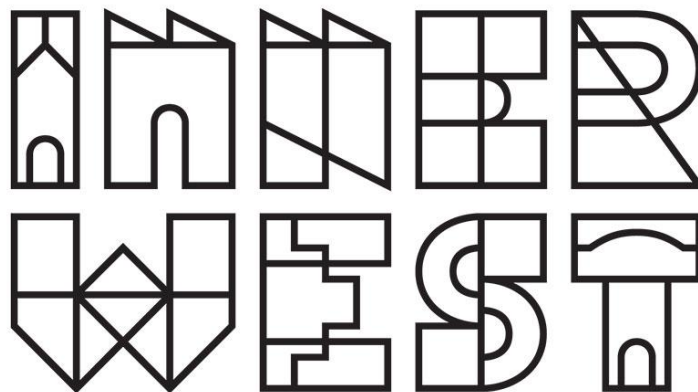


AGENDA



LOCAL TRAFFIC COMMITTEE MEETING

MONDAY 19 AUGUST 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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Late Items

Nil at time of printing.

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Nil at the time of printing.

8 General Business

9 Close of Meeting

Minutes of Local Traffic Committee Meeting held on 15 July 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

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
Eleanor Nurse	Representative for Jenny Leong MP, Member for Newtown
Nina Fard	Transport for NSW (TfNSW)

NON VOTING MEMBERS IN ATTENDANCE

Colin Jones	Inner West Bicycle Coalition (IWBC)
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
Christy Li	IWC's Business Administration Officer

VISITORS

Alana Vincent	Resident (Item 9)
Erin Sathiyamoorthy	Resident (Item 9)
Hayden Dimitrovski	Senior Engineer at Traffix - Representative for the applicant of Item 11

APOLOGIES:

Michael Takla	Representative for Transit Systems
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DISCLOSURES OF INTERESTS:

Nil.

CONFIRMATION OF MINUTES

That the Minutes of the Local Traffic Committee held on Monday, 17 June 2024 be confirmed.

MATTERS ARISING FROM COUNCIL'S RESOLUTION OF MINUTES

The Minutes of the Local Traffic Committee meeting held on 20 May 2024 and the Extraordinary Traffic Committee meeting held on 3 June 2024 were adopted at Council's meeting held on 25 June 2024.

LTC0724(1) Item 1 Morton Park Local Area Traffic Management (LATM) Final Report (Damun-Stanmore Ward/Newtown Electorate/Inner West PAC)

SUMMARY

This report outlines the findings of the Final Morton Park LATM Study report. Council undertook Public Exhibition of the Final Draft Morton Park LATM Study through Yoursay Inner West in February 2024.

The response results indicate that the community generally supported all the proposed changes with a support rate through Yoursay Inner West of 68% to 100% for each of the recommendations.

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.

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.

Officers Recommendation:

1. That the treatments listed below from the Morton Park Local Area Traffic Management (LATM) Study 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 kerb extensions be installed at Morgan Street/Livingstone Road.
 - b) That kerb extensions be installed at Miller Street/Livingstone Road.
 - c) That kerb extensions be installed at Miller Street/Napier Street.
 - d) That kerb extensions be installed at Vernon Street/Gould Avenue.
 - e) That kerb extensions be installed at Frazer Street/Jarvie Avenue.
 - f) That kerb extensions be installed at Frazer Street/Morton Avenue.
 - g) That kerb extensions be installed at Ducros Street/Morgan Street.
 - h) That kerb extensions be installed at Bishop Street/Morgan Street.
 - i) That kerb extensions be installed at Allans Avenue/Morgan Street.
 - j) That kerb extensions be installed at Jarvie Avenue/Morgan Avenue.
 - k) That a continuous footpath treatment be installed to cross Maria Street at New Canterbury Road.
 - l) That a continuous footpath treatment be installed to cross Ducros Street at New Canterbury Road and a 'No Right Turn' sign be installed in Ducros Street facing northbound motorists at New Canterbury Road to supplement existing 'Left Only' sign.
 - m) That subject to TfNSW approval, a 10 km/h Shared Zone be installed in the northern section of Allans Avenue.
 - n) That subject to TfNSW approval, a 10 km/h Shared Zone be installed in the southern section of Jarvie Avenue.
 - o) Upgrade cyclist access through the road closure at Morgan Street/Napier Street and install kerb extension in Napier Street.
 - p) The pedestrian refuge be upgraded at Gould Avenue/Frazer Street.
 - q) The pedestrian refuge be upgraded at Morton Avenue/Gould Avenue.

- r) The pedestrian refuge be upgraded at Morton Avenue/ New Canterbury Road.
 - s) The pedestrian refuge be upgraded at Vernon Street/ Wardell Road.
 - t) The pedestrian refuge be upgraded at Gould Avenue/ Wardell Road.
 - u) The pedestrian refuge be upgraded at Wardell Road/Morgan Street.
 - v) Bollards be installed on the southwestern corner of New Canterbury Road/Toothill Street intersection subject to TfNSW approval.
2. That mobility parking spaces be installed at the following locations
 - a) western side of Gould Avenue along Morton Park frontage.
 - b) southern side of Frazer Street west of Livingstone Road.
 3. That TfNSW be requested to implement 40km/h speed limit on Local roads and review speed limit on Regional roads within the study area.
 4. That further investigation be undertaken into a pedestrian crossing facility to cross Wardell Road between Gould Avenue and Vernon Street.
 5. That further investigation into a 10km/h Shared Zone in the narrow section of Morton Avenue north of Frazer Street be undertaken.
 6. That detailed designs of the proposed approved traffic calming devices be brought back to the committee for consideration.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

1. That the treatments listed below from the Morton Park Local Area Traffic Management (LATM) Study 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 kerb extensions be installed at Morgan Street/Livingstone Road.
 - b) That kerb extensions be installed at Miller Street/Livingstone Road.
 - c) That kerb extensions be installed at Miller Street/Napier Street.
 - d) That kerb extensions be installed at Vernon Street/Gould Avenue.
 - e) That kerb extensions be installed at Frazer Street/Jarvie Avenue.
 - f) That kerb extensions be installed at Frazer Street/Morton Avenue.
 - g) That kerb extensions be installed at Ducros Street/Morgan Street.
 - h) That kerb extensions be installed at Bishop Street/Morgan Street.
 - i) That kerb extensions be installed at Allans Avenue/Morgan Street.
 - j) That kerb extensions be installed at Jarvie Avenue/Morgan Avenue.
 - k) That a continuous footpath treatment be installed to cross Maria Street at New Canterbury Road.
 - l) That a continuous footpath treatment be installed to cross Ducros Street at New Canterbury Road and a 'No Right Turn' sign be installed in Ducros Street facing northbound motorists at New Canterbury Road to supplement existing 'Left Only' sign.
 - m) That subject to TfNSW approval, a 10 km/h Shared Zone be installed in the northern section of Allans Avenue.
 - n) That subject to TfNSW approval, a 10 km/h Shared Zone be installed in the southern section of Jarvie Avenue.
 - o) Upgrade cyclist access through the road closure at Morgan Street/Napier Street and install kerb extension in Napier Street.
 - p) The pedestrian refuge be upgraded at Gould Avenue/Frazer Street.
 - q) The pedestrian refuge be upgraded at Morton Avenue/Gould Avenue.
 - r) The pedestrian refuge be upgraded at Morton Avenue/ New Canterbury Road.
 - s) The pedestrian refuge be upgraded at Vernon Street/ Wardell Road.

- t) The pedestrian refuge be upgraded at Gould Avenue/ Wardell Road.
 - u) The pedestrian refuge be upgraded at Wardell Road/Morgan Street.
 - v) Bollards be installed on the southwestern corner of New Canterbury Road/Toothill Street intersection subject to TfNSW approval.
2. That mobility parking spaces be installed at the following locations
 - a) western side of Gould Avenue along Morton Park frontage.
 - b) southern side of Frazer Street west of Livingstone Road.
 3. That TfNSW be requested to implement 40km/h speed limit on Local roads and review speed limit on Regional roads within the study area.
 4. That further investigation be undertaken into a pedestrian crossing facility to cross Wardell Road between Gould Avenue and Vernon Street.
 5. That further investigation into a 10km/h Shared Zone in the narrow section of Morton Avenue north of Frazer Street be undertaken.
 6. That detailed designs of the proposed approved traffic calming devices be brought back to the committee for consideration.

For Motion: Unanimous

LTC0724(1) Item 2 Hospital Lane, Marrickville - Proposed installation of 'No Parking' restrictions (Midjuburi-Marrickville Ward / Summer Hill Electorate / Inner West PAC)

SUMMARY

Council has received concerns that vehicles are parking in a manner that limits the ability of residents accessing their driveways. In order to alleviate this issue, it is proposed to signpost 'No Parking' restrictions along the western side of Hospital Lane, Marrickville from Stanley Street to Hospital Lane end.

Officers Recommendation:

1. That installation of full-time 'No Parking' restrictions on the western side of Hospital Lane, Marrickville be approved, in order to improve vehicular access to off-street parking spaces.
2. That installation of statutory 10 metres 'No Stopping' on the western side of Hospital Lane, south of Stanley Street, Marrickville be approved.

DISCUSSION:

Council officers tabled in correspondence from a resident requesting the installation of Statutory 'No Stopping' restrictions along south side of Stanely Street extending east from its intersection with Hospital Lane. The resident stated that it was difficult to see oncoming vehicles when vehicles were parked too close to the corner. The Committee members agreed to incorporate the request into the recommendation.

The Committee members agreed with the amended recommendation.

COMMITTEE RECOMMENDATION:

1. That installation of full-time 'No Parking' restrictions on the western side of Hospital Lane, Marrickville be approved, in order to improve vehicular access to

off-street parking spaces.

2. That installation of statutory 10 metres 'No Stopping' on the western side of Hospital Lane, south of Stanley Street, Marrickville be approved.
3. That installation of statutory 'No Stopping' on the southern side of Stanley Street extending 10 metres east of Hospital Lane, Marrickville be approved in order to provide improved sight lines for exiting vehicles.

For Motion: Unanimous

LTC0724(1) Item 3 Marrickville Road, Marrickville – Temporary full road closure for Marrickville Music Festival – Sunday 13 October 2024 (Midjuburi-Marrickville Ward / Summer Hill Electorate / Inner West PAC)

SUMMARY

Inner West Council is presenting Marrickville Music Festival on Sunday, 13 October 2024 from 12:00 noon until 6:00pm. The event will feature multiple outdoor live music stages across the festival site. Including activation of Marrickville laneways through music and art. As part of the event there will be a partial road closure of Marrickville Road and Central Lane. This will require some road detours and bus diversions in surrounding streets. Event bump in will occur from 01:30am and bump out will conclude by 11:00pm. It is recommended that Council agree to the temporary full road closures subject to all standard Council conditions for a temporary full road closure.

Officers Recommendation:

That the proposed temporary full road closure of Marrickville Road (between Illawarra Road and Victoria Road), Central Lane (between Victoria Road and Meeks Road), Seymour Lane (between Garners Lane and Garners Avenue and between Frampton Avenue and Garners Lane), Garners Lane (north of Seymour Lane) along with short sections of Silver Street, Garners Avenue, Gladstone Street, and Frampton Avenue where these streets intersect with Marrickville Road, Marrickville be APPROVED for the purpose of holding the 'Marrickville Music Festival' Event on Sunday 13 October 2024 between 01:30am and 11:00pm as per the submitted TMP and TGSs and subject to the following conditions and all standard Council conditions for temporary full road closures:

1. A Road Occupancy License application be obtained from the Transport Management Centre.
2. 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.
3. 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.
4. A minimum four (4) metre unencumbered passage be available for emergency vehicles through the closed sections.
5. The occupation of the road carriageway must not occur until the road has been physically closed.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the proposed temporary full road closure of Marrickville Road (between Illawarra Road and Victoria Road), Central Lane (between Victoria Road and Meeks Road), Seymour Lane (between Garners Lane and Garners Avenue and between Frampton Avenue and Garners Lane), Garners Lane (north of Seymour Lane) along with short sections of Silver Street, Garners Avenue, Gladstone Street, and Frampton Avenue where these streets intersect with Marrickville Road, Marrickville be APPROVED for the purpose of holding the ‘Marrickville Music Festival’ Event on Sunday 13 October 2024 between 01:30am and 11:00pm as per the submitted TMP and TGSs and subject to the following conditions and all standard Council conditions for temporary full road closures:

1. A Road Occupancy License application be obtained from the Transport Management Centre.
2. 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.
3. 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.
4. A minimum four (4) metre unencumbered passage be available for emergency vehicles through the closed sections.
5. The occupation of the road carriageway must not occur until the road has been physically closed.

For Motion: Unanimous

LTC0724(1) Item 4 Percival Road and Temple Street, Stanmore – Temporary full road closure for Stanmore Music Festival – Saturday 16 November 2024 (Damun-Stanmore Ward / Newtown Electorate / Inner West PAC)

SUMMARY

Inner West Council is presenting Stanmore Music Festival on Saturday 16 November 2024 from 12:00 noon until 6:00pm. To facilitate the event there will be a temporary full road closure of Percival Road, between Salisbury Road and Myrtle Street and Temple Street between Percival Lane West and Percival Road, Stanmore (ENRC/2024/0029). This will require some road detours in surrounding streets. Road closure and event bump in will occur from 6:00am and bump out will conclude by 9:30pm.

Officers Recommendation:

That the proposed temporary full road closure of Percival Road, between Salisbury Road and Myrtle Street, and Temple Street between Percival Lane West and Percival Road, Stanmore be APPROVED for the purpose of holding the ‘Stanmore Music Festival’ Event on Saturday 16 November 2024 between 6.00am and 9.30pm as per the submitted TMP and TGSs and subject to the following conditions and all standard Council conditions for temporary full road closures:

1. A Road Occupancy License application be obtained from the Transport Management Centre;
2. 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;
3. 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;
4. A minimum four (4) metre unencumbered passage be available for emergency vehicles through the closed sections; and
5. The occupation of the road carriageway must not occur until the road has been physically closed.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the proposed temporary full road closure of Percival Road, between Salisbury Road and Myrtle Street, and Temple Street between Percival Lane West and Percival Road, Stanmore be APPROVED for the purpose of holding the 'Stanmore Music Festival' Event on Saturday 16 November 2024 between 6.00am and 9.30pm as per the submitted TMP and TGSs and subject to the following conditions and all standard Council conditions for temporary full road closures:

1. A Road Occupancy License application be obtained from the Transport Management Centre;
2. 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;
3. 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;
4. A minimum four (4) metre unencumbered passage be available for emergency vehicles through the closed sections; and
5. The occupation of the road carriageway must not occur until the road has been physically closed.

For Motion: Unanimous

LTC0724(1) Item 5 May Street and May Lane, St Peters – Temporary full road closure for the '2044 Street Takeover' event – Sunday 3 November 2024 (Midjuburi-Marrickville Ward / Heffron Electorate / Inner West PAC)

SUMMARY

Inner West Council is presenting the '2044 Street Takeover' event on Sunday 3 November

2024 between 12 noon and 6pm. This is a Council event funded by TfNSW, To facilitate the event there will be a temporary full road closure (ENRC/2024/0028) of May Street between Council Street and Applebee Street (both directions); May Street between Applebee Street and May Lane (westbound); May Lane between May Street and Caroline Lane; Right hand turn lane from King Street Southbound into May Street; and Local traffic only on May Street between Campbell Street and Council Street. This will require some road detours in surrounding streets. Road closure and event bump in will occur from 3:00am and bump out will conclude by 11.30pm.

Officers Recommendation:

That the proposed temporary full road closure of May Street between Council Street and Applebee Street (both directions), May Street between Applebee Street and May Lane (westbound), May Lane between May Street and Caroline Lane, Right hand turn lane from King Street Southbound into May Street, and Local traffic only on May Street between Campbell Street and Council Street, St Peters be APPROVED for the purpose of holding the '2044 Street Takeover' Event on Sunday 3 November 2024 between 3.00am and 11.30pm as per the submitted TMP and TGSs and subject to the following conditions and all standard Council conditions for temporary full road closures:

1. A Road Occupancy License application be obtained from the Transport Management Centre;
2. 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;
3. 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;
4. A minimum four (4) metre unencumbered passage be available for emergency vehicles through the closed sections; and
5. The occupation of the road carriageway must not occur until the road has been physically closed.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the proposed temporary full road closure of May Street between Council Street and Applebee Street (both directions), May Street between Applebee Street and May Lane (westbound), May Lane between May Street and Caroline Lane, Right hand turn lane from King Street Southbound into May Street, and Local traffic only on May Street between Campbell Street and Council Street, St Peters be APPROVED for the purpose of holding the '2044 Street Takeover' Event on Sunday 3 November 2024 between 3.00am and 11.30pm as per the submitted TMP and TGSs and subject to the following conditions and all standard Council conditions for temporary full road closures:

- 1. A Road Occupancy License application be obtained from the Transport Management Centre;**
- 2. 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;**

3. 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;
4. A minimum four (4) metre unencumbered passage be available for emergency vehicles through the closed sections; and
5. The occupation of the road carriageway must not occur until the road has been physically closed.

For Motion: Unanimous

LTC0724(1) Item 6 Mary Street and Edith Street, St Peters – Precinct 75 redevelopment - DA20210799 and DA20210800 Consent conditions - Temporary parking changes (Midjuburi-Marrickville Ward / Heffron Electorate / Inner West PAC)

SUMMARY

Detailed line marking and signage plans have been submitted by Genesis Traffic for P75 Investments Pty Ltd as part of development consent conditions for DA20210799 and DA20210800 for the redevelopment of Precinct 75, St Peters. The proposal involves changes to on-street parking restrictions and the installation of new regulatory signage. It is recommended that the submitted plans be supported in principle.

Officers Recommendation:

1. That the detailed plans for temporary linemarking and signage changes in Mary Street and Edith Street, St Peters during construction works associated with the redevelopment at the Precinct 75 site as per CTMP drawings EW2402-V1.6-TGS (from 5-of-12 to 12-of-12) be approved.
2. That Council’s existing signage and linemarking be reinstated in Mary Street and Edith Street, St Peters at the end of works to the satisfaction of Council’s coordinator of Traffic and Parking Services, Traffic South.
3. That the cost of the supply and installation of the associated parking signage are to be borne by the applicant in accordance with Council’s Fees and Charges.
4. 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 detailed plans for temporary linemarking and signage changes in Mary Street and Edith Street, St Peters during construction works associated with the redevelopment at the Precinct 75 site as per CTMP drawings EW2402-V1.6-TGS (from 5-of-12 to 12-of-12) be approved.
2. That Council’s existing signage and linemarking be reinstated in Mary Street and Edith Street, St Peters at the end of works to the satisfaction of Council’s coordinator of Traffic and Parking Services, Traffic South.

3. That the cost of the supply and installation of the associated parking signage are to be borne by the applicant in accordance with Council's Fees and Charges.
4. That the applicant and Council Rangers be advised in terms of this report.

For Motion: Unanimous

LTC0724(1) Item 7 Carrington Road at Cary Street, Marrickville - Proposed raised pedestrian crossing (Midjuburi-Marrickville Ward/Summer Hill Electorate/Inner West PAC)

SUMMARY

This report discusses further changes to the proposed raised pedestrian crossing at the intersection of Carrington Road and Cary Street, Marrickville that was approved by Council at its meeting on 12 September 2023. Additional bicycle facilities are proposed, in conjunction with the raised pedestrian crossing. This proposal seeks to further improve bicycle safety within the overall proposed safety improvements.

Officers Recommendation:

That the concept design plan for the raising of the existing pedestrian crossing, on-road bicycle lane, and the associated signs and line marking in Carrington Road at Cary Street, Marrickville be approved (as per Design Plan No. 10248).

DISCUSSION:

The Representative for the Member of Summer Hill advised there have been representations made to Jo Haylen's office regarding the pedestrian crossings being level with the footpath noting that this may raise difficulties for those who are vision impaired. The Representative for the Member of Summer Hill suggested that Council take into consideration the various needs of the community and makes a decision that benefits the wider community. Council officers advised that this was a design related query and noted that it is a complex issue as people will have difference preferences depending on their needs. (i.e. people who have mobility issues would prefer that the pedestrian crossing be flush to the footpath, whilst people who are vision impaired and use a guide dog would prefer that there is a kerb ramp so the guide dogs can recognise the pedestrian crossing.) Council officers advised that there will be meeting at the end of the month with various stakeholders to discuss the potential treatments that can be implemented into the design to maximise benefits for all users.

The Representative for the Inner West Bicycle Coalition supported the proposed improvements for cyclists but suggested that tactile dots be included in the design plan for the pedestrian crossing to assist those who may be vision impaired.

Council officers advised they will pass on the Representative for the Inner West Bicycle Coalition's suggestion to the designers for review.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the concept design plan for the raising of the existing pedestrian crossing, on-road bicycle lane, and the associated signs and line marking in Carrington Road at Cary Street, Marrickville be approved (as per Design Plan No. 10248).

For Motion: Unanimous

LTC0724(1) Item 8 Holden Street at Park Avenue, Ashfield - Proposed Raised pedestrian (zebra) crossing adjacent to the Lewis Herman Reserve (Djarrawunang-Ashfield Ward/Summer Hill Electorate/Burwood PAC)

SUMMARY

Council is planning to improve pedestrian safety in Holden Street at Park Avenue, Ashfield by constructing a new raised pedestrian (zebra) crossing. The proposal aims to improve pedestrian and motorist safety and addresses concerns regarding pedestrian safety and driver behaviour in the area, particularly during busy periods.

Officers Recommendation:

That the detailed design plan (10291) to install a raised pedestrian zebra crossing with a western side landscaped kerb- blister island in Holden Street, north of Park Avenue, in connection with the existing kerb-blister island to the eastern side, together with associated signs and line marking as shown in *Attachment 1*, be approved.

DISCUSSION:

The Representative for the Member of Summer Hill advised there have been representations made to Jo Haylen's office regarding the pedestrian crossings being level with the footpath noting that this may raise difficulties for those who are vision impaired. The Representative for the Member of Summer Hill suggested that Council take into consideration the various needs of the community and makes a decision that benefits the wider community. Council officers advised that this was a design related query and noted that it is a complex issue as people will have difference preferences depending on their needs. (i.e. people who have mobility issues would prefer that the pedestrian crossing be flush to the footpath, whilst people who are vision impaired and use a guide dog would prefer that there is a kerb cut so the guide dogs can recognise the pedestrian crossing.) Council officers advised that there will be meeting at the end of the month with various stakeholders to discuss the potential treatments that can be implemented into the design to maximise benefits for all users.

Council officers indicated that this design did include some tactiles indicators on either approach to the crossing.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the detailed design plan (10291) to install a raised pedestrian zebra crossing with a western side landscaped kerb- blister island in Holden Street, north of Park Avenue, in connection with the existing kerb-blister island to the eastern side, together with associated signs and line marking as shown in *Attachment 1*, be approved.

For Motion: Unanimous

LTC0724(1) Item 9 Mary Street, Lilyfield - Proposed Pedestrian Crossing (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC)

SUMMARY

Several concerns were received from residents regarding pedestrian safety and lack of formal crossing point at the raised threshold on Mary Street, near the intersection with Perry Street, Lilyfield. It has been reported that the raised threshold was frequently being mistaken by pedestrians as a Pedestrian Crossing. This presents a pedestrian safety issue as this area which experiences significant pedestrian demand due to its proximity to the Orange Grove Public School and the Bus Stop on Perry Street, Lilyfield.

A review of pedestrian and traffic volume was undertaken, and the section met Council's Pedestrian Crossing Warrant. It is therefore proposed to construct a Raised Pedestrian Crossing at this location to improve pedestrian safety.

Officers Recommendation:

1. That a raised pedestrian (zebra) crossing in Mary Street, north of Perry Street, Lilyfield be supported in-principle and included for consideration in Council's capital works program.
2. That the detailed design for the proposed pedestrian crossing be brought back to the Traffic Committee for consideration, including the results of community engagement.

DISCUSSION:

Public Speakers Alana Vincent, Erin Sathiyamoorthy and Hugo Sathiyamoorthy entered the meeting at 11:17 am.

Ms Vincent supported the recommendation and advised that the current pedestrian infrastructure available in Mary Street and Perry Street is insufficient. Ms Vincent advised she uses a baby carrier for her child when she crosses the road as there is no direct ramp for her stroller to access the footpath. She advised that there is poor visibility of oncoming traffic for pedestrians and noted that the main concern was that there was no pedestrian crossing or kerb ramps for pedestrians to utilise. Ms Vincent also noted that this has been an ongoing issue and that the members of the community have been raising this with issue with Council over the past 18 months.

Ms Sathiyamoorthy supported the recommendation and advised that the existing raised threshold on Mary Street near the intersection with Perry Street often gets mistaken by both pedestrians and motorists for a pedestrian crossing. Ms Sathiyamoorthy has two children and expressed her concerns regarding them being able to safely navigate the dangerous intersection at its current state. She advised that cars often speed down James Street and Mary Street creates a safety risk for pedestrians with the parked vehicles on Mary Street. Ms Sathiyamoorthy also mentioned that there are many children in the area who need to cross at this location to get to the Orange Grove Public School and urged the Council to look into reviewing and remediating the issues associated with that intersection.

Ms Vincent questioned whether the Council can look into ways to prevent motorists from parking too close to the proposed pedestrian crossing so that it does not impede on pedestrian or motorist sightlines. Council officers advised these issues will be reviewed as part of the detailed design and that as part of any new pedestrian crossing proposals, Council will try to physically restrict parking immediately adjacent to the crossing.

Public Speakers Alana Vincent, Erin Sathiyamoorthy and Hugo Sathiyamoorthy left the meeting at 11:27 am.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

1. That a raised pedestrian (zebra) crossing in Mary Street, north of Perry Street,

Lilyfield be supported in-principle and included for consideration in Council's capital works program.

2. That the detailed design for the proposed pedestrian crossing be brought back to the Traffic Committee for consideration, including the results of community engagement.

For Motion: Unanimous

LTC0724(1) Item 10 Dawn Fraser Baths Vicinity, Balmain - Residential Parking Scheme (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC)

SUMMARY

Several residents have expressed concerns to council regarding the long-term non-resident parking along the vicinity of the Dawn Fraser Baths in Balmain.

In response, preliminary investigations were undertaken by Council and Community Engagement on a Resident Parking Scheme (RPS) proposal was completed, proposing a '2P 8am-10pm Permit Holders Exempted Area B1' for the areas below (also see figure 1):

- South side of Fitzroy Avenue
- Glassop Street between Punch and White Street
- The Western side of White Street between Tilba Ave and Glassop Street, Balmain

The results of the Community Engagement indicated good support for a Resident Parking Scheme in Fitzroy Avenue. At this time due to insufficient level of support, the scheme could not be supported in White Street and Glassop Street.

Officers Recommendation:

1. That the proposed resident parking scheme on the southern side of Fitzroy Avenue, Balmain be approved.
2. That the proposed resident parking scheme in Glassop Street between Punch and White Streets and the western side of White Street between Tilba Ave and Glassop Street, Balmain not be supported at this time due to insufficient level of support received from these streets.
3. That Council undertake a post-implementation review for Fitzroy Avenue, and surrounding streets be undertaken 12 months following the implementation of the Resident Parking Scheme.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

1. That the proposed resident parking scheme on the southern side of Fitzroy Avenue, Balmain be approved.
2. That the proposed resident parking scheme in Glassop Street between Punch and White Streets and the western side of White Street between Tilba Ave and Glassop Street, Balmain not be supported at this time due to insufficient level of support received from these streets.

3. That Council undertake a post-implementation review for Fitzroy Avenue, and surrounding streets be undertaken 12 months following the implementation of the Resident Parking Scheme.

For Motion: Unanimous

LTC0724(1) Item 11 Mathieson Street, Annandale - Proposed Drop Off And Pick Up Zone (Gulgadya - Annandale/Balmain Electorate /Leichhardt PAC)

SUMMARY

The proposal for the implementation of a drop off pick up (DOPU) zone at the property frontage of No.11 Mathieson Street between Cahill Street and Water Street, Annandale was deferred by the Local Traffic Committee during the meeting in June pending additional information from the applicant regarding feedback received from residents and businesses.

To reduce parking impacts on residents and businesses within the vicinity it is recommended to reduce the length of the DOPU zone from 23.4m to 12m.

Officers Recommendation:

1. That a 12m 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 the drop off pick up zone be monitored during peak times, and a review be undertaken by the Waranara School after 3 months following the opening of the school, and if required, apply to expand the drop off and pick up zone in Mathieson Street.
3. That the proposed drop off pick up signs in Mathieson Street be installed by the applicant at no cost to Council.
4. 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.

DISCUSSION:

Public Speaker Hayden Dimitrovski entered the meeting at 11:06am

Mr Dimitrovski represented the applicant and made himself available for questions the Committee members may have in regards to the proposal. The Representative for TfNSW noted the proposed entry to the school in Cahill Street and raised concerns regarding the lack of footpath on Cahill Street and the safety concerns and difficulties that may arise when students travel to and from the school. The Representative for TfNSW also noted that the footpath on Mathieson Street is already quite narrow and raised concerns regarding pedestrian access once the 'School Zone' signs are installed as the signs will further reduce the space available on the footpath. Mr Dimitrovski noted that the applicant is aware of the space constraints and advised that the school plans to manage those risks by having staff members monitor and manage the 'Drop off Pick up' zone to ensure students are supervised when walking to and from the 'Drop off Pick up' zone and the school. The Representative for TfNSW suggested investigating the possibility of having a 'Shared Zone' on Cahill street as it would be hard to accommodate two way traffic and pedestrians walking in a 40km/h 'School Zone.' The Representative for TfNSW advised that they will reach out to Mr Dimitrovski outside of the meeting to further discuss their concerns.

Council officers requested clarification as to whether the proposed 12m length 'No Parking 8:30-9:30am, 1:30-4:00pm, School Days' zone was suitable for the applicant. Mr Dimitrovski

advised the applicant was satisfied with the current proposal and the recommendation that a review be undertaken 3 months after the opening of the school to assess any issues or concerns. Council officers questioned whether the proposed entrance to the school was located in the existing 'No Stopping' zone. Mr Dimitrovski advised he was unsure of the exact location but can provide information regarding the access point of the school to Council officers outside of the committee meeting.

Public Speaker Hayden Dimitrovski entered the meeting at 11:16am

The Representative for TfNSW advised she agreed with the officer's recommendation and will reach out to the applicant separately regarding her other concerns.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

- 1. That a 12m 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 the drop off pick up zone be monitored during peak times, and a review be undertaken by the Waranara School after 3 months following the opening of the school, and if required, apply to expand the drop off and pick up zone in Mathieson Street.**
- 3. That the proposed drop off pick up signs in Mathieson Street be installed by the applicant at no cost to Council.**
- 4. 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.**

For Motion: Unanimous

LTC0724(1) Item 12 St Peters area – Request for a residential parking scheme in Silver Street – Resident Parking questionnaire survey results (Midjuburi-Marrickville Ward / Heffron Electorate / Inner West PAC)

SUMMARY

Upon receiving a petition from residents of Silver Street, St Peters Council initiated an investigation for implementing residential parking restrictions in Silver Street, St Peters. A parking utilisation survey was carried out and the results of this survey were detailed in a report that went to the Local Traffic Committee in February 2024. Recommendations of that report included that residents of Silver Street be surveyed as to their support of the proposed Resident Parking Scheme and that the results of the survey be referred back to the Committee for consideration. This report provides the results of this survey. Consultation with owners and occupiers in Silver Street indicated that there was insufficient support to implement the proposed permit parking restrictions at the present time.

Officers Recommendation:

THAT the proposal to implement Resident Parking Scheme restrictions '2P 8.30AM - 6PM, MON - FRI, PERMIT HOLDERS EXCEPTED, AREA M4' along the western (south) side of Silver Street, between Unwins Bridge Road and Princes Highway, St Peters not be supported due to insufficient resident support.

DISCUSSION:

The Committee members agreed with the Officer’s recommendation.

COMMITTEE RECOMMENDATION:

THAT the proposal to implement Resident Parking Scheme restrictions ‘2P 8.30AM - 6PM, MON - FRI, PERMIT HOLDERS EXCEPTED, AREA M4’ along the western (south) side of Silver Street, between Unwins Bridge Road and Princes Highway, St Peters not be supported due to insufficient resident support.

For Motion: Unanimous

LTC0724(1) Item 13 Wardell Road survey area, Dulwich Hill and Marrickville - Request for extension of existing M13 residential parking scheme – Resident Parking questionnaire survey results (Djarrawunang-Ashfield Ward and Midjuburi - Marrickville Ward / Summer Hill Electorate / Inner West PAC)

SUMMARY

A petition was received from residents in streets surrounding St Maroun’s College and the associated aged care facility for the provision of a Resident Parking Scheme (RPS) in their streets due to the overspill parking demand created by these facilities.

Council Officers carried out a parking utilisation survey in the local streets surrounding the St Maroun’s complex and the results of this survey were presented in a report that was submitted to the Local Traffic Committee in February 2024. Recommendations of that report included that a resident parking questionnaire survey be undertaken in a number of streets with the results of the survey being referred back to the Local Traffic Committee for consideration. This report presents and discusses the results of the survey and provides a recommendation of not to support the proposal at this time due to a low response rate.

Officers Recommendation:

THAT the proposal to implement Resident Parking Scheme restrictions ‘2P 8am – 6pm Mon-Fri Permit Holders Excepted – Area M13’ into Canonbury Grove, between Margaret Street and Beach Road; Beach Road between Macarthur Parade and Wardell Road; Challis Avenue between Wardell Road and dead end; Margaret Street between Macarthur Parade and Wardell Road; and Wardell Road between Margaret Street and Beach Road, Dulwich Hill not be approved at the present time due to low support received from the consulted residents.

Neither the overall minimum response rate nor the overall support thresholds, based on Council’s Resident Parking Policy, were met in this case.

DISCUSSION:

The Committee members agreed with the Officer’s recommendation.

COMMITTEE RECOMMENDATION:

THAT the proposal to implement Resident Parking Scheme restrictions ‘2P 8am – 6pm Mon-Fri Permit Holders Excepted – Area M13’ into Canonbury Grove, between Margaret Street and Beach Road; Beach Road between Macarthur Parade and Wardell Road; Challis Avenue between Wardell Road and dead end; Margaret Street between

Macarthur Parade and Wardell Road; and Wardell Road between Margaret Street and Beach Road, Dulwich Hill not be approved at the present time due to low support received from the consulted residents.

Neither the overall minimum response rate nor the overall support thresholds, based on Council's Resident Parking Policy, were met in this case.

For Motion: Unanimous

General Business:

Item 14: Update of Robert Street, Rozelle Bus Stop

The Representative for the Member for Balmain requested an update on the issues raised previously regarding the Robert Street, Rozelle bus stop. Council officers advised that Placemaking NSW is working on a project to upgrade key areas around the White Bay Power Station, including a signalised intersection at Mullen Street and Robert Street and this project may potentially address the long standing issues with the Robert Street Bus Stop. Mayor Darcy Byrne requested that a report providing an update on the Robert Street bus stop be brought back to the Committee at the next meeting.

Meeting closed at 11.47 am.

CHAIRPERSON

Mayor Darcy Byrne

Item No: LTC0824(1) Item 1
Subject: TEMPORARY TRANSPORT PLAN (TTP) RIDING ROUTES ASSOCIATED WITH THE CONVERSION OF THE T3 BANKSTOWN LINE - INNER WEST COUNCIL (MIDJUBURI - MARRICKVILLE WARD / HEFFRON ELECTORATE & SUMMER HILL ELECTORATE / INNER WEST PAC)
Prepared By: George Tsaprounis - Coordinator Traffic Engineering Services (south)
Authorised By: Sunny Jo - Acting Traffic and Transport Planning Manager

RECOMMENDATION

1. That the permanent traffic and signage changes outlined within this report be approved to support the introduction of temporary bike riding routes to encourage people to travel by bike during the conversion of the T3 Bankstown Line to a Metro Line; including:
 - a) construction of a wider gap for cyclists in the road closure area in Miller Lane at Fraser Street,
 - b) installation of a ‘Bicycle Excepted’ sign underneath existing ‘No Left Turn’ sign at the south end of the intersection of Napier and Morgan Streets,
 - c) widening of the existing concrete footpath on the western side of West Street (closure area) and installation of a gutter crossing grate, and
 - d) Installation of shared path signs in Station Street at the entry to the cycle link along the rail corridor between Station Street and Victoria Road
2. That Transport for NSW/Sydney Metro implement the proposed changes.
3. That Transport for NSW maintain all signs and linemarking associated with the proposed temporary riding routes for the duration of the conversion of the T3 Bankstown Line to a Metro Line.

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 Sydney Metro City & Southwest project, Transport for NSW (TfNSW) is introducing new temporary bike riding routes as part of its Temporary Transport Plan (TTP) to encourage people to travel by bike during the conversion of the T3 Bankstown Line.

Southwest Link bike riding routes will make it easier to connect with train or metro services at Sydenham, Tempe or Redfern stations. A key riding route is Dulwich Hill and Marrickville to Redfern.

To support the temporary riding route from Dulwich Hill and Marrickville to Redfern Station, Transport for NSW proposes permanent changes at the following locations:

- Miller Lane at the intersection of Frazer Street, Marrickville.
- Napier Street at the intersection of Morgan Street, Marrickville.
- West Street at Railway Terrace, and

- Station Street (at Marrickville Station) and Victoria Road as well Station Street.

It should be noted that wayfinding signage will be erected along the route to assist cyclist with travel information between locations.

It is recommended that the proposed works by TfNSW for Miller Lane, Napier Street, West Street and Station Street be supported by Council with the detailed plan for West Street be submitted by TfNSW and approved by Council’s Design Engineers and Traffic Officers prior to implementation.

BACKGROUND

Transport for NSW has been working with Inner West Council to identify and develop the riding route options as part the T3 Bankstown Line Temporary Transport Plan (TTP). Through workshops, discussions, detailed analysis, planning and design work three routes were identified by TfNSW to support the Temporary Transport Plan:

Route 1–Hurlstone Park, Dulwich Hill and Marrickville to Sydenham (integrating Interim EWPCL)

Route 2–Dulwich Hill and Marrickville to Redfern

Route 3–Campsie and Canterbury to Tempe via the Cooks River

Tactical improvement works were explored to improve the amenity for each route, including improved wayfinding, line marking and kerb ramps to make the routes easier to navigate.

Existing cycleways, shared paths and quiet streets will be used for the majority of the riding routes. However, some permanent changes are needed on the riding route between Dulwich Hill/Marrickville and Redfern to allow riders to legally and safely use the route. Without these changes, riders will be expected to either take significant detours, which would make the route undesirable to ride or make the route less comfortable for riders. The changes will have positive impacts on the community.

There will be other tactical improvements along the routes, including improved wayfinding, line marking and kerb ramps to make the routes easier to navigate. The routes are shown in Figure 1 below.

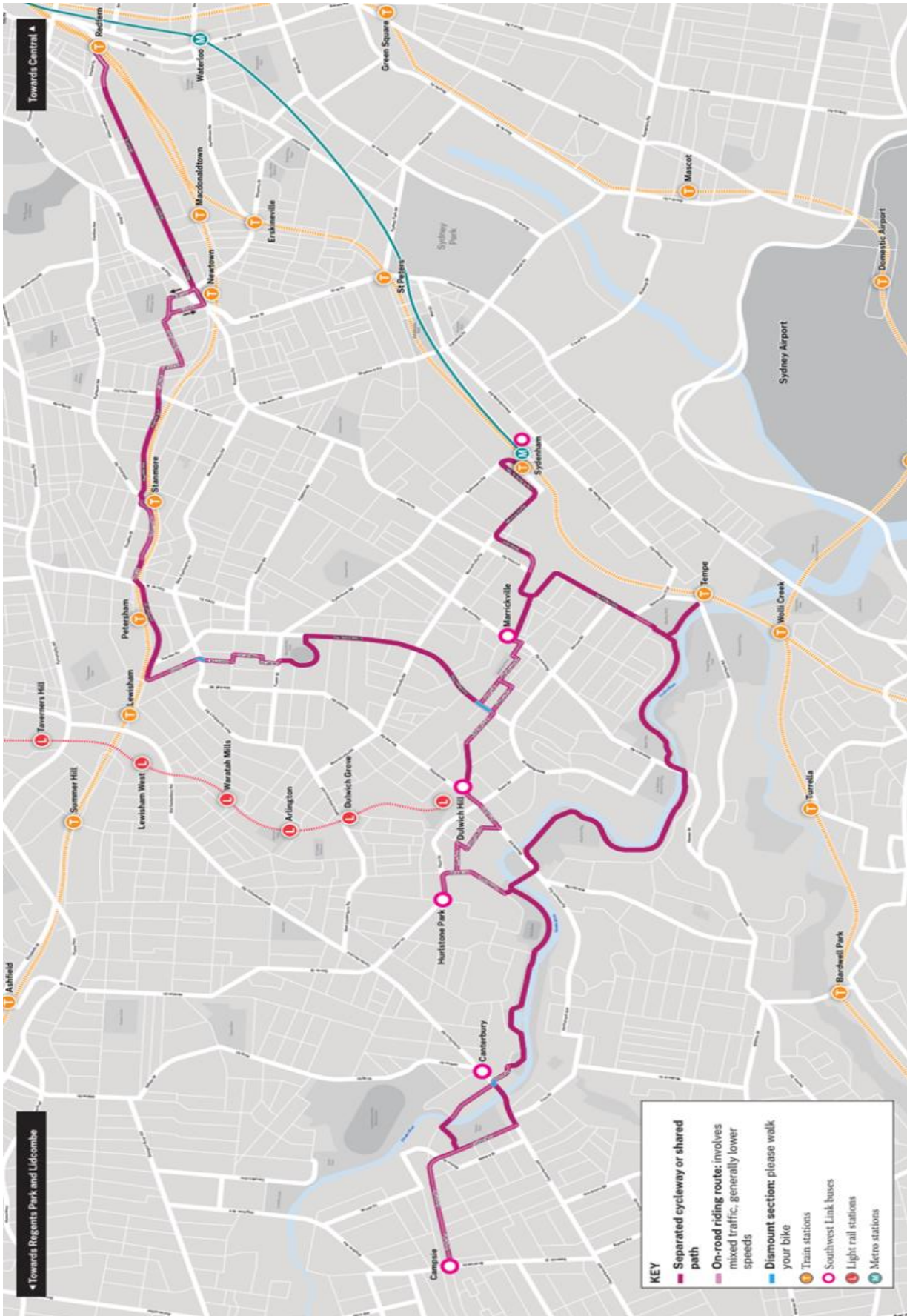


Figure 1 – Temporary riding routes



Figure 3 – Signs and line marking details for Napier Street

Intersection of West Street and Railway Terrace, Petersham (refer to Figure 5)

- widening of the existing footpath on the western side of West Street (closed section) by concreting the existing nature strip to allow for cyclist to share the path.
- Provide short section of shared path signage and logos.
- Undertake necessary drainage works by construction of a gutter crossing grate.

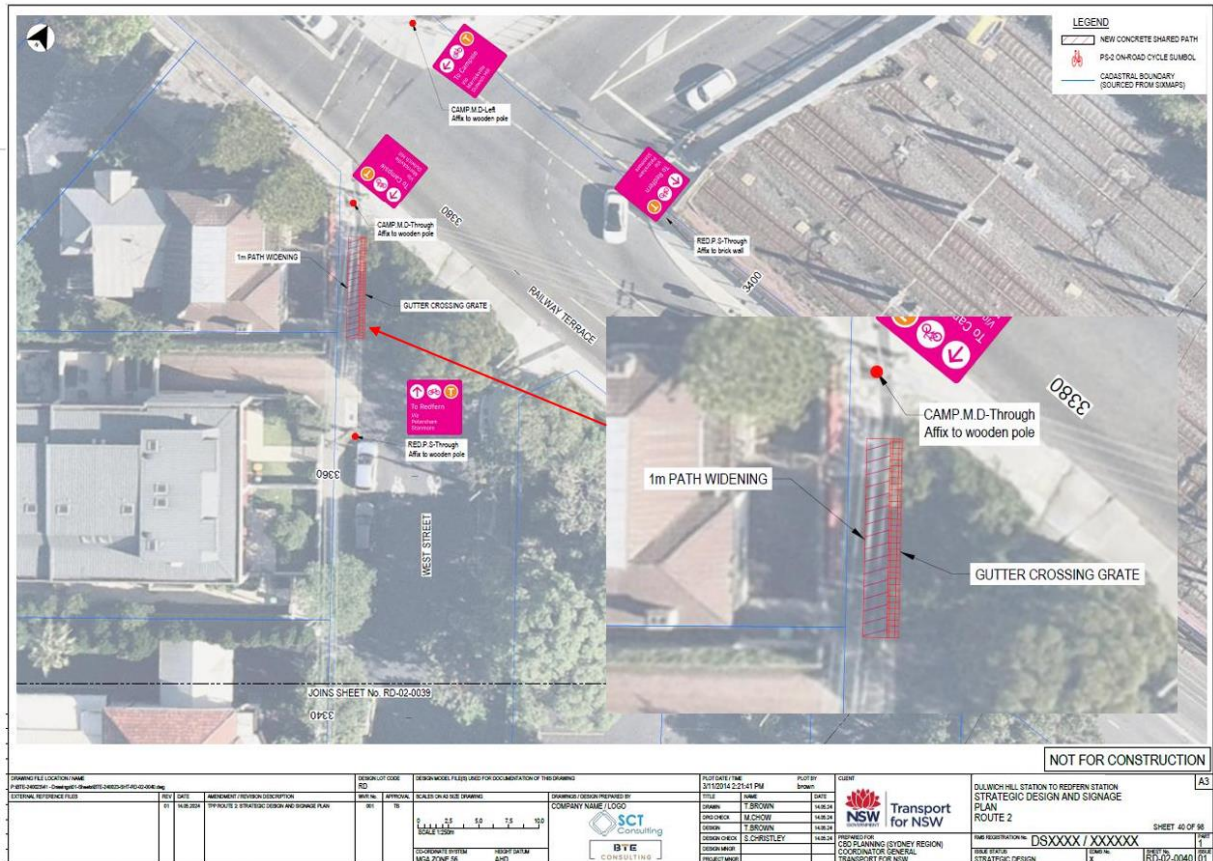


Figure 4 – location of proposed works in West Street

Station Street, Marrickville

- Provide shared path signage for the existing cycle route between Station Street (at Marrickville Station) and Victoria Road.
- Convert Station Street itself into a 10 km/h Shared Zone. The shared zone will commence at Schwebel Street and finish at Leofrene Avenue and is to be undertaken by TfNSW outside the scope of this project.

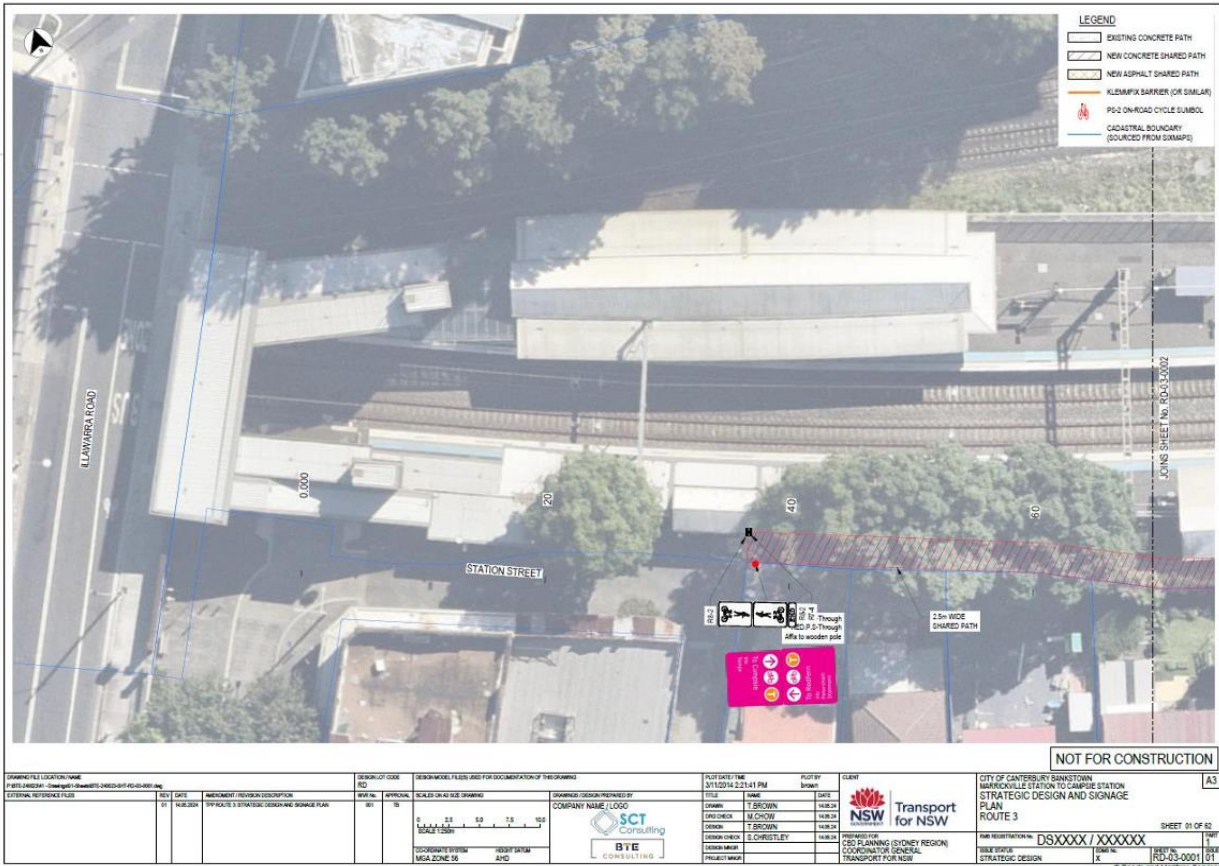


Figure 5 – locality and signage drawing for Station Street

Community Engagement

Transport for NSW undertook community engagement on the proposed traffic changes in Marrickville was undertaken over a two-week period from Thursday 18 July to Friday 2 August 2024. Community notifications were delivered to residents by a professional distribution company. Local residents were asked to provide their feedback on the proposed changes.

The consultation program consisted of the following activities:


- Letterbox drop of 70 notifications to residents within a 250m radius of the intersection of Frazer Street and Miller Lane, Marrickville (refer to figure 8).
- Letterbox drop of 171 notifications to residents within a 250m radius of the intersection of Napier and Morgan Streets, Marrickville (refer to figure 9).
- A 24/7 phone number 1800 171 386 to receive feedback, answer any questions and provide the community with more information.

There was one submission received from the community on the proposed temporary parking changes during the consultation period. The submission requested confirmation that Miller Lane would remain closed to vehicle traffic from Frazer Street and the resident was satisfied with the proposal once this was confirmed. Based on no feedback opposing the proposal, there was no changes made the proposal for Napier Street and Miller Lane. Below are copies of the letters sent out for Miller Lane (Figure 6) and Napier Street (figure 7).

Transport for NSW

Proposed minor upgrade to support temporary bike riding routes.

Frazer Street and Miller Lane, Marrickville
18 July 2024



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

As part of the Sydney Metro City & Southwest project, Transport for NSW is introducing new temporary bike riding routes to encourage people to travel by bike during the conversion of the T3 Bankstown Line.

Southwest Link bike riding routes will make it easier to connect with train or metro services at Sydenham, Tempe or Redfern stations.

Proposed changes

To support the temporary riding route from Dulwich Hill and Marrickville to Redfern Station, Transport for NSW proposes minor upgrades on Miller Lane at the intersection of Frazer Street, Marrickville.

Proposed changes include:

- Remove approximately 0.5m width of planter box.

- Install 1.5m wide concrete shared riding and walking path.
- Install bike riding route directional sign at the Frazer Street entrance to Miller Lane.
- Install painted bicycle markings on the road surface.

We want your feedback

Transport for NSW welcomes feedback from the community on the proposed changes. We will consider all feedback before changes are made. Please send us your feedback by 5pm, 1 August 2024.

Email: southwestlink@transport.nsw.gov.au
Phone: 1800 171 386

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Transport for NSW

Location of proposed minor changes



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Figure 6 – Miller Lane notification letter

Transport for NSW

Proposed minor traffic changes to support temporary bike riding routes

Napier Street and Morgan Street, Marrickville
18 July 2024



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

As part of the Sydney Metro City & Southwest project, Transport for NSW is introducing new temporary bike riding routes to encourage people to travel by bike during the conversion of the T3 Bankstown Line.

Southwest Link bike riding routes will make it easier to connect with train or metro services at Sydenham, Tempe or Redfern stations.

Proposed changes

To support the temporary riding route from Dulwich Hill and Marrickville to Redfern Station, Transport for NSW proposes a minor change to allow bicycles travelling north on Napier Street, Marrickville to turn left into Morgan Street.

Proposed changes include:

- Install a 'Bicycle Excepted' sign underneath existing 'No Left Turn' sign at the south end of the intersection of Napier and Morgan Streets.

- Install a bike riding route directional sign beneath existing 'Right Turn Only' sign at the north end of the intersection of Napier and Morgan Streets.
- Install of painted bicycle markings on the road surface.

We want your feedback

Transport for NSW welcomes feedback from the community on the proposed changes. We will consider all feedback before changes are made. Please send us your feedback by 5pm, 1 August 2024.

Email: southwestlink@transport.nsw.gov.au
Phone: 1800 171 386

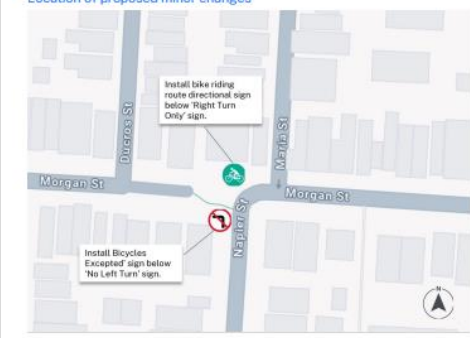
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Transport for NSW

Location of proposed minor changes



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Figure 7 – Napier Street notification letter

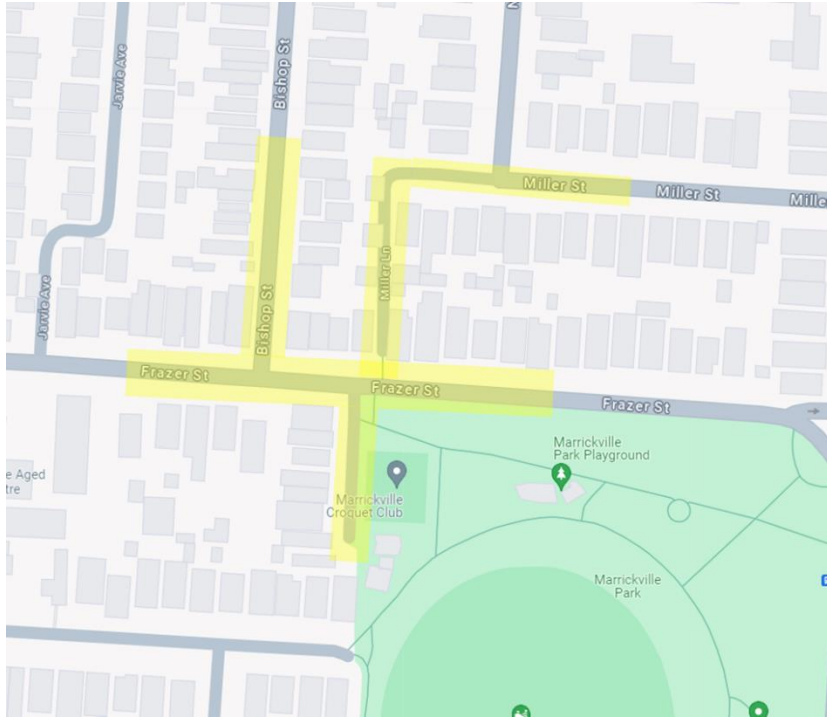


Figure 9 - Miller Lane and Frazer Street, Marrickville distribution map

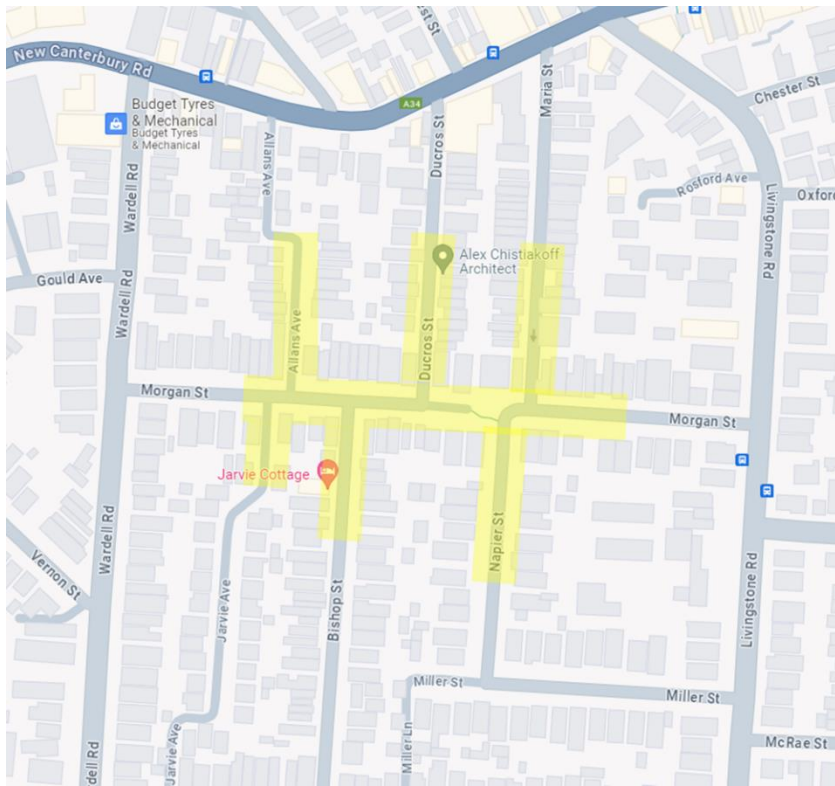


Figure 10 - Napier Street and Morgan Street, Marrickville distribution map

FINANCIAL IMPLICATIONS

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

ATTACHMENTS

1. [Southwest link riding routes](#)

TRANSPORT

Southwest Link bike riding routes

August 2024

Additional details for information

transport.nsw.gov.au



OFFICIAL

Southwest Link riding routes

Supporting details for information

Transport for NSW has been working with Inner West Council to identify and develop the riding route options as part the T3 Bankstown Line Temporary Transport Plan (TTP)

Through workshops and discussions, three routes are identified:

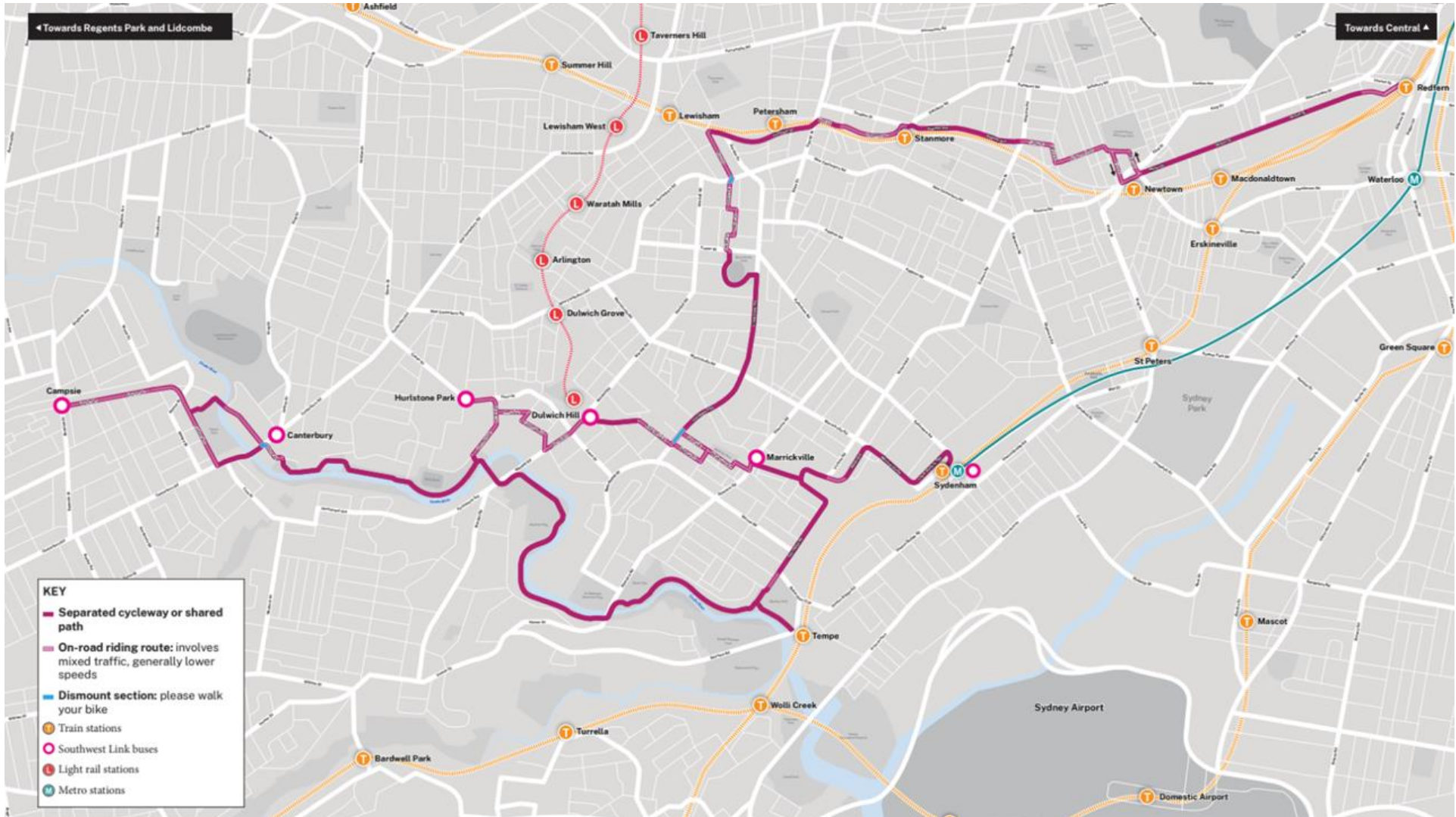
- **Route 1** – Hurlstone Park, Dulwich Hill and Marrickville to Sydenham (integrating Interim EWPCCL)
- **Route 2** – Dulwich Hill and Marrickville to Redfern
- **Route 3** – Campsie and Canterbury to Tempe via the Cooks River

Tactical improvement works were explored to improve the amenity for each route, including improved wayfinding, line marking and kerb ramps to make the routes easier to navigate.

Existing cycleways, shared paths and quiet streets will be used for the majority of the riding routes. However, two permanent changes are needed on the riding route between Dulwich Hill/Marrickville to Redfern to allow riders to legally and safely use the route.

Transport for NSW is also exploring the introduction of temporary speed zone changes along these routes (not included in this item but currently under investigation/design in parallel).

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Route 1 - Hurlstone Park to Sydenham

Summary of works:

- 8 temporary directional signs
- 26 additional bike pavement markings (PS-2)

Note: connection between Marrickville and Sydenham considered previously as part of Interim EWPC.

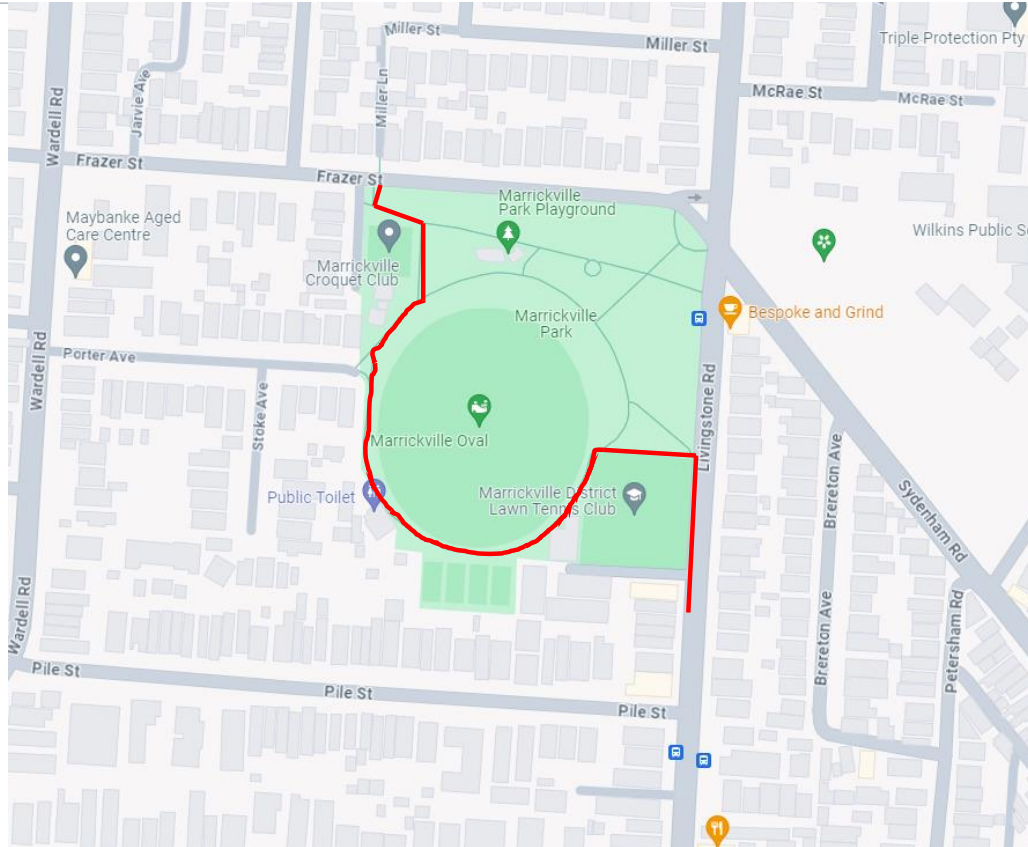
Route 2 – Dulwich Hill and Marrickville to Redfern

Summary of works:

- 63 temporary directional signs
- 32 additional bike pavement markings (PS-2)
- Remove planter box and replace with concrete shared path (considered LTC item)
- Install 1 x Bicycles excepted R9-3 sign
- Install gutter crossing grate to widen path by 1m (considered LTC item)

Note: Transport for NSW is currently exploring installing an additional marked foot crossing at signalised intersection of New Canterbury Road and West Street (currently under investigation and not part of this scope)

Marrickville Park alignment – determined



Miller Lane

Remove planter box and replace with concrete shared path (including at LTC item)

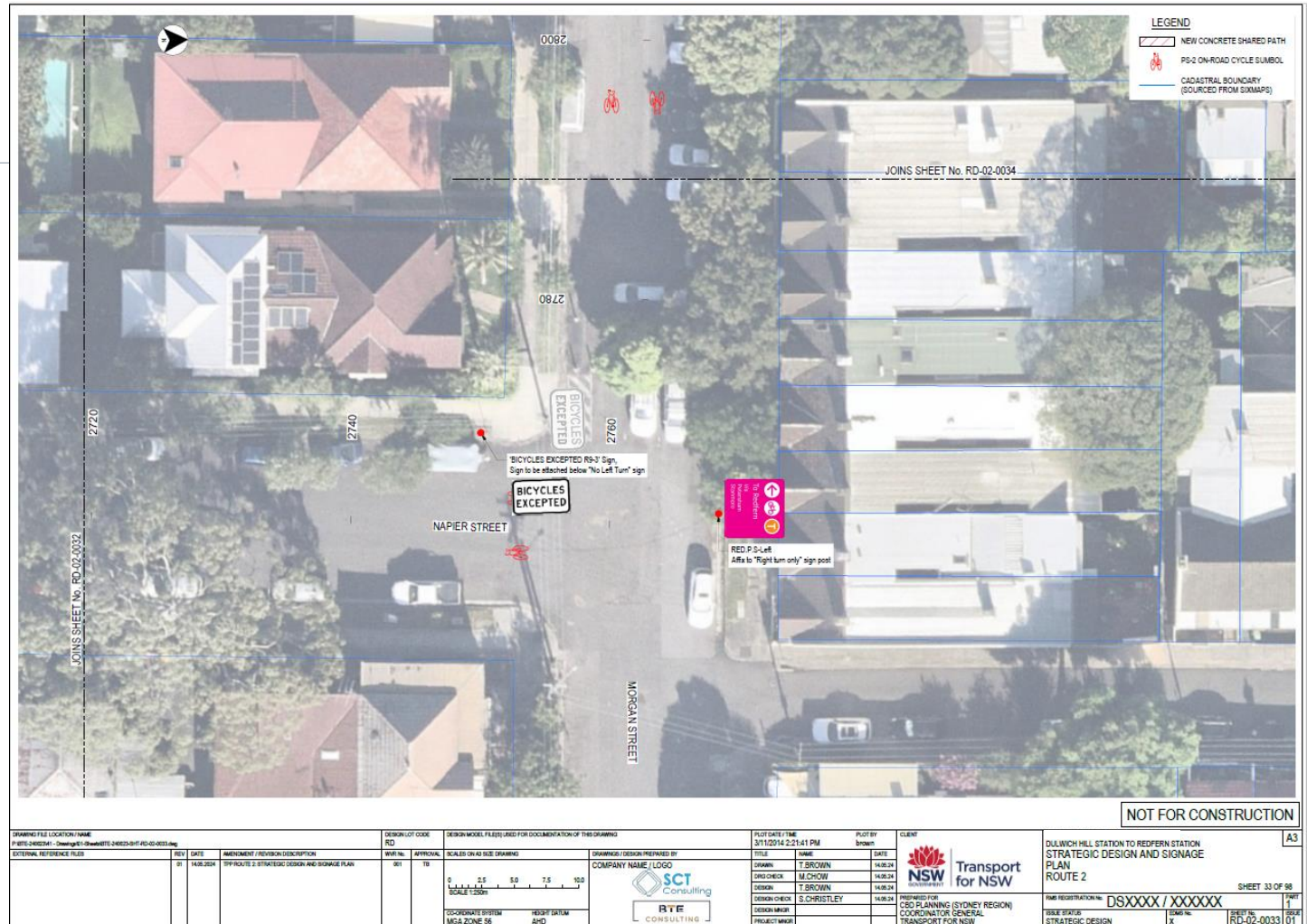


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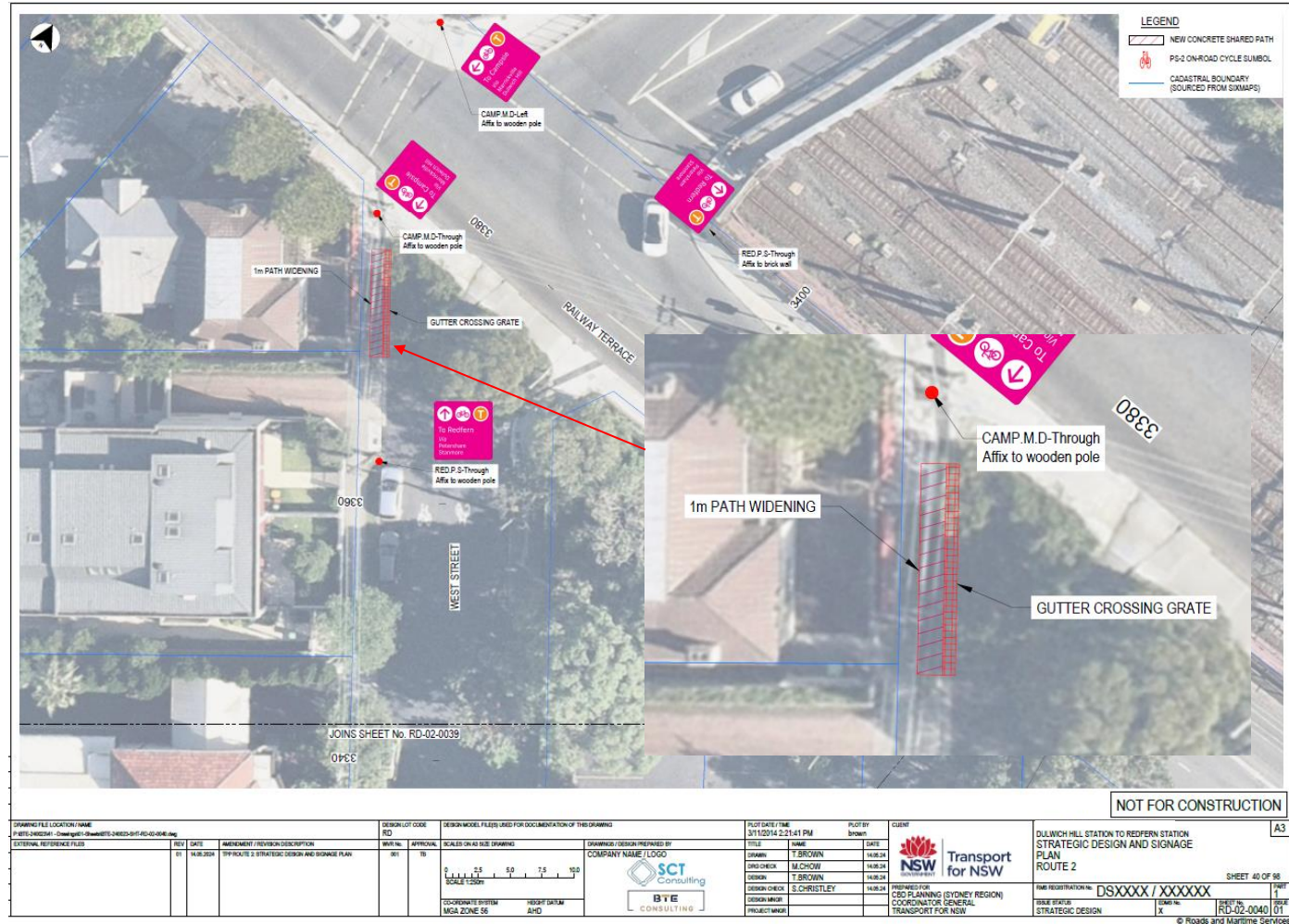
Napier Street

Install
“Bicycles
excepted”
sign below
“no left turn”
sign.
(including at
LTC item)



Railway Terrace, West Street

Install gutter crossing grate



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OFFICIAL

Route 3 - Campsie and Canterbury to Tempe

Summary of works:

- 38 temporary directional signs
- 18 additional bike pavement markings (PS-2)

Item No: LTC0824(1) Item 2
Subject: UNWINS BRIDGE ROAD, ST PETERS TRAFFIC SAFETY REVIEW
(MIDJUBURI-MARRICKVILLE WARD/HEFFRON ELECTORATE/INNER WEST PAC)
Prepared By: Jason Scoufis - Coordinator Traffic Studies and Road Safety
Authorised By: Sunny Jo - Coordinator Traffic Engineering Services (north)

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

At the Council Meeting held 25 June 2024 a Notice of Motion for consideration of a number of safety issues relating to Unwins Bridge Road was resolved. This report provides an assessment of each of these issues.

BACKGROUND

At the Council Meeting held on 25 June 2024, Council resolved the following:

1. *That Council request staff undertake a review of safety on Unwins Bridge Road from Tempe, through Sydenham to St Peters and in particular report on:*
 - a) *the adequacy of safety measures at existing pedestrian crossings, pedestrian islands and signalised crossings;*
 - b) *improvements for the pedestrian crossing over Unwins Bridge Road at Hillcrest Street;*
 - c) *options to restore the "Keep clear" zone on Unwins Bridge Road and Tramway Street, enabling residents to turn right from Tramway Street;*
 - d) *safety on local roads surrounding Tempe Public School and Tempe High School;*
 - e) *future opportunities for cycling infrastructure to support active transport;*
 - f) *the state of footpaths along the length of the road;*
 - g) *the adequacy of lighting and signage along Unwins Bridge Road;*
 - h) *the adequacy of lighting under the railway bridge at Tillman Park;*
 - i) *the installation of a right turn arrow from Gleeson Ave onto Unwins Bridge Road;*
 - j) *the state of the pedestrian crossings and footpaths at the intersection of Gleeson Ave and Unwins Bridge Road;*
 - k) *options to better monitor and enforce restrictions on cars travelling the wrong direction down partially closed streets from the Princes Highway including Terry Street;*
 - l) *options to further slow traffic on Unwins Bridge Road;*
 - m) *options to better support residents with driveways opening directly onto Unwins Bridge Road, balanced with the need to support local on-street parking; and*
 - n) *opportunities to refresh line markings and other minor works to improve safety.*

Unwins Bridge Road is a Regional Road which runs a length of 2.2 km between Campbell Street and Gannon Street. It has a general posted speed limit of 50 km/h.

An assessment of each of the items raised by Council is detailed below.

The adequacy of safety measures at existing pedestrian crossings, pedestrian islands and signalised crossings

Inspections of the crossing points have been undertaken with various maintenance instructions issued for repair.

The existing measures at the mid-block pedestrian signals between Collins Street and Foreman Street are considered appropriate.

Improvements were recently made at the pedestrian (zebra) crossing in Unwins Bridge Road at Hillcrest Street in the form of an edgeline markings. No further action is proposed with the exception of maintenance.

Improvements were made to pedestrian safety in 2023 by upgrading the pedestrian (zebra) crossing to mid block pedestrian traffic signals in Unwins Bridge Road between Terry Street and Belmore Street.

The traffic signals at Gleeson Avenue/Unwins Bridge Road/Railway Road have a signalised pedestrian crossing on each of the four legs of the intersection. The High Pedestrian Activity Area (HPAA) Study is also assessing any further improvements in and around the intersection.

Whilst noting that the pedestrian refuges (near Silver Street and Sutherland Street) are narrow, it is not possible to further widened them due to the need to maintain 2 lanes of traffic in the same direction during peak hours in Unwins Bridge Road.

Improvements for the pedestrian crossing over Unwins Bridge Road at Hillcrest Street

The pedestrian crossing in Unwins Bridge Road at Hillcrest Street has adequate linemarking and signposting. An issue regarding the broken concrete slab at the ramp of the raised pedestrian crossing has been identified. Concern has also been raised that drivers speed through this crossing.

The existing crossing is slightly raised. Consideration of further raising this crossing has previously been considered and not supported given it would lead to excessive noise, given the high volume of traffic, in particular heavy vehicles, and lack of buffer to adjacent houses. The issue regarding the damaged concrete ramp has been forwarded to Council’s maintenance team for repair.

Options to restore the “Keep clear” zone on Unwins Bridge Road and Tramway Street, enabling residents to turn right from Tramway Street

Existing ‘Keep Clear’ linemarking is provided in Unwins Bridge Road across the Edgar Street intersection. This prevents queueing vehicles heading south west in Unwins Bridge Road on approach to the Richardson Crescent /Unwins Bridge Road traffic signals from blocking access.

The option to restore the ‘Keep Clear’ to include Tramway Street will result in additional traffic delays at the Richardson Street/Unwins Bridge Road intersection and is therefore not supported. It was removed in 2016 as a result of its negative impact on storage capacity to the traffic signals.

In order to improve sightlines for vehicles making a right turn out of Tramway Street into Unwins Bridge Road, an instruction has been issued to prune the shrubs along the frontage of 404 and 406 Unwins Bridge Road which are impacting sightlines.

Safety on local roads surrounding Tempe Public School and Tempe High School

There is a narrow footpath on the southern side of Toyer Street along the frontage of Tempe High School. The footpath is impeded by overhanging vehicles as the adjacent parking is 90-degree rear to kerb parking. The overhanging vehicles impede the footpath, and the problem is exacerbated by the significant number of vans/utes/trucks that are parked in this area.

It is recommended that the footpath be widened in this area. Similarly in Toyer Street between Way Street and the end of the 90-degree angled parking the useable footpath width is compromised by the overhanging of the landscaping. Work instructions has been issued to prune the shrubs in this area. As a longer-term improvement, these widening works will be considered for funding in a future works program. There were also some trip hazards on the footpath which will be repaired as part of Council’s Maintenance Program.

There is faded linemarking at the Toyer Street/Collins Street intersection delineating the footpath and road. Work instructions has been issued for remarking.

It was also observed that the flashing lights at the 40 km/h School Zone were all in working order. There are no footpaths in School Lane which runs along the back frontage of Tempe Public School. Further consideration into pedestrian safety can be reviewed as part of the Tempe/Sydenham Local Area Traffic Management Plan Study scheduled for commencement between late 2024 and early 2025. Similarly, as part of the LATM study further investigation regarding pedestrian safety in Union Street will be investigated.

Future opportunities for cycling infrastructure to support active transport

A safer connection for bike riders is being planned between Sydenham Station and the Princes Highway at Mary Street, St Peters. Improving this existing bike route will make it more convenient and enjoyable for bike riders to move around the Inner West, as well as between Marrickville and the City via the Bourke Road Cycleway. The concept design for this route is currently under consultation with local residents.

This concept design includes new gaps cut into the existing concrete median island in Unwins Bridge Road at the Unwins Bridge Road/George Street traffic signals to allow safe east-west cyclist movements.

The state of footpaths along the length of the road

A member of Council’s Asset Team has inspected the full length of footpath on both sides of the road and in general both sides of the road are fair and good noting that some sections have been renewed recently.

The inspection did however identify a few footpath segments that are in poor condition. It also identified several locations with trip hazards and damaged small sections of path that will be repaired through Council’s Maintenance Program.

The adequacy of lighting and signage along Unwins Bridge Road

The lighting on Unwins Bridge Road in Traffic Route Level lighting is sufficient for this street. The lights have all been upgraded to new LEDs as part of the Main Roads LED Street

Lighting Replacement program. The LEDS improve lighting quality in comparison to conventional lighting. There is no need to improve the lighting on Unwins Bridge Road.

There were a few signs that were damaged or obstructed by overhanging branches. Instruction has been issued to replace signs/trim trees where appropriate.

The adequacy of lighting under the railway bridge at Tillman Park

The lighting of the footpaths on both sides of Unwins Bridge Road under the railway bridge has been inspected during nighttime conditions. There is a streetlight under the Tillman Park rail bridge which was provided some years ago to provide additional lighting under the bridge. This streetlight is owned and maintained by Council. The light was not working at the time of inspection. A request has been sent to Council’s Maintenance Team to replace it with a new LED streetlight.

The installation of a right turn arrow from Gleeson Ave onto Unwins Bridge Road

Opposing right turns (Railway Road into Unwins Bridge Road and Gleeson Avenue into Unwins Bridge Road) are currently permitted at the intersection through filter right turns under a standard two-phase traffic signal arrangement. This phasing allows right turns to filter through opposing traffic to maintain intersection performance.

In order to provide a right turn arrow as suggested, it would likely be necessary to ban the opposing right turn (Railway Road right turn into Unwins Bridge Road) to retain intersecting signal efficiency and performance or alternatively allow for an additional phase which would allow free flow movements from Gleeson Avenue (left, through and right turn) and have a significant impact on traffic delays and therefore is not supported.

Furthermore, if the right turn from Railway Road into Unwins Bridge Road was banned it will redistribute traffic heading northbound in Railway Road to make the right turn into Henry Street and then use Frederick Street, Sutherland Street or Grove Street to make a right turn at an unsignalised t-junction. This is not supported as it will force regional traffic into the surrounding local road network detrimentally impacting on local amenity.

An alternate signal phasing arrangement would be to allow a diamond turn which would allow the right turns to occur simultaneously. This would however require property acquisition of adjacent properties and is not supported.

The state of the pedestrian crossings and footpaths at the intersection of Gleeson Avenue and Unwins Bridge Road

Council is currently undertaking a High Pedestrian Activity Area (HPAA) investigation study for a number of town centres within the LGA. Sydenham is included in these investigations and the study is investigating a potential 40km/h HPAA in and around the train station which includes part of Unwins Bridge Road. The study is also investigating adequacy of pedestrian infrastructure at the Gleeson Avenue/Unwins Bridge Road/Railway Road. A report will be prepared for Local Traffic Consideration in the near future.

Options to better monitor and enforce restrictions on cars travelling the wrong direction down partially closed streets from the Princes Highway including Terry Street

There are several streets that intersect with Princes Highway that have ‘No Entry’ or ‘No Left Turn’ or ‘one way’ restrictions. These include the intersection of Princes Highway with the following roads:

- Lymerston Street
- Samuel Street
- Terry Street
- Foreman Street

This is a NSW Police enforcement issue and concerns have been forward to Inner West Local Area Command requesting enforcement.

Options to further slow traffic on Unwins Bridge Road

Unwins Bridge Road is a Regional Road with the exception of the short section between Gannon Street and Richardson Crescent. It has a general posted speed limit of 50km/h which is considered appropriate given the function of the road. There are also 40 km/h School Zones along the frontage of Tempe High School and Tempe Public School which results in a reduced speed limit between 8:00am-9:30am and 2:30pm-4:00pm School Days between Collins Street and Lymerston Street. As detailed above, Council is currently preparing a High Pedestrian Activity Area Study which includes a section of Unwins Bridge Road. The study is considering the potential for implementing a full time 40 km/h speed limit in the section of Unwins Bridge Road in and around the Sydenham railway station. A report will be prepared in the near future for LTC consideration of High Pedestrian Activity Areas.

Options to better support residents with driveways opening directly onto Unwins Bridge Road, balanced with the need to support local on-street parking

Council allows residents to make their own arrangements to paint driveway linemarkings. This assists in providing a visual delineation of the extremity of the permissible parking zone and the positioning of the parked vehicles clear of the driveway. A typical detail is provided in Attachment 1.

An alternative option would be to remove on street parking which is not supported due to its impact on amenity for residents.

Opportunities to refresh line markings and other minor works to improve safety

The following linemarking were observed to be faded and a works order has been issued for remarking:

- Broken centreline markings and dividing lane lines between Railway Road and Hillcrest Street
- Stop lines and pedestrian crossing lines at midblock traffic signals between Collins Street and Foreman Street
- Double centreline markings between Union Street and Richardson Crescent
- Stop lines, pedestrian crossing lines and edgelines at Richardson Crescent/Unwins Bridge Road traffic signals
- Give way lines at Unwins Bridge Road/Gannon Street/Griffiths Street roundabout
- 40 km/h School Zone patch between Union Street and Tramway Street
- Zig zag markings in Gannon Street east of Unwins Bridge Road
- Pedestrian (zebra) crossing in Griffiths Street south of Unwins Bridge Road
- Pedestrian refuge islands both on kerb face and top of islands and chevrons (where provided) at the following locations:
 - Unwins Bridge Road at Silver Street
 - Unwins Bridge Road at Sutherland Street
 - Collins Street/Unwins Bridge Road

- Speed hump in Foreman Street between Unwins Bridge Road and School Lane, LOOK marking at Unwins Bridge Road/Foreman Street.
- Transverse lines and give way lines in Unwins Bridge Road at Edgar Street/Tramway Street.
- There were also locations where signposting is faded or impeded by trees. An instruction has been issued to undertake pruning or sign replacement as required.

FINANCIAL IMPLICATIONS

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

ATTACHMENTS

1. [↓](#) Driveway Linemarking

Item No: LTC0824(1) Item 3
Subject: EWART STREET, DULWICH HILL; ILLAWARRA ROAD, MARRICKVILLE; BURROWS AVENUE, RAILWAY ROAD, GLEESON AVENUE AND LOWER RAILWAY PARADE, SYDENHAM – TEMPORARY MEDIUM-TERM PARKING CHANGES DURING MAJOR RAIL SHUTDOWN OF T3 LINE FOR SYDNEY METRO UPGRADE WORKS – BUS REPLACEMENTS FOR AN APPROXIMATE 12-MONTH PERIOD FROM OCTOBER 2024 (MIDJUBURI-MARRICKVILLE WARD / SUMMER HILL ELECTORATE / INNER WEST PAC)

Prepared By: Jennifer Adams - Traffic Engineer

Authorised By: Sunny Jo - Acting Traffic and Transport Planning Manager

RECOMMENDATION

1. That the following temporary medium-term parking changes for an approximate 12-month period from October 2024 be approved to support the rail upgrade works required to convert the T3 Bankstown Line to a Metro Line:
 - a) Dulwich Hill Station Precinct - Ewart Street (3 parking spaces): The medium-term conversion of 20m (3 parking spaces) ‘2P 8am–6pm Mon–Fri’ on the northern side of Ewart Street (between Wardell Road and Bayley Street) to a ‘Bus Zone’;
 - b) The medium-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) Marrickville Station Precinct - Illawarra Road (1 parking space): The medium-term conversion of 7m ‘1P 8:30am–6pm’ on the western side of Illawarra Road (between Warburton Street and Greenbank Street) to a ‘Bus Zone’;
 - d) Sydenham Station Precinct - Burrows Avenue (10 parking spaces): The medium-term conversion of 26m rear to kerb 90 degree angle ‘unrestricted parking’ on the northern kerb of Burrows Avenue (west of Gleeson Avenue) to a ‘Bus Zone’;
 - e) The medium-term conversion of 58m (9 parking spaces) ‘unrestricted parking’ on the eastern kerb of Burrows Avenue (west of Gleeson Avenue) to a ‘Bus Zone’;
 - f) Sydenham Station Precinct – Railway Road (3 parking spaces): The medium-term conversion of 18m ‘2P 8:30am–10pm Mon-Fri’ on the eastern side kerb of Railway Road (between Burrows Avenue and Gleeson Avenue) to a ‘Bus Zone’;
 - g) Sydenham Station Precinct - Gleeson Avenue (2 parking spaces): The medium-term conversion of 12m ‘1P 9:00am–3:30pm Mon-Fri and ‘No Parking’ 6am-9am, 3:30pm–6:30pm’ on the eastern kerb of Gleeson Avenue between Burrows Avenue and Unwins Bridge Road to a ‘Bus Zone’; and
 - h) Sydenham Station Precinct - Lower Railway Parade (29 parking spaces): The medium-term conversion of 29m (10 parking spaces) 45 degree angled ‘4P

8:30am–6pm Mon-Fri’ and 53m (19 parking spaces) 45 degree angled unrestricted parking on the southwest kerb of Lower Railway Parade (between Gleeson Avenue and Marrickville Road) to a ‘Bus Zone’.

2. That the cost of all works of the statement and/or reinstatement of any/all signage will be borne by TfNSW.
3. That the applicant and Council Rangers be advised in terms of this report.

STRATEGIC OBJECTIVE

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

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

Council has been notified by Transport for NSW (TfNSW) that Sydney Metro works will involve a final major rail shutdown of the Sydenham to Bankstown rail line (T3) for approximately 12 months starting no later than October 2024. During the shutdown buses will replace train services along the T3 line and to accommodate the increased bus movements and necessary holding areas some short-term parking changes are required at a number of locations.

Specifically, TfNSW is requesting approval for the temporary conversion of multiple parking spaces at the following locations: Ewart Street, Dulwich Hill; Illawarra Road, Marrickville; Burrows Avenue, Railway Road, Gleeson Avenue and (Lower) Railway Parade, Sydenham. It is recommended that no objections be raised, and Council approves the temporary medium-term parking changes at the identified locations during the rail shutdowns.

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

BACKGROUND

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

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

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

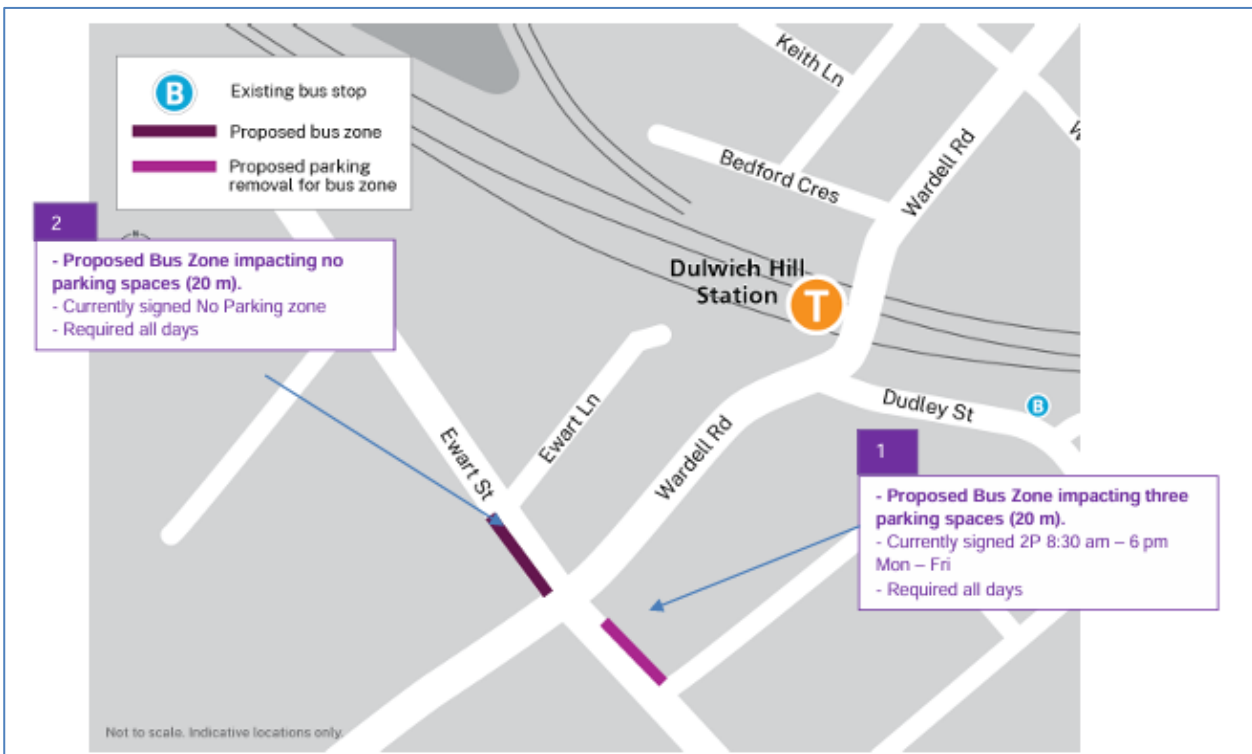
Southwest Link Bus Services



OFFICER COMMENTS

Each of the locations will be detailed separately.

Dulwich Hill Station Precinct (3 parking spaces)



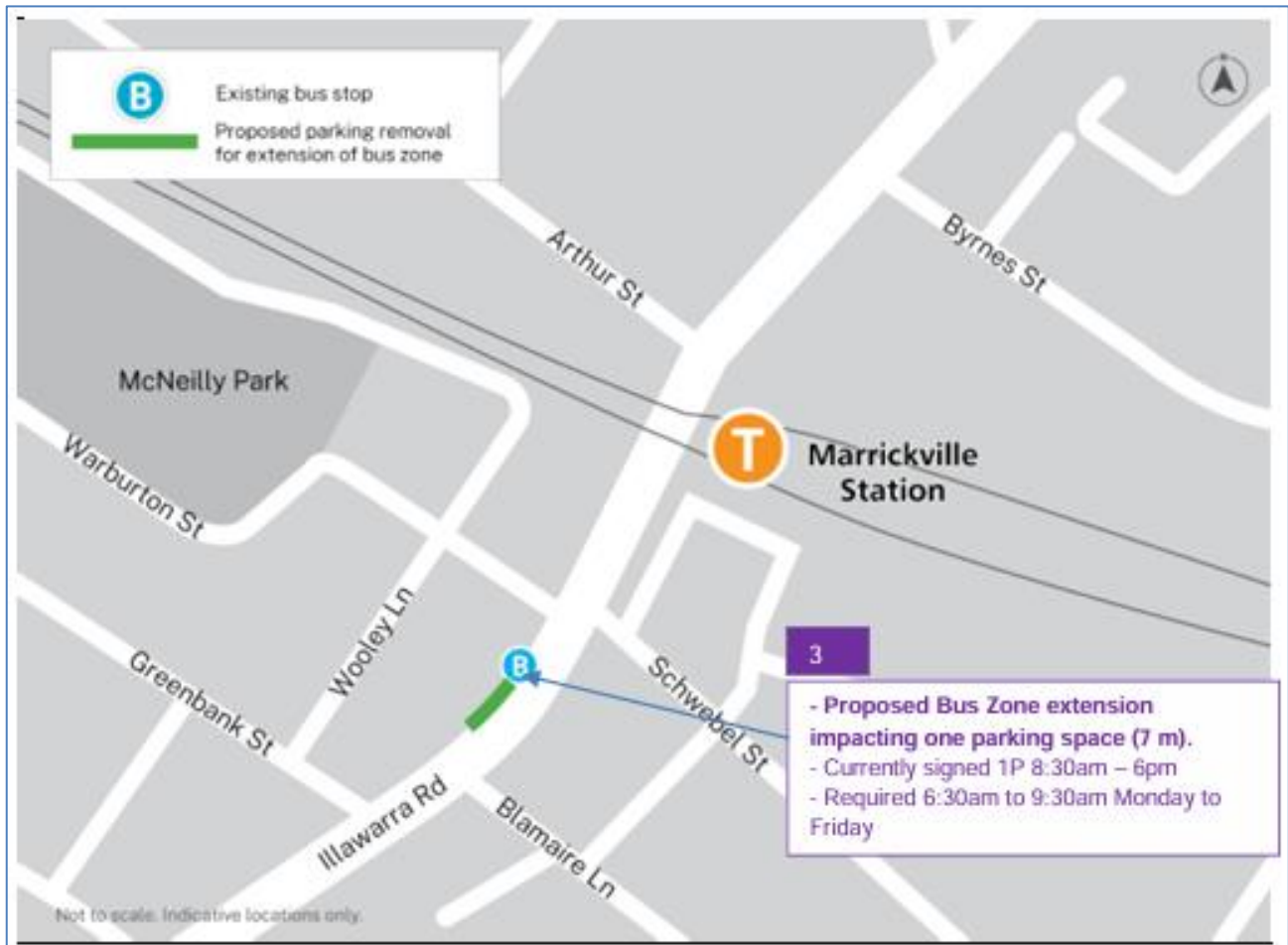
1. Ewart Street, northern side (Stop ID: 2204118) - Bus stop extension (3 parking space)

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

2. Ewart Street, southern side (Stop ID: 220488) – Bus Stop

- Ewart Street (southern kerb between Wardell Road and Riverside Crescent) currently signposted 'No Parking' zone
- Proposed 'Bus Zone' is required for all days of the TTP bus operation
- Proposed temporary change will impact approximately no parking spaces
- This change is proposed to create a Bus Stop area and to provide adequate space for draw-in/draw-out purposes.

Marrickville Station Precinct (1 parking space)



3. Illawarra Road opposite Marrickville Station (Stop ID: 2204102) - Bus stop extension (1 parking space)
 - Illawarra Road (northwest kerb between Warburton Street and Greenbank Street)
 - Currently signed '1P 8:30 am–6pm'
 - Proposed Bus Zone extension is **required 6:30am to 9:30am Monday to Friday only** during the TTP bus operation
 - Proposed temporary change will impact approximately one parking space (7 m).
 - This change is proposed to create the extra space required for the additional TTP buses using the stop.

Sydenham Station Precinct (53 parking spaces)

4. Burrows Avenue, Sydenham (Stop ID: 204421) Rear to kerb parking – Bus Zone Extension (10 parking spaces)
 - Burrows Avenue (northern kerb west of Gleeson Avenue)

- Currently unrestricted 90 degree angle parking
- Proposed Bus Zone is required for all days of the TTP bus operation
- This proposed change is to create the space required for buses to layover and to provide adequate space for draw-in/draw-out purposes
- Proposed temporary change will impact approximately 10 rear to kerb parking spaces (26 m)

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

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

6 Railway Road, Sydenham – (Northeastern kerb) – Bus Zone (3 parking spaces)

- Railway Road (northeastern kerb between Gleeson Avenue and Burrows Avenue)
- Currently signposted '2P 8am–10pm Mon-Fri'
- Proposed Bus Zone is required for all days of the TTP bus operation
- This proposed change is to create the space required for buses to layover safely and to provide adequate turning circle space
- Proposed temporary change will impact approximately 3 parking spaces (18 m)

7. Gleeson Avenue, Sydenham (Eastern kerb) Bus Zone extension (2 parking spaces)

- Gleeson Avenue (eastern kerb between Burrows Avenue and Railway Road)
- Currently signposted '1P 9:00am–3:30pm Mon–Fri'
- Proposed Bus Zone extension is required for all days of the TTP bus operation
- Proposed temporary change is to create additional space required for buses to adequately draw in/out from the bus stop
- Proposed temporary change will impact approximately 2 parking spaces (12m)

8. Lower Railway Parade, Sydenham 90-degree angled parking – Layover Bus Zone and Standby area (29 parking spaces)

- Lower Railway Parade Parallel Parking (southern side between Sydenham Road and Marrickville Road)
- Currently signposted '4P 8:30am–6pm Mon–Fri' restrictions for 29m (10 parking spaces)
- Currently unrestricted parking of 53m (19 parking spaces)
- Proposed Bus Zone is required for all days of the TTP bus operation
- This proposed change is to create the space required for buses to layover. This location is proposed as it is (i) reasonably close to the active bus stop; and (ii) located along the route path used between the last and first stops.

PUBLIC CONSULTATION

Transport for NSW propose the temporary parking changes and they have carried out consultation with local businesses and residents. A copy of the Community Consultation Report is attached at the end of this report.

Community consultation on the proposed temporary parking changes in Dulwich Hill, Marrickville and Sydenham was undertaken for a month from Monday 10 June to Wednesday 10 July 2024. Community notifications were delivered to residents and businesses by a professional distribution company.

Local businesses and residents were asked to provide their feedback to help the project team refine bus operations in and around station precincts.

The consultation program consisted of the following activities:

- Letterbox drop of 1,973 notifications to businesses and residents close to the three station locations:
 - Dulwich Hill – 771 notifications
 - Marrickville – 938 notifications
 - Sydenham – 264 notifications
- A 24/7 phone number 1800 131 786 to receive feedback, answer any questions and provide the community with more information
- A dedicated Have your say webpage was created to give the community more options to provide feedback: Southwest Link | Have Your Say (nsw.gov.au)
- Business door knocking activities to create awareness and inform owners of the upcoming changes and seek feedback

FINANCIAL IMPLICATIONS

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

ATTACHMENTS

1. [Final Community Consultation Report - Inner West Council - July 2024](#)

TRANSPORT

Sydenham to Bankstown Temporary Transport Plan

Inner West Council Community
Consultation Report

17 July 2024



transport.nsw.gov.au

TRANSPORT

Acknowledgement of Country

Transport for NSW acknowledges the traditional custodians of the land on which we work and live.

We pay our respects to Elders past and present and celebrate the diversity of Aboriginal people and their ongoing cultures and connections to the lands and waters of NSW.

Many of the transport routes we use today – from rail lines, to roads, to water crossings – follow the traditional Songlines, trade routes and ceremonial paths in Country that our nation’s First Peoples followed for tens of thousands of years.

Transport for NSW is committed to honouring Aboriginal peoples’ cultural and spiritual connections to the land, waters and seas and their rich contribution to society.

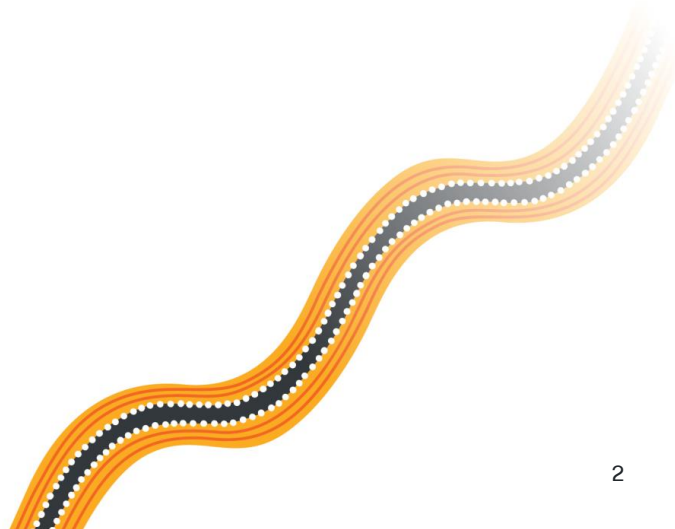
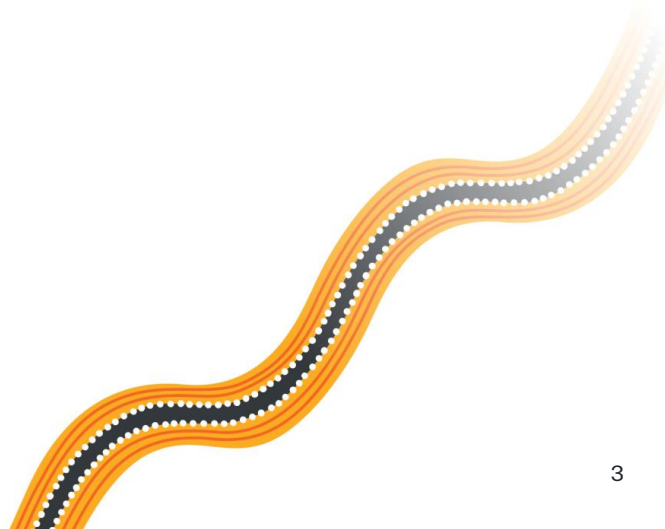


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TRANSPORT

Introduction

Background

Sydney Metro is Australia's largest public transport project. Services started in May 2019 in the city's Northwest with a train every four minutes in the peak. The Sydney Metro City & Southwest project will see passenger services from Chatswood to Sydenham commence in 2024, then onto Bankstown. Once Sydney Metro City & Southwest is complete, Sydney will have five new stations, new underground platforms at Martin Place and Central stations, and 11 upgraded stations.

As part of the Sydney Metro City & Southwest project, final conversion work will take place on the T3 Bankstown Line between Sydenham and Bankstown for approximately 12 months starting no later than October 2024. Customers will benefit from a new fully-air-conditioned Sydney Metro train every four minutes in the peak in each direction with lifts, level platforms and platform screen doors for safety, accessibility, and increased security.

To keep customers moving during this time, Transport for NSW (Transport) is implementing a Sydenham to Bankstown Temporary Transport Plan (TTP) where frequent Southwest Link buses will replace trains during this time. Temporary parking changes are needed around stations between Sydenham and Bankstown as well as Lidcombe Station to allow buses to operate safely in the area.

Purpose of this report

This report provides an overview of the community consultation process for temporary parking changes around Dulwich Hill, Marrickville and Sydenham stations which were proposed to support the Sydenham to Bankstown Temporary Transport Plan.

A summary of the feedback received is provided along with any changes that have been made to the plan in response to feedback.

TRANSPORT

Summary of the proposed parking changes

To enable Southwest Link buses to operate safely in the area, temporary parking changes are needed and will be implemented no later than October 2024 at the following locations:

Dulwich Hill

- Remove three parking spaces (20 metres) on Ewart Street between Wardell Road and Murray Lane to create a bus zone. The parking spaces are currently sign posted two-hour parking between 8.30am and 6.00pm, Monday to Friday with parking permit holders being exempted.
- Create a (20 metre) bus zone between Ewart Street and Ewart Lane. The space is currently sign posted as no parking.

Marrickville

- Remove one parking space (7 metres) on the western side of Illawarra Road to extend the existing bus zone. The space is currently sign posted one-hour parking between 8.30am and 6.00pm, Monday to Sunday. The bus zone will be required between 6.30am and 9.30am, Monday to Friday. Parking will be returned outside of these hours.

Sydenham

- Remove 29 parking spaces (82 metres) on the southern side of Lower Railway Parade to create a new bus zone. Currently, a total 19 spaces are unrestricted parking, and 10 spaces are sign posted four-hour parking between 8.30am and 6.00pm, Monday to Friday.
- Remove 14 parking spaces (50 metres) on the western side of Burrows Avenue to extend the existing bus zone. The spaces are currently all-day unrestricted parking.
- Remove nine parking spaces (58 metres) on the eastern side of Burrows Avenue to create a new bus zone. The spaces are currently all-day unrestricted parking.
- Remove two parking spaces (12 metres) on the eastern side of Gleeson Avenue to extend the current bus zone. The spaces are currently sign posted one-hour parking between 9.00am and 3.30pm, Monday to Friday and no parking between 6.00am and 9.00am, and 3.30pm and 6.30pm, Monday to Friday.
- Remove three parking spaces (18 metres) on the northern side of Railway Road to create a new bus zone. The parking spaces are currently sign posted two-hour parking between 8.00am and 10.00pm, Monday to Friday.

TRANSPORT

These proposed parking changes are separate to those outlined as a part of the Sydenham Bus Layover proposal. Information about this proposal can be found at <https://www.transport.nsw.gov.au/projects/current-projects/sydenham-bus-layover>

Consultation approach

Community consultation on the proposed temporary parking changes in Dulwich Hill, Marrickville and Sydenham was undertaken for a month from Monday 10 June to Wednesday 10 July 2024.

Community notifications were delivered to residents and businesses by a professional distribution company.

Local businesses and residents were asked to provide their feedback to help the project team refine bus operations in and around station precincts.

The consultation program consisted of the following activities:

- Letterbox drop of 1,973 notifications to businesses and residents close to the three station locations:
 - Dulwich Hill – 771 notifications
 - Marrickville – 938 notifications
 - Sydenham – 264 notifications
- A 24/7 phone number 1800 131 786 to receive feedback, answer any questions and provide the community with more information.
- A dedicated Have your say webpage was created to give the community more options to provide feedback: [Southwest Link | Have Your Say \(nsw.gov.au\)](#)

Copies of community consultation materials are available in the Appendices.

TRANSPORT

Consultation summary/what we heard

Station precinct	Community feedback received	TfNSW response
Dulwich Hill	A community member expressed concerns that the location of the bus stop to Ewart Street is challenging for passengers with limited mobility including those with prams or wheelchairs.	<p>The community member was informed via email as to the reasons why Ewart Street is the preferred bus stop location for Southwest Link buses:</p> <p>Ewart Street bus stops are located on a direct route between Hurlstone Park and Marrickville stations which helps manage passenger travel times, while still being in proximity to the station. This approach allows a separation of local bus services using Wardell Road, and Southwest Link services on Ewart Street.</p> <p>The community member was also informed that Transport will install extensive signage to help guide customers to the eastern side of Wardell Street from Dulwich Hill Station, utilising the recently installed signalised crossing at the Wardell Rd/Dudley St intersection.</p> <p>Further detail can be found at Attachment D of this report.</p>
Dulwich Hill	A resident at 260-264 Wardell Rd expressed concern the kerbside change at Ewart St would generate increased foot traffic outside their building and impact access. Also raised that commuters previously have left rubbish under tree creating a mess.	<p>The community member was informed via email as to the reasons why Ewart Street is the preferred bus stop location for Southwest Link buses:</p> <p>Ewart Street bus stops are located on a direct route between Hurlstone Park and Marrickville stations which helps manage passenger travel times, while still being in proximity to the station. This approach allows a separation of local bus services using Wardell Road, and Southwest Link services on Ewart Street.</p>

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		Further detail can be found at Attachment D of this report.
Dulwich Hill	A community member expressed concerns that utilising Ewart St would cause traffic congestion for motorists turning left from Ewart St into Wardell Rd. The member proposed council remove the No Left Turn sign at Riverside Crescent and Wardell Road to ease congestion.	Community member was advised via email the no-left turn was implemented by Inner West Council and is not related to Southwest Link operations. Feedback will be passed onto Council.
Dulwich Hill	During face-to-face engagement with business owners, a café owner expressed concerns that the location of the bus stop on Ewart Street may impact the number of customers visiting their shop and suggested the use of the current regular route service bus stop on Herbert Street.	<p>Informed the Café owner on the reasoning behind the proposed bus stop location on Ewart Street:</p> <p>Ewart Street bus stops are located on a direct route between Hurlstone Park and Marrickville stations which helps manage passenger travel times, while still being in proximity to the station. This approach allows a separation of local bus services using Wardell Road, and Southwest Link services on Ewart Street.</p> <p>Further detail can be found at Attachment D of this report</p> <p><i>Note: Transport and Sydney Metro will work closely with small businesses in the lead up to and during Southwest Link operations.</i></p>
Marrickville	During the face-to-face meetings, business owners on Illawarra Road expressed that motorists are still parking in the allocated bus zones.	Informed the business owners in the face-to-face meeting that Transport will install extensive signage and monitor operations to help ensure compliance, and the safe and efficient operations of buses.
Sydenham	During the face-to-face meetings, business owners on Lower Railway Parade were supportive of the proposed parking changes to be implemented for the 12-month closure. They expressed concerns of rangers issuing fines to delivery trucks who park in their driveway. In addition, they would like a few parking spaces returned to assist	A business was advised via email that Transport will utilise a new location on Sydney Steel Road, Marrickville as a temporary bus depot. The use of this depot means that less parking removal is required on Lower Railway Parade during Southwest Link.

TRANSPORT

	with their deliveries.	<p>Transport will pass on the feedback regarding rangers issuing fines to Inner West Council.</p> <p>Transport will contact the business outside of the consultation process and work with them to help manage bus impacts during Southwest Link operations.</p>
Sydenham	A member of the community requested Transport to free up some parking spaces.	<p>The community member was notified via email that the proposed kerbside changes on Burrows Road and Railway Road are required to allow the efficient management of buses during the delivery of Southwest Link.</p> <p>Following feedback received and further analysis of the service plan, Transport is updating the proposal to return approximately four parking spaces at the southern end of Burrows Avenue.</p>
Sydenham	A resident on Railway Road proposed changes to parking spaces proposed to free up for resident parking.	<p>The community member was notified via email that the proposed kerbside changes on Burrows Road and Railway Road are required to allow the efficient management of buses during the delivery of Southwest Link.</p> <p>Following feedback received and further analysis of the service plan, Transport is updating the proposal to return approximately four parking spaces at the southern end of Burrows Avenue.</p>

Consultation outcomes

Transport has prepared submissions to local councils and their traffic committees for the Sydenham to Bankstown Temporary Transport Plan. As part of these submissions, community consultation has been undertaken with residents and businesses in proximity to the bus zones around stations on the proposed temporary parking changes.

TRANSPORT

There was a total of 7 submissions received from the community on the proposed temporary parking changes during the consultation period from Monday 10 June to Wednesday 10 July 2024.

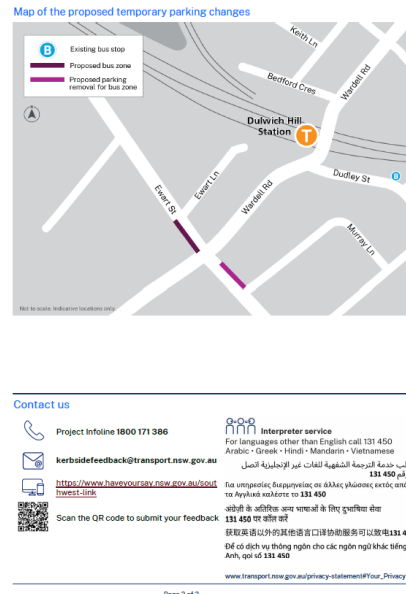
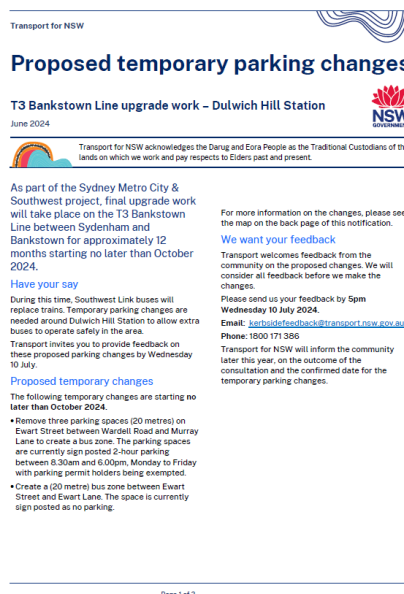
Based on the feedback provided by the community on the temporary parking changes and following further analysis of the service plan, Transport is updating the proposal to return approximately four parking spaces at the southern end of Burrows Avenue.

Appendix

Appendix A – Community notifications for proposed temporary parking changes

Community notifications were distributed via letterbox drop. Copies of the notifications are provided below.

Figure 1 - Dulwich Hill community notification



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Figure 2- Marrickville community notification

Transport for NSW

Proposed temporary parking changes

T3 Bankstown Line upgrade work – Marrickville
June 2024

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

As part of the Sydney Metro City & Southwest project, final upgrade work will take place on the T3 Bankstown Line between Sydenham and Bankstown for approximately 12 months starting no later than October 2024.

Have your say
During this time, Southwest Link buses will replace trains. Temporary parking changes are needed around Marrickville Station to allow extra buses to operate safely in the area. Transport invites you to provide feedback on these proposed parking changes by Wednesday 10 July.

Proposed temporary changes
The following temporary changes are starting no later than October 2024.

- Remove one parking space (7 metres) on the western side of Ilwarrara Road to extend the existing bus zone. The space is currently sign posted one-hour parking between 8.30am and 6.00pm, Monday to Sunday. The bus zone will be required between 8.30am and 9.30am, Monday to Friday. Parking will be returned outside of these hours.

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

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

Please send us your feedback by 5pm Wednesday 10 July 2024.
Email: kerbsidefeedback@transport.nsw.gov.au
Phone: 1800 171 386

Transport for NSW will inform the community later this year, on the outcome of the consultation and the confirmed date for the temporary parking changes.

Page 1 of 2

Map of the proposed temporary parking changes

Contact us

Project Infoline 1800 171 386

kerbsidefeedback@transport.nsw.gov.au

<https://www.havemyoursay.nsw.gov.au/outwest-link>

Scan the QR code to submit your feedback.

Interpreter service
For languages other than English call 131 450
Arabic - Greek - Hindi - Mandarin - Vietnamese
الطلب خدمة الترجمة الشفهية للغات غير الإنجليزية اتصل
بالرقم 131 450
 Για υπηρεσίες διασύνδεσης σε άλλες γλώσσες εκτός από το Αγγλικό καλέστε το 131 450
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 获取英语以外的其他语言口译协助服务可以致电131 450
 Để có dịch vụ thông ngôn cho các ngôn ngữ khác tiếng Anh, gọi số 131 450

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Figure 3- Sydenham community notification

Transport for NSW

Proposed temporary parking changes

T3 Bankstown Line upgrade work – Sydenham Station
June 2024

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

As part of the Sydney Metro City & Southwest project, final upgrade work will take place on the T3 Bankstown Line between Sydenham and Bankstown for approximately 12 months starting no later than October 2024.

Have your say
During this time, Southwest Link buses will replace trains. Temporary parking changes are needed around Sydenham Station to allow extra buses to operate safely in the area. Transport invites you to provide feedback on these proposed parking changes by Wednesday 10 July 2024.

Proposed temporary changes
The following temporary changes are needed no later than October 2024.

- Remove 29 parking spaces (82 metres) on the southern side of Lower Railway Parade to create a new bus zone. Currently, a total 19 spaces are unrestricted parking and 10 spaces are sign posted four-hour parking between 8.30am and 6.00pm, Monday to Friday.
- Remove 14 parking spaces (50 metres) on the western side of Burrows Avenue to extend the existing bus zone. The spaces are currently all-day unrestricted parking.
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- Remove nine parking spaces (58 metres) on the eastern side of Burrows Avenue to create a new bus zone. The spaces are currently all-day unrestricted parking.
- Remove three parking spaces (18 metres) on the northern side of Railway Road to create a new bus zone. The parking spaces are currently sign posted two-hour parking between 8.00am and 10.00pm, Monday to Friday.

These proposed parking changes are separate to those outlined as a part of the Sydenham Bus Lanyer proposal. Information about this proposal can be found at <https://www.transport.nsw.gov.au/projects/courtside-specs/sydenham-bus-lanyer>

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

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

Please send us your feedback by 5pm Wednesday 10 July 2024.
Email: kerbsidefeedback@transport.nsw.gov.au

Transport for NSW will inform the community later this year, on the outcome of the consultation and the confirmed date for the temporary parking changes.

Page 1 of 2

Map of the proposed temporary parking changes

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<https://www.havemyoursay.nsw.gov.au/outwest-link>

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الطلب خدمة الترجمة الشفهية للغات غير الإنجليزية اتصل
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Appendix B – Community notification distribution maps

Notifications were distributed by via letterbox drop. The red, blue, green, and purple highlighted lines indicate the distribution route. The red and green markers indicate the start and stop points for each distribution.

Figure 4 - Dulwich Hill distribution

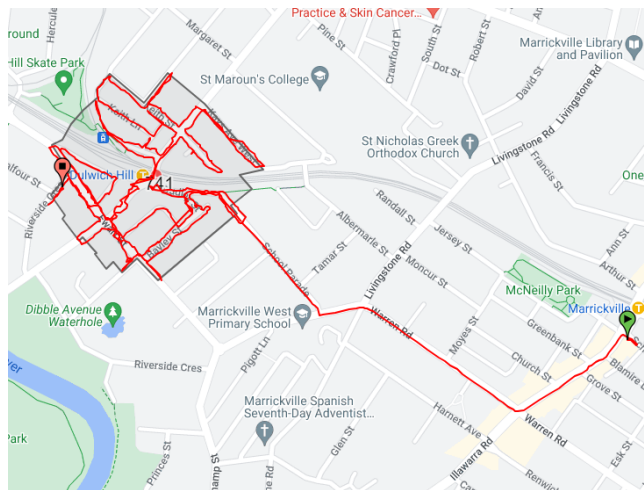
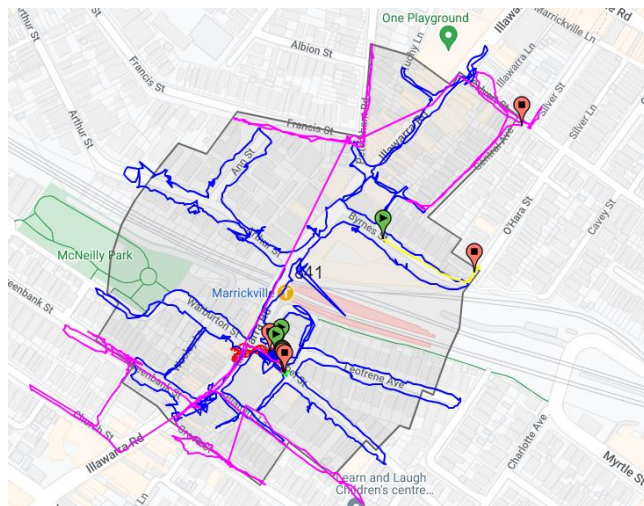
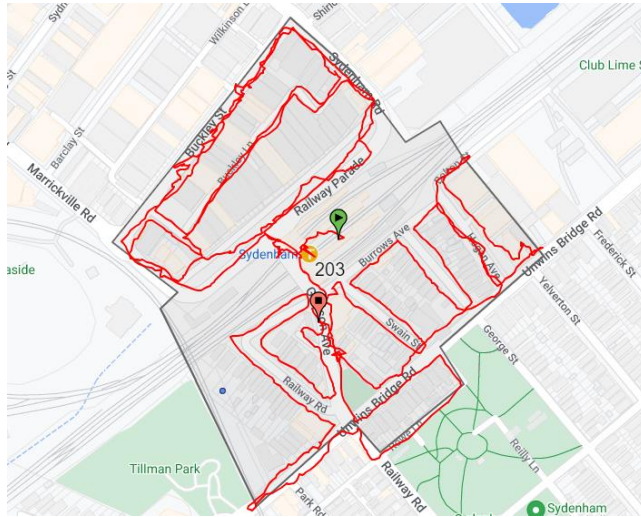


Figure 5 - Marrickville distribution



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Figure 6 - Sydenham distribution



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Appendix C – Southwest Link Have your say webpage

<https://www.haveyoursay.nsw.gov.au/southwest-link>

The screenshot shows the 'Have your say' webpage for Southwest Link. The page title is 'Have your say Southwest Link' with the subtitle 'Proposed parking changes to support Sydenham to Bankstown train replacement bus operations'. A '+ Follow' button is visible. The main content area features a list of train stations: Bankstown, Belmore, Campsie, Dulwich Hill, Hurlstone Park, Lakemba, Marrickville, Punchbowl, Sydenham, and Wiley Park. Below the list, there is a 'Tell us what you think' section with a feedback form and an 'Open' button. On the right side, there is a 'Timeline' section with three steps: 'Open and listening', 'Under review', and 'Sharing what we heard'. Below the timeline is a 'Who's listening' section with contact information for Transport for NSW. At the bottom right, there is a 'Stay up to date' section with a 'Subscribe' button and a 'Hear your language' dropdown menu.

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Appendix D – Justification for use of bus stop at Dulwich Hill, Ewart Street at Murray Lane

For train replacement bus operations, Transport prefers the use of bus stops that:

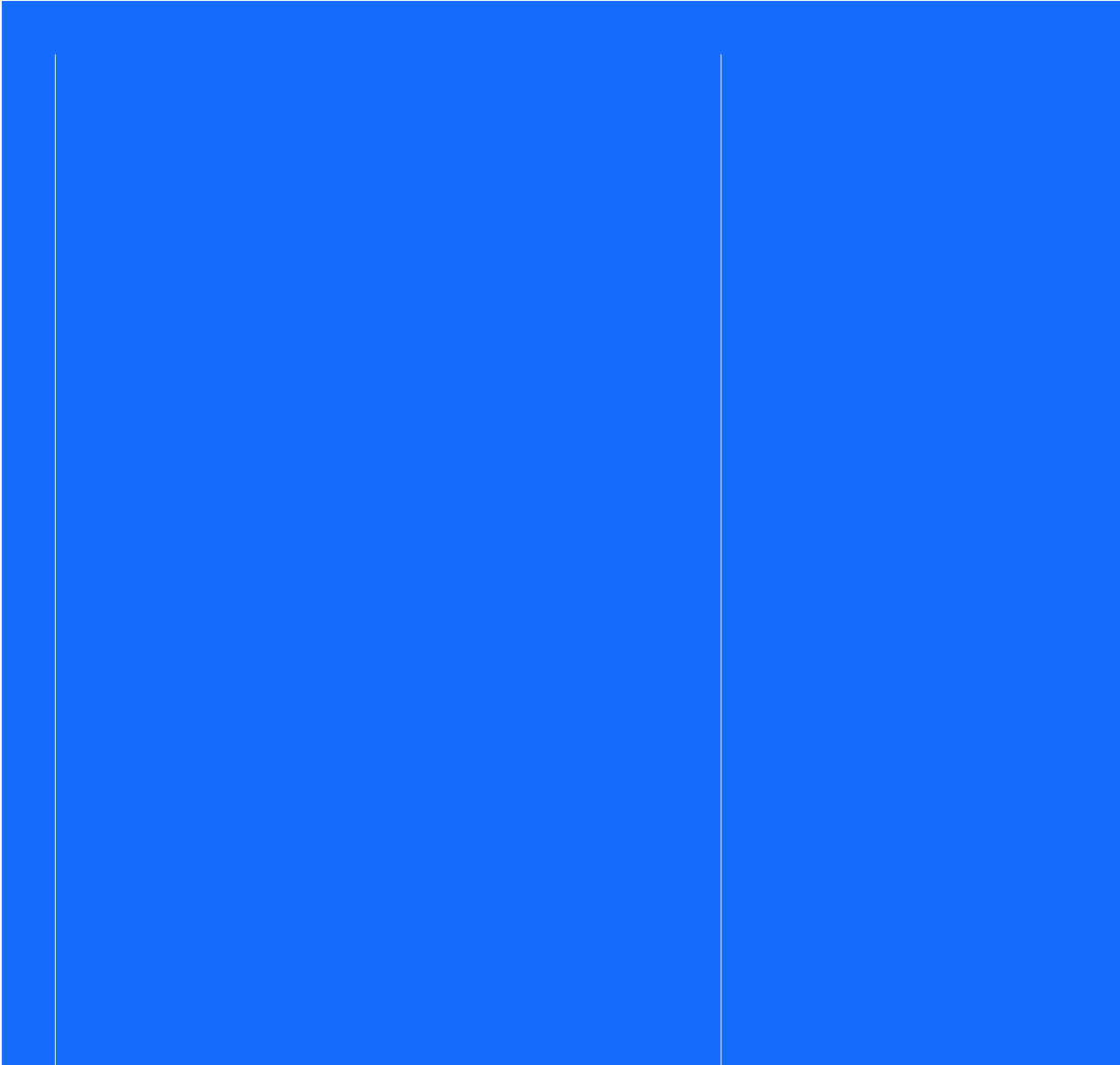
- Are located close to impacted stations.
- In areas that are generally accessible and within line of sight or approximately 200 metres of transport interchanges to help minimise impacts for passengers with limited mobility.
- Allow for a separation between local buses and train replacement buses to minimise footpath and bus stop capacity constraints.

With these factors in mind, the bus stop on Ewart Street at Murray Lane remains Transport’s preferred location for Southwest Link buses for the following reasons:

- The stop is located on a direct route between Hurlstone Park and Marrickville stations which will provide faster travel times for thousands of daily passengers who will use the SW1 service.
- The location is close to the Dulwich Hill Light Rail stop which will assist passengers to easily connect between Southwest Link and Light Rail services.
- Allows for a separation of local bus services (e.g. 412) using Wardell Road, and Southwest Link services on Ewart Street, helping to manage traffic congestion for buses and other road uses.
- Reduces demand on other local bus stops in the area including Dudley Street and Ewart Street at Wicks Avenue
- Has extensive footpath space with a large awning to provide shelter for passengers and staff.

To minimise impact to the local community, Transport will undertake the following:

- Coordinate timely passenger loading and the departure of buses to avoid buses unnecessarily idling at the stop.
- Use roaming Transport field representatives to monitor bus operations and troubleshoot local issues.
- Investigate the use of temporary rubbish bins for passengers to minimise littering.
- Engage with the local community to help manage any concerns that may arise.
- Educate frontline staff and bus drivers to help manage impacts including passengers blocking building entry points, and buses blocking driveways



Item 3



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Attachment 1

Item No: LTC0824(1) Item 4
Subject: WOODLAND STREET AND HOLMESDALE STREET, MARRICKVILLE –
 TEMPORARY ROAD CLOSURES FOR UP TO SEVEN (7) SEPARATE
 WEEKEND DAYS TO HOLD AFLW MATCHES AT HENSON PARK -
 (MIDJUBURI-MARRICKVILLE WARD /SUMMER HILL ELECTORATE
 /INNER WEST LAC)
Prepared By: Jennifer Adams - Traffic Engineer
Authorised By: Sunny Jo - Acting Traffic and Transport Planning Manager

RECOMMENDATION

That the proposed temporary full road closure (ENRC/2024/0043) of Woodland Street, between Illawarra Road and dead-end, and Holmesdale Street, between Sydenham Road and Woodland Street, Marrickville on Sunday 22 September: 11:30am-3:30pm; Sunday 29 September: 3:30pm–7:30pm; Sunday 6 October: 11:30am-3:30pm; Sunday 13 October: 3:30pm–7:30pm; Saturday 19 October: 11:30am–4:30pm; and Saturday 26 October: 11.30am-4.30pm (contingency period of one month) for the purpose of holding up to seven (7) AFLW matches at Henson Park 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; and
- c) the occupation of the road carriageway must not occur until the road has been physically closed.

STRATEGIC OBJECTIVE

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

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

An application has been received from AFL NSW/ACT to hold up to seven (7) AFLW matches at Henson Park Oval. The events require the temporary full road closure of Woodland Street, between Illawarra Road and dead-end, and Holmesdale Street, between Sydenham Road and Woodland Street, Marrickville to allow for pedestrian entry to Henson Park on the AFLW match days. It is recommended that Council agree to the temporary full road closures subject to the applicant complying with the above conditions.

BACKGROUND AND STAFF COMMENTS

Woodland Street and Holmesdale Street will be closed to all traffic so the events as proposed can successfully occur. The roads will be accessible however to all residents and emergency vehicles.

Both Woodland Street and Holmesdale Street are local roads servicing mainly residential properties and carry nominal traffic volumes of around or less than 500 vehicles per day. Holmesdale Street is one-way northbound. Parking is unrestricted in both streets.



Road closures will be in place during the following days and times:

- Sunday 22 September: 11:30am – 3:30pm
- Sunday 29 September: 3:30pm – 7:30pm
- Sunday 6 October: 11:30am – 3:30pm
- Sunday 13 October: 3:30pm – 7:30pm
- Saturday 19 October: 11:30am – 4:30pm
- Saturday 26 October: 11:30am – 4:30pm

The applicant has specified that the road closures will be undertaken on Henson Park match days to effectively manage the entry of spectators into the venue.

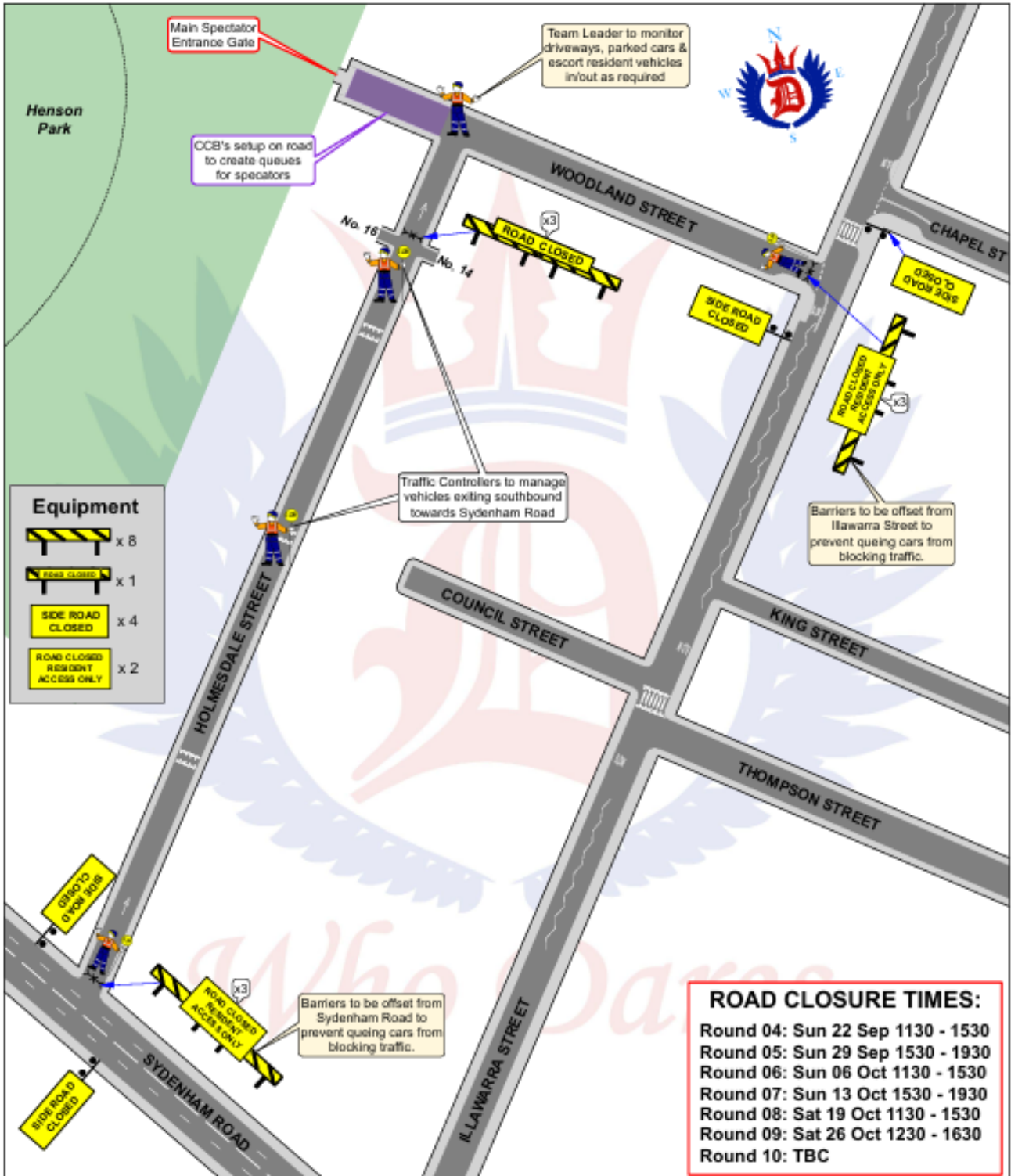
The traffic control measures are diagrammatically shown and detailed in the Traffic Guidance Scheme (TGS) reproduced below. Barriers at both Woodland Street at Illawarra Road and Holmesdale Street at Sydenham Road will be set back to accommodate any right turning vehicles should they try to enter the closed roads. Local access for vehicles and pedestrians will be provided at all times and traffic controllers will be on site to safely assist residents to their properties and manage pedestrians.

FINANCIAL IMPLICATIONS

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

PUBLIC CONSULTATION

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



ROAD CLOSURE TIMES:
 Round 04: Sun 22 Sep 1130 - 1530
 Round 05: Sun 29 Sep 1530 - 1930
 Round 06: Sun 06 Oct 1130 - 1530
 Round 07: Sun 13 Oct 1530 - 1930
 Round 08: Sat 19 Oct 1130 - 1530
 Round 09: Sat 26 Oct 1230 - 1630
 Round 10: TBC

AFLW HENSON PARK MATCHES					Woodland St & Holmesdale St MARRICKVILLE		TGS	01
AGENCY	PRIMARY TASK	SECONDARY TASK	STAFF ON-SITE	TIME	DATE	REFER BOX		
TfNSW					Drawn by: Tim Emalle SafeWork PWZ Card No. TCT0073149 for Who Dares Pty Ltd Signature:			
POLICE								
WHO DARES	Implement Closure and Managed Access	Deliver & Install Signage	5	REFER BOX	Revised 25 Jul 24			
AFL	Install CCB & Manage Spectator Queuing			REFER BOX				

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.



X/X/2024

Dear Resident,

Notification letter of upcoming road closure at Woodland St and Holmesdale St, Marrickville.

We wish to inform you that during the 2024 AFLW Season we will be undertaking road closures for Woodland St and Holmesdale St in Marrickville on Henson Park match days to effectively manage the entry of spectators into the venue. Please refer to the traffic management plan attached.

Road closures will be in place during the following times

- Sunday 22 September: 11:30am – 3:30pm
- Sunday 29 September: 3:30pm – 7:30pm
- Sunday 6 October: 11:30am – 3:30pm
- Sunday 13 October: 3:30pm – 7:30pm
- Saturday 19 October: 11:30am – 4:30pm

Local access for vehicles and pedestrians will be provided at all times and a traffic controller on site to safely assist residents to their properties.

We thank you in advance for your patience during the above times. Our venue manager Tom Queenan can be contacted directly on 0426 688 554 should you require assistance on the day.

Yours sincerely,

Australian Football League

AFL House 140 Harbour Esplanade Docklands Victoria 3008 Telephone 613 9643 1999 Facsimile 613 96431871
All correspondence to GPO Box 1449 Melbourne Victoria 3001 Australia www.afl.com.au ABN 97 489 912 318



INSTITUTED 1896

Document Set ID: 39481174
Version: 1, Version Date: 08/08/2024

ATTACHMENTS

Nil.

Item No: LTC0824(1) Item 5
Subject: FOZZARD LANE, PETERSHAM - PROPOSED 'SHARED ZONE' TREATMENT, 'NO PARKING' AND 'NO STOPPING' RESTRICTIONS (DAMUN-STANMORE WARD/NEWTOWN ELECTORATE/INNER WEST PAC)
Prepared By: James Nguyen - Traffic Engineer
Authorised By: Sunny Jo - Acting Traffic and Transport Planning Manager

RECOMMENDATION

That the design plan for the installation of a ‘10km/h Shared Zone’ treatment (signs and line marking), ‘No Parking’ and ‘No Stopping’ restrictions in Fozzard Lane, Petersham, as detailed in *Attachment 2* be approved, subject to TfNSW concurrence.

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 current parking issues in Fozzard Lane and proposes the appropriate regulatory restrictions to improve parking operations. In addition, it also identifies and proposes a 10km/h Shared Zone treatment in the laneway to improve safety for pedestrians.

BACKGROUND

Council received a request for ‘No Parking’ restrictions in Fozzard Lane, Petersham due to motorists parking on the western side of the laneway and affecting access to the laneway and loading dock of the Petersham RSL Club and its operations.

DISCUSSION

Fozzard Lane is approximately 5 metres wide and provides residential and commercial access for households on Fisher Street and Petersham RSL Club. The roadway has been constructed without kerb and gutter. Currently, there are no existing signs in the laneway, and motorists are subsequently parking on the western side of the laneway against the side of the property of no. 311 Trafalgar Street. Council has received feedback that delivery vehicles are having issues accessing Fozzard Lane when motorists are parked on this side of the laneway.

Accordingly, a swept path assessment has been completed to assess access to the laneway for a 12.5m long truck, which is the largest approved delivery vehicle to use the laneway. The swept path indicates access to the laneway would be obstructed should vehicles park on the western side of the laneway. The swept paths are provided in *Attachment 1*.

Accordingly, it is proposed to install ‘No Stopping’ and ‘No Parking’ restrictions on the western side of Fozzard Lane. Following further assessment, it has also been identified there are currently no existing restrictions further in the laneway at the rear of the properties of Fisher Street and Petersham RSL Club up to the dead-end of Fozzard Lane. This part of the laneway consists of fire safety doors and fire hydrants. Whilst it is not known whether motorists are parking at this location, the lack of existing regulatory sign restrictions could encourage

motorists to park further within Fozzard Lane. It is therefore proposed to extend the 'No Parking' restrictions to the full-length of the laneway.

Furthermore, given Fozzard Lane has no existing kerb and gutter with a paved surface that is different to asphalt road pavement, (as shown in *Figure 1* below), there is an opportunity to formalise a 'shared zone' treatment with minimal cost, with the installation of the standard 'Shared Zone' signs and pavement line marking.



Figure 1 - Fozzard Lane, Petersham

The final proposed changes for Fozzard Lane, Petersham are provided in *Attachment 2*.

PUBLIC CONSULTATION

A letter outlining the proposal was mailed out to 274 properties in Trafalgar, Fisher and Regent Streets, Petersham. In addition, the proposal was also listed on Council's Your Say Inner West page. Three (3) response were received in relation to the proposal. Two (2) responses supported the entire proposal (the 'No Parking', 'No Stopping' and proposed 'Shared Zone' treatment). One (1) response supported the 'Shared Zone' but did not support the proposed 'No Parking' and 'No Stopping' restrictions.

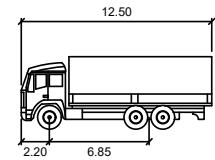
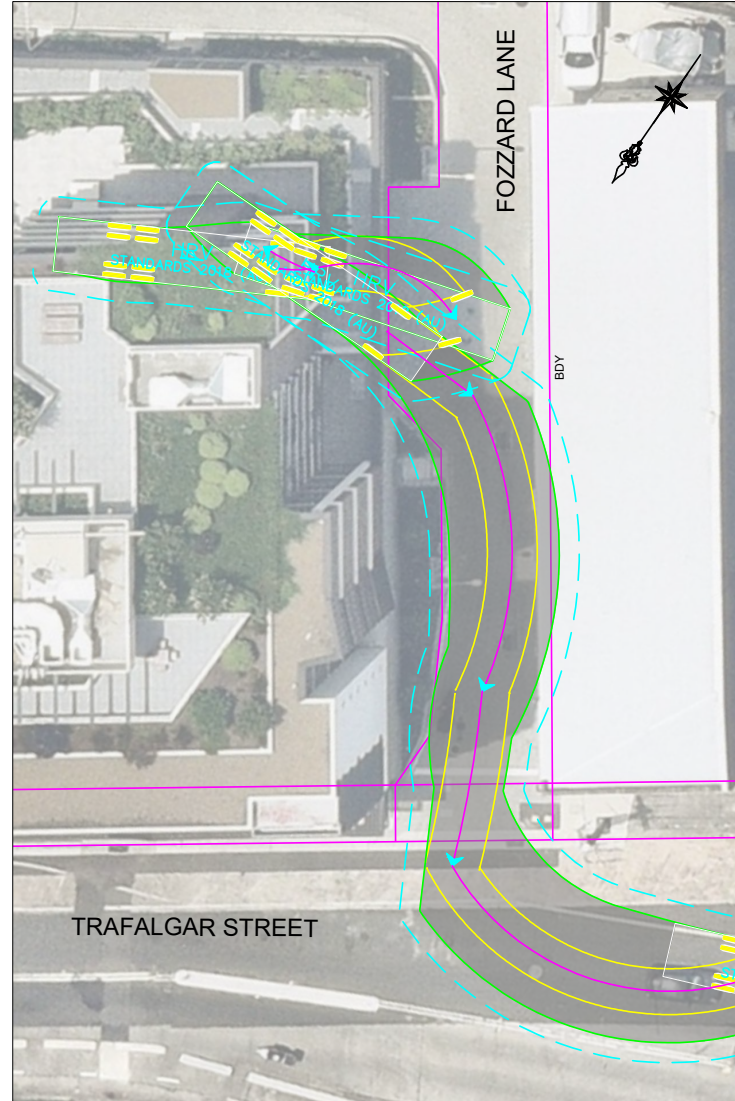
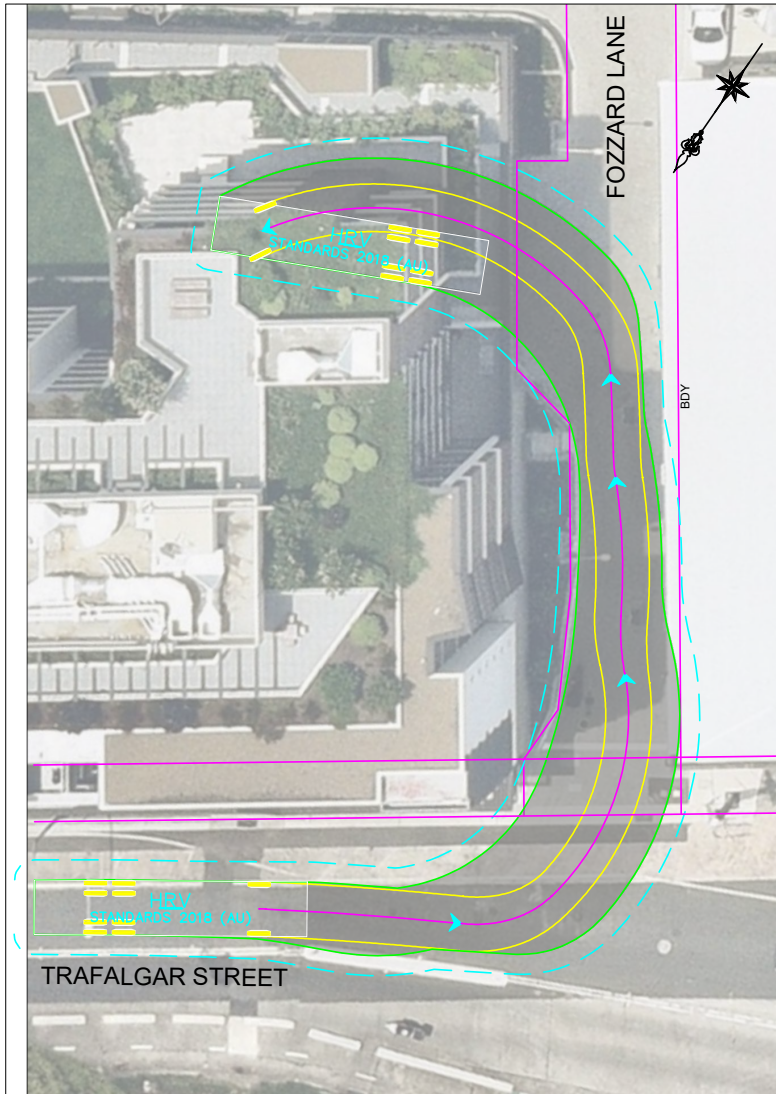
Residents' Comments	Officer Comments
It current acts as additional parking for the already limited amount of street parking. Putting no stopping signs will cause more street parking issues.	Motorists parking their vehicles on the western side of Fozzard Lane obstruct delivery vehicle access to the laneway. Households are encouraged to find alternatives that do not obstruct access.
Any proposals that prioritizes pedestrian safety is welcome.	The proposal seeks to install a 'Shared Zone' treatment in Fozzard Lane to give pedestrians priority in a low-speed road environment. This seeks to improve pedestrian safety.

FINANCIAL IMPLICATIONS

The installation of the signs and lines will be funded under the signs and line marking budget.

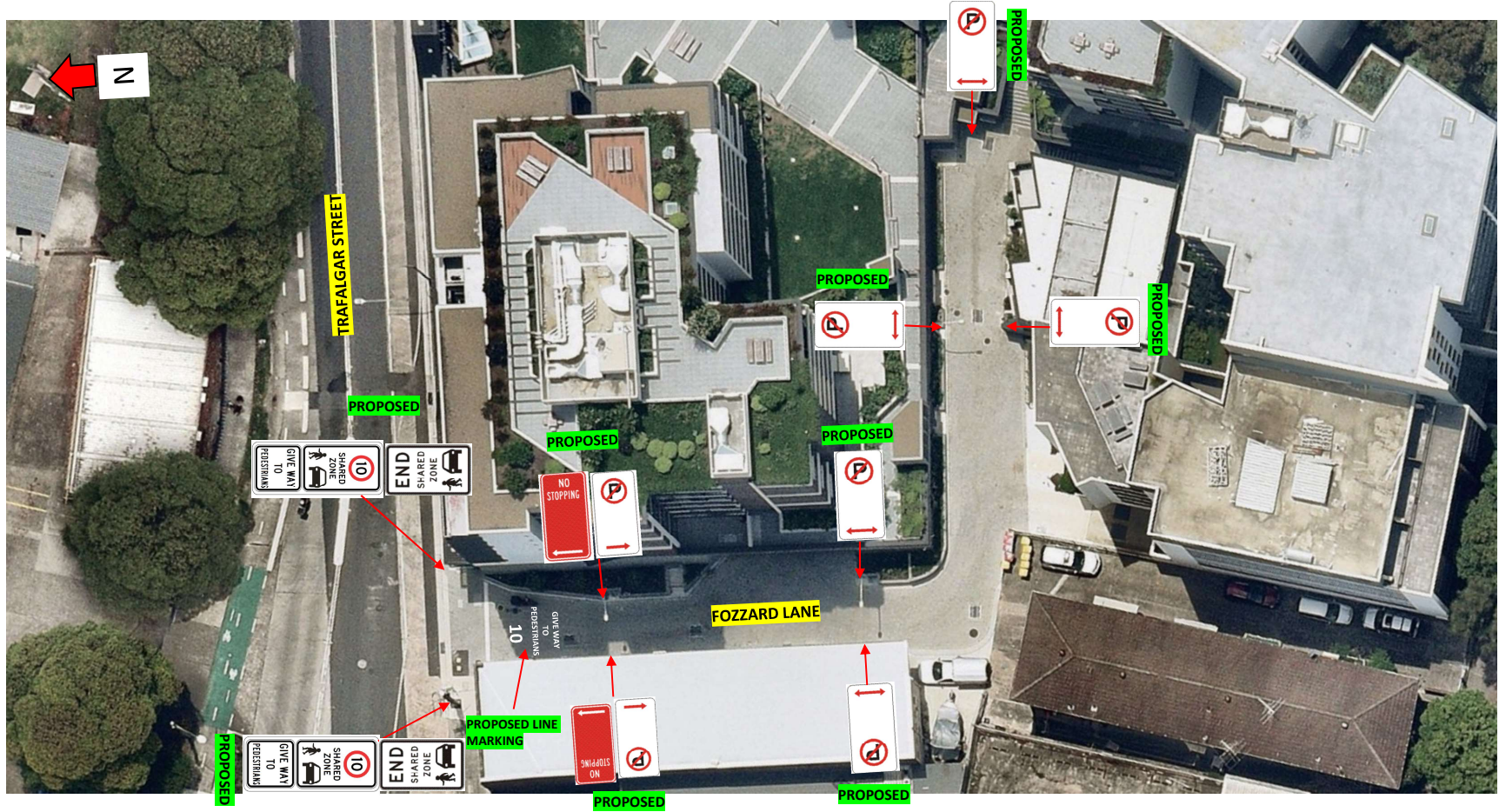
ATTACHMENTS

1. [↓](#) Swept paths - HRV
2. [↓](#) Concept sketch - proposal



HRV

	metres
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 36.7



Item No: LTC0824(1) Item 6
Subject: LIBERTY STREET, STANMORE - PROPOSED PEDESTRIAN AND BICYCLE CROSSING (DAMUN-STANMORE WARD/NEWTOWN ELECTORATE/INNER WEST PAC)
Prepared By: James Nguyen - Traffic Engineer
Authorised By: Sunny Jo - Acting Traffic and Transport Planning Manager

RECOMMENDATION

1. That the at-grade pedestrian and bicycle crossing, kerb extension, speed cushions and associated signs and line markings as shown in Attachment 3 and 4 on Liberty Street, Stanmore, south of Railway Avenue be approved in principle for inclusion in Council’s Traffic Facility Capital Works Program and that a detailed design be brought back to the Committee for consideration.
2. That Transport for NSW requested to consider the reduction of the existing speed limit on Liberty Street and Kingston Road, Stanmore from 60km/h to 50km/h.

STRATEGIC OBJECTIVE

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

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

The roundabout at Liberty Street at Railway Parade, Stanmore accommodates a wide range of road users including light and heavy vehicles, cyclists and pedestrians. The existing infrastructure provided at this roundabout can be improved to better balance the priority movement for cyclists and pedestrians, particularly in the east-west direction along the railway corridor between Railway Avenue and Trade Street where there is an existing bi-directional cycleway. The proposed pedestrian and bicycle crossing serves to improve connectivity and make active transport safer and efficient.

BACKGROUND

Council has received a request for consideration of a pedestrian crossing across Liberty Street, Stanmore, south of Railway Avenue and Trade Street to give pedestrians priority when crossing at the roundabout.

DISCUSSION

Road network

Liberty Street and Kingston Road are north-south regional roads connecting road users from Enmore Road (state road) to Salisbury Road (regional road) and beyond. The existing traffic volumes on Liberty Street and Kingston Road are high. Railway Avenue and Trade Street intersect Liberty Street and Kingston Road forming a four-leg intersection, and traffic movements are regulated by an existing roundabout. However, there is an extended centre median island on Kingston Road and Trade Street is restricted to left-in and left-out movements only. The speed limit on Liberty Street and Kingston Road is 60 km/h.

Traffic counts for Liberty Street and Kingston Road are shown in Table 1 below:

Table 1 - Traffic counts - Liberty Street and Kingston Road

Street	Between	Year	Total AADT (vpd)	Class 1 and 2 (%)	85%ile speed (km/h)
Liberty Street	London Street & Cambridge Street	2021	11,680	94.5	37.9
Kingston Road	Rowley Street & Gilpin Street	2021	16,487	92.7	43.7

There is an existing bi-directional separated cycleway on Railway Avenue and an on-road cycleway (bicycle logos) that make up a part of the east-west regional cycleway network along the railway corridor. Bicycle movements along this corridor are high, with this intersection located within walking distances to nearby schools, train stations and parks. Pedestrians and cyclists are currently required to cross Liberty Street via the existing splitter islands which do not give priority crossing.

Pedestrian and vehicle volumes warrant assessment

Council commissioned intersection counts to obtain peak-hour pedestrian and vehicle volumes to determine if they meet the minimum volumes stipulated in Council’s Pedestrian Crossing Warrants Policy for consideration of a pedestrian crossing. The results are presented Table 2 below:

Table 2 - Pedestrian volumes

Date	Time	Adult	Children (count as 2)	Adult	Children (count as 2)	Total	Required volume (minimum)
		EB	EB	WB	WB		
31/10/23	8.30am-9.30am	10	0	8	0	18	30
31/10/23	4pm-5pm	18	1	19	0	39	30
6/5/24	8.40am-9.40am	21	1	7	0	30	30

Cyclist volumes have been counted as either adults or children within the pedestrian volumes. The original AM peak count for pedestrians did not meet the warrants, as such Council completed an additional pedestrian count in May 2024 which met the minimum required volume.

Table 3 - Vehicle volumes

Date	Time	Vehicles		Total	Required volume (minimum)
		NB	SB		
31/10/23	8.30am-9.30am	520	604	1,124	200
31/10/23	4pm-5pm	584	931	1,515	200

The peak hour volumes for vehicles were met during the AM and PM peak period.

Geometry assessment

Council assessed the approach sight distance (ASD) with respect to *AustRoads Guide to Road Design Part 4A: Unsignalised and signalised intersections* to assess the feasibility and safety of installing a pedestrian and bicycle crossing across Liberty Street. This is shown in Table 4 below:

Table 4 - Approach sight distance assessment

Street	85 th %ile speed (km/h)	ASD (required) (metres)	ASD (existing) (metres)	Acceptable (Yes/No)
Liberty Street	50	48	95	Yes
Kingston Road	45	41	50	Yes
Railway Avenue	20	13	22	Yes
Trade Street	20	13	21	Yes

The following assumptions were made in determining the ASD:

- 85th percentile speed recorded on Kingston Road in 2021
- 50 km/h speed on Liberty Street, despite the existing 60 km/h speed limit, given historical traffic counts on Liberty Street recording around 50 km/h 85th percentile speeds
- 85th percentile speeds of 20 km/h on Railway Avenue and Trade Street for the intersecting roads which would likely have lower speeds when turning into Liberty Street
- A reaction time of 1.5 seconds (Absolute minimum value. Only used in very constrained situations where drivers will be alert)
- A coefficient of deceleration value of 0.36 (Desirable value for calculating minimum stopping sight distance for most urban and rural road types, and level crossings)
- A negative longitudinal downhill grade of -3 per cent

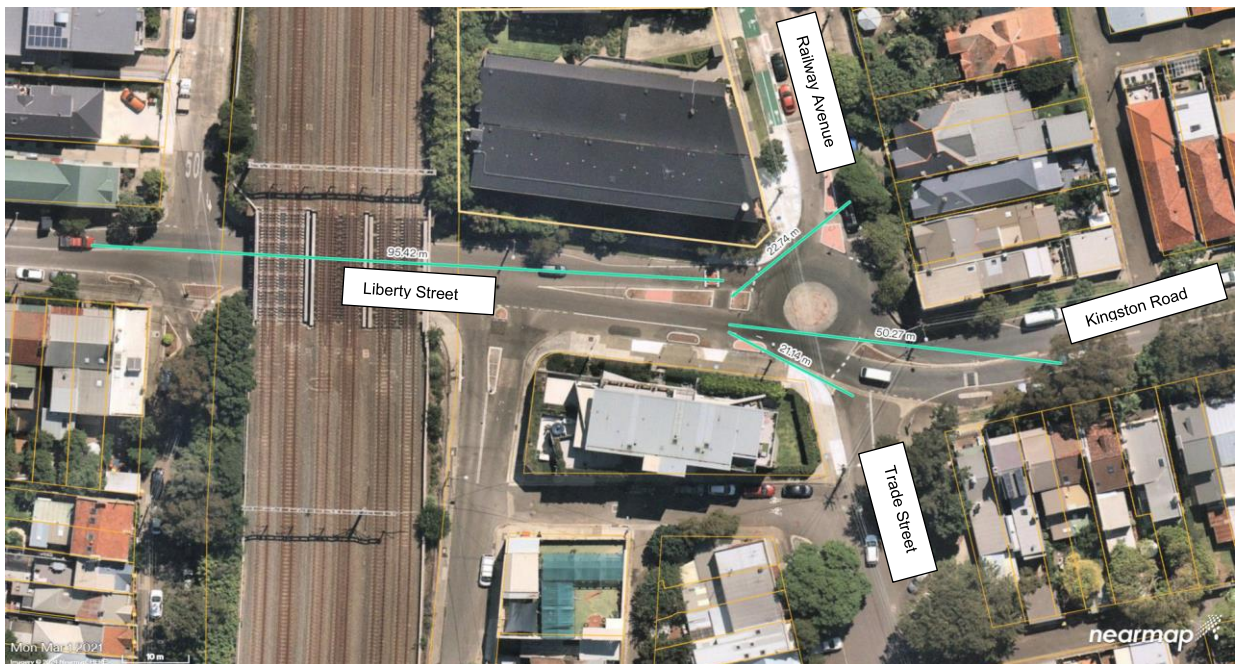


Figure 1 - Existing approach sight distances

Based on the ASD assessment, the existing sight distances from the location of the location of a potential pedestrian and bicycle crossing is acceptable.

Speed limits

The existing speed limit on Kingston Road between Salisbury Road and Railway Avenue, and Liberty Street between Railway Avenue and Stanmore Road is 60km/h. The current speed limit exceeds the maximum permitted speed limit (50km/h) on approaches to pedestrian crossings noted in *Australian Standards AS1742.10*. Accordingly, the existing speed limit does not comply with the existing pedestrian crossings on Liberty Street south of Cambridge Street, and Kingston Road, south of Marmion Street, or any future potential pedestrian crossing. It is proposed to reduce the speed limit along Liberty Street and Kingston Road.

Queuing and delay assessment

Council also assessed the potential queuing and delay impacts to vehicles from a potential pedestrian crossing across Liberty Street. There are already existing pedestrian crossings on Liberty Street, south of Cambridge Street, and Kingston Road, south of Marmion Street. To estimate the potential queuing caused by a potential pedestrian crossing across Liberty Street south of Railway Avenue, the back of queue of vehicles at the existing pedestrian crossing across Kingston Road, south of Marmion Street was assessed during the PM peak period.

Table 5 - Back of queue - Kingston Road (northern approach)

No. of vehicles queued - northern approach on Kingston Road	Total occurrences	Cumulative frequency	Percentile
0	12	12	57%
1	1	13	62%
2	2	15	71%
3	1	16	76%
4	1	17	81%
5	1	18	86%
7	2	20	95%
8	1	21	100%

Table 6 - Back of queue - Kingston Road (southern approach)

No. of vehicles queued - southern approach on Kingston Road	Total occurrences	Cumulative frequency	Percentile
0	12	12	57%
1	2	14	67%
2	4	18	86%
3	3	21	100%

The results from Table 5 and Table 6 record a 95 per cent back of queue of 7 vehicles (northern approach) and 2.64 vehicles (southern approach). These results were calibrated against a SIDRA model, which showed slightly higher levels of queuing (11 vehicles for the northern leg on Kingston Road and 5 vehicles for the southern leg on Liberty Street). The results from the SIDRA model are shown in *Attachment 1*.

Design development

A raised pedestrian and bicycle crossing was originally considered across Liberty Street, south of Railway Avenue, however during the design development of a raised pedestrian crossing it was determined that a raised crossing would require extensive drainage and stormwater works to maintain the existing overland flow levels, based on the flood study data shown in Attachment 2. Installing a raised pedestrian crossing without additional stormwater works would affect nearby properties. As such a revised design with an at-grade pedestrian and bicycle crossing with adjacent speed cushions has been prepared to minimise overland flow impacts. This proposal is shown in *Attachments 3 and 4* and is the preferred option for installation.

PUBLIC CONSULTATION

Council will consult with the community on this proposal when the detailed design is prepared.

FINANCIAL IMPLICATIONS

This proposal is to be included in Council’s future Traffic Facilities Capital Works Program.

ATTACHMENTS

- 1. [↓](#) SIDRA analysis and results
- 2. [↓](#) 100 year ARI
- 3. [↓](#) Concept plan
- 4. [↓](#) Signage plan

QUEUE ANALYSIS

Site: 101 [PROPOSED - Roundabout - Liberty St and Kingston Rd - PM PEAK - NO NETWORK (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

New Site
Site Category: (None)
Roundabout

Lane Queues (Distance)															
Lane Number	Contin. Lane	Deg. Satn	Prog. Factor (Queue)	Overflow Queue (m)	Back of Queue (m)		Queue at Start of Gap (m)		Cycle-Average Queue (m)		Queue Storage Ratio		Prob. Block. %	Prob. SL Ov. %	Ov. Lane No.
					Av.	95%	Av.	95%	Av.	95%	Av.	95%			
South: Liberty Street (southern leg)															
Lane 1		0.512	1.000	0.0	13.4	33.3	6.7	16.8	0.3	0.6	0.17	0.42	0.0	NA	NA
Approach		0.512			13.4	33.3	6.7	16.8	0.3	0.6	0.17	0.42			
East: Trade Street (eastern leg)															
Lane 1		0.092	1.000	0.0	1.8	4.4	1.7	4.3	0.6	1.1	0.12	0.29	0.0	NA	NA
Approach		0.092			1.8	4.4	1.7	4.3	0.6	1.1	0.12	0.29			
North: Kingston Road (northern leg)															
Lane 1		0.762	1.000	1.0	31.6	78.5	12.5	31.2	5.3	9.7	0.39	0.98	4.5	NA	NA
Approach		0.762			31.6	78.5	12.5	31.2	5.3	9.7	0.39	0.98			
West: Railway Avenue (western leg)															
Lane 1		0.358	1.000	0.0	6.3	15.6	5.3	13.1	2.8	5.0	0.10	0.26	0.0	NA	NA
Approach		0.358			6.3	15.6	5.3	13.1	2.8	5.0	0.10	0.26			
Intersection		0.762			31.6	78.5	12.5	31.2	5.3	9.7	0.39	0.98			

Roundabout Capacity Model: SIDRA Standard.
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
Short Lanes are not included in determining Queue Storage Ratios.

Lane Queues (Vehicles)															
Lane Number	Contin. Lane	Deg. Satn	Prog. Factor (Queue)	Overflow Queue (veh)	Back of Queue (veh)		Queue at Start of Gap (veh)		Cycle-Average Queue (veh)		Queue Storage Ratio		Prob. Block. %	Prob. SL Ov. %	Ov. Lane No.
					Av.	95%	Av.	95%	Av.	95%	Av.	95%			
South: Liberty Street (southern leg)															
Lane 1		0.512	1.000	0.0	1.9	4.7	1.0	2.4	0.0	0.1	0.17	0.42	0.0	NA	NA
Approach		0.512			1.9	4.7	1.0	2.4	0.0	0.1	0.17	0.42			
East: Trade Street (eastern leg)															
Lane 1		0.092	1.000	0.0	0.3	0.6	0.2	0.6	0.1	0.2	0.12	0.29	0.0	NA	NA
Approach		0.092			0.3	0.6	0.2	0.6	0.1	0.2	0.12	0.29			
North: Kingston Road (northern leg)															
Lane 1		0.762	1.000	0.1	4.5	11.2	1.8	4.4	0.8	1.4	0.39	0.98	4.5	NA	NA
Approach		0.762			4.5	11.2	1.8	4.4	0.8	1.4	0.39	0.98			
West: Railway Avenue (western leg)															
Lane 1		0.358	1.000	0.0	0.9	2.2	0.7	1.9	0.4	0.7	0.10	0.26	0.0	NA	NA
Approach		0.358			0.9	2.2	0.7	1.9	0.4	0.7	0.10	0.26			
Intersection		0.762			4.5	11.2	1.8	4.4	0.8	1.4	0.39	0.98			

Roundabout Capacity Model: SIDRA Standard.
 Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
 Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
 Short Lanes are not included in determining Queue Storage Ratios.

Continuous Lane Performance											
Lane Number	Deg. Satn	Unint. Speed	Unint. Travel Delay	Hdwy Spacing	Aver. Vehicle Length	Occup. Time	Space Time	Space Occup. Ratio	Time Occup. Ratio	Density	LOS (Density Method)
	v/c	km/h	sec	sec	m	sec	sec	%	%	veh/km	pc/km
There are no Continuous Lanes at this Site.											

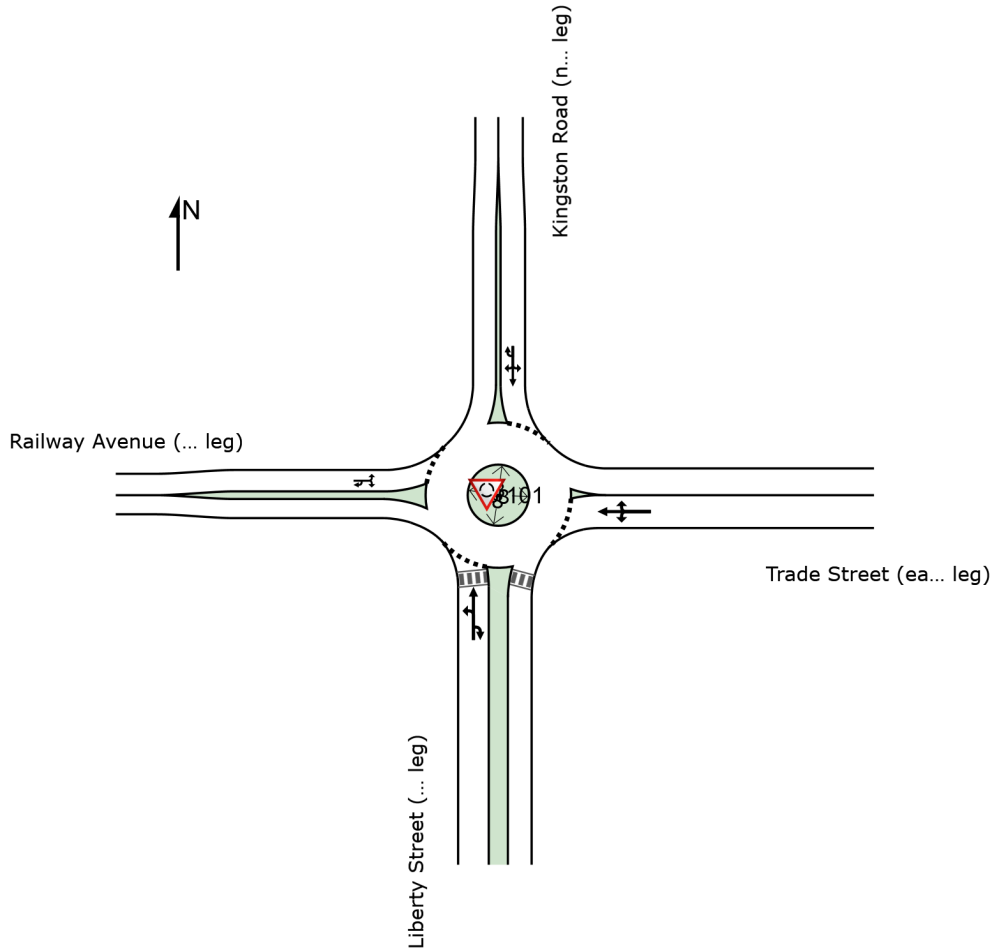
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SITE LAYOUT

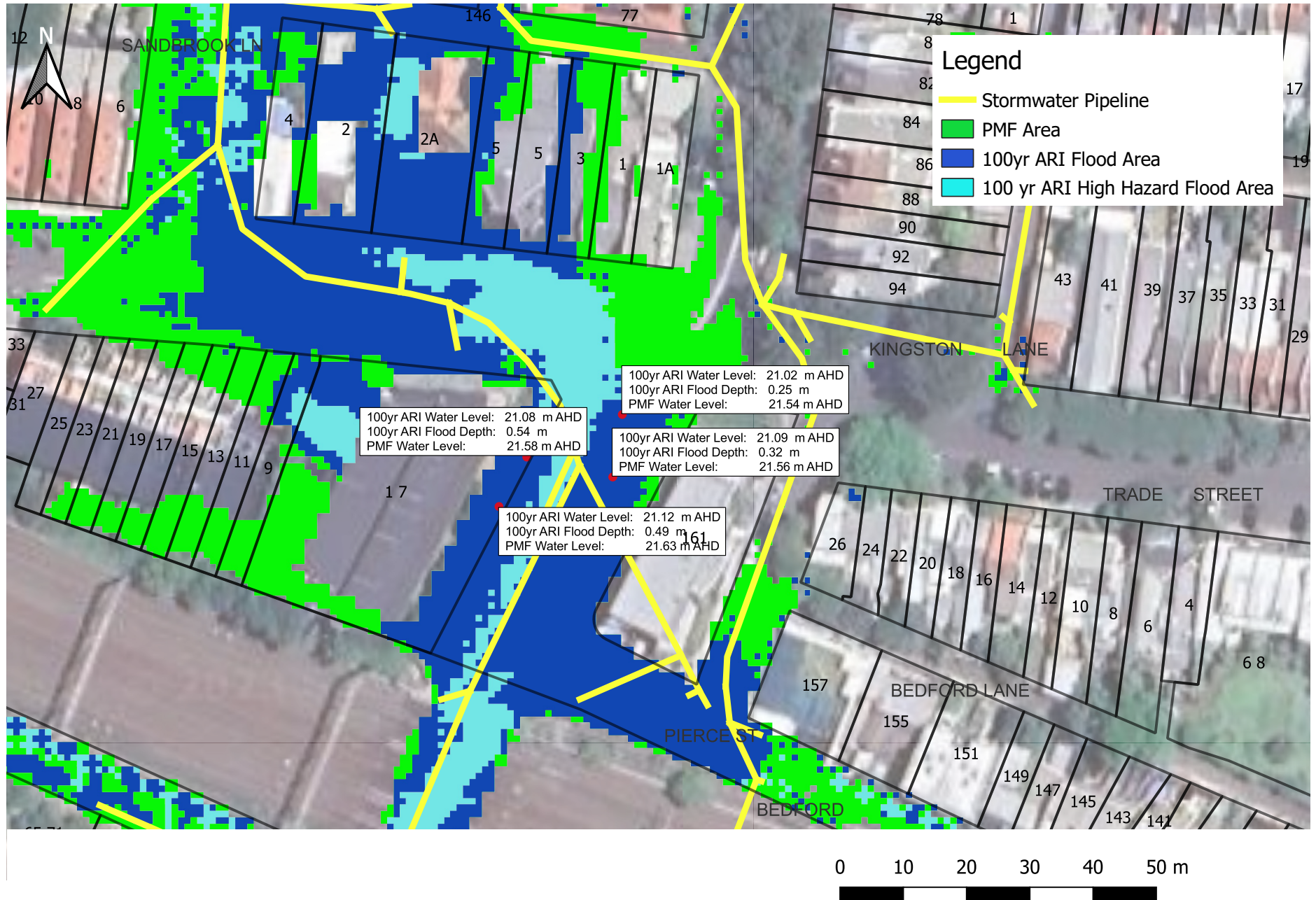
Site: 101 [PROPOSED - Roundabout - Liberty St and Kingston Rd - PM PEAK - NO NETWORK (Site Folder: General)]

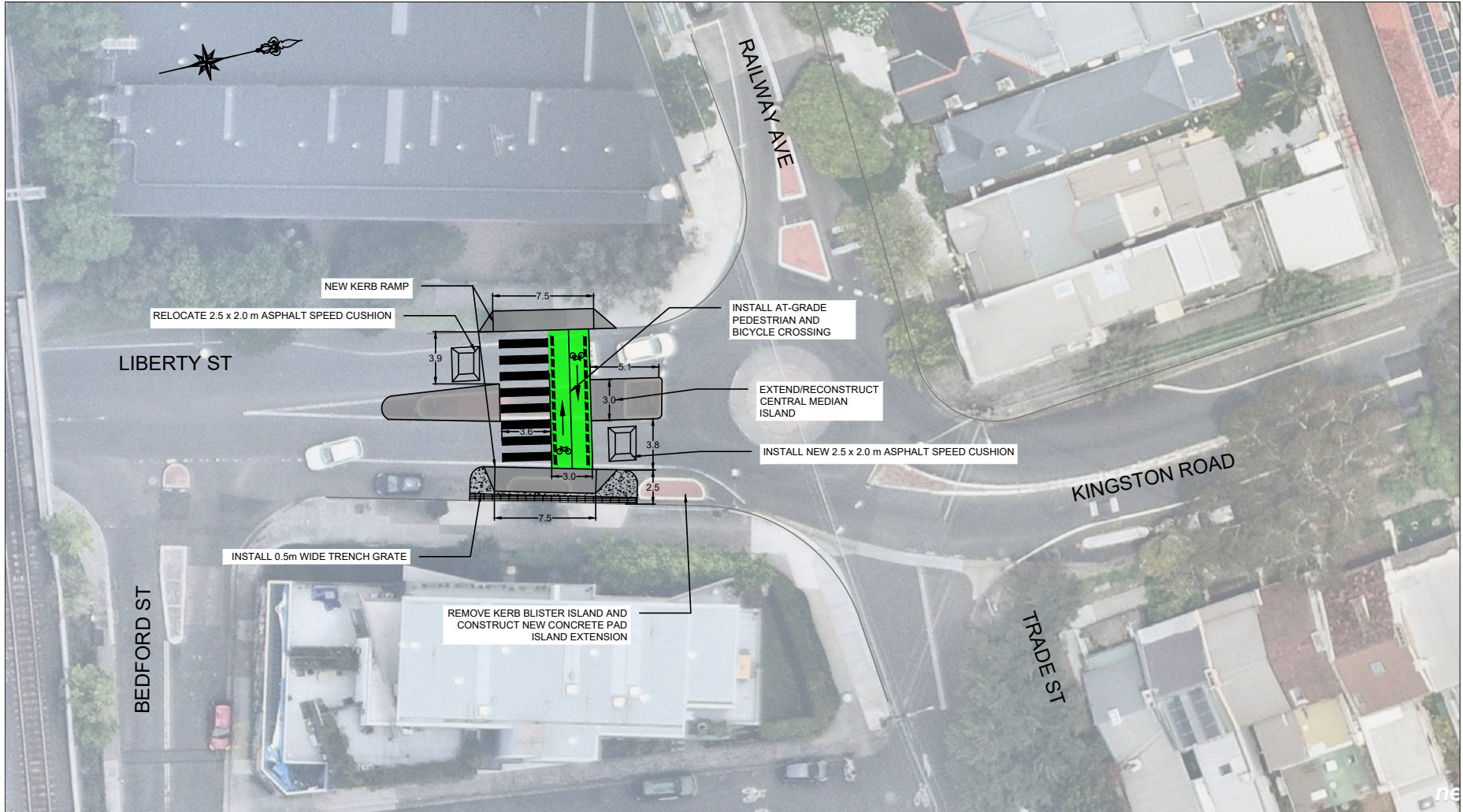
New Site
Site Category: (None)
Roundabout

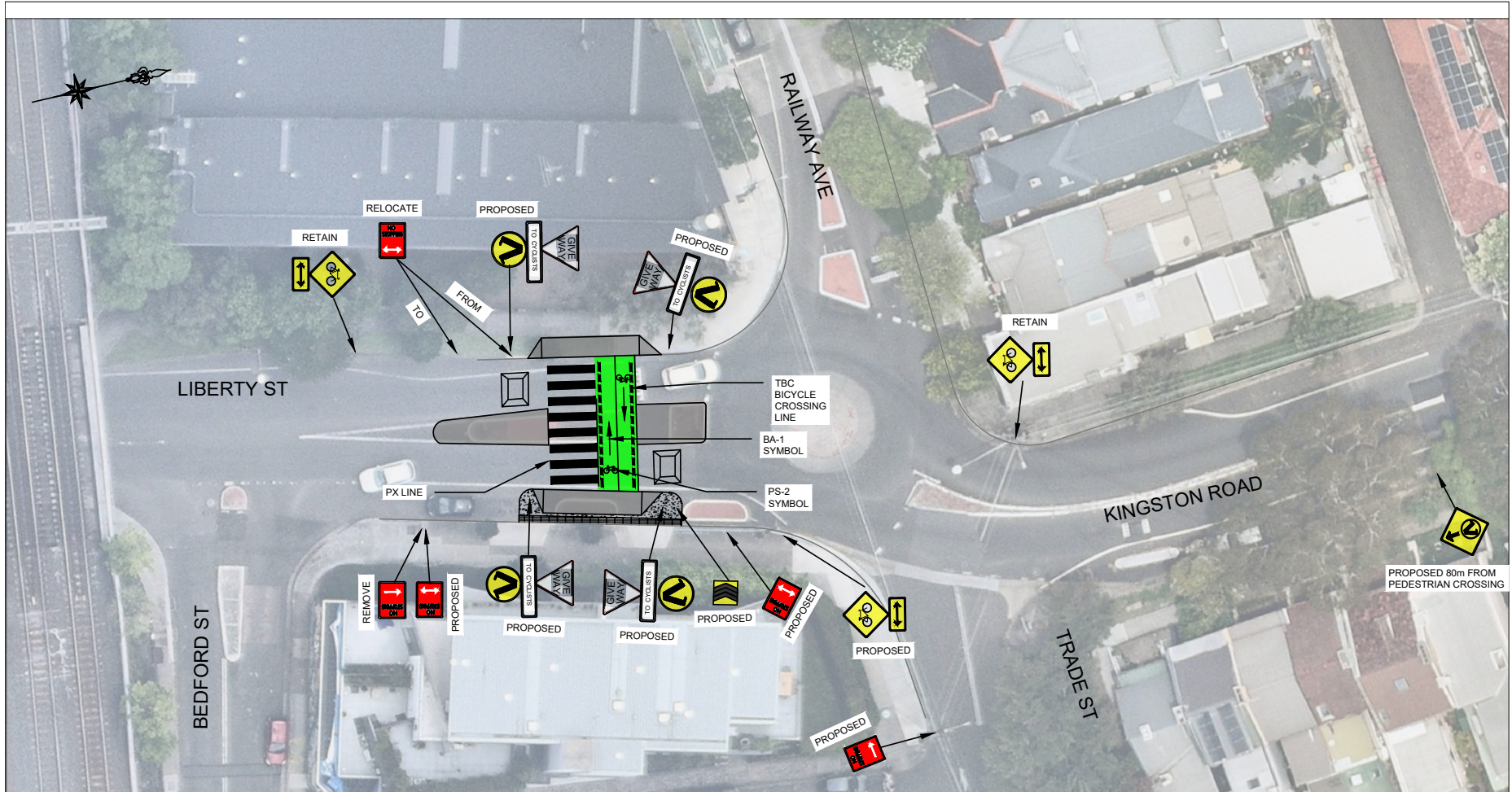
Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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Item No: LTC0824(1) Item 7
Subject: ELIZA STREET, NEWTOWN – TEMPORARY FULL ROAD CLOSURE FOR A COMMUNITY EVENT ON SATURDAY 7 DECEMBER 2024 – ENRC/2024/0035 (DAMUN-STANMORE WARD / NEWTOWN ELECTORATE / INNER WEST PAC)
Prepared By: Jennifer Adams - Traffic Engineer
Authorised By: Sunny Jo - Acting Traffic and Transport Planning Manager

RECOMMENDATION

That the proposed temporary full road closure of Eliza Street, between Lennox Street and King Street, Newtown for an 18-hour period from 6:00am Saturday 7 December 2024 to 12:00am midnight (contingency period 2 weeks) be approved, for the purpose of holding the event 'Young Henrys Newtown Festival 2024', subject to the following conditions and all standard Council conditions for a temporary full road closure:

- a) a Road Occupancy License (ROL) be obtained by the applicant from the Transport Management Centre (TMC);
 - b) all affected residents and businesses, including the NSW Police Local Area Commander, Fire & Rescue NSW and NSW Ambulance Services be notified in writing, by the applicant, of the proposed temporary road closure at least 14 days in advance of the closure with the applicant making reasonable provision for stakeholders;
 - c) a 4m wide emergency vehicle access must be maintained through the closed road areas during the course of the event; and
 - d) 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

Council has been notified by Young Henrys Pty Ltd about a proposed temporary full road closure of Eliza Street, Newtown between Lennox Street and King Street, for an 18-hour period from 6:00am on Saturday 7 December 2024 to 12.00am midnight in order to hold the event 'Young Henrys Newtown Festival 2024'. It is recommended that Council agree to the temporary full road closure subject to complying with all conditions as set out in this report.

BACKGROUND

In 2022 Young Henrys and Solotel produced an event celebrating Newtown’s 160th Anniversary and Newtowner’s 10th Birthday in Eliza Street, Newtown. The event ran smoothly in 2022 and again in 2023. Now Young Henrys and The Courty want to continue the street festival and make it a yearly celebration for all of Newtown.

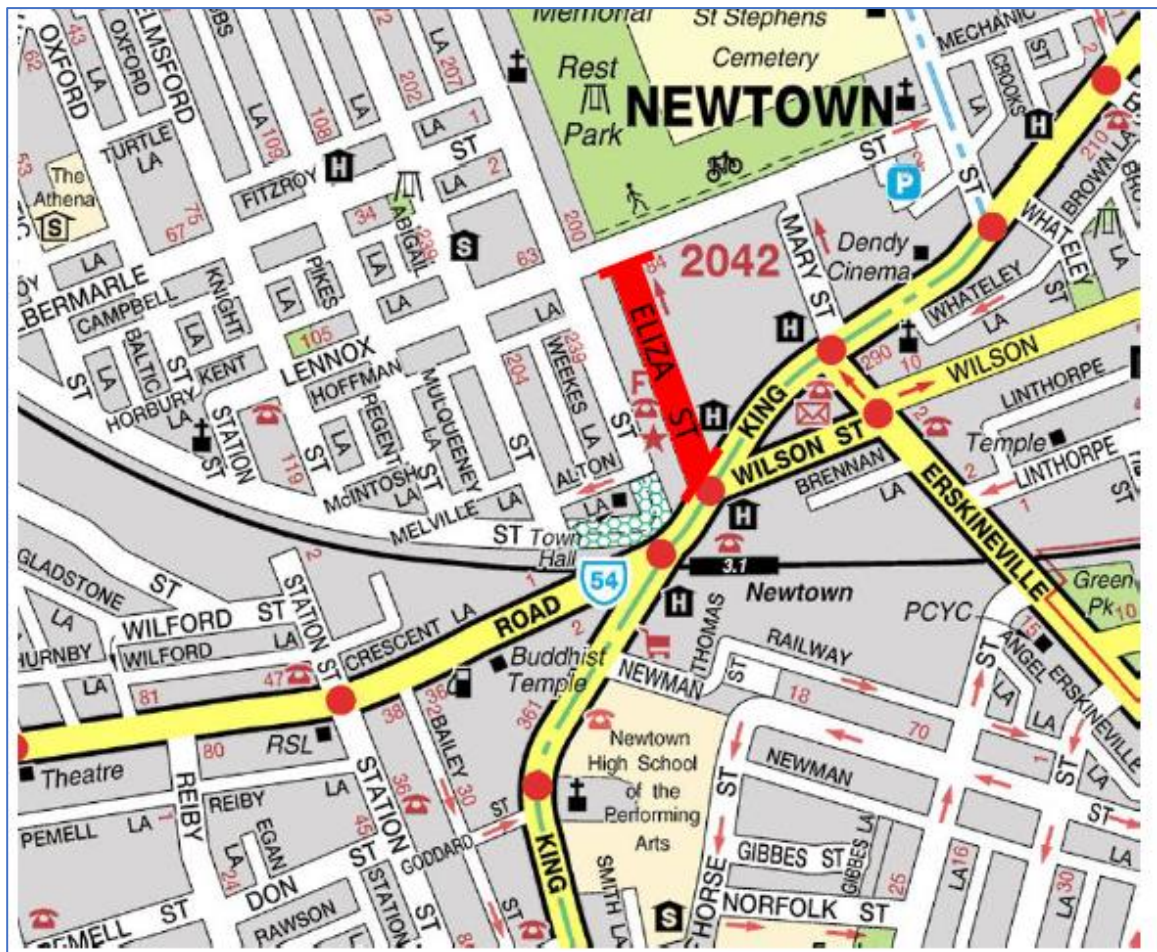
The event will stretch along Eliza Street from King Street to Lennox Street and will include concession stalls serving food, alcoholic and non-alcoholic drinks provided by local restaurants such as Marys, an outdoor stage at the southwest end of Eliza Street hosting local, independent and emerging artists and a bar area serving cans only. Eliza Street will be closed to traffic but open to pedestrian flow from the Lennox Street entrance at the north end.

This will be a free event that is not ticketed which will be promoted via social media and cultural publications. The event is located close by to bus stops and Newtown Station. Parking is very limited in the surrounding streets, so promotion will encourage the use of public transport. The proposed attendance for this event is approximately 1,800 persons and is a licensed event.

In the event of bad weather, the event will be cancelled to be moved to the Marlborough Hotel.

OFFICER COMMENTS

Eliza Street is a local road between King Street and Lennox Street and is signposted as ‘One Way’ northbound with parking only permitted on the eastern side of Eliza Street. The street varies in width from approximately 5.5m at the King Street end to approximately 6.1m at the Lennox Street end.

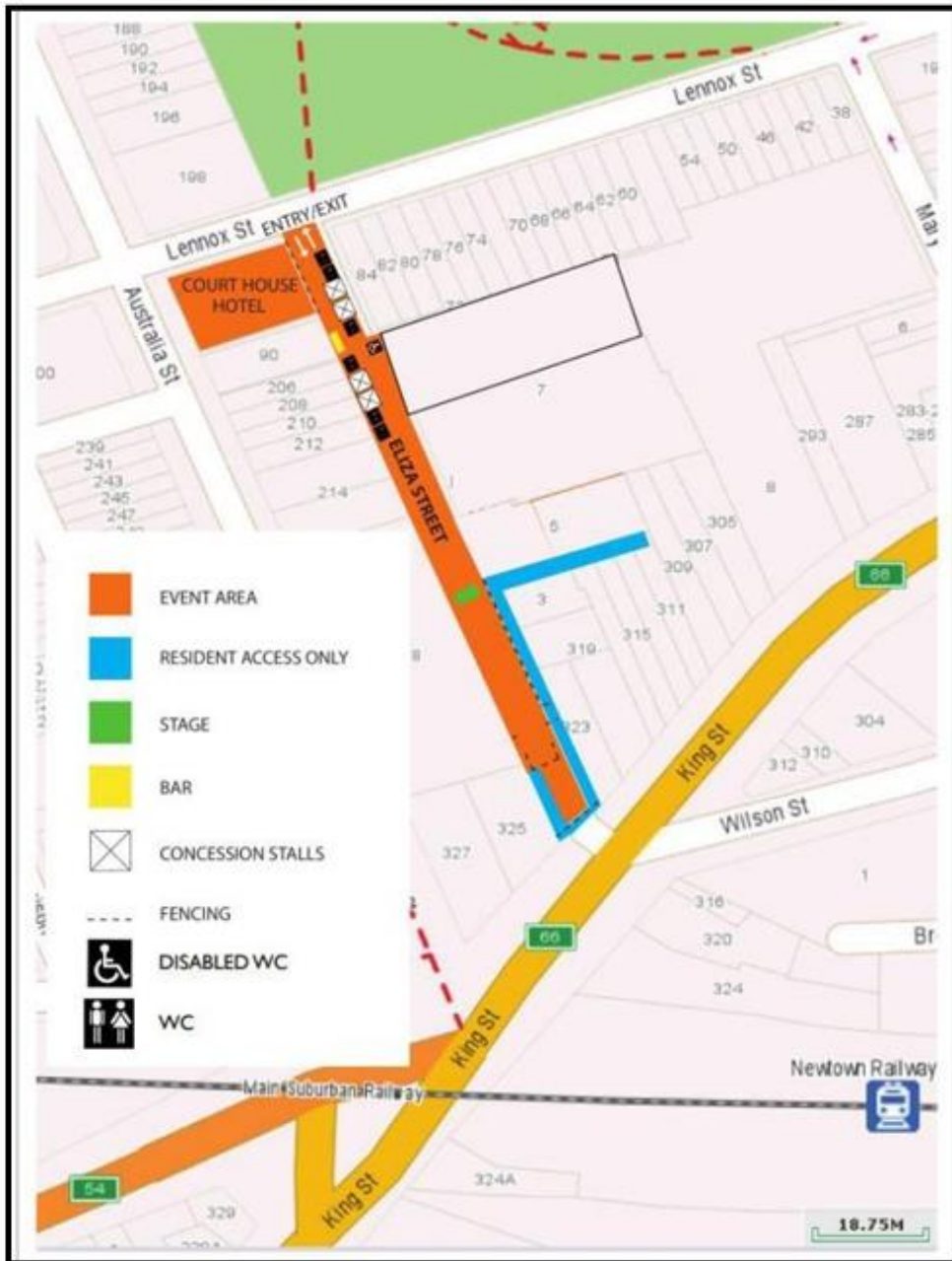


Temporary road closure and managed vehicle operations will be in effect on Eliza Street, between King Street and Lennox Street to establish the event precinct. Road Closure of Eliza Street will be from 6.00am Saturday 7 December to 12.00am midnight.

Event Times - Saturday 7 December 2024 from 2.00pm to 8.00pm
 Required Bump In / Set up time: 6.00am – 12.00pm noon.
 Required Time to Return to Original Condition: 8.00pm to 12.00am midnight.

Resident/business access only between 6:00am – 12:00pm noon and 8.00pm to 12.00am midnight, to be walked by event staff while located in the event site and when it is safe to do so. No access to the event site between 1:00pm – 8:00pm. Restricted Access points will be managed by Traffic controllers and not open to through traffic.

Site Plan:



There is limited on-street parking spaces on Lennox Street, King Street and surrounding streets. The event demographic is predominantly local area community members so extensive

visitor parking is not expected to be required. Event attendees will be advised to utilize public transport, if needed to attend the event.

There will be no impact on public transport whilst the event is being carried out. Neighbouring councils will not be affected by this activity. All aspects of the event will be maintained within the Newtown area.

No special event clearways are proposed for the area, any vehicles parked inside the closure at time of implementation will be managed out by traffic control staff. Emergency service vehicles will have a 4m wide access corridor through the event site during the event. All traffic management plans will continue irrespective of weather.

A Traffic Control Plan (TCP) has been supplied to ameliorate conditions whilst the event is in effect. A copy of the TCP is reproduced on the next page. Three authorised traffic controllers are to be on-site during work hours, and positioned at different intervals of the work area as stated below:

- 1 x Authorised traffic controller is to be positioned at the closure point of the event, at the corner of Lennox Street and Eliza Street to ensure the safety of attendees, residents, staff and other personnel along Thomas Street whilst the event is in effect.
- 1 x Authorised traffic controller is to be positioned along Eliza Street to maintain the pedestrian access and ingress/egress of service/production vehicles, for the duration of the bump-in, bump-out periods and event duration.
- 1x Authorised traffic controller is to be on-site to monitor vehicle movements within the closure and alleviate breaks.

PUBLIC CONSULTATION

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

Advice of the proposed event must be forwarded to all the appropriate authorities, including emergency services. A copy of the draft notification letter is attached at the end of this report.

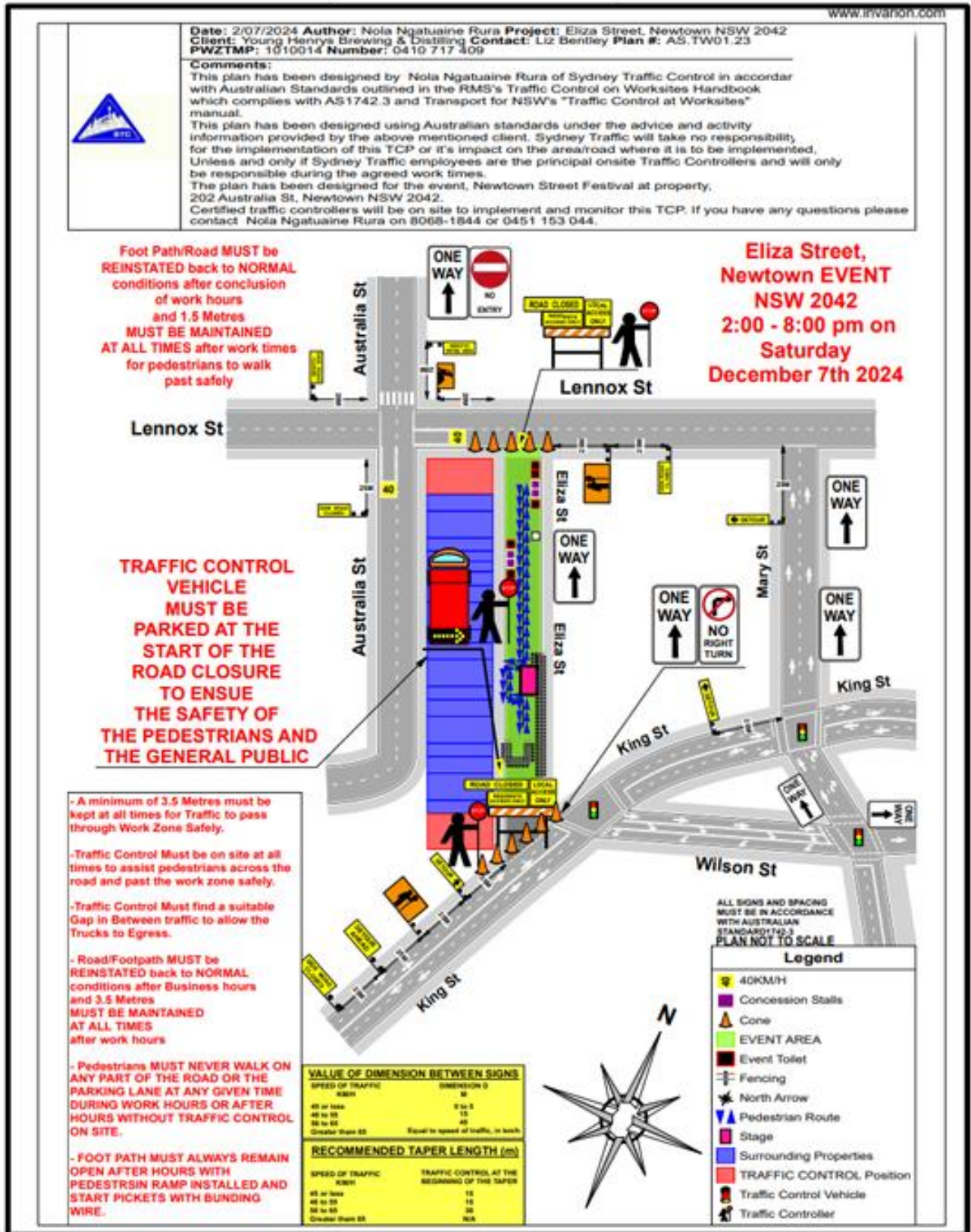
The TMP states that “*All affected residents will be notified of the event through:*

- *Letterbox drops will take place at least 7 days prior to the start of the works being carried out to notify residents and local businesses about the changes in road conditions for the event period, to minimize any disturbances which may occur.*
- *Public Consultation Process Letterbox drops will take place at least 7 days prior to the start of the works being carried out to notify residents and local businesses about the changes in road conditions for the event period, to minimize any disturbances which may occur.”*

CONCLUSION

It is recommended that Council agree to the temporary full road closures on Saturday 7 December 2024 subject to complying with the recommendations stated in this report along with all standard conditions for temporary full road closures.

Traffic Control Plan



Item 7



SOLOTEL

NEWTOWN STREET PARTY

Eliza St, Newtown, Saturday 7th December

NOTIFICATION TO BUSINESSES AND RESIDENTS

Event: Newtown Street Party

Date: Saturday, December 7th

Time: 1pm - 8pm

This letter is to notify your business / residence that on Saturday, December 7th from 6am - 12:00am, Eliza Street, Newtown will be closed for an event.

There will be no public vehicle access between these hours.

Vendor vehicle access will be from 6am - 12pm and 8pm - 12am.

The closure is due to a free community street festival that will engage local musicians, artists, food vendors and The Courty pub. Patrons will be able to enter the festival via Lennox Street. Please join us!

Sincerely,
Young Henrys and The Courthouse Hotel

Document Set ID: 39295488
Version: 1, Version Date: 18/08/2024

ATTACHMENTS

1. [Newtown Street Festival 2024 TMP](#)

NEWTOWN STREET FESTIVAL 2024



TRAFFIC MANAGEMENT PLAN

NEWTOWN STREET FESTIVAL 2024

AUTHOR

Nola Ngatuaine Rura
SYDNEY TRAFFIC
UNIT 50, 45-51 HUNTLEY
STREET
ALEXANDRIA NSW
PH: 02 8068 1844

Version 1: 2nd July 2024

Document Set ID: 39348974
Version: 1, Version Date: 02/07/2024

NEWTOWN STREET FESTIVAL 2023



Site Image: Courthouse Hotel, Newtown



Document Set ID: 39348974
Version: 1, Version Date: 02/07/2024
Version 1.2 July 2024

Item 7

Attachment 1

NEWTOWN STREET FESTIVAL 2023

A Traffic Management Plan (TMP) must be prepared for any activity or event that is conducted in a high pedestrian area or road activity that results in a temporary road closure.

The RMS requires all TMP's to be prepared and submitted as detailed in the RMS's guidelines titled "Procedures for use in the Preparation of a Traffic Management Plan (TMP)" Version 2.0 dated December 2001.

Event Summary

Event Name	Young Henry's Presents Newtown Festival 2024
Event Organizer's	Young Henry's Brewing and Distilling
Event Category	Category E Minor Cultural/Sporting Events – one-off or recurring events that generally attract less than 20,000 people and/or have an impact on the traffic and transport network as per the NSW Major and Special Events categories . Class 2 Event – Transport for NSW RMS
Event Location	Eliza Street, Newtown NSW 2042
Event Date	Saturday 7 th December 2024
Event Capacity	Estimated 500 attendees
Event Set-Up	0600 – 1300 Saturday 7 th December 2024
Event Duration	1400 – 2000 Saturday 7 th December 2024
Event Dismantle	2000 Saturday 7 th December 2024 – 0000 Sunday 8 th December 2024

Document Set ID: 39348974
Version: 1, Version Date: 02/07/2024
Version 1.2 July 2024

NEWTOWN STREET FESTIVAL 2023

Event Summary

The iconic Courthouse Hotel was the site of the first pouring of Young Henrys’ Newtowner beer on the sesquicentenary of Newtown twelve years ago. To celebrate Newtown’s 162nd birthday (and Newtowner’s 12th), Young Henrys are throwing a party and are inviting friends and neighbours to showcase the best food and drink our suburb has to offer. It wouldn’t be a party without great music, which will be delivered live by local artists.

The event will stretch along Eliza Street from King Street to Lennox Street and will include concession stalls serving food and non-alcoholic drinks provided by local restaurants such as Continental Deli and Mary’s, an outdoor stage at the southwest end of Eliza Street hosting local, independent, and emerging artists and a bar area serving cans only.

Eliza Street will be closed to traffic but open to pedestrian flow from the Lennox Street entrance at the North End.

NEWTOWN STREET FESTIVAL 2023

Development activities

ROAD CLOSURE:

- **6:00am, 7th December 2024 to 0:00 (midnight), 8th December 2024**

<u>Stage</u>	<u>Estimated Duration</u>
Temporary closure of Eliza Street from Lennox Street to King Street to establish event precinct	6:00am Saturday 7 th December 2024 – 0:00am Sunday 8 th December 2024
Stage 1: Event site bump-in and construction with the installation of event traffic control infrastructure and commencement of traffic management as per TGSs	6:00am
Stage 2: Suppliers will be allowed to bringing vehicles in the vent area	6:00am – 1:00pm
Stage 3: Event to commence, no vehicles are allowed access during this time	2:00pm - 8:00pm
Stage 4: Bump out will commence at 8:00pm with the pack down and removal of all event infrastructure. Bump out concludes at midnight with the removal of all traffic control infrastructure and personnel	8:00pm - 0:00am (midnight)

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NEWTOWN STREET FESTIVAL 2023

Approvals:

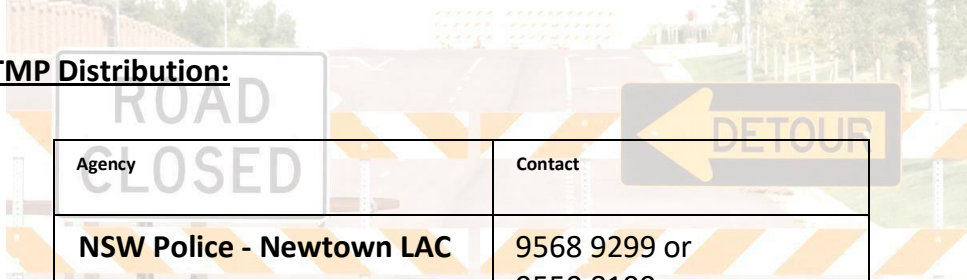
Approvals will be sought by the event organizer from the following Organizations:

- **NSW Police**
Inner West PAC Traffic Unit to be consulted.
- **Local Government Councils**
Inner West Council – Plans will be submitted to Inner West Council traffic committee for approval.

Key Notifications:

- **NSW Health**
Ambulance Service of NSW
- **NSW Fire Brigade**

TMP Distribution:



Agency	Contact
NSW Police - Newtown LAC	9568 9299 or 9550 8199
Inner West Council	9392 5000

Event Organizers' Contacts:

Liz Bentley, Event Manager, Young Henry's
Mobile: 0410 717 409
Email: liz@younghenrys.com

Nola Rura, Traffic Coordinator, Sydney Traffic Pty Ltd
Mobile: 0416 697 003
Email: info@sydneytrafficcontrol.com.au

NEWTOWN STREET FESTIVAL 2023

Event Parking

There is a small parking area. There is limited on-street parking spaces on Lennox Street, King Street and surrounding streets.

The event demographic is predominantly local area community members so extensive visitor parking is not expected to be required.

Event attendees will be advised to utilize public transport, if needed to attend the event.



Access Points

There will be no throughfare for the public onto Eliza Street.

Production/service vehicles access point will be via the road closure at the corner of Lennox Street and Eliza Street and will be under the control of Authorized Traffic Controllers.

Road closure to be in place from 0600 Saturday 7th December 2024 to 0000 Sunday 8th December 2024, for the bump-in, bump-out and event duration.

The pedestrian access point will be via the existing footpaths on Eliza Street, from Lennox Street and Enmore Road.

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NEWTOWN STREET FESTIVAL 2023

Traffic Control

A Traffic Control Plan (TCP) has been developed to ameliorate conditions whilst the work is in effect.

3 x Authorised traffic controllers are to be on-site during work hours, and positioned at different intervals of the work area as stated below:

1 x Authorised traffic controller is to be positioned at the closure point of the event, at the corner of Lennox Street and Eliza Street to ensure the safety of attendees, residents, staff and other personnel along Thomas Street whilst the event is in effect.

1 x Authorised traffic controller is to be positioned along Eliza Street to maintain the pedestrian access and ingress/egress of service/production vehicles, for the duration of the bump-in, bump-out periods and event duration.



1x Authorised traffic controller is to be on-site to monitor vehicle movements within the closure and alleviate breaks.

NEWTOWN STREET FESTIVAL 2023

Measures to ameliorate the impact of traffic.

My client, Young Henrys’ Brewing and Distillery proposes to close the corner of Lennox Street and Eliza Street in Newtown for an event, Newtown. Young Henry’s Presents Newtown Festival 2024.

This closure is to take effect between the times of 06:00am on Saturday 2nd December 2024 to 00:00am on Sunday 3rd December 2024 to ensure the safety of traffic, pedestrians, residents, event attendees, staff, and other personnel along Eliza Street for the duration of the event.

Authorized traffic controllers will be responsible for the ingress/egress of delivery vehicles and the road closure.

Only authorized production vehicles may pass the road closure point during bump-in/out periods to set-up/dismantle event.



Traffic management, including all signage and traffic controllers, will always be on-site for the duration of the event.

Eliza Street will return to normal footpath/road conditions at the end of the event.

Letterbox drops will take place at least 7 days prior to the start of the works being carried out to notify residents and local businesses about the changes in road conditions for the event period, to minimize any disturbances which may occur.

A Traffic Control Plan has been developed to minimize the impact on traffic.

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NEWTOWN STREET FESTIVAL 2023

Assessment of public transport services affected.

There will be no impact on public transport whilst the event is being carried out.

Details of provision made for emergency vehicles, heavy vehicles, cyclist, and pedestrians.

All emergency vehicles will have been briefed of the day’s activities prior to commencement. Emergency vehicles always have right of way, and should the need arise due to an emergency, the event will halt.



All road traffic will be under the direction of Authorised Traffic Controllers.

Assessment of effect of proposed measures on traffic movements in adjoining Council areas.

Neighboring councils will not be affected by this activity. All aspects of the event will be maintained within the Newtown area.

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Assessment of the effect on existing and future developments with transport implications in the vicinity of the proposed measures.

There will be no effect as the road will not be changed and once the event is completed the road/footpath will be returned to normal operation.

Public Consultation Process

Letterbox drops will take place at least 7 days prior to the start of the works being carried out to notify residents and local businesses about the changes in road conditions for the event period, to minimize any disturbances which may occur.



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NEWTOWN STREET FESTIVAL 2023

Traffic Control Plan

www.invarion.com

Date: 2/07/2024 **Author:** Nola Ngatuaire Rura **Project:** Eliza Street, Newtown NSW 2042
Client: Young Henrys Brewing & Distilling **Contact:** Liz Bentley **Plan #:** AS.TW01.23
PWZTMP: 1010014 **Number:** 0410 717 409

Comments:
 This plan has been designed by Nola Ngatuaire Rura of Sydney Traffic Control in accordance with Australian Standards outlined in the RMS's Traffic Control on Worksites Handbook which complies with AS1742.3 and Transport for NSW's "Traffic Control at Worksites" manual.
 The plan has been designed using Australian standards under the advice and activity information provided by the above mentioned client. Sydney Traffic will take no responsibility for the implementation of this TCP or its impact on the area/road where it is to be implemented. Unless and only if Sydney Traffic employees are the principal onsite Traffic Controllers and will only be responsible during the agreed work times.
 The plan has been designed for the event, Newtown Street Festival at property, 202 Australia St, Newtown NSW 2042.
 Certified traffic controllers will be on site to implement and monitor this TCP. If you have any questions please contact Nola Ngatuaire Rura on 8068-1844 or 0451 153 044.



Foot Path/Road **MUST** be REINSTATED back to NORMAL conditions after conclusion of work hours and 1.5 Metres **MUST BE MAINTAINED AT ALL TIMES** after work times for pedestrians to walk past safely

Eliza Street, Newtown EVENT NSW 2024
2:00 - 8:00 pm on Saturday December 7th 2024

TRAFFIC CONTROL VEHICLE MUST BE PARKED AT THE START OF THE ROAD CLOSURE TO ENSURE THE SAFETY OF THE PEDESTRIANS AND THE GENERAL PUBLIC

- A minimum of 3.5 Metres must be kept at all times for Traffic to pass through Work Zone Safely.
- Traffic Control Must be on site at all times to assist pedestrians across the road and past the work zone safely.
- Traffic Control Must find a suitable Gap in Between traffic to allow the Trucks to Egress.
- Road/Footpath **MUST** be REINSTATED back to NORMAL conditions after Business hours and 3.5 Metres **MUST BE MAINTAINED AT ALL TIMES** after work hours
- Pedestrians **MUST NEVER WALK ON ANY PART OF THE ROAD OR THE PARKING LANE AT ANY GIVEN TIME DURING WORK HOURS OR AFTER HOURS WITHOUT TRAFFIC CONTROL ON SITE.**
- FOOT PATH **MUST ALWAYS REMAIN OPEN AFTER HOURS WITH PEDESTRIAN RAMP INSTALLED AND START PICKETS WITH BUNDING WIRE.**

VALUE OF DIMENSION BETWEEN SIGNS	
SPEED OF TRAFFIC (km/h)	DIMENSION D (m)
45 or less	0 to 5
46 to 55	15
56 to 65	45
Greater than 65	Equal to speed of traffic, in km/h

RECOMMENDED TAPER LENGTH (m)	
SPEED OF TRAFFIC (km/h)	TRAFFIC CONTROL AT THE BEGINNING OF THE TAPER
45 or less	15
46 to 55	15
56 to 65	30
Greater than 65	N/A



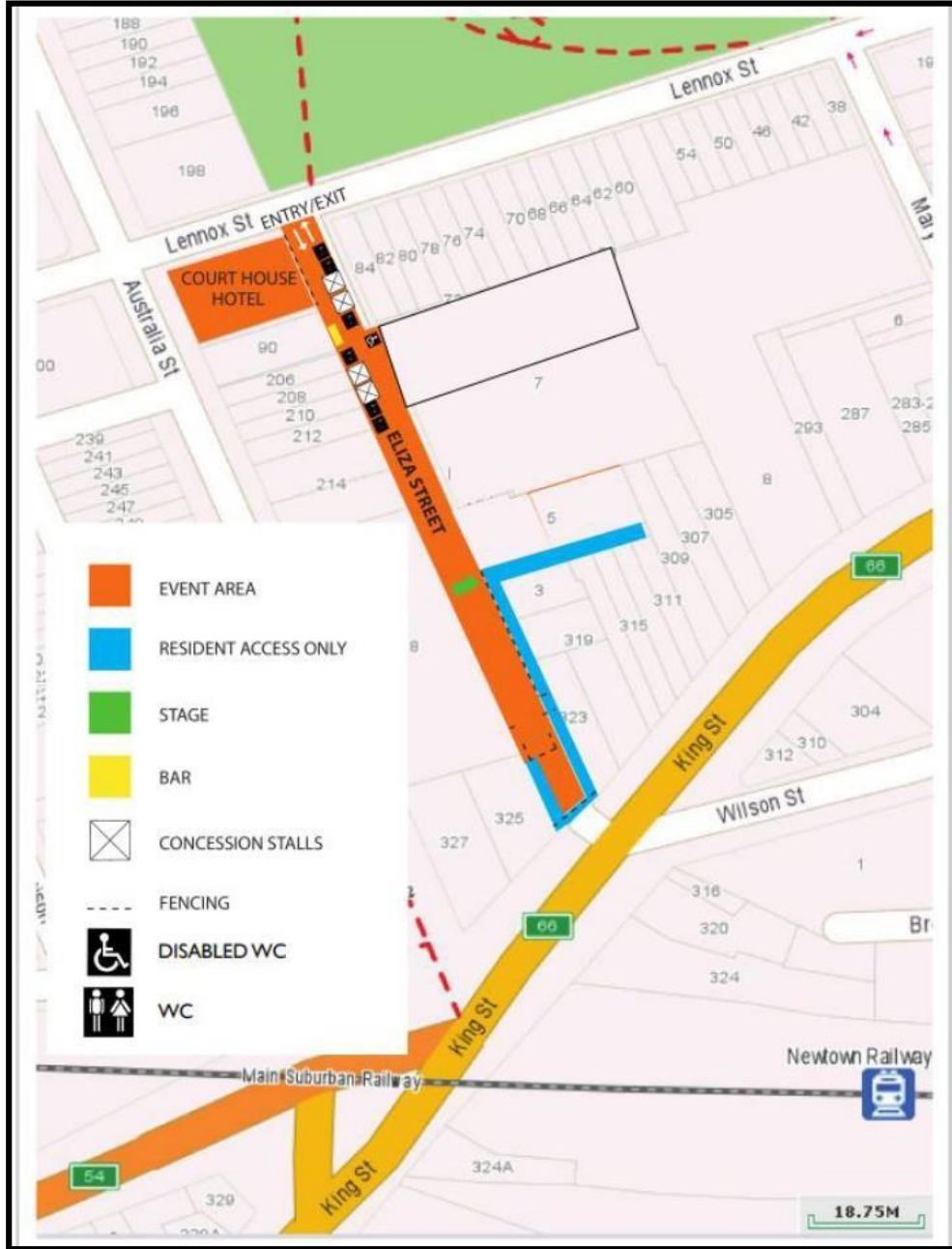
ALL SIGNS AND SPACING MUST BE IN ACCORDANCE WITH AUSTRALIAN STANDARD 1742.3
PLAN NOT TO SCALE

Legend

- 40KM/H
- Concession Stalls
- Cone
- EVENT AREA
- Event Toilet
- Fencing
- North Arrow
- Pedestrian Route
- Stage
- Surrounding Properties
- TRAFFIC CONTROL POSITION
- Traffic Control Vehicle
- Traffic Controller

NEWTOWN STREET FESTIVAL 2023

Site Plan:



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NEWTOWN STREET FESTIVAL 2023

Site Image 1: Corner King St and Eliza Street



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Item 7

Attachment 1

NEWTOWN STREET FESTIVAL 2023

Site Image 2 – Corner Lennox Street and
Eliza Street



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Attachment 1

Item No: LTC0824(1) Item 8
Subject: WELLINGTON STREET, ROZELLE - PROPOSED CHANGES TO TRAFFIC AND PARKING ARRANGEMENTS (BALUDARRI-BALMAIN WARD/BALMAIN ELECTORATE/LEICHHARDT PAC)
Prepared By: Jackie Ng - Graduate Traffic Engineer
Authorised By: Sunny Jo - Acting Traffic and Transport Planning Manager

Item 8

RECOMMENDATION

That the parking configuration along the eastern side of Wellington Street 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

This report outlines the traffic congestion issues observed during the weekday morning peak period at Wellington Street, Rozelle between Victoria Road and Terry Street. It is proposed that the existing 'Bus Zone' and '2P 8am-6pm, Mon-Fri, Permit Holders Excepted, Area R1' on the eastern side of Wellington Street be relocated to extend the vehicle storage length to provide more opportunities for vehicles exiting Wellington Street during a green signal phase at Victoria Road.

BACKGROUND

The Wellington Street approaches at Victoria Road intersection has a configuration of two right turn lane and one left turn lane. The left turn lane is a short lane of approximately 32.5m length (equivalent to five standard vehicle queue length) where kerbside parking is permitted with restriction '2P 8am-6pm, Mon-Fri, Permit Holders Excepted, Area R1' as shown in *Figure 1*.



Figure 1 – Wellington Street, Rozelle - Layout

Council has observed that traffic queues in Wellington Street, Rozelle spanning from Victoria Road to Terry Street during the weekday morning peak periods. The on-street parking restricts

left turn vehicles in the queue from joining the short-left turn lane. Hence, the following proposed options as outlined in *Figure 2* were presented to the community for feedback.

Proposed Traffic Arrangements for the eastern side of Wellington Street:

- Retain existing signage configuration. No changes made.
- Option 1: Establish approximately 47m length of ‘No Parking 6am-10am, Mon-Fri’ and ‘2P 10am-6pm, Mon-Fri, Permit Holders Excepted, Area R1’.
- Option 2: Relocate the existing ‘Bus Zone’ and the existing ‘2P 8am-6pm, Mon-Fri, Permit Holders Excepted, Area R1’.

Proposed Parking Arrangements for Wellington Street:

- Extend existing 2P Resident Parking Scheme (RPS) operational hours from ‘8am-6pm’ to ‘8am-10pm’ (regardless of traffic arrangements above).
- No changes to the parking operational hours. Retain existing 2P Resident Parking Scheme (RPS) operation hours (including impacted sections above).

The result of the consultation showed more support for Option 2 to relocate the existing ‘Bus Zone’ and the existing ‘2P 8am-6pm, Mon-Fri, Permit Holders Excepted, Area R1’ and to have the time restrictions retained shown in *Attachment 1*.

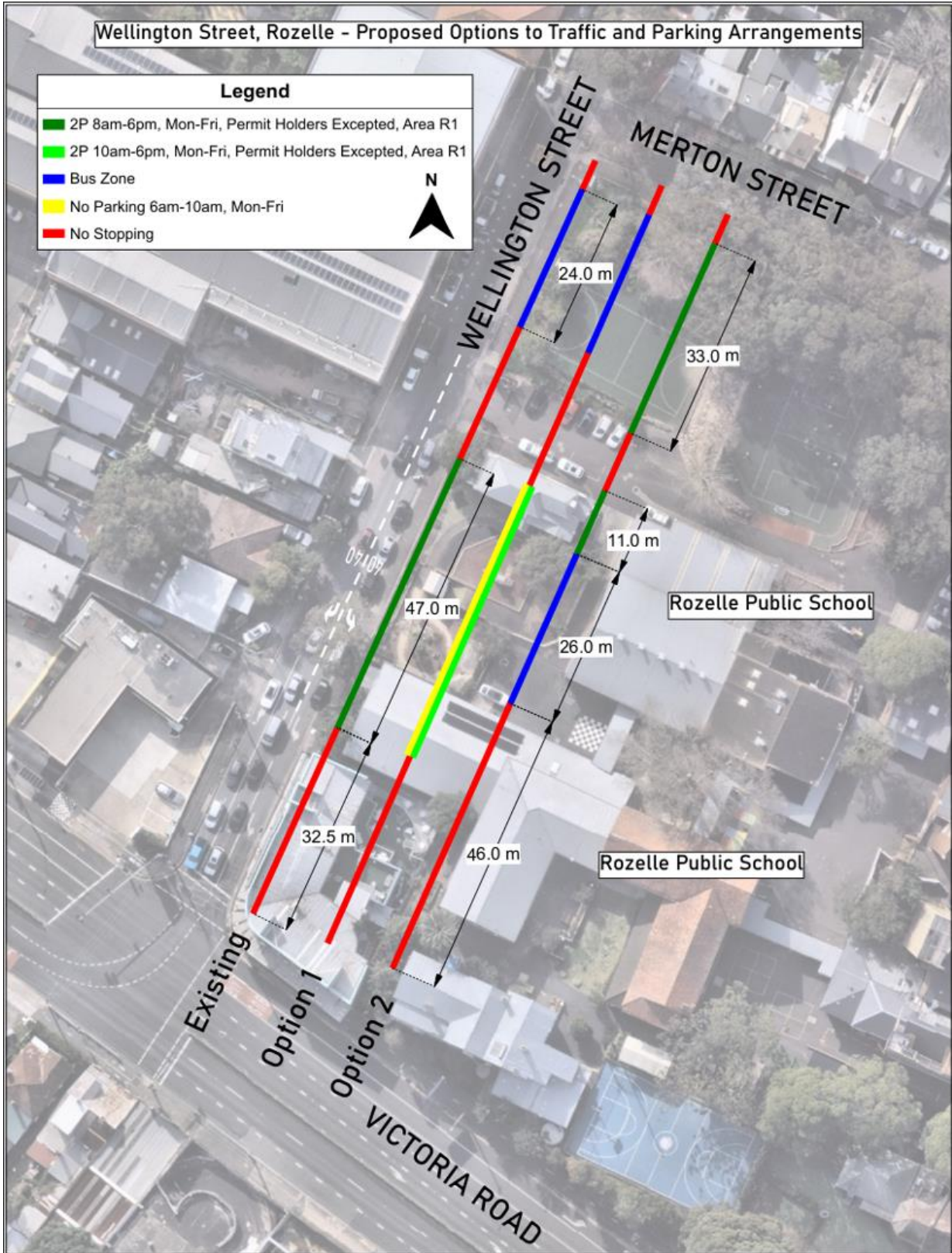


Figure 2 – Wellington Street, Rozelle – Proposed Options to Traffic and Parking Arrangements

DISCUSSION

A letter outlining the proposal was distributed to thirty-nine (39) properties and a total of eight (8) responses were received, with the results tabled below.

Proposed Traffic Arrangements for the eastern side of Wellington Street	
Option	Number of submissions
Retain existing configuration	1 (12.5%)
Option 1: No Parking 6am-10am	2 (25%)
Option 2: Relocate existing Bus Zone and 2P parking	5 (62.5%)

Comments from residents regarding the proposal can be seen in the table below.

Resident Comments	Officer Comments
Changing parking arrangements will only exacerbate existing issues with traffic flow. Cars will speed up to catch the lights and this creates a danger for children arriving or departing from Rozelle Public. Although the traffic is heavy during the 6-10am period, the benefit to the current parking scenario is that it slows traffic significantly.	<p>The proposed changes to the existing traffic arrangement will improve traffic flow by increasing vehicle storage in the left lane and providing more opportunities for drivers to exit Wellington Street during a green signal phase.</p> <p>Council has conducted traffic counts at Wellington Street and found that the 85th percentile speed does not exceed 40km/h. It is also found that during the morning and afternoon peak periods, traffic speeds are well below 40km/h. The existing School Zone restriction, with two sets of speed cushions, as well as the Red Light Speed Camera provide sufficient traffic calming to reduce speeds along Wellington Street.</p>
Option 1 will create noise for resident properties 41-45. Buses often idle in the bus zone and this can be irritating and disruptive as the noise carries and occurs at all times of the day/night. The current bus zone, out the front of Kennards storage has the least impact of residents.	As there has been insufficient support for option 1 of traffic arrangement, Council will not be considering the proposed change at this time.
Option 2 will simply put children’s lives at risk because the current scenario acts as a natural speed limiter. I also have concerns about the ability of parents to quickly and safely drop children off to school. Reducing parking outside the school will create havoc for others.	<p>The proposed changes do not reduce the any kerbside areas for legal setdown of students.</p> <p>Refer to previous response on traffic speeding.</p>
This intersection, when only 1 lane is accessible, is inefficient. Hopefully, when the bus lane is relocated, at least 2 (and sometimes 3) lanes will be available.	Council has noted resident’s comments.
I am a regular user of this intersection. Option 1 will enable more vehicles exiting the peninsular to do at each change of the traffic lights.	As there has been insufficient support for option 1 of traffic arrangement, Council will not be considering the proposed change at this time.

FINANCIAL IMPLICATIONS

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

ATTACHMENTS

1. [Wellington Street, Rozelle - Option 2 - Traffic Arrangement](#)



Item No: LTC0824(1) Item 9
Subject: RAMSAY STREET, HABERFIELD - PROPOSED NEW RAISED PEDESTRIAN CROSSING (GULGADYA-LEICHHARDT WARD/SUMMER HILL ELECTORATE/BURWOOD PAC)

Prepared By:

Authorised By: Sunny Jo - Acting Traffic and Transport Planning Manager

RECOMMENDATION

That the attached detailed design plan (Design Plan No.10259) for the proposed raised pedestrian crossing on Ramsay Street at the intersection with Alt 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 improve safety for pedestrians in Ramsay Street, Haberfield by upgrading the existing at-grade pedestrian crossing to a raised pedestrian crossing. The proposal aims to improve pedestrian and motorist safety by improving visibility and reducing vehicle speeds at the crossing.

This proposal creates one (1) additional car parking space in Alt Street and does not significantly change existing parking arrangements in Ramsay Street and Alt Street.

BACKGROUND

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

- Construct a new raised concrete pedestrian crossing (in place of the existing at-grade pedestrian crossing). The new raised pedestrian crossing will be relocated west by approximately 0.3m.
- Construct landscaped kerb blister islands in the road adjacent to the new raised pedestrian crossing replacing all existing concrete kerb islands. Landscaping to be suitable species of native grasses, subject to final design.
- Construct heel safe grate to provide safe access over existing kerb and guttering to the new raised pedestrian crossing.
- Construct two landscaped new kerb blister islands in Alt Street and one new landscaped kerb blister island in Ramsay Street east of Alt Street.
- Construct new kerb ramps to improve crossing safety for pedestrians.
- Reconstruct some sections of damaged concrete footpath with new concrete footpath
- Reconstruct sections of kerb and gutter.
- Upgrade existing stormwater pits with new grates.
- Adjustments to the existing ‘No Stopping’ zones and signage.
- Install pavement linemarking as shown in the plan.

DISCUSSION

Ramsay Street is a regional road, estimated to carry approximately 10,000 vehicles per day, with a speed limit of 50km/h. The road is also a bus route and generally has a two-way single lane configuration in each direction.

A letter outlining the proposal was issued to the properties shown in the distribution map below. Two (2) submissions were received in response to this proposal and are summarised within the below table.



Resident Concerns	Officer Feedback
<p>Our concerns are namely in relation to the noise that will be generated when cars, buses and motor bikes etc have to slow down even more and then accelerate again at this location.</p> <p>We do not have excessive noise generation now, but it will become extremely undesirable if council was to raise the proposed pedestrian crossing.</p>	<p>The proposed Pedestrian Crossing design will be raised by approximately 75mm which is lower than a standard raised crossing. Additionally ramps on each approach of the crossing is longer at 1.5m. These design elements are incorporated in other raised crossings throughout Inner West, to ensure that noise is minimised.</p>
<p>Alt Street should be either one way coming from Waratah toward Ramsay. Avoiding the option for cars to speed over Ramsay to get into Alt. It is a narrow street and the parked cars near Elements Bar and Grill on Alt cause even more trouble. Cars should not be parked there, or it should be made one way.</p> <p>Alt Street coming from Parramatta Roads needs speed humps to slow the speeding drivers down. There are several blind spots on</p>	<p>Alt Street is a low traffic volume environment with driveways and clear parking spaces in the street providing passing opportunities.</p> <p>A one-way restrictions have wider implications on the traffic network and accessibility. These proposals will require a holistic investigation. Consideration for a one-way restriction along with speed humps will be investigated in a future Local Area Traffic Management study for the Haberfield area.</p>

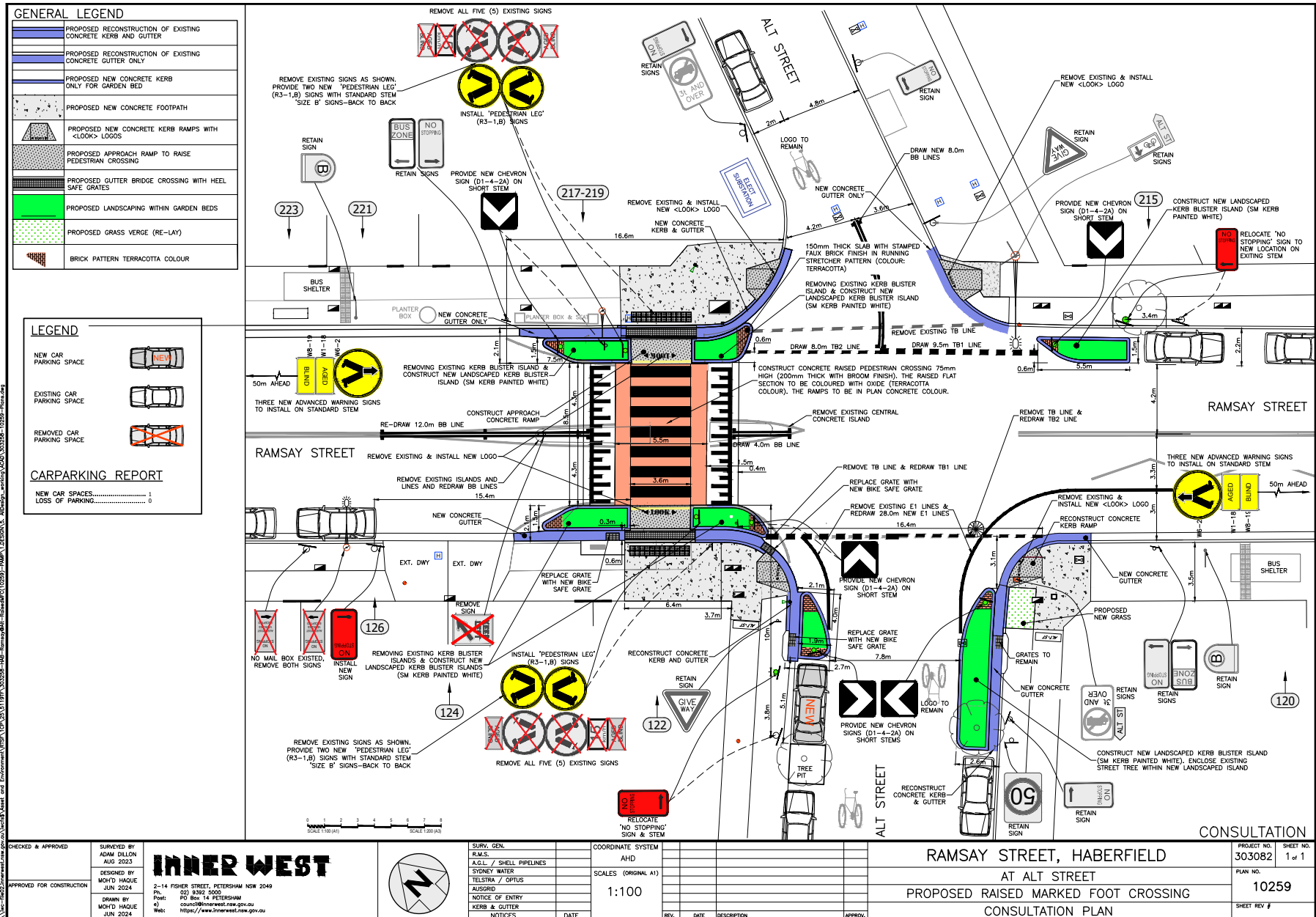
this part of the street and children are crossing over Alt Street in peak times. It is a disaster waiting to happen.	
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FINANCIAL IMPLICATIONS

Funding of \$115,000 will be allocated from the PAMP programs with construction scheduled to commence in 2024/2025.

ATTACHMENTS

1. [↓](#) Ramsay Street, Haberfield - Raised Pedestrian Crossing Plan



Item No: LTC0824(1) Item 10
Subject: PHILLIP STREET, PETERSHAM - PROPOSED 'NO STOPPING' RESTRICTION (DAMUN-STANMORE WARD/NEWTOWN ELECTORATE/INNER WEST PAC)
Prepared By: James Nguyen - Traffic Engineer
Authorised By: Sunny Jo - Acting Traffic and Transport Planning Manager

RECOMMENDATION

That the proposed 'No Stopping' sign be installed on the eastern side of Phillip Street, Petersham, extending at a distance of 10m north from Margaret 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

This report outlines current parking issues at the intersection of Phillip and Margaret Streets, Petersham. Currently motorists are repeatedly parking near the intersection and affecting sight lines. A 'No Stopping' restriction is proposed to improve compliance with the road rule and maintain sight lines at this intersection.

BACKGROUND

Council has repeatedly received concerns from the community about motorists illegally parking on the eastern side of Phillip Street, north of Margaret Street.

DISCUSSION

Phillip Street, Petersham is approximately 10.5 metres wide and intersects with Margaret Street forming a T-intersection. There are existing permit parking restrictions on the western side of Phillip Street between Margaret and Hughes Streets, and on the northern side of Margaret Street between Charles Street and Cannon Lane. Accordingly, there are the accompanying 'No Stopping' restrictions installed with permit parking restrictions at their respective intersections. The eastern side of Phillip Street is currently unrestricted and there is no existing 'No Stopping' sign installed north of Margaret Street. Council's parking rangers have received numerous requests about illegal parking within 10 metres of the intersection.

Accordingly, a 'No Stopping' restriction is proposed on the eastern side of Phillip Street, 10 metres north of Margaret Street. The proposal is shown in Attachment 1. The proposal seeks to improve parking compliance and sight lines at this intersection, particularly for pedestrians crossing Phillip Street from the east, on the northern footpath of Margaret Street.

PUBLIC CONSULTATION

A letter outlining the proposal was mailed out to 222 properties in Phillip and Margaret Streets, Petersham, requesting residents' views regarding the proposal. Three (3) responses were received, with two (2) responses supporting and one (1) response opposing the proposal.

Support/Object	Residents' Comments	Officer Comments
Object	Parking is at a premium in the street. The 10 metres proposed is too far and removes too many parking spaces.	Council signposts regulatory 10m 'No Stopping' zones (i.e. in line with Australian Road Rules) at intersections that have high levels of non-compliance. Providing at least 10m of 'No Stopping' on approach to an intersection improves the safety of pedestrians crossing by improving sight lines for both pedestrians and drivers.
Support	Vehicles are constantly parking within 10 metres of this intersection and affect sight lines. This affects people who have children, prams and the visually impaired, who cannot see an approaching southbound motorist on Phillip Street.	The 'No Stopping' sign seeks to improve parking compliance at this location to maintain sight lines and safety for road users and pedestrians at this intersection
	Request for a centre line on Phillip Street as vehicles turning from Margaret Street are crossing the southbound lane on Phillip Street.	The 'No Stopping' restriction will allow for a southbound motorist on Phillip Street to stop closer to the kerb and provide more room for motorists from Margaret Street to turn. A centre line can be considered in the future if the 'No Stopping' restriction does not improve on the current situation
	Request for increased parking officer presence in the street as existing 'No Stopping' restrictions are occupied by motorists.	This feedback has been provided to Council's parking services unit
	Main cause of this issue is from the Petersham Inn, particularly on Friday afternoon whereby vehicles are parking across driveways and within the 'No Stopping' zones. Please re-instate the paint on the roadway showing the parking spaces and 'No the Parking' spaces	Council permits residents to make their own arrangements to paint driveway line markings. More information can be found via Council's website.

FINANCIAL IMPLICATIONS

The 'No Stopping' signposting will be funding within the signs and linemarking budget.

ATTACHMENTS

- [1.↓ Parking signage plan](#)



Item No: LTC0824(1) Item 11

Subject: ROBERT STREET, ROZELLE - PEDESTRIAN AND BICYCLE SAFETY AT BUS STOP (BALUDARRI - BALMAIN WARD/ BALMAIN ELECTORATE/ LEICHHARDT PAC)

Prepared By: Sunny Jo - Acting Traffic and Transport Planning Manager

Authorised By: Manod Wickramasinghe - Acting Director Infrastructure

RECOMMENDATION

1. That considering the recent upgrades announced from the NSW Government, interim linemarking be installed at the bus stop ID 203932 located in Robert Street between Victoria Road and Mullen Street, Rozelle.
2. That Council request the NSW Government provide for a widened Shared User Path in Robert Street, Rozelle along the White Bay Power Station frontage including a physical barrier between the roadway and path.

STRATEGIC OBJECTIVE

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

2: Liveable, connected neighbourhoods and transport

BACKGROUND

This report details the various options suggested from the Member of Balmain regarding Pedestrian safety at the Bus Stop on south side of Robert Street between Victoria Road and Mullens Road, Rozelle. A report was previously considered by the Traffic Committee on 20 November 2023.

Council has reviewed the safety issues raised by a Rozelle resident at the existing Bus Stop and Shelter on the south side of Robert Street, Rozelle approximately 50m east of Victoria Road. There have been concerns and reports of near misses between pedestrians and bicycle riders at and near the bus shelter. With the Shared User Path having a downhill grade from Victoria Road, bicycle riders are prone to build up speed on the approach to the Bus Stop.

Services 441 and 442 pass this Bus Stop, connecting the City CBD to Birchgrove and Balmain East respectively. A Bus Shelter with transparent side panels has been in place at the Bus Stop for some time which improves sightlines between cyclists and pedestrians as opposed to advertising panels which are provided at other locations.

A bicycle route was adopted for Robert Street with linemarking reinforcing the Shared User Path installed circa 2016. Observations onsite confirm that several warning signs and linemarking treatments have been installed for the downhill approach to this location as illustrated in *Figure 1* below.



Figure 1 Robert Street, approx.50m east of Victoria Road (source: Google Street View)

The width of the footpath along the White Bay Power Station (WBPS) frontage is approximately 3.5m, which is suitable for a Pedestrian and Bicycle Shared Path however, due to the limited width a bicycle bypass route behind the Bus Shelter was not feasible.

Council in early 2024 raised a number of issues with Placemaking NSW relating to the existing Shared User Path along Robert Street and Victoria Road.

DISCUSSION

Some options suggested from the Member of Balmain was considered and discussed in detail below:

Options	Discussion
Relocation of Bus Stop and shelter to the disused driveway 20m west	This option involves relocation of the current bus shelter and stop to the driveway approximately 20m west of its current location. This option would be building on an existing vehicle access gate approximately 4m wide to the WBPS, which will require consent from NSW Department of Planning and Environment. This option would make the access gate redundant.
Widen the shared user path by setting back the property fencing to the WBPS	A relocation of the boundary fence to widen the current Shared User Path behind the bus shelter would be possible. A wider path will provide safety benefits as this route connecting to Victoria Road and Anzac Bridge is highly used and constrained by signage posts and telegraph poles. As the levels within the WBPS have a steep embankment, a cantilevered or bridge structure would be required to facilitate a wider shared user path connecting to City West Link Road and the Rozelle Parklands. The wider path will also provide an opportunity for a physical separated barrier between the shared path along Victoria Road and Robert Street and the multi-lane roads.
Relocation of Bus Stop to Mullens Street	A relocation of the subject bus stop to Mullen Street would eliminate the risk of conflict between bicycle riders and bus passengers. A relocation of the subject bus stop would no longer have two Bus Stop pair in opposing directions in close vicinity. Ultimately this would require support from Transit Systems and Transport for NSW. Further, the footpath width of eastern side of Mullens Street is approximately 2.5m which is unsuitable for a

	<p>bus shelter. This proposal will also remove approximately 23m of usable daytime parking area currently signposted as 'No Parking 6.30am-9.30am Mon-Fri' to be converted to a full time 'Bus Zone' which would need to be consulted with the community as it would reduce on-street parking supply in the area.</p>
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Council note that the NSW Government has recently announced upgrades to the surrounding footpaths, nearby traffic lights and public spaces through the reVITALise program, to improve safety and accessibility at and near the White Bay Power Station, which includes:

- A new signalised intersection of Mullens Street and Robert Street
- Upgrade of the shared path in Victoria Road, including a widened, cantilevered path
- Direct walking and cycling link from the White Bay Power Station to the Rozelle Parklands and to the Rozelle Bay light rail stop, including seating, lighting, signage and landscaping
- Improvements to shading, furniture and lighting through the White Bay Power Station precinct.

The NSW Government has announced that planning is underway to deliver more than \$17 million in upgrades in this area. The improvements are expected to be delivered by the NSW Government with a target timeframe by the end of 2025. Council will provide feedback to Transport for NSW during the design stage including the safety issues identified at the Robert Street Bus Stop.

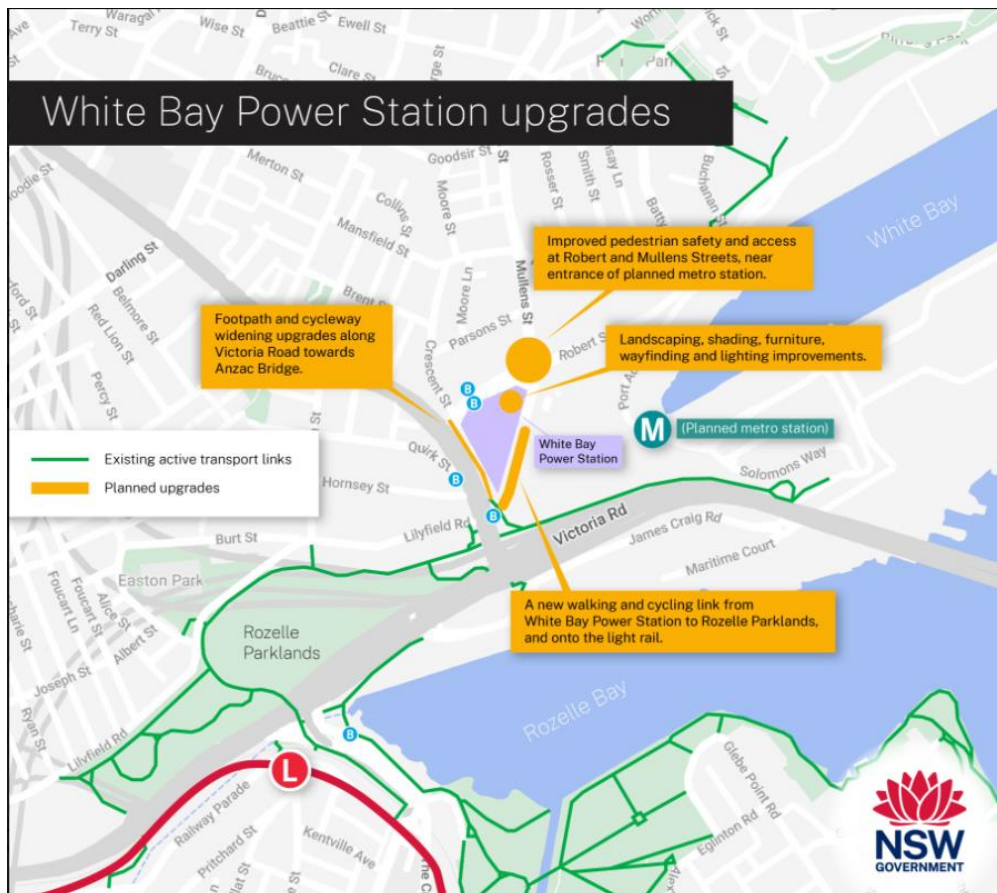


Figure 2 White Bay Power Station Upgrades (source: home.transport.nsw.gov.au/news/164673/white-bay-upgrade)

Interim linemarking consistent with other bus stops along Victoria Road is being proposed to be implemented, shown in figure 1 below. This consists of blue shared zone and logo markings and hatchings at the conflict points, with 'slow' linemarking at each approach to the subject bus stop. It is also noted that current glass side panels of the bus shelter could also be removed to create additional space and would be an option to be considered.



CONCLUSION

Several options to improve pedestrian-bicycle conflict were considered at the Bus Stop in Robert Street. Having noted the recent announcements to improve the paths near the White Bay Power Station by end of 2025, and the financial and parking implications to establish a short-term solution, it would be appropriate to undertake an interim linemarking improvement at the bus stop. Additionally, Council will request the NSW Government to include a wider Shared User Path along the Robert Street frontage of the White Bay Power Station, so that a suitable bypass route can be facilitated with a physical barrier between the path and the roadway.

FINANCIAL IMPLICATIONS

The costs of installation of linemarking as recommended have been funded within Council's signs and linemarking budget.

ATTACHMENTS

Nil.