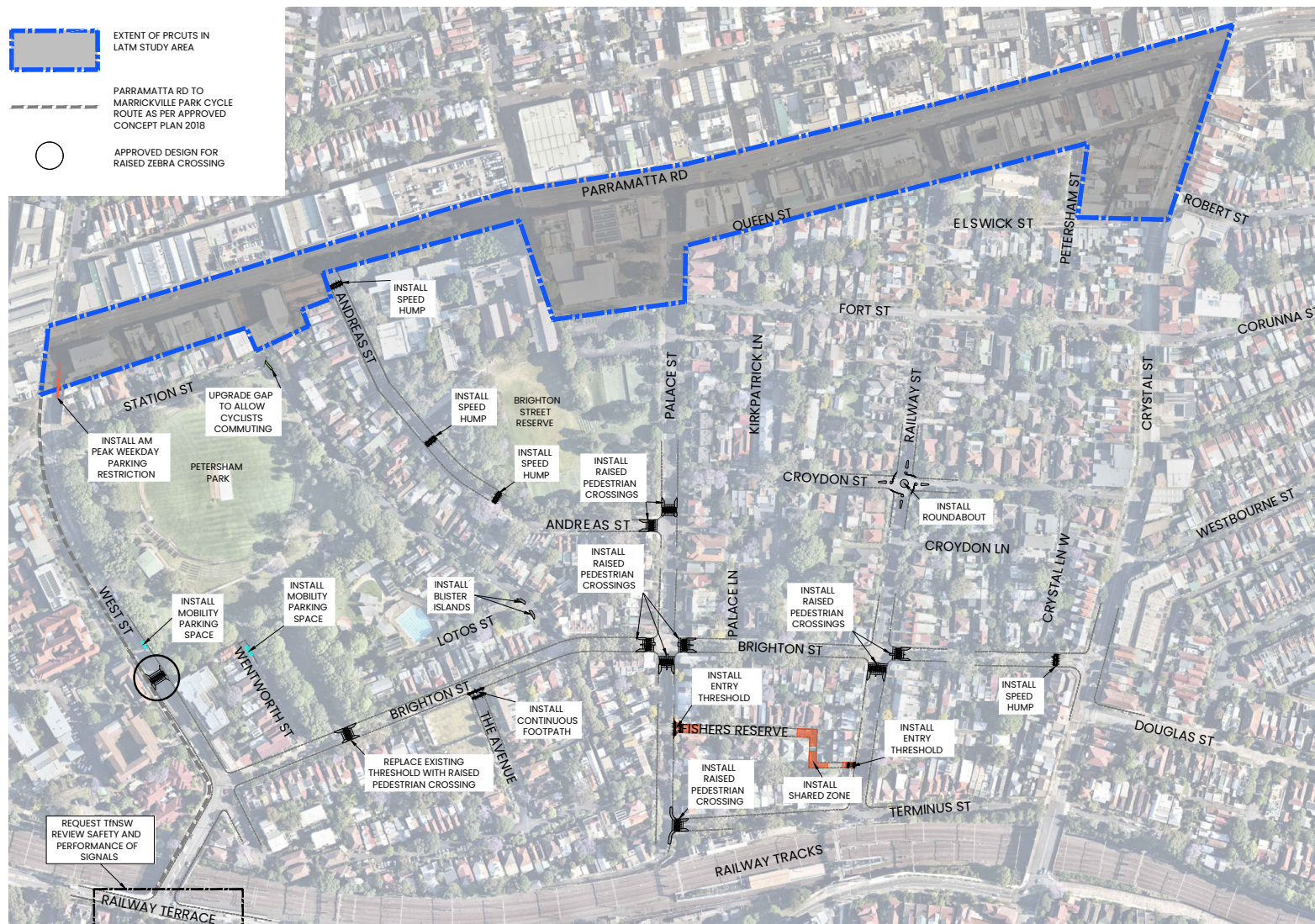


Figure 4.1 Overall Plan of Proposed Treatments placed on public exhibition



Figure 4.2 Andreas Street

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Petersham North LATM Study

Palace Street/Andreas Street Intersection

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

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

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

The estimated cost is \$80,000.

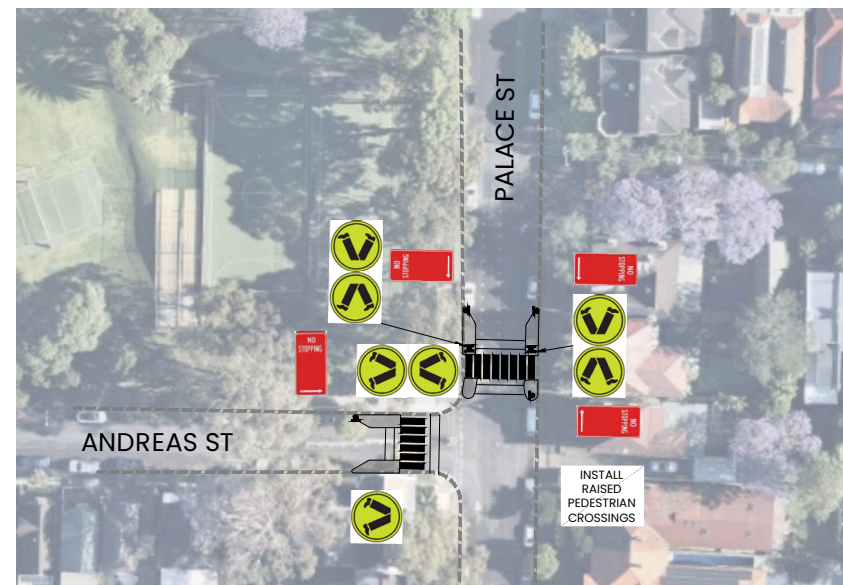


Figure 4.3 Andreas Street/Palace Street

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

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

The estimated cost is \$80,000.

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Petersham North LATM Study

Croydon Street/Railway Street

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

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

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

Table 4.1 SIDRA Intersection Assessment

The estimated cost is \$150,000.

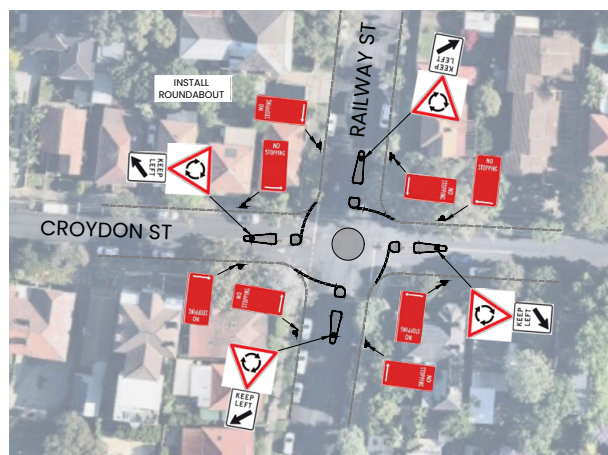


Figure 4.4 Croydon Street/Railway Street

West Street and Wentworth Street Mobility Parking Spaces

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

The estimated cost is \$4,000.

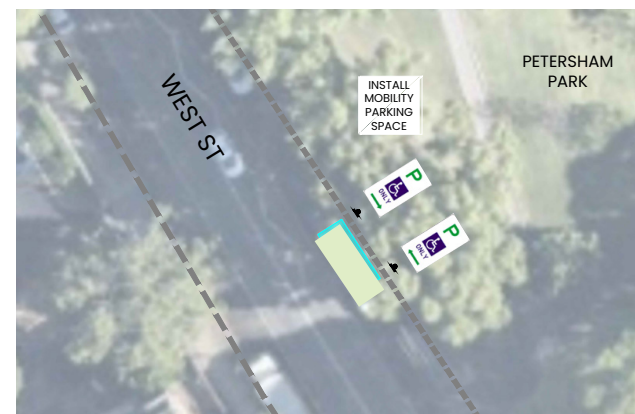


Figure 4.5 Wentworth Street and West Street

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Petersham North LATM Study

West Street at existing at grade Pedestrian (Zebra) Crossing

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

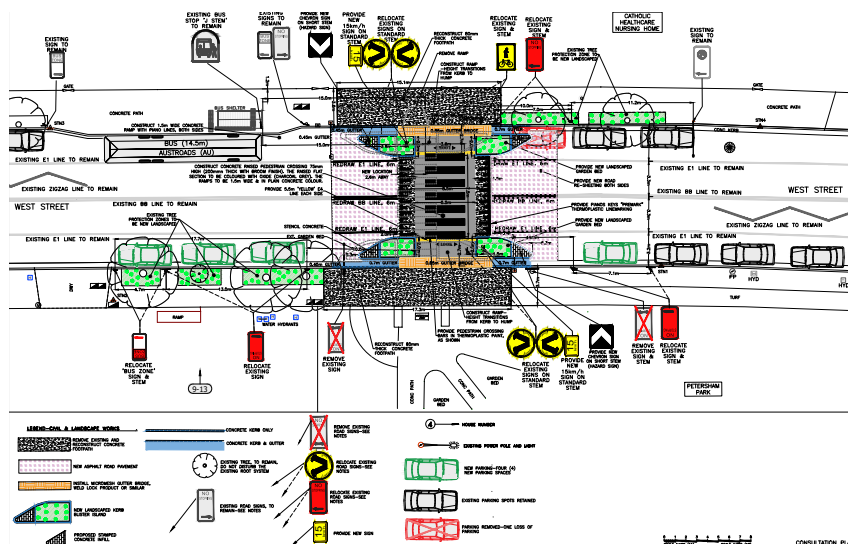


Figure 4.6 West Street along Petersham Park Frontage

Brighton Street between Wentworth Street and The Avenue

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

The estimated cost is \$80,000.

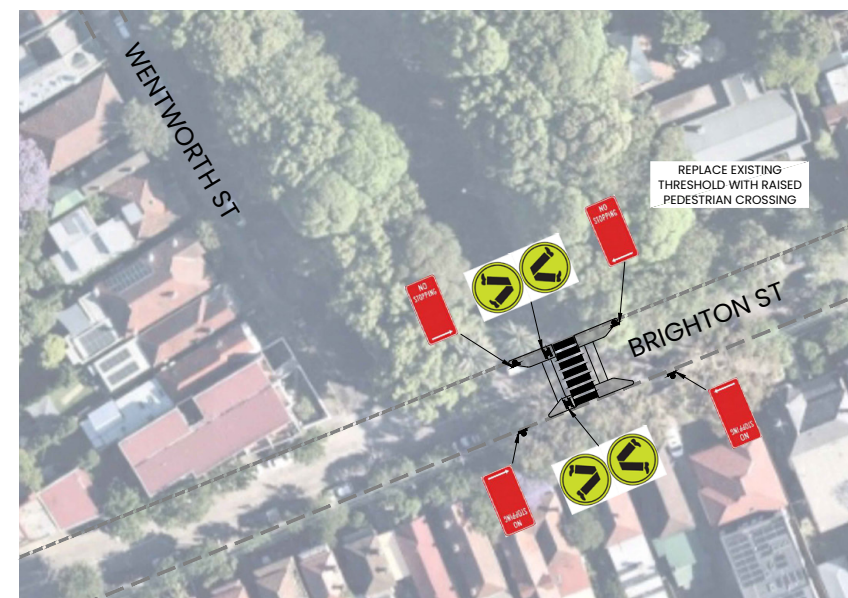


Figure 4.7 Brighton Street along Petersham Park frontage

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Petersham North LATM Study

Brighton Street between Crystal Lane West and Crystal Street

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

The estimated cost is \$10,000.



Figure 4.8 Brighton Street between Crystal Lane West and Crystal Street

Brighton Street/Railway Street Intersection

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

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

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

The estimated cost is \$160,000.



Figure 4.9 Brighton Street/ Railway Street

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Petersham North LATM Study

Brighton Street/Palace Street Intersection

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

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

The estimated cost is \$240,000.

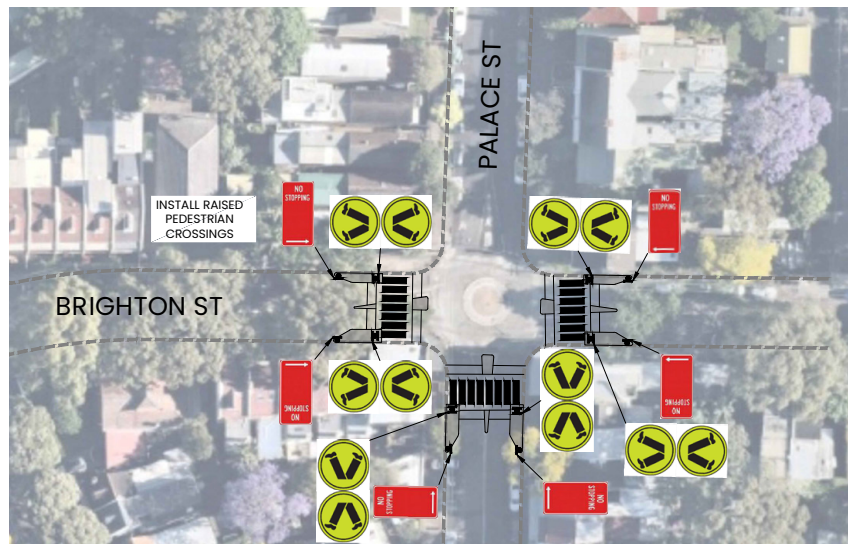


Figure 4.10 Brighton Street/Palace Street

Palace Street/Terminus Street

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

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

The estimated cost is \$80,000.

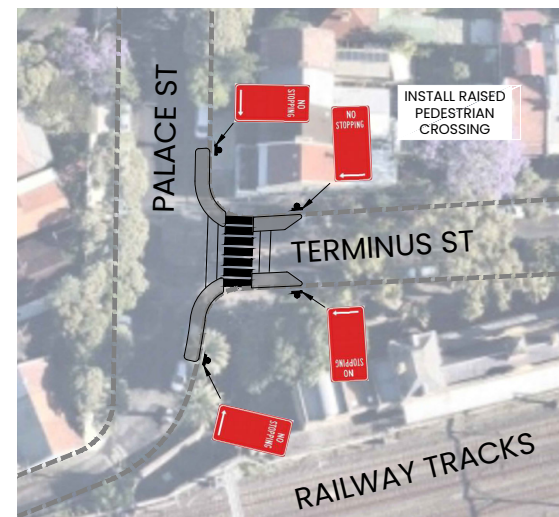


Figure 4.11 Palace Street/Terminus Street

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Petersham North LATM Study

West Street/Terrace Street

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

Implement Reduced Speed Limits

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

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

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

The estimated cost is \$10,000.

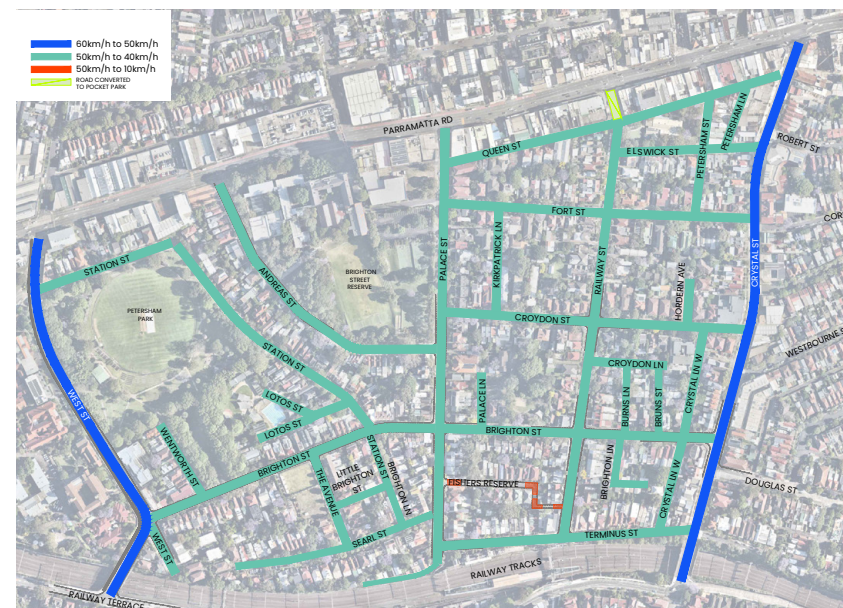


Figure 4.12 Reduced Speed limits

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Petersham North LATM Study

West Street between Parramatta Road and Station Street

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

The estimated cost is \$500.

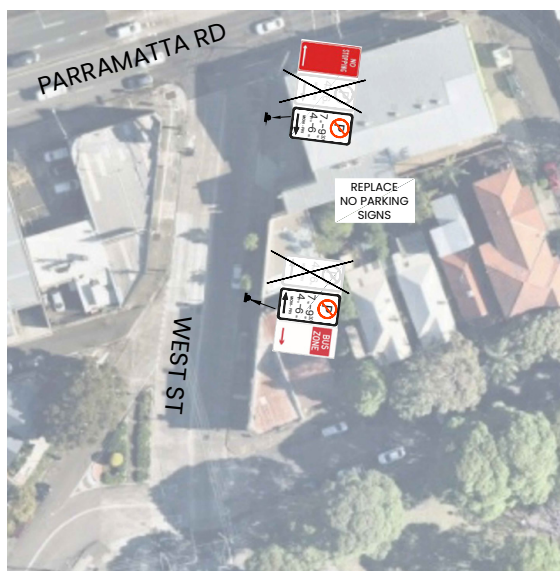


Figure 4.13 West Street between Parramatta Road and Station Street

Station Street

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

The estimated cost is \$5,000.



Figure 4.14 Station Street at existing road closure

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Petersham North LATM Study

Fishers Reserve and Carrington Lane

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

The estimated cost is \$50,000.



Figure 4.15 Fishers Reserve/Carrington Lane

Lotos Street/Station Street

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

The estimated cost is \$10,000.

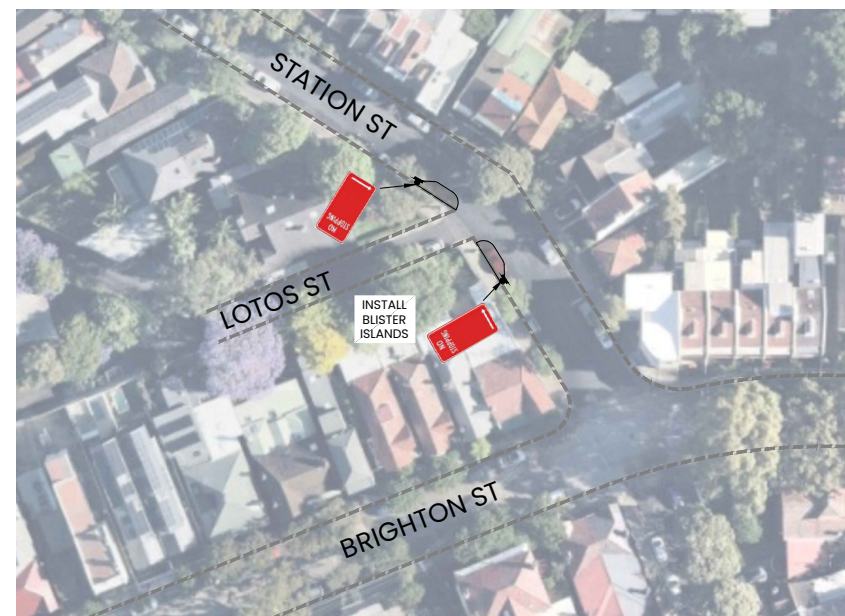


Figure 4.16 Lotos Street/Station Street

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Petersham North LATM Study

The Avenue/Brighton Street

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

The estimated cost is \$30,000.



Figure 4.17 The Avenue/Brighton Street

5. Summary of Proposals placed on Public Exhibition

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

Continued →

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Petersham North LATM Study

Summary of Proposals placed on Public Exhibition continued

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

Table 5.1 Summary of Proposals placed on public exhibition

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

6. Final Recommendations

The Final draft report was placed on public exhibition in September/October 2023. An Engagement Outcomes Report has been prepared which details the outcomes of both the initial insights engagement and the public exhibition of the draft report.

Based on feedback received during public exhibition all proposals from the publicly exhibited draft have been included with some minor amendments.

Additional recommendations following public exhibition not initially proposed are listed below with plans attached:

- Terminus Street at Crystal Street – further investigation into modifying concrete island to improve cyclist access.
- Palace Street south of Queen Street – further investigation into installing a speed hump.
- Palace Street between Fort Street and Andreas Street – linemark double centrelines.
- Brighton Street at West Street – further investigation into widening existing median island.
- The Avenue at Little Brighton Street – further investigation into installing a kerb extension north of Little Brighton Street.

A peer review of the Final Draft study findings and additional recommendations detailed above was undertaken by TEF Consulting. Based on their findings, the following amendments have been made to be included in the final recommendations with plans attached:

Andreas Street speed humps treatment – has been updated by replacing the proposed speed humps with speed cushions to minimise impact on cyclists.

Brighton Street/Railway Street – the cost estimate has been increased by an additional \$10,000 to \$170,000 which includes relocation of the large drainage pit on the southern side of Brighton Street east of Railway Street.

Fishers Reserve and Carrington Lane – convex safety mirrors have been included at the two 90-degree road bends as part of the shared zone proposal.

Palace Street south of Fort Street – that a post installation assessment of the effectiveness of the traffic calming measures in Palace Street be undertaken.

Brighton Street between Crystal Lane West and Railway Street – that a post installation assessment of the effectiveness of the traffic calming measures in Brighton Street be undertaken.

Brighton Street at Brighton Lane – further investigation into painted kerb extensions in Brighton Street at Brighton Lane and replacement of No Parking with No Stopping signs be undertaken.

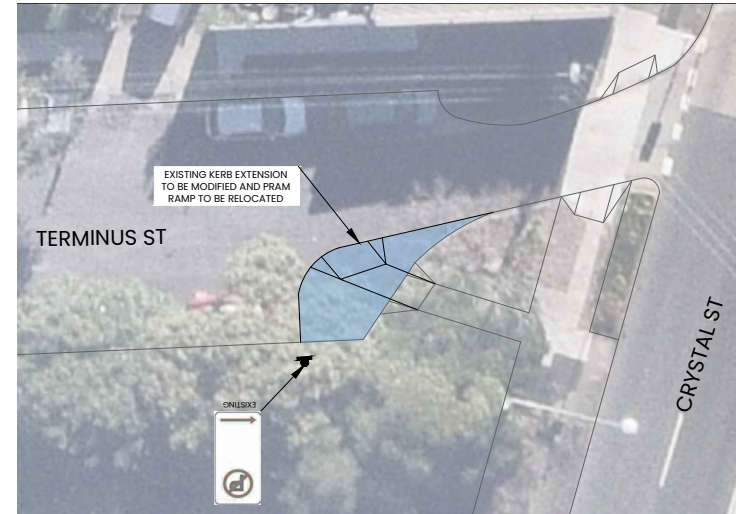
West Street/Brighton Street – linemark right turn pavement arrows in West Street on the southern approach to Brighton Street to remove lane discipline ambiguity with an estimate cost of \$3,000.

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Petersham North LATM Study



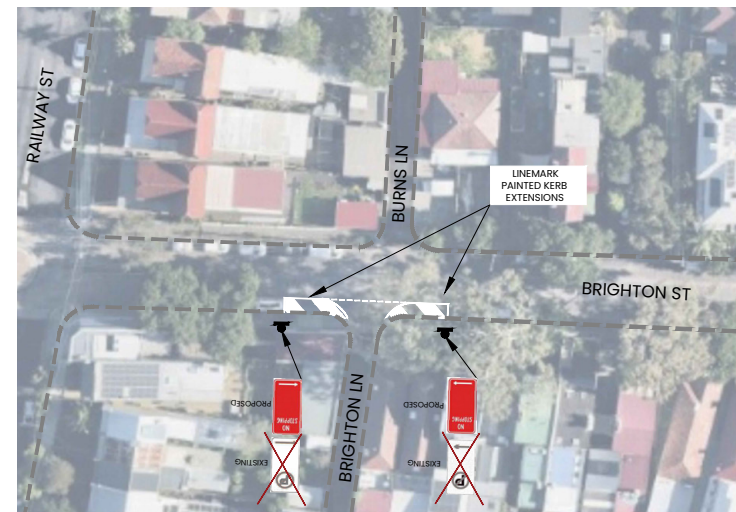
Andreas Street speed cushions treatment



Terminus Street at Crystal Street



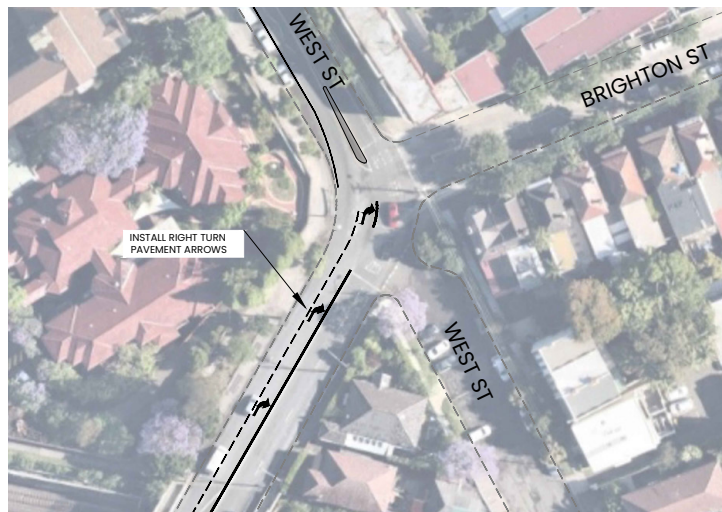
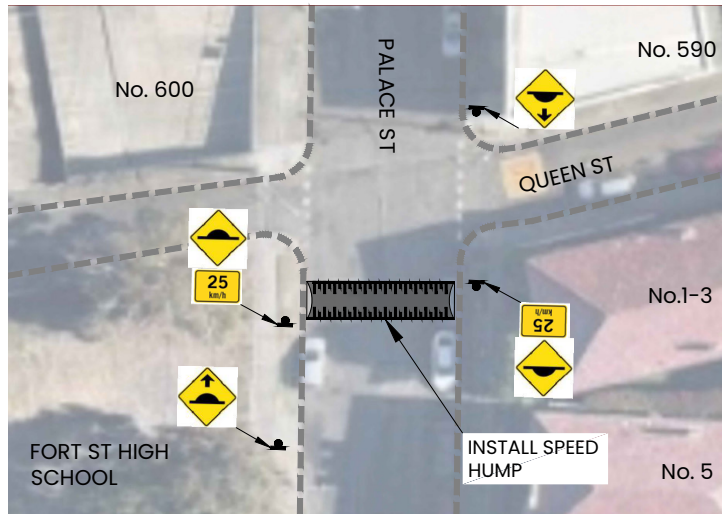
Fishers Reserve and Carrington Lane



Brighton Street at Brighton Lane

52

Petersham North LATM Study



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Petersham North LATM Study

6. Final Recommendations

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

Item No	Location	Proposal	Priority
16	West Street/Terrace Street	Request TfNSW review safety and performance of the West Street/Terrace Street traffic signals.	Traffic signal operations are responsibility of TfNSW. Council has forwarded these concerns to TfNSW
17	Local Roads and Regional Roads in Study Area	Request TfNSW implement 40 km/h speed limit on Local Roads and review speed limit on Regional Roads as per Inner West at40 study.	High
18	West Street between Parramatta Road and Station Street	Replace existing four space 'No Parking 4pm-6pm Mon-Fri' with 'No Parking 7:00am-9:30am, 4:00pm-6:00pm Mon-Fri' on eastern side of West Street between Parramatta Road and Station Street.	Low
19	Station Street	Provide 1.5 metre gap in existing midblock road closure island in Station Street to allow access for cyclists.	Medium
20	Fishers Reserve and Carrington Lane	Install a 10 km/h Shared Zone in Fishers Reserve and Carrington Lane with footway parking on northern side of Fishers Reserve subject to TfNSW approval.	Low
21	Lotos Street/Station Street	Install kerb blisters in Station Street at Lotos Street subject to TfNSW approval.	Low
22	The Avenue/Brighton Street	Install continuous footpath treatment to cross The Avenue at Brighton Street	Medium
23	Terminus Street at Crystal Street	Undertake further investigation into modifying the concrete island in Terminus Street at Crystal Street to improve cyclist access.	Medium
24	Palace Street south of Queen Street	Undertake further investigation into a speed hump in Palace Street south of Queen Street.	Medium
25	Palace Street between Fort Street and Andreas Street – double centreline markings	Linemarking double centrelines in Palace Street between Fort Street and Andreas Street.	Medium
26	Brighton Street at West Street	Undertake further investigation into widening the existing concrete median island in Brighton Street at West Street.	Medium
27	West Street at Brighton Street	Linemark right turn pavement arrows in West Street on the southern approach to Brighton Street.	High

Continued →

Petersham North LATM Study

Final Recommendations continued

Item No	Location	Proposal	Priority
28	Brighton Street at Brighton Lane	Undertake further investigation into linemarking kerb extensions in Brighton Street either side of Brighton Lane and replacing No Parking signs with No Stopping signs.	Medium
29	Palace Street south of Fort Street	That a post installation assessment of the effectiveness of the traffic calming measures in Palace Street be undertaken.	Low
30	Brighton Street between Crystal Lane West and Railway Street	That a post installation assessment of the effectiveness of the traffic calming measures in Brighton Street be undertaken.	Low
31	The Avenue at Little Brighton Street	Undertake further investigation into installing a kerb extension in The Avenue north of Little Brighton Street.	Low

Table 6.1 Summary of Proposals

It is estimated that the total cost of all recommendations, excluding those that require further investigation, will be approximately \$1,032,500 inclusive of GST and \$1,135,750 including 10% contingency. The plan of final recommendations is detailed in Figure 6.1.

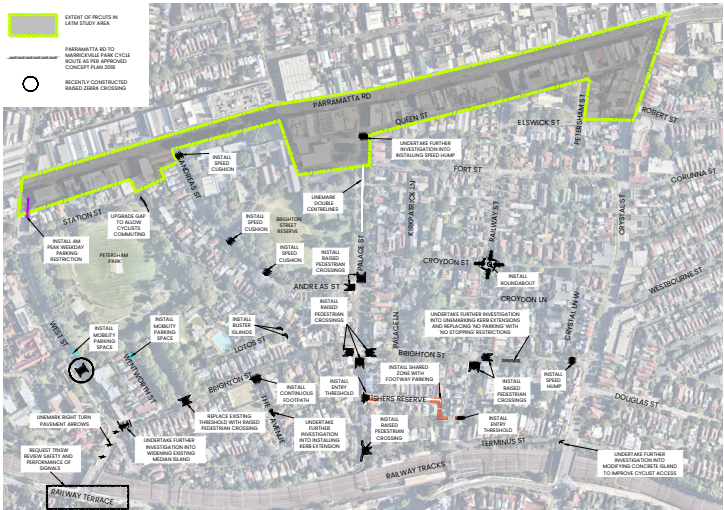


Figure 6.1 Final recommendations

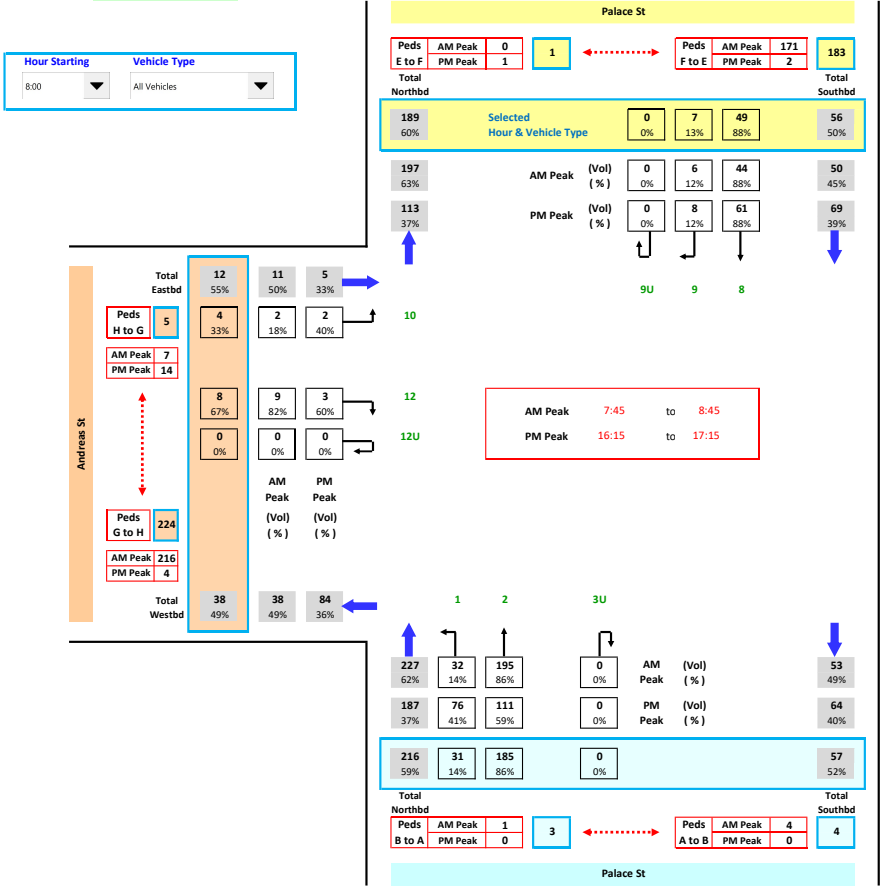
Appendix A

Traffic Counts

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

Job No. : AUNSW5312
Client : Inner West Council
Suburb : Petersham
Location : 3. Andreas St / Palace St

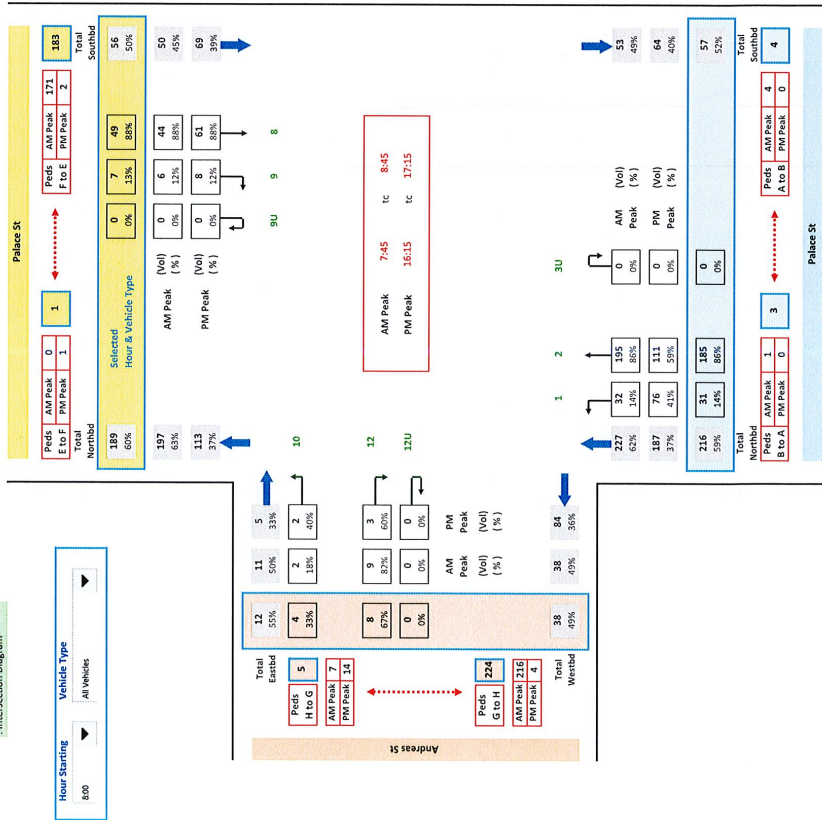
Day/Date : Tue, 1 Nov 2022
Weather : Fine
Description : Classified Intersection Count
Intersection Diagram





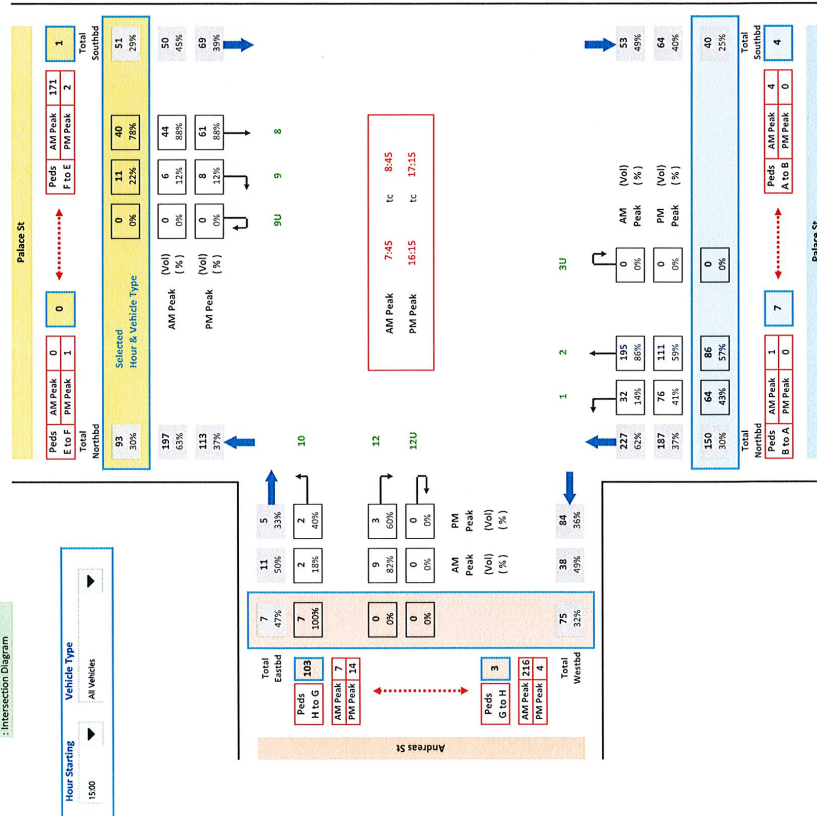


Job No. : AUNSW2312
Client : Inner West Council
Suburb : Petersham
Location : 3. Andreas St / Palace St
Day/Date : Tue, 1 Nov 2022
Weather : Fine
Description : Classified Intersection Count
Intersection Diagram





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



Job No.

: AUNSW5312

Client

: Inner West Council

Suburb

: Petersham

Location

: 9. Brighton St(btwm Wentworth St & The Avenue)

Day/Date

: Tue, 1 Nov 2022

Weather

: Fine

Description

: Mid-block Count

: Intersection Diagram

MATRIX

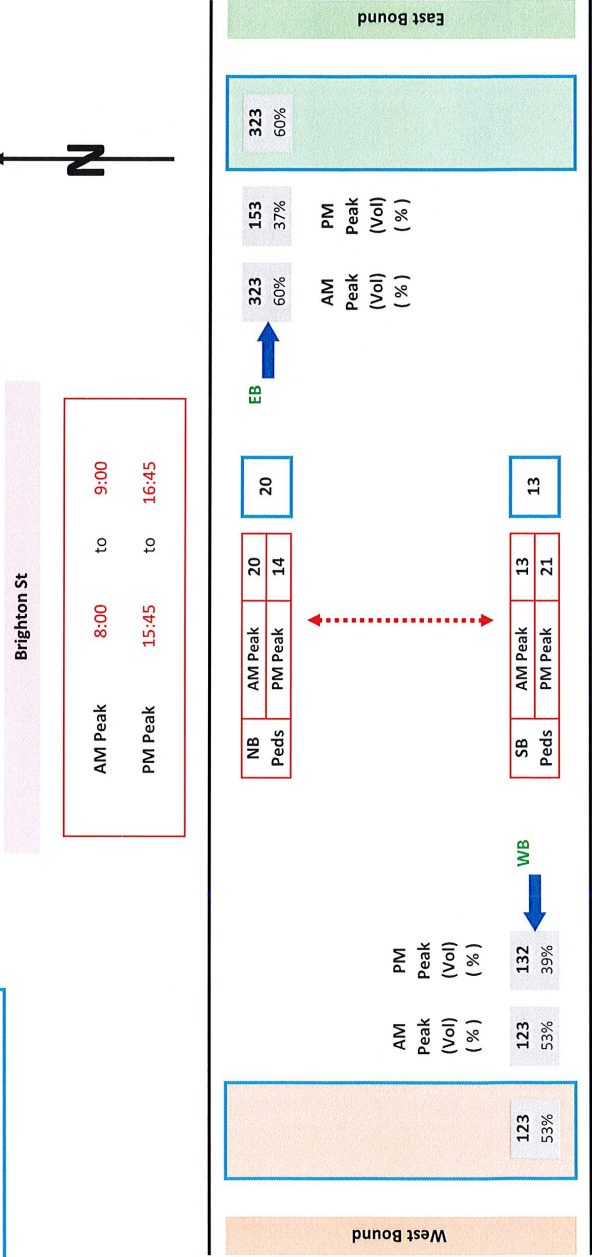
Traffic and Transport Data

Hour Starting

8:00

Vehicle Type

All Vehicles



Job No.

: AUNSW5312

Client

: Inner West Council

Suburb

: Petersham

Location

: 9. Brighton St(btwm Wentworth St & The Avenue)

Day/Date

: Tue, 1 Nov 2022

Weather

: Fine

Description

: Mid-block Count

: Intersection Diagram

Hour Starting

15:00

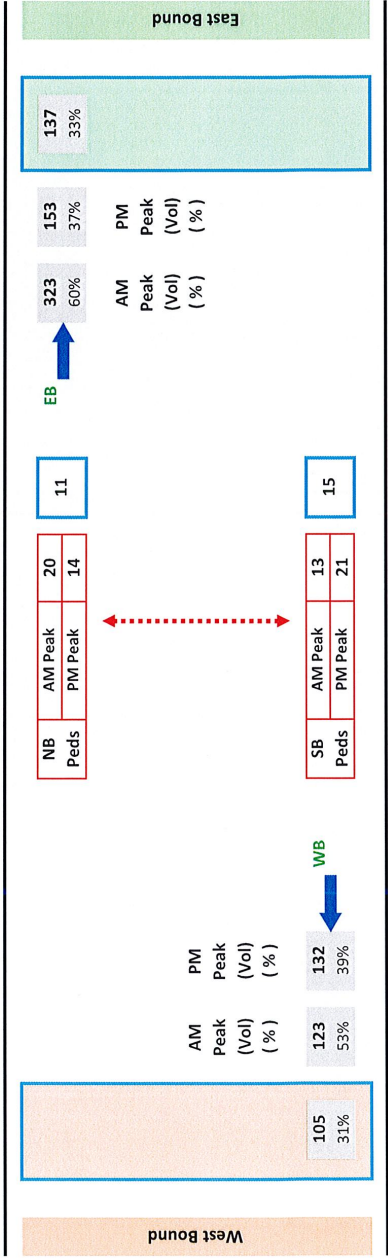
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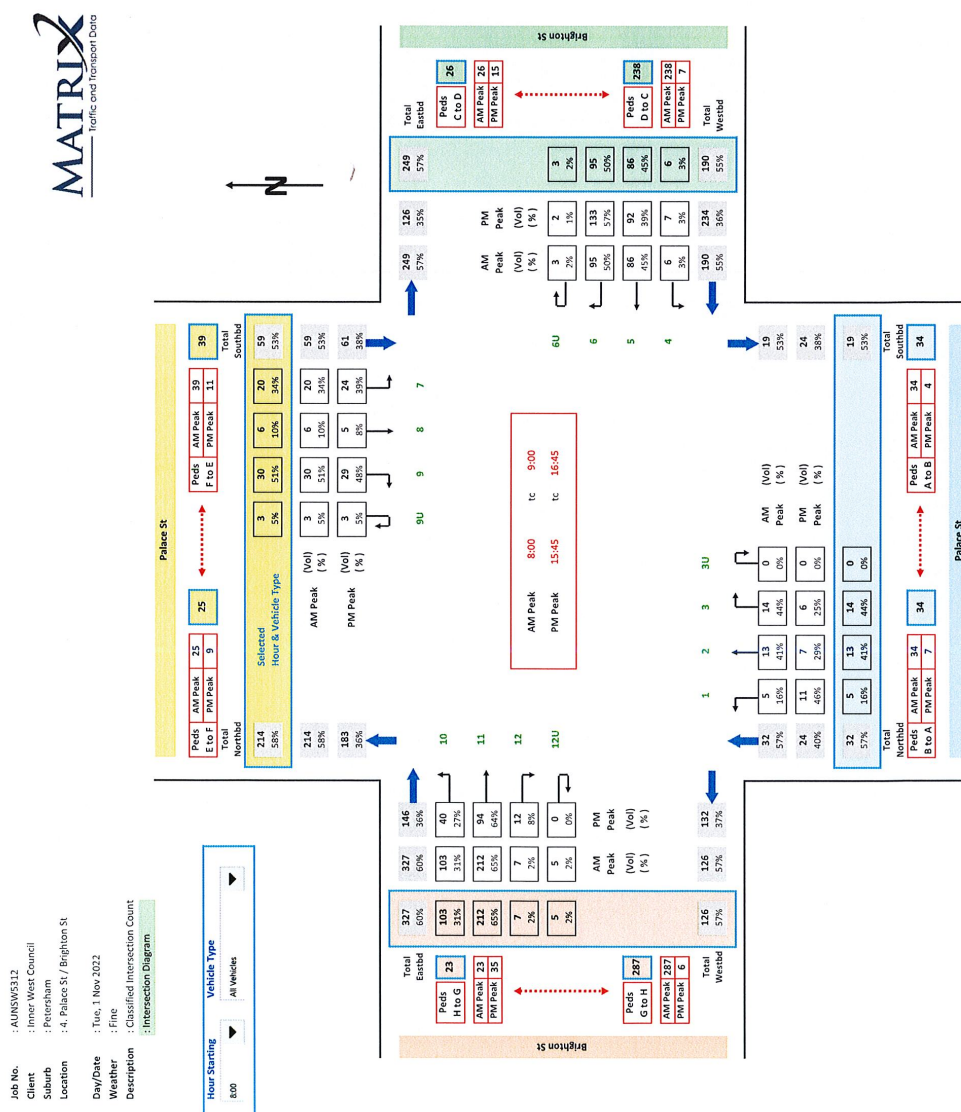
All Vehicles

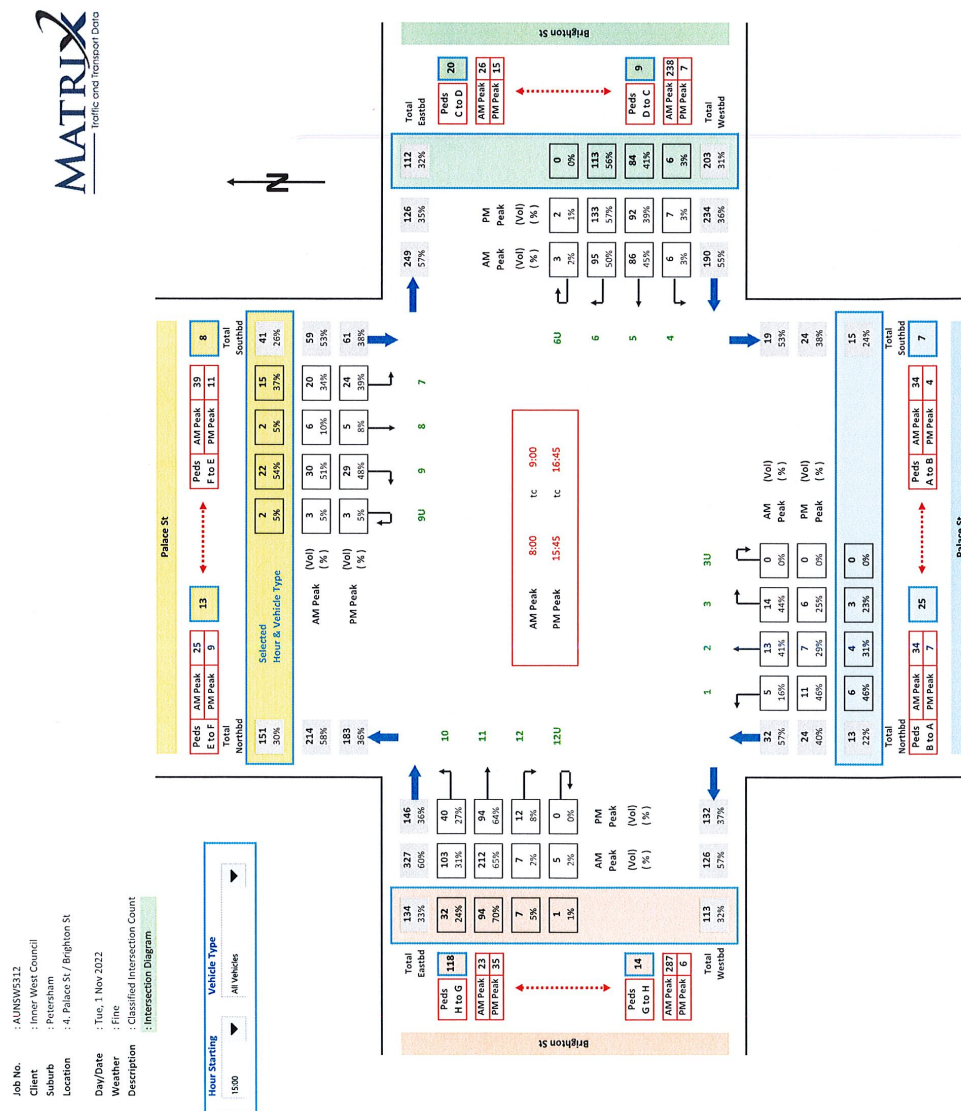


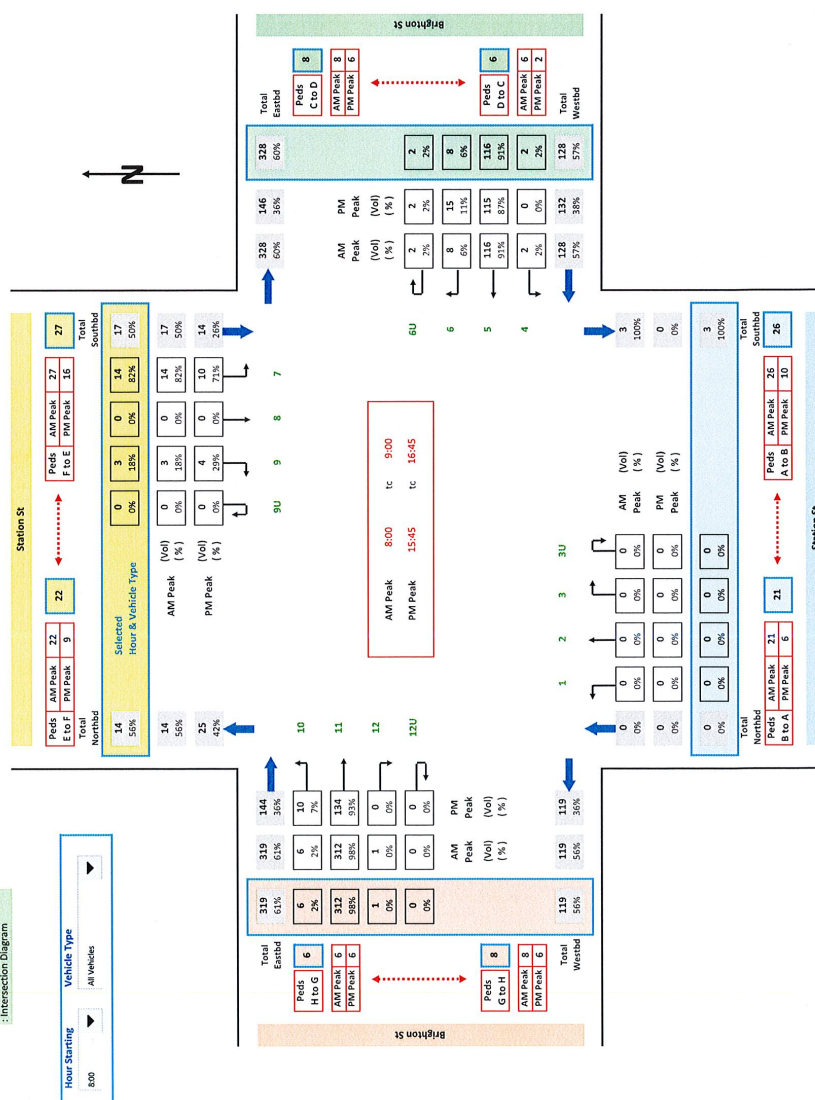
Brighton St

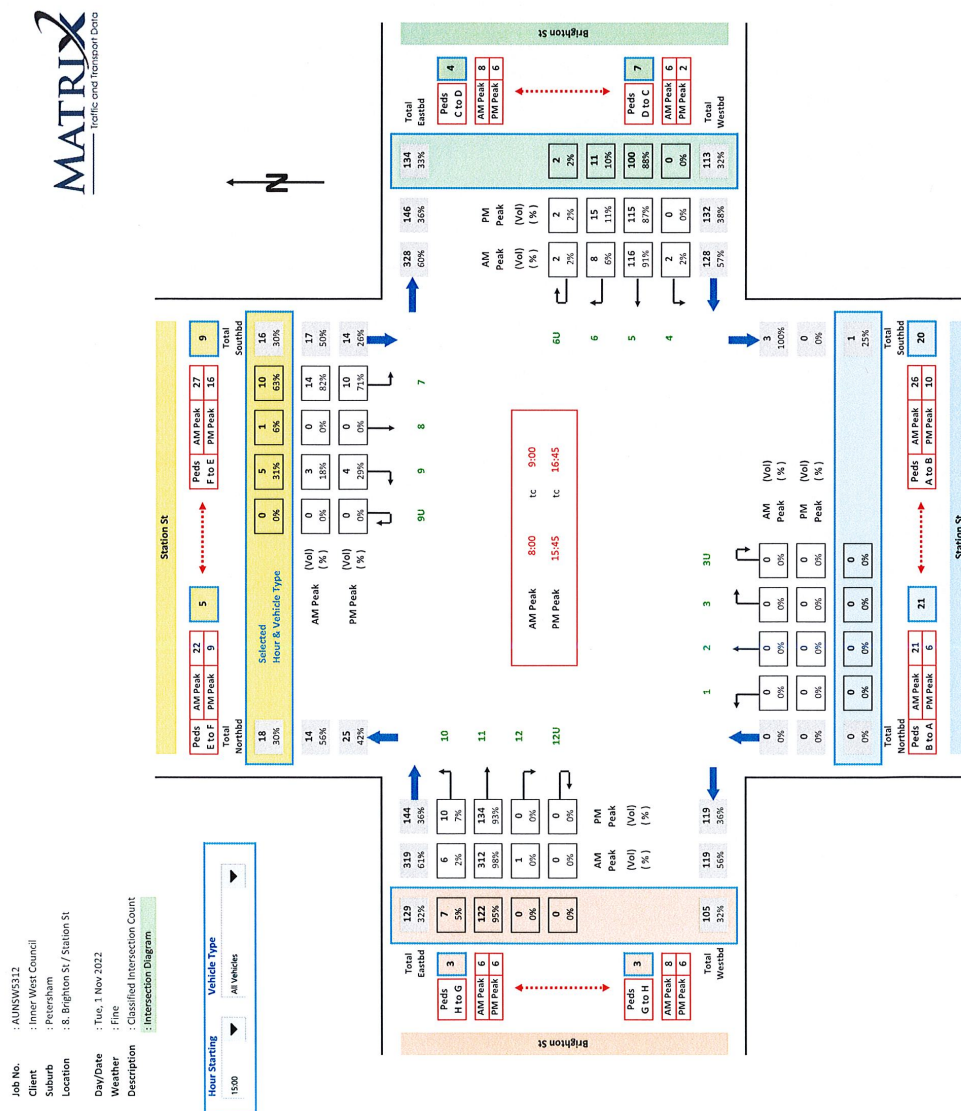
AM Peak	8:00	to	9:00
PM Peak	15:45	to	16:45









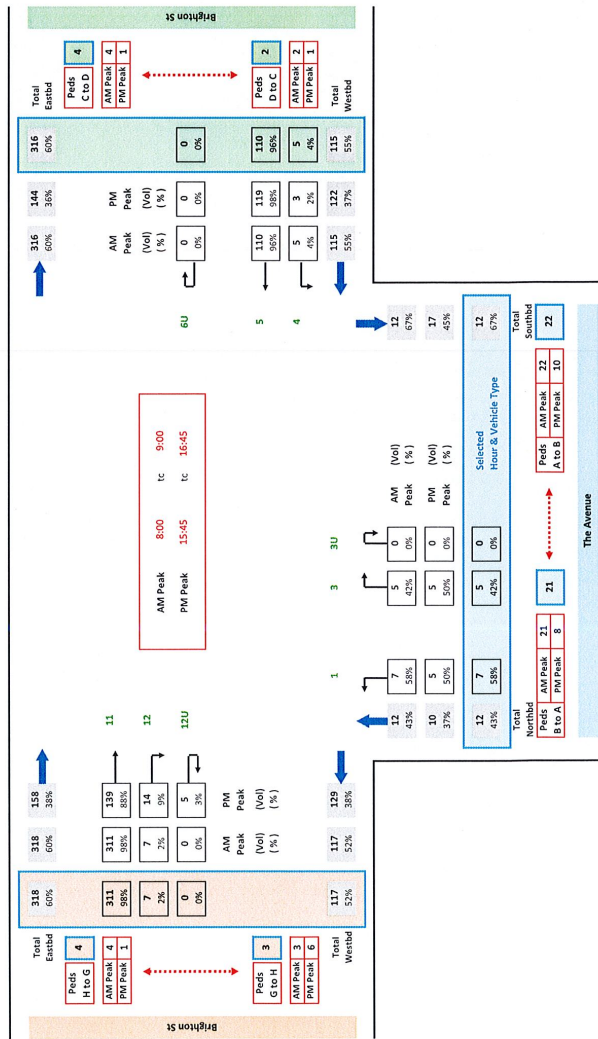




Job No. : AUNSW5312
Client : Inner West Council
Suburb : Petersham
Location : 7 Brighton St / The Avenue
Day/Date : Tue, 1 Nov 2022
Weather : Fine
Description : Classified Intersection Count
Intersection Diagram

Hour Starting
8:00

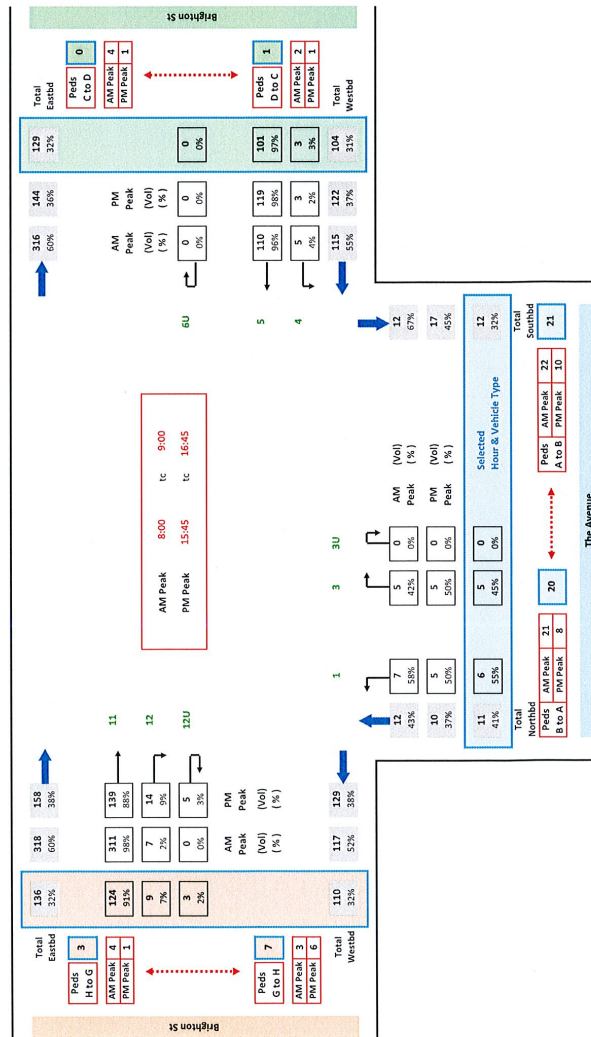
Vehicle Type
All Vehicles

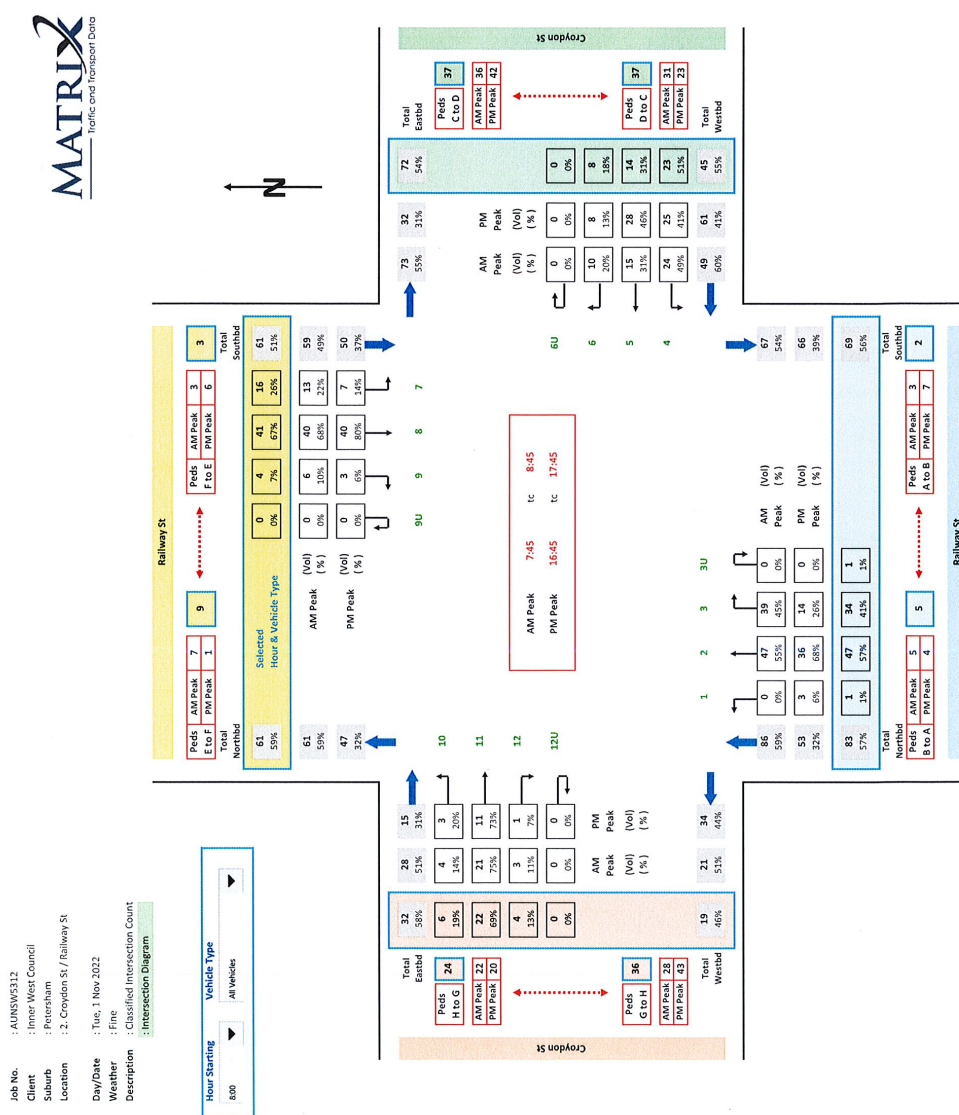


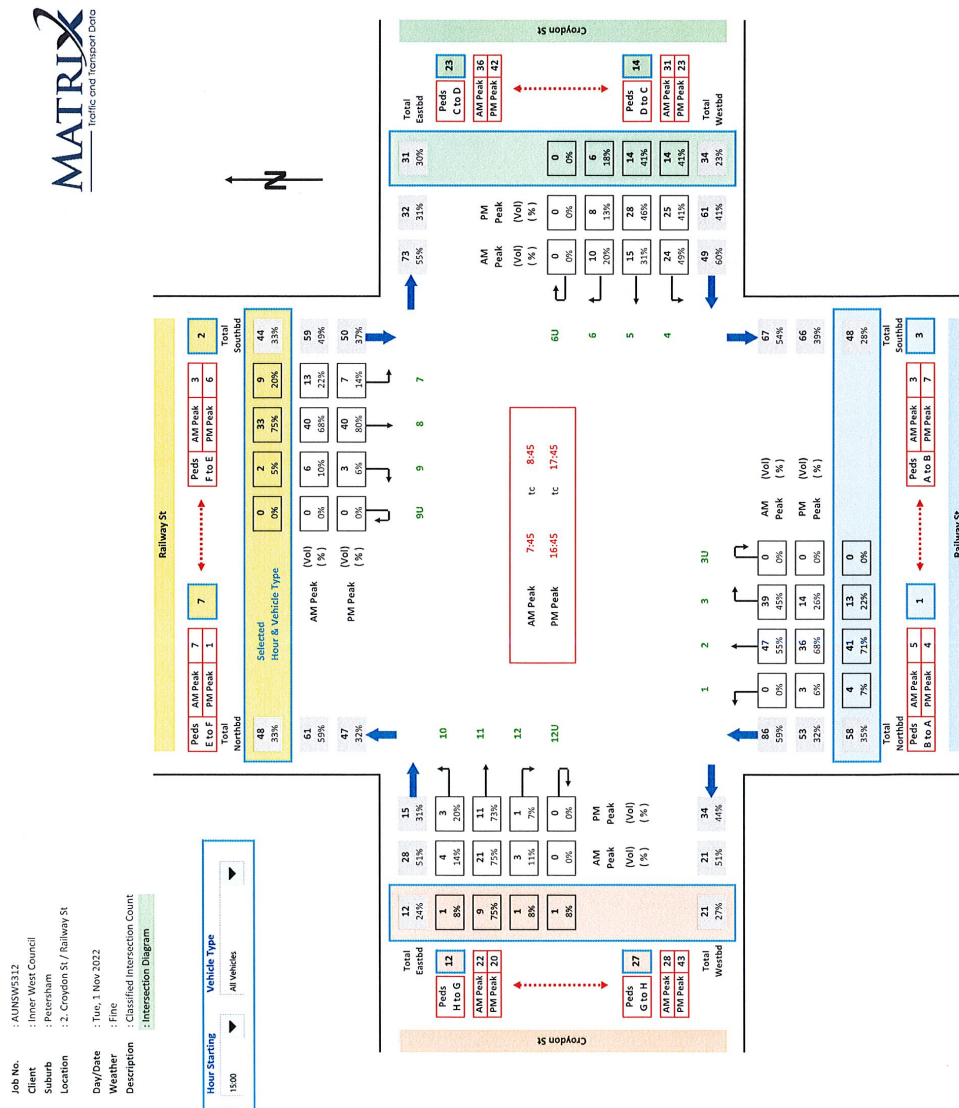


Job No. : AUNSW3312
Client : Inner West Council
Suburb : Petersham
Location : 7, Brighton St / The Avenue
Day/Date : Tue, 1 Nov 2022
Weather : Fine
Description : Classified Intersection Count
Intersection Diagram

Hour Starting: 1500
Vehicle Type: All Vehicles

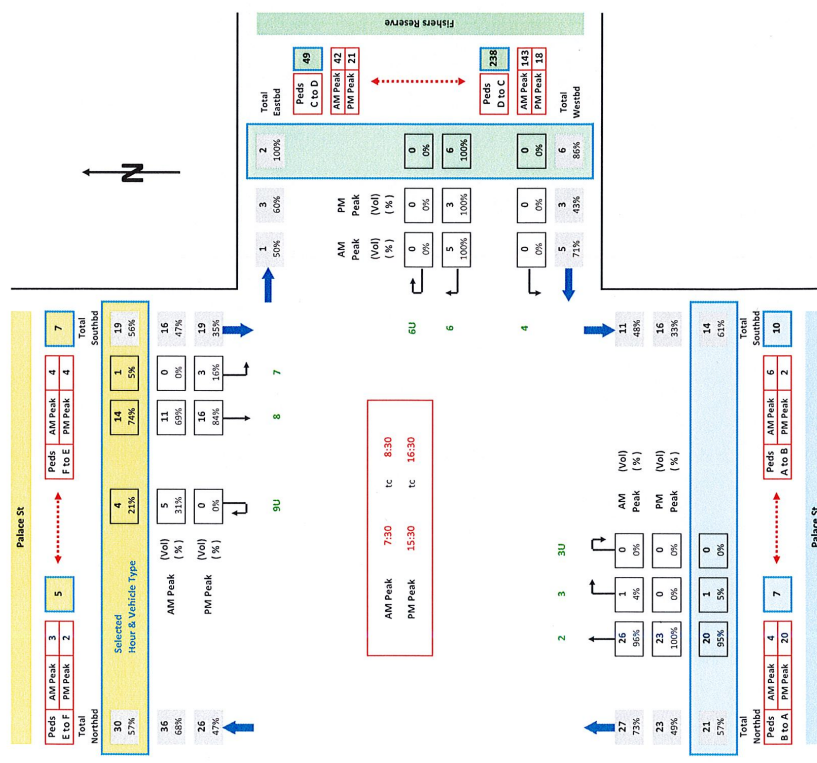


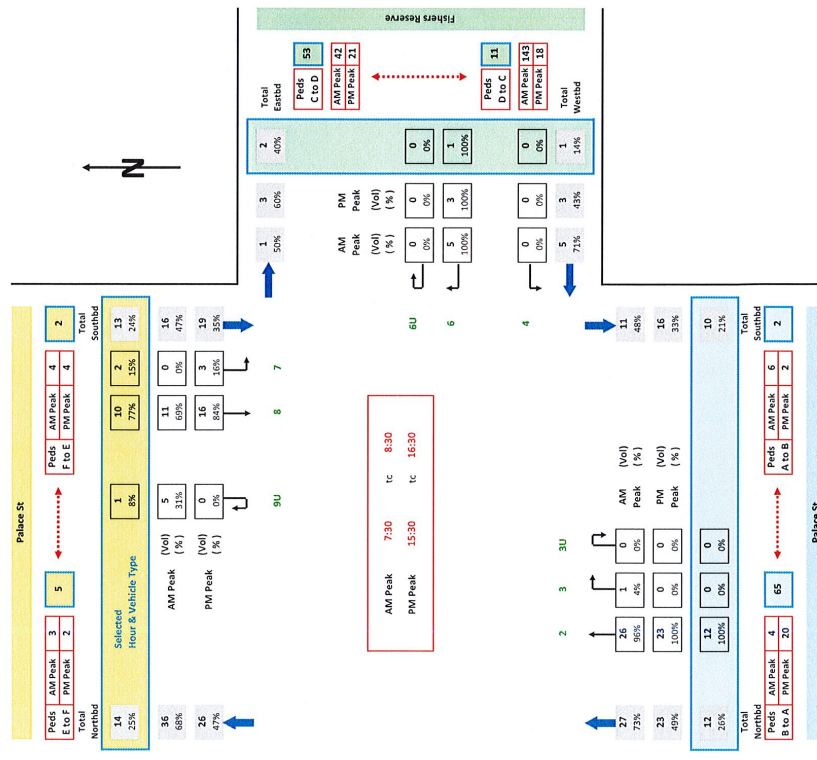




Job No.	: AUNSW5312
Client	: Inner West Council
Suburb	: Petersham
Location	: 6. Palace St / Fishers Reserve
Day/Date	: Tue, 1 Nov 2022
Weather	: Fine
Description	: Classified Intersection Count
	: Intersection Diagram

Hour Starting **Vehicle Type**



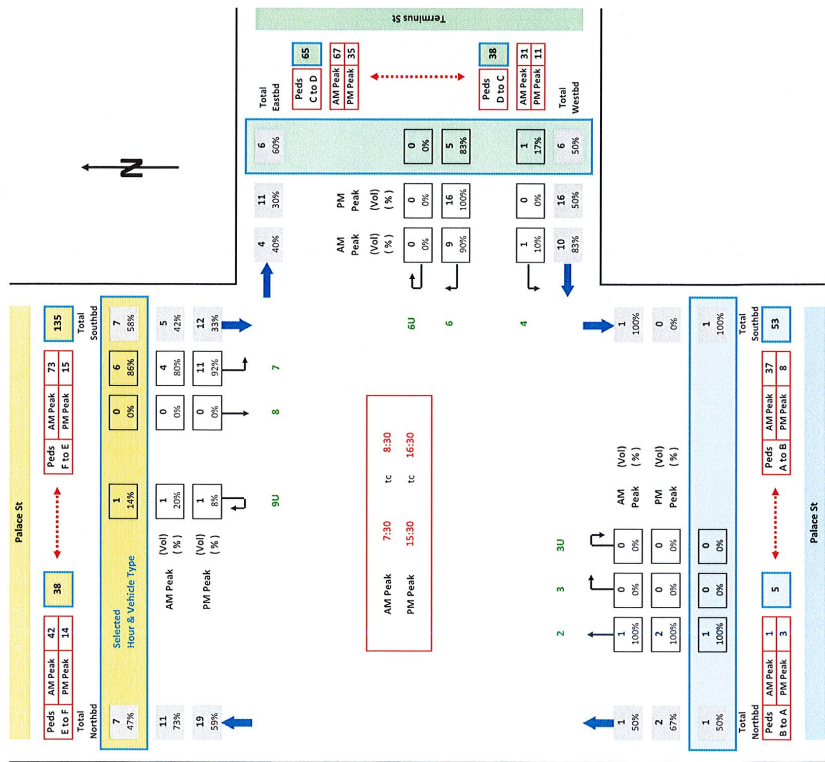


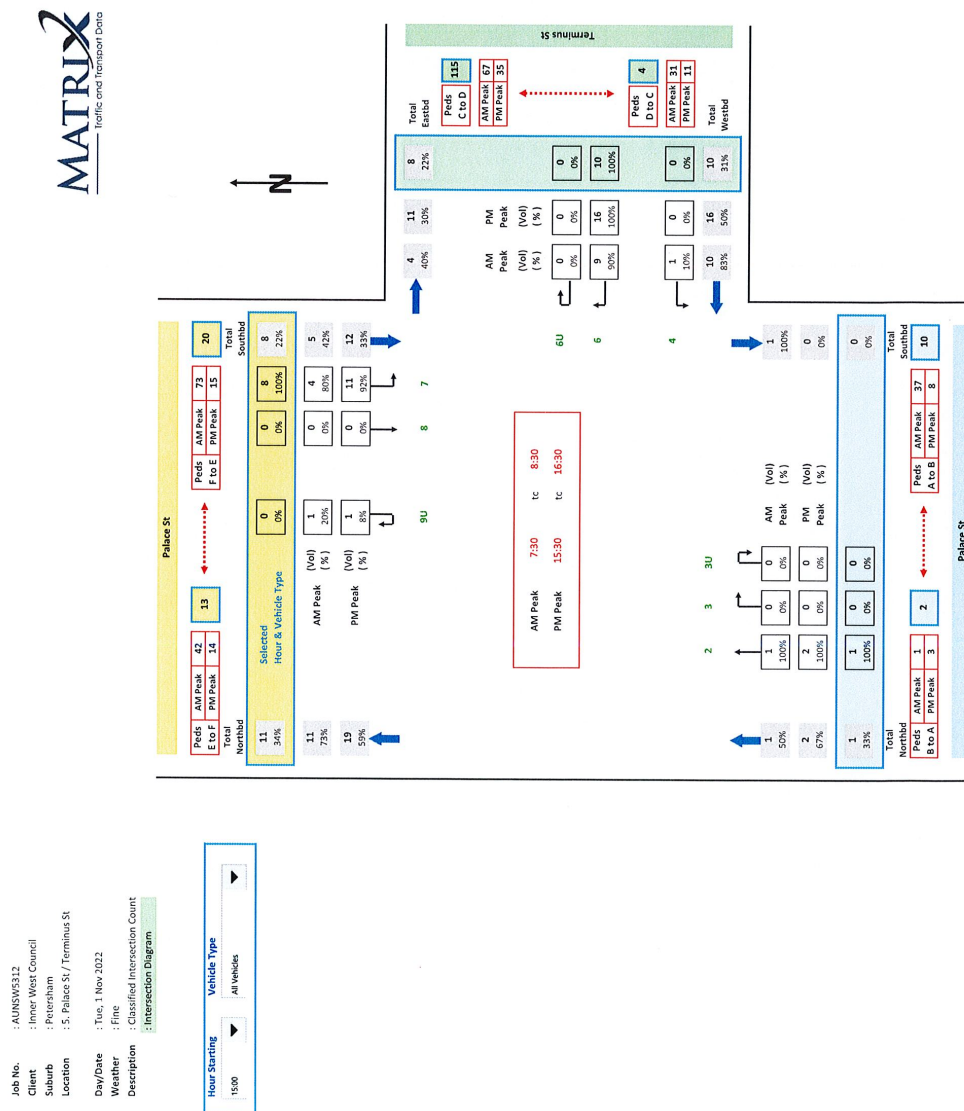


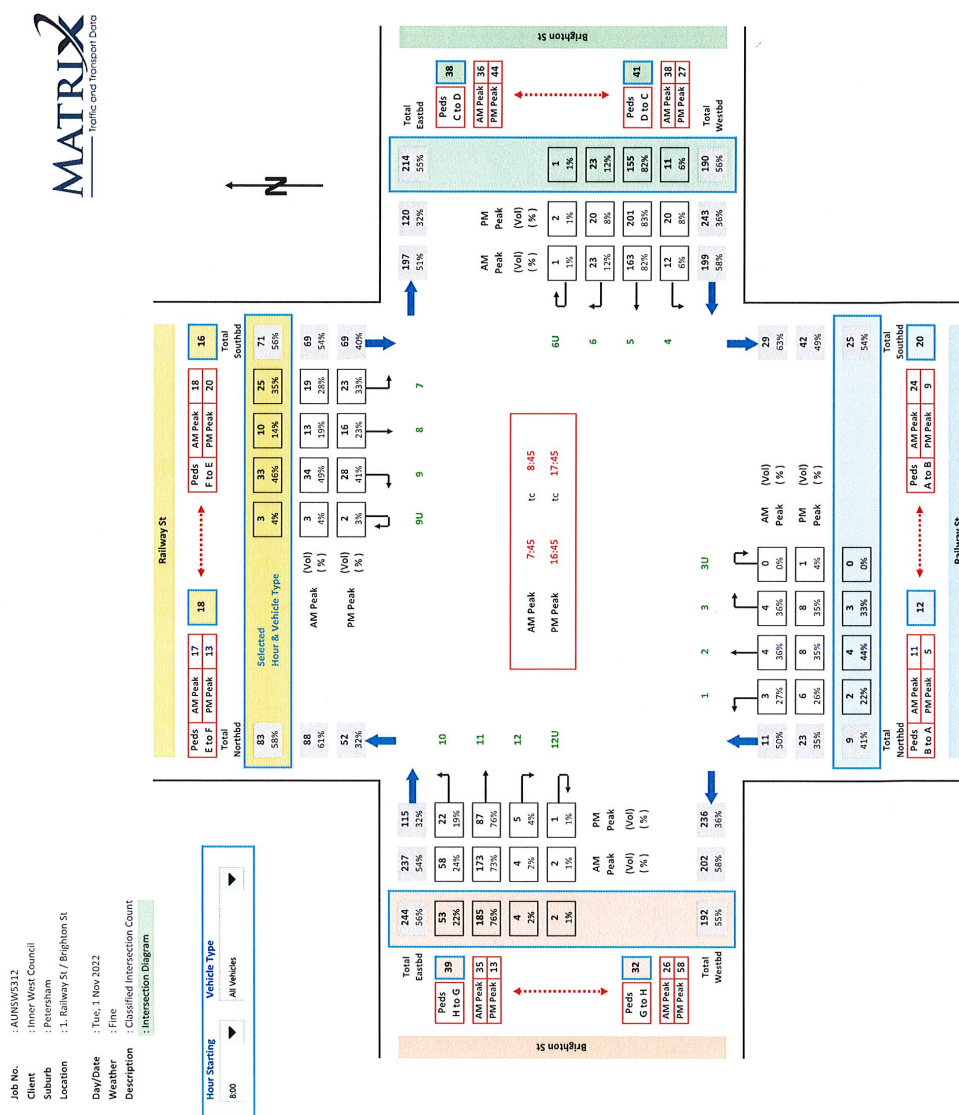
Job No. : AUNSW312
Client : Inner West Council
Suburb : Petersham
Location : S. Palace St / Terminus St
Day/Date : Tue, 1 Nov 2022
Weather : Fine
Description : Classified Intersection Count
Intersection Diagram

Hour Starting
8:00

Vehicle Type
All Vehicles

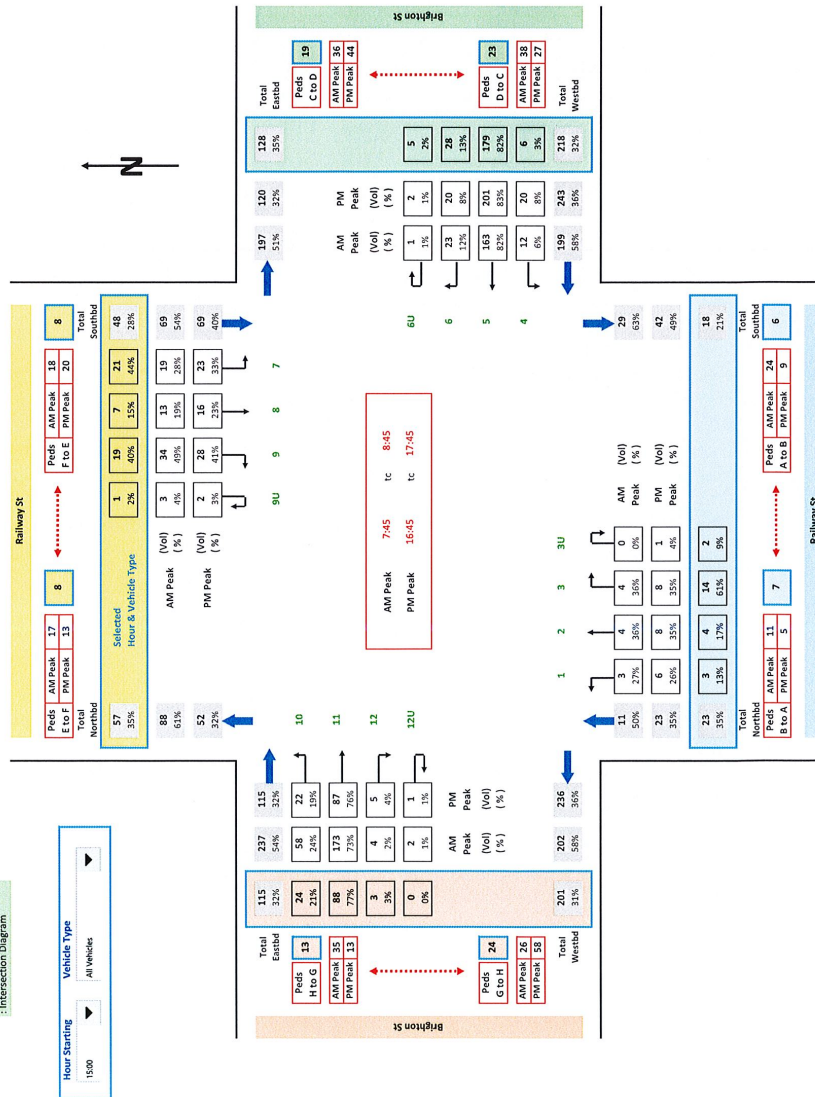








Job No. : AUNSW5312
Client : Inner West Council
Suburb : Petersham
Location : 1. Railway St / Brighton St
Day/Date : Tue, 1 Nov 2022
Weather : Fine
Description : Classified Intersection Count
Intersection Diagram



Job No. : AUNSW5312
Client : Inner West Council
Suburb : Petersham
Location : 9. Brighton St(btwn Wentworth St & The Avenue)

Day/Date : Tue, 1 Nov 2022
Weather : Fine
Description : Mid-block Count
Intersection Diagram

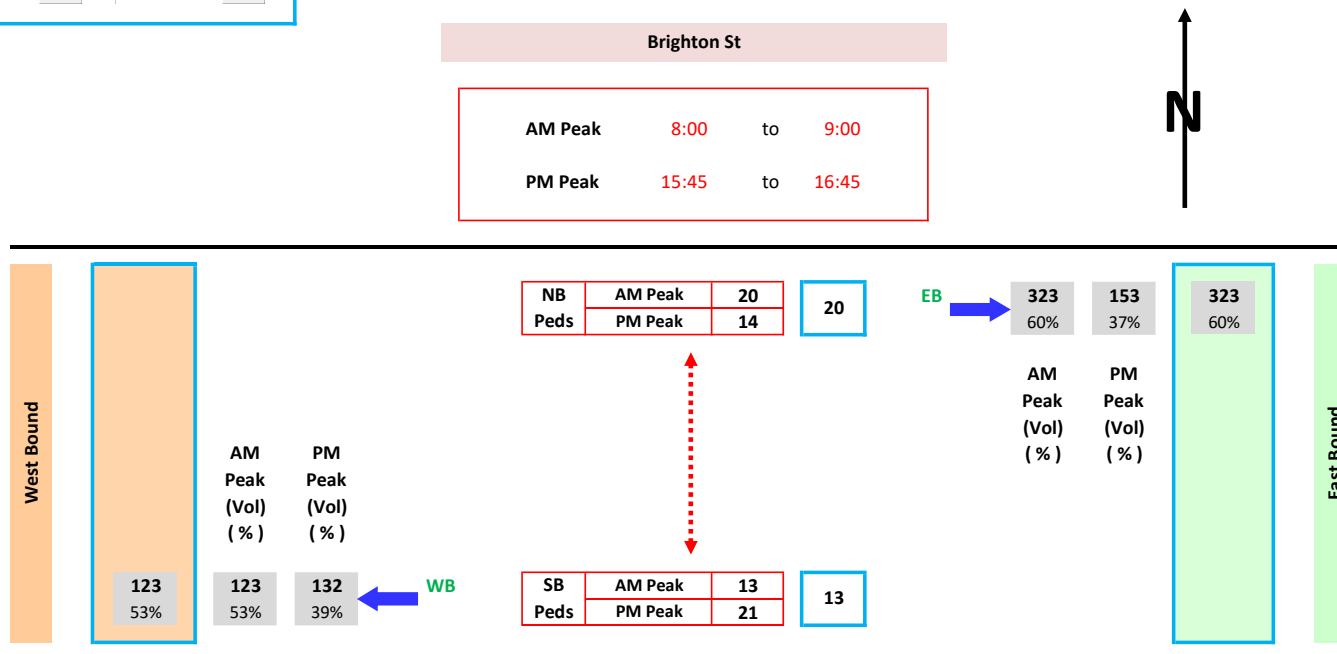


Hour Starting

8:00

Vehicle Type

All Vehicles



Job No. : AUNSW5312
Client : Inner West Council
Suburb : Petersham
Location : 9. Brighton St(btw'n Wentworth St & The Avenue)

Day/Date : Tue, 1 Nov 2022
Weather : Fine
Description : Mid-block Count
Intersection Diagram



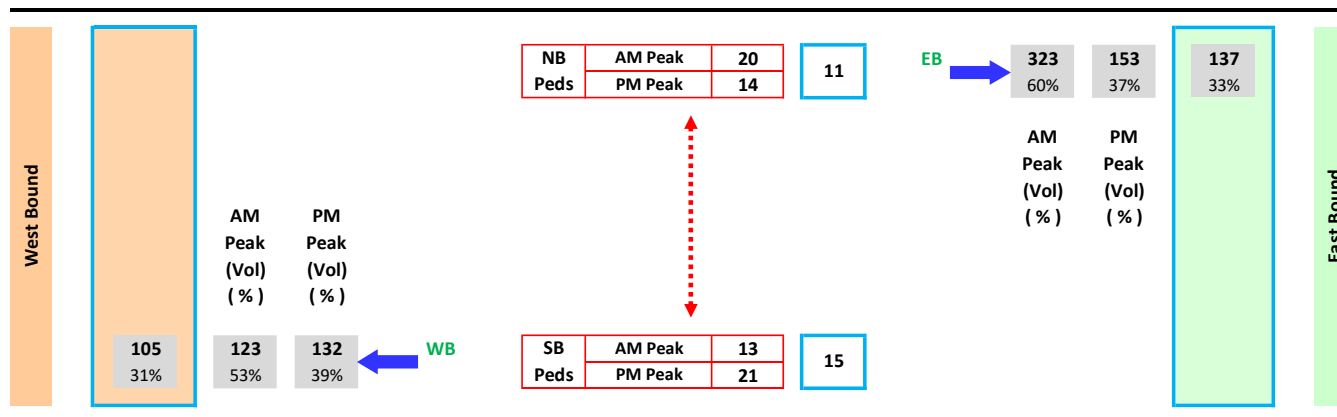
Hour Starting

15:00

Vehicle Type

All Vehicles

Brighton St				
AM Peak	8:00	to	9:00	
PM Peak	15:45	to	16:45	

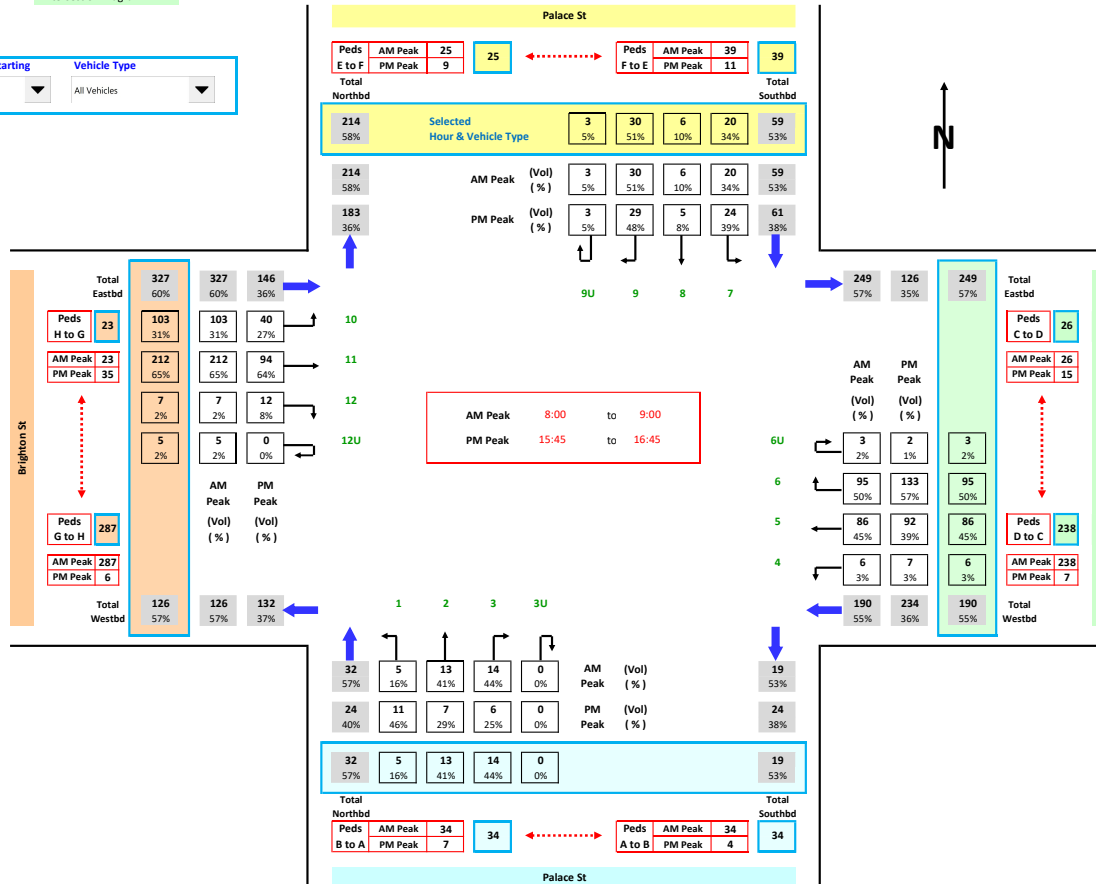


Job No. : AUNSW5312
Client : Inner West Council
Suburb : Petersham
Location : 4. Palace St / Brighton St

Day/Date : Tue, 1 Nov 2022
Weather : Fine
Description : Classified Intersection Count
Intersection Diagram



Hour Starting: 8:00
Vehicle Type: All Vehicles



Job No. : AUNSW5312
Client : Inner West Council
Suburb : Petersham
Location : 4. Palace St / Brighton St

Day/Date : Tue, 1 Nov 2022
Weather : Fine
Description : Classified Intersection Count
Intersection Diagram

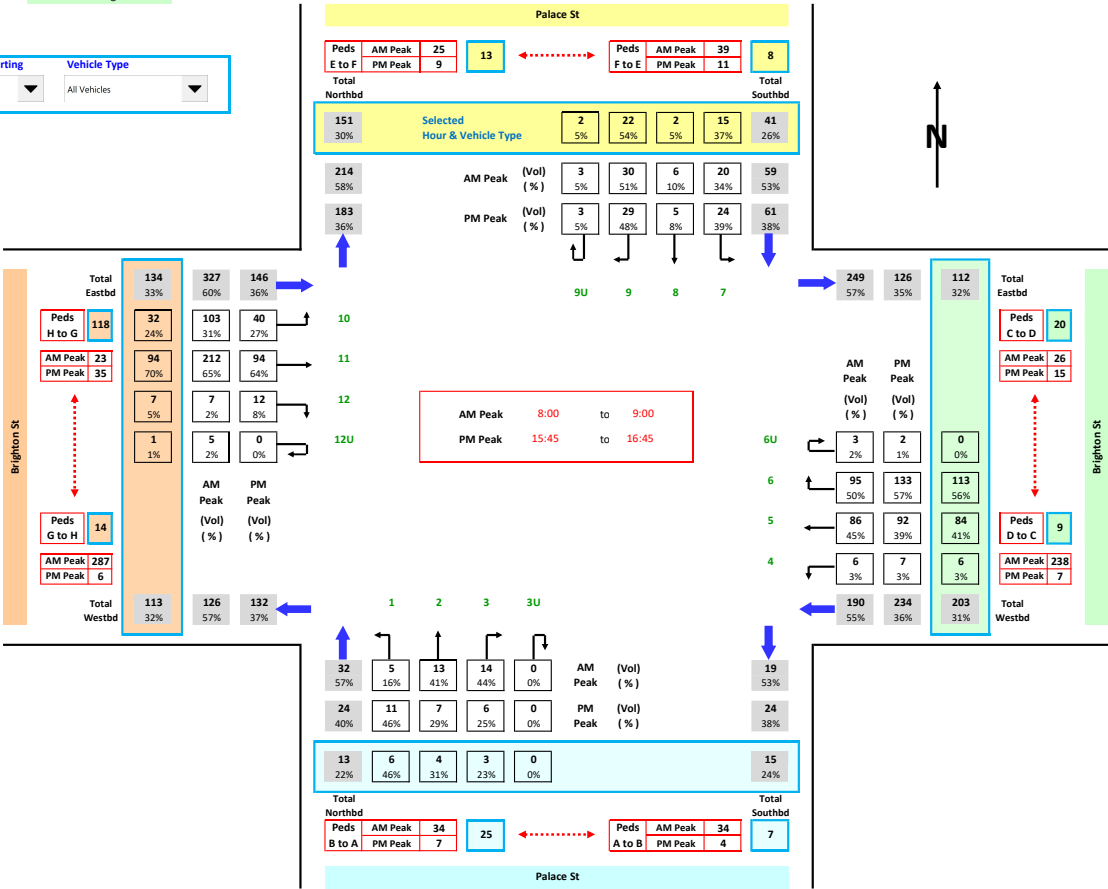


Hour Starting

Vehicle Type

15:00

All Vehicles



Job No. : AUNSW5312
Client : Inner West Council
Suburb : Petersham
Location : 8. Brighton St / Station St

Day/Date : Tue, 1 Nov 2022
Weather : Fine
Description : Classified Intersection Count
Intersection Diagram

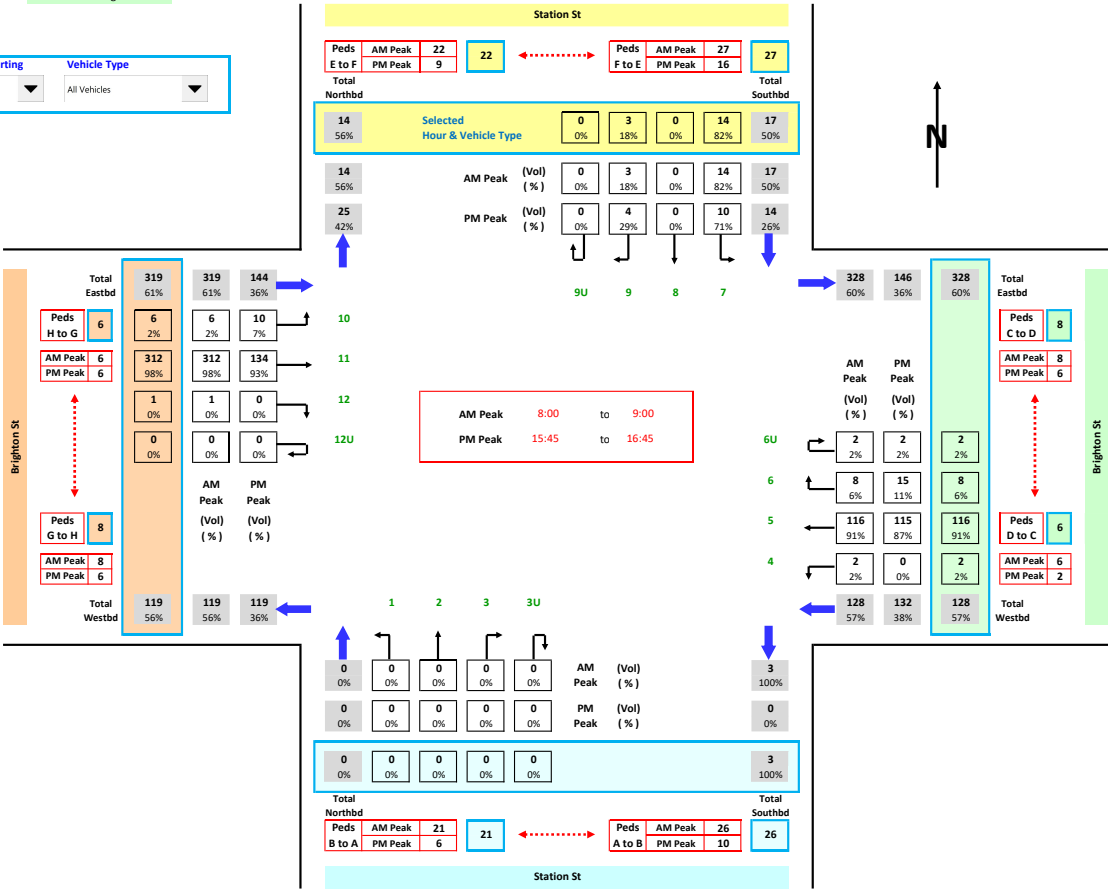


Hour Starting

Vehicle Type

8:00

All Vehicles

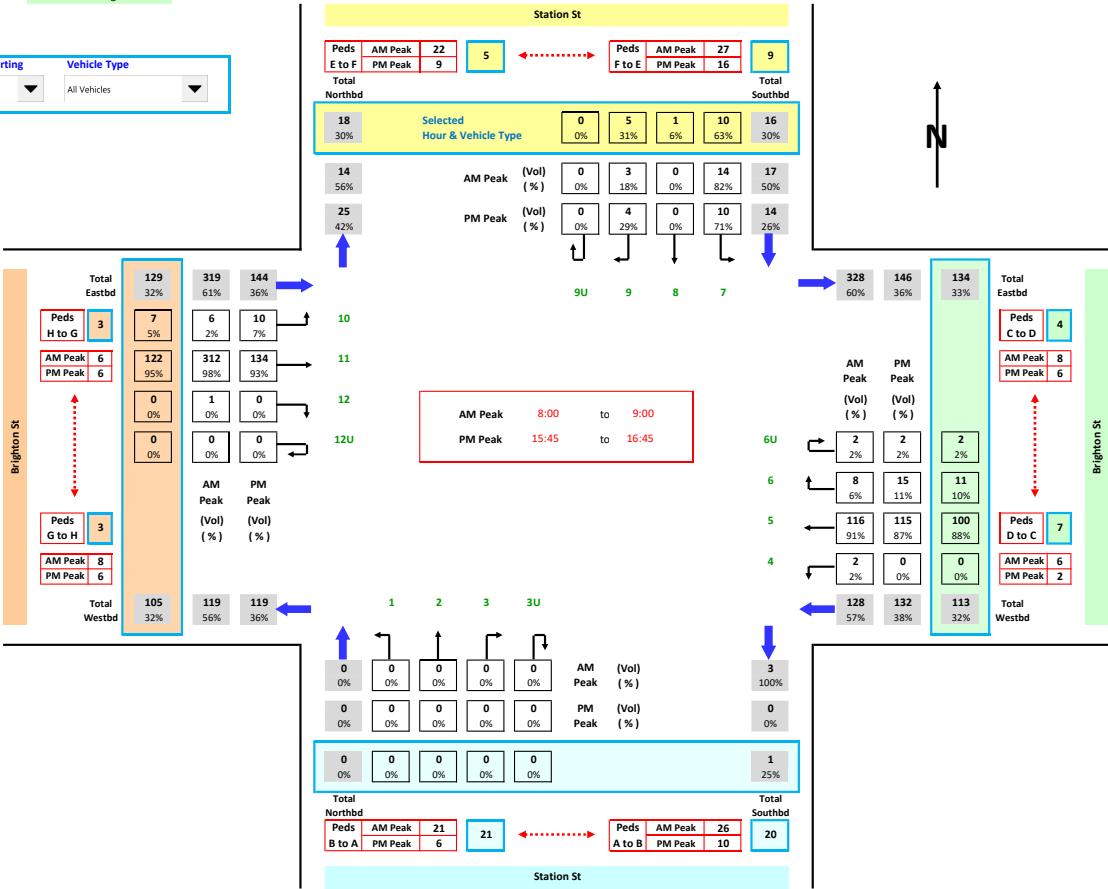


Job No. : AUNSW5312
Client : Inner West Council
Suburb : Petersham
Location : 8. Brighton St / Station St

Day/Date : Tue, 1 Nov 2022
Weather : Fine
Description : Classified Intersection Count
Intersection Diagram



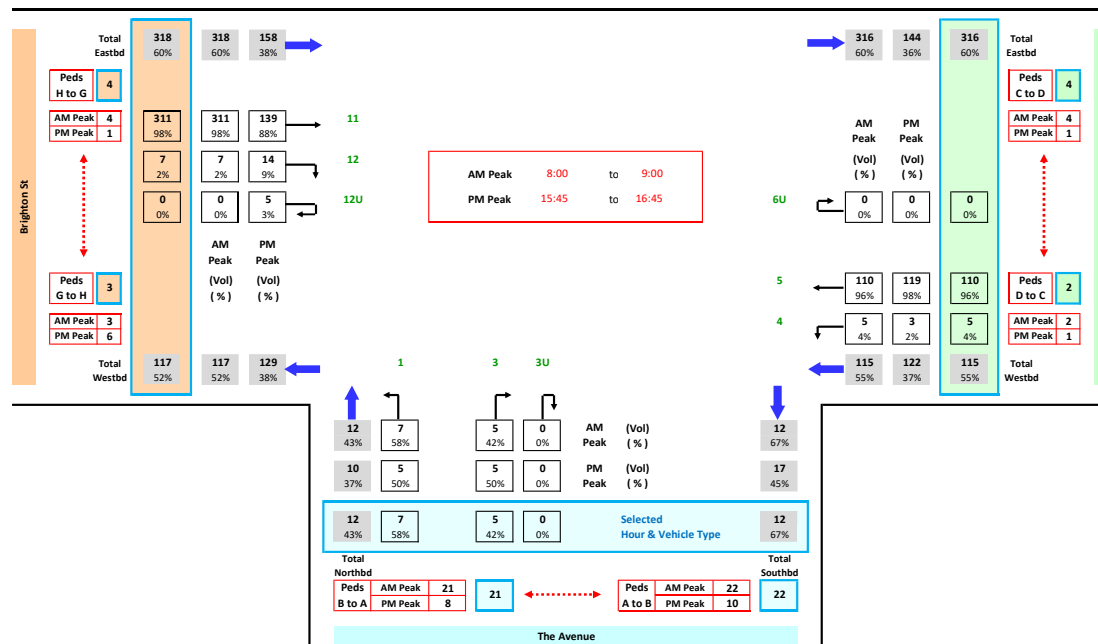
Hour Starting 15:00
Vehicle Type All Vehicles



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



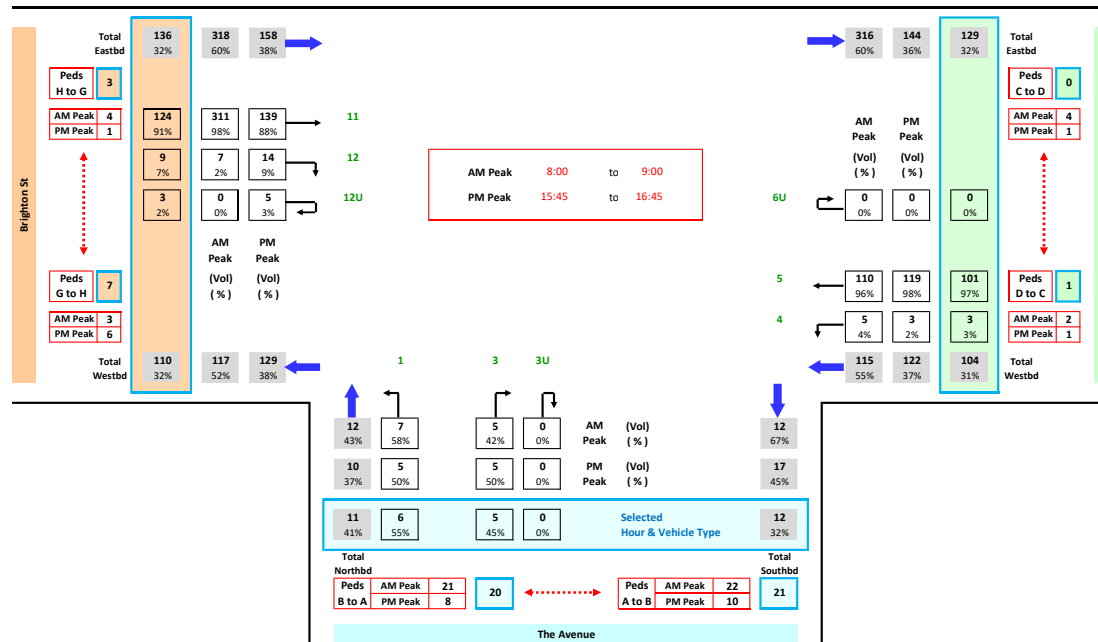
Hour Starting: 8:00
Vehicle Type: All Vehicles



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



Hour Starting: 15:00
Vehicle Type: All Vehicles

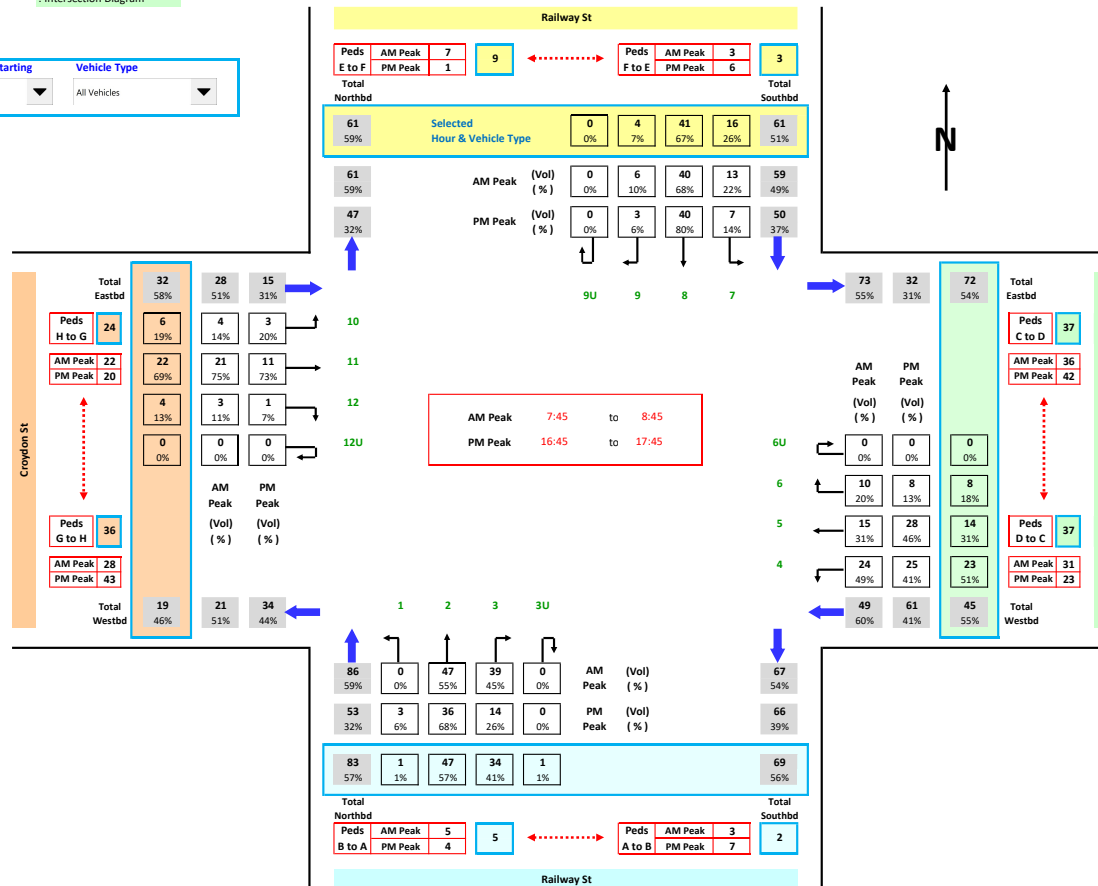


Job No. : AUNSW5312
Client : Inner West Council
Suburb : Petersham
Location : 2, Croydon St / Railway St

Day/Date : Tue, 1 Nov 2022
Weather : Fine
Description : Classified Intersection Count
Intersection Diagram



Hour Starting: 8:00
Vehicle Type: All Vehicles

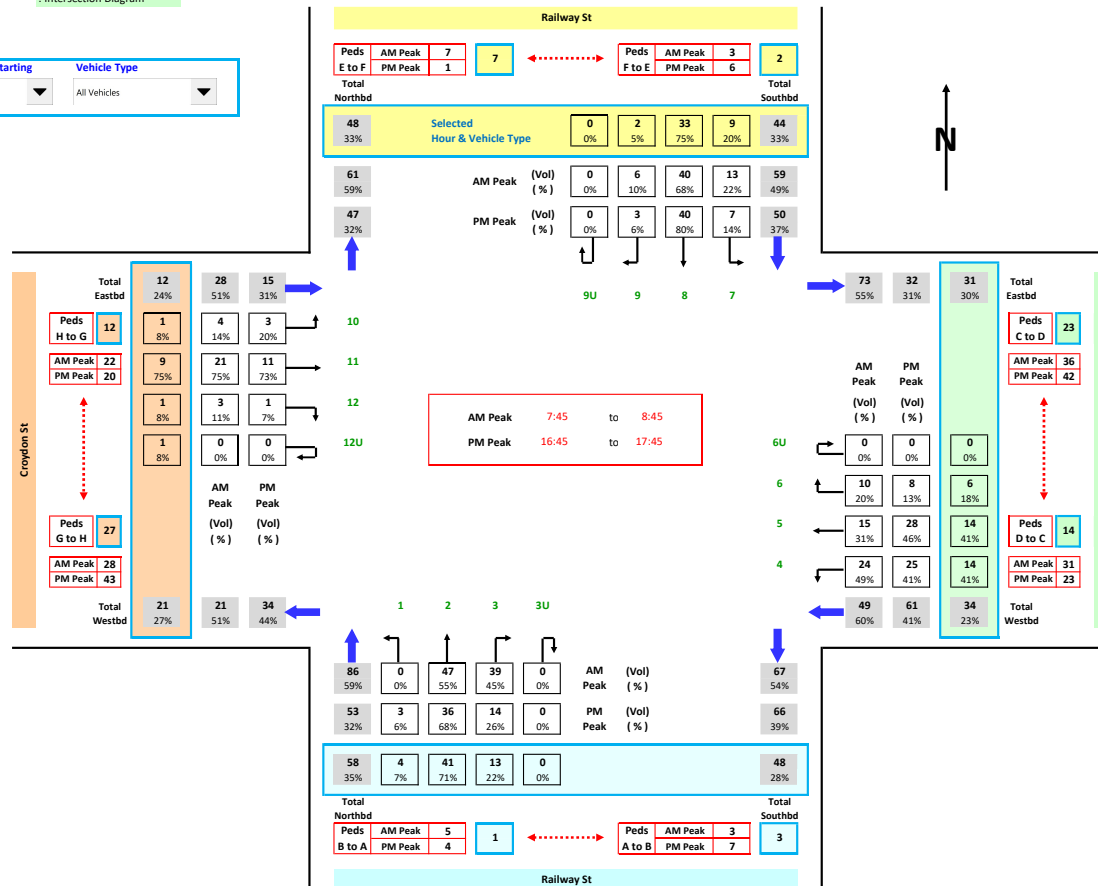


Job No. : AUNSW5312
Client : Inner West Council
Suburb : Petersham
Location : 2, Croydon St / Railway St

Day/Date : Tue, 1 Nov 2022
Weather : Fine
Description : Classified Intersection Count
Intersection Diagram



Hour Starting: 15:00
Vehicle Type: All Vehicles

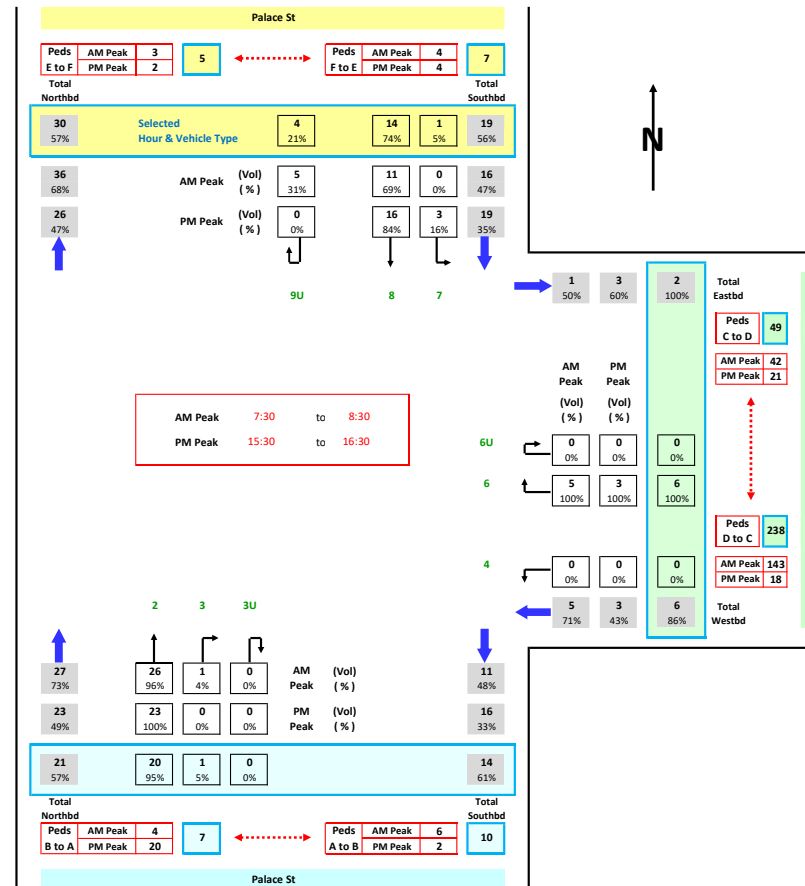


Job No. : AUNSW5312
Client : Inner West Council
Suburb : Petersham
Location : 6. Palace St / Fishers Reserve

Day/Date : Tue, 1 Nov 2022
Weather : Fine
Description : Classified Intersection Count
Intersection Diagram



Hour Starting: 8:00
Vehicle Type: All Vehicles

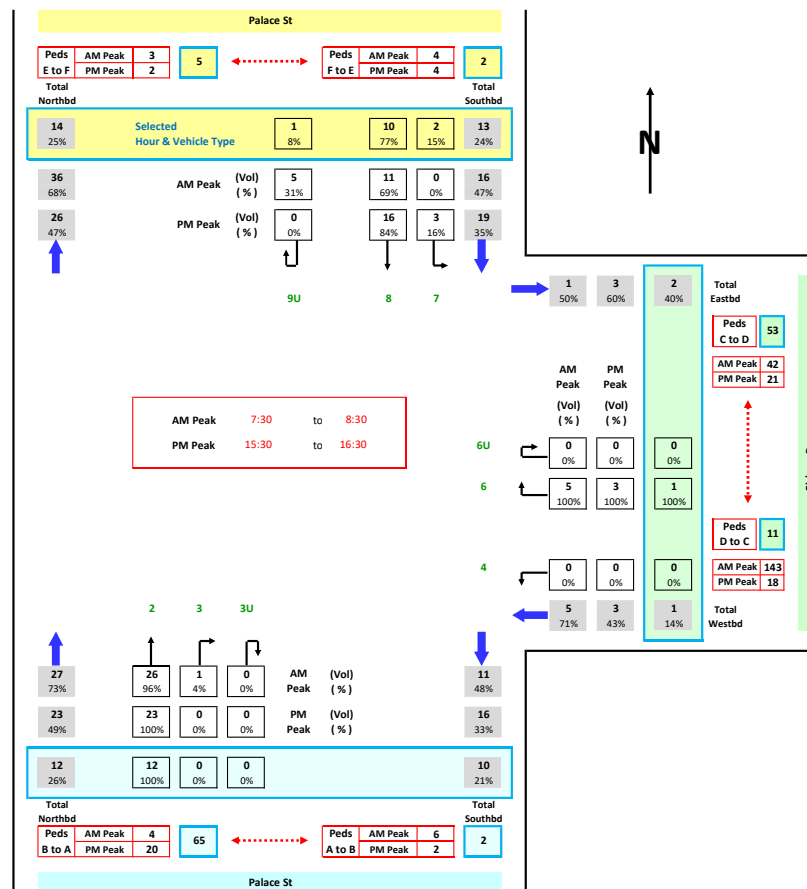


Job No. : AUNSW5312
Client : Inner West Council
Suburb : Petersham
Location : 6. Palace St / Fishers Reserve

Day/Date : Tue, 1 Nov 2022
Weather : Fine
Description : Classified Intersection Count
Intersection Diagram



Hour Starting: 15:00
Vehicle Type: All Vehicles



Job No. : AUNSW5312
Client : Inner West Council
Suburb : Petersham
Location : 5. Palace St / Terminus St

Day/Date : Tue, 1 Nov 2022
Weather : Fine
Description : Classified Intersection Count
Intersection Diagram

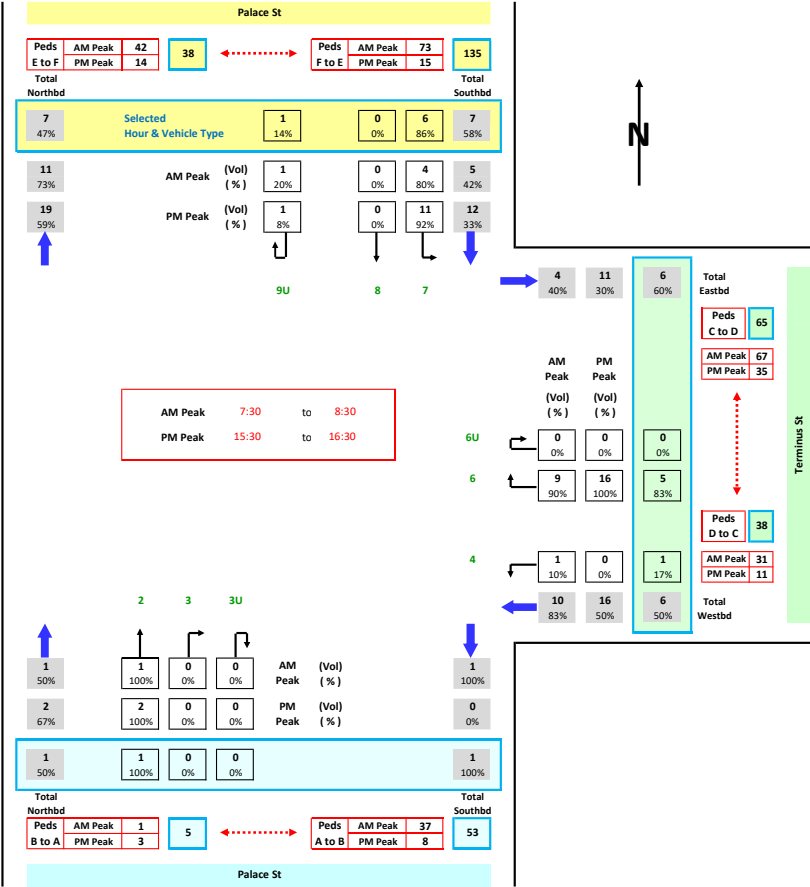


Hour Starting

8:00

Vehicle Type

All Vehicles



Job No. : AUNSW5312
Client : Inner West Council
Suburb : Petersham
Location : 5. Palace St / Terminus St

Day/Date : Tue, 1 Nov 2022
Weather : Fine
Description : Classified Intersection Count
Intersection Diagram

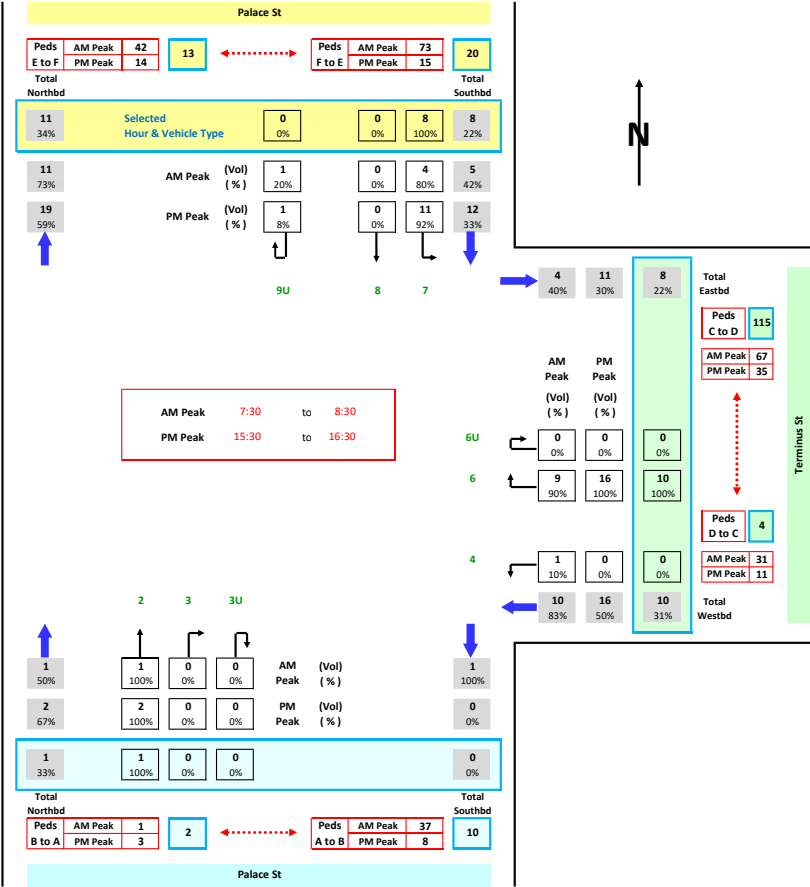


Hour Starting

Vehicle Type

15:00

All Vehicles

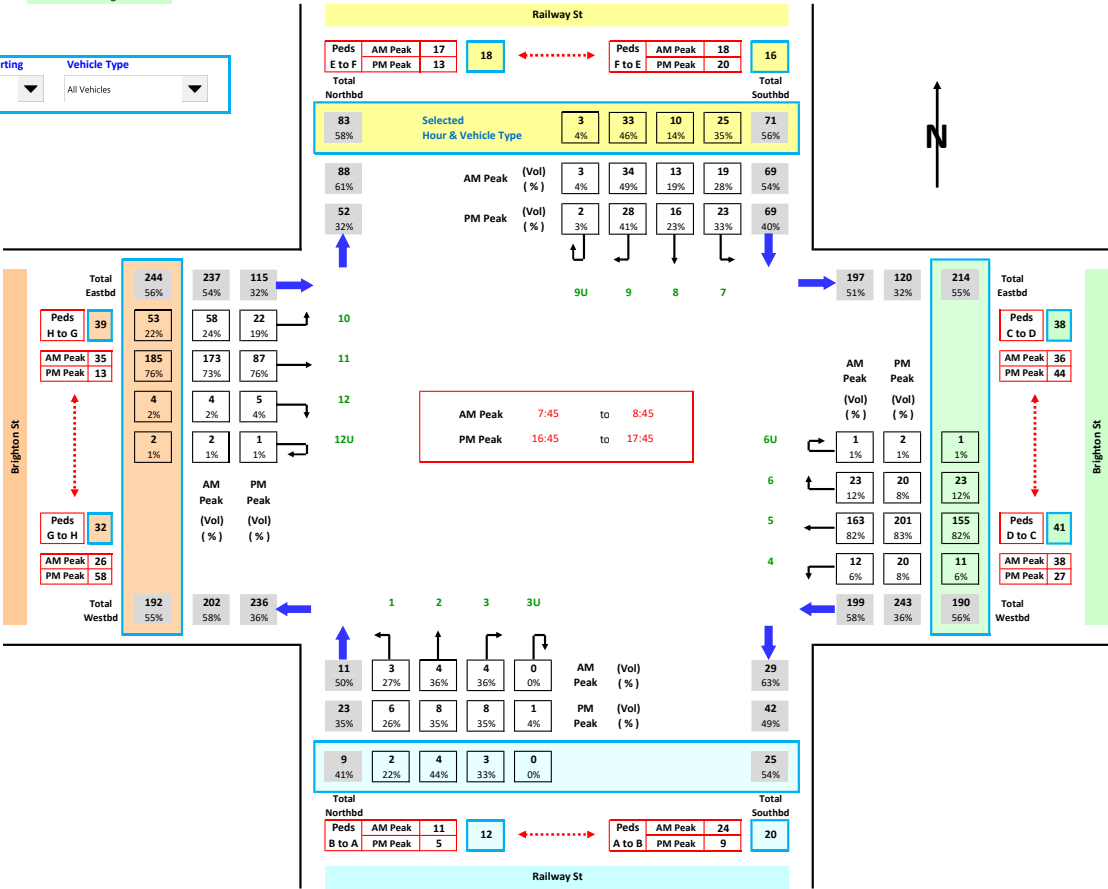


Job No. : AUNSW5312
Client : Inner West Council
Suburb : Petersham
Location : 1. Railway St / Brighton St

Day/Date : Tue, 1 Nov 2022
Weather : Fine
Description : Classified Intersection Count
Intersection Diagram

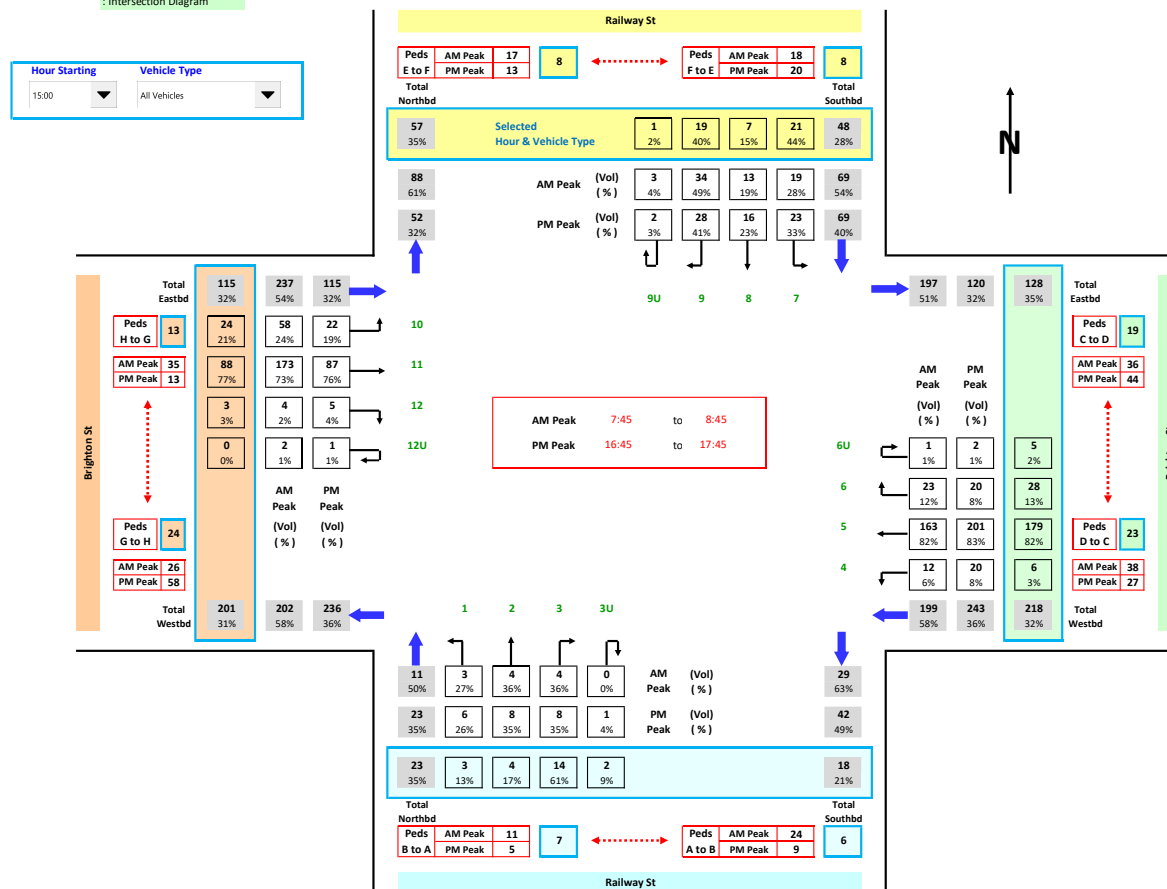


Hour Starting: 8:00
Vehicle Type: All Vehicles



Job No. : AUNSW5312
Client : Inner West Council
Suburb : Petersham
Location : 1. Railway St / Brighton St

Day/Date : Tue, 1 Nov 2022
Weather : Fine
Description : Classified Intersection Count
Intersection Diagram



INNER WEST

Petersham North LATM Engagement Outcomes Report





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Summary.....	3
Background.....	3
Promotion.....	4
Engagement methods.....	4
Engagement Outcomes – Stage 1 Initial Insights.....	4
Engagement Outcomes – Stage 2 Public Exhibition of Final Draft Report.....	11
Appendix A – Online survey verbatim responses	
Appendix B – Direct emails verbatim responses	



Summary

This Engagement Outcomes Report outlines the feedback received during the first stage of community engagement comprising the initial insights regarding the Petersham North LATM and the second stage of consultation which includes feedback on the public exhibition of the final draft report.

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

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

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

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

The final draft report was placed on public exhibition in September 2023. A total of 49 contributions were made through "Your Say". An additional 9 emails were received regarding the final draft report during the public consultation period. All the recommendations noted in the final draft report have been included in the final report with some adjustments. Some additional recommendations are also included.

Background

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

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



Promotion

The opportunity to participate was promoted via:

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

Engagement methods

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

Engagement Outcomes – Stage 1 Initial Insights

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

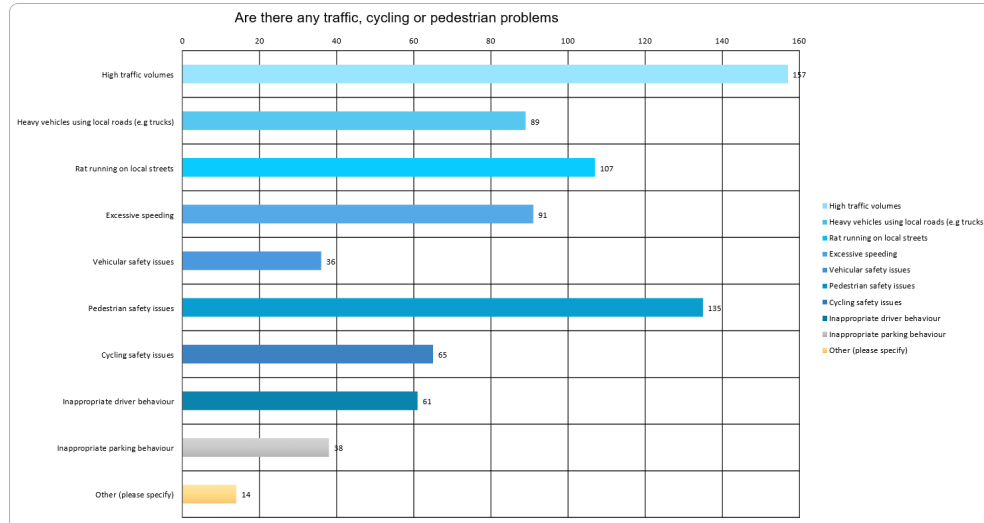


Figure 1 Overall Rating of Traffic, Cycling or Pedestrian Problems

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

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

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

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



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

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

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

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

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

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

Concerns were raised, that although roundabouts are present in Brighton Street which reduce speeds, there is still a level of concern about speeding in Brighton Street and Palace Street creating safety issues for Fort Street High Students and café patrons.

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

There have been concerns raised regarding cycling safety at Brighton Street. Although it is thought to be a suitable route for cyclists, the high volume and speed of vehicles impact its attractiveness and safety, particularly near roundabouts. Speeds are



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

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

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

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

INNER WEST

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

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	have geometric constraints. They can be enforced by NSW Police.
Several submissions raised heavy vehicles using Brighton Street as opposed to Parramatta Road as an issue.	Brighton Street has a 3-tonne load limit and signs display this restriction at both West Street and Crystal Street. The traffic data indicates that there are minimal through truck movements using Brighton Street. A truck is allowed to use the road if the destination lies beyond the sign, and it is the only route.
The West Street/Railway Terrace intersection was raised as an issue in relation to large trucks making left turns, mounting the footpath.	Forwarded to TfNSW for their investigation.
Vehicles making left turns from Palace Street into Andreas Street at excessive speed hitting parked cars in Andreas Street.	Traffic calming/pedestrian improvements proposed at this location.
Request for roundabout at Croydon Street/Railway Street as vehicles do not stop at intersection and sight lines are impacted.	Roundabout proposed at Croydon Street/Railway Street intersection.
Vehicles park in Station Street too close to the Lotos Street intersection, impacting on sight lines due to a lack of 'No Stopping' signs.	Kerb blister proposed in Station Street at Lotos Street.
Speeding in Brighton Street and Palace Street creating safety issues for Fort Street High Students and café patrons.	Traffic calming and pedestrian improvements proposed in Brighton Street and Palace Street.
The intersection of West Street/Railway terrace was raised in relation to a lack of green time given to West Street resulting in vehicles running the red light.	Forwarded to TfNSW for their investigation.
There have been concerns raised regarding cycling safety at Brighton Street. Although it is thought to be a	Brighton Street between Station Street and Railway Street forms part of Council's Prioritised Cycling Access



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



intersection, resulting in excessive delays.	Brighton Street. Geometric constraints do not allow for further lane capacity.
Fishers Reserve is dangerous due to its two-way narrow road nature.	Recommendation to convert to 10km/h Shared Zone

Engagement Outcomes – Stage 2 Public Exhibition of Final Draft Report

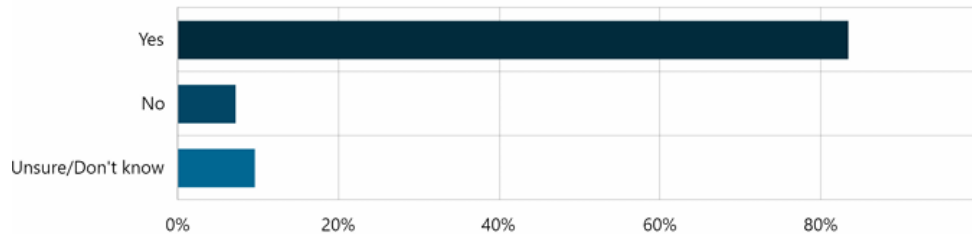
The final draft report was placed on public exhibition in September 2023. The responses relating to specific proposals are detailed below.

A total of 16 questions were asked with 49 residents responding via Your Say.

A further 9 emails were received.

The majority of respondents live in the study area (86%) and overall support each of the treatments. The percentages detailed below relate to the responses received via 'Your Say'.

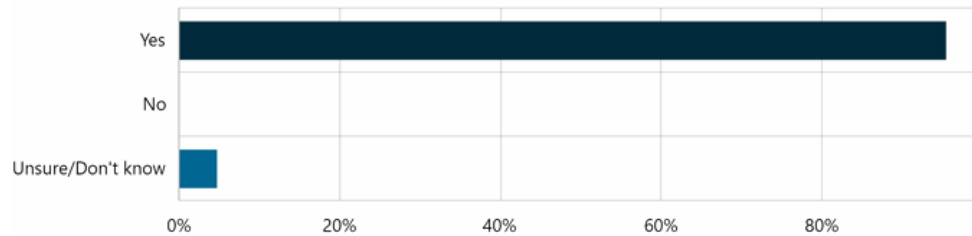
Treatment 1 - To install three speed humps in Andreas Street. Do you support this proposal?



Result – 83% said Yes, 7% said No and 10% said Unsure/Don't No.

Included in Final Recommendation

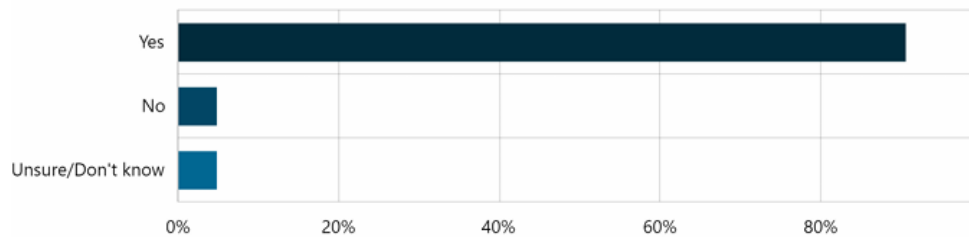
Treatment 2 - To install a raised pedestrian (zebra) crossing in Palace Street north of Andreas Street. Do you support this proposal?



Result – 95% said Yes, 0% said No and 5% Unsure/Don't know

Included in Final Recommendation

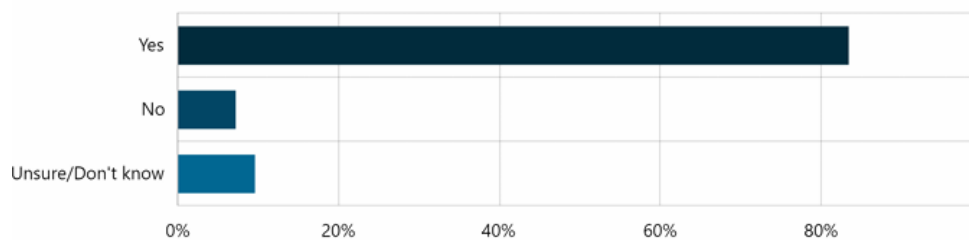
Treatment 3 – To install a raised pedestrian (zebra) crossing in Andreas Street at its intersection with Palace Street. Do you support this proposal?



Result – 90% said Yes, 5% said No and 5% said Unsure/Don't know

Included in Final Recommendation

Treatment 4 – To install a roundabout at Croydon and Railway Streets. Do you support this proposal?

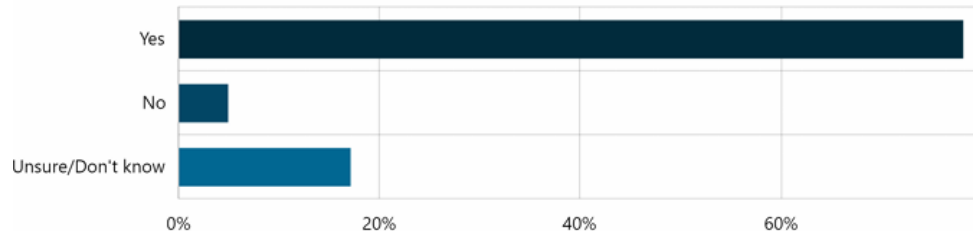


Result – 83% said Yes, 7% said No and 10% said Unsure/Don't know

Included in Final Recommendation



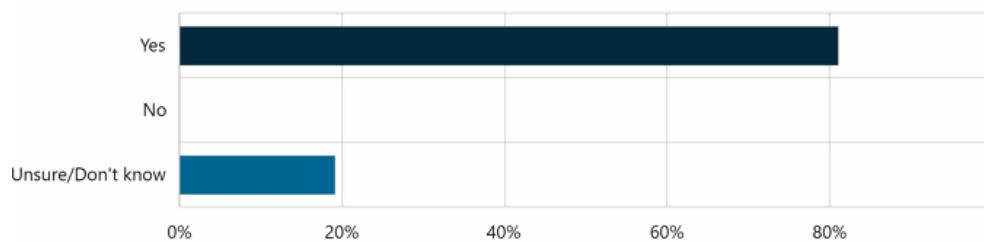
Treatment 5 – To install a mobility parking space at West Street. Do you support this proposal?



Result – 78% said Yes, 5% said No and 17% said Unsure/Don't know

Included in Final Recommendation

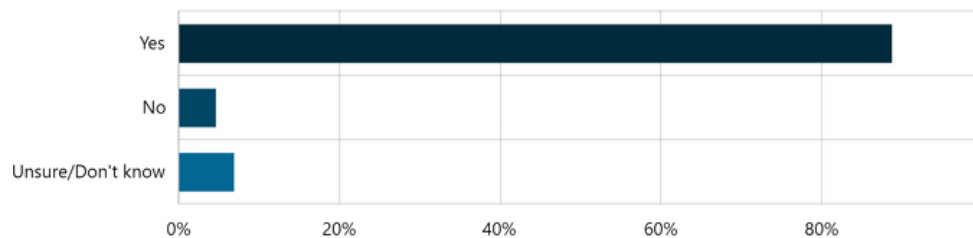
Treatment 6 – To install a mobility parking space in Wentworth Street. Do you support this proposal?



Result – 81% said Yes, 0% said No and 19% were Unsure/Don't know

Included in Final Recommendation

Treatment 7 – Install raised zebra crossing in Brighton Street near Wentworth Street. Do you support this proposal?

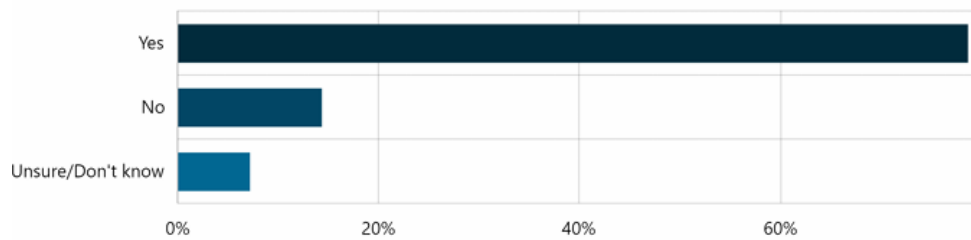


Result – 88.5% said Yes, 4.5% said No and 7% said Unsure/Don't know



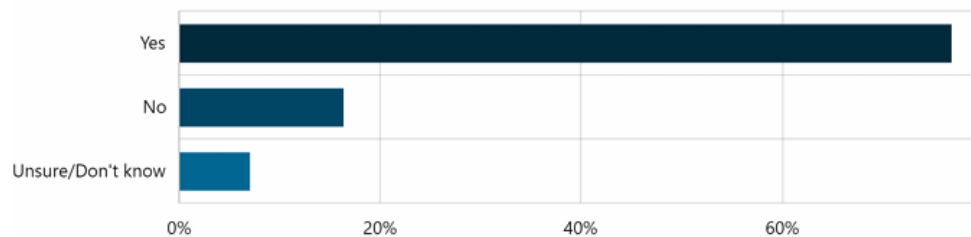
Included in Final Recommendation

Treatment 8 – To install a speed hump in Brighton Street near Crystal Street. Do you support this proposal?



Result – 79% said Yes, 14% said No and 7% were Unsure/Don't know

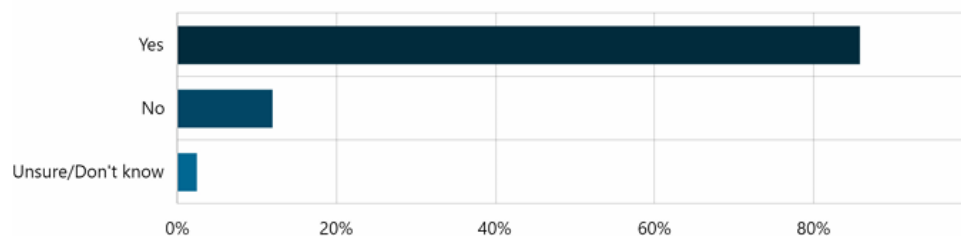
Included in Final Recommendation
Treatment 9 – Raised zebra crossings are proposed on Brighton Street on the eastern approach and on Railway Street. Do you support this proposal?



Result – 77% said Yes, 16% said No and 7% said Unsure/Don't know

Included in Final Recommendation

Treatment 10 – Raised zebra crossings are proposed on three legs of the Brighton Street/Palace Street intersection. Do you support this proposal?



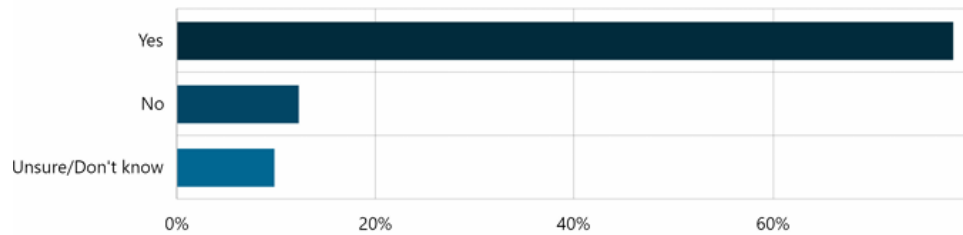
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Result – 86% said Yes, 12% said No and 2% said Unsure/Don't Know

Included in Final Recommendation

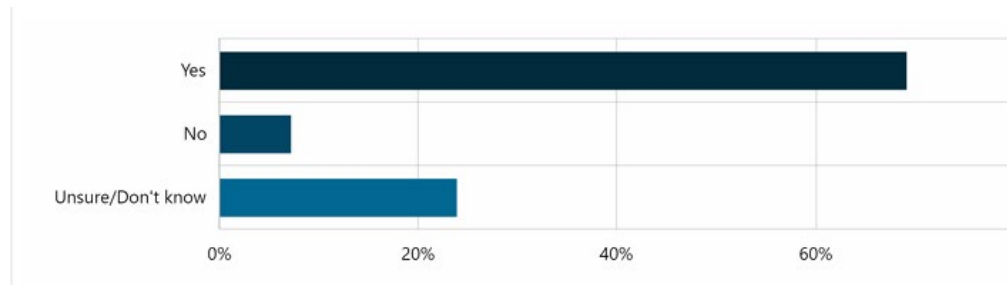
Treatment 11 – A raised zebra crossing is proposed in Terminus Street at Palace Street. Do you support this proposal?



Result – 78% said Yes, 12 % said No and 10% said Unsure/ Don't know

Included in Final Recommendation

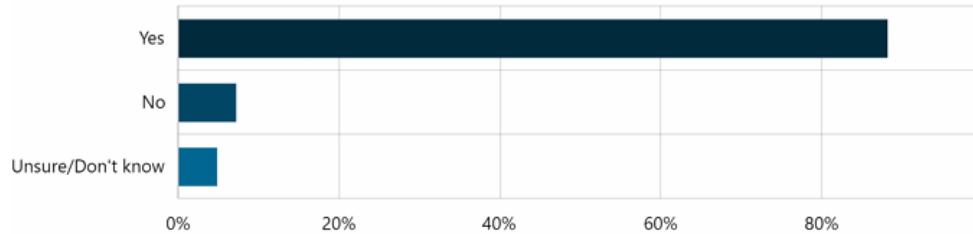
Treatment 12 – Change parking conditions at West Street near Parramatta Road. Do you support this proposal?



Result – 69% said Yes, 7% said No and 24% said Unsure/Don't Know

Included in Final Recommendation

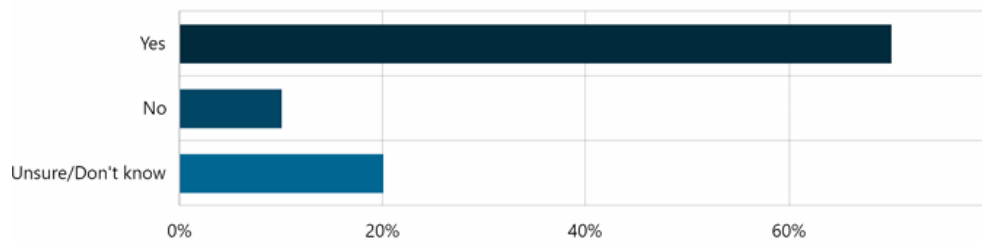
Treatment 13 – Widen the gap between the kerb and the road closure island in Station Street. Do you support this proposal?



Result – 88% said Yes, 7% said No and 5% said Unsure/Don't Know

Included in Final Recommendation

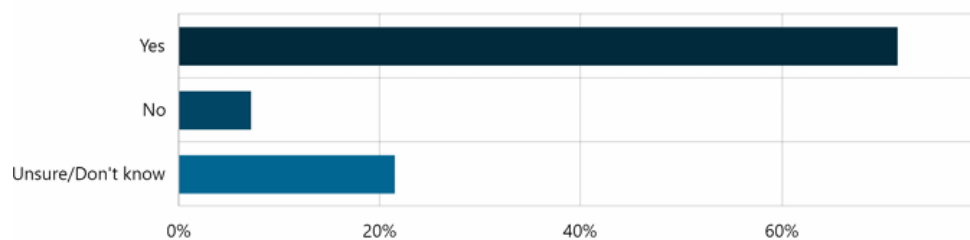
Treatment 14 - To install a 10 km/h Shared Zone along the full length of Fishers Reserve and Carrington Lane. Do you support this proposal?



Result – 70% said Yes, 10% said No and 20% said Unsure/Don't Know

Included in Final Recommendation

Treatment 15 - To install kerb blisters for a 5 metres length on both sides of Station Street at Lotos Street. Do you support this proposal?

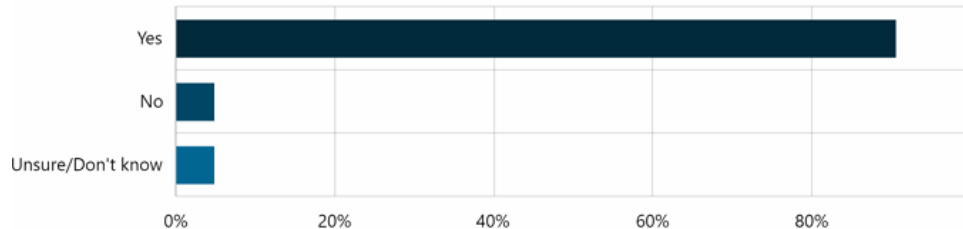


Result – 71.5% said Yes, 7% said No and 21.5% said Unsure/Don't Know

Included in Final Recommendation



Treatment 16 – To install a continuous footpath treatment to cross The Avenue at Brighton Street. Do you support this proposal?



Result – 90% said Yes, 5% said No and 5% said Unsure/Don't Know

Included in Final Recommendation

Online survey responses via “Your Say”.

The responses relating to specific proposals are detailed below.

We asked	You said	Council response
Treatment 1 Andreas Street – Install a series of three speed humps to reduce speeds and reduce the attractiveness to use this road as a rat run.	Supportive of the speed humps as residents have observed speeding in Andreas Street. Agree that the speed humps are essential for safety, given the high number of pedestrians and children in and around the Andreas Street.	Noted. Speed humps will improve pedestrian amenity by reducing speeds.
Treatment 1	Several respondents who agree to the proposal suggested cyclist friendly speed humps.	Whilst cyclists need to traverse the speed humps, they will be designed to minimise discomfort for cyclists. Note that Andreas Street does not form part of Council's Place Based cycling access routes or Prioritised Cycling Access Route.
Treatment 1	Several respondents who agree to proposal have requested resident parking schemes or time limited parking in Andreas Street and palace Street.	The LATM Study does not assess Resident Parking Schemes. This is outside of scope of study

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Treatment 1	<p>Supports the proposal but is concerned about the speed hump near 67B Station Street.</p> <p>They are concerned it may block access to garage. Additionally, the residents ask that the speed hump (at the sharp bend in Andreas Street #36) be marked with a double white line.</p>	<p>At detailed design stage the exact location will take into consideration the driveway, to not impede vehicular access. The speed humps are marked with 'piano keys' to alert approaching motorists of the vertical deflection device.</p>
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INNER WEST

Treatment 1	Unsure about proposal and is asking Council to consider areas for street greening.	Traffic calming devices where possible, will include landscaping however the speed humps will not include landscaping as it would result in loss of parking
Treatment 1	Does not support proposal and believes that the addition of speed humps is unnecessary in Andreas Street. A further resident who did not agree to the proposal, suggested that the speed humps be relocated closer to #38 and #40 Andreas St, where a 'blind curve' makes it difficult to see oncoming traffic. The resident also proposed the addition of a garden bed to improve the line of sight, although acknowledging that this will result in reduction of parking numbers.	Data collection indicates that speeds are excessive in the northbound direction in Andreas Street hence the need for traffic calming devices.



Treatment 1	Does not support proposal, as resident believes speed humps are a poor and ineffective tool to attempt to reduce traffic speed and volume. They add that speed humps are unpleasant for cyclists.	Whilst cyclists need to traverse the speed humps, they will be designed to minimise discomfort for cyclists.
We asked	You said	Council response
Treatment 2 Palace Street, north of Andreas Street - Install a raised pedestrian crossing.	Supports the treatment and is of the opinion that the raised pedestrian crossing is essential for safety. Additionally, they believe that the speed should be further reduced to 40km/hr to deter dangerous driving and the likelihood of an accident.	Recommendation includes proposed reduction in speed limit to 40 km/h as per innerwest@40 study.



Treatment 2	A number of respondents who support the proposal believes it will reduce Andreas Street from being used as a thoroughfare to get to Parramatta Road however, residents are concerned about the reduced residential parking including a suggestion to increase parking supply nearby in low trafficked streets.	Council has sought to strike a balance between managing pedestrian safety and minimising the loss of on street parking. At detailed design stage, efforts will be made to minimise loss of parking.
Treatment 2	Supports the proposal and has asked for 2hr RPS in Andreas Street.	The LATM Study does not assess Resident Parking Schemes. This is outside of scope of study
Treatment 2	Supports proposal and has asked for implementation of urban greening	Where possible treatments will include landscaping
Treatment 2	Supports the proposal, but comments that the pedestrian crossing should be raised in order to reduce speed. They also suggest timed parking on Palace Street to counter the loss of parking.	The recommendation includes a raised pedestrian crossing in Palace Street, which will reduce speeds. Introducing time limited parking is not supported as it has not been consulted and will have adverse impact on residents. It lies outside the scope of the study.

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Treatment 2	<p>Requests the following additional treatments</p> <ul style="list-style-type: none"> • centreline markings in Palace Street from Brighton Street to along school frontage • Request for additional speed humps in Palace Street between Fort Street and Queen Street and between Brighton Street and Andreas Street • refreshing the white markings on the existing threshold ramp outside 19B Palace Street 	<p>Instruction issued to re-linemark raised threshold in Palace Street between Croydon Road and Fort Street.</p> <p>Additional speed hump proposed in Palace Street between Queen Street and Fort Street.</p> <p>Additional centreline markings will be introduced as part of the raised pedestrian crossings.</p>
Treatment 2	<p>A resident who is unsure about the proposal, comments that although pedestrian crossings are a good idea, far more needs to be done to reduce traffic volume and speeds. They comment that the proposal is ineffective</p>	<p>A significant number of speed calming devices are proposed in the LATM area to reduce the attractiveness of rat running. Council has sought to strike a balance between managing traffic volume and maintaining access for local residents.</p>
Treatment 2	<p>Does not support the proposal noting that the proposal blocks the width of the road and resident</p>	<p>Proposal will slow traffic speeds of vehicles providing safer conditions for cyclists. Note that Palace Street does not form part of Council's Place</p>



	is concerned for cyclist safety.	Based Cycling Access Routes or Prioritised Cycling Access Route.
Treatment 2	Does not support proposal. They propose a 'stop' sign be placed at the intersection of Palace and Andreas Street- this would assist in reducing speed of traffic as it moves into Andreas Street or continues up the hill in Palace Street	Whilst acknowledging that installing a 'STOP' sign in Palace Street at Andreas Street will reduce speeds it will not improve pedestrian safety to the extent which the proposed raised pedestrian crossing will achieve. Furthermore, this is not standard t-junction priority and may result in driver confusion at a location with high pedestrian movements during school start and finish times.

We asked	You said	Council response
Treatment 3 Andreas Street at the intersection with Palace Street - Install a raised pedestrian crossing	The treatment proposed is largely supported by the residents who viewed the raised pedestrian crossing as an essential for pedestrian safety.	Noted
Treatment 3	Respondent who agrees, comments that urban greening is imperative	Where possible landscaping will be included in LATM devices
Treatment 3	Respondent who agrees with proposal, comments that the crossing should be raised in order to aid crossing and reduce speed. They also comment that parking on Andreas Street is difficult and would like the introduction of an RPS	The recommendation includes a raised pedestrian crossing in Andreas Street which will reduce speeds. The request for a RPS is outside of the scope of the study.
Treatment 3	A respondent who is unsure of their support	The LATM includes a significant number of traffic calming devices

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	comments that the proposal is a good idea but more needs to be done to reduce traffic and speed	in the study area which will lead to safer conditions and amenity
Treatment 3	A respondent who is unsure of their support, has suggested better parking signs in Andreas Street. They have concerns relating to the proximity of the 'No Parking' signs (located close to traffic island on Andreas Street). The respondent has suggested better signage in Andreas Street.	'No Stopping' signs will be installed as per technical requirements making sure adequate sight lines are maintained between pedestrians and cyclists and adequate manoeuvring area is provided for vehicles to make turns at the intersection. Further details will be provided at detailed design stage.
Treatment 3	Respondent who does not support proposal comments that they prefer a Zebra crossing, only at Palace Street.	Pedestrian data indicates that a significant number of pedestrians cross this location (Andreas Street) with 229 pedestrian movements in the AM and 106 in the PM peak.

Attachment 3

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Treatment 3	<p>Resident advises that Palace Street north of Brighton Street has a high incidence of speeding drivers and is also in the School Zone for Fort Street High School.</p> <p>There is no current access from Andreas Street for students or vehicles into the School.</p>	<p>Noted. The raised pedestrian crossing proposed in Palace Street, north of Andreas Street will reduce speeding at this location.</p> <p>Furthermore, it is recommended that the general speed limit be reduced from 50 km/h to 40 km/h as per innerwest@40 study.</p>
Treatment 3	<p>Respondent who disagrees with proposal, comments that Palace and Brighton Streets do not have enough parking and cannot afford to lose any more space</p>	<p>Whilst acknowledging the treatments result in a loss of on street parking, given the pedestrian safety benefits they are considered an appropriate treatment. At detailed design stage the minimising of loss of parking will be considered</p>

We asked	You said	Council response
Treatment 4 Croydon Street and Railway Street – Install a roundabout to reduce vehicular speeds.	Support the treatment and consider that the roundabout will offer calmer traffic and better sight distance	Noted.

Attachment 3



Treatment 4	Concerned about the limited parking for non-permit holders.	The detailed design will aim to limit loss of on street parking in the design.
Treatment 4	Supports the overall LATM but does not support roundabout as concerned that with other proposed treatments traffic may divert to Croydon Street from Crystal Street to Parramatta Road. They suggest reducing speed limits to 30km/h in order to curb speeding and pose a deterrent to rat runners.	Should any diversion to Croydon Street occur post implementation of devices, further investigation can occur to determine any additional treatments. The <i>InnerWest@40</i> study proposes to make the speed limit on local streets a maximum of 40 km/hr. In the longer term it proposes opportunities for 30 km/hr speed limits in areas where there are lots of pedestrians. The study contains next steps for Council to work on with Transport for NSW.
Treatment 4	Respondent who is supportive of proposal has requested tree planting at roundabout and landscaping throughout to beautify the suburb	The road widths of Croydon Street and Railway Street do not allow for tree planting on the central island as the island will need to be mountable to allow larger vehicles space to make turning manoeuvres. Where possible landscaping will be included as part of LATM works
Treatment 4	Residents raised concern regarding parking loss.	All measures will be taken at detailed design stage to limit any loss of on street parking, however some form of parking loss is inevitable.
Treatment 4	Respondent who is undecided about their support for Council's proposal, advises that roundabouts aren't easy to navigate as a cyclist	Cyclists needs will be considered in detailed design



We asked	You said	Council response
Treatment 5 West Street – Install mobility parking space near the existing pedestrian crossing along the frontage of Petersham Park	Respondents have expressed concerns about whether the mobility parking space will be utilised for its purpose and whether it is needed	Council's access and inclusion team have requested a mobility parking space at this location hence there is a known need for an accessible parking space. The parking space can be used by park users, pool users or by local residents with a mobility permit. Council's Enforcement team will be notified post installation of signs.
Treatment 5	Respondent who supports the proposal has commented that there is inadequate parking for Petersham Park patrons and residents during the months Petersham Pool is open. Suggests that 45 Degree Angle Parking could be introduced in Station St.	Station Street is not wide enough to allow for 45 degree angle parking.
Treatment 5	Respondent who supports the proposal comments that more mobility parking spaces are required	Should a further need arise for additional spaces this can be assessed at a later date.

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Treatment 5	Respondent who is undecided comments that more should be done to beautify and add greenery to suburb.	Where possible additional landscaping will be provided as part of the treatments. This is not possible with regard to the accessible parking space.
Treatment 5	Respondent who is not supportive of the proposal comments that the space is too far from the pool to be of value to people with a disability.	The parking space in West Street will allow access for those with mobility parking space to access the park.

We asked	You said	Council response
Treatment 6 Wentworth Street install a mobility parking space to improve access to the park.	Respondent who was undecided about the proposed West Street mobility parking space, has offered their support for the placement of mobility parking in Wentworth Street, as a better alternative to West Street.	Mobility parking spaces proposed in both locations as requested by access and inclusion team who are aware of community needs.
Treatment 6	Respondent supports the mobility parking space on Wentworth Street but has expressed concerns about sufficient patrol by Rangers of the area.	Noted. Council's Enforcement Team will be notified when signs have been installed.

Attachment 3

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Treatment 6	Respondent who supports the proposal is requesting 'No Stopping/No Parking' signs at the end of the Street	Noted and agreed. There is an existing 'No Stopping' sign on the park side but there is not one on the residential property side to close the 'No Stopping' area. A 'No Stopping' sign has been added to the recommendation. This will not impact parking capacity but will remove any ambiguity regarding parking at the dead-end area. Furthermore, a new 'No Through Road' sign is proposed.
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We asked	You said	Council response
Treatment 7 Brighton Street between Wentworth Street and The Avenue - Upgrade the existing raised threshold to a raised zebra crossing.	Respondents who support the proposal are concerned that facilitation of the crossing in the exact position of the speed hump may result in a negative impact to the existing gum tree at this location	The detail design will assess the exact position of the raise pedestrian crossing and associated kerb extensions whilst maintaining adequate tree protection
Treatment 7	Respondent who supports the proposal comments that the safety of pedestrians is more important than loss of parking spaces.	At detailed design stage, Council will aim to strike a balance between managing pedestrian safety and minimising the loss of on street parking.
Treatment 7	Respondents who support the proposal believe that the raised	Noted.

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	zebra crossing is essential for safety the area, particularly because it is located near Daycare Centre, local Park and public swimming pool. They believe the crossing will make it more accessible for pedestrians and parents with prams.	
Treatment 7	Respondent who supports the proposal would like to see the zebra crossing raised high enough to deter drivers from speeding over them. In the past, they have witnessed drivers speeding over the non raised zebra crossing in Brighton Street.	The raised threshold will provide adequate vertical deflection to reduce vehicles speeds.
Treatment 7	Respondent who supports the proposal is also asking Council to consider upgrading the zebra crossing near, The Avenue to a raised zebra crossing. They believe it would be beneficial to pedestrians exiting the park and Daycare Centre.	There is no proposal to upgrade the raised threshold to a pedestrian crossing given the close proximity of the proposed raised pedestrian crossing in Brighton Street, along the frontage of Petersham Park.
Treatment 7	Respondent who supports the proposal is questioning the location. They have suggested to reposition the crossing to east of the gate	The location has been chosen to minimise disruption taking into consideration, existing driveway access
Treatment 7	Respondent who supports proposal	Noted

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	comments that the more pedestrian crossings the better with another saying the proposal is well overdue	
Treatment 7	Respondent who supports the proposal comments that Brighton Street is often used as a rat run, making it a very busy Street. They believe that the crossing will greatly improve safety.	Noted. Brighton Street carries more traffic than other streets in the study area as it provides direct access between Palace Street and West Street. Additional traffic calming and pedestrian measures are proposed in Brighton Street to improve amenity.
Treatment 7	Respondent who is supportive of proposal says that they are anxious by the speed of cars and low visibility on Brighton Street. They have suggested an additional speed hump or similar, to curb the issue	The additional traffic calming measures and pedestrian safety measures are considered appropriate to adequately reduce speeds. Further traffic calming could be considered, should further speed reduction be required.
Treatment 7	Respondent who is unsure about their support, agrees that the crossing is useful but does not believe it is substantial to reduce traffic volumes	The crossing in itself will not reduce traffic volumes, but the series of traffic measures will reduce the attractiveness of the route for non-local traffic.
Treatment 7	Several residents disagree with the proposal and the loss of parking. They believe that losing 5 spaces of parking will have a negative effect on the area, also taking into consideration that it is near a childcare centre.	At detailed design stage Council will aim to strike a balance between managing pedestrian safety and minimising the loss of on street parking. Some loss of parking is unavoidable.

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We asked	You said	Council response
Treatment 8 Brighton Street between Crystal Lane West and Crystal Street - Install a speed hump to reduce traffic speed.	Supports the proposal and has suggested installing speed humps at entrance of Brighton Street, from West Street due to speeding and traffic. Respondent has the opinion that Trafalgar Street is being under utilised	There is a proposed raised pedestrian crossing in front of Petersham Park, which will reduce speeds. Regarding the intersection of West Street/Brighton Street, a threshold pavement treatment and pedestrian island has already been provided. It is not possible to upgrade this to a continuous footpath treatment due to Brighton Street traffic volumes. An additional recommendation has been included to widen the pedestrian refuge island in Brighton Street at West Street. Trafalgar Street to be assessed as part of future LATM study
Treatment 8	A number of requests for additional speed humps near Brighton Lane, between Railway and Palace Streets and outside Brighton Reserve	Not supported due to close proximity of other proposed traffic calming devices.
Treatment 8	Respondent who agrees with proposal has asked for cyclist friendly speed humps	Speed humps will extend full length of road carriageway. Whilst cyclists will need to traverse the speed humps they will be designed to minimise discomfort for cyclists
Treatment 8	Respondent who agrees with proposal prefers that Brighton Street be closed to through traffic but, they are still satisfied with current proposal	Whilst noting that Brighton Street carries through traffic and local traffic, any proposal to close/partially close the road is not supported as it will have a detrimental impact on local traffic access and reroute traffic into other streets.
Treatment 8	They have commented about drivers using both ends of Brighton Street to get to Parramatta Road, making Brighton Street	The number of additional traffic calming devices proposed are considered adequate to reduce speeds



	frightening and busy. They have asked Council to consider adding a further 2x speed humps between Palace and Railway Streets.	
Treatment 8	Respondent who disagrees, believes that the speed hump should be 'further away' from Crystal Street as traffic banks up onto Douglas Street, causing disruption	The speed hump will provide an entry treatment and alert drivers that they are entering a road where there is a lower speed limit.
Treatment 8	Respondent who disagrees believes that the treatment proposed will cause issues and will not improve the pedestrian experience.	Proposal will reduce speeds thereby improving pedestrian amenity
Treatment 8	Several respondents who disagree, suggest it is unnecessary as traffic is calmed by the traffic signals.	Whilst noting the traffic signals slow traffic, vehicles making a left turn from Crystal Street into Brighton Street, undertake this turn under green signal conditions. Vehicles therefore do not have to stop prior to making the left turn, thereby allowing higher speed movements, hence the need to slow traffic entering Brighton Street

We asked	You said	Council response
Treatment 9 Brighton Street and Railway Street intersection -Install raised zebra crossings on the eastern approach on	Support the treatment however, concerned with the loss of parking, considering the proximity to train station and demand for parking during weekends for White Cockatoo Hotel	At detailed design stage Council will aim to strike a balance between managing pedestrian safety and minimising the loss of on street parking. Whilst some loss of parking is inevitable, minimising loss of parking will be an important design consideration.

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<p>Brighton Street and the southern approach on Railway Street to the roundabout controlled intersection.</p>		
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Treatment 9	Respondents who support the proposal are pleased with the treatment and believe that it will calm traffic and improve pedestrian safety whilst walking to the station, access to the park and walking with a pram.	Noted
Treatment 9	Respondent who agrees to proposal has requested Council review the pedestrian refuge areas on the non upgraded legs.	A review can be undertaken at detailed design stage to determine whether any further improvements can be made to the splitter islands
Treatment 9	Respondent who is unsure about their support, comment that raised crossings are useful but believes that more effective measures are required to reduce traffic volumes	Noted. Whilst the additional traffic calming devices may have a slight reduction in traffic volumes due to additional travel times associated with new devices, they are not expected to have a significant impact on traffic volumes. Any measures that would significantly reduce traffic flow will also detrimentally impact access for local residents
Treatment 9	Respondent disagrees with proposed treatment near pedestrian crossing as they believe it creates traffic disruptions within the roundabout, blocking traffic through the intersection.	If the pedestrian crossings were relocated away from the roundabout, they would no longer be on the pedestrian desire line (train station – shops-school) and would not be utilised well.

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	They suggest moving it away from roundabout	Additional traffic disruptions will reduce speeds and reduce the desirability of the route for non-local traffic.
Treatment 9	Respondents who disagree with the proposal believe that Railway Street is already pedestrian friendly with good traffic flow and limited parking. Respondents are requesting that Council preserve the already limited parking on Railway Street and install treatment on busier Brighton Street	Whilst noting that loss of parking will be required to install the pedestrian crossing, the pedestrian crossing is supported as it will improve pedestrian amenity and support active transport.
Treatment 9	Respondents who generally disagree with the proposal are concerned about the loss of parking. They view the raised zebra crossing as excessive and cannot justify losing 6 much needed parking spaces.	Pedestrian crossings are essential to providing safe walking connections. All measures will be made to reduce any loss of parking at detailed design stage.
Treatment 9	Respondent who does not support the proposal believes that the treatment should be placed at Palace and Brighton to accommodate the students walking to the station	Treatments are already proposed at the Palace Street/Brighton Street intersection.

We asked	You said	Council response
Treatment 10 Brighton Street and Palace	Respondent overall supports the LATM however does not	A pedestrian crossing on Brighton Street north of Palace Street is not



<p>Street Intersection - Install raised zebra crossings on three legs of this intersection.</p>	<p>support the installation of pedestrian crossings on all three legs of the intersection due to the loss of parking. The respondent does not support the raised pedestrian crossing in Palace Street for both lack of value and loss of parking reasons. They do however, support the installation of pedestrian crossings on Brighton Street at this location and suggested that the pedestrian crossing should be relocated to Palace Street, north of Brighton Street as more pedestrians cross at this location.</p> <p>School children fail to cross the road safely and utilise the road for pedestrian activity on their way to the train station.</p> <p>The respondent does not support angle parking (rear to kerb) on Palace Street near the intersection of Brighton Street due to car exhaust fumes.</p> <p>No Stopping zones at this intersection are used by delivery vehicles servicing the cafes. It was raised that</p>	<p>appropriate due to the road geometry (steep slope).</p> <p>Whilst noting that the traffic volumes in the southern section of Palace Street are quite low, as detailed in Council's adopted Pedestrian Crossing Warrant Policy, a pedestrian (zebra) crossing may also be considered at locations where there is a deviation from meeting the warrant, such as where the pedestrian crossing would serve as an essential link to an overall network of pedestrian facilities, or for a vulnerable group such as children, the elderly or mobility impaired, which is the case in this instance given the location of Fort Street High School.</p>
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	café patrons leave their cars idling in Palace Street while ordering and picking up coffee.	
Treatment 10	Respondents who supports the proposal believes that safety and public amenity is more important than parking spaces and are concerned with safety of pedestrians in and around the cafes.	Noted.
Treatment 10	Respondent who supports the proposal comments that a raised crossing should also be included in the northern leg as this is the route that students use. Another suggestion was to have Council review and upgrade the pedestrian refuge as it is unsafe	LATM includes a raised pedestrian crossing in Palace Street north of Andreas Street for children to cross. During detailed design, the splitter island on the northern approach will be reviewed to determine whether it can be further widened.
Treatment 10	Respondent who is unsure about their support has commented that the high pedestrian traffic in the area would benefit more from a reduction in traffic volumes	It is anticipated that the additional traffic measures will make Brighton Street less desirable as a through route.
Treatment 10	Respondent who disagrees with proposal believes that roundabouts cause serious traffic disruptions, often	The crossings are required near the roundabout otherwise they are not on the pedestrian desire line. They will be offset from the roundabout to reduce impact on circulating traffic.

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	blocking intersections. They suggest moving the crossing away from roundabout.	
Treatment 10	Respondent who disagrees with treatment at Palace Street due to her experience with infrequent vehicle activity on Palace Street. Respondent however, does agree with proposals to the other 2x intersections.	Noted. Both traffic flows and pedestrian flows are significantly lower on Palace Street than Brighton Street, however it is considered to serve an essential link to an overall network of pedestrian facilities for children attending school and elderly or mobility impaired attending the local shops, parks, and train station.
Treatment 10	Respondent who disagrees to treatments believes 3x treatments is excessive and will not fix the issue. They believe that the signs will be ignored by school children	Pedestrians will have priority over vehicles under the proposed Pedestrian Crossing arrangements.
Treatment 10	Respondent does not support the installation of pedestrian crossings on all three legs of the intersection due to the loss of parking that will result. School children fail to cross the road safely and utilise the road for pedestrian activity on their way to the train station. Illegal parking by delivery drivers servicing the cafes at this intersection.	Loss of parking has been raised by a number of residents and all pedestrian crossings require removal of on street parking spaces. All measures will be made at detailed design stage to reduce loss of parking.

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Treatment 10	<p>The respondent who disagrees with the proposal has commented that the current arrangement of mid-road pedestrian refuges on Brighton Street is superior to the proposed pedestrian crossings from a safety aspect a) Brighton Street is narrow at this point and the refuges are easily reached from the footpath and provide good safety for pedestrians. b) Cars are slowed by the presence of the refuges, the narrow road width and the roundabout at this point. c) in the am peak and weekends both cafes at this corner have people waiting outside for takeaway coffee and food delivery and sometimes for tables. d) It will be very difficult for car drivers to determine which pedestrians may be about to cross the street with right of way and which are just milling around. Mistakes of judgment will inevitably be made, leading to a high likelihood of pedestrian to vehicle accidents and</p>	<p>The additional traffic calming measures in Brighton Street will reduce the speed of approaching vehicles. Additionally, as part of the innerwest@40 study the speed limit in Brighton Street is to be reduced to 40 km/h.</p>
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	vehicle rear end accidents e) Under the current arrangements, with pedestrians required to give way to cars and for pedestrians to thus be responsible for their own safety, there is a much greater probability that pedestrians will pay greater attention before crossing.	
Treatment 10	Respondent who disagrees to proposal comments that there is already a lack of existing car spaces and suggests that the proposed crossing on Crystal Street end does not need to be raised, in order to retain car spaces	It is important that the pedestrian crossings are raised to provide safer crossing points. Nonetheless, the raising of the crossing has no impact on parking loss.
Treatment 10	Respondent who disagrees is concerned about the loss of parking. They advise that they will not offer support unless Council make up for the loss in car spaces by installing 2hr parking on Palace Street.	The consideration of resident parking schemes lies outside of the scope of this study.
Treatment 10	Respondent who disagrees is not in support of the crossing on Palace Street leg. They believe that the car volume is infrequent and	Whilst noting that the traffic volume is low, this treatment will provide priority for pedestrians and complies with Council's Pedestrian Crossing Warrant Policy given that this location is as an essential link to an overall network of

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	it would be a negative and unjustified impact on residents, to remove car spaces for a crossing.	pedestrian facilities, or for a vulnerable group such as children, the elderly or mobility impaired.
Treatment 10	Respondent who disagrees has sent an email proposing that the treatment be relocated to the area north of the roundabout in Palace Street. They suggest that the level of traffic in Lower Palace Street does not require this while the level of traffic in Middle Palace Street does require treatment. If Council does not consider their proposal, they have requested a speed hump be placed in the lower end of Middle Palace Street to reduce speeds of traffic.	The steepness of Palace Street, north of Brighton Street does not provide an opportunity to install a pedestrian crossing at this location. An additional speed hump is now proposed in the northern section of Palace Street.

We asked	You said	Council response
Treatment 11 Palace Street and Terminus Street - Install a raised pedestrian crossing in Terminus Street at Palace Street	Respondent who is supportive of the proposal agrees to the treatment particularly due to number of school children crossing the street. Respondent comments that it is hard to see oncoming traffic from the intersection.	Noted

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Treatment 11	Respondents who supports the proposal believes it to be essential for the safety of pedestrians and will improve access to the park	Noted
Treatment 11	Several respondents who do not support the proposal believe it is excessive and not required for the level of traffic at the Terminus Street end.	It is noted that this location has low traffic volumes however given it lies on a pedestrian desire line to the school and is adjacent to the train station it is recommended for a raised pedestrian crossing.
Treatment 11	Respondent who disagrees with proposal is of the opinion that there is only a minor amount of traffic at Terminus Street intersection. They comment that a more suitable treatment would be the installation of a reduced impact pedestrian crossing, in order to retain parking spaces.	Noted. Traffic flows are low at this location however pedestrian flows are high. This location is considered to serve an essential link to an overall network of pedestrian facilities for children attending school and elderly or mobility impaired attending the local shops, parks and train station.
Treatment 11	Respondent who agrees with the treatment at Terminus Street queries why a similar treatment is not in considered at Palace into Searl Street. Respondent comments that there is no option to cross safely with a pram or wheelchair due to lack of kerb ramp. They regularly witness	The LATM includes a raised pedestrian crossing to cross Palace Street immediately south of Brighton Street which provide safe pedestrian access to cross Palace Street between Terminus Street and Brighton Street.

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	pedestrians, in particularly Fort Street High School Students, cross diagonally along Palace Street	
Treatment 11	Respondent who disagrees to treatment comments that there are too many crossings proposed on Brighton Street	These crossings will improve amenities for all local pedestrians and reduce traffic speeds

We asked	You said	Council response
Treatment 12 West Street between Parramatta Road and Station Street. Replace the existing four spaces 'No Parking 4pm-6pm Mon-Fri' with 'No Parking 7am-9:30am, 4pm-6pm Mon-Fri	Respondent who supports proposal, comments that the full extent of West Street southbound should be a peak hour clearway with all on street kerbing and impediments removed to improve through flow; roundabout installed at the West Street and Brighton Street junction to allow residents to exit Petersham North precinct more safely	Roundabout not supported at Brighton Street/West Street as it is too close to traffic existing signals at West Street/Railway Terrace, resulting in queueing into proposed roundabout. Proposal to remove all parking on the eastern side of West Street not supported due to its significant impact on parking supply. It would also create unsafe pedestrian conditions at the zebra crossings in West Street.
Treatment 12	Respondent who supports the proposal would like Council to assess issues relating to reducing traffic in the West Street and Railway Terrace Streets, as these are part of the larger rat	West Street is a regional road which is meant to carry significant traffic including trucks. Regional Roads perform an intermediate function between the main arterial network of State roads and Council controlled local roads, which in this instance is Parramatta Road and Railway Terrace.

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	run, that these streets support	
Treatment 12	Respondents who support the treatment, believe that there should be a 'No Parking' zone here at all times.	Removing parking full time not supported due to impact on local shops and residents. Should further parking changes be required they will be assessed at a later date.
Treatment 12	Respondents who support the proposal request that the no parking conditions include Saturdays	Removing parking on Saturday not supported due to impact on local shops and residents. Should further parking changes be required they will be assessed at a later date
Treatment 12	Respondent who supports the proposal, comments that the change is essential for safety and traffic flow	Noted
Treatment 12	Respondent who disagrees to treatment, comments that the area is already heavily trafficked. They advise that it is very difficult to find parking and question why parking would further be reduced in an area with high traffic and buses.	The proposed changes will not impact local residents' ability to park overnight subject to them leaving by 7am.
Treatment 12	Respondent who disagrees to treatment comments southbound vehicles turn right from Flood Street into Parramatta Road. They observe that only one lane of traffic is available to cross into West Street and suggest the change	There are two southbound travel lanes in Flood Street o approach to the traffic signals, one being a shared left/through and the other a shared right/through, therefore at times there are two adjacent vehicles on the departure side of the traffic signals (i.e. West Street) hence the need for the proposal.

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	will not have a material impact on traffic flows and instead reduce the amenity of the area for people to visit local park, coffee shop and so on	
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We asked	You said	Council response
Treatment 13 Station Street widen the gap between kerb and road closure island.	Respondent who supports the proposal, comments that any changes implemented to make the area more bicycle friendly, is much appreciated	Noted.
Treatment 13	Respondents who support the proposal are requesting that the gap be wide enough for cyclists to navigate with confidence	Gap will be wide enough for cyclists but not wide enough for a car to traverse.
Treatment 13	Respondents largely support the widening, and they are eager for the immediate implementation commenting, that it will become a favoured cycle route among cyclists. They feel that the current set up isn't beneficial for cyclists and that it will be easier than riding along busy West Street.	Noted.

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Treatment 13	A number of respondents do not support the proposed gap widening to permit bicycle traffic and is concerned that it will create a rat run for food delivery scooters increasing the traffic on Station Street and also motorbikes. They suggest leaving the existing gap width so that cyclists must dismount and walk their bikes through the opening.	The existing conditions are not conducive to supportive active transport hence the proposal to widen the gap. Scooters and motorbikes will be banned from using the path by installing bike only signs. Note that this will not restrict e-bikes.
	Respondent who does not support the proposal comments that there should be no further encouragement of cyclists in the area. With the dedicated cycleway along the West Street end of the park, the only cyclists trying to get through this gap in Station Street are the Food Delivery drivers on motorised cycles. Respondent has requested Council investigate the installation of 'No Through Road' sign at this end of Station Street. Respondent claims that vehicles still access this	'No Through Road' signs to be installed in Station Street

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	part of the street. Sign would be appropriate and overdue.	
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We asked	You said	Council response
Treatment 14 Fisher Reserve and Carrington Lane install a 10km/h Shared Zone along the full length of Fishers Reserve and Carrington Lane, including formalisation of footway parking	Respondent who supports the proposal is requesting more shared zones	Where appropriate Council will include Shared Zones in LATM recommendations. There are no further streets in the LATM area that require Shared Zone.
Treatment 14	Respondent who supports the proposal, comments that the change will assist with blind corners and narrow sidewalks, making it safer for pedestrians	Noted
Treatment 14	Respondents who agree to proposal comment that a shared zone in this street is a safe and sensible idea	Noted
Treatment 14	Respondent who disagrees with the proposal, comments that it is an expensive option for an area that receives little vehicular access	Given the road geometry and parking behaviour with residents parking partially on the footpath and partially on the road, a Shared Zone is considered appropriate
Treatment 14	Respondent who disagrees with the proposal believes there is	A trial for a Shared Zone is not supported due to the requirements to install a Shared Zone in the first place.



	no benefit to losing more parking spaces and further signposting in such a small street. They have asked for a trial period to test the change	Adjustments to parking/signposting can take place post implementation.
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We asked	You said	Council response
Treatment 15 Lotos Street and Station Street - Install kerb blisters for a length of 5 metres on both sides of Lotos Street and Station Street	The proposal is generally supported by the residents however, a respondent has concerns about reducing parking spaces. They have suggested the introduction of 45 degree angled parking on Station Street (adjacent to park) to increase overall parking for residents and parkgoers.	The road width in Station Street cannot accommodate 45-degree angle parking.
Treatment 15	Respondent who agrees to proposal has suggested the same treatment at intersection of The Avenue and Little Brighton Street. They comment about the speed of cars along The Avenue and poor visibility when entering the Street.	This intersection has a driveway adjacent to the intersection hence it is not possible to install a kerb blister on The Avenue, immediately south of Little Brighton Street, however further consultation should be undertaken for installing a kerb extension immediately north of Little Brighton Street
Treatment 15	Respondent who is unsure of support has commented about the possible loss of parking near the pool and park and the impact it may	The proposal does not result in loss of parking as 10 metres of 'No Stopping' is a statutory requirement.



	have to parked cars in other Streets.	
Treatment 15	Respondent who disagrees to the proposal, does not see the requirement for a dead-end Street.	The proposal is required on safety grounds regardless of low traffic volumes in Lotos Avenue; Sight lines are compromised under existing parking behaviour.
Treatment 15	Respondent who disagrees to the proposal, questions why blisters are not installed at every corner to avoid illegal parking within 6m from corner	Vehicles park in Station Street immediately adjacent to Lotos Street, and this results in significantly impacted sight lines. It is a particular issue at this location given the road geometry as the intersection is not at right angles further impacting sight lines.

We asked	You said	Council response
Treatment 16 The Avenue and Brighton Street - install a continuous footpath treatment to cross The Avenue at Brighton Street	Respondent has supported the proposal however they are concerned with possible drainage issues toward the bottom end of Street, during periods of rain	Drainage will be considered at detailed design stage
Treatment 16	Respondent who supports the proposal has asked that the treatment include road markings and signage for drivers to give way to pedestrians.	Noted. TfNSW require Stop, give way or a pedestrian warning signage be provided on the side street if vehicles are exiting the side street over the continuous footpath treatment.



Treatment 16	Respondent who supports proposal believe access to the park from train station will become easier for parents walking with prams.	Noted
Treatment 16	Respondent who disagrees to proposal is unsure of the purpose of the treatment. They are concerned about parking and observe low traffic volumes in comparison to the traffic on West Street at bridge.	Continuous footpath treatments are appropriate where vehicle traffic volumes are relatively low, therefore potential conflicts are also relatively low and regulatory pedestrian prioritisation treatments may not be warranted. In such locations, pedestrian priority may be provided by continuous footpath treatments. The continuous footpath treatments are a continuation of the footpath parallel with the main street, at grade, without colour or texture change, across side street intersections. The Avenue at Brighton Street meets these requirements. There will be no loss of parking.
Treatment 15	Respondent who disagrees to the proposal considers the treatment confusing. They have suggested a designated crossing instead. They believe it will create the same issues as speed humps, in that both pedestrians and motorists not knowing who has right of way.	The number of pedestrians and vehicles does not warrant the need for a pedestrian crossing. The treatment indicates pedestrian priority through the surface treatment.



Is there anything else we need to know about this proposal?	You said	Council response
Anything else?	<p>Proposes a pedestrian crossing on Terminus Street opposite the station for people heading up Railway Street.</p> <p>Bicycle access from the footpath on Crystal Street into Terminus Street is often blocked by cars parked where the path meets the road. Request that changes be applied here for cyclists to turn into Terminus Street without having to dismount and navigate around a blocked thoroughfare.</p>	<p>Pedestrian access was considered as part of station upgrade works and a pedestrian crossing was not proposed. Regarding cycling access from Crystal Street into Terminus Street being blocked by vehicles, this area is already signposted as 'No Parking' but an additional recommendation is proposed to physically restrict vehicles from parking here whilst maintaining cycling access. This has been added to the final recommendations.</p>
Anything else?	<p>Respondent states there have been no measures proposed to reduce traffic volumes on Brighton Street.</p> <p>Trafalgar Street should be considered as alternative route for cars bypassing</p>	<p>The proposed LATM treatments along Brighton Street are measures to reduce speeds and volume. Whilst noting these measures are not expected to significantly reduce traffic volumes, they are a deterrent to non-local traffic. Furthermore, Brighton Street is proposed to have a</p>

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	<p>Parramatta Road to reach Crystal Street as it is a lot less residential. Requests a speed hump not far from the entrance of Brighton Street from West Street to reduce cars speeding. Requests speed limits on Brighton Street be 40km/hr maximum. Alternatively requests closing access to Brighton Street from West Street and keep it one way only.</p>	<p>reduced speed limit of 40 km/h as per the endorsed innwerwest@40 study subject to TfNSW approval, further reinforcing a lower speed environment to improve pedestrian amenity.</p> <p>Additional harsher measures are not supported such as half road closures or additional banned movements as it would redistribute traffic to other local roads in the study area (not just Trafalgar Street) and negatively impact local access to the area.</p>
Anything else?	<p>Suggestion regarding the proposed pedestrian crossing on the southern leg of the intersection of Palace and Brighton Streets, as unnecessary based on the data. There is no pedestrian crossing proposed on the north side of the intersection, despite their being comparable pedestrians. Suggests that the negative impact to residents and visitors from further reduced parking in the area would far outweigh any perceived benefits.</p>	<p>The data indicates similar pedestrian movements on both the southern and northern leg however a pedestrian crossing is also proposed along the frontage of the school in Palace Street to cross Place Street north of Brighton Street.</p> <p>Whilst acknowledging the parking loss has a detrimental impact on parking supply in the area the pedestrian crossing will serve as an essential link to an overall network of pedestrian facilities.</p>
Anything else?	<p>Concerns around reduction of car parking for residents with/without parking permits for many</p>	<p>Any installation of a pedestrian crossing results in loss of on street parking. Council will aim to limit loss</p>

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	of the proposed changes. Limited spaces already. Are there options without reducing parking?	of parking when finalising detailed design.
Anything else?	<p>The traffic counts did not capture Fort Street between Crystal Street and Railway Street and Railway Street between Fort Street and Parramatta Road. Advises that anecdotally, the rat run traffic has increased substantially and the measures on Croydon Street and Brighton Street may further increase this. Whilst noting that Route 445 needs to be maintained suggests measures to disincentivise the left turn from Crystal Street northbound into Fort Street should be developed</p>	<p>Traffic data was collected in Fort Street between Railway Street and Petersham Street and showed that 85%ile speeds were within the posted speed limit but higher than the proposed 40 km/speed limit. The speed limit reduction will reduce speeds and should speeds remain high, further traffic calming measures could be considered.</p> <p>The proposed roundabout at Railway Street/Croydon Street will reduce speeds in Railway Street as will the reduction in posted speed limit.</p> <p>Banning the no left turn from Crystal Street into Fort Street is not supported as it will redistribute traffic to Brighton Street, Croydon Street and Elswick Street.</p>
Anything else?	<p>Does not think that enough is being done to discourage people from using Brighton Street as a rat run through to West Street and requests speed humps between Railway Street and Palace Street)</p> <p>Suggests additional measures in the northeast corner of the Precinct to discourage</p>	<p>Additional harsher measures are not supported such as half road closures or additional banned movements, as it would redistribute traffic to other local roads in the study area and negatively impact local access to the area.</p> <p>Should residents request additional traffic calming in this area Council could consider.</p> <p>Banning movements from Crystal Street into Croydon Street and Fort</p>

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	<p>rat running from Crystal Street (to avoid the Crystal/Parramatta intersection) using Brighton/Railway to Parramatta Road or Croydon-Fort/Railway to Parramatta Road.</p>	<p>Street however is not supported as it will redistribute traffic into other east-west routes</p>
Anything else?	<p>The proposal could be improved by reducing the speed limit in the precinct to 40kmh on all streets given the numbers of parks, schools, pedestrians and public transport access points and the relatively small area.</p> <p>Crystal Street should be a clearway with no kerb blistering between Parramatta Road and Old Canterbury Road and clearway should include weekends, when traffic is just as high as weekday.</p>	<p>Innerwest@40 study recommends reduction to 40 km/h speed limit in all local roads in the Petersham North LATM area.</p> <p>Installing clearway restrictions on weekends has a negative impact on local amenity and lead to increase in speeds</p>
Anything else?	<p>Concerns about poor visibility for cars exiting from Brighton Lane is significant. In the absence of any measures that could improve visibility, measures that will slow traffic travelling west down the hill on Brighton Street, will improve safety.</p>	<p>A speed hump is proposed in Brighton Street, west of Crystal Street to reduce speeds.</p> <p>Furthermore, the innerwest@40 has recommended a reduced speed limit to 40 km/h in the LGA.</p>

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Anything else?	Proposes fixed plastic traffic bollards in West Street south of crossing near Thomas Street to prevent northbound vehicles crossing the centreline at the pedestrian crossing.	The plastic bollards are not supported due to the high traffic volumes and truck movements. The bollards will be getting hit and damaged, leading to a maintenance issue.
Anything else?	Requests additional speed hump outside Brighton St Reserve/Park Requests Brighton St speed limit be reduced to as low as 30km/h.	The proposed raised pedestrian crossings at Palace Street and Railway Street roundabouts are considered adequate to reduce speeds in this section of Brighton Street. Brighton Street is to be lowered to 40 km/h as per innerwest@40.
Anything else?	Supports proposal but has requested additional speed humps along Croydon and Fort Streets to further deter motorists from entering the precinct. Finally, as there are a lot of children in the area, I think that all minor laneways should have STOP signs where they enter the through roads	Residents in these streets have not requested additional traffic calming hence this is not supported. Installing stop signs should be considered on merit as opposed to installing them everywhere as they would lose their relevance. If there is a particular location where there is an issue Council could consider installing a Stop sign
Anything else?	Requests double centreline markings in Palace Street between Parramatta Road and Brighton Street to prevent u-turns and double parking associated with the school.	School Zones are under the care and control of TfNSW. Your request has been forwarded to them for their consideration. An additional recommendation has been included to mark double centrelines in Palace Street between



	<p>Requests extension of the existing 40 km/h School Zone in Palace Street from near Andreas Street to midblock between Andreas Street and Brighton Street to further protect students. Additionally, respondent requests repeater signs in Palace Street between Queen Street and Fort Street facing southbound traffic, as no warning of 40 km/h zone when turning left from Parramatta Road.</p> <p>It is imperative for safety reasons that effective speed mitigation measures are in place in Palace Street north of Brighton Street. Respondent has also questioned the traffic data collected</p>	<p>Andreas Street and Fort Street along the frontage of the school.</p> <p>An additional speed hump is proposed in Palace Street south of Queen Street.</p>
Anything else?	Need to replace all unlimited time parking with limited time parking to reduce outside cars using the streets for the Train Station.	Outside of scope of study
Anything else?	Resident from Station Street has raised concern regarding lack of parking and suggesting that residents with off street parking are not using their off street spaces	Assessment of Resident Parking schemes lies outside of the scope of the study. Furthermore, Council requires requests from at least 10 households or 50% of the households in the street block affected, whichever is less which has not been



	which is exacerbating the problem. Requests Resident Parking Scheme (RPS) in particular during summer months side due to parking demand associated with Fanny Durack Aquatic Centre and Petersham Bowling Club.	met hence no further investigation has been triggered.
Anything else?	Resident is looking forward to these recommendations being approved and installed in North Petersham to improve speed, pedestrian experience and the overall amenity of the area.	Noted
Anything else?	Please consider installing a continuous footpath treatment to cross Station Street at Brighton Street - this is also a busy crossing. Please also review the speed limit on West Street (60km/h) which is too fast for a local street, this should be no more than 50km/h.	Innerwest@40 study endorsed by Council supports 40 km/h on local roads and 50km/h on West Street. Council has requested TfNSW approve and fund these speed limit changes.
Anything else?	My concern about poor visibility for cars exiting from Brighton Lane is significant. In the absence of any measures that could actually improve visibility, measures that will slow traffic travelling west	An existing No Parking zone is provided in Brighton Street either side of Brighton Lane. A speed hump is proposed between Crystal Lane West and Crystal Street. Furthermore, a reduction in speed limit to 40 km/h is proposed in Brighton Street as part of innerwest@40 study.



	down the hill on Brighton Street will improve safety.	
	<p>Concerned with speeding and rat running in Palace Street and requests 40 km/h speed limit at all times.</p> <p>They are also concerned that inattentive school children are still at risk if the plan is implemented as proposed.</p>	<p>A reduction in speed limit to 40 km/h is proposed in Palace Street at all times, as part of innerwest@40 study. Furthermore, an additional speed hump is proposed in Palace Street south of Queen Street and double centreline markings in Palace Street along school frontage.</p>
	<p>Respondent has lived in Railway Street for more than 20 years and they have noticed a significant increase in the traffic from Fort Street turning right into Railway Street and then left onto Parramatta Road, adding that there can be 10 vehicles waiting to turn left onto Parramatta Road. Concerned that study does not focus on this area.</p> <p>Would you consider making Fort Street a "No Entry" between Crystal Street and Railway Street? This will not affect bus route 445.</p>	<p>Request for 'No Entry' to Fort Street from Crystal Street not supported as it will redirect traffic into Croydon Street, Brighton Street and Elswick Street.</p> <p>Design of speed humps/raised thresholds will be determined at detailed design stage.</p> <p>Traffic volumes in Fort Street and Railway Street are within acceptable traffic volumes.</p>



	Concerned that speed humps will not be aggressive enough to slow traffic.	
	<p>Concerned that there are no clear proposals to reduce the traffic volume and noise.</p> <p>Concern raised that there is no action proposed to rectify the damaged/missing signage, and the installation of new signage to reduce traffic.</p> <p>States that Collector roads are not for through traffic and that majority of traffic is not from precinct The study does address the fact that the majority of traffic does not originate from the precinct.</p> <p>There is no proposal to change the lights at the corner of Crystal and Brighton, a major source of traffic volume.</p>	<p>Councils traffic team has undertaken an audit of signs with the aim of replacing faded/damaged signs.</p> <p>Innerwest@40 study proposes to reduce speed limit to 40 km/h which will further improve road safety and amenity in the area.</p> <p>No further action proposed to modify Crystal Street/Palace Street traffic signals. Traffic signal under care and control of TfNSW.</p> <p>The proposed treatments will reduce the attractiveness for through traffic while balancing the needs of local access and not redistributing traffic into other local roads.</p>
	Crash data is deficient as it included pandemic years with lower traffic volumes and not reflecting current traffic situation. Traffic data collected in February	Whilst noting that the crash data includes pandemic years however, in order to not include those years would require an additional 3 year delay to the study and therefore is not appropriate.

INNER WEST

	<p>2022 which was impacted by COVID as workers were still working from home.</p> <p>OD survey indicates that there are rat runners in Brighton Street and LATM does not address Brighton Street rat run or congestion.</p> <p>Concerned with heavy vehicle use of Brighton Street given its narrow road width.</p>	<p>The LGA wide data indicates similar number of crashes for 2020, 2021 and 2022. The traffic data was collected in February 2022 and is considered adequate as part of the LATM assessment.</p> <p>West Street is a regional road which is meant to carry heavy vehicles.</p> <p>Brighton Street has an existing Heavy Vehicle restriction along its full length which means that no truck with a 3t load limit is allowed to drive past this sign unless the driver's destination lies beyond the sign and it's the only route. The sign does not restrict buses.</p>
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Appendix A

Online survey responses

Responses are verbatim however, identifying details have been redacted.

Online submissions received.	
Treatment 1 Andreas Street – Install a series of three speed humps to reduce speeds and reduce the attractiveness to use this road as a rat run	
1.	Andreas street is a major thoroughfare for non residents utilising Brighton street from crystal street to get to Parramatta road. Anything to reduce the speed on Brighton street east between Palace and Crystal would be appreciated. This would flow into safer Andreas Street as well
2.	Please also add 2 hour parking on residential side only
3.	Reducing both rat running and speed will be very much appreciated
4.	I used to live on Andreas St and my experience was that drivers would use this 'shortcut' to Paramatta Rd and drive unnecessarily fast
5.	While supportive of speed bumps on Andreas street, it appears the location of one speed bump blocks access to the garage at the rear of property at Station Street. Can you please ensure the final locations do not block access? Additionally, at the sharp bend in Andreas Street outside Andreas Street, double white lines should be marked in the middle of the road to stop cars cutting the corner – this is a very dangerous location.
6.	Please consider maximum areas for urban street greening
7.	Hope to reduce through traffic in the area
8.	It would be good if the speed humps are cyclists-friendly

9.	I have observed cars speeding here and there are a lot of pedestrians around including children walking to school.
10.	Essential for safety
11.	This is important to slow the traffic that use this street as a rat run and protect, inter alia the school children and aged in the community
12.	it is a terrible rat run
13.	Speed humps are a very poor and ineffective tool to attempt to reduce traffic speed and volume, and very unpleasant for cyclists.
14.	Closer to Palace Street is a blind curve in the road . When cars are parked here on the school side of the road, which is every evening when locals return from work, this becomes a narrow passage where oncoming traffic can't be seen. It would be better to have the speed hump here, or alternately install a garden on the side of the street so that cars can't park in this spot and a line of sight can be established when cars have returned for the evening
15.	This is completely unnecessary in this street
Online submissions received. Treatment 2 Palace Street, north of Andreas Street - Install a raised pedestrian crossing	
1.	I support this as it should increase pedestrian safety and help reduce Andreas street being used as a major thoroughfare for non residents utilising Brighton street from crystal street to get to Parramatta road. Anything to reduce the speed on Brighton street east between Palace and Crystal Street and the use of the round about on Palace/Brighton

	Street is appreciated. I am concerned that many proposals reduce parking – can council look at increased residential
2.	Raised pedestrian crossings are good, but far more needs to be done to reduce traffic volume and speed than this rather ineffective proposal.
3.	2 hour parking on residential side of Andreas Street
4.	I very much support ensuring there is a raised pedestrian crossing to aid crossing and reduce speed. As this will reduce car parking on Palace St, it would be appreciated if the timed parking zones available in nearby streets is also applied to Palace St. Palace St has become a street where vans, trailers and sometimes boats are left for long periods, thus reducing parking for nearby residents.
5.	Please consider all opportunities to implement for urban greening
6.	It will protect the students around the area and hopefully reduce through traffic
7.	This will need to be combined with telling the students at fort street to actually use the crossing as designed. They are currently incapable of crossing the road or even walking down the street in a sensible manner so I don't see that changing, or believe they will even use these crossings
8.	I think this is a great solution with all of the kids walking to school. It can be tricky to cross with unpredictable speed of cars using this part of Petersham as a shortcut.
9.	Absolutely essential for safety. Take a look at the existing concrete curbs and barriers there – they have be damaged by multiple vehicles. Totally dangerous traffic come down Brighton street at speed and here at palace street at speed – without these changes the likelihood of a car losing control and crashing into Brothers Ben is very very high. Essential to reduce speed limit to 40km/hr.

10.	This will increase the safety of people who use the street
Online submissions received. Treatment 3 Andreas Street at the intersection with Palace Street - Install a raised pedestrian crossing	
1.	As per previous comments on reducing Andreas street as a major thoroughfare for non residents utilising Brighton street from crystal street to get to Parramatta road. Anything to reduce the speed on Brighton street east between Palace and Crystal would be appreciated. This would flow into safer Andreas Street, and Palace street intersection as well
2.	I very much support ensuring there is a raised pedestrian crossing to aid crossing and reduce speed. As this will reduce car parking on Andreas St, it would be appreciated if the timed parking zones available in nearby streets is also introduced as cars and vans are left for long periods in Andreas St. Additionally, it would be appreciated if consideration is made for water flow. During storms, high volumes of water flow down Palace St and into Andreas St.
3.	Urban greening it imperative
4.	Protect the children and reduce the trough traffic

5.	Essential for safety
6.	There is currently a small traffic island on Andreas St here. Once turning into Andreas st, the sign indicating no parking is quite close to the island and often there is little room for vehicles to enter without incident with the parked vehicles, due to the traffic island funneling traffic away from the centre of the road. Whatever changes are made here, it should include better management of the parking signs on Andreas St.
7.	Raised pedestrian crossings are good, but more needs to be done to reduce traffic volume and speeds.
8.	Palace and Brighton St residents do not currently have enough parking space, and they cannot afford to lose any more spaces. The loss of two more parking spaces will adversely effect the residents and the area. It is not necessary to raise a zebra crossing in the area on Palace st.
9.	Palace street zebra crossing only preferable.
Online submissions received. Treatment 4 Croydon Street and Railway Street – Install a roundabout to reduce vehicular speeds.	
1.	A roundabout would be useful, but more effective measures to reduce traffic volume and speeds would be vastly more beneficial to the community.
2.	Tree centre planting and surrounding landscape greening imperative to beautify suburb
3.	Reduce the through traffic
4.	About time!!

5.	Please make sure the new roundabout in Railway Street is a roundabout that forces vehicles to go around something (a central structure), and therefore serves its designed purpose, as opposed to the roundabouts which anyone can drive across/through. As that intersection is not part of a bus route, the flat roundabout is not justified and would be a waste of resources and not serve its purpose.
6.	This is a good improvement to a dangerous intersection.
7.	I live on Croydon Street. As a driver coming from Croydon Street making a left or right onto Railway Street it is extremely difficult to see traffic with cars parked. A traffic circle is a great idea as cars speed on Railway Street. Railway Street is a heavily walked street to get to the train.
8.	This appears to be a dangerous intersection and requires some action.
9.	This is urgent and an excellent idea
10.	This will provide traffic calming as the intersection has poor sight distance for Croydon westbound looking up Railway southbound. Serious negative impact will be to increase rat running on Fort between Crystal and Railway
11.	A round about at each cross roads of this one street is completely over the top and not required
12.	It is not clear if the roundabout installation would reduce parking. If parking is not reduced, then I support the round about otherwise i do not. There is already limited parking for non permit holder residents.

13.	The loss of parking spaces here will have a negative effect on residents. Parking is already difficult in this stretch given the proximity to the station and White Cockatoo
14.	Roundabouts aren't the easiest to navigate as a cyclist or pedestrian, but I do like that it will slow vehicles
Online submissions received. Treatment 5 – West Street – Install mobility parking space near the existing pedestrian crossing along the frontage of Petersham Park	
1.	More urban street greening and beautifying
2.	We need more
3.	There is inadequate parking for Petersham Park patrons and residents during the months Petersham Pool is open. 45 Degree Angle Parking could be introduced in Station St.
4.	If this has been requested or there is already a confirmed need for this then, yes install it, but if this being placed without first checking if it would be used then don't put this in (check if it would be used first)
5.	These spaces will need to be patrolled or they are just signs people will ignore.
6.	This space is too far away from the pool to be of value to people with a disability.
Online submission received. Treatment 6 – Wentworth Street install a mobility parking space to improve access to the park	
1.	Please also ensure sufficient no parking or no stopping signs are also included at the end of the street – as a dead end, this is necessary to allow sufficient space for vehicles to complete a 3 point turn (i.e., to exit the street)

2.	This street makes sense for this parking spot, not West street
3.	Urban greening
4.	Will need monitoring or it will be ignored.
Online submissions received. Treatment 7- Brighton Street between Wentworth Street and The Avenue - Upgrade the existing raised threshold to a raised zebra crossing	
1.	Support raised crossing to improve safety but really question the current location. Opportunity to reposition the crossing to align Anzac gate and footpath in the park should be considered. Most people coming from East / Train station / PBC etc. currently cross Brighton Street at random location between the gate and the Avenue. People approaching from west will use western access point to park. The crossing really needs to be East of the gate to be useful, current location would be a detour.
2.	This is a great idea!!! More pedestrian crossings the better!
3.	Well overdue
4.	Raised pedestrian crossing are useful, but it would be far more beneficial to substantially reduce traffic volumes through the area.
5.	Great idea!
6.	I strongly support this proposal. This is a key entrance point to Petersham Park and Brighton st is often used as a rat run making it a busy street. This will greatly improve the safety of pedestrians,

	especially the many children who use the park and pool and attend the KU preschool.
7.	As a resident at Brighton St, I'm anxious at the speed cars use to come down the hill from West St. Is there a way to consider how we could reduce car speed on the section of Brighton St between West St and Wentworth St? In addition to the cars' high speed, there is also often low visibility because of the setting sun, and a large number of families in the area. We could be hugely grateful for an additional speed bump or similar in this section.
8.	Consider greening urban surroundings
9.	Reduce the through traffic and slow down some of the fast through traffic
10.	This should be on high priority. There are no raised pedestrian crossing on Brighton street at all and a lot of car speeding in this area
11.	Pedestrian safety and reduced risk is much more important than parking spaces
12.	It seems to me that losing 5 car parking spaces for residents in that area is a lot to lose. Why can't this construction minimise the amount of lost kerb space given that parking in the area is already difficult and that area is also right outside a childcare centre.
13.	Please make sure new raised pedestrian crossings are raised high enough to deter speeding. I regularly see cars speed over the existing raised areas in Brighton Street because they are not high enough to deter them doing otherwise. I think your traffic speeding data confirms this.
14.	Please convert the one closer to the Avenue to a raised crossing also. Then people exiting the park and the day care will have easy access to cross.
15.	Yes, especially as a school is right there and the public pool.

16.	As per my earlier comments – essential for safety
17.	Strong support. Accessing the park from south is difficult, especially with a pram. This will help a lot
18.	I support a crossing here but this is clearly FAR too large. A crossing should not require 5 car spaces. You need to reduce the size of this crossing to a standard, normal size
19.	There are a number of street trees in this location. The crossing should be placed where it does not require removal of existing trees.
20.	There is currently not enough parking for residents of Brighton St. Honestly this shouldn't happen. There are more cars than spaces for Brighton St residents and it's common practise for residents to have to park 3 or 4 blocks away from homes.
Online submissions received. Treatment 8 – Brighton Street between Crystal Lane West and Crystal Street – Install a speed hump to reduce traffic speed.	
1.	I strongly support this proposal. I live on Crystal Street and regularly walk in this area via Crystal Lane West. I observe vehicles travelling very fast when entering Brighton St from Crystal St and then travelling far too quickly down the hill. I would also suggest a further speed bump between Burns Lane and Burns Street, to resolve the issue of vehicles speeding up Brighton Street to make it through the lights onto Crystal Street.
2.	The same should be installed imperatively not far from the entrance of Brighton street from West street. Cars are speeding in this area and very unsafe for pedestrians and people getting in and out of their cars. Speeding also increases traffic noise for residents. This should be high priority. Entrance to Brighton st from west street should either be no longer allowed or timed to avoid the rat race and reduce traffic volumes. Trafalgar street is being under-utilised and is less residential.
3.	Slow down traffic and make it safer

4.	Imperative – surrounding urban areas/ streets are greener with landscaping to beautify suburb.
5.	Strongly support.
6.	Anything to reduce the speed on Brighton street east between Palace and Crystal would be appreciated. This would flow into safer Andreas Street as well. Brighton street is used at high speed in both directions to either get from West to Crystal or avoid having to turn onto West street to get to Parramatta Road from Crystal. The speed can be frightening with so many parks, cafes and children. Two speed humps in this stretch as well as one on Brighton between Palace and Railway would be appreciated
7.	Yes!! Lots and lots of hooning down Brighton street, hopefully this slows it down
8.	Can the speed hump be made cyclist-friendly
9.	Definitely needed. So many cars enter Brighton St too fast
10.	About time something was done to reduce speeds in the upper parts of Brighton Street. Why aren't any speed humps being placed in Brighton Street between Railway and Palace Streets??
11.	I am a resident who frequently exits from Brighton Lane into Brighton St. I am still worried that cars will gain speed down the hill between the new speedhump and Brighton Lane. Visibility exiting from Brighton Lane is *very* limited. I would like measures be taken to slow this traffic down further as they approach the intersection with Brighton Lane. Hence i request that the new speedhump be installed further west down the hill, closer to Brighton Lane, rather than at the top of the hill.
12.	Make it a proper bump, please. This stretch is particularly dangerous, especially for children at the daycare centre nearby.

13.	Love this. It will slow vehicles racing up the street to the green light more than those entering from Crystal St. There should be another outside Brighton St Park, between Railway and Palace Sts. With a crossing there
14.	Essential for safety
15.	Traffic has a habit of speeding up as it turns into Brighton Street so this will assist
16.	Id prefer to close Brighton st to through traffic altogether but this is better than nothing
17.	I feel this speed bump should be a bit further away from Crystal Street
18.	No need for this
19.	Speed humps are largely ineffective measures to attempt to reduce traffic speeds, and very unpleasant for cyclists.
20.	This location is on a bit of a slope and there are traffic lights located close by, so I don't think a speed hump is necessary here. Most cars slow down at this intersection.
21.	The speed hump should be further away from Crystal Street. Currently when there are any issues with traffic turning off Crystal Street, cars bank back in Crystal Street, and into the traffic lights with Douglas Street. This causes a lot of disruption and any changes to traffic flow should ensure that this intersection is not impacted.
22.	Unnecessary - traffic already calmed by traffic light at intersection - will not stop builds up of speed to Railway St intersection
23.	This is a TERRIBLE place to put a speed bump. I wonder if the person that proposed this idea has ever driven on this street before. The road is on a slope so a speed bump here will cause issues, or fix any, there is no reason this would ever improve pedestrian experience

Online submissions received. Treatment 9 – Brighton Street and Railway Street intersection – Install raised zebra crossings on the eastern approach on Brighton Street and the southern approach on Railway Street to the roundabout controlled intersection.	
1.	We really hope the proposed zebra crossings will help to reduce speed / speeding down Brighton Street.
2.	Anything to reduce the speed on Brighton street east between Palace and Crystal would be appreciated. This would flow into safer Palace Street as well. Brighton street is used at high speed in both directions to either get from West to Crystal or avoid having to turn onto West street to get to Parramatta Road from Crystal. The speed can be frightening with so many parks, cafes and children. Two speed humps in this stretch as well as one on Brighton between Palace and Railway would be appreciated
3.	I strongly support this measure to improve safety in this area which is used by many pedestrians including families with prams and small children.
4.	Please also review and upgrade the pedestrian refuge areas provided on the non-upgraded legs. These are very inadequate and just as important.
5.	Urban greening surrounding areas requires maximum consideration!!
6.	Safer for pedestrians
7.	These are definitely needed, although it is a shame to lose parking spaces on this block so close to the station and pub, as it is already very difficult for residents to park at peak times
8.	It seems to me that losing multiple car parking spaces for residents in that area is a lot to lose. Why can't this construction minimise the amount of lost kerb space given that parking in the area is already

	really difficult with lots of people parking to access the station, and especially during evenings and weekends for the White Cockatoo.
9.	Please make sure new raised pedestrian crossings are raised high enough to deter speeding. I regularly see cars speed over the existing raised areas in Brighton Street because they are not high enough to deter them doing otherwise. I think your traffic speeding data confirms this.
10.	Well overdue
11.	This is a great idea and will help with pedestrians walking to the train.
12.	Any measure that calms traffic is accepted
13.	Strong support. This will improve access to park especially when walking with a pram
14.	Raised pedestrian crossings are useful, but more effective measures to substantially reduce traffic volumes through local streets would be far more beneficial.
15.	Honestly not sure who thought this was necessary and why they think that. It isn't necessary.
16.	This should be at palace st and Brighton to accomodate students walking between fort street and the station
17.	Pedestrian crossings adjacent to Roundabouts cause serious traffic disruption within the roundabouts. When people are crossing at the crossings, then traffic must be halted, which in turn, blocks passage through the intersection. Suggest moving the crossings slightly away from the roundabout.

18.	Whilst I support a raised zebra crossing on Brighton Street due to heavy traffic. Railway Street doesn't have as much traffic, is safe to cross already, and has limited parking near the railway station and local hotel. This crossing isn't necessary for this already pedestrian-friendly area.
19.	Railway street is currently a safe pedestrian street with excellent visibility for drivers and its width generally provides ample space for pedestrians to cross safely. I would ask that council preserve the limited residential parking on this street while still ensuring safety in our neighbourhood on the busier streets such as Brighton St.
20.	There is already limited parking available around Railway/brighton/croydon street. Taking more spots is not ideal.
21.	As with the proposed crossing only a few meters down the road; I support a crossing here but this is clearly FAR too large. A crossing should not require 6 car spaces. You need to reduce the size of this crossing to a standard, normal size
Online submissions received. Treatment 10 – Brighton Street and Palace Street Intersection – Install raised zebra crossings on three legs of this intersection.	
1.	We really hope the proposed crossings will help to reduce speed / speeding on Brighton Street. This intersection in particular does feel unsafe for pedestrians at times. Intersection tends to be very busy on weekends
2.	This is great and very much needed
3.	Anything to reduce the speed on Brighton street east between Palace and Crystal would be appreciated. This would flow into safer Andreas Street as well. Brighton street is used at high speed in both directions to either get from West to Crystal or avoid having to turn onto West street to get to Parramatta Road from Crystal. The speed can be frightening with so many parks, cafes and children. Two speed humps in this stretch as well as one on Brighton between Palace & Railway would be appreciated

4.	Strongly support for pedestrian safety reasons previously mentioned.
5.	The addition on raised pedestrian crossings will very much add to the amenity of the cafes as well as make it much safer for crossing.
6.	<p>A pedestrian crossing should also be included on the northern leg - this is the walking route for local children heading to Petersham Park/Pool, Petersham Public School (walking through the park).</p> <p>If unable to install a pedestrian crossing on the northern side, please review and upgrade the pedestrian refuge. At this location it does not line up with the pedestrian ramps and is very unsafe.</p>
7.	Urban greening surrounding areas - imperative!!
8.	Safer as the through traffic can. E quite fast at times
9.	high foot traffic area
10.	Pedestrian safety and public amenity is more important than parking spaces
11.	Definitely needed given the foot traffic here, much of which is made up of high school students
12.	The reduction in parking is warranted as existing parking makes Brighton Street dangerously narrow between existing parked cars and the kerbs protecting the middle of the road crossing points. Patrons of

	Brothers Ben cafe are also endangered by the current velocity of cars on the roundabout as the entrance to the cafe and the take away waiting area is often crowded to the edge of the pavement.
13.	It seems to me that losing multiple car parking spaces for residents in that area is a lot to lose. Why can't this construction minimise the amount of lost kerb space given that parking in the area is already difficult. However this intersection is important due to school children traffic and the cafes so seriously REDUCING and calming traffic at that intersection is important.
14.	Please make sure new raised pedestrian crossings are raised high enough to deter speeding. I regularly see cars speed over the existing raised areas in Brighton Street because they are not high enough to deter them doing otherwise. I think your traffic speeding data confirms this.
15.	Can all 4 entries to teh roundabout get crossings please? We walk our dogs down Brighton St and we cannot cross between cafes as our dogs and other dogs often don't mix well so we cross on the north side of Palace St at Brighton St. It creates a dangerous situation if the dogs go at each other. We've had plenty of dogs off lead at cafes dash out on to the street.
16.	Yes because I've observed cars speeding through this part of Petersham even with the traffic circles and there are a lot of pedestrians around here.
17.	Essential for safety
18.	I cannot understand why the raised crossing is to be installed in LOWER Palace Street and NOT in Palace Street NORTH of Brighton Street. This is little traffic that emerges from Lower Palace Street in comparison to Palace Street North of Brighton Street. I urge strongly that the crossing be moved to just NORTH of Brighton Street to have an effect as outlined for the crossing proposed for Brighton Street just after the intersection of Crystal Street
19.	it is busy and needs help here

20	STRONG STRONG YES. This intersection is a nightmare as a pedestrian as the footpaths get crowded. This will make accessing park from south much much easier especially with a pram
21	The high pedestrian traffic in the area would benefit far more from a reduction in traffic volumes through the area.
22	This is surplus to needs and doesn't take into account the lack of existing car spaces – and the dangers to local residents, including older residents, that have to walk long distances to their cars. Absolutely no need for this. A zebra crossing on the Crystal st side of the Brighton, yes but it doesn't not need to be raised and could be installed on that side without the loss of car spaces. This would also have the impact of slowing Crystal st traffic before the Palace St roundabout.
23	I am concerned about the loss of parking. I suggest making additional permit zone 2hr parking on Palace street (up from Brighton Street towards Parramatta Road), and on Station Street (between Brighton Street and Little Brighton Street) to make up for the loss of parking spots. Many residents depend on on-street parking in this area as there are no driveways on the properties. If these additional changes can be made, I support this part of the plan.
24	Pedestrian crossings adjacent to Roundabouts cause serious traffic disruption within the roundabouts. When people are crossing at the crossings, then traffic must be halted, which in turn, blocks passage through the intersection. Suggest moving the crossings slightly away from the roundabout.
25	I strongly support the installation of pedestrian crossings on two two legs of Brighton Street. I DO NOT support the installation of a crossing on Palace St. I note the pedestrian study showed 68AM and 32PM pedestrians crossing on the South side, however only 51AM vehicles and 28 PM vehicles. That is consistent with my user experience – cars are infrequent. The pedestrian crossing would remove two parking spaces for residents and cafe visitors. This is a negative and unjustified impact.
26	This is not required on all 3 sides of this intersection. Again over the top solution proposed. Has anyone actually been to the site and watch the students on their way to the station? They run down the middle of the road half the time. If they are on the footpath they no anyone else using it out of the way. They don't even check for cars. This issue will not be fixed by installing signs and larger crossings!

Online submissions received. Treatment 11 – Palace Street and Terminus Street – Install a raised pedestrian crossing in Terminus Street at Palace Street	
1.	We support the crossing at Terminus Street, however really would like to query why crossing of Palace Street into Searl Street remains unresolved? There currently is no option to cross safely, and with a pram (or wheelchair?) the only option is to walk on the road from Searl Street and get onto footpath again at terminus street, as there isn't even a kerb ramp. The traffic assessment appears to be incorrect, as most people including Fort High students walk across diagonally here. Not good.
2.	Again, a great idea
3.	Urban greening!! Surrounding areas please
4.	Safer for the pedestrian
5.	Yes because kids that get off the train walk down this street and that corner in particular is hard to see oncoming traffic. I jog on this route in the morning and if the kids are walking to school I always worry about the traffic.
6.	Essential for safety
7.	Strong yes. This will make accessing the park from train station a lot easier especially with a pram
8.	Given the small amount of traffic at this intersection, which will be further reduced I imagine by the shared zone, I would think that a standard or reduced impact pedestrian crossing should be OK and will not lose parking spaces.

9.	This corner does not get a lot of traffic anyway
10.	Once again over top and not needed. There is not enough traffic on this street for this to be required. The students need to be taught how to cross the road (as they clearly missed that class in primary school)
11.	Too many zebra crossings proposed on Brighton street
12.	A raised pedestrian crossing may be useful, but traffic volumes through this intersection are low.
13.	This street is not at all busy. Again a raised zebra is surplus to needs.
<p>Online submissions received</p> <p>Treatment 12 - West Street between Parramatta Road and Station Street. Replace the existing four spaces 'No Parking 4pm-6pm Mon-Fri' with 'No Parking 7am-9:30am, 4pm-6pm Mon-Fri'</p>	
1.	No parking at all times in this location would be even more beneficial than timed restrictions.
2.	Urban greening requires focus and consideration!!
3.	Need to have more parking in the area. I sometimes can not find a spot near my house. Should replace all all day spots with limited time to reduce traffic driving into the area to catch the train
4.	The full extent of West St southbound should be a peak hour clearway with all on-street kerbing and impediments removed to improve through flow and a roundabout installed at the West St and Brighton St

	junction to allow local residents to exit Petersham North precinct more safely.
5.	While I support this I'd also like to know what the plans are for reducing traffic in the West Street and Railway Terrace streets as these are part of the larger rat run that these streets support. When will that overall issue be addressed??
6.	Could these No Parking conditions be extended to Saturday as well?
7.	There should be No Parking at all times here. Larger trucks and Bus 413 have trouble on this stretch because of parked cars outside of peak periods.
8.	Essential for safety and traffic flow
9.	This should be no parking all day as it hinders those turning off Parramatta Rd if there are cars parked on West St.
10.	It's a heavily trafficked area, and despite the amenity of a cafe and retail stores located in this section, it's actually a really difficult place to park. You're dealing with heavy traffic flow and bus zones not sure why you would allow it?
11.	Southbound vehicles are normally turning right from Flood Street into Parramatta Road, and so only one lane of traffic is available to cross into West Street. This change will not have a material impact on traffic flows and instead reduce the amenity of the area for people to visit local park, coffee shop, etc.
Online submissions received. Treatment 13 – Station Street widen the gap between kerb and road closure island.	
1.	Common sense. Currently not good for cyclists at all and widening the space is a good idea.

2.	This is a fabulous proposal, and should be implemented ASAP to make this a favoured cycling route.
3.	Strongly support
4.	Please consider the location of the widening to have minimal impact on existing vegetation.
5.	Surrounding areas streets / pathways veges needs urban greening and landscaping
6.	Help with cycling which be safer than using busy West street
7.	Anything that can be done to help make our area more bicycle friendly/safe would be much appreciated.
8.	Please ensure the gap is wide enough for unsteady/beginner cyclists to negotiate with confidence
9.	no brainer
10.	Long overdue - this is a simple and important improvement.
11.	Seems like an obvious thing to do.
12.	There should be no further encouragement of cyclists here. The dedicated cycleway is along West St end of the park. The only cyclists trying to get through this gap in Station St are the Food Delivery drivers on motorised cycles.

	Also, this end of Station needs a traffic filter at Park St. Many people still think they can drive around the park via Station St and a traffic filter with a clear 'No Through Road' sign would be appropriate and overdue.
13.	I cycle here all the time and have wondered why this isn't open wider for cycles
14.	Cyclists can already get through existing gap. I am a cyclist and in years of traversing Station St the size of the gap has never been an issue. Expanding size will encourage motor cyclists to use Station St as a rat run to avoid congestion on West St. Walking around the park in the morning I regularly see motorists/motor bike riders speed up Station St hoping to avoid congestion. Expanding the gap is counterintuitive to improving safety in the precinct.
Online submissions received. Treatment 14 - Fisher Reserve and Carrington Lane install a 10km/h Shared Zone along the full length of Fishers Reserve and Carrington Lane, including formalisation of footway parking	
1.	A 10km/h shared zone in this street would be sensible.
2.	Urban greening!! Verges / pathways impartivie
3.	Safer
4.	Love this, do more of these
5.	Yes because there are blind corners here and narrow sidewalks so pedestrians walk in the street.
6.	An expensive option for an area that receives so little vehicular traffic.

7.	Speed limits are necessary. And definitely dont need yet more signs in this tiny little street, there are enough already. The proposed shared zone would need to be marked in the area and tested to see how this would actually work in practice, as parking is already a issue that only gets worse as people's cars get bigger, and this will take away even more parking spaces and I see no benefit.
8.	Seems unnecessary
Online submissions received. Treatment 15 – Lotos Street and Station Street – Install kerb blisters for a length of 5 metres on both sides of Lotos Street and Station Street	
9.	An improvement in sight lines in this location would be useful.
10.	I think kerb blisters would also be a great idea at the intersection of The Avenue and Little Brighton Street people zoom through The Avenue and cars park super close to the edge of the street which makes visibility super poor when trying to enter the street.
11.	I support this but reducing parking spots on Station St is compounding an existing problem – so 45 degree angle parking should be introduced adjacent to the Park on Station St to replace these lost spaces and increase overall parking for residents and park users
12.	Verge – pathway urban greening please
13.	Concerned about loss of parking in this area near the park and the pool and overflow of parked cars to other areas, if this goes ahead.
14.	Why not do it on all street corners if the idea is to stop people parking illegally within 6m of the corner?
15.	I dont think it needs it as it is not a busy lane as it is a deadend

<p>Online submissions received.</p> <p>Treatment 16 – The Avenue and Brighton Street install a continuous footpath treatment to cross The Avenue at Brighton Street</p>	
1.	This is another fabulous proposal – continuous footpaths are a much better solution than speed humps and raised crossings.
2.	Cars zoom through The Avenue coming off Brighton Street, and they also tend to drive in the middle of the street instead of staying to their side also I am wondering if something could be done there? Also see comments re: kerb blister at the intersection of Little Brighton Street and The Avenue (in front of the apartments). Visibility is super poor here when coming out of the the lane, as people tend to park to the edge of the street kerb, and don't allow for a setback.
3.	Strongly support
4.	Maximum urban greening important
5.	Would make it safer for pedestrians
6.	Need to ensure that proper drainage is available as this is the bottom of a decline and will have lots of water during rain.
7.	This should include road markings and signage for drivers that they must give way to pedestrians.
8.	Strong support. Will make accessing the park from the train station a lot easier when walking especially with a pram
9.	I see this as confusing. Either install a designated pedestrian crossing or leave as is. It's the same issue as existing speed humps in Brighton St. Both pedestrians and motorists don't know who has right of way.

10.	Really not sure of the purpose of this? To block up ore traffic in the back streets, where, if the other suggestions here go through, we would all be looking for parking. This idea makes no sense. Brighton St traffic is not fast, the corner there is a slow corner, with minimal risk. Not sure why you'd look at this and leave the bridge traffic lights (on West St heading to the school), as dangerous as they are. Fix that. That's a massive issue.
Is there anything else we need to know about this proposal?	
1.	Question if footpath to southern side of Terminus Street between train station and palace street can be improved. Current pavement is very uneven, resulting in many people crossing to northern side footpath somewhere, between parked cars, etc. The area is also very dark at night making it more difficult to spot people crossing here. The southern side of Terminus Street is by some considered less safe and less desirable due to poor lighting, the abandoned rail building and gloomy railway tunnel.
2.	Some elements of these proposals are going to cause more trouble and distress than exists in the area already. Residents in this area can not afford to lose parking spaces (is there research that shows that we can afford to lose car parking spaces). Also has there been an impact study on the impact that losing these spaces will have? Raised crossings especially, there is no need.
3.	There's lot of hooning down Brighton street, would like more enforcement of road rules
4.	Totally fails to tackle the traffic issues at the junction of Brighton and West St. Turning right or left into West St from Brighton in dangerous. Sight Lines are terrible and drivers along West st fail to stop where they should when traffic is banked up and block drivers trying to turn left or right from Brighton st.
5.	The Petersham North LATM provides a very useful insight into traffic in the local area. The proposed solutions do not really address the issues of traffic volumes and speeds, and far more innovative solutions are required rather than speed humps (which fail dismally), and raised pedestrian crossings (which attempt to reduce the problem rather than address the cause of the problem).

6.	I live on Station Street, which is a wonderful spot but we are currently having issues with parking here. We live on the side of the street where there is no off street parking, the other side have driveways and garages. What we have noticed is that the residences with driveways rarely use them, and they own more than one car (sometimes three cars) to one residence - which they then park on the street. This reduces our ability to adequately park in front or near our house - which, with small children is hard going. Especially if we end up parking far away, or where there are time restrictions. There is no current time limits to parking in this section of Station street, and no residence parking - I guess I am wondering if that needs to change, especially over the summer months when there are a lot of people parking in our street to access the pool or PBC, from unlimited to limited.
7.	I commend the prioritisation of pedestrian safety and hope many of these measures can be implemented as soon as possible. Thank you for your work.
8.	1. support zebra crossings for students but not too many along Brighton street as will just restrict traffic movements. 2. PLEASE consider 2 hour parking along residential side only of Andreas Street as extra traffic has occurred due to you adding 2 hour parking on other streets.
9.	I am very much looking forward to these recommendations being approved and installed in North Petersham to improve speed, pedestrian experience and the overall amenity of the area.
10.	Please consider also installing a continuous footpath treatment to cross Station Steet at Brighton Street - this is also a busy crossing. Please also review the speed limit on West Street (60km/h) which is too fast for a local street, this should be no more than 50km/h.
11.	Consider the importance of environmental beautifying and green all unsightly areas
12.	Need to replace all unlimited time parking with limited time parking to reduce outside cars using the streets for the station.

13	A pedestrian crossing on Terminus street opposite the station for people heading up Railway Street. Also, the bicycle access from the footpath on Crystal Street into Terminus Street is often blocked by cars parked where the path meets the road. Request that changes be applied here for cyclists to turn into Terminus Street without having to dismount and navigate around a blocked thoroughfare.
14	There have been no measures proposed to reduce traffic volumes on Brighton street. Trafalgar st should be considered as alternative route for cars bypassing parramatta road to reach crystal street as it is a lot less residential. A speed hump not far from the entrance of Brighton street from West street is key to reduce cars speeding. I am suprised this was never even considered. Speed limits on Brighton street should be 40km/hr maximum. Alternativel, close access to Brighton street from west street and keep it one way only.
15	The proposed pedestrian crossing installation at the South intersection of Palace and Brighton Streets is unnecessary (even based on the data of the study undertaken), and would reduce parking spaces in the area. There is no pedestrian crossing proposed on the North side of the intersection, despite their being comparable pedestrian crosses during the study window, and significantly higher vehicle movements (273AM and 192PM for the north side, versus 51AM and 28PM for the south side). I find it perplexing that the study concluded that a pedestrian crossing was necessary. The negative impact to residents and cafe visitors from further reduced parking in the area would far outweigh any perceived benefits. Slowing the traffic down along Brighton Street through the pedestrian crossings at the intersection will have a sufficient impact on traffic.
16	concerns around reduction of car parking for residents with / without parking permits with many of the proposed changes. Limited spaces already. Are there options without reducing parking?
17	Council should take the opportunity to plant more street trees where ever they are working on road and footpath changes, where feasible
18	The traffic counts did not capture Fort St between Crystal and Railway and Railway between Fort and Parramatta Rd. Anecdotaly the rat run traffic has increased substantially and the measures on Croydon and Brighton may further increase this. I appreciate the Railway-Fort-Crystal route is an important link on the 445 bus service and should be

	maintained. It is considered that measures to disincentivise the left turn from Crystal nthbound into Fort should be developed
19	<p>The proposal could be improved by two important measures -</p> <ol style="list-style-type: none"> 1. Reducing the speed limit in the precinct to 40kmh on all streets - given the numbers of parks, schools, pedestrians and public transport access points and the relatively small area. 2. Reducing the incentive for cars to cut into Petersham North to escape West and Crystal streets. Crystal Street should be a clearway with no kerb blistering between Parramatta Road and Old Canterbury Road. The clearway hours should not be lifted on the weekends, when traffic is as bad as, or worse than, week day peak hours.
20	<p>I don't think that enough is being done to discourage people from using Brighton Street as a rat run through to West Street (why no speed hump between Railway and Palace Sts) nor has much been done at all in that north east corner of the Precinct to discourage rat running from Crystal Street (to avoid the Crystal/Parramatta intersection) using Brighton/Railway to Parramatta Road or Croydon-Fort/Railway to Parramatta Road.</p> <p>In this general area parking is already bad enough for residents and we are now about to lose even more with the proposed raised pedestrian crossings. If through traffic is significantly reduced then that already reduces the risk and may then permit less impactful pedestrian crossings to be installed (that do not chew up parking spaces. Many of the existing roundabouts (Brighton/Railway, Brighton/Palace) have already blocked parts of the roads for extended entry and exit and I believe some creative design could mean that the pedestrian crossings could better utilise these areas to avoid reducing car parking spaces by using thin blisters to delineate the entry side of the crossing and serve as the delineation for the parking spaces.</p> <p>I appreciate that sight lines are needed and parked cars close to the crossings might be a little problematic but in my opinion the primary focus should be the reduction/discouragement of through traffic in this area and then all of these safety crossings etc will not need to be quite</p>

	so impactful. The suggested approaches are going to further reduce resident parking in an area that is already struggling in that regard.
21	My concern about poor visibility for cars exiting from Brighton Lane is significant. In the absence of any measures that could actually improve visibility, measures that will slow traffic travelling west down the hill on Brighton St will improve safety.
22	<p>I would like to propose a change to the existing pedestrian crossing near the West Street/Station Street intersection (near Parramatta Road). I use this crossing 10 to 20 times a week, and it always requires being very alert.</p> <p>There is one particular driver behaviour that I think a small change could address. During peak periods, traffic heading north along West Street backs-up at the crossing. At the Parramatta Road traffic lights, the lane turning west into Parramatta Road is usually full, but the righthand lane that crosses Parramatta Road into Flood Street is often empty.</p> <p>Backed-up traffic sees the empty lane and will often pull out of the queue to get into that empty lane; this means overtaking across the double centre line in West Street and then overtaking across the pedestrian crossing. You will have to take my word for it that I have almost been flattened several times by drivers doing this; and the fact they know it is very illegal means they drive at speed.</p> <p>Can I propose that some fixed plastic traffic bollards running south from the crossing on the central line for 5 or so metres would prevent this very dangerous behaviour, and the cost to implement it would be minimal.</p>
23	Love the plan. Needs some tweaks. Another speed hump outside Brighton St Reserve/Park will further curb rat runners. I'd really like Brighton St to become a safe street for bicycles so would love to see the speed limit on Brighton St reduced to as low as 30km/h. The excessive speed of some vehicles is worrying and with cars parked on both sides of Brighton St it is not very wide, so speed becomes a real issue.
24	I don't think that enough is being done to discourage people from using Brighton Street as a rat run through to West Street (why no speed hump between Railway and Palace Sts) nor has much been done at all in that north east corner of the Precinct to discourage rat running from Crystal

	<p>Street (to avoid the Crystal/Parramatta intersection) using Brighton/Railway to Parramatta Road or Croydon-Fort/Railway to Parramatta Road.</p> <p>In this general area parking is already bad enough for residents and we are now about to lose even more with the proposed raised pedestrian crossings. If through traffic is significantly reduced then that already reduces the risk and may then permit less impactful pedestrian crossings to be installed (that do not chew up parking spaces. Many of the existing roundabouts (Brighton/Railway, Brighton/Palace) have already blocked parts of the roads for extended entry and exit and I believe some creative design could mean that the pedestrian crossings could better utilise these areas to avoid reducing car parking spaces by using thin blisters to delineate the entry side of the crossing and serve as the delineation for the parking spaces.</p> <p>I appreciate that sight lines are needed and parked cars close to the crossings might be a little problematic but in my opinion the primary focus should be the reduction/discouragement of through traffic in this area and then all of these safety crossings etc will not need to be quite so impactful. The suggested approaches are going to further reduce resident parking in an area that is already struggling in that regard.</p>
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Appendix B

Individual email submission

Redacted verbatim responses received via email from individuals.

Email submissions received	
1.	<p>Hi Shirley,</p> <p>Thanks for your time on the phone the other day, I appreciate you listening to my concerns & opinions.</p> <p>To start with, here is a little description of our home & business.</p> <p>My partner & I have lived at Petersham since July 2010.. We are open on Saturdays & by appointment at other times. We also utilise 2 storage facilities away from the showroom, this is where our major stock deliveries are unloaded & stored. From there we use a ute to bring in new stock and make deliveries. Vehicle parking directly out the front of our premises is vital to the running of our business, allowing us to safely load & unload without double parking or parking illegally. We often time these movements away from peak traffic times to allow us to safely secure a parking space.</p> <p>My Objections to the proposed Petersham North LATM</p> <p>1} The further loss of 5 parking spaces at the intersection of Palace St & Brighton St due to the construction of 3 raised zebra crossings. 2} I do not believe that the South Side Zebra crossing is required & that it would be better suited to the North Side on Palace. The North Side is where most of the vehicle traffic heads off Brighton & up Palace to Parramatta road at afternoon peak. It seems that out of the 4 intersections, the South side has the least amount of vehicle & pedestrian traffic. 3} Implementing the raised zebra crossing on the South side will mean the removal of parking directly out the front of 53 Palace St.</p> <p>Other Noteworthy Points</p>

	<p>A] The alterations to the roundabout & crossings back in 2013 meant that we lost 5 car spaces at Palace / Brighton intersection. This would mean we have lost 10 parking spaces over as many years in the direct area.</p> <p>B] These 2013 alterations cost \$200,000</p> <p>C] The 2013 roundabout & crossing island alterations failed to properly address the issue of safe crossing to & from school for the Fort St children as they bypass the island refuge and walk on the road to cross. On mass. Visit the location on any school day, start or finish to witness the failure.</p> <p>D] The Fort St children at the end of the school day do not only utilise the footpaths but also the road to head down Palace St to the Petersham Train Station, often many of them running. They also do not have the ability to share the footpaths with other pedestrians.</p> <p>They also diagonally cross the roundabout at the intersection of Palace & Brighton. I have previously spoken about all this behavior, only to be informed that once the children leave the gate they are no longer their responsibility.</p> <p>Although Fort St School is part of this community I do not believe that they are good neighbours. An education program on how to safely cross the road for the children & principal might be required.</p> <p>E] Illegal Parking related to customers & deliveries to the 2 cafes, Brothers Ben & Brighton The Corner.</p> <p>-Morning peak hour presents with a major influx of commuters stopping to collect a morning coffee on the way to work, often parking in No Standing Zones or double parking.</p> <p>-With the increased popularity of both cafes, there has also been an increased amount of truck deliveries, often double parking or illegally parking, multiple times a day. Neither cafe has centralised their deliveries of products. Brothers Ben seem to have a delivery from a different supplier for every single product on their menu. I also do not know why they do not allocate their personal car space in front of their garage on Palace St to the delivery vehicles.</p> <p>F] In December 2013 we objected to the loss of parking spaces in our area and many of the neighbours wrote to the council. We were told at the time by the then Mayor, Jo Haylen, that they would consider parallel parking options for Palace St. Please see attached PDF.</p>
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	<p>G] In August 2016 they introduced Angle parking in Searl St but not on Palace St. We objected and asked that they reconsider. Please see attached PDF.</p> <p>H] The previous loss of parking spots has made it more difficult to secure a parking space close to home, the additional loss of parking around the intersection of Palace & Brighton streets will not only impact residents in the immediate area but also along neighbouring streets as we search for new spaces to park. Currently there is a fair equilibrium with parking, I believe this will tip in a bad direction if parking spaces are lost.</p> <p>In conclusion I believe that there are many good points to the LATM that will benefit the community and make the roads safer for vehicles & pedestrians but I request that my concerns and objections are taken into consideration by the Council & Local Traffic Committee.</p> <p>Thanks for your time & I am happy to discuss any of these points either in person or by phone. I look forward to hearing back from Jason or yourself.</p> <p>Regards</p>
2.	<p>Ms Shirley Rodriguez Transport and Traffic Liaison Officer Inner West Council PO Box 14 Petersham, 2049 NSW</p> <p>Dear Ms Rodriguez.</p> <p>I have been asked to comment on the Petersham North Precinct LATM Plan as it pertains to Palace Street and I provide the following comments: As noted in the Plan, Palace Street north of Brighton Street has a high incidence of speeding drivers and is also in the School Zone for Fort Street High School. One of only two pedestrian entrances to the school is in Palace Street, the other pedestrian entrance is at the footbridge over Parramatta Road.</p> <p>The main carpark of the School also enters and exits via a gated access onto Palace Street. There is no current access from Andreas Street for students or vehicles into the School as this boundary of the School has a continuous high fence and locked gates. Suggestions for traffic calming in Palace Street north of Brighton Street. 1. Mark the centre of the road with a broken white line from Brighton Street to the</p>

	<p>commencement of the five minute pickup parking area for the school, to the south of Fort Street, i.e. to opposite 13A Palace Street.</p> <p>Palace Street has adequate width for this and line marking will serve to narrow the driver's perspective of the street into two distinct lanes, one in each direction. This should have the effect of slowing traffic. It should be highlighted that in the PM peak period, Palace Street is now a 'rat run' in both directions. North and westbound traffic uses Palace Street to bypass the increasingly congested junctions of Crystal and Norton Streets with Parramatta Road. South and westbound traffic is increasingly diverting off Parramatta Road into the Petersham North precinct to avoid the intersection of West Street and Parramatta Road en route to Lewisham and points south and west.</p> <p>2.</p> <p>The proposed pedestrian crossing on Palace Street at the corner of Andreas Street is a welcome addition to provide enhanced safety for Fort Street students and other pedestrians. However, it will do little to slow road traffic and needs to be augmented by:</p> <p>a) A speed bump or the appropriate number of speed humps [aka traffic calmers; of rubber construction, bolted and glued to the road] across the full width, gutter to gutter, of Palace Street at a position midway between Andreas Street and Brighton Street.</p> <p>b) A similar speed bump or speed humps gutter to gutter across Palace Street between Fort Street and Queen Street Both the above will slow traffic and make it obvious that a lower speed area with higher pedestrian activity exists. Vehicles can still be parked kerbside across these speed calming devices and no parking places will be lost.</p> <p>c) Refresh the white markings on the existing threshold ramp outside 19B Palace Street. This device does nothing to reduce speeding. Most drivers of higher clearance vehicles [e.g. SUVs] realise they do not need to slow down to negotiate this device at or often exceeding the posted speed limit. However reapplying the white marks, which are badly worn, will at least give a visual cue that a speed reduction is appropriate. Note that the Google Maps aerial view of this threshold ramp is outdated and does not correctly show the current state of the white markings. Suggestions for resolving poor driving behaviour in the Fort Street School Zone.</p> <p>The AM school drop off in Palace Street is relatively benign as students arrive across a less concentrated time period compared to the afternoon pick up. Additionally, all of the Petersham North area north of Brighton Street is largely protected from east bound morning 'rat</p>
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	<p>running' by the continuous divider in the centre of Parramatta Road up and over Taverners Hill from after West Street to before Crystal Street. The pm school pickup is much more concentrated. Observations indicate the peak pickup period is from 2.55pm to 3.15pm. During this time, on any school day, numerous vehicles can be observed illegally double parked for short periods at the school pickup zone and doing U turns when leaving that zone, sometimes without indicating. Also at this time there is a short spike in through traffic numbers, which is assumed to be parents proceeding to other schools in the area to pick up students. To provide a simple remedy for this dangerous behaviour it is recommended that:</p> <ol style="list-style-type: none"> 4. From the end of the broken painted line from Brighton Street to 17a Palace Street [see 1 above] commence an unbroken double line northwards up and over the crest of the hill to end at Parramatta Road. This will make U turns illegal. It will also make double parking illegal as the offending vehicles will be illegally close to the central double line. 2. Move the limit of the School Zone boundary from the corner of Andreas Street and Palace Street further south to a position on Palace Street midway between Andreas Street and Brighton Street. Suggested location is immediately adjacent to the new proposed speed hump. <p>This will give added protection to students and others on the two new crossings proposed in the LATM Plan for the corner of Andreas and Palace Streets.</p> <ol style="list-style-type: none"> 3. Provide a repeat School Zone warning sign on Palace Street between Queen Street and Fort Street for southbound traffic. At present there is a repeat warning sign for northbound traffic on Palace Street just before Parramatta Road to remind drivers that they are still in a School Zone after the [compulsory] left turn onto Parramatta Road. <p>However there is no similar warning for drivers turning left from Parramatta Road into Palace Street. The school buildings are set well back from Palace Street with a wide staff carpark between the road and the buildings. Vehicles turning left from Parramatta Road into Palace Street are already in the Fort Street High School Zone. Judging from the excessive speeds recorded for southbound vehicles travelling downhill in Palace Street through the School Zone, a reminder sign is urgently needed. Probable adverse outcome after installing three pedestrian crossings at the corner of Brighton Street and Palace Street.</p> <p>The current arrangement of mid-road pedestrian refuges on Brighton Street is superior to the proposed pedestrian crossings from a safety</p>
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	<p>aspect because: a) Brighton Street is narrow at this point and the refuges are easily reached from the footpath and provide good safety for pedestrians. b) Cars are slowed by the presence of the refuges, the narrow road width and the roundabout at this point. c) in the am peak and also all morning on weekends both cafes at this corner have people waiting outside for takeaway coffee and food delivery and also sometimes for tables. d) It will be very difficult for car drivers to determine which pedestrians may be about to cross the street with right of way and which are just milling around. Mistakes of judgment will inevitably be made, leading to a high likelihood of pedestrian to vehicle accidents and vehicle rear end accidents. e) The current excessive use of airpods for music and for podcasts by pedestrians leads pedestrians to pay less attention in situations where they have right of way and they often just step out without due regard onto pedestrian crossings .</p> <p>Under the current arrangements, with pedestrians required to give way to cars and for pedestrians to thus be responsible for their own safety, there is a much greater probability that pedestrians will pay greater attention before crossing. There appears to be no known case of a pedestrian to vehicle incident or accident at this intersection using the current arrangements. [Potential saving = \$240,000] No need or justification for a pedestrian crossing at the corner of Palace Street and Terminus Street.</p> <p>With no turns permitted into Terminus Street from Crystal Street the entire area of the Precinct south of Brighton Street has no through traffic. It is all local access only and vehicle traffic is very light. When the recent Petersham Station access upgrade was carried out, mainly providing lift access to the pedestrian bridge and down to the island platform, there was found to be no need to provide a pedestrian crossing from the vicinity of the new lift and the stairs across Terminus Street to The White Cockatoo Hotel, due to the low vehicle traffic volume.</p> <p>There are far more pedestrians using the Station access area than use the subway under the railway, which exits near Palace Street. The pedestrian subway tunnel does not give Station access and gives access only to the Petersham shopping and commercial precinct to the south of the railway line. The crash of a bicycle is the only accident reported in this vicinity and is not relevant to pedestrian safety. Due to the low volume of both pedestrians and vehicles at this intersection and in the light of the recent positive experience at the Station</p>
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	<p>entrance further to the east with no crossing, a pedestrian crossing cannot be justified. [Potential saving = \$80,000].</p> <p>Summary; Palace Street north of Brighton Street is a busy thoroughfare increasingly used as a bypass route by traffic in both directions, particularly in the PM peak period. It is the main pedestrian and vehicle access route for students, staff and visitors to Fort Street Secondary School, the largest school in the Precinct. It is imperative for safety reasons that effective speed mitigation measures be put in place. The measures proposed in this submission for Palace Street north of Brighton Street can be funded from the savings from not proceeding with the four pedestrian crossings which are either not necessary or counterproductive to an improved safety outcome. Additional major cost savings resulting from the above adjustments, estimated at \$310,000, can and should be retained by the Council for other traffic calming measures elsewhere in the Municipality.</p> <p>Appendix 1. List of apparently incorrect data in the Petersham North LATM Study. While compiling this report several apparently inaccurate datum points were detected in the Traffic Data presented. These are listed below in the order they appear in Table 3 of the Study, with possible explanations as appropriate. Palace Street (vicinity of) Andreas Street. AM Vehicle count "Local" and 245. Most vehicles transiting Palace Street continue north and south across the Andreas Street intersection. Andreas Street west of Palace Street. AM Vehicles =273.</p> <p>Highly unlikely to be 273 vehicles entering Andreas Street westbound contrary to the AM peak period tidal flow or for local egress. Possible transposition of data with the Palace Street vehicle count.</p> <p>Kind Regards,</p>
3.	<p>Dear Shirley,</p> <p>I am a resident of this precinct and would like to submit my views on the draft plan.</p> <p>Re: Petersham North LATM Study</p> <p>I have read the draft plan and I am impressed. Most of the issues have been addressed in a well thought out way. The speed humps (the more the better) and the pedestrian crossings are much needed. There are a couple of issues however that I must bring up, namely the proposed new roundabout at the corners of Railway and</p>

	<p>Croydon Streets and the proposed speed limit of 40kph.</p> <p>I think that the intersection of Croydon and Railway streets should remain as it is. With the installation of the pedestrian crossing at Railway & Brighton, Palace & Brighton, Palace & Andreas, the rat-runners will use Croydon Street as the unimpeded option to gain access from Crystal to Palace and thence Parramatta Road. In addition, motorists zip around the roundabouts with minimal reduction in speed, with pedestrians having no right of way at all. They are hazardous places for pedestrians to cross a road. With the roundabout on Fort & Railway Streets remaining without any pedestrian crossings, motorists may well choose Fort Street as a preferred shortcut over Brighton and Croydon Streets. As Fort Street is closer to Parramatta Road, they will exit the precinct faster. In addition, Fort Street is further along Crystal Street so that motorists may simply decide to stay on Crystal Street to access Parramatta Road. A few speed humps along Croydon and Fort Streets will further deter them from entering the precinct.</p> <p>A dramatic reduction in the speed limit would itself deter rat-runners, preferably as low as 30kph. This would have little effect on the local traffic as the precinct is quite small in area, but would pose quite a deterrent to the rat-runners.</p> <p>Finally, as there are a lot of children in the area, I think that all minor laneways should have STOP signs where they enter the through roads.</p>
4.	<p>Dear Shirley,</p> <p>We have used the opportunity to provide feedback on the draft Petersham North LATM online.</p> <p>However, we would like to emphasise query why the plan does not include a resolution for a safe crossing of Palace Street between Terminus Street and Searl Street.</p> <p>There currently is no dedicated crossing here and with a pram or wheelchair the only option is to get onto the road via the kerb ramp at Searl Street, then walk diagonally across Palace Street and then get onto the footpath again at Terminus Street. (And vice versa)</p> <p>The traffic assessment provided noted low volume of pedestrians would not justify a crossing.</p>

	<p>However in our experience most people including Fort Street High students end up walking on the road here.</p> <p>See attached typical situation in the morning.</p>
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5.	<p>Ms Shirley Rodrequez Traffic Liaison Officer Inner West Council Shirley.Rodrequez@innerwest.gov.au</p> <p>.cc Peter Gainsford Manod Wickramasinghe Jason Scoufis</p> <p>29 October, 2023 Dear</p> <p>Ms Rodrequez,</p> <p>RE: Draft LATM - Petersham North Precinct</p> <p>The following sets out my concerns with regard to the Draft Local Area Traffic Management Plan. I am deeply concerned that Council has not acted on the previously expressed concerns of local residents, and that the traffic studies undertaken to form the Draft Plan are deficient in accurately representing the current traffic situation in the precinct.</p> <p>This reflects very badly on the credibility of the Inner West Council as a planning authority. The following sets out my concerns, many of which were submitted to Council in June,2022 which, along with similar concerns voiced by many residents, appear to have been ignored by Council in the Draft LATM. My original submission is given as Appendix A. IN SUMMARY:</p> <p>1.0 CONCERNS OVER TRAFFIC DATA USED</p> <p>2.0 The traffic studies on which the plan is based are deficient in terms of their representation of the current situation, specifically:</p>
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	<p>1.1 Crash Data</p> <ul style="list-style-type: none"> - "only crashes that result in a casualty or a vehicle being towed away are included. All other minor crashes are not recorded." (DLATM, p12) This does not mean that numerous collisions are not occurring or that the current traffic management is effective, which is inferred by the plan. - Recorded data (albeit only for major incidents) from 2017 – 2021 was used. Two of these years were during the Pandemic with significantly reduced traffic. -According to the study "<i>There were no crashes (reported)involving turning movements at the (West Street/Brighton St) intersection</i>" (DLATM, p 12) however these <u>have</u> been witnessed by residents (Refer to crash recorded in Figure 7). <p>1.2 Traffic Data</p> <ul style="list-style-type: none"> - Traffic data on which the plan is based "was collected in February 2022", 21 months ago. The effects of the pandemic were still being felt at this time, with many workers not yet returning to the CBD, and resultant lower traffic volumes than normal. - Nowhere in the published study are the hours of the traffic data survey given, making it impossible to ascertain their validity for basing a planning strategy on. <p>1.3 Intersection Counts</p> <p><i>"Intersection counts were undertaken.....on Tuesday 1st November 2022"</i> – This constitutes ONE DAY of data collection only. On the basis of this limited data, Council has formed its entire zebra crossing, strategy. The State guidelines refer to minimum thresholds for zebra crossing installation, they do not state that an entire plan should be based on 1 day of data alone.</p>
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	<p>1.4 Origin Destination Survey – Brighton St Similar to the above, the origin destination survey, which effectively shows the percentage of rat runners using Brighton Street, and light and heavy vehicle mix etc was conducted on one day (7 February 2023, from 7.30am to 9.30am and 3-6 pm). On this basis the study found “there is negligible (some 2 to 3) through heavy vehicle movements in both the AM and PM peak period” along Brighton St. It is a wild extrapolation to assume 5 hours of data collection is representative of heavy vehicle traffic, and is not consistent with the daily observations of residents.</p> <p>1.5 Conclusion On the basis of the above limited and piece meal data, in addition to referencing studies which are nearly 20 years old, Council has formed the Draft LATM for the precinct. This is of great concern. The only changes proposed to Brighton St are 3 raised zebra crossings, a speed hump and a 40km/hour speed limit. While these are welcomed, they do little to address most of the concerns raised by residents and Council’s own objectives of minimising traffic levels, minimising crash risk or improving local amenity. These remaining concerns are discussed below.</p>
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	<p>2.0 MAJOR UNADDRESSED CONCERNS</p> <p>2.1 Traffic Volumes on Brighton St</p> <p>The Draft LATM does nothing to ameliorate or change the ever-increasing volume of traffic using Brighton St as a rat run and consequential congestion.</p> <ul style="list-style-type: none"> - Traffic entering Brighton Street from West St often exceeds speed limits until cars/utes eventually slow to cross the raised platform near the entrance to the park. Several near misses to people and pets have been experienced by resident pedestrians. - Congestion on Brighton Street, particularly approaching West Street has become extreme. Pollution levels, noise, altercations between frustrated motorists as long lines of traffic bank up, are a daily occurrence and not limited to peak hours. - Queueing along Brighton Street at the Intersection of West Street (throughout the day) has become extreme and extends to the Bowling Club frequently. - Incessant beeping of horns from cars waiting to cross into West Street from Brighton Street is a daily occurrence, as Keep Clear sections of West Street are blocked. This begins at 6am or earlier, and continues periodically throughout the day. <p>Again, video evidence of this can be provided on request.</p>
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Figure 1: Welcome to the intersection of Brighton and West Streets. Photo taken from resident's parked car showing typical queues in Brighton St throughout the day.



Figure 2: Brighton Street queues approaching West St



Figures 2 & 3. Trucks/cars constantly block West Street at the Brighton St intersection, frustrating the long line of motorists queued along Brighton Street. "Keep clear" markings are frequently ignored. This leads to frequent beeping of horns significantly reducing local amenity.



2.2 Heavy Vehicle use of West Street

The Draft LATM does nothing to ameliorate or change the ever-increasing volume of heavy vehicles using West Street from 4am on, particularly during week days. Convoys of B Doubles and semitrailers are using West Street nightly and this has increased in the last 12 months. This is significantly lowering the amenity of the area with unacceptable noise pollution (up to 65 DB indoors with ambient noise levels at 30 DB at 4am). Documentary video evidence of this has been recorded and will be sent to Council on request. Council is proposing to remove one of the few trees affording some sound barrier protection at the end of Brighton Street, making the noise pollution problem worse, not better, for residents.

Figure 4: Heavy vehicle traffic on a typical night along West Street near Brighton St can be viewed on the following link. I recorded this footage at 4.33am, 8 September.



Figure 5: Typical daytime heavy traffic on West Street, with school student trying to access Lewisham Station.

2.2 Heavy Vehicle use of Brighton Street

Brighton St heavy vehicle use is also of great concern, particularly given how narrow the street is. Contrary to Council's report (based on exceptionally limited data collection), heavy vehicle use of Brighton Street is a regular occurrence. My neighbour and I have both had wing mirrors of our parked cars smashed off by heavy vehicles. Noise pollution is increasing. Nothing is being done by Council or Transport for NSW to enforce the truck length restrictions on West Street, or the tonnage restrictions on

Brighton Street. The signage for the latter is obscured.



Figure 6: Typical truck outside Brighton St



Figure 7: Crash at intersection of West and Brighton Streets. This car was turning right from West into Brighton St, and was T Boned by a car heading South on West St. This incident occurred on 21 February, 2023 at 9.30am. I assisted the occupants.

3.0 Conclusion

In summary, many of the existing traffic problems in Brighton and West Streets, where residents have raised major concerns, are not dealt with in the Draft LATM, and ameliorative measures to reduce congestion, traffic volumes and noise pollution are absent from the Draft LATM. While the lower speed limits and crossings on Brighton Street are welcomed, they do not address these major problems which are significantly reducing the amenity of the area.

Yours sincerely,

Appendix A – Original submission to Council on traffic concerns

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	<p>1 June 2022</p> <p>Dear Jason,</p> <p>RE: Improving safety and calming traffic in Petersham North Thank you for this opportunity to provide feedback as to the current traffic problems and affects to amenity in Petersham North. I purchased my property in 2018, and traffic issues have significantly worsened in the intervening period. The following sets out my concerns, observations and suggested mitigating measures. It is by no means exhaustive and I would welcome any further opportunities to assist Council in achieving improvements to traffic management in the area.</p> <p>Traffic Volumes</p> <p>The volume of traffic along West Street has significantly increased. Often this leads to significant traffic queues in Brighton Street as motorists try to make left hand turns on to West Street in particular. This results in traffic being banked up to the bowling club in Brighton St in the peak morning period, and often during the day. It is often impossible as a resident to even pull out onto the road, let alone reverse park.</p> <p>Much of the traffic along West St is heavy vehicle traffic. Despite there being a 12-metre restriction on the length of vehicles, this is</p>
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not enforced, and many vehicles using the Street are B Doubles, and semi-trailers which are significantly longer than 12 meters. (See figure 1 which is common every few minutes during the day). A traffic survey would easily verify/quantify this situation.



Figure 1: Typical truck on West St near Brighton St intersection. Note the pedestrian trying get to the Lewisham station side of the street. In addition, the volume of traffic on Brighton Street has significantly increased, as rat runners try to take short cuts to avoid arterial roads. Brighton Street is effectively operating as an arterial road rather than a residential street for which it was designed.

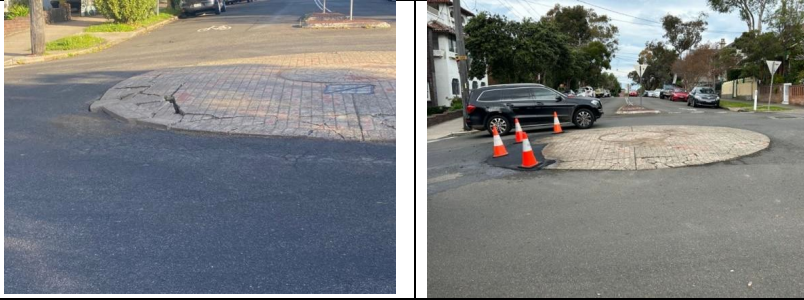


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	<p>turning right into Brighton Street from West Street are particularly concerning as they travel very fast when making a right hand turn to avoid oncoming traffic on West St. Lines of sight aren't good, and it is very dangerous for pedestrians crossing Brighton St.</p> <p>I and several of my friends (one of whom is disabled) have nearly been run over when attempting to cross Brighton Street near to West Street. My dog has narrowly been missed due to the speed of traffic.</p> <p>There are no pedestrian crossings nearby and speed limits are not enforced. Motorists do not stop at speed humps. Given there is a dog friendly park and playground, swim centre and kindergarten on the opposite side of Brighton St, and the street/area is full of young families and pet owners, there is a reasonably high number of pedestrians crossing from the south side of Brighton Street to access Petersham Park. Again, there is no pedestrian crossing.</p> <p>This situation is exacerbated in summer as even more families come to area to use the aquatic centre.</p> <p>There is no safe way to get directly to Lewisham station from Brighton Street, with no pedestrian crossings on this side of the railway line in reasonable proximity (see figure 1).</p> <p>There are very large numbers of students crossing Brighton Street at the Palace St intersection, walking from Petersham train station to Fort Street High School. These students have to navigate a dangerous round about.</p> <p>Noise and Air Pollution</p> <p>The number of trucks and cars on West Street and Brighton St is significantly lowering the amenity of the area, both in terms of air quality and ambient noise. There is also a peak hour problem with motorists blowing their horns on Brighton Street when travelling onto West Street, as motorists on West Street frequently block the "Keep Clear" space entering West St, causing frustration to motorists, and often verbal abuse. There is soot on the houses from air pollution, and noise levels off West St in particular with trucks are beyond reasonable. There are no noise amelioration</p>
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	<p>measures in place such as vegetation or structural sound barriers at the Brighton Street intersection with West Street.</p> <p>Damage to residents' cars</p> <p>Brighton Street is fairly narrow and it is not suited to two-way traffic in addition to parking on both sides of the road. Both my car and my neighbour's car have had their wing mirrors snapped off by trucks while parked outside our homes.</p> <p>Potential Mitigating Measures</p> <p>Traffic Movements</p> <p>The measure which would be most effective to address the above would be to close Brighton Street to West Street. Access to local residents is still available via Crystal St.</p> <p>At a minimum, a <u>no right turn</u> for traffic travelling north on West Street onto Brighton Street would significantly improve safety and traffic volumes, as would a <u>no left turn</u> onto West Street from Brighton Street.</p> <p>Enforcement</p> <p>Enforcement of truck size limits on West St and penalties for non-compliance should be instigated immediately. As should speed limits on Brighton St.</p> <p>Safety</p> <p>Appropriate pedestrian crossings should be placed on West St for access to Lewisham Station, and Brighton Street for Petersham Park access, and for school students walking to Fort St High at the Palace St intersection.</p> <p>Noise and Air Pollution</p> <p>Reducing heavy vehicle traffic on West Street would significantly improve both of these factors. It is suggested that no heavy vehicle traffic should be allowed in this residential area, even that under 12 metres.</p> <p>With regard to noise amelioration, it is suggested that tree plantings at the end of Brighton Street should be reinstated, if not a structural sound barrier.</p> <p>Unless the congestion at the intersection of Brighton and West Street is removed, motorists will continue to beep their horns.</p> <p>Some signage to reduce this may be effective as an interim</p>
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	<p>measure. (Potts Point has similar signage to lower noise levels along McLeay St).i</p> <p>I hope the above is of benefit to your study. Please feel free to contact me at any time and thank you for the opportunity to provide this input.</p> <p>Yours sincerely,</p>
6.	<p>Ms Shirley Rodriquez Inner West Council Via email to shirley.rodriquez@innerwest.nsw.gov.au</p> <p>I refer to the Petersham North LATM Study issued in September 2023. The nature of the document is unclear. At its commencement, it is referred to as a study, but morphs into a plan in other places.</p> <p>I assume went clear decision are, a plan will emerge with actions, allocated to those responsible for completion. I am not enamoured with the document.</p> <p>The study does not use objectives that are clear, precise, relevant, and measurable. There is no clear pathway for successful completion of recommendations to external bodies.</p> <p>There are no clear proposals to reduce the traffic volume and impact in the precinct. There is little reflection of the understanding of the impact of traffic noise day and night, and therefore, there is a lack of resultant action.</p> <p>There is no action proposed to address the deteriorated state of the roads resulting from external traffic. There is no action proposed to rectify the damaged/missing signage, and the installation of new signage to reduce traffic.</p> <p>Collector roads are for intra-precinct traffic, and for entry/exit to/from the precinct. They are not for through traffic. The study does address the fact that the majority of traffic does not originate from the precinct. The study ignores evidence that shared footpaths do not work for pedestrians, particularly as they share the speed limit of the adjacent road for bicycles.</p> <p>There is no proposal to change the lights at the corner of Crystal and Brighton, a major source of traffic volume.</p> <p>29 October 2023</p>

7.	<p>Hello Shirley,</p> <p>I'm responding to the Petersham North LATM Study and the contained suggestions.</p> <p>I have lived in Railway Street for more than 20 years and have noticed a significant increase in the traffic from Fort Street turning right into Railway Street and then left onto Parramatta road.</p> <p>On occasion there can be 10 vehicles waiting to turn left onto Parramatta Road.</p> <p>The study seems to focus on the West side of the area between West Street, Brighton Street and Palace Street at the expense of the increased northerly traffic flows on Railway Street between Fort Street and Parramatta Road.</p> <p>This caused significant damage to the existing roundabout at Fort/Railway intersection, see attached, which was reported to IWC and took a significant time to repair with a tarmac infill to the cracked bricks.</p>
	
	<p>Before and after of the Fort Street Railway Street roundabout</p> <p>I would suggest that the damage was caused by the increased traffic flow from Crystal Street, into Fort Street and then Railway Street to turn</p>

	<p>left into Parramatta road thus avoiding the traffic lights at Crystal Street/ Parramatta road. At times there can be up to 10 vehicles waiting to turn left onto Parramatta Road.</p> <p>Further damage is also likely to occur on Railway Street to the road surface due to this traffic increase.</p> <p>I cannot see from the study where this traffic flow is measured.</p> <p>Would you consider making Fort Street a “No Entry” between Crystal Street and Railway Street? This will not affect bus route 445.</p> <p>It also seems to me that the traffic flows in the report were a snap shot in time rather than being taken over a longer period to get a realistic measure across Petersham North.</p> <p>Regarding speed humps, I hope the design is one that will have an effect. Along Brighton Street Between Wentworth and The Avenue, there are 3 humps, the centre one is insignificant due to it’s design being a smooth entry/exit. Could you please confirm what speed hump design is being offered.</p> <p>I look forward to your response.</p> <p>KR’s</p>
8.	<p>Shirley Rodriquez Traffic & Transport Liaison Officer Dear Miss Rodriques</p> <p>I am writing to you because the Petersham North Precinct draft Local Area Traffic Management Plan survey did not facilitate additional comment regarding the proposal. I have additional comments/suggestions for the area I have been a resident for a long time, an area which forms part of the proposed Plan – in Petersham. An area which I will refer to as ‘Middle Palace Street’.</p> <p>While I applaud the plan in general, I am concerned that Middle Palace Street – that area of street from the roundabout at Brighton Street to the intersection of Andraes and Croydon Streets – is seemingly neglected in the study. This neglect is surprising given the traffic flow rate in this area. I would have thought that the objective of the plan viz; <i>to reduce traffic volumes and speeds in local roads to increase</i></p>

	<p><i>liveability and improve safety and access for pedestrians</i> would also apply to this area.</p> <p>As a comment I have not witnessed the evidence of traffic flow and speed measurement measures in Middle Palace Street in the period while this plan was developed. I have noted such devices in upper Palace Street i.e., beyond Croydon Street but not in Middle Palace Street. I could be wrong and my apologies if this is the case.</p> <p>I offer the follow comments and suggestions for consideration.</p> <p>1. Through traffic leaving the roundabout from Brighton Street which is heading up the hill towards Paramatta Road via Upper Palace Street or Andreas Street is often guilty as it uses this area as a 'rat run' of excessive speed. The comments about Andreas Street viz; <i>During the consultation process several residents raised concern regarding safety issues associated with speeding and the use of Andreas Street as a rat run. The speed count indicates that excessive speeding is occurring in the northwest direction (from Palace Street to Parramatta Road)</i></p> <p>apply EQUALLY to Middle Palace Street.</p> <p>2. Given the above I suggest the following simple modifications to the Plan:</p> <ul style="list-style-type: none"> · The proposed raised pedestrian (zebra) crossing proposed for Lower Palace Street at the roundabout at Palace and Brighton Streets be relocated to the area north of the roundabout in Palace Street. I suggest that the level of traffic in Lower Palace Street does not require this while the level of traffic in Middle Palace Street does require this. This could be done at no extra cost. · If this is not possible a speed hump be placed in the lower end of Middle Palace Street in line with the aims of the speed hump proposed for Brighton Street between Crystal Lane West and Crystal Street; viz to <i>reduce speeds of traffic.</i> · A STOP sign be placed at the intersection of Palace and Andraes Street- this would assist in reducing speed of traffic as it moves into Andraes Street or continues up the hill in Palace Street. · The whole of Palace Street be designated a shared area with a speed at all times of 40 KPH. I realise that Palace Street is designated a collector road. The area in front of the former Children's Hospital in Bridge Road has a high volume of traffic and must be either a Collector or Main Road but it has been designated as a shared area. Why not Palace Street? <p>I note from the study that Palace Street has a high level of traffic yet Middle Palace Street is neglected in the plan.</p>
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	<p>My husband and I have live in the area. We are both now aware of the rat run tendencies of drivers who use the roads in our area. This year on two separate occasions we have had to take evasive action to avoid being hit by a speeding cars or cars driven by inattentive drivers while we were crossing the street. Both occasions were distressing. We are also concerned that inattentive school children are still at risk if the plan is implemented as proposed.</p> <p>I ask for your HELP</p> <p>Regards</p>
9.	<p>Good Morning Shirley</p> <p>Apologises for my late response regarding draft changes to the Petersham North Precindt.</p> <p>I live in locally so I am aware of the foot traffic from Fort St High and welcome the changes and suggested introduction of crossings however I am concerned about loosing car park spaces on Brighton St.</p> <p>Currently we have car shared spots opposite Brighton Park.</p> <p>Could there be consideration to move these spots to a street that isn't highly trafficed. There is always a shortage of parking due to the 2 coffee shops on the weekend so if we are going to loose more car spots this will make it difficult for locals.</p> <p>Have you any other suggestions on how we can make this work ?</p> <p>Hope that this submission could be considered.</p> <p>Kind regards</p>

Item No: LTC0624(1) Item 5
Subject: ALBERMARLE STREET AND BALTIC STREET, NEWTOWN - PROPOSED 'NO STOPPING' RESTRICTIONS (DAMUN-NEWTOWN WARD/NEWTOWN ELECTORATE/INNER WEST PAC)
Prepared By: James Nguyen - Traffic Engineer
Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

That the installation of 10m of 'No Stopping' restriction at all corners of the intersection of Albermarle and Baltic Streets, Newtown, with the exception of the southern side of Albermarle Street, west of Baltic Street in which the installation of 8.5m of 'No Stopping' all be approved.

STRATEGIC OBJECTIVE

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

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

This report outlines issues parking and road safety issues at the intersection of Albermarle and Baltic Streets, Newtown, and proposes 'No Stopping' restrictions to address them. The 'No Stopping' restrictions will seek to improve parking compliance and road safety.

BACKGROUND

Council has received repeated requests for 'No Stopping' signs at the intersection of Albermarle Street and Baltic Street, Newtown, due to motorists parking too close to the intersections and obstructing sight lines.

DISCUSSION

Albermarle Street is a two-way east-west road between Bedford and Australia Streets, connecting motorists to and from smaller local streets such as Baltic Street. Albermarle and Baltic Streets form a 4-leg intersection with a 'stop' control on Baltic Street to regulate traffic movements as both streets are of a similar width (motorists on Baltic Street are required to stop and give way to motorists on Baltic Street). Both streets are approximately 6.9 metres wide with parking on both sides, and a travel lane width of 3.1 metres is provided. In addition, there are bicycle pavement logo's installed along the centre of the road.

Currently, there are no existing 'No Stopping' signs installed at this intersection to delineate where motorists can legally park. Council's parking officers have advised that this location experiences high-levels of parking compliance issues.

Motorists parking too close to this intersection affect sight lines of both approaching pedestrians on the footpaths and cyclists and motorists on the roadway. In addition, there is a moderate longitudinal grade on Albermarle Street, and westbound vehicles approach the intersection of Baltic Street at higher speeds.

In addition, motorists parking too close to this intersection would also affect access for service and emergency vehicles. Given Albermarle Street is a key east-west road within this precinct, it is beneficial to ensure that these vehicles can access the adjoining streets such as Baltic Street to carry out their intended operation/service.

Accordingly, it is proposed to install 'No Stopping' restrictions at all corners of the intersection 10 metres from the intersecting road, except for the southern side of Albermarle Street, west of Baltic Street; there is an existing driveway 10 metres from the intersection, and it is proposed to install a 'No Stopping' restriction 8.5 metres from the intersection of Baltic Street at this location. This proposal is shown in *Attachment 1*.

PUBLIC CONSULTATION

A letter outlining the proposal was mailed out to 36 properties in Albermarle and Baltic Streets requesting residents' views regarding the proposal. Four (4) responses were received with two (2) responses supporting and two (2) responses objecting to the proposal.

Table 1 below notes the responses objecting to the proposal and Council Officer's comments:

Residents' Comments	Officer Comments
There is already restricted car parking at the intersection	There are currently no parking restrictions at this intersection to delineate where motorists can park
Recommend a 4-way stop intersection instead	A 4-way stop intersection would not improve sight lines, or improve turning access for vehicles
Re-route the bike lane on Albermarle Street elsewhere, suggest Baltic Lane if the pavement can be fixed	Albermarle Street is a key east-west road between Bedford and Australia Streets. It provides a direct route to and from these streets. Baltic Lane does not provide the same level of service or function for cyclists.
How many concerns have been received regarding parked vehicles?	Council has received ten (10) complaints/concerns about illegal parking at this intersection
Introducing 10m no parking restrictions at each point on the intersection of Albermarle Street and Baltic Street are not only going to greatly restrict the parking that is available to us in the area, but will also likely increase the speed at which vehicles travel along Albermarle Street.	This location has been identified as an on-going compliance issue where 'No Stopping' signs may assist with compliance and providing access. The proposal seeks to improve sight lines particularly of vehicles approaching on Albermarle Street. The narrow travel lane (2.9 metres) will still require opposing vehicles to slow down on both Baltic and Albermarle Streets. Furthermore, vehicles may use the 'No Stopping' areas to store and allow for the opposing vehicle to pass.
Are the same parking restrictions also being considered for every intersection of Albermarle Street with a perpendicular street along the whole length of Albermarle	Council does not proactively signpost 'No Stopping' signs at all intersections (no further signage restrictions are considered on Albermarle Street at this stage, unless

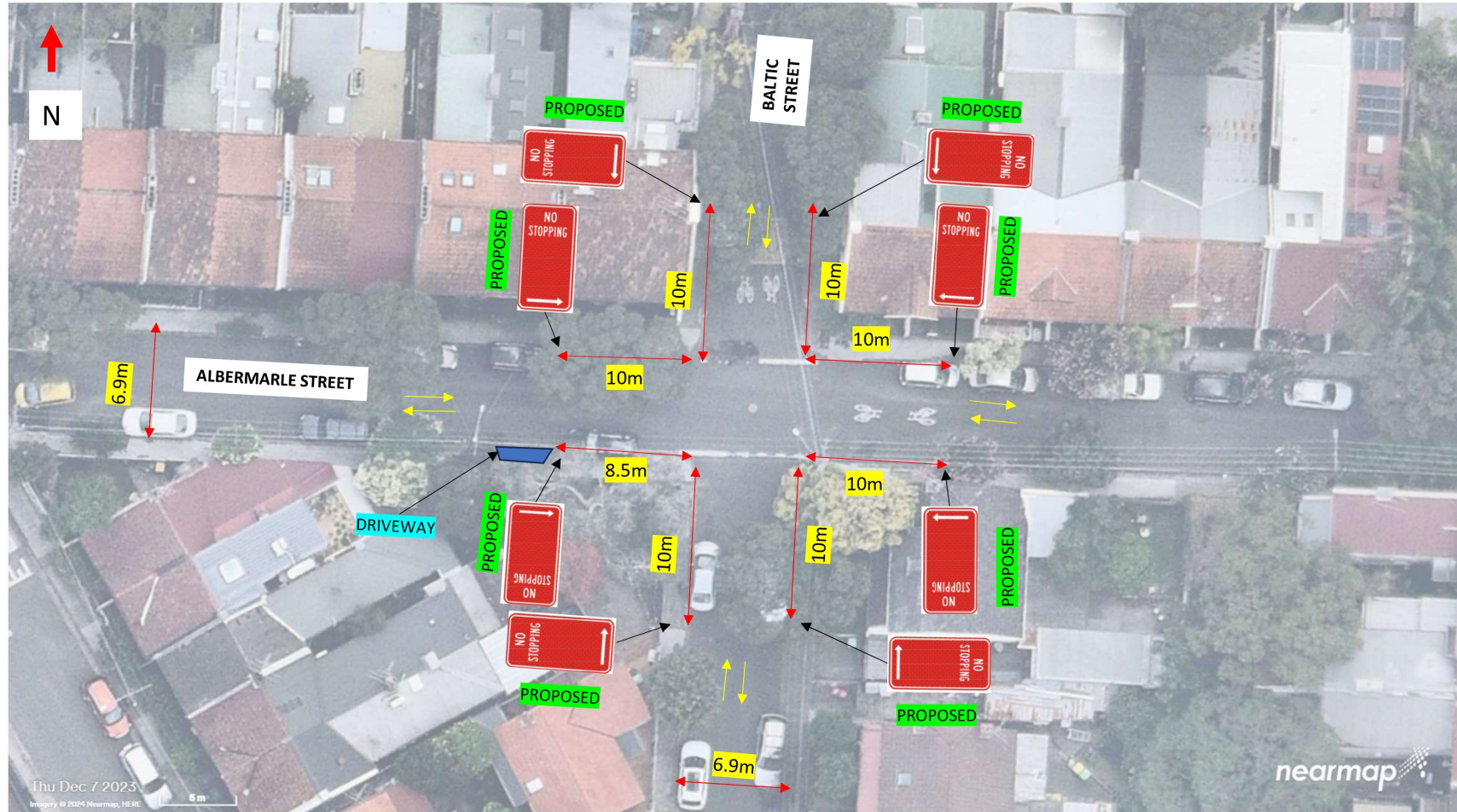
Residents' Comments	Officer Comments
Street? To my mind, restricting parking by 10m is excessive, but more importantly, not necessary. For example, just how many people have been inconvenienced or accidents occurred as a result of the current way residents park??	requests are received for assessment and there are on-going compliance issues), and only consider further restrictions if there is on-going non-compliance with the Road Rules, multiple requests, penalty infringement notices or accident history. The intersection of Albermarle and Baltic Street has had numerous requests and penalty infringement notices.
What would be more useful and definitely the danger of turning left into Australia street from Albermarle Street is to have distance of 'no parking' on the left hand side of the corner of Albermarle Street and Australia street on Australia Street.	Council officer's will assess this intersection further and determine if it meets the criteria for consideration of 'No Stopping' signs.

FINANCIAL IMPLICATIONS

The signs are to be funding via Council's Signs and line marking budget.

ATTACHMENTS

1. [↓](#) Concept sketch



Item No: LTC0624(1) Item 6
Subject: HANKS STREET AT THE INTERSECTION WITH OLD CANTERBURY ROAD, ASHFIELD - PROPOSED NEW PEDESTRIAN REFUGE AND KERB EXTENSION FACILITIES (DJARRAWAWUNANG-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 (10269-2) to install a pedestrian refuge and kerb extension with associated re-alignment to a pedestrian/bicycle shared path plus 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 is proposing to improve safety at the intersection of Hanks Street and Old Canterbury Road, Ashfield by constructing a new pedestrian refuge island and kerb extension. The proposal aims to improve safety for pedestrians and cyclists wishing to cross Hanks Street by narrowing the road pavement and crossing distance.

BACKGROUND

The proposed facility is included within the 2024/2025 Traffic Facilities Capital Works Program. The project was initiated as part of the Pedestrian Access and Mobility Plan (PAMP) to provide safety improvements to pedestrian and cyclists. The facility also enhances traffic safety around the intersection.

DISCUSSION

The following information is provided.

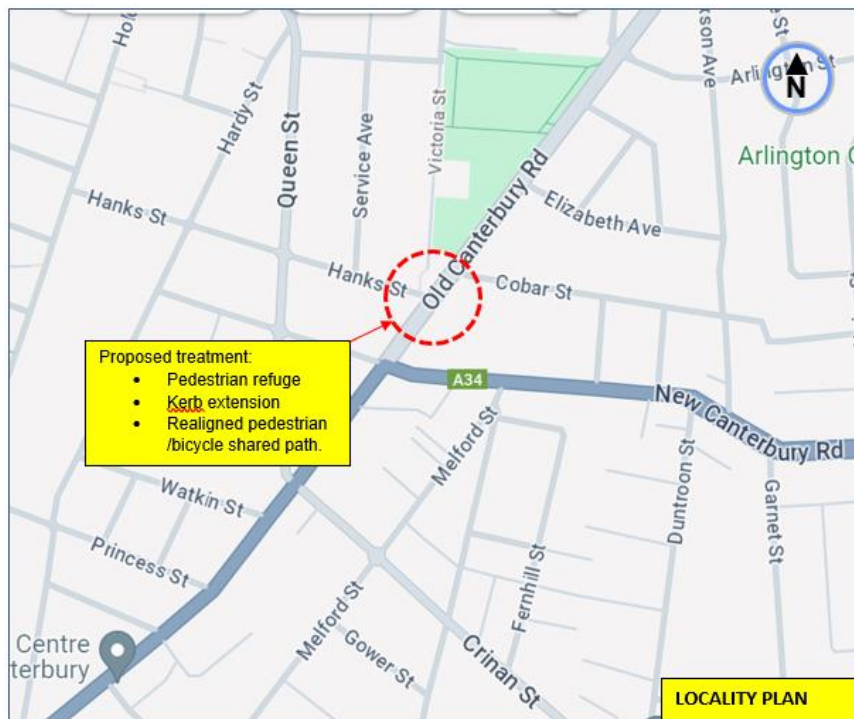


Figure 1. Locality plan

Street Name	Hanks Street (at intersection to Old Canterbury Road)
Carriageway width (m) kerb to kerb	Approx. 12.8m
Carraigeway type	Two-way, one travel lane each direction.
Classification	Local
Speed Limit km/h	50
85th percentile speed km/h	-
Vehicles per day (vpd)	Approx. 5-6000
Avalialbe TfNSW recorded crash history Last 5 years (2018-2023)	(4) accidents in this period: - 2019, RUM 21, at intresection, right through from Old Canterbury Road (OCR), moderate injury. - 2019, RUM 0, south of intersection pedestrain near side crossing OCR, serious injury. - 2020, RUM 48, bicycle manouvring from footpath (presumed coming off into Hanks St at intersection), serious injury. - 2022, RUM 21, at intersection, right through, non-injury (towaway).
Parking arrangements	Unrestricted parking both sides.
Side street (nearest)	-

Table 1. Road Network detail.

The Plan

The following works are proposed and are illustrated on the attached plan in *Attachment 1*.
Hanks Street at Old Canterbury Road, Ashfield (Plan No. 10269-2):

- Construct a new concrete pedestrian refuge island;
- Construct a new landscaped kerb extension;
- Reconstruct and re-align the shared cycle path to the new alignment to improve sight lines;
- Remove 1 existing tree to make way for realigned shared path;
- Construct new stormwater drainage pit & pipe to facilitate the new kerb extension
- Install any required signs associated with the works; and
- Re-mark existing pavement markings where affected by the works.

Parking Changes

The proposal seeks to adjust existing No Stopping & parking zones in Hanks Street to comply with current standards for new pedestrian refuge islands. Therefore, this proposal will result in the loss of four (4) legal on-street parking spaces.

Streetlighting

The existing lighting is deemed adequate and therefore there will be no changes to the existing street lighting due to the proposed works.

FINANCIAL IMPLICATIONS

The proposed work is estimated around \$72,000 and is listed under the capital works program for construction in 2024/2025 pending on approval and funding.

CONSULTATION:

A letter outlining the above proposal was distributed to 5 directly affected properties (7 letters) in Hanks Street at the intersection with Old Canterbury Road, Ashfield, as shown on the consultation map area below.

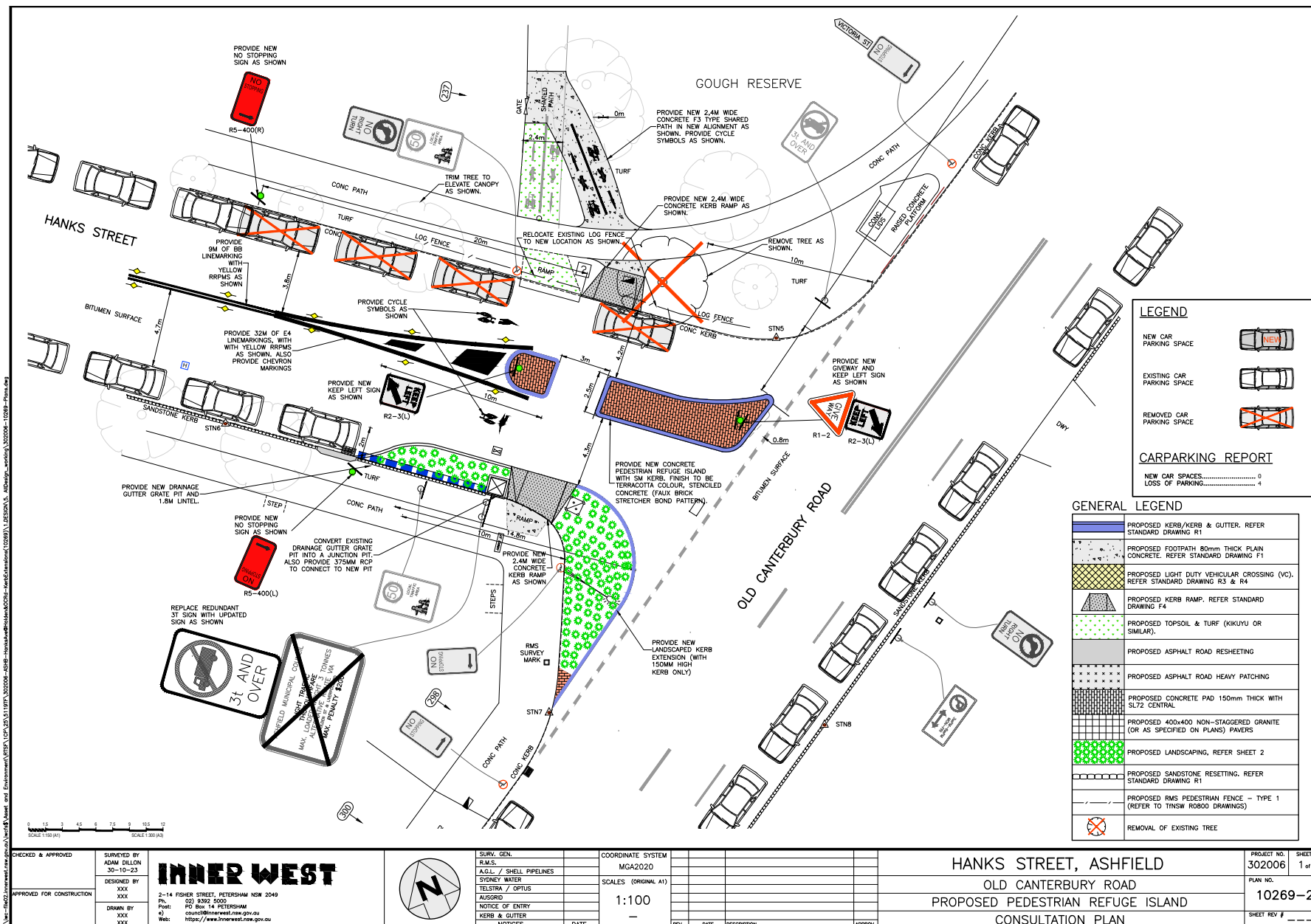


Figure 2. Consultation plan

No responses were received.

ATTACHMENTS

1. [↓](#) Plan of proposed treatment in Hanks Street at Old Canterbury Road, Ashfield.



Item No: LTC0624(1) Item 7
Subject: HANKS STREET AND HOLDEN STREET INTERSECTION, ASHBURY - PROPOSED NEW KERB BLISTER ISLANDS (DJARRAWAWUNANG-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 (10269) to install landscaped kerb blister islands in Hanks Street at Holden Street, Ashbury, 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 is proposing to improve safety at the intersection of Hanks Street and Holden Street, Ashbury by constructing new kerb blister islands. The proposal aims to improve safety for pedestrians wishing to cross Hanks Street by narrowing the road pavement and crossing distance.

BACKGROUND

The proposed facility is included in the 2024/2025 Traffic Facilities Capital Works Program. The project was initiated as part of the Pedestrian Access and Mobility Plan (PAMP) to provide significant safety improvements to pedestrian and cyclists. The facility also enhances traffic safety around the intersection.

DISCUSSION

The following information is provided in discussion.

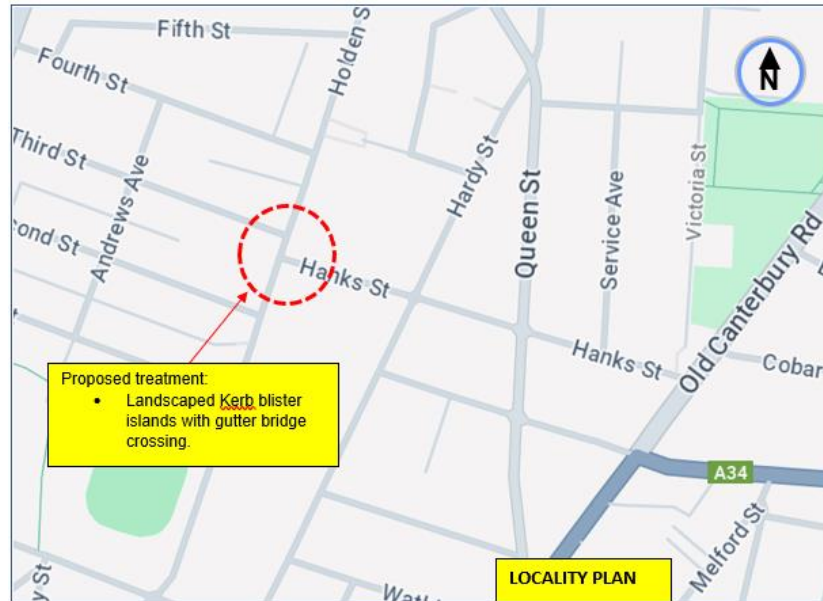


Figure 1. Locality plan

Street Name	Hanks Street (at Holden Street, Ashbury)
Carriageway width (m) kerb to kerb	Approx. 12.8m
Carraigeway 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. 5-6000
Avalialbe TfNSW recorded crash history Last 5 years (2018- 2023)	NIL in the last 5 years
Parking arrangements	Unrestricted parking both sides.
Side street (nearest)	-

Table 1. Road Network detail.

The Plan

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

Hanks Street at Holden Street, Ashbury (Plan No. 10269):

- Construct two (2) new landscaped kerb blister islands with gutter bridge crossings and integrated footpath & kerb ramps;
- Install any required signs associated with the works; and
- Re-mark existing pavement markings where affected by the works.

Parking Changes

This proposal will not result in the loss of legal on-street parking spaces. Please refer to the attached plan for details

Streetlighting

The existing lighting is deemed adequate and therefore there will be no changes to the existing street lighting due to the proposed works.

FINANCIAL IMPLICATIONS

The proposed work is estimated around \$55,000 and is listed within the Capital Works Program for construction in 2024/2025.

CONSULTATION

A letter outlining the above proposal was distributed to 10 directly affected properties (15 letters) in Hanks Street at the intersection with Holden Street, Ashbury, as shown on the consultation map area below.

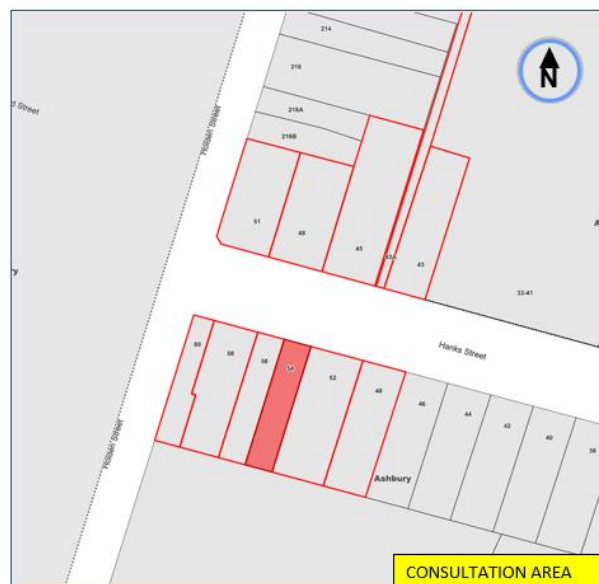


Figure 2. Consultation plan

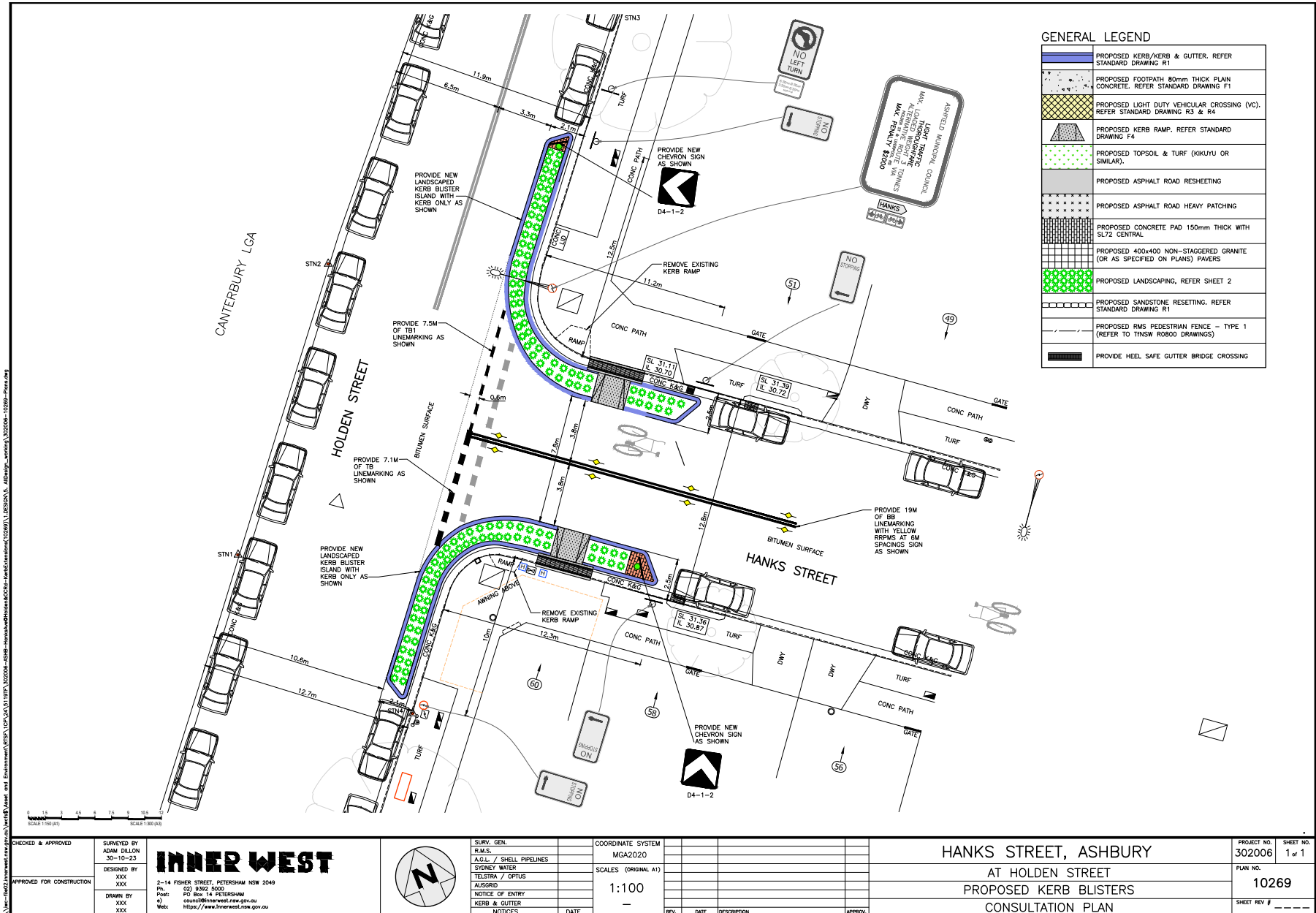
(2) responses were received with concerns.

The comments are shown tabled below with the officer's response made.

Residents Comments	Officers Response
<ul style="list-style-type: none"> • Crossing may not be in the correct spot. • How will the area be maintained? Will the road be re-sheeted? 	<ul style="list-style-type: none"> • A crossover point (with new pram ramps) is placed in Hanks Street a short distance back of the corner of Holden Street for pedestrians to cross-over at a shorter distance. The crossing path is still in line with existing pedestrian desire lines traveling along Holden Street. • Council's maintenance team will be alerted of the area to maintain. The road is programmed for re-sheeting in the 24/25 financial year.
<ul style="list-style-type: none"> • Will the treatment slow vehicles down Hanks St, and around the corner? In general favour of the proposal. 	<ul style="list-style-type: none"> • The narrowing of the road is aimed to slow vehicles down in the area.

ATTACHMENTS

1. [Proposed treatment in Hanks Street at Holden Street, Ashbury.](#)



Item No: LTC0624(1) Item 8

Subject: MARRICKVILLE ROAD, SEAVIEW STREET AND CAVES LANE,
MARRICKVILLE – TEMPORARY FULL ROAD CLOSURES FOR
DULWICH HILL VILLAGE FAIR – SUNDAY 29 SEPTEMBER 2024
(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

1. That the proposed temporary full road closure of Marrickville Road (between New Canterbury Road and Durham Street), part of Seaview Street (between Marrickville Road and south of the entrance to the car park south of Herbert Street), Caves Lane, and the Seaview Street car park (car park adjacent to Caves Lane), Dulwich Hill for the 'Dulwich Hill Village Fair' Event on Sunday 29 September 2024 between the hours of 3:00am and 9:00pm be approved as per the submitted TMP and TGSs;
2. That a Road Occupancy License application be obtained from the Transport Management Centre;
3. That notice of the proposed event be forwarded to the NSW Police Local Area Commander, Transit Systems, the NSW Fire Brigades and the NSW Ambulance Services;
4. That all residents and businesses in and around the affected area are to be notified of the temporary road closure in writing by the applicant in advance (at least 7 days prior to the event) with the applicant making reasonable provision for stakeholders;
 - a) A minimum four (4) metre unencumbered passage be available for emergency vehicles through the closed section; and
 - b) The occupation of the road carriageway must not occur until the road has been physically closed.

STRATEGIC OBJECTIVE

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

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

'Dulwich Hill Village Fair' is an annual event and this year it will be held on Sunday 29 September 2024. As per previous years the event will necessitate the temporary full road closure of Marrickville Road (between New Canterbury Road and Durham Street); part of Seaview Street (between Marrickville Road and south of the entrance to the car park south of Herbert Street), Caves Lane, and the Seaview Street car park (car park adjacent to Caves Lane), Dulwich Hill.

BACKGROUND

Council's Events Coordinator has advised that this year's annual 'Dulwich Hill Village Fair' will be held on Sunday 29 September 2024 and has submitted a request for some temporary road closures between the hours of 3:00am and 9:00pm on the day of the event.

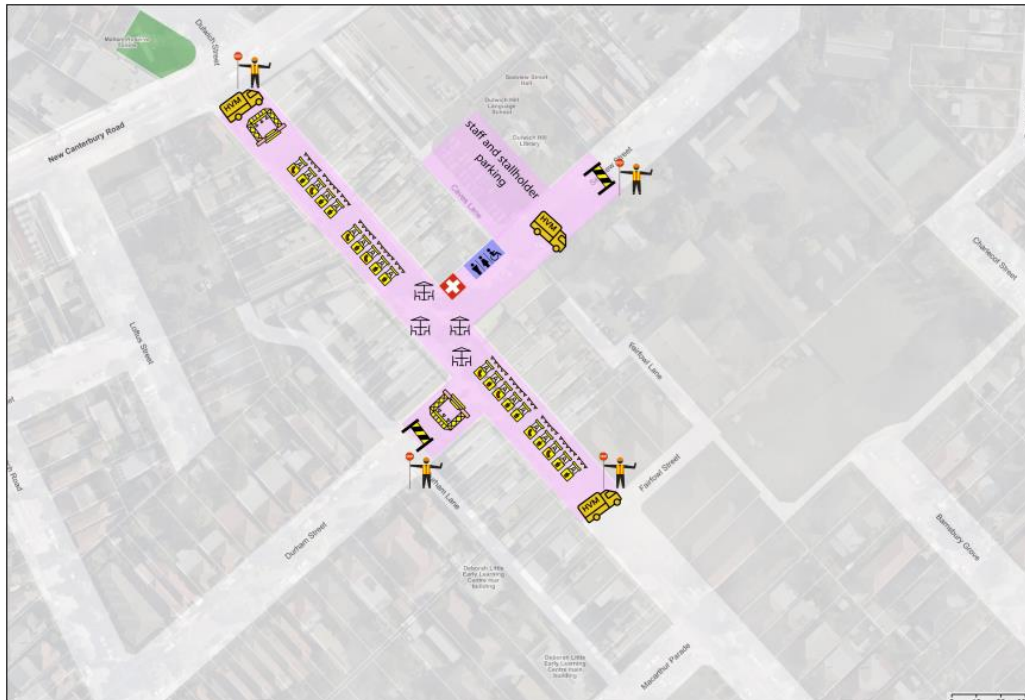
The Dulwich Hill Village Fair is a local event celebrating the growth of bars and eateries sprouting on the hill. The fair provides family entertainment mixed with food fair such as cheese plates and artisan bakery offerings. markets displaying eco-friendly clothing, handmade jewelry, gifts and locally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

This year's Dulwich Hill Village Fair will run between 12:00noon and 5:00pm on Sunday 29 September 2024, however, the temporary full road closures are required from 3:00am and 9:00pm on Sunday 29 September 2024 for bump in and bump out activities:

DISCUSSION

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

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



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

Council barricades will be used to affect the closures and a 4-metre wide emergency vehicle access will need to be maintained through the area during the course of the street fair. Appropriate advance notice signs will be strategically installed at least two weeks prior to the event to alert motorists of the proposed closures. In addition, 'No Parking - Special Event' signs will be affixed over all existing parking restriction signs within the closed roads on the afternoon of the day prior to the event - Saturday 28 September 2024.

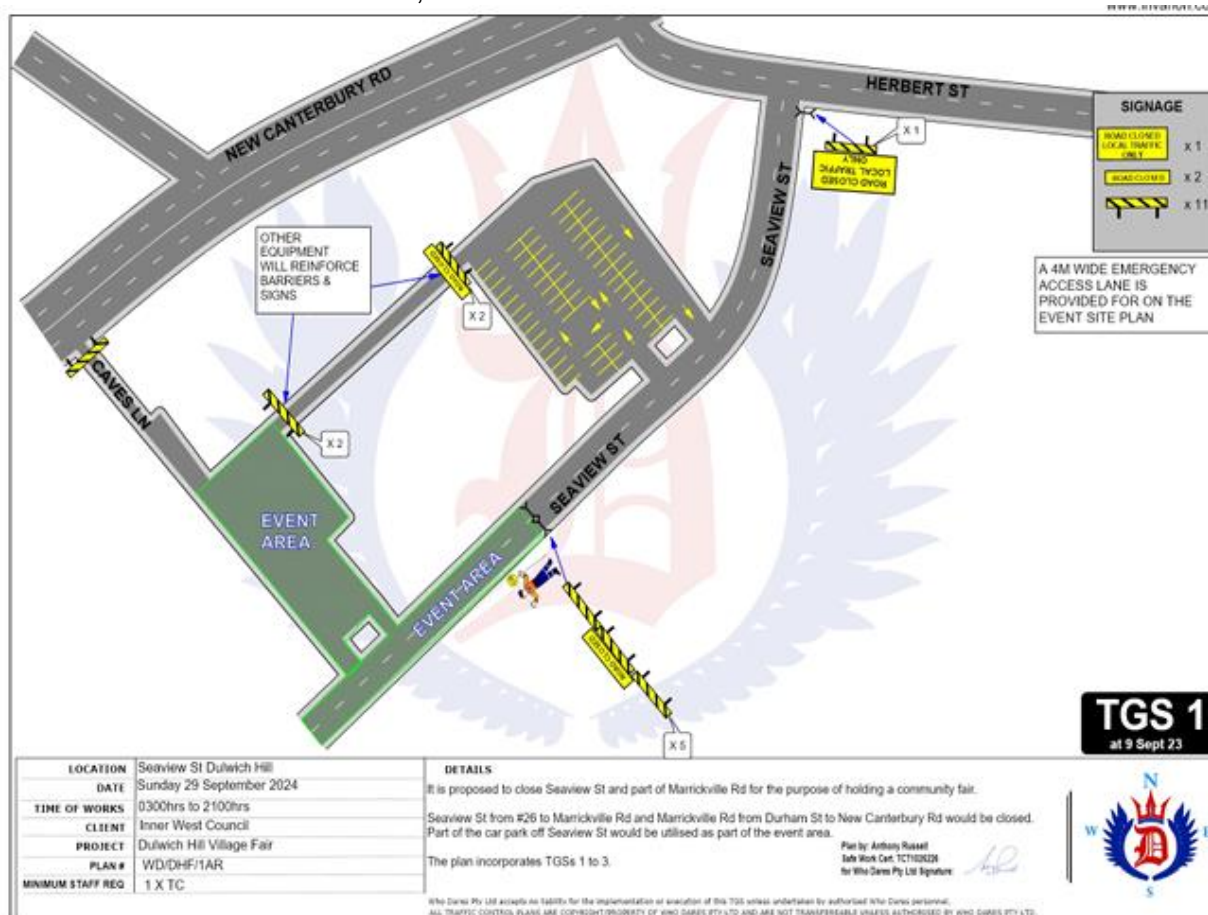
Adequate vehicular traffic control shall be provided for the protection and convenience of pedestrians and motorists including appropriate signage and flagging. Workers shall be specially designated for this role (and carry appropriate certificates), as necessary to comply with this condition. This is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

Traffic Management Plan and Traffic Guidance Schemes

A Traffic Management Plan (TMP) has been supplied by Who Dares Pty Ltd, the scope of which includes the provision for the safe movement of vehicular traffic in and out of the event areas at the Dulwich Hill Village Fair on Sunday 29 September 2024. The TMP is attached at the end of this report. The Traffic Guidance Schemes (TGS) are reproduced below.

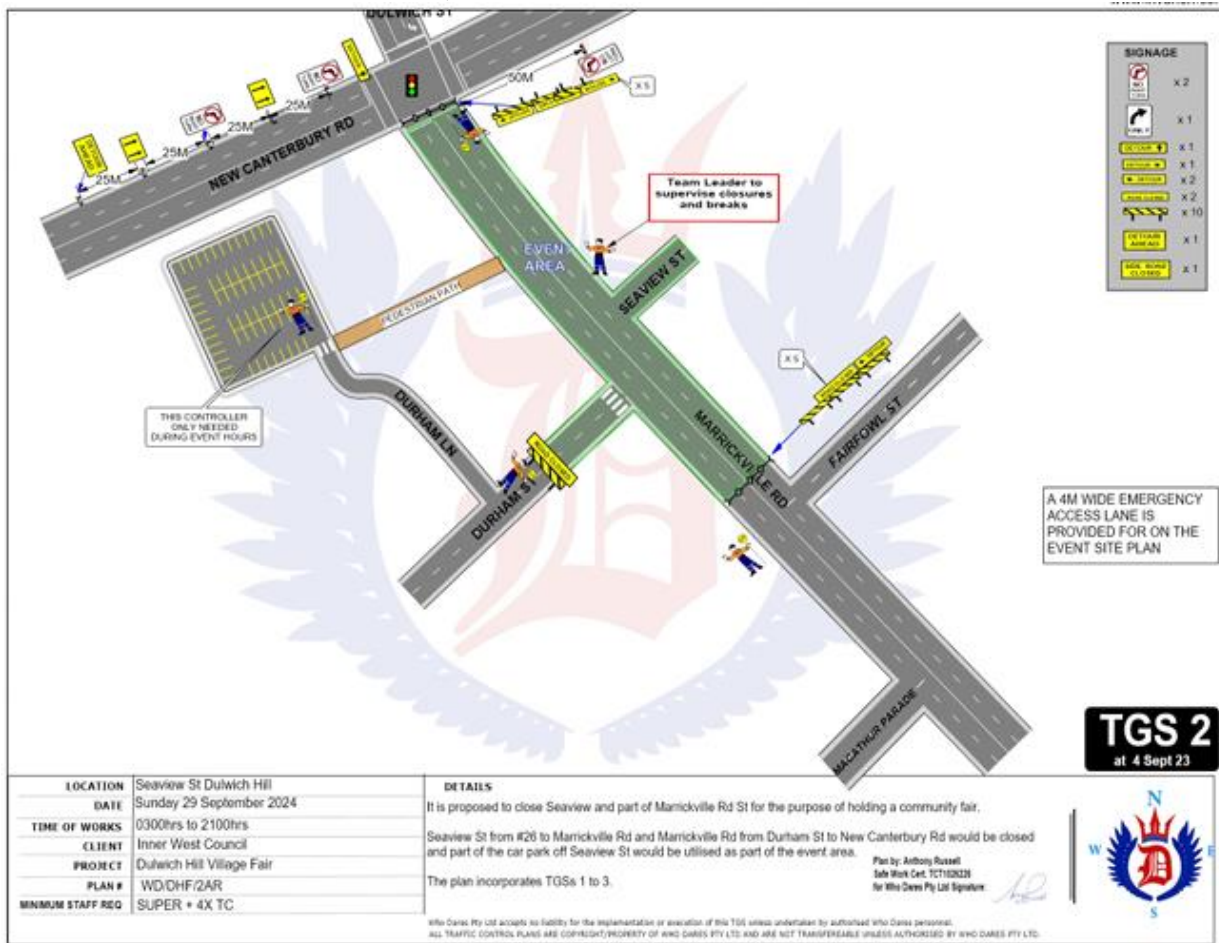
Authorised traffic controllers will install barricades and signage and maintain closure points as per the Traffic Guidance Schemes.

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



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

TGS WD/DHF/2 Marrickville Road, Dulwich Hill



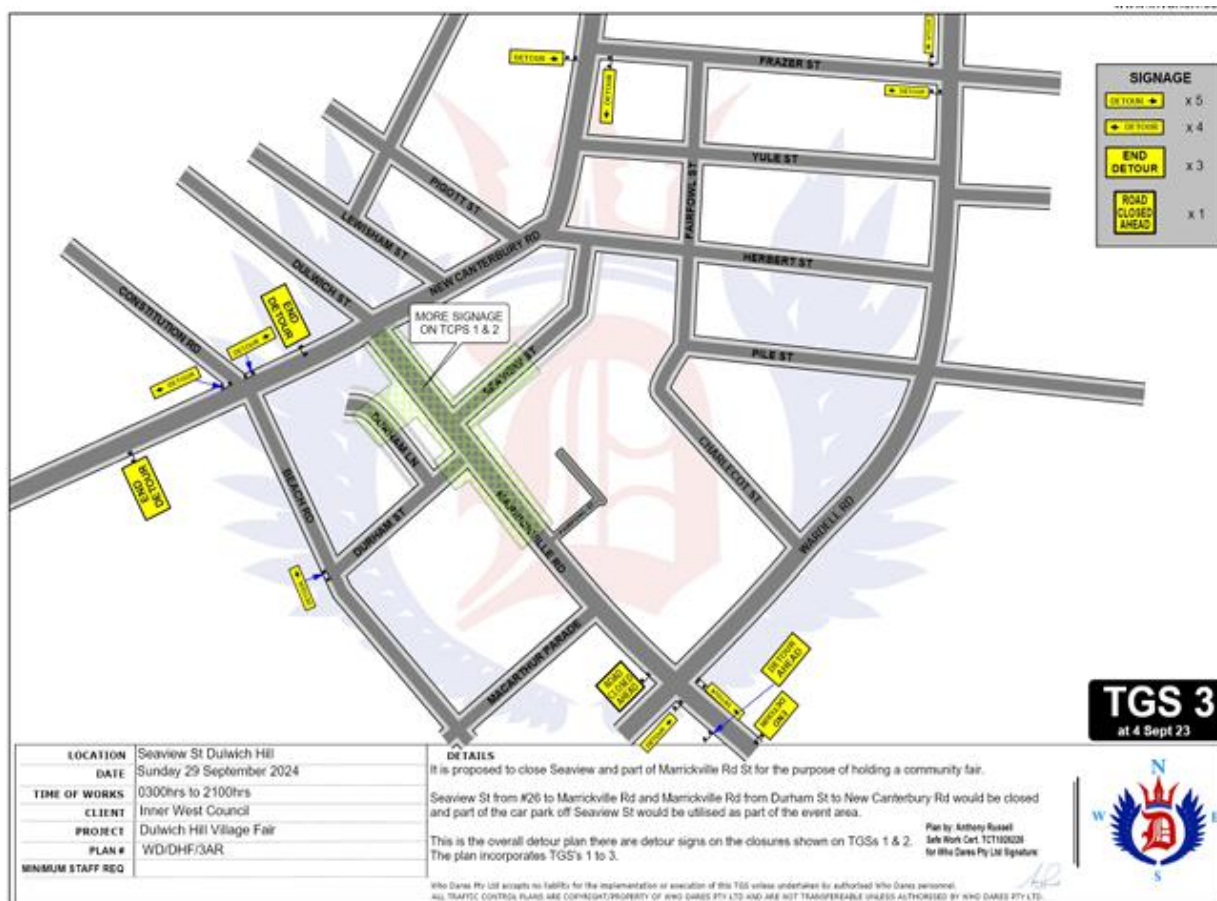
Impacts on traffic

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

The traffic diverted from Marrickville Road and Seaview Street as a result of the proposed road closures, does not coincide with the peak traffic, as the Fair will be held on a Sunday when much lower than weekday traffic volumes are expected. There should be no impact to heavy vehicles.

At present there should not be any construction works that will be impact the event. There are no traffic calming devices or traffic generating developments along the route.

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



Impacts on buses

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

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

Route 426 to Circular Quay

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

Route 426 to Dulwich Hill

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

Route 418 to Burwood

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

Route 418 to Bondi Junction

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

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

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

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

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

Bus Diversions TBC 2024

NOTICE

OPERATIONAL PLAN

DULWICH HILL VILLAGE FAIR

SUNDAY 17TH SEPT 2023

3:00 – 21:00





NOTICE

Routes 418	
Times	03:00 until 21:00
To Burwood	
Normal route to Marrickville Rd, then right Wardell Rd, left Frazer St, left New Canterbury Rd (set down and pick at the 428 stops TSN: 220354) then normal	
To Sydenham	
Normal route to New Canterbury Rd (set down and pick at the 428 stops TSN: 220350), then right Frazer St, right Wardell Rd, left Marrickville Rd, and then normal	

Routes 426	
Times	03:00 until 21:00
To Martin Place	
From Dulwich Hill Terminus, Dulwich St, then left New Canterbury Rd (pick at the 428 stops: TSN: 220354), then right Frazer St, right Wardell Rd, left Marrickville Rd, and then as normal	
To Dulwich Hill	
Normal route to Marrickville Rd, then right Wardell Rd, left Frazer St, left New Canterbury Rd (set down and pick at the 428 stops), then right turn into Dulwich Hill Terminus.	





Transit Systems & Transdev - Trains

There will be a closure of the Bankstown train line that will impact the public transport system. T3 Bankstown Line - Sydenham to Bankstown temporary rail line closure. The final conversion of the T3 Bankstown Line is to require a shutdown of up to 12 months, commencing between July and October 2024. A transport plan will be in place to support the final conversion, which will include dedicated, frequent bus routes, including express routes. Exact details TBC.

Impacts on Parking

Council will use 'No Stopping' signs to reserve parking spaces within the road closure area prior to the road closure time. Council will install 'No Stopping Authorised Vehicles Only' in 20

parking bays of the southern Seaview Street carpark for VIP, Performer, Staff and Contractor parking. This will be done by Council officers.

Emergency Lane

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

PUBLIC CONSULTATION

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

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

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

FINANCIAL IMPLICATIONS

Funding has been allocated by Council for organisation of the 'Dulwich Hill Festival event under the 2023/2024 Major Community Events Program.

CONCLUSION

It is recommended that Council support to the temporary full road closures on Sunday 29 September 2024 subject to complying with the recommendations stated in this report along with all standard conditions for temporary full road closures as detailed in Condition 10 of the S68201800008 development consent for the event.



Event Notification

SPECIAL EVENT ROAD CLOSURE – DULWICH HILL FESTIVAL

Sunday 29 September 2024

Dear Resident,

This is to inform you that Inner West Council will be presenting Dulwich Hill Festival on Sunday 29 September 2024 from 12:00pm to 5:00pm. The event will consist of live music, community stalls, and workshops.

To facilitate the event there will be road closures of the following streets between **3:00am and 9:00pm**

- Marrickville Road between New Canterbury Road and Fairfowl St
- Seaview Street between Marrickville Road and the Seaview Street Car Park
- Durham St between Marrickville Rd and Durham Lane

Event bump in will occur from 3:00am and bump out occur from the conclusion of the event until 9:00pm. Roads will be closed to traffic during these times. Please do not park your car within the road closure during these times. If your vehicle is parked on any of the closed roads your vehicle may be towed.

Details of the event can be found at www.innerwest.nsw.gov.au/dulwichhillfestival

We apologise for any inconvenience caused and hope you will join us to celebrate the diversity and vibrancy of the Dulwich Hill community at this year's Dulwich Hill Festival.

For further enquiries please contact Council on 9392 5259 or email michael.daly@innerwest.nsw.gov.au

Regards,

Michael Daly

Creative Communities Manager

ATTACHMENTS

1. [TMP Dulwich Hill Village Festival - V2.0](#)

TRANSPORT MANAGEMENT PLAN

Dulwich Hill Festival
Sunday 29 September 2024.

Marrickville Rd and Seaview St Dulwich Hill

REPAIRED ON BEHALF OF

Inner West Council

Who Dares

Version 2
3 June 2024

TRAFFIC PLANNERS
SAFETY CONSULTANTS
SECURITY CONSULTANTS

WHO DARES PTY LTD

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

Ph: 02 9569 9922
Fax: 02 9569 9933

Event Organiser: Inner West Council

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

Version Control

Version	Date	Status	Comments
Version 1	16 Sept 2024	1 st Draft	
Version 2	3 June 2024	2 nd Draft	Edits and corrections

1. INTRODUCTION

1.1. Introduction

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

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

The plan relates to road closures for the event to be held on Sunday 29th September 2024.

1.2. Objective

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

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

1.3. Authority of the TMP

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

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

1.4. Description of the event

The Dulwich Hill Village Fair is a local event celebrating the growth of bars and eateries sprouting on the hill. Family entertainment mixed with food fair such as cheese plates and artisan bakery offerings make this a great day out for local families and friends.

The fair offers markets displaying eco-friendly clothing, handmade jewelry, gifts and locally made items. There will be music, a martial arts display, dance acts and a kids play area.

2. EVENT DETAILS

2.1. Event summary

Event Name	Dulwich Hill Festival
Event Date:	Sunday 29 September 2024
Event Start Time:	12:00 hours
Event Finish Time:	17:00 hours
Event Set Up Time:	03:00 hours (Road Closed)
Event Pack Down Finish Time:	21:00 hours (Road Open)
Event is:	Street Festival

Contact Names:

Inner West Council 7 – 15 Wetherill St, Leichhardt NSW 2040

Serena Chalker Phone 02 9392 5769
Events Officer Mobile
E-mail serena.chalker@innerwest.nsw.gov.au

NSW POLICE – Inner West Police Area Command

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

Transport for NSW –

Transport Management Centre, 25 Garden St, Eveleigh, NSW, 1430

Phone 02 8396 1416
A/Manager Major Govt. Events Mobile
E-mail @tmc.transport.nsw.gov.au

Michael Takla

A/Network & Events Planner – Region 6 NSW

Phone 02 8778 5889
Mobile 0490 401 688
E-mail michael.takla@transitsystems.com.au

Traffic Contractor – Who Dares Pty Ltd

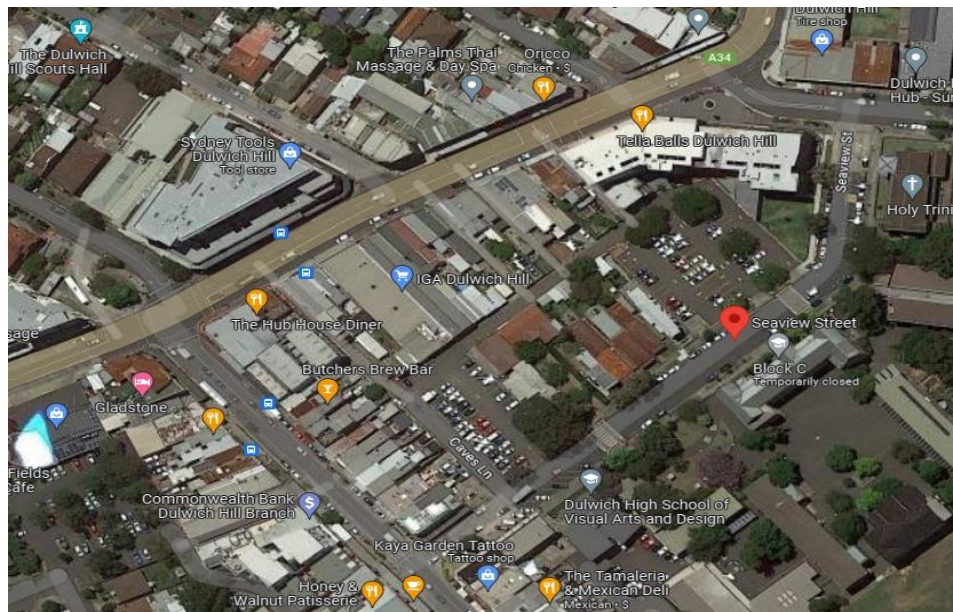
Anthony Russell Phone 02 9569 9922
Traffic Manager Mobile 0427 632 726
E-mail anthony@whodares.com.au

2.2. Description of the event:

Dulwich Hill Festival celebrates the community and delights of this Inner West village.

The festival will offer local food, community and creative stallholders, plus main stage entertainment from local bands, and a school's stage celebrating the local talent of Dulwich Hill schools!

2.3 The Location:





3. TRAFFIC AND TRANSPORT MANAGEMENT

3.1. Road closures 03:00 hours till 21:00 hours Sunday 29th September 2024

- Full closure of Seaview St from south of the entrance to the car park south of Herbert St to Marrickville Rd.
- Road Closed Resident Access Only for the remainder of Seaview St.
- Full closure of Marrickville Rd from New Canterbury Rd to Durham St.

3.2. Detours

Access around the event area would be primarily Wardell Rd and Frazer St or Durham St and Beach Rd.

3.3. Cleaning

Prior to the reopening of the roads at 20:00 hours Sunday 29th September 2024, the Inner West Council will commence cleaning operations.

3.4. Modification to existing signage

The traffic lights at New Canterbury Rd and Marrickville Rd has a right hand turn arrow. Multiple signs have been planned on TCP 2 to warn motorists to ignore the signal.

3.5. Buses amended route changes

Buses will be diverted off Marrickville Rd and Canterbury Rd using Frazer St and Wardell Rd as a detour.

Route 426 to Circular Quay

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

Route 426 to Dulwich Hill

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

Route 418 to Burwood

Normal route to Marrickville Rd and Wardell Rd then Right Wardell Rd, Left Frazer St, Left New Canterbury Rd set down and pick at the 428 stop then normal route.

Route 418 to Bondi Junction

New Canterbury Rd, pick up at 428 stop, then operate via New Canterbury Rd, Right Frazer St, Right Wardell Rd, Left Marrickville Rd, and then normal route

The following stops will be closed during the event and reopen at the completion of the event Services heading East

Dulwich Hill, Marrickville Rd Nr New Canterbury Rd Stop 220317 Dulwich Hill, Marrickville Rd Nr Fairfowl St Stop 220339 Dulwich Hill Marrickville Rd Nr Wardell St Stop 220340

Services heading West

Dulwich Hill, Marrickville Rd Nr Macarthur Pde Stop 220341 Dulwich Hill, Marrickville Rd Nr New Canterbury Rd

3.6. Transit Systems & Transdev - Trains

There will be a closure of the Bankstown train line that will impact the public transport system. T3 Bankstown Line - Sydenham to Bankstown temporary rail line closure. The final conversion of the T3 Bankstown Line is to require a shutdown of up to 12 months, commencing between July and October 2024.

A transport plan will be in place to support the final conversion, which will include dedicated, frequent bus routes, including express routes. Exact details TBC.

<https://transportnsw.info/>

3.7. Parking

Council will use "No Stopping" signs to reserve parking spaces within the road closure area prior to the road closure time.

Council will install "No Stopping Authorised Vehicles Only" in 20 parking bays of the Southern Seaview St carpark for VIP, Performer, Staff and Contractor parking. This will be done by Council officers.

3.8. Construction, traffic calming and traffic generating developments.

At present there should not be any construction works that will be impact the event. There are no traffic calming devices or traffic generating developments along the route.

3.9. Traffic Control

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

3.10. Contingency Plans

Not applicable

3.11. Heavy Vehicle impacts

There should be no impact to heavy vehicles.

4. RISK MANAGEMENT – TRAFFIC

4.1. Occupational Health & Safety – Traffic Control

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

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

Who Dares as the contracted Traffic Control Company engaged by Inner West Council is the Delivery Partner and will fulfill all its legal duty to advise during consultation to deliver traffic plans that reflect the joint efforts of Who Dares, Inner West Council and all agencies assigned to the process of devising a plan that creates traffic and other arrangements appropriate to the safe delivery of the event.

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

Any risk treatment measure implemented by Who Dares through the Traffic Guidance Systems (TGS)s that are 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.

4.2. Public Liability Insurance

Refer Annex 1.

4.3. Hostile Vehicle Mitigation

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

4.4. Police

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

4.5. NSW Ambulance and Fire and Rescue NSW

NSW Ambulance and 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.

4.6. Risk Plans and Risk Checklist

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

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>None required.</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. 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 type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Re-deploy existing staff as required.
Block public transport access	<input type="checkbox"/> Yes <input checked="" 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 Control Plans (TGS's) are seen as risk control measures, but alone they cannot substitute for a compliant and detailed event Risk Assessment.

Contingency form part of the risk assessment and management plan.

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

5.1. Emergency Lane

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

5.2. Advertise the traffic management arrangements

All residents will be notified of the event through:

Via official Council communications, at least two weeks prior to the event.

5.3. Special event warning signs

N/A

5.4. Portable variable message signs

N/A

6. PRIVACY NOTICE

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

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

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

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

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

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

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

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

7. APPROVAL

TMP Approved by: _____ Date: _____

Event Organisor Inner West Council

8. AUTHORITY TO *REGULATE TRAFFIC

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

Regulation of traffic authorised by an authorised council delegate:

Date: _____

Inner West Council

The *Transport for NSW (TfNSW)* traffic management requirements have been met. Regulation of traffic is therefore authorised for all classified roads described in the risk management plans attached to this TMP.

Regulation of traffic authorised by:.....

Date:.....

Transport for NSW (TfNSW)

* "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.

9. PHYSICAL SURVEY OF THE ROUTE

Item	Verified	Action Taken
All one-way Streets are as described	<input checked="" type="checkbox"/>	
Blocked access to local businesses	<input checked="" type="checkbox"/>	Local Businesses will be aware of the road closures
Blocked Ambulance access	<input checked="" type="checkbox"/>	All Emergency Services notified of event. Police to facilitate emergency vehicle access
Blocked local resident access	<input checked="" type="checkbox"/>	Limited access provided under police or nominated traffic management contractor
Blocked Police vehicle access	<input checked="" type="checkbox"/>	Police to facilitate access
Blocked public transport access	<input type="checkbox"/>	Some delays due to traffic
Restricted movements – banned turns, heavy/high vehicles	<input checked="" type="checkbox"/>	Intersections under Police/Traffic Controller
Road signage – existing/temporary	<input checked="" type="checkbox"/>	
Signalised intersections	<input checked="" type="checkbox"/>	To be managed by TMC
Traffic generators – shopping centres, schools, churches, industrial area, hospitals	<input checked="" type="checkbox"/>	Traffic generators are aware of standard road closures

Attachments

Annex 1 – Traffic Control Measures Checklist

Annex 2 – Public Liability Insurance

Annex 3 – Road Occupancy License application

Traffic Guidance Schemes

WD/DHF/1 Seaview St, Dulwich Hill

WD/DHF/2 Marrickville Rd, Dulwich Hill

WD/DHF/3 Detour

ANNEX 1

TRAFFIC CONTROL MEASURES CHECKLIST

This checklist can help you implement effective control measures in your workplace.
Using this checklist is not mandatory—you can use whatever means are most useful and practical to identify the traffic control measures to be used specific to your workplace.

CONSIDER THE FOLLOWING	Yes	No	Comments Action
Separation			
Are separate entries and exits provided for vehicles and pedestrians including visitors?			
Do the entries and exits protect pedestrians from being struck by vehicles?			
Does the layout of the workplace effectively separate pedestrians, vehicles and powered mobile plant?			
Are systems in place to keep pedestrians and moving vehicles or plant apart like physical barriers, exclusion zones and safety zones?			
Vehicle routes			
Are the roads and pathways within the workplace suitable for the types and volumes of traffic?			
Are loading zones clearly marked?			
Do vehicle route designs take into account vehicle characteristics under all conditions, for example emergency braking, running out of fuel or adverse weather?			
Are there enough parking places for vehicles and are they used?			
Are traffic directions clearly marked and visible?			
If a one-way system is provided for vehicle routes within the workplace is it properly designed, signposted and used?			
Are vehicle routes wide enough to separate vehicles and pedestrians and for the largest vehicle using them?			
Do vehicle routes have firm and even surfaces?			
Are vehicle routes kept clear from obstructions and other hazards?			
Are vehicle routes well maintained?			
Do vehicle routes avoid sharp or blind corners?			
Pedestrian routes			
Are pedestrian walkways separated from vehicles?			
Where necessary are there safe pedestrian crossings on vehicle routes?			
Is there a safe pedestrian route which allows visitors to access the site office and facilities?			

DULWICH HILL VILLAGE FAIR TMP
VERSION 2-4 JUNE 2024

CONSIDER THE FOLLOWING	Yes	No	Comments Action
Are pedestrian walkways clearly marked?			
Are pedestrian walkways well maintained?			
Vehicle movement			
Have drive-through, one-way systems been used to reduce the need for reversing?			
Are non-essential workers excluded from areas where reversing occurs?			
Are vehicles slowed to safe speeds, for example speed limiters on mobile plant or chicanes on vehicle routes?			
Do drivers use the correct routes, drive within the speed limit and follow site rules?			
Signs			
Are there speed limit signs?			
Are there clear warnings of powered mobile plant hazards?			
Is there clear signage of pedestrian and powered mobile plant exclusion zones?			
Is there enough lighting to ensure signs are visible, particularly at night?			
Warning devices			
Are flashing lights, sensors and reversing alarms installed on powered mobile plant?			
Information, training and supervision			
Do powered mobile plant operators have relevant high risk work licences? Are they trained in operating the particular model of plant being used?			
Have workers received site specific training and information on traffic hazards, speed limits, parking and loading areas?			
Is information and instruction about safe movement around the workplace provided to visitors and external delivery drivers?			
Is the level of supervision sufficient to check traffic movement and ensure safety of pedestrians and drivers?			
Personal Protective Equipment			
Is PPE like high visibility clothing provided and used where necessary?			
Vehicle safety			

CONSIDER THE FOLLOWING	Yes	No	Comments Action
Have vehicles and powered mobile plant been selected which are suitable for the tasks to be done?			
Do vehicles have direct visibility or devices for improving vision like external and side mirrors and reversing sensors?			
Are vehicles fitted with effective service and parking brakes?			
Do vehicles and powered mobile plant have seatbelts where necessary?			
Is there a regular maintenance program for all vehicles and powered mobile plant?			
Is there a system for reporting faults on all vehicles and powered mobile plant?			
Do drivers carry out basic safety checks before using vehicles?			
Are there any other control measures that should be implemented to manage risks at your workplace?			

PUBLIC LIABILITY INSURANCE

ANNEX 2

Council to supply 2024 document

(Attach copy here)

ROAD OCCUPANCY LICENCE (ROL) TBC 2024

ANNEX 3

Item 8

Annex 4

DULWICH HILL VILLAGE FAIR TMP
VERSION 2--4 JUNE 2024

Attachment 1

Bus Diversions TBC 2024

Item 8

NOTICE

OPERATIONAL PLAN

DULWICH HILL VILLAGE FAIR

SUNDAY 17TH SEPT 2023

3:00 – 21:00





DULWICH HILL VILLAGE FAIR TMP
VERSION 2-4 JUNE 2024

22

Attachment 1

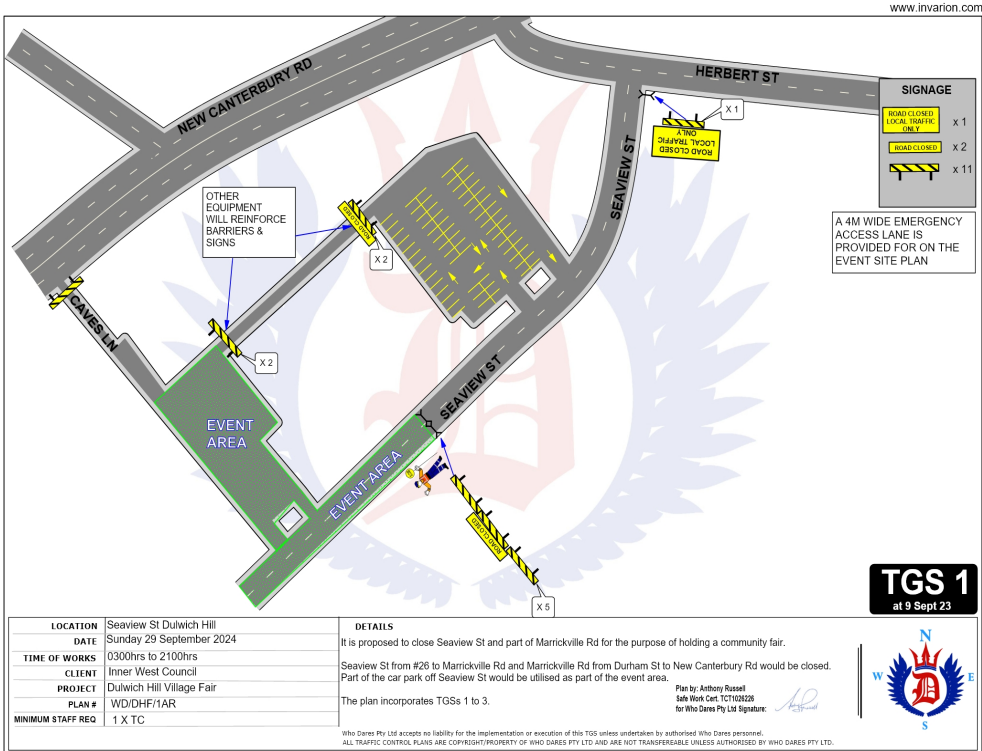
NOTICE

Routes 418	
Times	03:00 until 21:00
To Burwood	
Normal route to Marrickville Rd, then right Wardell Rd, left Frazer St, left New Canterbury Rd (set down and pick at the 428 stops TSN: 220354) then normal	
To Sydenham	
Normal route to New Canterbury Rd (set down and pick at the 428 stops TSN: 220350), then right Frazer St, right Wardell Rd, left Marrickville Rd, and then normal	

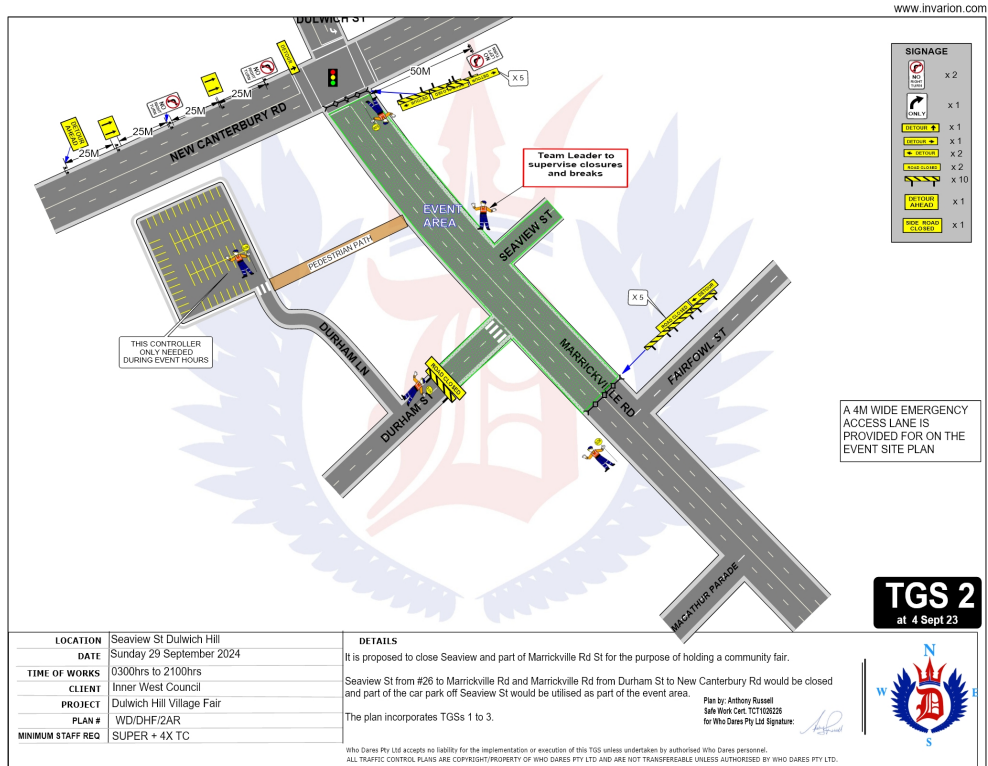
Routes 426	
Times	03:00 until 21:00
To Martin Place	
From Dulwich Hill Terminus, Dulwich St, then left New Canterbury Rd (pick at the 428 stops: TSN: 220354), then right Frazer St, right Wardell Rd, left Marrickville Rd, and then as normal	
To Dulwich Hill	
Normal route to Marrickville Rd, then right Wardell Rd, left Frazer St, left New Canterbury Rd (set down and pick at the 428 stops), then right turn into Dulwich Hill Terminus.	



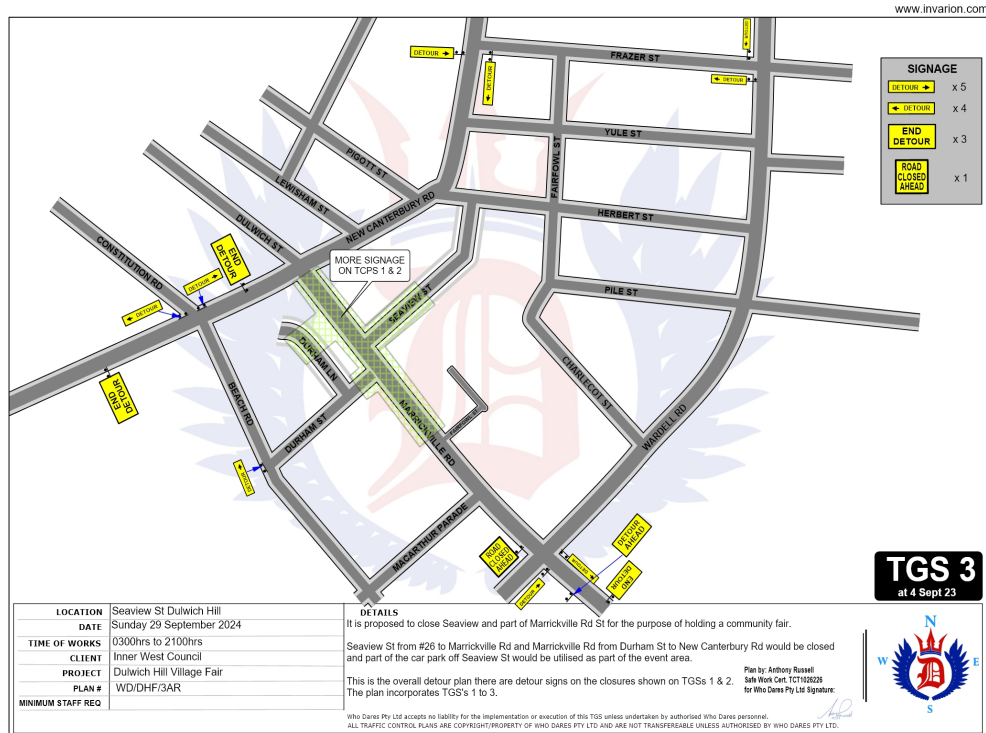
TGS WD/DHF/1 Seaview St, Dulwich Hill



TGS WD/DHF/2 Marrickville Rd, Dulwich Hill



TGS WD/DHF/3 Detour



Item No: LTC0624(1) Item 9

Subject: SMIDMORE STREET, MARRICKVILLE – TEMPORARY FULL ROAD CLOSURES FOR MARRICKVILLE METRO MARKETS/EVENTS 27 SEPTEMBER TO 30 SEPTEMBER 2024, 25 OCTOBER TO 3 NOVEMBER 2024, 13 DECEMBER TO 16 DECEMBER 2024 AND 20 DECEMBER TO 24 DECEMBER 2024 AND RELATED TEMPORARY CHANGES TO VICTORIA ROAD KERBSIDE PARKING RESTRICTIONS TO ACCOMMODATE RELOCATION OF COMMUNITY BUS (MIDJUBURI – MARRICKVILLE WARD / HEFFRON ELECTORATE / INNER WEST PAC)

Prepared By: Jennifer Adams - Traffic Engineer

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

1. That the proposed temporary full road closure of Smidmore Street, between Murray Street and the Smidmore Street car park access, Marrickville on 27 September to 30 September 2024, 25 October to 3 November 2024, 13 December to 16 December 2024 and 20 December to 24 December 2024 for the purpose of holding Marrickville Metro Shopping Centre Markets/Events be approved, subject to the applicant complying with, but not limited to, the following conditions:
 - a) A Road Occupancy License application be obtained by the applicant from the Transport Management Centre;
 - b) All affected residents and businesses, including NSW Police Local Area Commander, Transit Systems, Fire and Rescue NSW and NSW Ambulance Services, shall be notified in writing by the applicant of the proposed temporary road closure at least 7 days prior to the event, with the applicant making reasonable provision for residents and businesses;
 - c) The occupation of the road carriageway must not occur until the road has been physically closed; and
 - d) A clear unobstructed 4-metre-wide path of travel throughout the site is recommended to be maintained at all times for emergency vehicle access, in order to provide safe egress in case of fire or other emergency.
2. That the proposed short-term temporary changes to parking restrictions in Victoria Road, Marrickville as per plans submitted by MLA Transport Planning (20008ppt05A-220225 Community Bus Stop Relocation Plan (002)) be APPROVED subject to the following conditions:
 - a) All works and cost of the supply, installation and removal of the signage associated with the temporary community bus relocation is to be borne by the applicant;
 - b) The temporary removal and reinstatement of any Council assets will be at the applicants cost and to Council's Traffic Engineers satisfaction; and
 - c) Notification of surrounding properties be undertaken at least 7 Days prior to installation of the temporary changes and relocated 'Bus Zone'.

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 MLA Transport Planning, on behalf of Marrickville Metro Shopping Centre, regarding the temporary full road closure of Smidmore Street, Marrickville between Murray Street and the Centre's Smidmore Street car park access for Marrickville Metro Market events (ENRC/2024/0024). Closures are proposed over four (4) separate occasions. The closures will involve related temporary changes to Victoria Road kerbside parking restrictions to accommodate relocation of the community bus stop. It is recommended that the proposed temporary road closures be approved subject to all standard Council conditions for a temporary full road closure. The related changes to kerbside signage be approved also subject to all works and costs associated with the signage changes for the relocated 'Community Bus zone' and reinstatement of Council's original parking restrictions is to be borne by the applicant.

BACKGROUND

Marrickville Metro Shopping Centre is proposing to host a series of weekend markets/events on Smidmore Street between Murray Street and the shopping car park access. The proposed dates and durations for the road closure are as follows:

- 27 to 30 September 2024 (4 days) – outdoor cinema aligned to the school holiday event with a soccer theme
- 25 October to 3 November (10 days) – Halloween family festival and markets
- 13 to 16 December (4 days) – Christmas Markets, and
- 20 to 24 December (5 days) – Christmas Markets.

It is proposed to close Smidmore Street (between Murray Street and the car park access) to vehicular traffic from 6:00am on the starting day of each period to 12:00am on the last day of each period. The location of the proposed road closure is shown in the diagram below.



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

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



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

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

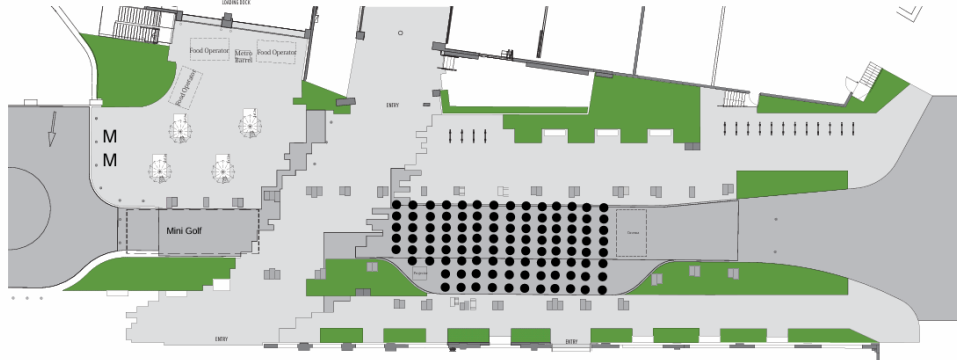
The supplied TCP is reproduced below and the TMP is attached at the end of this report.



Typical street setups are shown below:

MARRICKVILLE METRO – Smidmore St Plan

Cinema – FLOOR PLAN



MARRICKVILLE METRO – Smidmore St Plan

Outdoor Markets – FLOOR PLAN



FINANCIAL IMPLICATIONS

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

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

PUBLIC CONSULTATION

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

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

ATTACHMENTS

1. [Smidmore Street Marrickville Proposed Road Closure – Events September 2024 to December 2024](#)



Smidmore St, Marrickville Proposed Road Closure – Events September 2024 to December 2024

Traffic Management Plan

Document Set ID: 39168804
Version: 1, Version Date: 10/05/2024



Smidmore St, Marrickville Proposed Road Closure – Events September 2024 to December 2024

Traffic Management Plan

Report Version: Draft

Report Date: 26 April 2024

Report Reference: 20008r09A-240426

Client: The GPT Group

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Document Set ID: 39168804
Version: 1, Version Date: 10/05/2024



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Appendices

Appendix A	Traffic Guidance Scheme
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1 Introduction

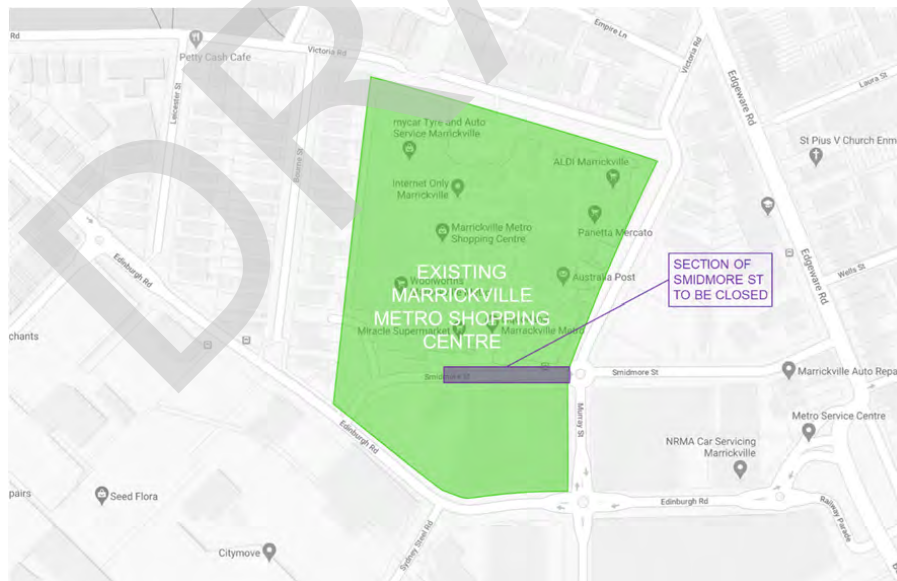
Marrickville Metro Shopping Centre (Centre) is proposing to host events on Smidmore Street on over four separate periods from September 2024 to December 2024. The proposed dates and durations for the road closure are as follows:

- 27 to 30 September 2024 (4 days weekend) – outdoor cinema aligned to the school holiday event with a soccer theme
- 25 October to 3 November (10 days) – Halloween family festival and markets
- 13 to 16 December (4 days weekend) – Christmas Markets, and
- 20 to 24 December (5 days weekend) – Christmas Markets.

It is proposed to close Smidmore Street (between Murray Street and the car park access) to vehicular traffic from 6:00am on the starting day of each period to 12:00am on the last day of each period.

Figure 1.1 shows the location of proposed road closure.

Figure 1.1: Location of Proposed Road Closure



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



2 Detailed Plan of Proposed Measures

Is a detailed plan of the proposed measures necessary?	
Yes	<input checked="" type="checkbox"/>
No	<input type="checkbox"/>

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



3 Identification and Assessment of Impact of Proposed Measures

Is a detailed assessment necessary?	
Yes	<input type="checkbox"/>
No	<input checked="" type="checkbox"/>

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

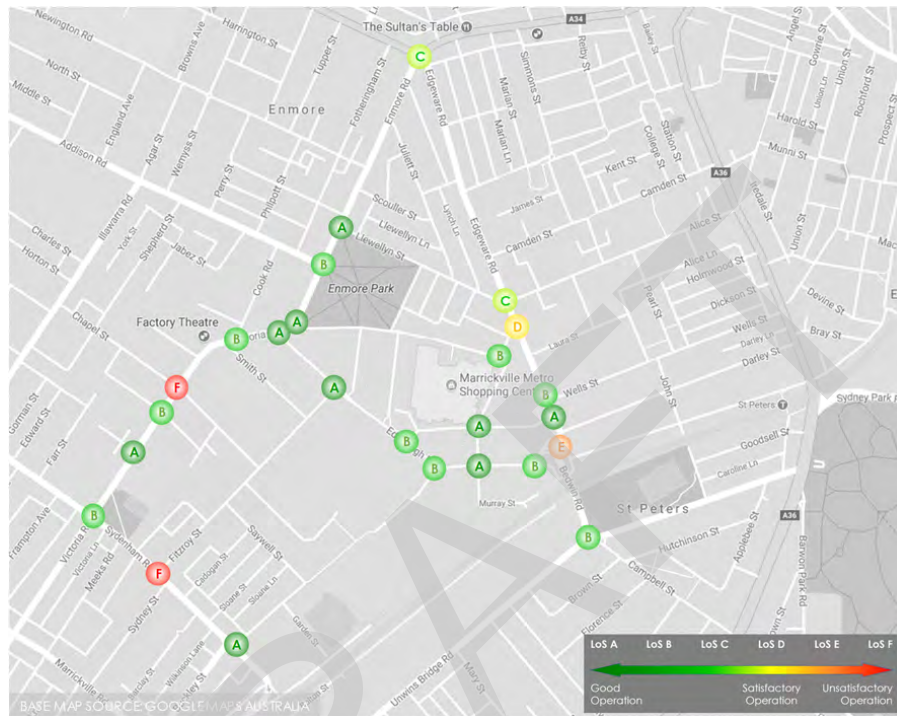
Figure 3.1: Diverted Traffic Routes During Proposed Road Closure



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



Figure 3.2: Post Development VISSIM Traffic Modelling Results



Source: TTPP

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

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



4 Measures to Ameliorate the Impact of Re-Assigned Traffic

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

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



5 Assessment of Affected Public Transport Services

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

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

DRAFT



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

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

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

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

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

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



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

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

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



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

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

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



9 Public Consultation Process

Is a public consultation process required?	
Yes	<input type="checkbox"/>
No	<input checked="" type="checkbox"/>

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



Appendix A

Traffic Guidance Scheme

DRAFT



CERTIFICATION:
THIS PLAN HAS BEEN APPROVED BY MICHAEL LEE -
SAFEGUARDING CERTIFICATION PREPARE A WORK
ZONE TRAFFIC MANAGEMENT PLAN CARD NO.
TC10050549.

GENERAL NOTES:

- ALL TRAFFIC CONTROLLERS TO BE SAFEGUARDING CERTIFIED.
- EACH TRAFFIC CONTROLLER TO CONTROL TRAFFIC IN ONE LANE ONLY.
- THIS TRAFFIC GUIDANCE SCHEME TGS (FORMERLY TRAFFIC CONTROL PLAN, TOP) IS TO BE SETUP/INSTALLED BY SAFEGUARDING CERTIFIED PERSONS.
- THIS TGS MAY BE MODIFIED ON SITE TO SUIT ON-SITE CONDITIONS BY SAFEGUARDING CERTIFIED PERSONS.
- ALL SIGNS TO BE MINIMUM SIZE A.
- ALL SIGNS TO BE POSITIONED SUCH THAT THEY ARE NOT OBSCURED BY BUILDINGS, PARKED VEHICLES, TREES AND OTHER OBSTRUCTIONS AND THAT THEY DO NOT OBSCURE EXISTING SIGNS.
- PEDESTRIAN ACCESS AROUND THE WORK SITE ARE TO BE MAINTAINED AT ALL TIMES WHEREVER POSSIBLE.
- TRAFFIC CONTROLLERS TO ASSIST PEDESTRIAN ACCESS TO THE WORK SITE.
- WORKERS DEPLOYED FOR CROWD CONTROL ARE TO REMAIN WITHIN THE PEDESTRIAN AREAS AT ALL TIMES.
- THE TRAFFIC MANAGER IS TO PERIODICALLY REVIEW ON-SITE CONDITIONS AND MODIFY THE TGS AS REQUIRED.
- THE TRAFFIC MANAGER IS TO ENSURE ALL SIGNS ARE IN GOOD CONDITIONS.
- ALL RELEVANT SIGNAGE/DEVICES ARE TO BE REMOVED WHEN WORKERS ARE NOT ON SITE.

DATE:	26 APRIL 2024	SCALE:	NTS
DRAWING NO.:	20008CAD017A-001	REV:	A
DRAWING TITLE:	TRAFFIC GUIDANCE SCHEME SMIDMORE ST ROAD CLOSURE SEPTEMBER 2024 TO DECEMBER 2024		
PROJECT:	MARRICKVILLE METRO SHOPPING CENTRE		

MLA Transport Planning

Level 14, 275 Alfred St
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Item No: LTC0624(1) Item 10

Subject: ALT STREET, ASHFIELD- RELOCATION OF SCHOOL PART-TIME BUS ZONE (GULGADYA-LEICHHARDT 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 part time School 'Bus Zone' on the eastern side of Alt Street, outside St Vincent's College (premises No. 45 Alt Street, Ashfield), be extended 16m south.
2. That 10 metres of full-time 'No Stopping' be applied on departure side of the existing pedestrian (zebra) crossing on the eastern side of Alt Street, south of Albert Parade.

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 current part-time school 'Bus Zone' located in front of St Vincent's College, premises No. 45 Alt Street, Ashfield, is proposed to be moved further south (by 16m) from outside premises No. 41 Alt Street to No.39 Alt Street. The relocation is required to provide full-time 'No Stopping' restrictions of 10 metres on the departure side of an existing pedestrian (zebra) crossing located just north of the Bus Zone.

This relocation or movement of the Bus Zone is required to adhere to current TfNSW guidelines for sight view clearance around pedestrian (zebra) crossings.

BACKGROUND AND DISCUSSION

Concerns have been raised with the operation of school buses parking close back onto an existing pedestrian (zebra) crossing, just north of the Bus Zone, affecting the sight view of pedestrians and school children using the crossing.

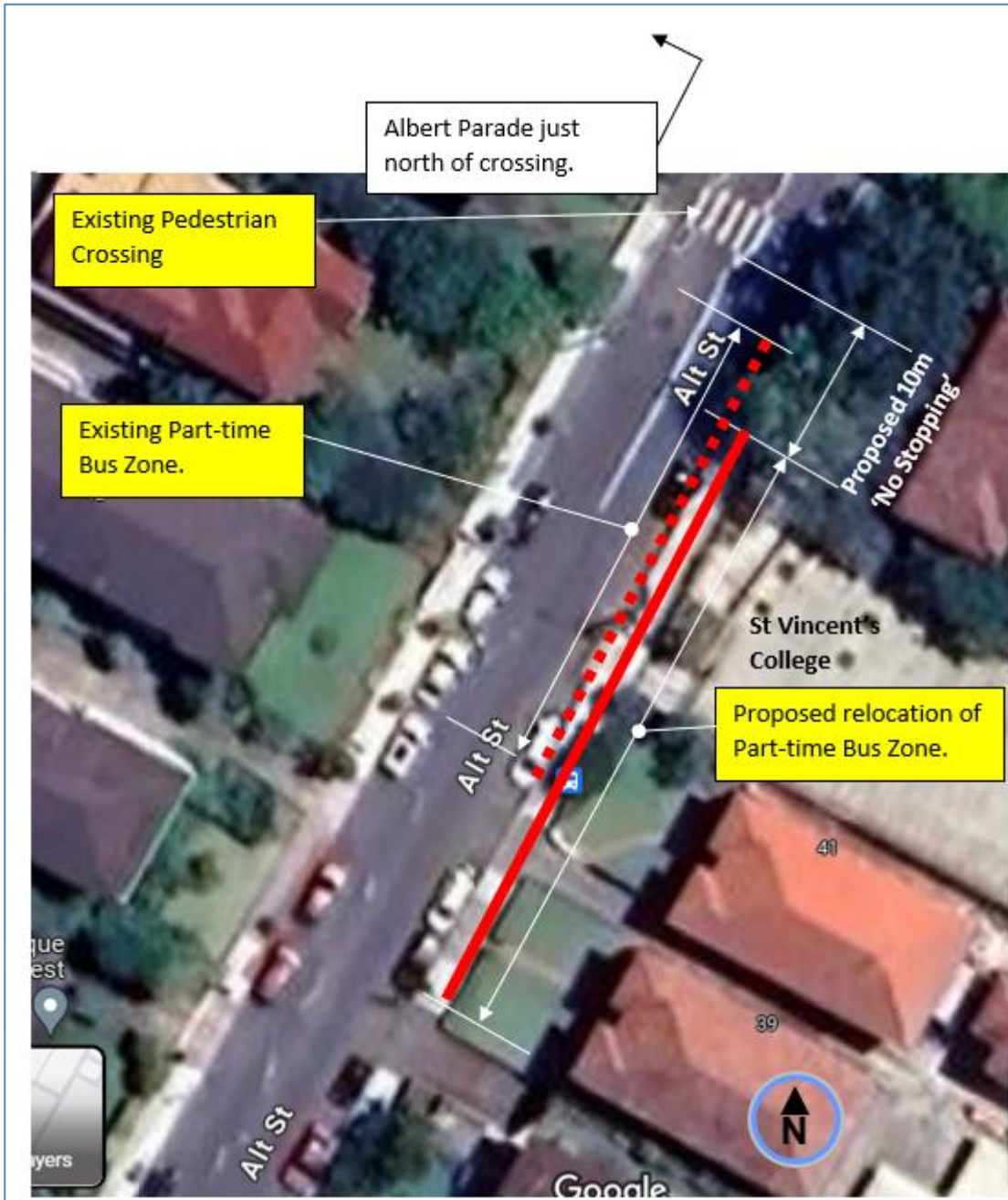
The rear of the Bus Zone is close in distance to the departure side of the crossing and was originally installed using legacy RMS/RTA guidelines for sight view clearances of a crossing.

The Bus Zone is proposed to be moved forward to comply with current TfNSW guidelines and to provide sight view clearance of at least 10 metres (to be signposted as 'No Stopping'), on the departure side of the crossing to the eastern side of Alt Street, south of Albert Parade.

The part time school 'Bus Zone' is and remains operational '3pm to 4pm Mon- Wed, Fri & 12pm to 4pm Thurs' on school days for school pick-up/drop off and for school charter service.

The crossing itself is listed under the capital works program to be upgraded to a raised crossing in 2025/2026. The signposting changes will complement with any changes to the crossing regard to sight view clearance.

See attached diagram with existing and proposed changes.



FINANCIAL IMPLICATIONS

There are no financial implications associated with the implementation of the proposed recommendations outlined in the report. Funding to alter the signposting will come from the operational signposting budget.

CONSULTATION

A letter outlining the above proposal was distributed to 13 directly affected properties (210 letters) in Alt Street near the intersection with Albert Parade, Ashbury, as shown on the consultation map area below.



(7) responses were received with (1) objection, (2) support and (4) raising concerns/suggestions The resident comments are tabled below with the officer's response.

Residents Comments	Officers Response
<p><u>Street resident comments.</u></p> <p>Supports proposal for the below reasons.</p> <ul style="list-style-type: none"> • Current bus stop overlaps with 'No Stopping' zone • Buses queue into the 'No Stopping' zone every afternoon at school pick-up times reducing visibility of the pedestrian crossing • Frustrated motorists make dangerous decisions such as speeding to overtake the buses during school pick-up times • There have been many near misses at the pedestrian crossing • Loss of off-street parking due to the relocation cannot be prioritised over safety 	<p>Noted</p>

<p><u>Street resident comments</u></p> <p>Supports proposal for the below reasons:</p> <p>The relocation of the bus zone on Alt Street sounds very reasonable and I look forward to the pedestrian crossing having better safety.</p> <p>As a resident I do not see this negatively impacting me and I support it as a safety upgrade to the pedestrian crossing</p>	<p>Noted</p>
<p><u>Street resident comments</u></p> <p>Regarding the proposed change to No. 39 for the buses for the school. They should be up to No. 49 because they bunch up over the actual crossing down there. Sometimes the buses are stalled at the crossing, obscuring the crossing.</p>	<p>The proposal is only intended to relocate the Bus Zone of similar length, in a southerly direction 10m away from the crossing. It is not intended to further extend the length of the bus zone as it will impact parking.</p>
<p><u>Street resident comments</u></p> <p>1. Regarding the flashing lights school zone signs:</p> <ul style="list-style-type: none"> • Heading down Alt Street towards Parramatta Road, the sign on that end is clearly visible so that's good. • The sign towards Elizabeth Street end is useless as it's totally hidden by a tree. It isn't clear at all, image provided. However, coming from Elizabeth St it is not visible while driving. This will need to be addressed. This may explain the speeding down the street especially from that end. <p>2. Resident supports pedestrian upgrade however is concerned that relocation will impact access to her driveway No. 37 during bus zone times.</p>	<p>1. School Zone signs and flashing lights are in place. A request has since been submitted for trimming of the tree currently blocking the school zone speed limit sign.</p> <p>2. The driveway at No 37 will not be impacted by the bus zone relocation.</p>
<p><u>Street resident comments</u></p> <p>Does not support proposal for the reasons below</p> <ul style="list-style-type: none"> • There is a severe shortage of car space on this section of Alt Street and extending this bus zone will add to the issues with parking on this street. It will mean a reduction in the all-day spaces' residents have to park their cars. This is already an issue. 	<ul style="list-style-type: none"> • Council recognises parking is of high demand and will limit loss of parking to an approximate two car spaces only. Restrictions will apply for a short duration only during part time Bus Zone operational hours. Outside these hours parking is unrestricted. • The crossing has been in place and well established for many years to provide required pedestrian desire path in the area. To relocate the crossing away of

<ul style="list-style-type: none"> • Could the crossing and/or bus zone be moved to another street or section of the street? 	<p>the intersection near Albert Parade will only impact on further loss of parking for required sight view.</p>
<p><u>Street resident comments</u></p> <p>I am writing regarding the proposed bus zone relocation from front of 45 Alt Street, Ashfield to front of 39 Alt Street, Ashfield.</p> <p>May I suggest a couple of ideas to make this proposed move user friendly for all concerned, i.e., students, bus drivers and neighbours bordering the areas allocated on Alt Street.</p> <ol style="list-style-type: none"> 1. For purposes of privacy and noise intrusion, to plant a hedge on the lawns of 39 and 41 Alt Street that would screen the buses and give a crucial element of privacy both the drivers who arrive early at the bus stop and the residents affected by the bus stop. 2. Request that bus drivers turn off the engines on arrival. Currently the buses arrive early and remain with their engines running idle, frequently between 20 – 30 minutes. <p>There are several reasons why this could be reconsidered, for example:</p> <ul style="list-style-type: none"> • In a time of climate challenges, the pollution and the energy expended is I believe stating the obvious. • There are also several small children including infants in the units where the buses are proposed to stop. • There are residents who have home offices, which means this creates intrusion into online meetings etc. • Frequently because of the idle running bus engines windows vibrate. • I thank you for considering them and would greatly appreciate if you could take on board these points and consider the proposed improvements of the environment for the context of moving the bus stop. 	<ul style="list-style-type: none"> • Plantings on the footway would only obstruct door access to the bus and similarly pedestrian access on the footpath. However, the resident may consider contacting Strata Manager regarding request for hedge planting as a privacy screen on common property. • Transit Systems advised that bus operators are generally only requested to shut their engine off, if laid over at the end of a trip for longer than 2 mins. The resident is welcome to advise of specific bus numbers that are idling for longer than this period by contacting NSW Government Transport on 131 500 transport so the operator's behaviour can be traced. <p>It should be noted that circumstances may require buses to have engines running for longer periods to power the onboard systems e.g., Opal Card. Note: Whilst boarding the operator is required to keep the bus running.</p>

CONCLUSION

It is recommended that the part time School 'Bus Zone' outside St Vincent's College, premises No. 45 Alt Street, Ashfield, be relocated southwards by 16m on the eastern side of Alt Street, south of Albert Parade from premises No. 41 Alt Street to premises No. 39 Alt Street.

This will allow for 10 metres of full-time 'No Stopping' on the departure side of the existing pedestrian (zebra) crossing on the eastern side of Alt Street, south of Albert Parade.

ATTACHMENTS

Nil.

Item No: LTC0624(1) Item 11

Subject: **ROBERT STREET, ROZELLE - INSTALLATION OF WHEEL STOPS
(BALUDARRI-BALMAIN WARD/BALMAIN ELECTORATE/LEICHHARDT
PAC)**

Prepared By: Amir Falamarzi - Traffic Engineer

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

That wheel stops and parking bay line marking be approved on the 90-degree angle parking spaces on the north side of Robert Street, east of Mullen Street, Rozelle 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

Multiple requests have been received from road users regarding the impact of angle parking on the footpath north side of Robert Street where parked vehicles into the footpath and obstruct it partially. Some options to resolve this issue were considered, including changing the parking layout to front to kerb or installing wheel stops. It is recommended to install wheel stops on the north side of Robert Street, east of Mullens Street based on its benefits for road users such as physically preventing vehicles from overhanging the footpath. Additionally, it is proposed to linemark the angle parking bays on these spaces which will result in efficient parking of on-street spaces and align parking with the wheel stops.

BACKGROUND

Council has received multiple concerns from pedestrians and residents regarding the poor access through the footpath on the north side of Robert Street between Mullen Street and Buchanan Street. Some parked vehicles have been observed overhanging the footpath and as a result, have partially or completely obstructed the footpath. The subject section is about 171m in length, located on the north side of Robert Street with angle parking, rear to kerb, vehicles under 6m only parking as shown in *Figure 1*. Parking levels are high throughout the day, and well utilised by visitors and staff of the adjoining businesses.



Figure 1: Angle Parking Spaces on Robert Street, between Mullens Street and Buchanan Street, Rozelle

The width of the footpath on the above section varies between 1.6m and 1.9m from face of kerb to the property boundary. As shown in *Figure 2*, due to rear overhang of certain vehicles, this may significantly reduce the footpath width and in some cases obstruct footpath entirely for wheelchair and pram access, resulting in pedestrians walking around the vehicle into oncoming traffic in Robert Street to bypass the obstruction.

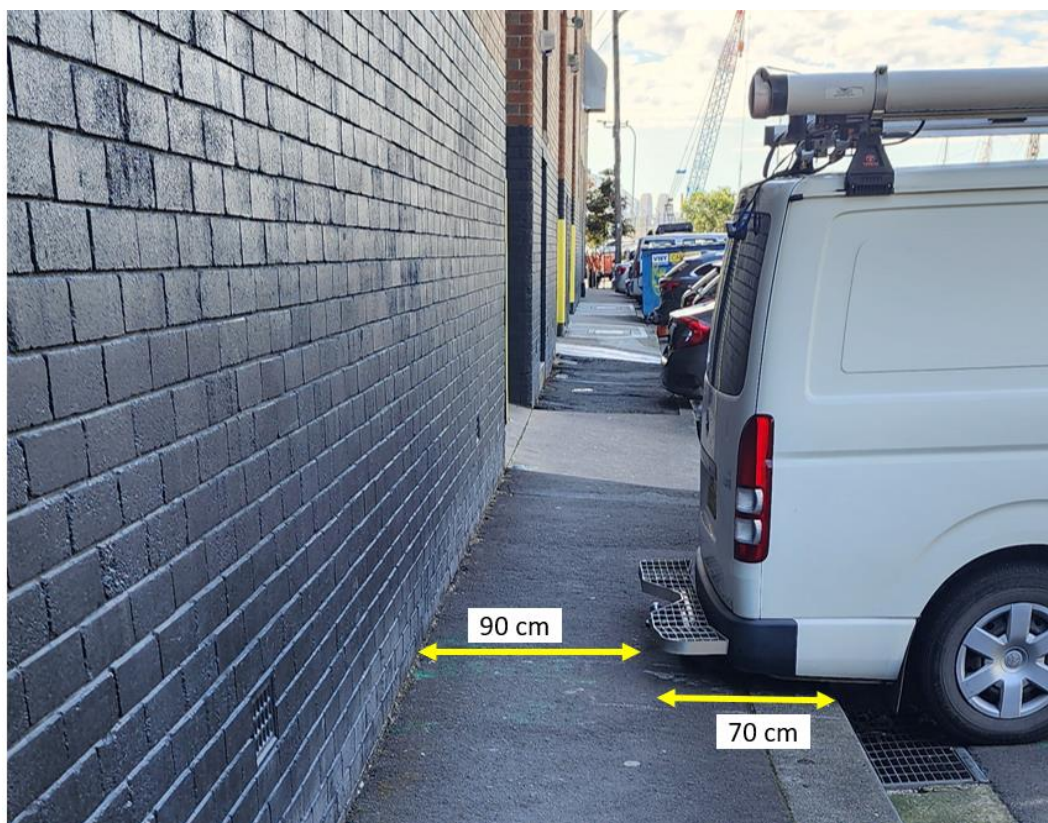


Figure 2: A partial obstruction of the footpath from a vehicle with 70cm rear overhang

Traffic Count

A vehicular Traffic Count was undertaken during a school day in early April and a Pedestrian Count has been undertaken during a school day in late April 2024. The results are summarised in Table 1 below.

Table 1: Robert Street traffic and pedestrian count summary

Street Name	Robert Street
Section	Between Mullens Street and Mansfield Street
Carriageway Width kerb to kerb	18.5m
Classification Type	Local
Speed limit	40km/h
Average Weekday Traffic Volume (vpd)	6,051
Average 7-day Traffic Volume (vpd)	5,849
Average Speed	34.2km/h
85th percentile Speed	42.2km/h
On-street parking arrangement	90-degree angle parking on both sides
Pedestrian count on footpath, north side	45 per hour (AM peak), 30 per hour (PM peak)

DISCUSSION

Two options were considered to manage pedestrian accessibility in Robert Street and are outlined below:

Front-to-kerb Parking Option

As vehicles generally have a smaller front overhang compared to the rear, a change to the current parking arrangement from 'rear to kerb' to 'front to kerb' may improve the existing footpath width available for pedestrian access. However, this arrangement may create a safety issue for bicycle users in Robert Street as it is an on-road bicycle route and would be a conflict risk for vehicles reversing out of angle parking. As such, front to kerb parking design is not recommended due to its negative impact on cyclists and other road users.

Installation of Wheel Stops and Line Marked Bays

The installation of wheel stops may physically prevent vehicles from encroaching onto the footpath and would help in retaining the footpath for pedestrian access. The distance from wheel stops to the kerb is to be 0.9m for reverse-in parking and should range 90mm to 100mm in height and at least 2.0m in length (Figure 3).

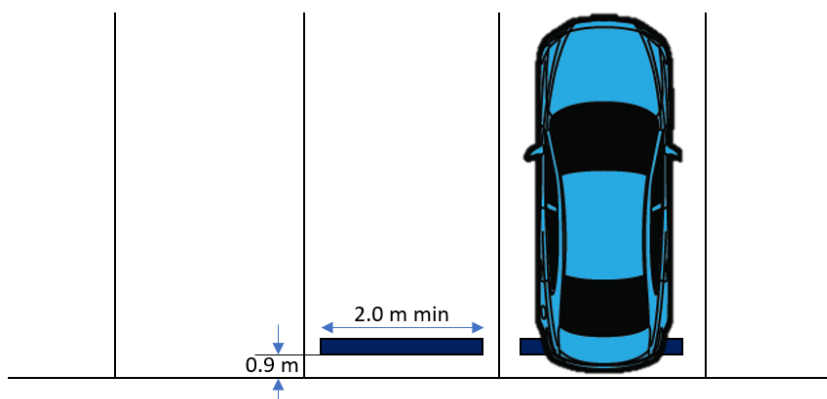


Figure 3: Wheel stop installation for rear to kerb parking

Figure 4 indicates that the minimum distance between the kerb to dividing line along the subject location is approximately 5.4m, with the width of traffic lane is 3.75m in Robert Street.

The angle parking arrangement has been well utilised by the nearby businesses and has been in place for many years.

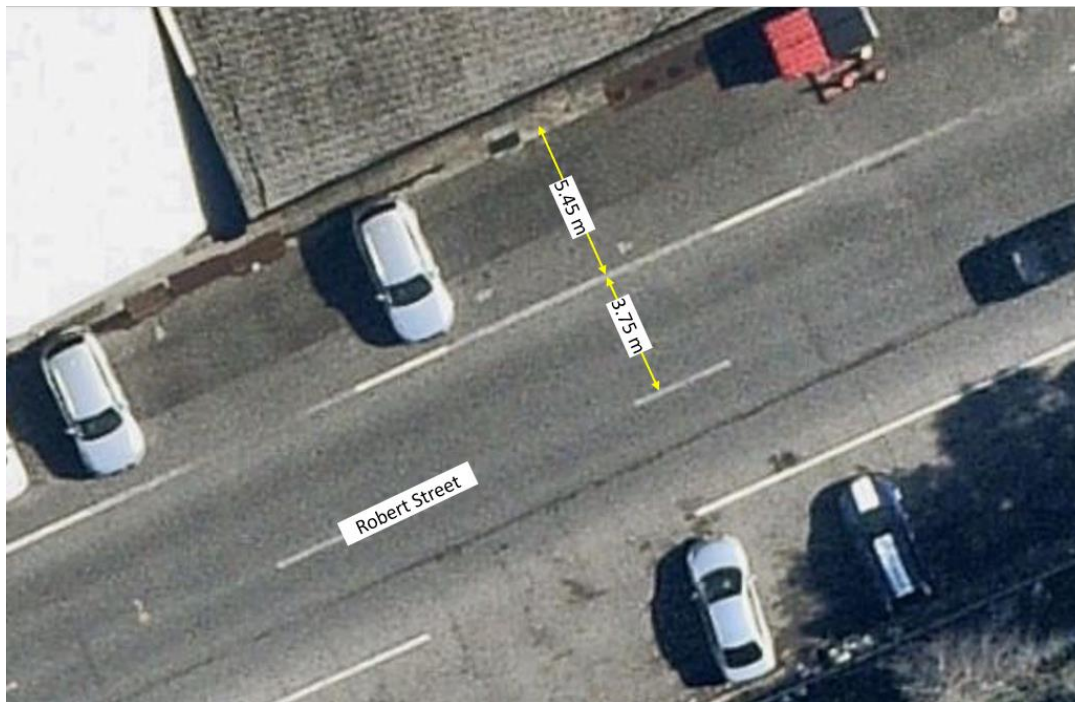


Figure 4: Distance between kerb line and dividing line on Robert Street, Rozelle

The installation of wheel stops would need to be supplemented by line marked bays along the subject section of Robert Street. Considering that a parking bay width would range between 2.3m and 2.5m for a 90-degree angle parking bay, a total number of 39 angle parking bays are proposed to be formalised, including existing mobility parking bays and a dedicated motorbike parking area.

The proposed plan is shown in *Attachment 1* and will not only benefits bicycle riders and pedestrians using the footpath but also formalise on-street parking along Robert Street, making them more efficiently utilised.

Future footpath utilisation

With the repurposing and reopening of the White Bay Power Station in March 2024, it is expected that many more festivals, art, culture, and entertainment events will be held at this location, resulting in increases in pedestrian movements throughout this area. Attendance at the Biennale of Sydney event has been shown to be high and pedestrian movements are expected to increase with upcoming future developments in The Bays precinct and White Bay Metro Station.

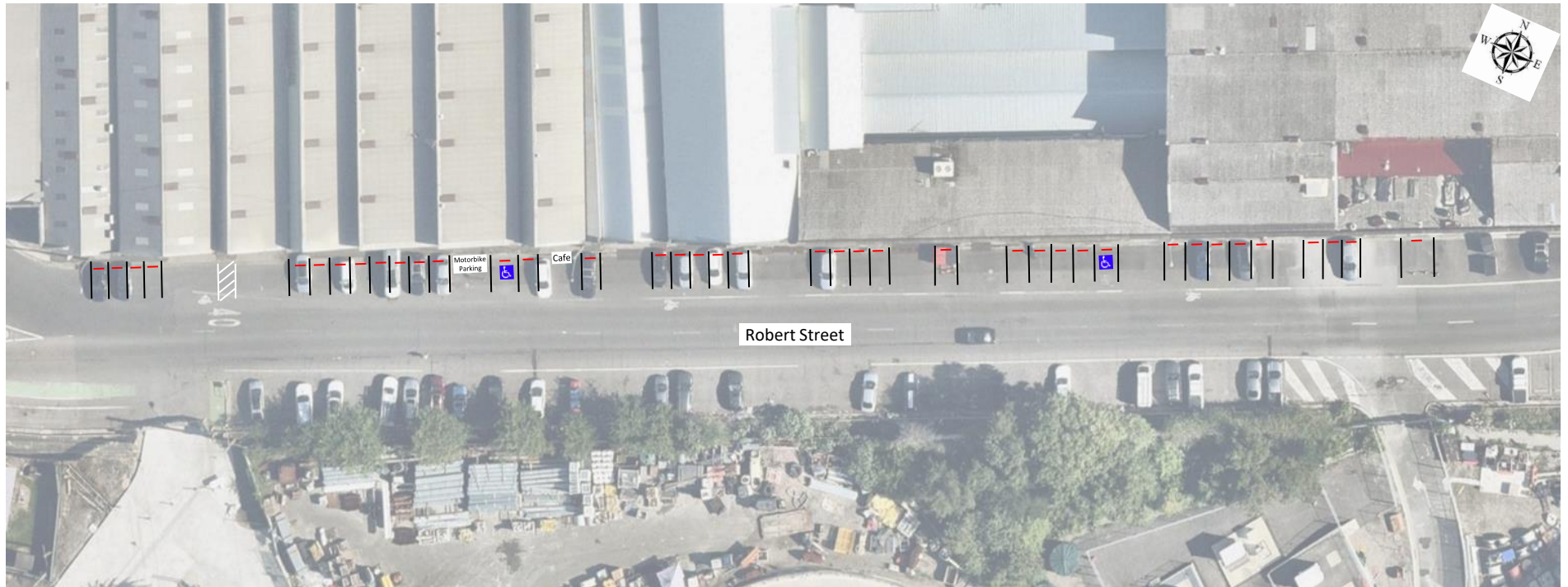
The proposed Wheel Stops and line marking along the north side of Robert Street would help prevent vehicles parked in a way to obstruct the footpath.

FINANCIAL IMPLICATIONS

With respect to the proposed line marking of parking bays and Wheel Stops on Robert Street, the estimated cost will be \$20,000.

ATTACHMENTS

1. [Download](#) Robert Street, Rozelle - Installation of Wheel Stops and Line Marking Plan



Item No: LTC0624(1) Item 12
Subject: COLLEGE STREET, BALMAIN - 'NO PARKING' ZONE (BALUDARRI - BALMAIN/BALMAIN ELECTORARE/LEICHHARDT PAC)
Prepared By: Charbel El Kazzi - Traffic Engineer
Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

That a 16m length 'No Parking' zone be installed on the southern side of College Street near the intersection with Cameron Street, Balmain as per attached 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

Council has received several concerns from residents regarding the narrow carriageway on College Street near Cameron Street, Balmain. To provide sufficient space for vehicular travel and improved opportunities for two-way passing of vehicles, it is proposed to install a 16m 'No Parking' zone on the southern side of College Street near the intersection with Cameron Street, Balmain.

BACKGROUND

College Street is a local road with a road width of 5.9m between kerbs. Due to its narrow width, parking on both sides of the street in some situations may leave inadequate road space for passing traffic. Historically, vehicles have been known to be parked partially on the footpath in front of No.81A College Street, Balmain to provide additional passing space.

A site meeting was held with residents of the street and Council staff on 11 April 2024. During the meeting, residents reported several instances in which vehicle parking on both sides have left some vehicles unable to enter or exit College Street. Additionally, the Dry Dock Hotel at No.22 Cameron Street, Balmain undertakes deliveries at its side boundary within this section of College Street to access their kitchen, waste and storage rooms. The residents raised concerns regarding the size of delivery vehicles used by the hotel and their impact on carriageway width.

It should be noted that this location has also been flagged by Council's Waste Collection team as their staff have reported maneuverability issues for their vehicles.

DISCUSSION

A consultation letter outlining a proposed 'No Parking' zone was issued to the below properties. At the time of this report, eight (8) responses were received, with seven (7) in support and one (1) opposing the proposal.



Resident comments relating to the proposal have been summarised below.

Resident Comments	Officers Response
College Street needs to be made a one-way road as it is too narrow for two-way travel. Also, can thought be given to putting speed bumps in the street itself to slow down traffic and make drivers more careful. (4 similar comments)	One-way restrictions need to be considered as part of an area wide study due to potential impacts to neighboring streets. These suggestions will be considered as part of the Balmain East Local Area Traffic Management study, which is proposed to commence in 2024.
A 'Loading Zone' parking restriction on Cameron Street in front of the Dry Dock Hotel would remove large delivery vehicles parking within College Street and shift them to Cameron Street which is much wider. This would prevent travel issues within College Street. A '2-hour parking' restriction could then be applied for the remainder of the day for the benefit of 'Dry Dock' patrons. (4 similar comments)	The Dry Dock Hotel undertaking deliveries on College Street been an approved arrangement in place. The hotel has also advised that it cannot use a Loading Zone on Cameron Street as the waste room, kitchen and storage door access are directly on College Street.
Trucks exchanging beer barrels and gas cylinders park illegally in the section closer to the corner of College St with Cameron St. We need better enforcement of the 'No Stopping' zones themselves as currently delivery and Uber drivers are using them as a form of short-term parking. (6 similar comments)	Councils parking rangers have been notified to temporarily increase enforcement within College Street to influence driver behavior. This issue has also been raised to the Dry Dock Hotel who has advised it will monitor delivery vehicle parking behaviour.
In my view, the D/A process was flawed as only houses close to the hotel were consulted	Noted.

<p>whereas something like a hotel affects the whole street. I therefore do not accept that the current situation with delivery trucks parking outside the hotel service entrance cannot be changed.</p>	
---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--

FINANCIAL IMPLICATIONS

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

ATTACHMENTS

1. [↓](#) College Street, Balmain - Signage Plan



Item No: LTC0624(1) Item 13
Subject: HOLBEACH AVENUE, TEMPE – TEMPORARY FULL ROAD CLOSURE FOR MS SYDNEY TO THE GONG BIKE RIDE ON SUNDAY 3 NOVEMBER 2024 – (MIDJUBURI-MARRICKVILLE WARD / HEFFRON ELECTORATE / INNER WEST PAC)
Prepared By: Jennifer Adams - Traffic Engineer
Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

That the report be received and noted.

STRATEGIC OBJECTIVE

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

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

Council has received an application under Section 68 of the Local Government Act 1993 to use Holbeach Avenue and Tempe Recreation Reserve to hold the annual 'MS Sydney to the Gong Bike Ride' supported by Multiple Sclerosis (MS) Australia on Sunday 3 November 2024. This event will necessitate the temporary full road closure of Holbeach Avenue, Tempe and southbound lane closures on Princes Highway from the car park entrance of IKEA to Cooks River along with closures (Residents Excepted) of South Street, Hart Street, Bay Street and Old Street, Tempe between the hours 0400 to 1000 hours on Sunday 3 November 2024.

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

BACKGROUND

Council has received notice under an amended Section 68 application (S68201800006) of the Local Government Act 1993 to use Holbeach Avenue and Tempe Recreation Reserve to hold the annual 'MS Sydney to the Gong Bike Ride' supported by Multiple Sclerosis (MS) Australia on Sunday 3 November 2024.

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

The S68201900006 approval dated 27 September 2019 approves the holding of the MS Sydney to Gong bike ride event at Tempe Recreation Reserve annually on every first Sunday of November from 2019 – 2023 between 5.00am to 9.00am. This has been extended to 2025 due to Covid, as the event the event was cancelled in 2020 and 2021 and ran again in 2022 on 6 November 2022 and 5 November 2023.

This years' course will mostly follow that of previous years with the 82Km start location in Tempe Recreation Reserve Tempe, and the 58Km start location in Cooper Reserve Engadine.

The riders then join the 82Km riders on Princes Highway following the traditional course through the Royal National Park, traveling south along the coast to Thirroul, riding over Sea Cliff Bridge then following Sandon Point Reserve, at the end of the cycle way through Woonona, East Corrimal, Towradgi, Fairy Meadow, North Wollongong to Finish in W. A. Lang Park, Wollongong.

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



OFFICER COMMENTS

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

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

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

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

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

PUBLIC CONSULTATION

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

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

CONCLUSION

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

Based on the information presented in the applicant's submission to Council with regards to the proposed cycling event on Sunday 3 November 2024 with the inclusion of a temporary full road closure of Holbeach Avenue, Tempe, it is acknowledged that the event will be controlled by NSW Police and the MS Australia Course Marshals. Therefore, Council supports the temporary full road closure of Holbeach Avenue, Tempe during the course of the event subject to:

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

FINANCIAL IMPLICATIONS

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



The 42nd MS Gong Ride 3rd Nov 2024 TRAFFIC GUIDANCE SCHEMES

SECTOR A

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

SECTOR B

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

SECTOR C

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

SECTOR D

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

SECTOR E

TGS 65 Lady Wakehurst Dr & Donville Rd OTFORD
TGS 66 Donville Rd & Oford Rd OTFORD
TGS 67 Lady Wakehurst Dr & Oford Rd OTFORD
* TGS 68 Lady Wakehurst Dr at Lawrence Hargrave Lookout STANWELL TOPS Cut Off 13:20
TGS 69 Lawrence Hargrave Dr & Stonehaven Rd STANWELL TOPS
TGS 70 Lawrence Hargrave Dr & Oford Rd STANWELL TOPS
TGS 71 Lawrence Hargrave Dr & Chellow Dene Ave STANWELL PARK
TGS 72 Lawrence Hargrave Dr & Station St STANWELL PARK
TGS 73 Lawrence Hargrave Dr & The Grove AUSTINMER
TGS 74 Lawrence Hargrave Dr & Henley Rd THIRROUL
TGS 75 Lawrence Hargrave Dr & The Esplanade THIRROUL
TGS 76 The Esplanade & Cliff Pde THIRROUL
TGS 77 Surfers Pde, Craig St & Hamilton Rd THIRROUL
TGS 78 Hamilton Rd and Bike Path THIRROUL

SECTOR F

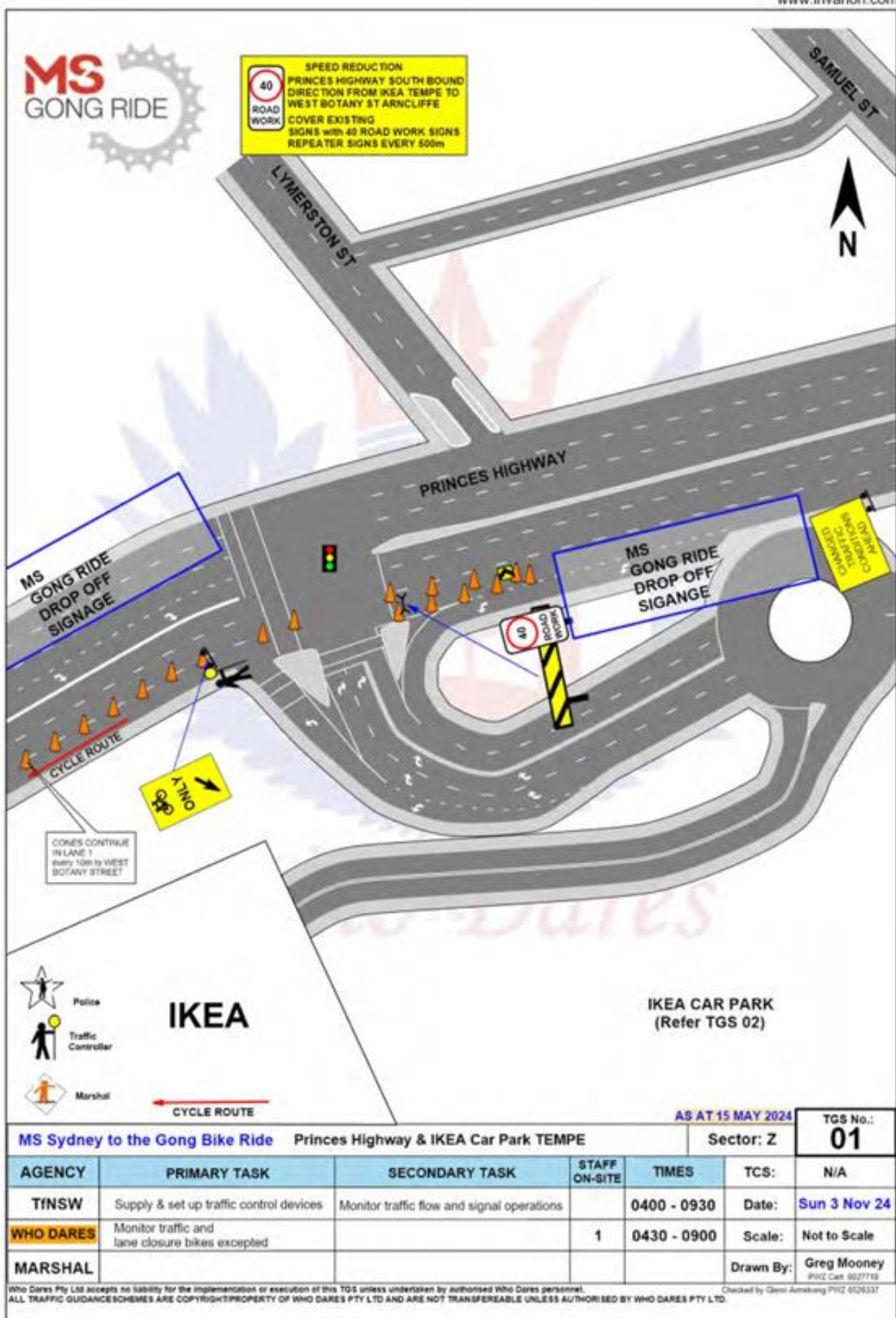
TGS 81 Farnell Rd & Carrington St BULLI
TGS 82 Carrington St & Campbell St WOONONA
* TGS 83 Kulgoa Rd & Park Rd WOONONA
TGS 84 Beach Rd & Railway Pde WOONONA
TGS 85 Donigo Ave & Railway Pde WOONONA
TGS 86 Railway Pde & Harriet Spreading Dr WOONONA
TGS 87 Pioneer Dr & Charlotte Harrison Dr WOONONA
TGS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

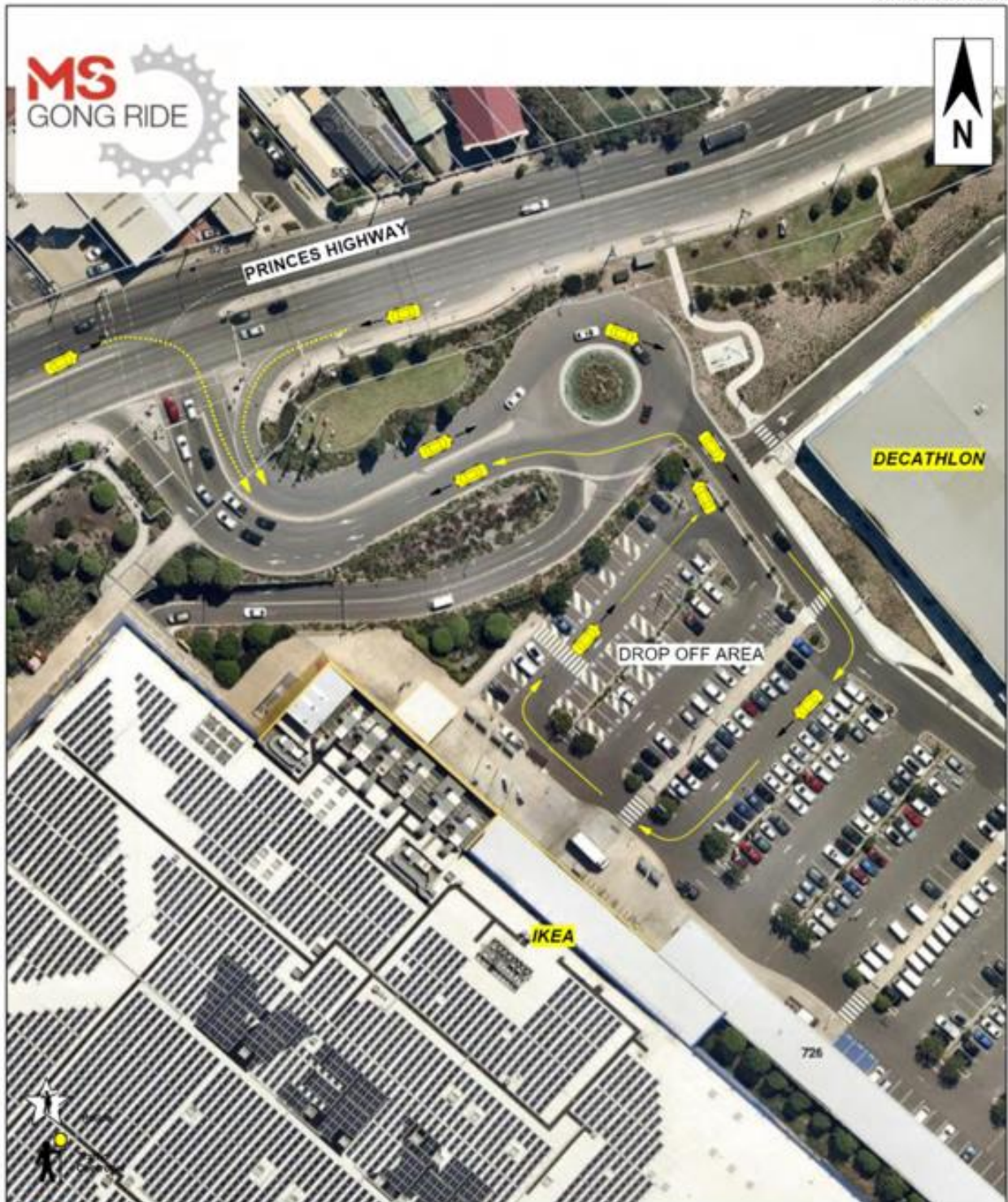
SECTOR G


TGS 94 A George Hanley Dr & Kembla St NORTH WOLLONGONG
TGS 94 B George Hanley Dr & Kembla St NORTH WOLLONGONG
TGS 95 Kembla St & Bourke St NORTH WOLLONGONG
TGS 96 Cliff Rd & Georges Place NORTH WOLLONGONG
TGS 97 A Cliff Rd & Harbour St WOLLONGONG
TGS 97 B Cliff Rd & Harbour St WOLLONGONG
TGS 98 Hinton St Robertson St & Old Court House Lane WOLLONGONG
TGS 99 Corimal St & Georges Pl WOLLONGONG
TGS 100 A Cliff Rd & Marine Dr WOLLONGONG
TGS 100 B Cliff Rd & Marine Dr WOLLONGONG
TGS 100 C Cliff Rd & Marine Dr WOLLONGONG
TGS 101 Endeavour Dr Flagstaff Hill Park WOLLONGONG
TGS 102 Endeavour Dr & Boat Ramp WOLLONGONG
* TGS 103A Crown St & Marine Dr WOLLONGONG
TGS 103B Crown St & Marine Dr WOLLONGONG
TGS 104 Crown St & Harbour St WOLLONGONG
TGS 105 Burelli St & Corimal St WOLLONGONG
TGS 106 Burelli St & Keira St WOLLONGONG
TGS 107 Burelli St & Station St WOLLONGONG
TGS 107.1 Burelli St & Station St WOLLONGONG
TGS 108 Gladstone Ave & Railway St WOLLONGONG
TGS 109 Market St & Harbour St WOLLONGONG

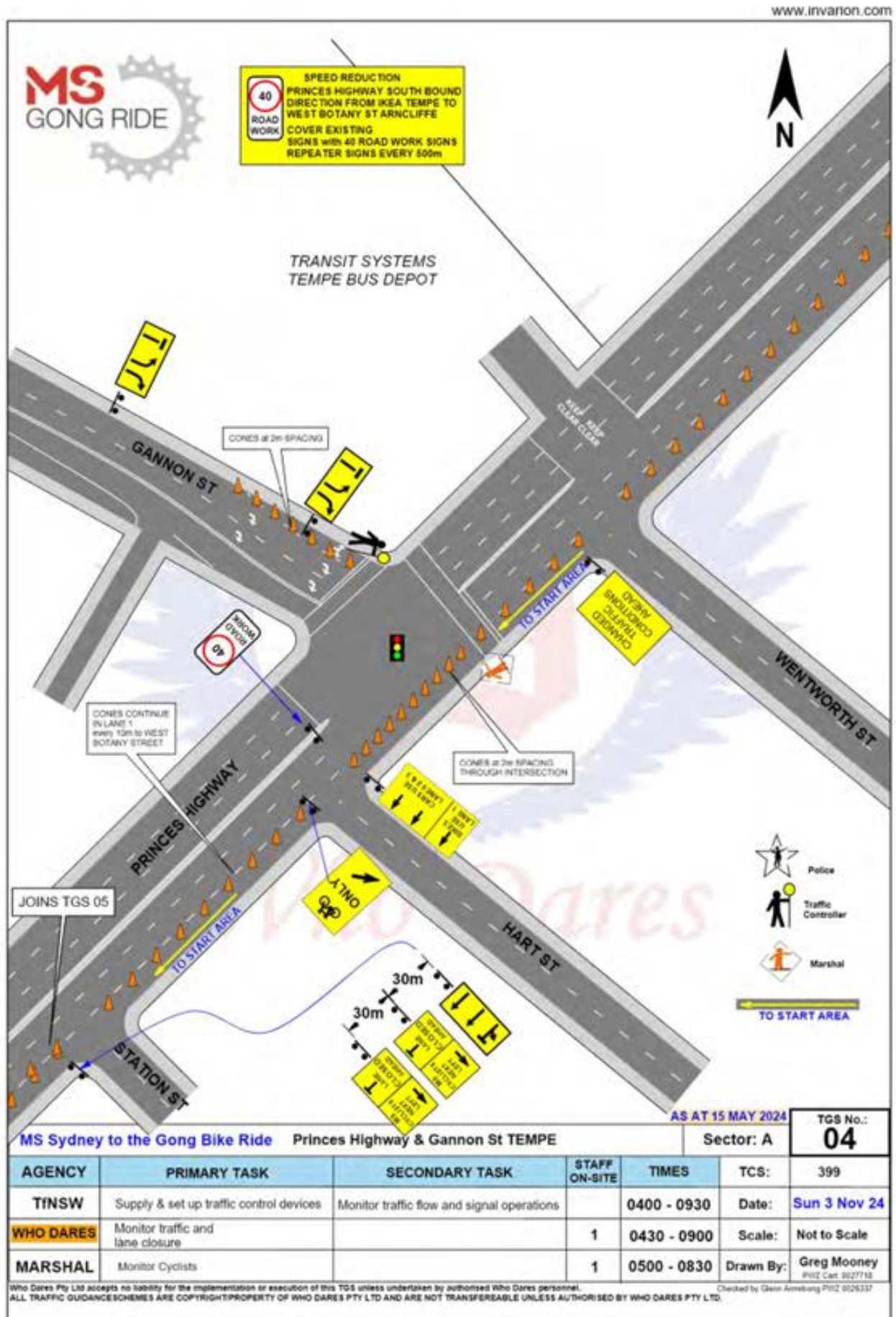
 NSW AMBULANCE STAGING AREA

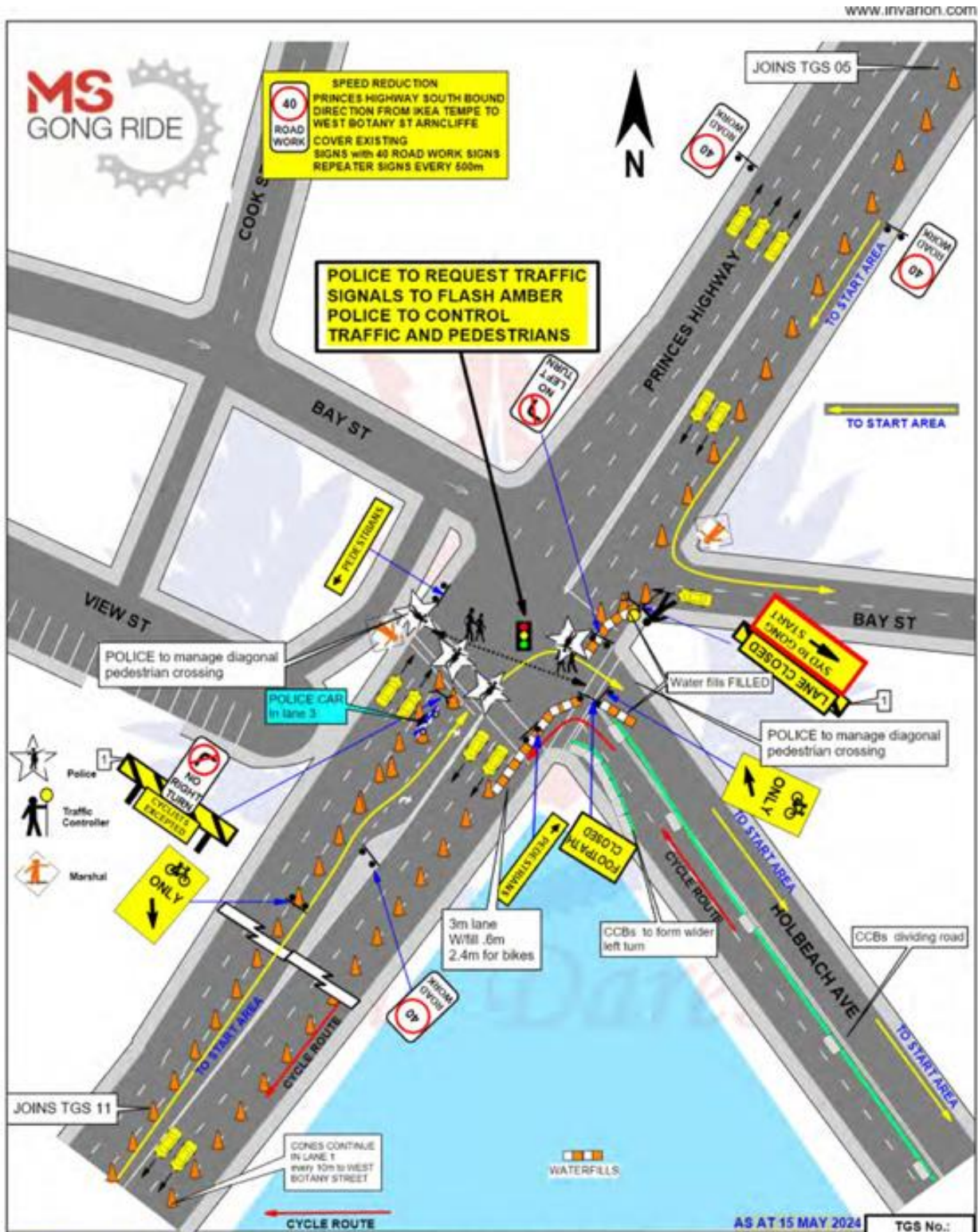
AS AT 15 MAY 2024





						AS AT 15 MAY 2024	TGS No.: 02
MS Sydney to the Gong Bike Ride						Sector: A	
IKEA Car Park TEMPE							
AGENCY	PRIMARY TASK	SECONDARY TASK	STAFF ON-SITE	TIMES	TCS:	N/A	
TfNSW					Date:	Sun 3 Nov 24	
WHO DARES					Scale:	Not to Scale	
MARSHAL	TBC		5+	0400 - 0930	Drawn By:	Greg Mooney PHZ Cert. 9027718	
<small>Who Dares Pty Ltd accepts no liability for the implementation or execution of this TGS unless undertaken by authorised Who Dares personnel. ALL TRAFFIC GUIDANCE SCHEMES ARE COPYRIGHT PROPERTY OF WHO DARES PTY LTD AND ARE NOT TRANSFERABLE UNLESS AUTHORISED BY WHO DARES PTY LTD.</small>						<small>Checked by: Glenn Armstrong PHZ 9026337</small>	

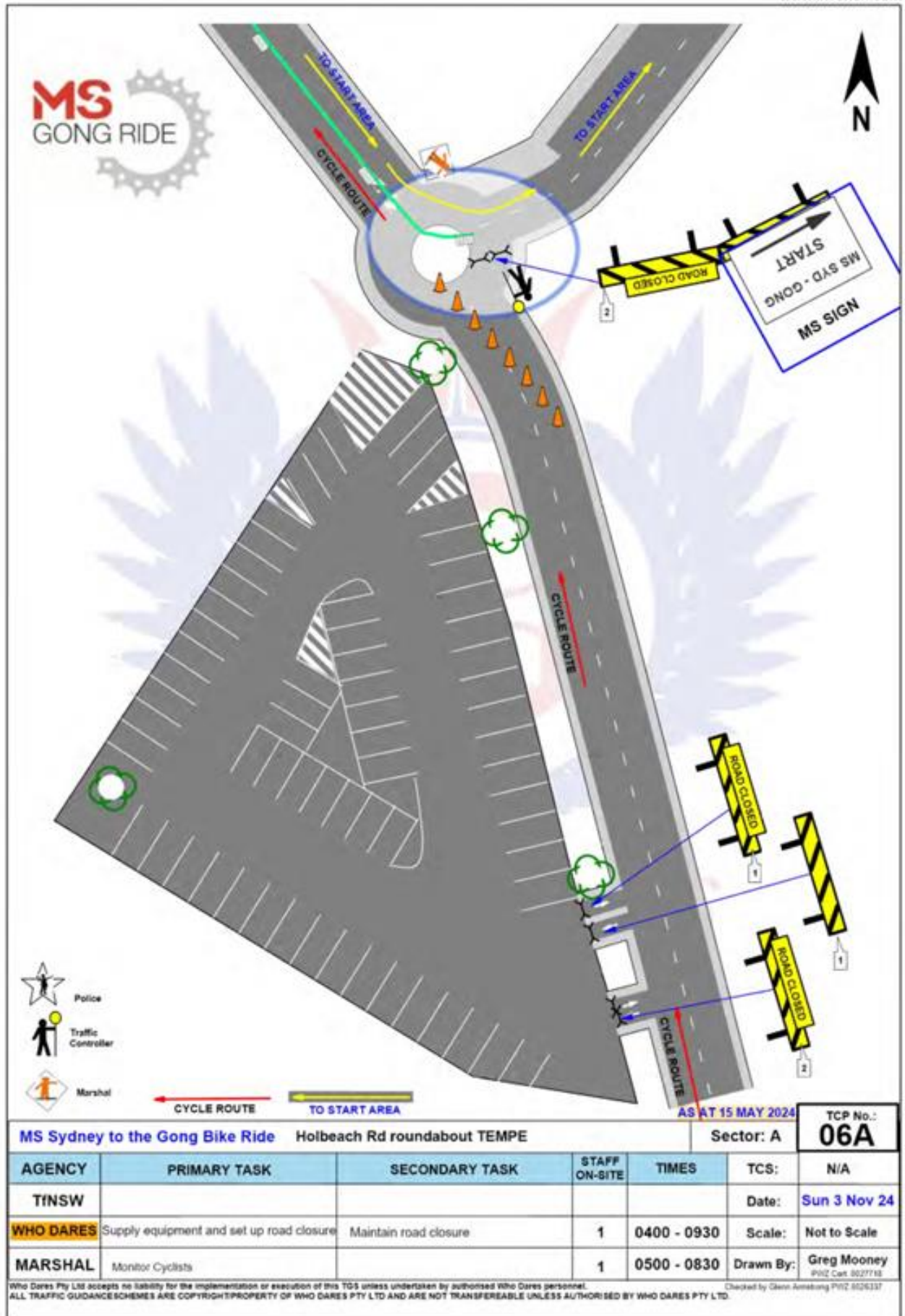


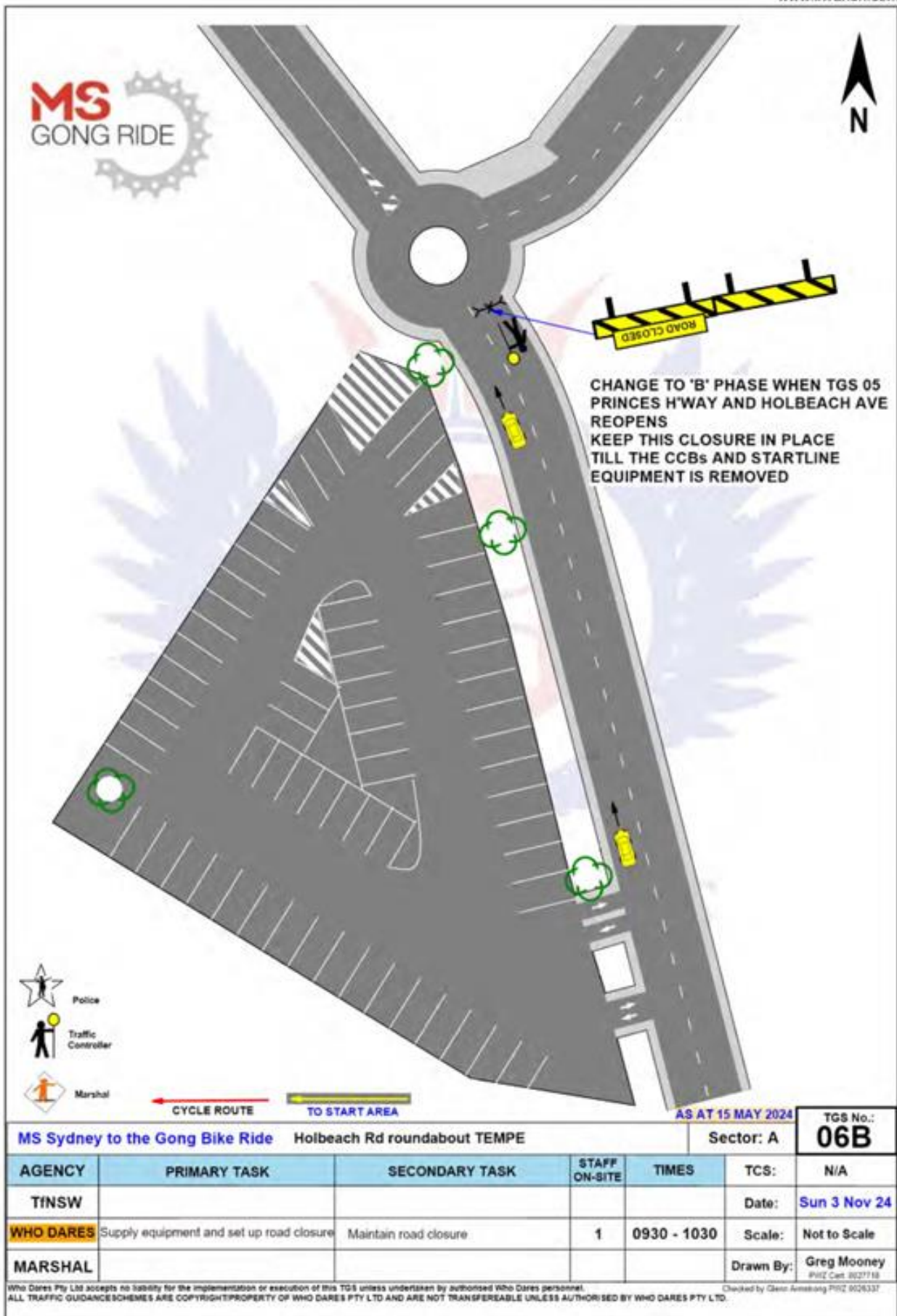


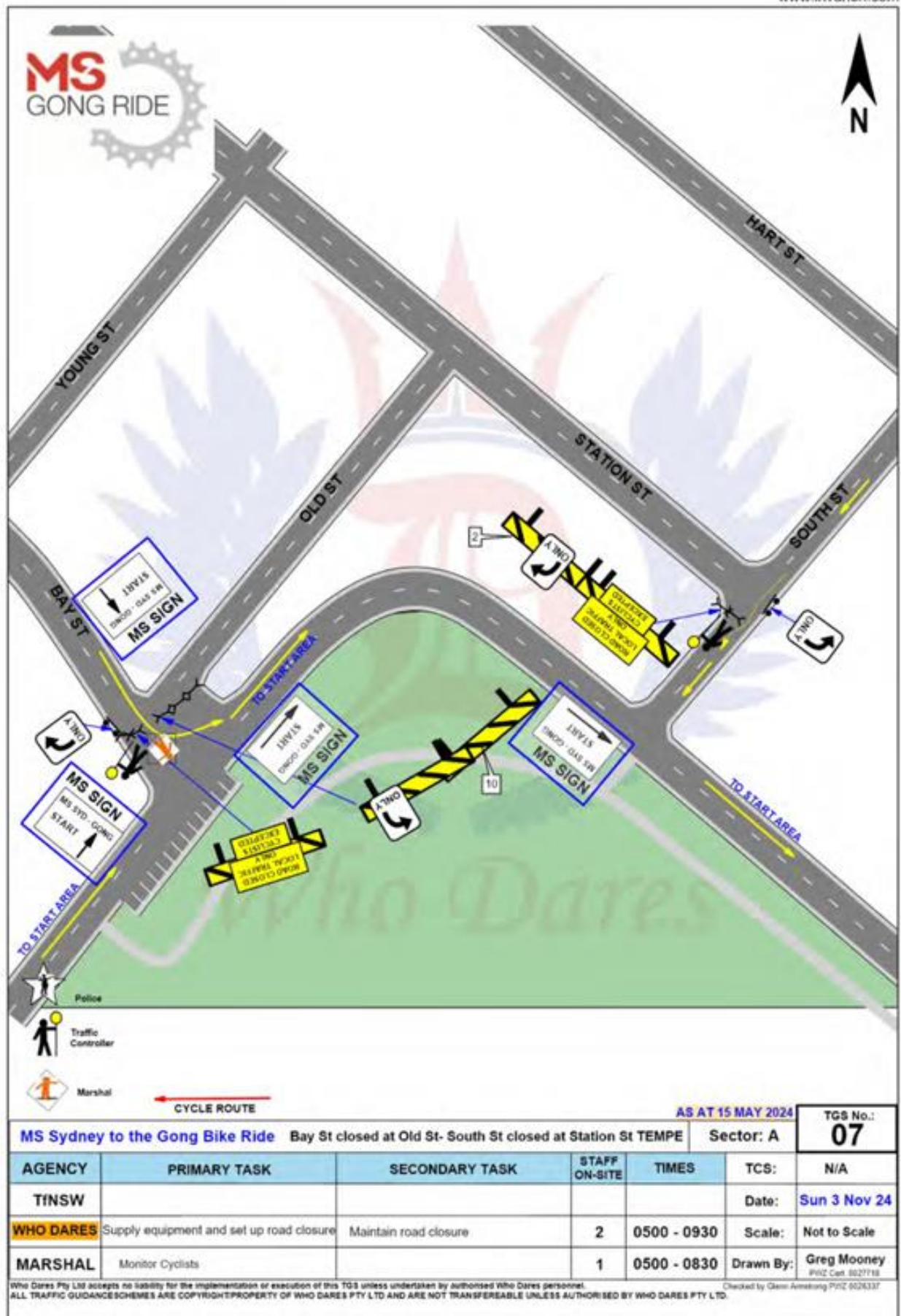
CYCLE ROUTE					AS AT 15 MAY 2024		TGS No.: 05	
MS Sydney to the Gong Bike Ride					Princes Highway & Holbeach Ave TEMPE		Sector: A	
AGENCY	PRIMARY TASK	SECONDARY TASK	STAFF ON-SITE	TIMES	TCS:	1785		
TfNSW	Supply & set up traffic control devices	Monitor traffic flow, Box 1785 to flash amber		0400 - 0930	Date:	Sun 3 Nov 24		
POLICE	Traffic and pedestrian control	+ Car	4	0500 - 0900	Scale:	Not to Scale		
WHO DARES	Direct event bikes into Bay Street	Radio to TGS13 re bike numbers/queues	1	0530 - 0900	Drawn By:	Greg Mooney POLC Car 8027118		
MARSHAL	Monitor Cyclists		2	0500 - 0830				

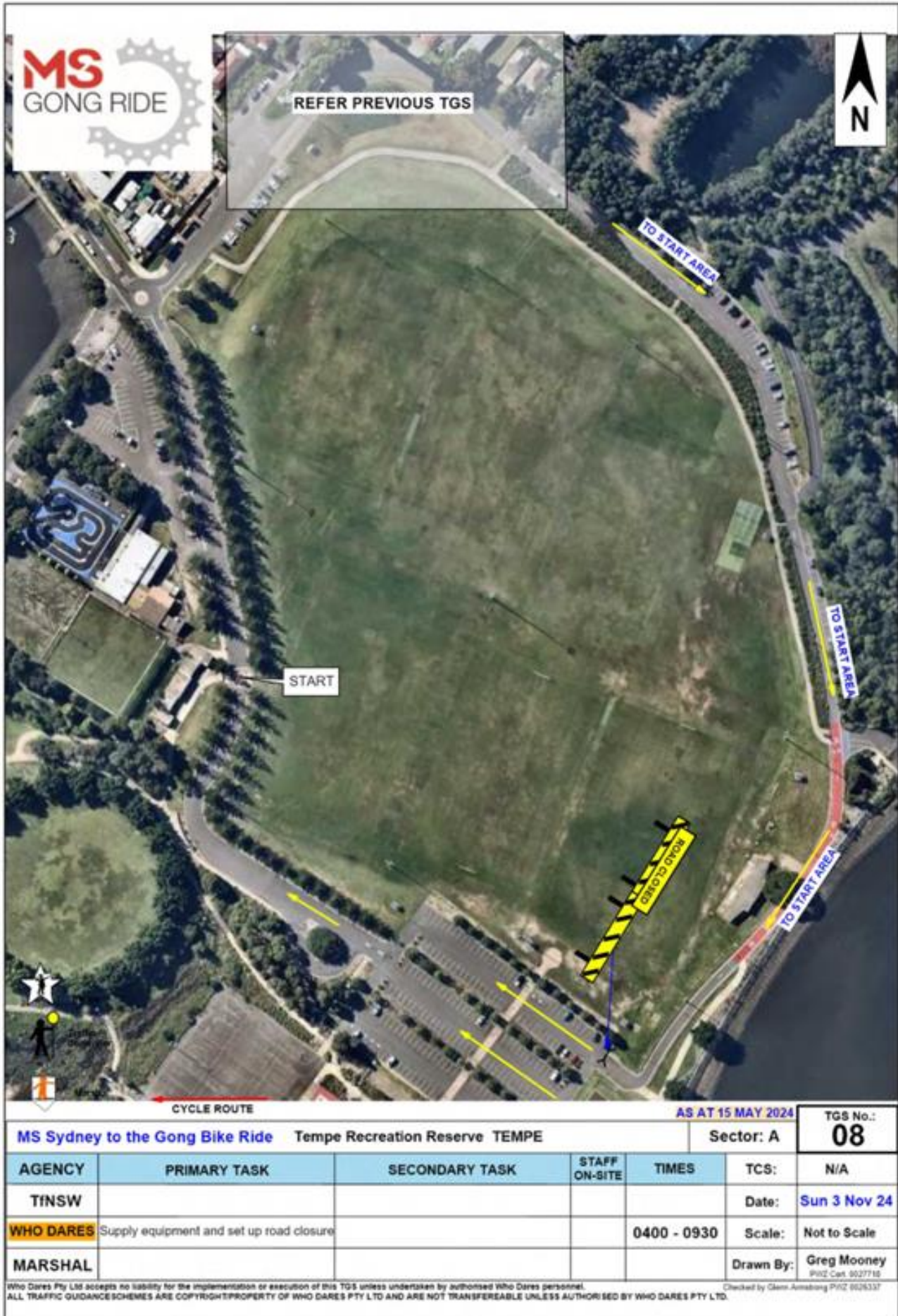
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Checked by Glenn Armstrong POC 8026337
















START SITE LAYOUT (TBC)






 Police

 Controller

 Marshal

 **CYCLE ROUTE**

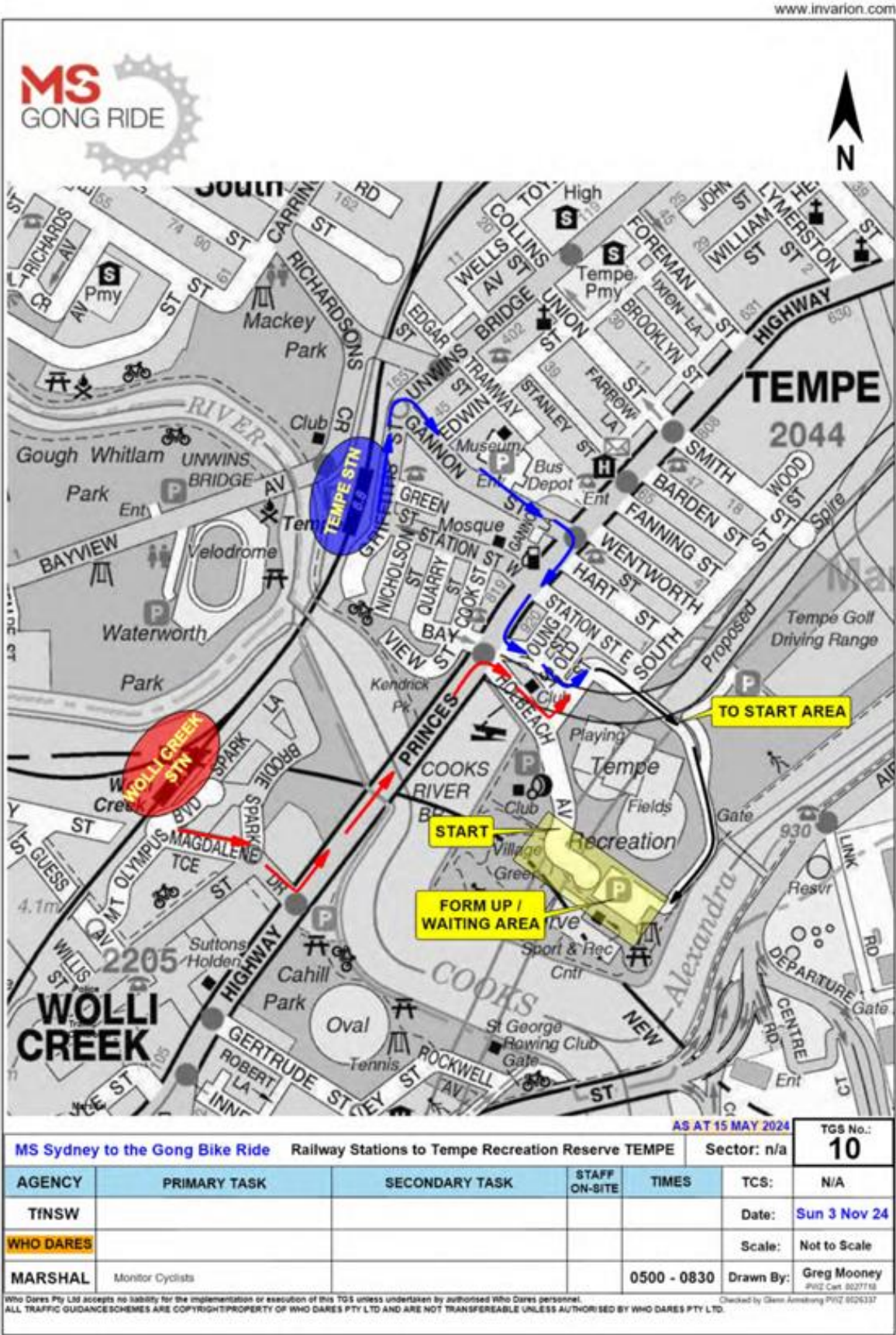
AS AT 15 MAY 2024

TGS No.: 09

MS Sydney to the Gong Bike Ride				Holbeach Ave Start Area Tempe Recreation Reserve TEMPE		Sector: A	
AGENCY	PRIMARY TASK	SECONDARY TASK	STAFF ON-SITE	TIMES	TCS:	N/A	
TINSW					Date:	Sun 3 Nov 24	
WHO DARES	Monitor traffic and lane closure bikes excepted		1	0500 - 0930	Scale:	Not to Scale	
MARSHAL					Drawn By:	Greg Mooney	

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Checked by Glenn Armstrong P102 6626337



ATTACHMENTS

Nil.