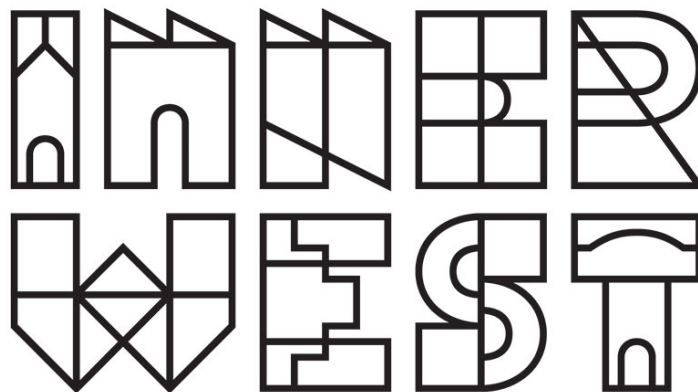


# AGENDA

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**LOCAL TRAFFIC COMMITTEE MEETING**

**MONDAY 17 MARCH 2025**

**11:00 AM**

## Function of the Local Traffic Committee

### Background

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

### Role of the Committee

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

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

### Committee Delegations

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

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

### Committee Membership & Voting

Formal voting membership comprises the following:

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

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

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

### Committee Chair

Council's representative will chair the meetings.

### Public Participation

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

## AGENDA

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- 2 Disclosures of Interest**
- 3 Confirmation of Minutes**  
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- 4 Matters Arising from Council's Resolution of Minutes**
- 5 Part A – Items Where Council May Exercise Its Delegated Functions**

### Traffic Matters

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**Late Items**

Nil at time of printing.

**6 Part B - Items for Information Only**

Nil at the time of printing.

**7 Part C - Items for General Advice**

Nil at the time of printing.

**8 General Business**

**9 Close of Meeting**

**Minutes of Local Traffic Committee Meeting held on 17 February 2025**

**Meeting commenced at 11:01 AM**

**ACKNOWLEDGEMENT OF COUNTRY BY CHAIR**

*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**

Victor Macri	Councillor –Midjuburi - Marrickville Ward (Chair)
Liz Atkins	Councillor – Damun - Stanmore Ward
Bill Holliday	Representative for Kobi Shetty MP, Member for Balmain
Graeme McKay	Representative for Jo Haylen MP, Member for Summer Hill
Miriama Tamata	Representative for Jenny Leong MP, Member for Newtown
Nina Fard	Transport for NSW (TfNSW)

**NON VOTING MEMBERS IN ATTENDANCE**

Col Jones	Inner West Bicycle Coalition (IWBC)
Michael Takla	Representative for Transit Systems
Nalin Rajapaksha	Representative for U-Go Mobility
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 Investigations & Road Safety
Christy Li	IWC's Business Administration Officer

**VISITORS**

Robel Chowdhury	TfNSW/Sydney Metro (Item 3)
Nick Windmiller	TfNSW/Sydney Metro (Item 3)
Ahsanul Amin	TfNSW/Sydney Metro (Item 3)
Brendan Russell- Cooper	Public Speaker (Item 13)
Anne-Marie Smith	TfNSW (Item 15)

**APOLOGIES:**

Nil.

**DISCLOSURES OF INTERESTS:**

Nil.

**CONFIRMATION OF MINUTES**

That the Minutes of the Local Traffic Committee held on Monday, 9 December 2024 be confirmed.

**MATTERS ARISING FROM COUNCIL'S RESOLUTION OF MINUTES**

Nil.

**LTC0225(1) Item 1 Lower Railway Parade, Sydenham – Temporary medium-term 12P parking changes during major rail shutdown of T3 line for Sydney Metro Upgrade works (Midjuburi-Marrickville Ward / Summer Hill Electorate / Inner West PAC)**

**SUMMARY**

From Monday 30 September 2024, the T3 Bankstown Line from Sydenham to Bankstown was closed for a 12-month period to enable the final conversion of the 130-year-old line to modern metro standards. A report went to the August 2024 Local Traffic Committee meeting detailing various temporary medium-term parking changes associated with the 12-month T3 shutdown.

Transport for NSW (TfNSW) have notified Council that local businesses along Lower Railway Parade, Sydenham have indicated they are in favour of changing the unrestricted parking in Lower Railway Parade to timed parking to increase availability of spaces for use by customers and employees of the businesses for the remainder of T3 shutdown period.

Specifically, TfNSW is requesting approval for the medium-term conversion of 109 metres (40 parking spaces) 90 degree angled ‘unrestricted parking’ on the southeast kerb of Lower Railway Parade (between Gleeson Avenue and Marrickville Road) to ‘12P’ restrictions.

**Officers Recommendation:**

1. That the following temporary medium-term parking / traffic changes be approved:
  - a) Lower Railway Parade (40 parking spaces) - The medium-term conversion of 109 metres (40 parking spaces) 90 degree angled ‘unrestricted parking’ on the southeast kerb of Lower Railway Parade (between Gleeson Avenue and Marrickville Road) to ‘12P’ restrictions; and
  - b) Temporarily converting Lower Railway Parade into a single direction entry / exit, subject to implementation of the Traffic Management Plan for the proposed access changes.
2. That the cost of all works of the statement and/or reinstatement of any/all signage will be borne by TfNSW.
3. That the applicant and Council Rangers be advised in terms of this report.

**DISCUSSION:**

The Committee members agreed with the Officer’s recommendation.

**COMMITTEE RECOMMENDATION:**

1. That the following temporary medium-term parking / traffic changes be approved:
  - a) Lower Railway Parade (40 parking spaces) - The medium-term conversion of 109 metres (40 parking spaces) 90 degree angled ‘unrestricted parking’ on the southeast kerb of Lower Railway Parade (between Gleeson Avenue and Marrickville Road) to ‘12P’ restrictions; and
  - b) Temporarily converting Lower Railway Parade into a single direction entry / exit, subject to implementation of the Traffic Management Plan for the proposed access changes.
2. That the cost of all works of the statement and/or reinstatement of any/all signage will be borne by TfNSW.

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

**For Motion:** Unanimous

**LTC0225(1) Item 2 Charlotte Avenue, Marrickville at Myrtle Street and Victoria Road - Temporary full road closure and temporary regulatory signage changes– Sydney Water sewer upgrade works Marrickville CTMP (Midjuburi-Marrickville Ward / Summer Hill Electorate / Inner West Pac)**

**SUMMARY**

An application has been received from D4C for the temporary full road closure of Charlotte Avenue, Marrickville at its junction with Myrtle Street and Victoria Road, for an approximate 6-month period beginning 1 April 2025 to 1 September 2025 in order to facilitate Sydney Water’s sewer upgrade works. As per the supplied Sydney Water sewer upgrade works Marrickville CTMP the road will be temporarily closed to all vehicular traffic and there is a proposed temporary regulatory signage change at the northern end of Charlotte Avenue to facilitate U-turns. It is recommended that the proposed temporary full road closure and temporary signage change be approved, subject to the conditions outlined in this report.

**Officers Recommendation:**

That the proposed temporary full road closure (ENRC/2024/0069) of Charlotte Avenue, Marrickville at its junction with Myrtle Street and Victoria Road, for an approximate 6-month period beginning from 1 April 2025 to 1 September 2025 be approved, in order to facilitate Sydney Water’s sewer upgrade works subject to, but not limited to, the following conditions:

1. A Road Occupancy License be obtained by the applicant from the Transport Management Centre;
2. All affected residents and businesses, including the NSW Police Local Area Commander, Fire & Rescue NSW and the NSW Ambulance Services be notified in writing, by the applicant, of the proposed temporary road closure at least 7 days in advance of the closure with the applicant making reasonable provision for stakeholders;
3. The occupation of the road carriageway must not occur until the road has been physically closed; and
4. The applicant is to bear all costs and works associated with the installation/removal of the temporary “No Parking” restrictions at the northern end of Charlotte Avenue, Marrickville.

**DISCUSSION:**

The Committee members agreed with the Officer’s recommendation.

**COMMITTEE RECOMMENDATION:**

That the proposed temporary full road closure (ENRC/2024/0069) of Charlotte Avenue, Marrickville at its junction with Myrtle Street and Victoria Road, for an approximate 6-month period beginning from 1 April 2025 to 1 September 2025 be approved, in order to facilitate Sydney Water’s sewer upgrade works subject to, but not limited to, the following conditions:

1. A Road Occupancy License be obtained by the applicant from the Transport



**Management Centre;**

2. All affected residents and businesses, including the NSW Police Local Area Commander, Fire & Rescue NSW and the NSW Ambulance Services be notified in writing, by the applicant, of the proposed temporary road closure at least 7 days in advance of the closure with the applicant making reasonable provision for stakeholders;
3. The occupation of the road carriageway must not occur until the road has been physically closed; and
4. The applicant is to bear all costs and works associated with the installation/removal of the temporary “No Parking” restrictions at the northern end of Charlotte Avenue, Marrickville.

**For Motion:** Unanimous

**LTC0225(1) Item 3 Illawarra Road, Marrickville - Proposed roadside barrier (Midjuburi-Marrickville Ward/Summer Hill Electorate/Inner West PAC)**

**SUMMARY**

This report presents the protective measure works proposed by Sydney Metro as part of the Sydney Metro Southwest project, at the existing bridge on Illawarra Road between Schwebel and Arthur Streets, Marrickville. It outlines the scope of work and the implications to the existing footpath and road.

**Officers Recommendation:**

That the protective measure works proposed by Sydney Metro as part of the Sydney Metro Southwest project at the existing bridge on Illawarra Road between Schwebel and Arthur Streets, Marrickville be approved including associated amendments to the travel lanes.

**DISCUSSION:**

*Public Speakers Ahsanul Amin, Nick Windmiller and Robel Chowdhury entered the meeting at 11.05am*

Mr Windmiller advised that the proposal is to provide bridge and road barriers along the links of the Bankstown Corridor to protect errant vehicles entering the corridor. It was noted that a barrier was required following a risk assessment conducted on Illawarra Road Bridge and the approaches to the bridge. Mr Windmiller advised that Sydney Metro has proposed to build out the footpath 300 millimetres towards the centre of the road (in order to accommodate a barrier) which will result in a 300 millimetres reduction in the northbound lane width. He noted that the proposed changes would have minimal impact on the carriageway as a 3.2m lane would be maintained and that the current footpath widths will be maintained.

*Public Speakers Ahsanul Amin, Nick Windmiller and Robel Chowdhury left the meeting at 11.09am*

The Representative for Transport for NSW noted that the minimum lane width for buses was 3.2 meters.

The Representative for Transit Systems stated his concerns regarding buses and heavy vehicle side mirrors being swiped as 3.2 metre lane widths on both sides is at the minimum if two larger vehicles were to pass simultaneously.



The Representative for Transport for NSW noted the concerns raised by the Representative for Transit Systems and advised that various options were explored however this was the compromise they had come to noting the limited width available on the bridge.

Council Officers noted that in the original proposal, the footpath was to be narrowed to 1.5 metres to allow for the road barriers to be installed, however, this is substandard for the amount of pedestrians expected to use the footpath on the bridge and would be insufficient for higher numbers of pedestrians to pass each other in comfort and therefore the design was amended to the current width (1.8 meters) which is the minimum acceptable width for this footpath.

The Committee members agreed with the Officer's recommendation.

**COMMITTEE RECOMMENDATION:**

**That the protective measure works proposed by Sydney Metro as part of the Sydney Metro Southwest project at the existing bridge on Illawarra Road between Schwebel and Arthur Streets, Marrickville be approved including associated amendments to the travel lanes.**

**For Motion:** Unanimous

**LTC0225(1) Item 4 182-189 Victoria Road and 28-30 Faversham Street, Marrickville (Wicks Park) - Traffic intersection assessment (Midjuburi-Marrickville Ward/Summer Hill Electorate/Inner West PAC)**

**SUMMARY**

This report outlines the traffic intersection assessment at Victoria Road and the private access road of Wicks Place, Marrickville. The assessment found low right turning volumes and low levels of queuing at this intersection and no further right turn restrictions are necessary at this stage.

**Officers Recommendation:**

That no further right turn restrictions outside the current morning peak period (7am-9.30am Mon-Fri) be implemented from Victoria Road into the private road at Wicks Place.

**DISCUSSION:**

The Committee members agreed with the Officer's recommendation.

**COMMITTEE RECOMMENDATION:**

**That no further right turn restrictions outside the current morning peak period (7am-9.30am Mon-Fri) be implemented from Victoria Road into the private road at Wicks Place.**

**For Motion:** Unanimous

**LTC0225(1) Item 5 Albermarle Street, Marrickville – Temporary Full Road Closure of Rail Overbridge south of Challis Street - Sydney Metro SWM4 works CTMP (Midjuburi-Marrickville Ward / Summer Hill Electorate / Inner**

**West Pac)**

**SUMMARY**

An application has been received from Martinus on behalf of Sydney Metro (SWM4) for the temporary full road closure of the rail over bridge on Albermarle Street just south of Challis Avenue, Marrickville for a 56-hour period in alignment with Rail Possession Weekend 39, occurring from Friday 28th March to Monday 31st March 2025. It is recommended that the proposed temporary full road closure be approved, subject to the conditions outlined in this report.

**Officers Recommendation:**

That the proposed temporary full road closure of Albermarle Street (between Challis Avenue and Kays Avenue East), Marrickville for a 56-hour period in alignment with Rail Possession occurring from Friday, 28th March to Monday, 31st March.2025 (contingency period of two weeks) be approved, in order to carry out errant and hostile vehicle mitigation works on the Rail Overbridge subject to, but not limited to, the following conditions:

1. A Road Occupancy License be obtained by the applicant from the Transport Management Centre;
2. All affected residents and businesses, including the NSW Police Local Area Commander, Fire & Rescue NSW and the NSW Ambulance Services be notified in writing, by the applicant, of the proposed temporary road closure at least 7 days in advance of the closure with the applicant making reasonable provision for stakeholders; and
3. 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 Albermarle Street (between Challis Avenue and Kays Avenue East), Marrickville for a 56-hour period in alignment with Rail Possession occurring from Friday, 28th March to Monday, 31st March.2025 (contingency period of two weeks) be approved, in order to carry out errant and hostile vehicle mitigation works on the Rail Overbridge subject to, but not limited to, the following conditions:**

- 1. A Road Occupancy License be obtained by the applicant from the Transport Management Centre;**
- 2. All affected residents and businesses, including the NSW Police Local Area Commander, Fire & Rescue NSW and the NSW Ambulance Services be notified in writing, by the applicant, of the proposed temporary road closure at least 7 days in advance of the closure with the applicant making reasonable provision for stakeholders; and**
- 3. The occupation of the road carriageway must not occur until the road has been physically closed.**

**For Motion: Unanimous**

**LTC0225(1) Item 6 Beattie Street at Mullens Street, Balmain - Proposed Raised Pedestrian Crossing (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC)**

**SUMMARY**

Council is planning to improve safety in Beattie Street, Balmain by constructing a raised pedestrian crossing west of Mullens and Montague Streets to replace two existing kerb ramps. The proposal aims to improve pedestrian and motorist safety by better defining safe pedestrian crossing points and addresses pedestrian safety and driver behaviour at this location.

This project is one of the recommendations from the Balmain Local Area Traffic Management (LATM) study adopted by Council on 10 October 2023.

The proposal will require a new ‘No Stopping’ sign to be installed in Beattie Street on the south side of the new raised pedestrian crossing as per attached plan. This will result in the loss of one (1) on street parking space in Beattie Street.

**Officers Recommendation:**

That the attached detailed design plan (Design Plan No.10321-A) for the proposed new raised pedestrian crossing on Beattie Street west of Mullens Street, Balmain be approved.

**DISCUSSION:**

The Committee members agreed with the Officer’s recommendation.

**COMMITTEE RECOMMENDATION:**

**That the attached detailed design plan (Design Plan No.10321-A) for the proposed new raised pedestrian crossing on Beattie Street west of Mullens Street, Balmain be approved.**

**For Motion:** Unanimous

**LTC0225(1) Item 7 Renwick Street & Marion Street, Leichhardt - Proposed Intersection Line Marking Upgrades (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC)**

**SUMMARY**

This report outlines safety concerns raised by residents at the intersection of Renwick Street and Marion Street, Leichhardt. A high volume of parents, students and children can be observed by the public using this crossing point due to the proximity of the childcare and public school. A review has been undertaken and proposes to upgrade the existing line marking at the intersection, which improves driver visibility and clarity for pedestrians and vehicle movements at this intersection.

**Officers Recommendation:**

That the proposed intersection line marking upgrades at the Renwick Street and Marion Street, Leichhardt intersection shown in *Attachment 1* be approved.

**DISCUSSION:**

The Committee members agreed with the Officer's recommendation.

**COMMITTEE RECOMMENDATION:**

**That the proposed intersection line marking upgrades at the Renwick Street and Marion Street, Leichhardt intersection shown in *Attachment 1* be approved.**

**For Motion:** Unanimous

**LTC0225(1) Item 8 Robert Street, Rozelle - Ministry of Sound Traffic Management Plan (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC)**

**SUMMARY**

Ministry of Sound 2025 event is scheduled to take place at White Bay Power Station (WBPS) on Roberts Street Rozelle, which will host a music party on four separate dates Fridays and Saturdays 4-5 April, and 11-12 April 2025.

The Traffic Management Plan (TMP) was prepared and aims to provide safe pedestrian access routes to the site through a proposed pedestrian crossing point in Robert Street, pick-up and drop-off zone for private vehicles and taxis along Robert Street and Mullens Street.

**Officers Recommendation:**

That the Traffic Management Plan (TMP) for Ministry of Sound 2025 at the White Bay Power Station proposed on 4-5 April and 11-12 April 2025 be approved subject to the following conditions:

- a) the event organisers notify the community including residents and businesses of the proposed event, changes to traffic and parking in the area;
- b) road closures are only implemented by order of NSW police to ensure public safety during event egress;
- c) all barricades and necessary signposting shall be provided by the event organisers and maintained during the period of the event by TfNSW-accredited marshals, or Police engaged by the applicant;
- d) all traffic control facilities are to be installed in accordance with Australian Standard 1742.3;
- e) the event organiser shall indemnify Inner West Council against all claims for damage or injury that may result from the activity or occupation of part of the public way during the activity. The event organiser must provide documentary evidence of public risk insurance cover of at least \$20,000,000 indemnifying Council; and
- f) the event organiser shall be responsible for the reimbursement for the cost of repair of any damage caused to the public way, or as a result of the activities.

**DISCUSSION:**

The Committee members agreed with the Officer's recommendation.

**COMMITTEE RECOMMENDATION:**

**That the Traffic Management Plan (TMP) for Ministry of Sound 2025 at the White Bay Power Station proposed on 4-5 April and 11-12 April 2025 be approved subject to the following conditions:**

- a) the event organisers notify the community including residents and businesses of the proposed event, changes to traffic and parking in the area;
- b) road closures are only implemented by order of NSW police to ensure public safety during event egress;
- c) all barricades and necessary signposting shall be provided by the event organisers and maintained during the period of the event by TfNSW-accredited marshals, or Police engaged by the applicant;
- d) all traffic control facilities are to be installed in accordance with Australian Standard 1742.3;
- e) the event organiser shall indemnify Inner West Council against all claims for damage or injury that may result from the activity or occupation of part of the public way during the activity. The event organiser must provide documentary evidence of public risk insurance cover of at least \$20,000,000 indemnifying Council; and
- f) the event organiser shall be responsible for the reimbursement for the cost of repair of any damage caused to the public way, or as a result of the activities.

**For Motion:** Unanimous

**LTC0225(1) Item 9 Lilyfield Road, Lilyfield - Bus Zone Removal (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC)**

**SUMMARY**

Council has been advised that the two Bus Stops in Lilyfield Road between Perry Lane and Rayner Street are now redundant due to revised bus routes in the area. As these stops are no longer operational, it is proposed that the Bus Zones be removed and reinstated as unrestricted parking.

**Officers Recommendation:**

That removal of the existing Bus Zones on Lilyfield Road, in front of No.147 and No.158 Lilyfield Road, Lilyfield be approved.

**DISCUSSION:**

The Representative for Transit Systems advised that the Bus Stop J-stems have been removed.

The Committee members agreed with the Officer's recommendation.

**COMMITTEE RECOMMENDATION:**

That removal of the existing Bus Zones on Lilyfield Road, in front of No.147 and No.158 Lilyfield Road, Lilyfield be approved.

**For Motion:** Unanimous

**LTC0225(1) Item 10 Robert Street at Holden Street, Ashfield- New at-grade pedestrian (zebra) crossing- amended plan (Djarrawunang-Ashfield Ward/Summer Hill Electorate/Burwood PAC)**

**SUMMARY**

Council at its meeting on the 18 March 2024 (through its Traffic Committee 11 December

2023) approved in principle a series of proposed pedestrian (zebra) crossings and kerb extension treatments (under concept) with other auxiliary works (relocation of bus stops, inclusion of raised platform thresholds) for improved pedestrian and road safety around and near to the Cardinal Freeman (Retirement) Village, Ashfield.

This report describes and shows the amended detailed design plan of one of the proposed treatments involving the placing of a pedestrian (zebra) crossing in Robert Street, at the intersection of Holden Street, Ashfield. This work is programmed and envisaged to be constructed in the 2025/2026 financial year, subject to funding.

**Officers Recommendation:**

That the detailed amended design plan (10302-A) for a proposed new at-grade pedestrian (zebra) crossing in Robert Street at its intersection with Holden Street, Ashfield, with associated signs and line marking (as shown in Attachment 1) be approved.

**DISCUSSION:**

The Committee members agreed with the Officer’s recommendation.

**COMMITTEE RECOMMENDATION:**

**That the detailed amended design plan (10302-A) for a proposed new at-grade pedestrian (zebra) crossing in Robert Street at its intersection with Holden Street, Ashfield, with associated signs and line marking (as shown in Attachment 1) be approved.**

**For Motion:** Unanimous

**LTC0225(1) Item 11 Goodsell Street, St Peters - Request for an extension to times and days of the existing residential parking scheme (Midjuburi - Marrickville Ward / Heffron Electorate / Inner West PAC)**

**SUMMARY**

A petition has been received from 41 residents of Goodsell Street, St Peters for an extension to times and days of the existing Resident Parking Scheme (RPS) in their street. Concerns were also raised with possible greater demands for parking in the area after current Camdensville Oval Upgrade works are completed.

This report provides the results of the recent resident parking scheme investigation in Goodsell Street, St Peters and recommends the modification of existing resident parking restrictions from ‘2P 8.30am-6pm Mon-Fri, Permit Holders Excepted Area M12’ to a combination of ‘2P 8am-10pm, Permit Holders Excepted Area M12’, ‘2P 8am to 10pm Mon-Fri, Permit Holders Excepted Area M12’ and ‘2P 8am-6pm Mon-Fri, Permit Holders Excepted Area M12’.

**Officers Recommendation:**

1. That the existing ‘2P 8.30am-6pm Mon-Fri’, Permit Holders Excepted Area M12’ resident parking restrictions on the northern side of Goodsell Street between Council Street and the units at no. 1 Goodsell Street be amended to ‘2P 8am to 10pm, Permit Holders Excepted Area M12’ to provide all week parking opportunities for local residents.
2. That the existing ‘2P 8.30am-6pm Mon-Fri’, Permit Holders Excepted Area M12’ resident parking restrictions on the southern side of Goodsell Street between Council Street and



May Lane be amended to '2P 8am to 10pm Mon-Fri, Permit Holders Excepted Area M12' to provide weekday parking opportunities for local residents and to provide opportunities for other users of local facilities as well.

3. That the '2P 8.30am-6pm Mon-Fri, Permit Holders Excepted Area M12' parking adjacent to no. 1 Goodsell Street to be amended to '2P 8am-6pm Mon-Fri, Permit Holders Excepted Area M12'.

**DISCUSSION:**

The Committee members agreed with the Officer's recommendation.

**COMMITTEE RECOMMENDATION:**

1. That the existing '2P 8.30am-6pm Mon-Fri', Permit Holders Excepted Area M12' resident parking restrictions on the northern side of Goodsell Street between Council Street and the units at no. 1 Goodsell Street be amended to '2P 8am to 10pm, Permit Holders Excepted Area M12' to provide all week parking opportunities for local residents.
2. That the existing '2P 8.30am-6pm Mon-Fri', Permit Holders Excepted Area M12' resident parking restrictions on the southern side of Goodsell Street between Council Street and May Lane be amended to '2P 8am to 10pm Mon-Fri, Permit Holders Excepted Area M12' to provide weekday parking opportunities for local residents and to provide opportunities for other users of local facilities as well.
3. That the '2P 8.30am-6pm Mon-Fri, Permit Holders Excepted Area M12' parking adjacent to no. 1 Goodsell Street to be amended to '2P 8am-6pm Mon-Fri, Permit Holders Excepted Area M12'.

**For Motion:** Unanimous

**LTC0225(1) Item 12 Leichhardt Oval Special Event Parking Scheme 2025 (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC)**

**SUMMARY**

The existing signs on streets surrounding Leichhardt Oval that read '1P during sporting fixtures at Leichhardt Oval, Authorised Residents Vehicles Excepted Area LY', are being replaced with '1P Special Events Permit Holders Excepted Area SE' restrictions, in order to update the signs to the latest TfNSW requirements.

**Officers Recommendation:**

That the Special Event Parking Scheme (SE) in the roads surrounding Leichhardt Oval be activated for the following three days during the times of 12:00 pm – 8:00pm for NRL Fixtures in 2025:

- a) Sunday 27 April 2025;
- b) Sunday 20 July 2025; and
- c) Sunday 24 August 2025.

**DISCUSSION:**

Councillor Atkins questioned whether residents with permits will still be able to park in the surrounding area during the Special Event Parking Scheme.



Council Officers advised residents with permits will still be able to park in the area during the Special Event Parking Scheme.

The Committee members agreed with the Officer's recommendation.

**COMMITTEE RECOMMENDATION:**

**That the Special Event Parking Scheme (SE) in the roads surrounding Leichhardt Oval be activated for the following three days during the times of 12:00 pm – 8:00pm for NRL Fixtures in 2025:**

- a) Sunday 27 April 2025;
- b) Sunday 20 July 2025; and
- c) Sunday 24 August 2025.

**For Motion:** Unanimous

**LTC0225(1) Item 13 Proposed Parking Restriction Operational Hours Extension - Rozelle South Precinct (Baludarri-Balmain Ward/ Balmain Electorate/ Leichhardt PAC)**

**SUMMARY**

This report outlines the results of the Community Engagement undertaken regarding changes to the existing resident parking scheme operational hours in Rozelle South precinct as shown in Figure 1 below.

**Officers Recommendation:**

That the existing parking restriction in the Rozelle South precinct currently signposted as '2P 8am-8pm Area R1 Permit Holder Excepted', '2P 8am-6pm Mon-Fri Area R1 Permit Holder Excepted' and '2P 8am-10pm Mon-Fri Area R1 Permit Holder Excepted' be changed to '2P 8am-10pm Area R1 Permit Holder Excepted' on the following streets:

- Evans Street between Denison Street and Victoria Road
- Catherine Street
- Keniff Street
- Elizabeth Street
- Prince Street
- Gordon Street between Lilyfield Road and Victoria Road
- Maney Street
- Graham Street
- Quirk Street
- Hornsey Street
- Burt Street between No.30 and Gordon Street
- Lilyfield Road between No.65 and Victoria Road

**DISCUSSION:**

*Public Speaker Brendan Russell-Cooper entered the meeting at 11.10am*

Mr Russell-Cooper raised concerns for the proposed recommendation noting that removal of parking on both sides of Charlotte Street and the growth of Totti's restaurant has made it difficult for residents to find parking near their homes. Mr Russell-Cooper noted that this causes difficulties when he goes grocery shopping and often times he would decide not to go out as he would be left with nowhere to park when he returns. Mr Russell-Cooper advised that he has a visitors permit however often his visitors can rarely find a spot to park. Mr Russell-Cooper advised that the Rozelle South Parking Precinct consisting of parking zones

'R1' and 'R2' and noted that the response to the proposal from the Rozelle South parking precinct was 67% in favour of the changes and one of the reasons Council decided to pursue these changes. Mr Russell-Cooper noted that the votes from the 'R2' residents may have favourably skewed the results for the overall precinct and requested that the Committee review what percentage was in favour of the changes in the 'R1' zone. Mr Russell-Cooper suggested that Council consider reinstating parking on both side of Charlotte Street if the proposal were to go ahead and noted that both sides of Elizabeth Street which has the same width of Charlotte Street at its narrowest point allows for parking on both sides of the street. Mr Russell-Cooper requested that more consideration be given to how residents can cope with the potential issues if the recommendation is adopted.

*Public Speaker Brendan Russell-Cooper left the meeting at 11.15am*

Council Officers advised that in relation to Mr Russell-Coopers query regarding the survey results, area 'R2' had a support rate of 74% noting 27 responses with 20 in support and the area 'R1' had a 58% support rate with 15 responses and 8 in support of the proposal.

Council Officers noted that the intention of the restrictions was to further restrict both people working and visiting Totti's restaurant from parking for extended periods of time. It was noted that currently the restrictions conclude at 8pm meaning people without permit can park in the area from 6pm as it becomes unrestricted parking from 8pm onwards. Council Officers noted that by increasing the restrictions, it limits parking for Totti's patrons to 2 hours and is in line with the resident parking schemes in Balmain and Rozelle.

Council Officers noted that 'No Parking' restrictions were put into Charlotte Street as residents with properties with off-street parking that back onto Charlotte Street often had difficulties accessing their driveways when cars were parked on the adjacent footpath.

The Representative for the Member of Summer Hill noted that there was not a significant response rate from the residents and questioned if this could be trialed and reviewed over a 12-month period to assess the outcome of the implemented restrictions.

Council Officers noted that in a new Resident Parking Scheme investigation, Council seeks a 60% support rate and a 30% response rate, however, as there was already an existing scheme and there was a minor amendment in the proposed restrictions, Council did not advise residents that this specific support rate was required for changes to be implemented. Council Officers noted that although the response rate was not high, there were also few submissions opposing the restrictions. Council Officers also noted that this investigation commenced as an action following an on-site meeting with approx. 50 residents, Totti's management and the Mayor requesting an increase in restrictions.

Council Officers tabled additional correspondence sent by residents. Council Officers noted that one resident was not against the recommendation but raised concerns regarding the effectiveness of the current proposal. The resident questioned whether the extension of restrictions would translate into more frequent patrols during key hours of 6-9pm evenings and if 1P parking had been considered as this would disincentivise patrons from driving and encouraging the use of public transport taxis and Ubers, improving existing parking issues in the area.

Council Officers tabled in correspondence from a resident advising they were opposed to the recommendation stating that patrons often abuse the 2-hour parking preventing residents from being able to park near their homes. The resident also noted that the Totti's website mentions that there is 'plenty of street parking in the local area' when that was not the case. The resident noted concerns regarding numerous car accidents and incidents of drunk driving from patrons in the area causing damage to residents' vehicles and that lack of parking near their homes translated to difficulty unloading items from their vehicles and potential safety issues for residents with young children.

Council Officers advised that they had contacted Merivale and have requested to have the

website amended to advise there was limited parking in the area and encourage to take public transport. Council Officers confirmed the website has been updated to reflect the correct information.

Council Officers tabled correspondence from another resident noting that the impact of parking has increased markedly due to the opening of Rozelle Parklands, events at the White Bay Power Station and since the opening of a theatre on Gordon Street. The resident noted that traffic survey was conducted leading up to Christmas and the holidays and that timing of the surveys would have affected the results of the surveys. The resident requested for parking restrictions to be extended from 8am to 10pm as per the other streets in the local area.

The Chair requested that the recommendation be amended so that a review be undertaken in 12 months' time to assess the outcome of the implemented parking restrictions.

The Committee members agreed with the amended recommendation.

**COMMITTEE RECOMMENDATION:**

1. That the existing parking restriction in the Rozelle South precinct currently signposted as '2P 8am-8pm Area R1 Permit Holder Excepted', '2P 8am-6pm Mon-Fri Area R1 Permit Holder Excepted' and '2P 8am-10pm Mon-Fri Area R1 Permit Holder Excepted' be changed to '2P 8am-10pm Area R1 Permit Holder Excepted' on the following streets:
  - Evans Street between Denison Street and Victoria Road
  - Catherine Street
  - Keniff Street
  - Elizabeth Street
  - Prince Street
  - Gordon Street between Lilyfield Road and Victoria Road
  - Maney Street
  - Graham Street
  - Quirk Street
  - Hornsey Street
  - Burt Street between No.30 and Gordon Street
  - Lilyfield Road between No.65 and Victoria Road
  
2. That a 12 month post implementation review be undertaken in the Rozelle South precinct after the implementation of the parking restrictions.

**For Motion: Unanimous**

**LTC0225(1) Item 14 Brighton Street, Petersham - Heavy Vehicle Access (Damun - Stanmore Ward/ Newtown Electorate/ Inner West PAC)**

**SUMMARY**

Council at its meeting held on 3 September 2024 considered a Notice of Motion regarding Pedestrian Safety on Brighton Street, Petersham and resolved to write to Transport for NSW seeking advice on how existing heavy vehicle restrictions on Brighton Street can be better enforced and what other measures Council can take to deter heavy vehicle through access. This report summaries advice from Transport for NSW, Council's Regulatory Services team and provides an update on capital works.

**Officers Recommendation:**

That the report be received and noted.

**DISCUSSION:**

Councillor Atkins noted that the report was great and questioned if there would be a possibility of changing Brighton Street from 'Priority B' in the Inner West @ 40 implementation to 'Priority A.'

Council Officers advised that as part of the Inner West @ 40 study, the LGA had been broken up into different priorities with Newtown, Marrickville and Enmore being in 'Priority A' with intention to expand so that there are no gaps between areas of implementation subject to funding availability.

The Committee members agreed with the Officer's recommendation.

**COMMITTEE RECOMMENDATION:**

That the report be received and noted.

**For Motion:** Unanimous

**LTC0225(1) Item 15 Temporary No Parking Restrictions proposed on Marrickville Road, Marrickville (Midjuburi-Marrickville Ward/Summer Hill Electorate/Inner West PAC)**

**SUMMARY**

Transport for NSW (Transport) has identified increased traffic congestion westbound on Marrickville Road caused by vehicles turning right into Silver Street at an unsignalised filter turn.

Transport proposes to introduce temporary parking restrictions during weekday AM peak times to reduce congestion on Marrickville Road, improve bus reliability and journey times and make right turns into Silver Street safer and more efficient.

**Officers Recommendation:**

That temporary 'Keep Clear' linemarking be introduced on Marrickville Road at Silver Street (eastbound lane) and 'No Parking 6am-10am Mon-Fri' restrictions be introduced on Marrickville Road, opposite Silver Street replacing 4x 1/4P restrictions, to reduce congestion on Marrickville Road, improve bus reliability and journey times and make right turns into Silver Street safer and more efficient.

**DISCUSSION:**

*Public Speaker Anne-Marie Smith entered the meeting at 11.16am*

Ms Smith advised that Transport for NSW had a SCATS (Sydney Coordinated Adaptive Traffic System) SME (Subject Matter Expert) who has observed traffic flows in the Inner West and has noticed issues with vehicles turning right into silver street from Marrickville Road blocking through traffic. It was noted that the quarter hour parking spaces on Marrickville Road, opposite Silver Street causes congestion on Marrickville Road as it prevents vehicles from going around cars that are queued to turn right into Silver Street. Ms Smith advised that there were 2 options which were reviewed to treat the issue, one was to

restrict quarter hour parking and the other was to ban the right turn onto Silver Street. It was noted that banning the right turn onto Silver Street would inconvenience residents living in the area so restricting the quarter hour parking during morning peak hours was the preferred option. It was noted that in the traffic survey conducted, there is high traffic flow from 6am in the morning through to 9pm in the evening, however, the highest combined traffic flow in both directions coincides predominantly in the morning peak, which is the reason as to the 'No Parking' restrictions being proposed during morning peak times. Ms Smith advised that the Community and Place team within Transport for NSW were engaged to consult with the nearby businesses through doorknocking and letter box drops and noted 9 written submissions from the community ranging from neutral to supportive of improving the traffic flow in the area.

The Chair noted that Garners Avenue and Frampton Avenue experience similar issues as the intersection of Marrickville Road and Silver Street from his observations and questioned why the treatment options were only considered for Silver Street as Garners Avenue experiences more issues due to there being a public carpark located on that street. The Chair also stated that he had spoken to some businesses nearby and was advised that the businesses had not been consulted nor received any flyers regarding the proposal.

The Representative for the Inner Bicycle Coalition questioned what provisions were going to be made for the removal of quarter hour parking between 6am and 10am. Ms Smith advised that there were no alternative arrangements for the quarter hour parking spaces and noted that the survey/ camera observations conducted on the quarter hour parking spaces showed cars parking in those spots for over 15 minutes and that the spaces were not being utilised as they were intended for.

The Chair noted it may be better to place 'Keep Clear' signage and markings at the intersection of Marrickville Road with Garners Avenue, Frampton Avenue and Silver Street and do a review after implementation to see if that alleviates the traffic issues. Ms Smith noted that the issue they are specifically trying to address is vehicles not being able to pass the vehicle wishing to turn right as this ultimately blocks the traffic flow.

*Public Speaker Anne-Marie Smith left the meeting at 11.30am*

The Chair advised the committee members he was not convinced that this was the best solution to address the issues on Marrickville Road and noted that treating other surrounding streets in the area such as Garners Avenue may have a potentially have a bigger impact than treating Silver Street alone.

Council Officers noted that they had expressed similar concerns to the project manager and noted from the surveys conducted that the quarter hour parking spots were typically occupied. Council Officers noted that they could not see any major benefits to Marrickville Road if only one intersection was treated.

The Representative for Transport for NSW suggested the possibility of reducing the proposed hours to 6am to 9am to benefit the local businesses and trial it for 6 months instead of the 12 months.

Council Officers suggested to defer the item so that Transport for NSW have more time to develop alternate proposal(s) for consideration.

The Chair and majority of Committee members agreed with the amended recommendation.

#### **COMMITTEE RECOMMENDATION:**

**That the proposed parking and linemarking changes at the intersection of Marrickville Road and Silver Street, Marrickville be deferred for further investigation.**

**For Motion:** Council and Representative for Summer Hill

**Against Motion:** Transport for NSW

### General Business

#### **Item 16- Request for Parking Patrols near Wilkins Public school and 'No Parking' signs.**

The Representative for the Member of Newtown noted that a resident had written into Jenny Leong's office requesting for parking patrols to take place near Wilkins Public school as there were multiple instances of illegal parking. The Representative for the Member of Newtown requested that Council amend the speed limit in Bay Lane to 40km/h as well as install 'No Parking' signs on the corner of Coronation Avenue and Rose Street as well as on Rose Street and Bay Lane.

Council Officers requested that the Representative for the Member of Newtown forward the correspondence to Council so the relevant team can investigate and advise the resident of the outcome.

#### **Item 17- Pedestrian Safety on Railway Terrace and West Street, Lewisham**

The Representative for the Member of Newtown advised a resident had concerns regarding the pedestrian safety at the intersection of Railway Terrace and West Street, Lewisham. The Representative for the Member of Newtown noted that in 2022 the Roads Minister advised that best option would be to widen the pathways. The Representative for the Member of Newtown also suggested the potential of a scramble crossing at the intersection may help alleviate the issues at this intersection.

Council Officers advised that they had previously met with Transport for NSW and the school and discussed the potential of a scramble crossing. Council Officers noted that they had received written correspondence that a scramble crossing was not supported.

The Representative for Transport for NSW advised that there is a new program called 'Safer Routes to School' and that the program has been looking at the crossing to Petersham Public School as well the intersection of Railway Terrace and West Street, Lewisham in more detail. It was noted that a road safety assessment on the intersection has been completed and is to be reviewed and discussed with Council.

#### **Item 18- Onsite Meeting for Parking issues around Carrington Road, Marrickville**

The Chair questioned when the onsite meeting to discuss the parking issues around Carrington Road, Marrickville will be held. Council Officers advised that no date has been set as of yet, but they are planning on having the meeting within the next month.

#### **Item 19- Request for timed parking in Gerald Street, Marrickville**

The Chair raised concerns regarding commuters parking in Gerald Street, Marrickville making it difficult for residents and nearby businesses to find parking nearby. The Chair requested that Council investigate restricted parking in Gerald Street.

#### **Item 20- Pedestrian Safety at the intersection of Smith Street and Victoria Road, Marrickville**

The Chair raised concerns regarding pedestrian safety at the intersection of Smith Street and



Victoria Road, Marrickville advising that due to the footpaths being wide apart, when vehicles travel down that road, pedestrians are often blindsided and stuck in the middle of the road. The Chair requested that Council investigate ways to improve pedestrian safety at the intersection of Smith Street and Victoria Road, Marrickville.

**Item 21- Review of Shared Path signage along West Street, Petersham**

The Representative for the Inner West Bicycle Coalition requested that the 'Shared Path' signage along West Street, Petersham be reviewed as there seems to be missing signs along the path. Council Officers advised that West Street is not currently a Shared Path, but Council is currently working on the design for the West Street Cycleway which will review this matter

**Item 22- Safety of pedestrians when moving from the new bus stops on Edinburgh Road to Marrickville Metro**

Council Officers raised concerns regarding pedestrian movements outside of Marrickville Metro due to pedestrians being dropped off on the south side of Edinburgh Road and crossing the road near the new roundabout to access Marrickville Metro. It was noted that there was a new bus stop on Edinburgh Road on both the north and south side of the street. It was noted that buses pull into the southern bus stop, drop off passengers and then undertake a U-turn at the roundabout to pick up passengers on the north side before departing. Council officers asked why pedestrians were not dropped off on the north side of Edinburgh Road which would remove the conflict with pedestrians wanting to cross the road to get to Marrickville Metro which is the primary pedestrian generator in the area. Council Officers wanted to get clarification as to what the intended design was for that drop off.

The Representative for Transport for NSW advised she will pass on the query to the relevant team for review.

**Item 23- Review of vegetation on the roundabout at the corner of Ramsay Street and St Davids Road, Haberfield**

The Representative for the Member of Summer Hill raised concerns regarding the vegetation on the roundabout at the corner of Ramsay Street and St Davids Road, Haberfield advising the vegetation on the roundabout impedes the sightlines of oncoming vehicles using the roundabout. Council officers advised that this can be investigated.

**Item 23- Road condition of Ramsay Street, Haberfield**

The Representative for the Member of Summer Hill raised the road condition on Ramsay Street, Haberfield near Ocean Foods restaurant noting that due to the repeated rain over the past weeks, the roadway has subsided. The Representative for the Member of Summer Hill noted that the road was re-patched recently but advised the whole road should be reviewed as there may be leakages in the water pipes underneath the road causing erosion. Council Officers advised that Council's drainage team are currently investigating this issue.

Meeting closed at 12.38pm.

**CHAIR**

Councillor Macri



**Item No:** LTC0325(1) Item 1  
**Subject:** LILYFIELD ROAD, ROZELLE - NIKE AFTER DARK TOUR - TRAFFIC MANAGEMENT PLAN AT ROZELLE PARKLANDS (BALUDARRI-BALMAIN WARD/BALMAIN ELECTORATE/LEICHHARDT PAC)  
**Prepared By:** Amir Falamarzi - Traffic Engineer  
**Authorised By:** Manod Wickramasinghe - Traffic and Transport Planning Manager

**RECOMMENDATION**

That the Traffic Management Plan (TMP) for Nike After Dark Tour 2025 proposed on Saturday 12 April 2025 be approved subject to the following conditions:

- a) the event organisers must provide at least two weeks advance notification to the affected community of the proposed event, changes to traffic and parking in the area;
- b) all barricades and necessary signposting shall be provided by the event organisers and maintained during the period of the event by TfNSW-accredited marshals engaged by the applicant;
- c) all traffic control facilities are to be installed in accordance with Australian Standard 1742.3;
- d) the event organisers shall indemnify Inner West Council against all claims for damage or injury that may result from the activity or occupation of part of the public way during the activity. The event organiser must provide documentary evidence of public risk insurance cover of at least \$20,000,000 indemnifying Council; and
- e) the event organisers shall be responsible for the reimbursement for the cost of repair of any damage caused to the public way, or as a result of the activities.

**STRATEGIC OBJECTIVE**

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

2: Liveable, connected neighbourhoods and transport

**EXECUTIVE SUMMARY**

The Nike After Dark Tour event is scheduled to take place on a 21 km running path across Inner West Council and the City of Sydney on Saturday 12 April 2025, to promote women’s sport.

A Traffic Management Plan (TMP) has been prepared to ensure safe pedestrian access routes for event participants. This plan outlines various aspects of traffic arrangements related to the event, including road closures for through traffic, proposed traffic measures on shared paths and footpaths, available public transport services within the event area and on-street parking management strategies.

**BACKGROUND**

Nike aims to host the proposed event to promote women’s sport. The total length of the running path is 21km spanning the road network within Inner West Council and the City of Sydney Council.

The event is scheduled for Saturday 12 April 2025, commencing at 16:30 and finishing at 21:10. Approximately 7,500 participants are expected to take part in the run. The event will begin at Rozelle Parklands and conclude at Tumbalong Park, Darling Harbour.

Figure 1 shows the event course map spanning across the City of Sydney and Inner West Council areas, and areas within the



Figure 1: Nike After Dark Tour course map

**DISCUSSION**

The proposed Traffic Management Plan (TMP) in Attachment 1 includes key information about the event, including the event date and time, proposed traffic arrangements such as road closure locations, traffic control plans and parking management strategies as well as available public transport services for event visitors.

Additionally, the relevant Traffic Guidance Schemes for the areas within the Inner West Council local government area (LGA) are provided in Attachment 2.

**Temporary Road closures**

The following temporary road closures are proposed within Rozelle from 3:30pm to 7:30pm on the event date:

- Port Access Road between Sommersville Road and the White Bay Cruise Terminal
- Solomons Way between Sommersville Road and Port Access Road
- Sommersville Road between James Craig Road and Port Access Road

The above roads are managed by Port Authority of NSW.

**Stop/Slow Traffic Control**

Stop/Slow traffic control will be performed at the following locations:

- James Craig Road between Waterways Court and Maritime Court, Rozelle Traffic Controllers to create a 'gate system' to allow a constant flow of runners crossing from the northern footpath to the southern footpath whilst maintaining managed access for vehicles. Traffic will be held in both directions at the eastern end and the runners will cross the road between those two traffic controllers. After a certain period of time the traffic will be stopped in both directions at the western end and runners will be directed up to that location to cross over the road. Traffic can then be released at the eastern end. This system will run on rotation for the duration that runners are travelling along James Craig Road. Refer to TGS 09.
- Anzac Bridge Shared Path, Rozelle Traffic Controllers to contraflow cyclists on the Anzac Bridge between the Australian ANZAC monument and the Rozelle Parklands intersection. Pedestrians will be asked to keep to the left of the lane that has been dedicated for general public use. Refer to TGS 02A.

**Temporary Shared Path and Footpath Arrangements**

Additional temporary arrangements will be utilised at the following locations:

- Rozelle Parklands Shared Path, Rozelle. The Rozelle Parklands shared path will be closed between the Easton Park pedestrian crossing and the turn off to Victoria Road. Pedestrians and cyclists will be detoured via Lilyfield Road and the Victoria Road shared path. Pedestrians will be instructed to use the footpaths whilst cyclists will utilise the bicycle lanes on Lilyfield Road. Refer to TGS 01D, TGS 10A & TGS 10B.
- Anzac Bridge Shared Path, Rozelle. Event runners and general public to be separated on this path. The path will be split down the centre line with a row of bollards stung together with nightline. Traffic Controllers will be positioned at each of the three entrances to this path, asking pedestrians to keep to the left of the general public lane. Cyclists will operate under a contraflow arrangement. Refer to TGS 02A.
- James Craig Road Shared Path, Rozelle. Both shared paths on either side of James Craig Road will be closed between City West link and the Anzac Bridge. Pedestrians and cyclists will be instructed to detour via the City West Link and Victoria Road footpaths along with the Rozelle Parklands shared path. Refer to TGS 02A, TGS 02B, TGS 10A, TGS 10B & TGS 10C.
- City West Link & The Crescent Shared Path. Event runners and general public to be separated on this path. The path will be split down the centre line with a row of bollards stung together with nightline. Traffic Controllers will be positioned at each of the three entrances to this path, asking pedestrians to keep to the left of the general public lane and asking cyclists to proceed slowly with caution. Refer to TGS 10B, TGS 10C, TGS 11 & TGS 12.

### **Participant Drop-off and Management of Parking Spaces**

There will be a number of locations along the course where Traffic Controllers will need to manage parking spaces from earlier in the dark in an effort to minimise the number of vehicles that are still parked on the course once the road closures are implemented, and the runners are on course.

This will occur in the southern side of Lilyfield Road between Burt Street and Denison Street, Rozelle from 4:00am 11 April, as shown in TGS 01A. A temporary drop off zone will be created for participants that are being driven to the event on the southern side of Lilyfield Road between Burt Street and Denison Street, Rozelle. This drop off zone will be managed by traffic controllers. Refer to TGS 01B & TGS 01C.

### **Start Venue Transport Arrangements**

Due to the location of Rozelle Parklands, arrangements have been made to offer participants extra transport options to get to the start venue and deter from personal car and ride services in the area.

A ferry service running every 20 minutes from King Street Wharf, operated by Captain Cook Cruises will be on offer to a drop off location directly at the Cruise Terminal.

A shuttle bus service will operate from Town Hall (Bathurst Street) in the Sydney CBD that will drop participants within the temporary drop off zone on the southern side of Lilyfield Road between Burt Street and Denison Street, Rozelle. This will operate between approximately 2:00pm and 5:00pm. Refer to TGS 01B, TGS 01C & TGS 33.

Rozelle Bay Light Rail stop is a short 400 metre walk from the Rozelle Parklands. Given the close proximity, it would be expected that light rail will be a popular choice for event participants making their way to the event.

Participants utilising buses are encouraged to utilise 502 and 504 services operating between the Sydney CBD and Rozelle/Balmain. The nearest public bus stop is on Victoria Road near Lilyfield Road within walking distance to the event.

### **Traffic Control**

Accredited Traffic Managers will oversee implementation of the Traffic Guidance Schemes, including road closures.

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

### **Community Notification**

The event organisers have made arrangements for notification through:

- Letterbox drop will be conducted for impacted residents within and near the road closure precinct at least two weeks prior to the event.
- Road Closure and other traffic information will be advertised on the <https://www.livetraffic.com> website.
- Public Comms signage to be installed along the course to notify residents and businesses about the event. This signage to be installed two weeks prior to the event.

**Portable Variable message signs**

Approximately 8 portable Variable Message Signs (VMS) will be utilised across the event footprint to advertise road closures, shared path, footpath closures and changed traffic conditions.

**Emergency Services**

A minimum 4 metre emergency lane will be maintained along any road closures. Traffic controllers will be onsite to assist emergency vehicles through the closure points.

Fire and Rescue NSW, NSW Rural Fire Service and NSW Ambulance will be notified in writing of the event.

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

**FINANCIAL IMPLICATIONS**

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

**ATTACHMENTS**

1. [↓](#) Nike After Dark Tour Traffic Management Plan
2. [↓](#) Nike After Dark Tour Traffic Guidance Scheme Extract IWC area

TRANSPORT MANAGEMENT PLAN



Nike After Day Tour - Sydney  
Saturday 12<sup>th</sup> April 2025

PREPARED ON BEHALF OF

Pont3 Pty Ltd



*Who Dares*

Version 1.3  
25<sup>th</sup> February 2025

TRAFFIC PLANNERS  
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**Version Control**

Version	Date	Status	Comments
Version 1.0	10 <sup>th</sup> January 2025	DRAFT	First Draft
Version 1.1	15 <sup>th</sup> January 2025	DRAFT	Additions for Rozelle Start Site
Version 1.2	11 <sup>th</sup> February 2025	DRAFT	Updates as per 21.1km course
Version 1.3	25 <sup>th</sup> February 2025	DRAFT	Bridge Road & Shared Path Updates



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**9. ATTACHMENTS ..... 24**



























































































**Item No:** LTC0325(1) Item 2  
**Subject:** **ELSWICK STREET NORTH AND WILLIAM STREET, LEICHHARDT - PROPOSED ANGLE PARKING AND RAISED PEDESTRIAN CROSSING (GULGADYA WARD/BALMAIN ELECTORATE/LEICHHARDT PAC)**  
**Prepared By:** Charbel El Kazzi - Traffic Engineer  
**Authorised By:** Manod Wickramasinghe - Traffic and Transport Planning Manager

**RECOMMENDATION**

That the attached detailed design plan (Design Plan 10316-A) for the following treatments be approved:

- a) Proposed angle parking and slow points in Elswick Street North, Leichhardt;
- b) Raised pedestrian crossing in William Street between Charles Street and Elswick Street; and
- c) Continuous footpath treatment across the unnamed lane adjacent to the proposed raised pedestrian crossing at William Street, Leichhardt.

**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 increase parking availability and improve safety in Elswick Street North and William Street by constructing new angled parking spaces, a raised pedestrian crossing and a continuous footpath treatment. The proposal aims to increase parking availability, improve pedestrian safety by better defining safe pedestrian crossing points and improving the public domain at this location.

The angle parking proposal will increase the parking spaces in Elswick Street North by 11 spaces. The raised pedestrian crossing will reduce parking by two (2) spaces due to the required ‘No Stopping’ zones. Additional Yellow ‘No Stopping’ lines are proposed at the reserve between Elswick Street and Elswick Street North, which will improve intersection sight distance for all road users.

**BACKGROUND**

This project has been identified in Council’s Capital Works program, which proposed angle parking and traffic calming in Elswick Street North, and a crossing facility in William Street between Charles Street and Elswick Street North in Leichhardt.

In June 2022 Council undertook community engagement on a concept plan proposing staggered 45 degree angle parking and slow points in Elswick Street North, kerb extensions on both sides of William Street east of Elswick Street, and a continuous footpath treatment at the unnamed lane between Elswick Street North and Carles Street. At the time letters were distributed to 126 properties, with 14 in support and 6 in objection to the angle parking proposal in Elswick Street North, 18 in support, 3 in objection for the kerb extension and continuous footpath in William Street.

Additionally, the Leichhardt West Precinct Parking Study adopted on April 2022, recommended that angle parking rear to kerb in Elswick Street north between William Street and Darley Road, Leichhardt.

Council recommended an angle parking and slow points treatment in Elswick Street in 2022 to address the traffic speeding concerns in the street.

Previously a traffic and pedestrian count was undertaken in 2021 to determine if this section meets the warrants for a marked pedestrian crossing. The findings are presented within the table below and demonstrate that the site previously did not meet Transport for NSW’s warrants for pedestrian crossings. In early 2024, Council adopted its Pedestrian Crossing Warrant Policy for all future pedestrian crossings and a recent pedestrian count carried out in late 2024 confirmed that the site now meets Council’s warrant criteria for a marked pedestrian crossing.

<b>Pedestrian Counts undertaken in 2021 William Street, Leichhardt</b>				
<b>Count Type</b>	<b>Weekday AM Count (8-9am)</b>	<b>Weekday PM Count (3-4pm)</b>	<b>Pedestrian Crossing Warrant</b>	<b>TfNSW Warrant Met?</b>
Pedestrian (P)	38	11	≥30	Yes, AM only No - PV<60,000
Traffic (V)	247	261	≥200	Yes No - PV<60,000
<b>Pedestrian Counts undertaken in 2024 William Street, Leichhardt</b>				
<b>Count Type</b>	<b>Weekday AM Count (8-9am)</b>	<b>Weekday PM Count (3-4pm)</b>	<b>Pedestrian Crossing Warrant</b>	<b>Council Warrant Met?</b>
Pedestrian	41	31	≥30	Yes
Traffic	234	215	≥200	Yes

The detailed design plan shown in *Attachment 1* outlines the proposed works on Elswick Street North and William Street, Leichhardt and includes the following:

Elswick Street North, Leichhardt

- Install new 45 degree rear to kerb angle parking bays vehicles under 6m in staggered arrangement
- Install three slow points with landscaped kerb blister islands (refer to attached plans)
- Install landscaped kerb blister islands and associated signs and linemarking (refer to attached Plans)
- Additional Yellow ‘No Stopping’ lines are proposed at the reserve between Elswick Street and Elswick Street North, which will improve intersection sight distance for all road users.

William Street, Leichhardt

- Construct a new 75mm raised concrete pedestrian crossing with landscaped kerb blister islands including “gutter bridge” crossings across William Street, east of Elswick Street
- Install Yellow ‘No Stopping’ lines at reserve area between Elswick Street and Elswick Street North.

- Install 7.5m length 'No Stopping' zone on the south side of William Street approach to the proposed crossing. Install 5m 'No Stopping' zone on the north side of William Street departure side of proposed crossing.
- Construct a new continuous footpath treatment at the unnamed laneway at William Street
- Installation of two flood lights on each approach to the proposed crossing
- Install associated signage associated with the works as required (refer to attached plans)
- Additional Yellow 'No Stopping' lines are proposed at the reserve between Elswick Street and Elswick Street North, which will improve intersection sight distance for all road users.

## DISCUSSION

A letter outlining the proposal was issued to the properties shown in the distribution map below. 16 submissions were received in response to this proposal with nine (9) in support and six (6) against the proposal. Comments have been summarised within the below table.



Resident Comments	Officer Feedback
Parking Configuration is not to Australian Standards	Parking bays in the amended plan comply with recommended dimensions in Standards, except aisle width. The aisle width is not able to be achieved unless the parallel parking spaces are removed on the opposite side. The proposed 2.9m carriageway widths are considered appropriate in a local street to encourage lower vehicle speeds. The dimensions adopted are to maximise parking availability and retain parallel parking spaces opposite of the angled parking spaces.
There are no parking issues in Elswick Street North and the works (incl. signage) will take away from the character, beauty and spaciousness of	Previous consultation Council undertook in June 2022 indicates that 14 of 21 submissions were in support for the proposed parking layout changes in Elswick Street North. The treatment will also provide

the street	traffic calming benefits which addressed traffic speeding concerns from the community.
Islands take away parking spaces	The islands are necessary to physically separate parallel parking spaces from angled parking spaces. The islands have been designed at 1m width in order to maximise parking spaces.
No consideration for cars who illegally turn right from Elswick St N into Darley Road, and Darley Road into Elswick Street N. A cul-de-sac should be implemented at this location.	This is an enforcement issue and should be referred to the NSW Police. There are no plans for a permanent road closure of Elswick Street North.
Lack of visibility to the proposed pedestrian crossing	The placement of the proposed raised pedestrian crossing has been selected taking into consideration traffic movements and road topography at this location. Additionally, 'Crossing Ahead Symbolic' warning signs will be installed on all approaches.
Street will be too narrow as a result of the proposal	The narrowing of the road carriageway is intended to provide a lower traffic environment appropriate for residential streets and having close proximity to a school and child care centre.

**FINANCIAL IMPLICATIONS**

The works are expected to cost approximately \$150,000 and are to be funded under Council's Capital Works Program to be completed in the 2025/26 financial year.

**ATTACHMENTS**

1. [↓](#) Elswick Street North and William Street - Detailed Plans 10316-A







**Item No:** LTC0325(1) Item 3  
**Subject:** PARSONS STREET, ROZELLE - PROPOSED RAISED ONE LANE SLOW POINT (BALUDARRI-BALMAIN WARD/BALMAIN ELECTORATE/LEICHHARDT PAC)  
**Prepared By:** Charbel El Kazzi - Traffic Engineer  
**Authorised By:** Manod Wickramasinghe - Traffic and Transport Planning Manager

**RECOMMENDATION**

**That the attached detailed design plan No.10328 for the proposed raised one lane slow point at Parsons Street east of Moore Lane in Rozelle 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 provide traffic calming measures to improve safety in Parsons Street by constructing a one lane slow point through a new raised concrete threshold with landscaped kerb blisters in Parsons Street east of Moore Lane, Rozelle. This proposal aims to slow traffic and improve road safety in this section of Parsons Street whilst providing a physical separation between the industrial and residential areas of Parsons Street.

This project is one of the recommendations from the Balmain Local Area Traffic Management (LATM) study adopted by Council on 10 October 2023.

The project will require new ‘No Stopping’ zones adjacent to the new raised threshold which will result in loss of one (1) existing on-street parking spaces in Parsons Street, Rozelle.

**BACKGROUND**

The Balmain Local Area Traffic Management (LATM) study adopted by Council on 10 October 2023, recommended the design and construction of a raised slow point in Parsons Street, east of Moore Lane, Rozelle. The location proposal will also provide a physical separation between the industrial and residential areas of Parsons Street.

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

- Construct a new 100mm height raised concrete threshold (approximately 7m length) to provide for a shared 4m wide through lane.
- Provide two (2) “half length” landscaped kerb blister islands on either side of the road to narrow the roadway for approaching vehicles.
- Provide new landscaped garden beds behind the kerb and adjacent to the new threshold to prevent pedestrian access over the new raised threshold.
- Install new signage and line marking associated with the works.

**DISCUSSION**

A letter outlining the proposal was issued to all properties within Parsons Street, Rozelle. One (1) submission was received in response to this proposal. The comments are summarised within the below table.

After reviewing community comments, Council has resolved to remove the 7m No Stopping zone on the eastern approach to the one lane slow point. This has reduced the number of on-street parking loss to one (1) space.

Resident Comments	Officer Feedback
Residents already struggle to find parking in this area, and the removal of two parking spaces may further contribute to congestion in the local community	The proposed show point does not fundamentally change the existing arrangement, as on-street parking along Parsons Street is at a very high occupancy rate and due to the narrow road width, does not allow for two way passing with parking on both sides of the road. The plan has now been amended to remove the consulted 7m 'No Stopping' zone on the eastbound approach.
Is the proposed raised threshold necessary to reduce speed in this area? Have there been any complaints or specific reasons justifying the installation of a one lane slow point	The proposed raised thresholds were based on safety assessment and community feedback during the Balmain Local Area Traffic Management Study, undertaken in 2023. Traffic data and safety concerns were examined as part of the study.
Resident is concerned that the one lane slow point will cause traffic congestion, as only one vehicle will be able to pass at a time	Traffic calming devices such as a raised slow point are intended to discourage rat running through residential streets and is not expected to worsen existing traffic delays as the current arrangement with parking on both sides of the street already acts as a single lane slow point.

**FINANCIAL IMPLICATIONS**

The works are expected to cost approximately \$75,000 and are to be funded under Council's Capital Works Program.

**ATTACHMENTS**

1. [↓](#) Parsons Street, Rozelle - Proposed Raised Threshold One Lane Slow Point Plan



**Item No:** LTC0325(1) Item 4

**Subject:** TERRACE ROAD, DULWICH HILL – ONE-MONTH TEMPORARY FULL ROAD CLOSURE DURING DAY SHIFTS OF RAIL OVERBRIDGE NORTH OF EWART STREET ROUNDABOUT - SYDNEY METRO WORKS (DJARRAWUNANG - ASHFIELD WARD / SUMMER HILL ELECTORATE / INNER WEST PAC)

**Prepared By:** Jennifer Adams - Traffic Engineer

**Authorised By:** Manod Wickramasinghe - Traffic and Transport Planning Manager

## RECOMMENDATION

That the proposed temporary full road closure of Terrace Road, Dulwich Hill at the rail overbridge for a one-month period (28 April 2025 to 25 May 2025) during day shifts (7am to 5pm) be approved, in order to carry out errant and hostile vehicle mitigation works on the Rail Overbridge subject to, but not limited to, the following conditions:

- a) The application and TMP be submitted to RMS for approval;
- b) A Road Occupancy License be obtained by the applicant from the Transport Management Centre;
- c) All affected residents and businesses, including the NSW Police Local Area Commander, Fire & Rescue NSW and the NSW Ambulance Services be notified in writing, by the applicant, of the proposed temporary road closure at least 7 days in advance of the closure with the applicant making reasonable provision for stakeholders; 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

An application has been received from John Holland Laing O'Rourke Joint Venture on behalf of Sydney Metro (C&SW) for the temporary full road closure of the rail underpass on Terrace Road / Ness Avenue just north of the roundabout at Ewart Street, Dulwich Hill for a one-month period (28 April 2025 to 25 May 2025) during day shifts (7am to 5pm) in order to carry out overhead protection beam works on the Rail bridge. The road will be temporarily closed to all vehicular traffic during day shifts if a contraflow operation cannot be achieved. Trafficable steel plates fixed to the road surface will be in place overnight. It is recommended that the proposed temporary full road closures be approved should they be required subject to the conditions outlined in this report.

## BACKGROUND

The Southwest Metro works will convert and upgrade the existing T3 Bankstown Line between Sydenham station to Bankstown station to metro standards. To meet the test level safety

standards for metro operations, the Southwest Metro project requires the delivery of safety critical works to secure critical points from errant and hostile vehicles at station overbridges, non-station overbridges and non-bridge locations along the Southwest Metro rail corridor. The scope of this Errant and Hostile Vehicle Project includes the installation of anti-throw screens, concrete bollards, and rail barriers along the alignment, as well as other associated works where required.

Works on the Terrace Road overbridge involve construction of substructure and installation of overhead protection beam. Detours will be in place as required for the duration of the full road closures. Traffic controllers will be on-site and traffic movements will be managed in accordance with the attached TGS.

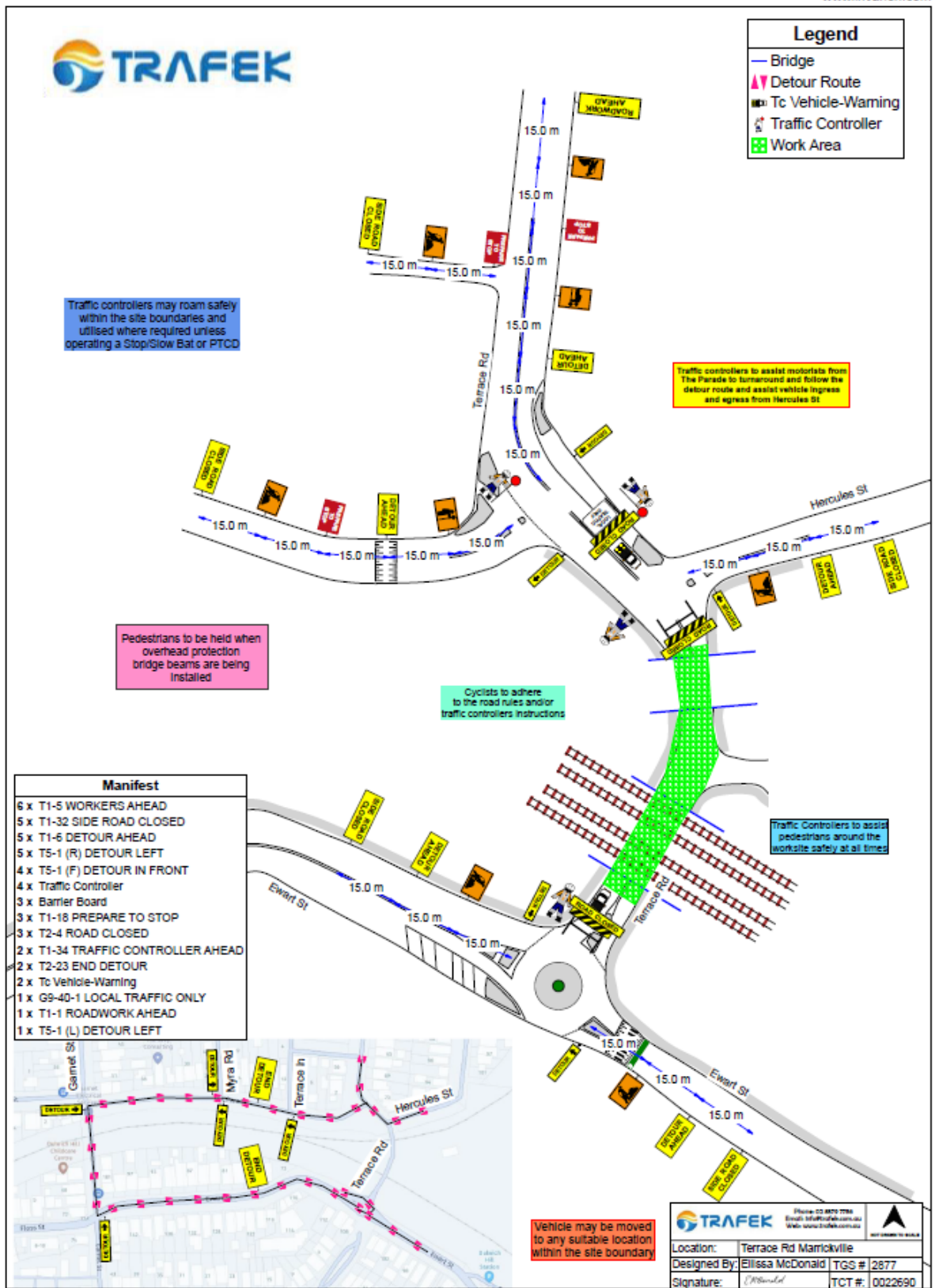


### OFFICER COMMENTS

Terrace Road, between The Parade and Consett Street, carries around 1,388 vehicles per day. At the railway overbridge the width of the road is approximately 9 metres in width. It is noted that the full road closure will divert traffic to either Garnet Street to the west or Wardell Road to the east.







Physical barricades will be setup to maintain a 1.2m wide pedestrian path during the working hours. Trafficable steel plates will be fixed to the existing road surface and will be left in place overnight if it is found feasible the road closure will be reduced to a contraflow system.

The TGS supplied is reproduced at the end of this report.

## FINANCIAL IMPLICATIONS

Nil.

## PUBLIC CONSULTATION

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

The applicant is to notify all affected residents and businesses in writing at least 7 days prior to the commencement of works.

Sydney Metro City & Southwest

### Monthly Notification – Dulwich Hill Station

March 2025

**Sydney Metro is Australia’s biggest public transport project.**  
By 2030, Sydney will have a network of four metro lines, 46 stations and 133km of new metro rail. Sydney Metro is revolutionising how Australia’s biggest city travels, connecting Sydney’s north west, south west and greater west to fast, reliable turn-up-and-go metro services with fully accessible stations.



**The T3 Bankstown line between Sydenham and Bankstown was closed in September 2024** to complete the final metro conversion works and by late 2025, Southwest Sydney will have turn-up-and-go metro services every four minutes in the peak directly into the Sydney CBD. **Fare Free Southwest Link buses will replace trains between Sydenham and Bankstown during this time.**

You can plan your trip at [transport.nsw.info](#) and on real time apps. Kerbside changes may also be in place around the affected train stations for temporary bus zones. Please check signage before parking your car.

**Sydney Metro work during March and April**

Work will continue during and outside of standard construction hours within and around Dulwich Hill Station during March/April. The main activities will include:

- Modification of cable service routes, cables, overhead wires and equipment in the rail corridor, substations and at the station
- Mobilisation and demobilisation of plant and materials
- Delivery and storage of materials, including cable drums and equipment using light and heavy vehicles
- Installation of containment, cables and communications equipment in station platforms and buildings, and in the rail corridor, using specialised equipment
- Erection of equipment in stations and service buildings
- Testing, commissioning and maintenance of services and equipment across the train sub-systems in stations and at service buildings, and along the track corridor, including dynamic train testing activities and trackside inspections
- Installation, testing and commissioning of rail corridor security systems including CCTV, foundations, poles, outdoor equipment cabinets, solar panels, cable pits and cable containment
- Site investigations, surveys and associated activities
- De-vegetation and tree clearing throughout the rail corridor where required
- Work related to security and segregation fence installation and signalling
- Parking removal and lane closures to facilitate plant and truck operations around the station and at corridor locations
- Work at station buildings and platforms including electrical works, mechanical gap fillers and platform screen doors
- Track related construction activities
- Work related to overhead wiring and high and low voltage wiring
- Work related to local utilities
- Landscaping and civil work outside Dulwich Hill Station on Wardell Road
- Landscaping work outside the Dulwich Hill Light Rail stop entrance on Bedford Crescent
- During the last weekend in March there will be oversized deliveries, crane lifts, impacts to parking and access changes at Albermarle Street overbridge
- De-vegetation at the Albermarle Street overbridge, as required
- Bridge remediation work involving workers accessing the rail corridor at Albermarle Street and Wardell Road
- Associated footpath and pedestrian crossing closures, partial lane closures and pedestrian detours on the Wardell, Albermarle and Garnet Street overbridges
- Parking removal on the Garnet Street overbridge
- Defect rectification work as required

Subscribe for updates at [sydneymetro@transport.nsw.gov.au](mailto:sydneymetro@transport.nsw.gov.au) <https://www.sydneymetro.info/privacy-policy>

Document Set ID: 40189881  
Version: 1. Version Date: 25/02/2025

**Hours of work**

Standard construction hours are Monday to Friday 7am – 6pm and Saturday 8am – 6pm excluding Public Holidays and Sundays. Some activities must be undertaken outside standard construction hours to minimise impacts on traffic and to ensure the safety of motorists, pedestrians and workers. Restite hours will be implemented in line with the project’s approvals. Highly impacted residents will be notified separately.

**What to expect**

- Equipment used includes, but is not limited to excavators (including rock hammering equipment), concrete trucks and pumps, concrete vibrators, mobile cranes, elevated work platforms, loaders, rail tamper, hammer drill, rail grinder, hi-rail vehicles, generators, lighting towers, milling machine, paver, water cart, light and heavy vehicles, tippers, dump and delivery trucks, hand-held and electric tools, demolition and road saws, jack hammers, power drills, vacuum truck, asphalt paver, welding equipment, rail and circular saws and compaction equipment including a roller.
- The project team will take every step possible to minimise noise impacts, however some of this work will be noisy. A range of measures are in place to reduce noise and meet the project’s approval conditions, including noise barriers, using only the necessary equipment for each task, turning off equipment when not in use and equipping machinery with non-tonal movement alarms.
- Some equipment may be transported outside of standard construction hours in line with Transport for NSW requirements for transporting oversized vehicles.
- Access to buildings and driveways will be maintained at all times.
- We will park our vehicles along the rail corridor where possible however, please be aware that on-street parking may be limited near workites, particularly during planned rail possessions.

Thank you for your cooperation and understanding while we complete this essential work.



**Contact us**

24-hour Community Information Line **1800 171 386**  
[southwestmetro@transport.nsw.gov.au](mailto:southwestmetro@transport.nsw.gov.au)  
 Sydney Metro City & Southwest, PO Box 6055, Haymarket NSW 1240

**Translating and interpreting service**

If you need help understanding this information, please contact the Translating and Interpreting Service on **131 450** and ask them to call us on **1800 171 386**

Document Set ID: 40189881  
Version: 1. Version Date: 25/02/2025

## CONCLUSION

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



### Traffic Guidance Scheme Cover Page, Notes and Risk Assessment

DATE: 21.01.25	LOCATION: Terrace Rd Dulwich Hill	TGS# 2877	DURATION: Short Term	POSTED SPEED: 50/60	CLEARANCE: >1.5	UHF: TBC
DESIGNED BY: Elissa McDonald	SIGNATURE:	TCT# 0022690	ROAD CONFIG: 2 lane 2 way	WORK SPEED: 50	DEPARTMENT: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> NA	
CHECKED BY: William McDonald	SIGNATURE:	TCT# 1063446	ROAD TYPE: Local	ROL REQUIRED: No	COUNCIL PERMIT: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA	
TRAFFIC GUIDANCE SCHEME COMMENTS:		AMENDMENT COMMENTS: (appropriately qualified person)	TRAVEL PATH: All directions	ROAD MANAGER: Inner West		
Traffic controllers to monitor pedestrians and hold them during overhead bridge beam installation.			REV #	IN	DESCRIPTION:	DATE:
			1.	EM	Initial Draft	21.01.25
			2.			
			3.			

Speed (km/h)	Recommended taper length (m)		
	Traffic control taper	Lateral shift taper	Merge taper
45 or less	15	15	15
46 to 50	15	15	30
51 to 55	30	30	60
56 to 65	N/A	70	115
66 to 85	N/A	80	130
86 to 95	N/A	90	145
96 to 105	N/A	100	160
Greater than 105	N/A	110	180

**END OF QUEUE MANAGEMENT-TCAWS 6.1, 4.6.3**

SPEED LIMIT KMH	DIMENSION D (m)
40	40
50	50
60	60
70	70
80	80
90	90
100	100
110	110

**Tolerances**

Positioning of signs, length of tapers or markings	Spacing of delineating devices
Minimum: 10% less than the distances or lengths given	Nil
Maximum: 25% more than the distances or lengths given	10% more than the spacing shown

**Table 4.3: Minimum lane widths**

Speed of traffic (km/h)	Minimum lane width (m)
Less than 65 km/h	3.0
Greater than 65 km/h	3.5
Corner with radius less than 250 m	Curve widening of 0.5 m per lane
Shuttle flow with active control	3.5

**Table 6.1: Edge clearances**

Edge of traffic lane (m)	Sign clearance (m)
Line of traffic corner or island	• 0.5 m for traffic speeds less than 45 km/h • 1.0 m for traffic speeds greater than 45 km/h
Buffer trough, temporary grade posts or temporary forward tapers	1.0 m
Build safety barrier system	• 0.5 m for traffic speeds less than 45 km/h • 0.5 m for traffic speeds 45 to 65 km/h • 1.0 m for traffic speeds 65 to 85 km/h • 2.0 m for traffic speeds greater than 85 km/h

**Speed (km/h)**

Distance between tapers (m)	
45 or less	15
46 to 50	25
51 to 65	70
Greater than 65	1.5 x Speed

Note in Table 7.3: Speed is defined as the speed of traffic at a position on the TGS where a device is located (i.e. start of a taper). This should be one of the following, in order of preference:

- The measured speed;
- The predicted speed of traffic;
- The preceding roadwork speed zone in accordance with Section 7.3 Dimension D; or
- The existing posted speed limit.

The existing posted speed limit may be determined Dimension D throughout the work site, provided the POC/TMA qualified person has determined that there is a higher risk of non-compliance with speed zones and where space allows.

- Traffic control signage SHALL be installed & maintained in accordance with: Traffic Control at Worksites (TCAWS V6.1 Feb 2022), AustRoads Guide to Temporary Traffic Management (AGTTM 2021) and Australian Standards 1742.3 (2019).
- Local constraints may not allow signage and/or devices to be erected in accordance with this Traffic Guidance Scheme (TGS) and therefore, it may be necessary to amend the TGS as per tolerances advised in TCAWS Section 7.10.3.
- All conflicting signage SHALL be covered TCAWS 7.10.1
- Vulnerable road users are to be managed around, through or past the work site in accordance with AGTTM 3.10/TCAWS 4.4.1
- Recommended cone spacing for use in taper delineation for:
 

Merge Taper	Lateral Shift Taper	Centreline on approach to
<55 - 4m	<55 - 4m	Traffic Control - 4m
56-75 - 9m	56-75 - 12m	
>76 = 12m	>76 - 18m	
- All Signage must be in accordance with RMS - Sign Design and AS1743 - Road Signs - Specification
- All amendments to this TGS MUST be clearly documented on this plan by an authorised Prepare Work Zone Traffic Management Plan ticketed supervisor.
- An observer MUST be utilised when installing this TGS
- Ensure all radios are in working order and switched to the appropriate channel and frequency
- All roadwork speed signs and lane status signs must be duplicated or repeated where practical
- All personnel, plant and equipment are to maintain a minimum distance of 1.5m from traffic unless a site specific risk assessment, site specific controls or work specific minimum controls have been demonstrated
- A variable message sign (truck or trailer mounted) may replace 'Roadwork Ahead' or 'Roadwork ahead 1km' signs
- All signs that are not required must be covered or removed when not in use, e.g between shifts or during meal breaks
- Lighting Towers must be provided for low light night works
- Communication via the nominated UHF channel to be confirmed at the toolbox.
- No work is to commence until all permit approvals have been received.
- All bus stops are to be maintained unless approval has been received for temporary relocation
- Bicycle lanes, residents and pedestrian access to be monitored and left unobstructed and all approved signage implemented.
- Truck Mounted Attenuator to be utilised on high speed, high volume, heavy vehicle routes determined under the site specific risk assessment

### Traffic Guidance Scheme Cover Page, Notes and Risk Assessment

<table border="1" style="width: 100%; border-collapse: collapse;"> <caption>DIMENSION D AS PER AGTTM 2021</caption> <thead> <tr> <th>SPEED LIMIT KMH</th> <th>DIMENSION D (m)</th> </tr> </thead> <tbody> <tr><td>&lt;55</td><td>15</td></tr> <tr><td>60</td><td>45</td></tr> <tr><td>&gt;65</td><td>Approaching posted speed</td></tr> </tbody> </table>		SPEED LIMIT KMH	DIMENSION D (m)	<55	15	60	45	>65	Approaching posted speed	<p><small>Other traffic control signs to be implemented on the outside of the exclusion zone, the first cone to be placed 5m from the Traffic Controller (TC) with a 15.0 m gap between cones.</small></p> <p><small>This is to provide an additional safety margin for the water controller when guiding traffic in the stop position.</small></p>	<p><small>Communication sign to be implemented as a number of appropriate locations for general warning signs (approaching work zone)</small></p>	<p><b>BEAWARE TRAFFIC PLANS ACCEPTS NO LIABILITY OR RESPONSIBILITY FOR AN IMPROPER SET UP OF THIS WORK SITE. THIS TGS HAS BEEN DRAFTED AS A GUIDE</b></p>
SPEED LIMIT KMH	DIMENSION D (m)											
<55	15											
60	45											
>65	Approaching posted speed											
		<p><b>CONTROL MEASURES</b></p>										
ITEM	CATEGORY	DESCRIPTION	HAZARD	INITIAL RISK	CONTROL MEASURES	RESIDUAL RISK						
1	Safety Compliance	Traffic Guidance Scheme drafted by an unqualified person	Accident/incident on site causing injury or damage	C 5 P 3 R 15	Ensure traffic guidance schemes are drafted by a qualified traffic management designer	C 4 P 1 R 1						
2	Safety	Working adjacent to moving traffic	Traffic controllers/workers struck by vehicle/plant causing injury	C 5 P 3 R 15	SWMS-working in or near live traffic Use of Portable Traffic Control Device over manual traffic controller Truck mounted attenuator to be utilised as a shadow vehicle worker safety where a site-specific risk assessment has been documented Position vehicle as a buffer for traffic controller Ensure an escape route is always available Reduce speed to reflect clearance to workers Maintain 1.5m buffer where practical Ensure traffic controllers are appropriately ticketed to perform the tasks required Monitor traffic changes and amend accordingly Regular sign checks throughout each shift Signage installation and removal to be completed in a forward direction on two-lane, two-way roads On multi-lane carriageways signage to be installed with traffic flow On multi-lane carriageways signage to be removed with traffic flow and TMA shadow vehicle or in reverse with shadow vehicle	C 5 P 2 R 10						
3	Safety Compliance	Reduced speed limit	Accident/incident on site causing injury or damage	C 5 P 4 R 20	SWMS-working in or near live traffic	C 3 P 4 R 15						
4	Safety	Vehicle and/or plant movements	Plant/vehicle collides with workers on foot, other plant or motorists	C 3 P 4 R 12	SWMS-working in or near live traffic Ensure communication remains constant Consider delineation of exclusion zone Operators and workers are well rested, drug and alcohol free Operators and drivers hold the correct licence	C 3 P 2 R 6						
5	Safety Compliance	Additional approaches to the worksite	Motorist unaware of workers on side streets causing injury/damage	C 4 P 3 R 12	Signage to be implemented on all approaches to workers A Truck mounted attenuator to be utilised where a risk assessment has been documented to warrant the requirement	C 3 P 2 R 6						
6	Safety	Pedestrians/cyclists	Pedestrians or cyclists enter the work area and collide or struck by moving plant or equipment	C 3 P 4 R 12	Ensure pedestrian/cyclist signage is implemented Consider use of a traffic controller to assist Consider diverting pedestrians to the opposing side of the road away from the work area Do not obstruct footpaths or cycle lanes with temporary signage Ensure delineation from the work area is implemented	C 3 P 2 R 6						
7	Safety	Lane closures	Motorists lacking concentration does not visualise the advanced warning signage and enters the work site	C 5 P 4 R 20	Draft and implement merge tapers according to the Traffic Control at Work Sites Manual (TCAWS) and/or AustRoads Guide to Temporary Traffic Management (AGTTM) or AS 1742.3 Consider the use of a trailer mounted arrow board Minimum of 2 Temporary Hazard Markers are implemented Ensure a safety buffer has been implemented directly prior to the start of the work area Ensure adequate sight distance to the taper Truck mounted attenuator to be utilised as a shadow vehicle for signage set up and worker safety	C 4 P 2 R 8						
8	Safety	Time of day	Low visibility causing injury or damage	C 5 P 4 R 20	Consider the use of an advance warning vehicle (AWV) Provide lighting towers for night work	C 4 P 2 R 8						

Traffic Guidance Scheme Cover Page, Notes and Risk Assessment

						Ensure traffic controllers have on their person, flashing night wands Appropriate PPE to be worn Ensure signs are not obstructed by the reflection of the sun or foliage or parked vehicles Ensure the VMS is situated in an appropriate area for visibility no closer than 1.5m to moving traffic.				
9	Safety	Variable Message Signs (VMS)	Confusion and/or collision with the VMS	4	3	12		4	2	8
10	Safety Compliance	Lengthy traffic delays	Accident/incident with stationary vehicles at the end of the traffic queue	5	4	20	End of queue signage to be implemented End of queue monitoring Following Road Occupancy Licence (ROL) conditions Prioritise buses, heavy vehicles and emergency service vehicles Consider night works	4	2	8
11	Safety Compliance	Aftercare	Loss of control on slippery surfaces, gravel/rock projected on to passing vehicles causing damage and/or injury	4	4	16	Ensure aftercare signage is implemented Consider reducing the speed	4	2	8
12	Safety	Other construction activities in the vicinity	Heavy traffic causing travel delays and driver anger	4	3	12	Consult with traffic control team leader and site supervisor to minimise traffic impacts	3	2	6
13	Safety Compliance	Signage installation and removal								

TGS Verification Checklist-This TGS has been assessed and approved for use.

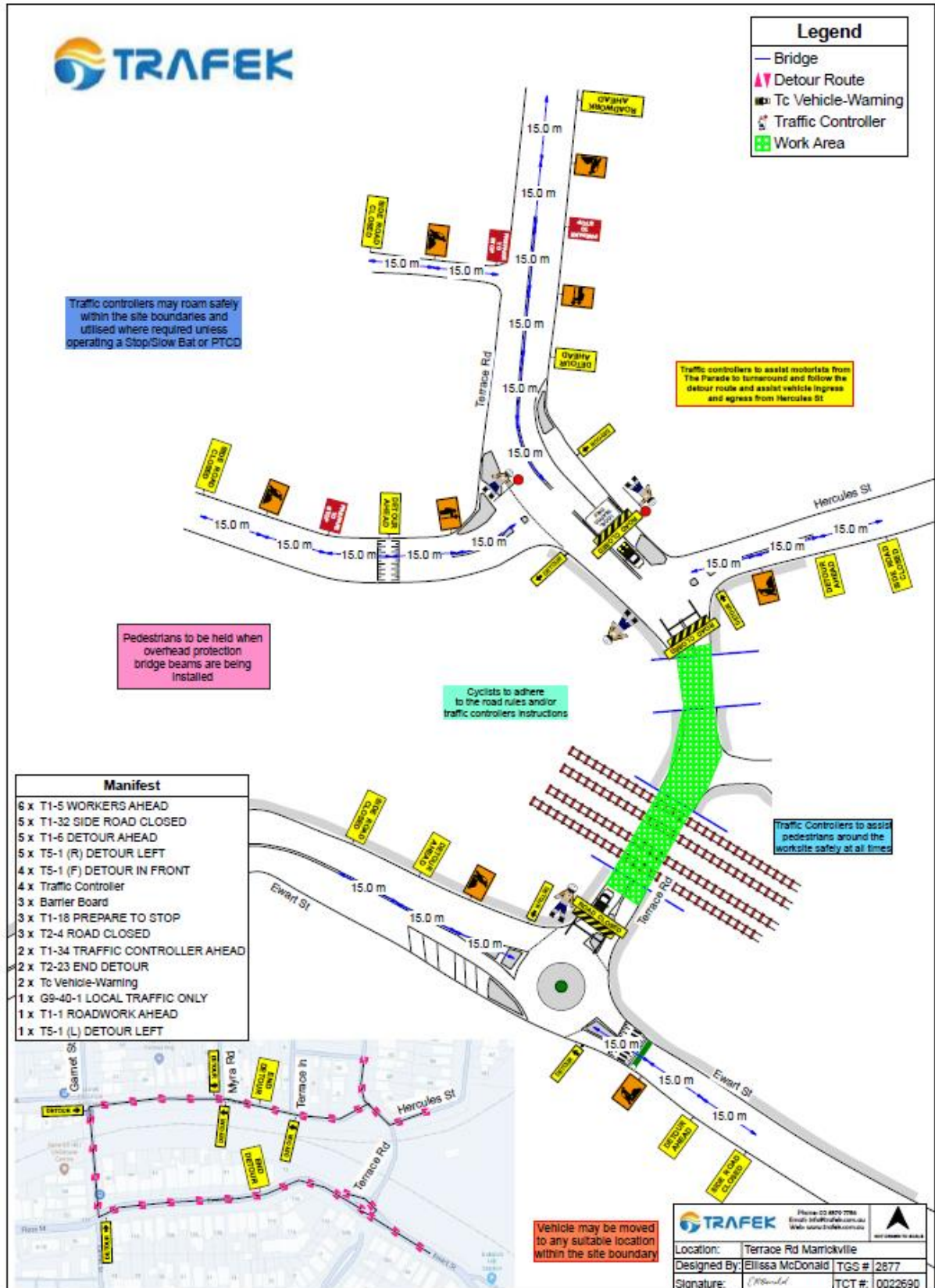
Completed by:		Date:	
Name:		Signature:	
Qualification:			
TGS Reference:		Review Type: <input type="checkbox"/> Desktop <input type="checkbox"/> Site Inspection	
Sources Used for Desktop Review: <input type="checkbox"/> NearMap <input type="checkbox"/> MetroMap <input type="checkbox"/> Google Maps <input type="checkbox"/> Google Earth <input type="checkbox"/> Six Maps <input type="checkbox"/> Other			

Traffic Guidance Scheme Cover Page, Notes and Risk Assessment

SIGN INSPECTION CHECKLIST												
COMPLETED BY:		TMP REFERENCE:										
SIGNATURE:		TGS REFERENCE:										
DATE:		TIMES: (TO BE COMPLETED AT 2 HOUR INTERVALS)		START OF SHIFT			INSPECTION 2			INSPECTION 3		
				Yes	No	NA	Yes	No	NA	Yes	No	NA
DRIVE THROUGH TGS INSPECTION				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
HAVE ANY ADJUSTMENTS BEEN MADE TO THE APPROVED TGS?				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
IF YES, PROVIDE DETAILS:	ARE CHANGES WITHIN TOLERANCES? <small>IF NO, TGS MUST BE REVIEWED BY A PMCTMP</small>			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	HAVE CHANGES BEEN APPROVED? <small>IF NO, TGS MUST BE APPROVED</small>			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
COMMENTS OR DETAILS OF ACTION TAKEN:												
HAVE ALL SIGNS AND DEVICES BEEN INSTALLED WITH APPROVED TGS? <small>IF NO, PROVIDE DETAIL OF ACTION TAKEN</small>				START OF SHIFT			INSPECTION 2			INSPECTION 3		
				Yes	No	NA	Yes	No	NA	Yes	No	NA
COMMENTS OR DETAILS OF ACTION TAKEN:				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ARE PTCD POSITIONED AS PRESCRIBED IN THE TGS? <small>IF NO, PLEASE PROVIDE DETAIL OF ACTION TAKE</small>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
COMMENTS OR DETAILS OF ACTION TAKEN:												
ARE MANUAL TRAFFIC CONTROLLERS CLEAR OF TRAVEL LANE, HAVE SUITABLE ESCAPE ROUTE? <small>IF NO, PLEASE PROVIDE DETAIL OF ACTION TAKEN</small>				START OF SHIFT			INSPECTION 2			INSPECTION 3		
				Yes	No	NA	Yes	No	NA	Yes	No	NA
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COMMENTS OR DETAILS OF ACTION TAKEN:												
ARE SIGN DEVICES IN GOOD CONDITION, CLEARLY VISIBLE TO ROAD USERS? <small>IF NO, PLEASE PROVIDE DETAIL OF ACTION TAKEN</small>				START OF SHIFT			INSPECTION 2			INSPECTION 3		
				Yes	No	NA	Yes	No	NA	Yes	No	NA
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COMMENTS OR DETAILS OF ACTION TAKEN:												
ARE ALL SIGNS MOUNTED LEVEL AND SUITABLE CLEAR OF TRAVEL LANES? <small>IF NO, PLEASE PROVIDE DETAIL OF ACTION TAKEN</small>				START OF SHIFT			INSPECTION 2			INSPECTION 3		
				Yes	No	NA	Yes	No	NA	Yes	No	NA
				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
COMMENTS OR DETAILS OF ACTION TAKEN:												
ARE CONFLICTING OR NON-APPLICABLE SIGNS COVERED OR REMOVED? <small>IF NO, PLEASE PROVIDE DETAIL OF ACTION TAKEN</small>				START OF SHIFT			INSPECTION 2			INSPECTION 3		
				Yes	No	NA	Yes	No	NA	Yes	No	NA
				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
COMMENTS OR DETAILS OF ACTION TAKEN:												
IS TEMPORARY DELINEATION INSTALLED AS PRESCRIBED I.E STRAIGHT LINE FORMING TAPER? <small>IF NO, PLEASE PROVIDE DETAIL OF ACTION TAKEN</small>				START OF SHIFT			INSPECTION 2			INSPECTION 3		
				Yes	No	NA	Yes	No	NA	Yes	No	NA
				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
COMMENTS OR DETAILS OF ACTION TAKEN:												
HAVE SITE CONDITIONS CHANGED DUE TO SHADE, PARKED VEHICLES, GLARE ETC? <small>IF NO, PLEASE PROVIDE DETAIL OF ACTION TAKEN</small>				START OF SHIFT			INSPECTION 2			INSPECTION 3		
				Yes	No	NA	Yes	No	NA	Yes	No	NA
				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Traffic Guidance Scheme Cover Page, Notes and Risk Assessment

COMMENTS OR DETAILS OF ACTION TAKEN:									
ARE REGISTERED TRAILERS LE VMS / LIGHT TOWERS; SUITABLE CLEAR OF TRAVEL LANES AND DELINEATED? IF NO, PLEASE PROVIDE DETAIL OF ACTION TAKEN	START OF SHIFT			INSPECTION 2			INSPECTION 3		
	Yes	No	NA	Yes	No	NA	Yes	No	NA
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
COMMENTS OR DETAILS OF ACTION TAKEN:									
ARE TEMPORARY SPEED ZONES OPERATING AS PRESCRIBED? IF NO, PLEASE PROVIDE DETAIL OF ACTION TAKEN	START OF SHIFT			INSPECTION 2			INSPECTION 3		
	Yes	No	NA	Yes	No	NA	Yes	No	NA
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
COMMENTS OR DETAILS OF ACTION TAKEN:									
HAVE WORKERS ON FOOT / PLANT CLEARANCES BEEN APPLIED / OBSERVED? IF NO, PLEASE PROVIDE DETAIL OF ACTION TAKEN	START OF SHIFT			INSPECTION 2			INSPECTION 3		
	Yes	No	NA	Yes	No	NA	Yes	No	NA
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
COMMENTS OR DETAILS OF ACTION TAKEN:									
IS TGS VALID FOR THE SITE ACTIVITY AND OPERATING SAFELY AS INTENDED? IF NO, PLEASE PROVIDE DETAIL OF ACTION TAKEN	START OF SHIFT			INSPECTION 2			INSPECTION 3		
	Yes	No	NA	Yes	No	NA	Yes	No	NA
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
COMMENTS OR DETAILS OF ACTION TAKEN:									
IS TGS APPROPRIATE FOR THE CURRENT TRAFFIC CONDITIONS? IF NO, PLEASE PROVIDE DETAIL OF ACTION TAKEN	START OF SHIFT			INSPECTION 2			INSPECTION 3		
	Yes	No	NA	Yes	No	NA	Yes	No	NA
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
COMMENTS OR DETAILS OF ACTION TAKEN:									
HAVE POTENTIAL HAZARDS IDENTIFIED IN TGS BEEN ADDRESSED? LE END-OF-QUEUE MANAGEMENT IF NO, PLEASE PROVIDE DETAIL OF ACTION TAKEN	START OF SHIFT			INSPECTION 2			INSPECTION 3		
	Yes	No	NA	Yes	No	NA	Yes	No	NA
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COMMENTS OR DETAILS OF ACTION TAKEN:									



## ATTACHMENTS

Nil.



**Item No:** LTC0325(1) Item 5  
**Subject:** MARGARET, SARAH AND SIMMONS STREETS, ENMORE - PROPOSED 'NO STOPPING' RESTRICTIONS AND 'SHARED PATH' PROPOSAL (DAMUN-ENMORE WARD/INNER WEST PAC/NEWTOWN ELECTORATE)  
**Prepared By:** James Nguyen - Traffic Engineer  
**Authorised By:** Manod Wickramasinghe - Traffic and Transport Planning Manager

**RECOMMENDATION**

1. That the concept design plan no.2025-100-JN for the shared path treatment at the road closure junction of Simmons, Sarah and Maragaret Streets, Enmore be approved in principle and a detailed design be bought back to the Committee for consideration.
2. That the installation of 'No Stopping' restrictions on the northern side of Sarah Street, Enmore for a distance of 10m west of Simmons Street be approved.
3. That the installation of 'No Stopping' restrictions on the southern side of Margaret Street for a distance of 10m east of Simmons Street be approved.
4. That the installation of 'No Stopping' restrictions on the southern side of Sarah Street from electric light pole adjacent to no. 76 Simmons Street to immediately west of Marian Lane 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 a proposal to address safety issues at the road closure junction of Simmons, Margaret and Sarah Streets, Enmore. The proposal involves installing a shared path treatment, landscaping and 'No Stopping' restrictions to improve sight lines and turning movements, reduce speed and define a shared space that is used between pedestrians and cyclists.

**BACKGROUND**

Council has received a request for safety improvements at the road closure junction of Simmons, Margaret and Sarah Streets, Enmore due to incidences between pedestrians and cyclists, restricted sight lines and turning movements.

**DISCUSSION**

The intersection of Simmons, Sarah and Margaret Streets is closed for vehicular access in the north-south direction along Simmons Street. Simmons Street is a north-south bicycle route with existing bicycle logo line markings installed along the road. Kerb ramps are installed at the road closure which allow access for both pedestrians and cyclists. Current conditions require both cyclists and pedestrians to share and occupy the path of the road closure and there is no 'Shared Path' to delineate or control movements through this section.

Sarah and Margaret Streets are two-way streets that run in the east-west direction just north and south of the closure at Simmons Street. They are respectively 4.6 metres and 6 metres wide. There are currently no existing ‘No Stopping’ restrictions at the intersections of Simmons Street for these streets. Accordingly, sight lines are limited for road users and turning circles for a service/waste vehicle are compromised.

Council officers have developed a concept design proposal to address these issues and consist of the following:

- Install a ‘No Stopping’ restriction on the northern side of Sarah Street, west of Simmons Street;
- Install a ‘No Stopping’ restriction on the eastern side of Simmons Street, around the southern bend;
- Install a ‘No Stopping’ restriction on the southern side of Margaret Street, east of Simmons Street;
- Install shared path pavement logo’s and signs within the paved section of the road closure;
- Install garden beds within the road closure to reduce bicycle speeds, and increase safety and overall amenity within the closure; and
- Install a hazard board sign on Margaret Street to improve safety for northbound vehicles on Simmons Street.

The proposal is shown in *Attachment 1*.

**PUBLIC CONSULTATION**

Council consulted with affected businesses and nearby residents on the proposed changes in the concept plan between 5 February 2025 and 28 February 2025. There were 16 letters sent. There was one (1) response received supporting and no responses received opposing the proposal.

Resident/business responses	Officer response
<p>Sometimes cars are driven very fast along Sarah Street from Simmons Street direction. So consideration re slowing down speeding cars should be made. Overall, I support the pedestrian safety measures. I support the verge garden beds on Sarah Street at the corners of Simmons and Marion streets, but they should not have taken up the entire section of footpath at the corners - should only have taken up half the width, so as to allow pedestrians to continue along the footpath and not have to step onto the street. I support the additional garden beds</p>	<p>The narrow road carriageway and bend in the road reduces vehicle speeds. Further traffic calming is not recommended. The proposed hazard board will also advise motorists of the bend ahead and induce a speed reduction.</p> <p>The proposed garden beds are aligned with the edge of the existing garden beds; the widths do not increase and encroach into the existing shared path space</p>

**FINANCIAL IMPLICATIONS**

This project will be included in Council’s Traffic Facilities Capital Works list for future funding.

**ATTACHMENTS**

1. [↓](#) Concept plan - no.2025-100-JN





**Item No:** LTC0325(1) Item 6  
**Subject:** FRAZER STREET, MARRICKVILLE - PROPOSED 'NO STOPPING' RESTRICTIONS (MIDJUBURI-MARRICKVILLE WARD/INNER WEST PAC/SUMMER HILL ELECTORATE)  
**Prepared By:** James Nguyen - Traffic Engineer  
**Authorised By:** Manod Wickramasinghe - Traffic and Transport Planning Manager

**RECOMMENDATION**

1. That 'No Stopping' restriction on the northern side of Frazer Street, Marrickville commencing from the eastern kerb of Miller Lane and extending 14 metres west of Miller Lane be approved.
2. That the existing 'No Stopping' restriction on the southern side of Frazer Street, Marrickville (immediately east of Lawson Avenue) be extended a further 14 metres east.

**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 safety concerns at the intersection of Frazer Street and Miller Lane, Marrickville which forms part of the signposted walking and cycling routes installed to support alternative transport modes during the 12-month closure of the T3 line (Sydenham to Bankstown). The existing adjacent central median on Frazer Street is currently utilised by both pedestrians and cyclists and is proposed to be converted to a pedestrian refuge island in the future, as identified in the Inner West Council's Pedestrian Access Management Plan (PAMP).

Currently, it is proposed to install 'No Stopping' restrictions on either side of this central island to improve sight lines for pedestrians and cyclists.

**BACKGROUND**

Transport for NSW have received safety concerns from pedestrians and cyclists regarding the limited sight lines at the existing crossing point across Frazer Street at the intersection of Miller Lane/Lawson Avenue, Marrickville, and requested to the Inner West Council to install and extend the existing 'No Stopping' restrictions adjacent to the central island on Frazer Street.

**DISCUSSION**

Frazer Street is a regional road with traffic volumes of approximately 8000 vehicles per day, and a posted speed limit of 60 km/h. To help facilitate the 12-month closure of the T3 line (Sydenham to Bankstown), Transport for NSW has signposted walking and cycling routes within the Inner West Council. The crossing point from Miller Lane/Lawson Avenue across Frazer Street, Marrickville adjacent to an existing central island is a key route within this network and is shown in *Figure 1* below.



Figure 1 - Frazer Street at Miller Lane, Marrickville

Unrestricted parking is provided on both approach sides of Frazer Street adjacent to this crossing point. There is an existing 10 metre 'No Stopping' restriction on the southern side of Frazer Street, east of Lawson Avenue. The current parking arrangements restrict sight lines for pedestrians, cyclists and vehicles.

A pedestrian refuge island has been identified as a future treatment at this location within the Inner West PAMP plan. In the interim, it is proposed to extend the 'No Stopping' restriction on the southern side from 10 metres to 24 metres, and install a new 'No Stopping' restriction approximately 14 metres from the eastern kerb of Milner Lane as shown in Figure 2 below. The upgrade will improve sight distance for cyclist crossing at this location.

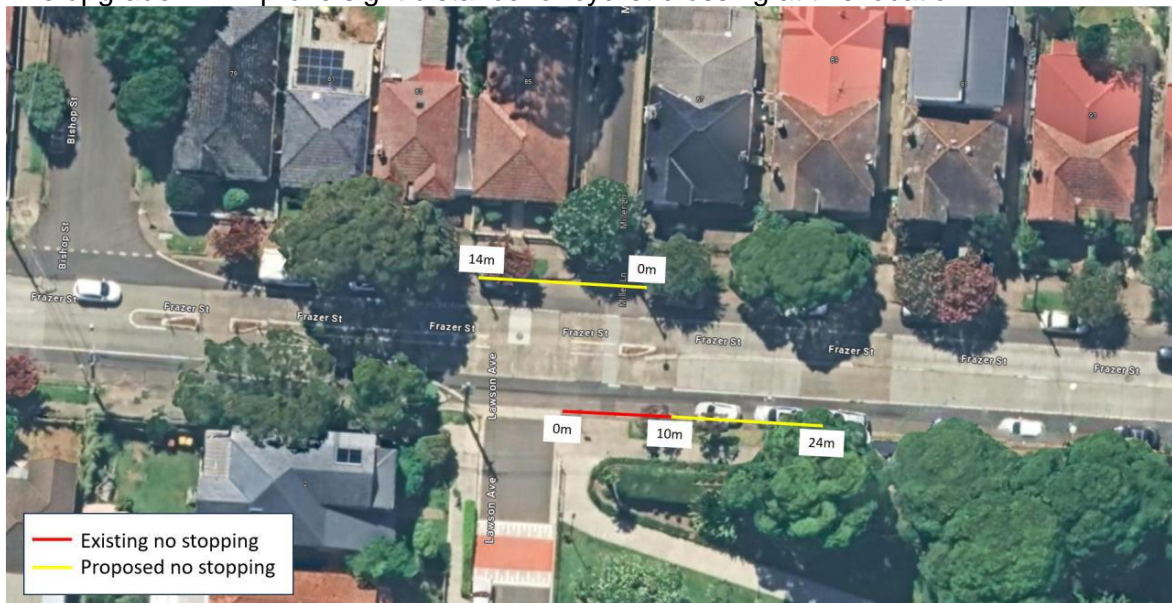


Figure 2 - Proposed 'No Stopping' restrictions - Frazer Street

## **PUBLIC CONSULTATION**

Transport for NSW consulted local residents, sporting clubs, park users and people using the crossing between Monday 17 February and Sunday 2 March 2025.

### Consultation Outcomes

Transport for NSW received a total of 62 submissions from the community regarding the proposed changes during the consultation period. A further 3 submissions addressed issues outside of the area and scope of the proposal. Submissions included a combination of completed online forms, email submissions and verbal feedback via the 24/7 phone number.

68 percent of respondents identified themselves as living in the area (mainly Marrickville and Petersham). 32 percent of respondents identified themselves as not living in the area but visiting Marrickville Park and/or riding or walking through the area regularly.

Of the 62 submissions received, 45 submissions (approximately 73 percent) were in favour of the changes. 17 relevant submissions (approximately 27 percent) did not support the changes.

Submissions in support of the proposal commonly recognised this location was unsafe to cross due to limited visibility of traffic resulting from parked cars. Feedback indicated that, although the introduction of the proposed 'No Stopping' zones was welcomed, more could be done to improve safety for people crossing. Common suggestions included installing a raised shared crossing or widening the refuge island and reducing the speed limit on Frazer Street.

Submissions that did not support the proposal indicated that, although the crossing was considered unsafe, the required parking loss would further reduce amenity and convenience for local residents already impacted by high levels of park patronage and possibly introduce barriers for people using the park and sporting facilities.

Four of the 17 submissions that did not support the proposal, suggested installing a raised shared crossing or reducing the speed limit on Frazer Street as preferred alternatives to the proposed 'No Stopping' zones.

Pending approval, Transport for NSW would notify nearby residents and businesses of the consultation outcomes and key themes of feedback via letterbox drop ahead of the changes being implemented.

## **FINANCIAL IMPLICATIONS**

The cost of the work will be borne by Transport for NSW.

## **ATTACHMENTS**

Nil.



**Item No:** LTC0325(1) Item 7

**Subject:** SMITH STREET, SUMMER HILL – GREENWAY PROJECT – PROPOSED SPLITTER ISLAND UPGRADE WORKS AT THE ROUNDABOUT WITH CARLTON CRESCENT, LONGPORT STREET AND GROSVENOR CRESCENT (DJARRAWUNANG-ASHFIELD WARD / SUMMER HILL ELECTORATE / BURWOOD PAC)

**Prepared By:** Jennifer Adams - Traffic Engineer

**Authorised By:** Manod Wickramasinghe - Traffic and Transport Planning Manager

## RECOMMENDATION

That the detailed design plans (Gartner Rose – Greenway in-corridor works Control Zone 1 - 211583-TTW-11-DR-CI-07014-2 and 211583-TTW-11-DR-CI-07015-3) for the proposed splitter island upgrade works for the Greenway on-road works be approved for construction.

## STRATEGIC OBJECTIVE

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

2: Liveable, connected neighbourhoods and transport

## EXECUTIVE SUMMARY

Detailed design plans have been prepared for Greenway On-Road works. The detailed design plans for the proposed Smith Street splitter island upgrade works are based on the Greenway Concept Designs endorsed by Council in May 2019. Consultation was undertaken across the corridor during the Concept Design phase. Specific consultation to affected residents and owners was undertaken on the draft detailed design plans. It is recommended that the detail design plans are approved for construction.

## BACKGROUND

Inner West Council is currently delivering the Greenway from Iron Cove south through Dulwich Hill to the Cooks River cycleway.

The Smith Street splitter island upgrade works are part of the missing links in-corridor works package involving the construction of a shared path, lighting and landscaping mostly within the light rail corridor and adjacent land. The missing links in-corridor package consists of two discrete areas known as the central and southern links. The central links area extends from north of Parramatta Road to just south of Old Canterbury Road. The southern links area extends from Weston Street to Hercules Street.

The Greenway masterplan identifies this upgrade as a critical improvement within the Mills Precinct, addressing pedestrian and cyclist safety concerns.

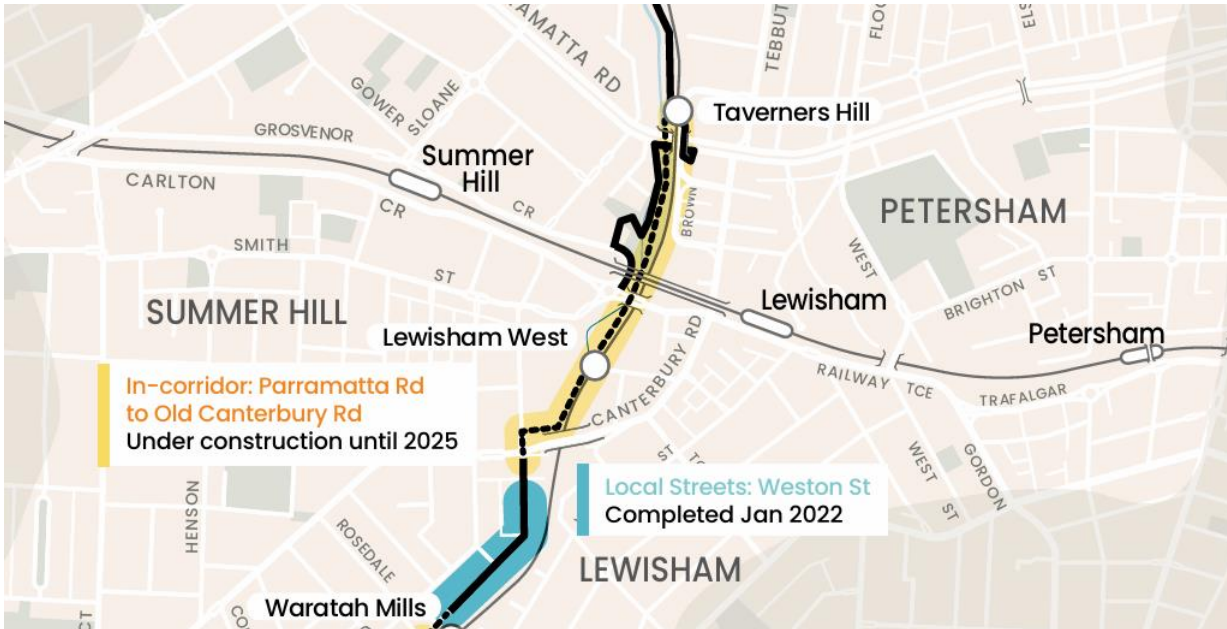
Community feedback highlighted the need for:

- Safer road crossings at Longport Street and Smith Street
- Improved connections to Gadigal Reserve and the Greenway corridor
- Kerb ramps at the Smith Street Carlton Crescent roundabout to improve accessibility

Further to this in January 2022 Council was contacted by Inner West Bicycle Coalition requesting that Inner West Council provide improved cycle connections from the completed

Regional Route 7 cycleway on Longport Street to Smith Street and Grosvenor Crescent, as well as the future Greenway via Gadigal Reserve.

A report went to the Local Traffic Committee at its meeting on 21 March 2022 (Item 1) detailing the signage plan for the proposed shared paths between Longport Street and Grosvenor Crescent and Smith Street. It was proposed, in the short-term, to include shared path signage to enable bicycles to use the existing eastern footpath in Smith Street as a shared path until Malthouse Way.

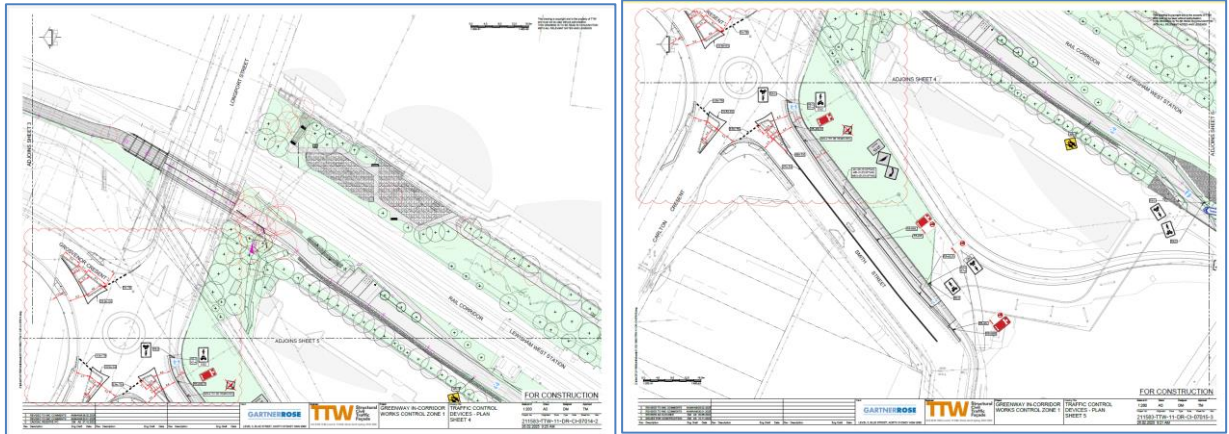


## DISCUSSION

The following works are proposed and are illustrated on the reproduced diagrams below and the attached larger scale plans at the end of this report. The proposed works aim to improve pedestrian and cyclist safety by better defining the safe crossing points and addresses concerns for pedestrian and cyclist safety at this location.

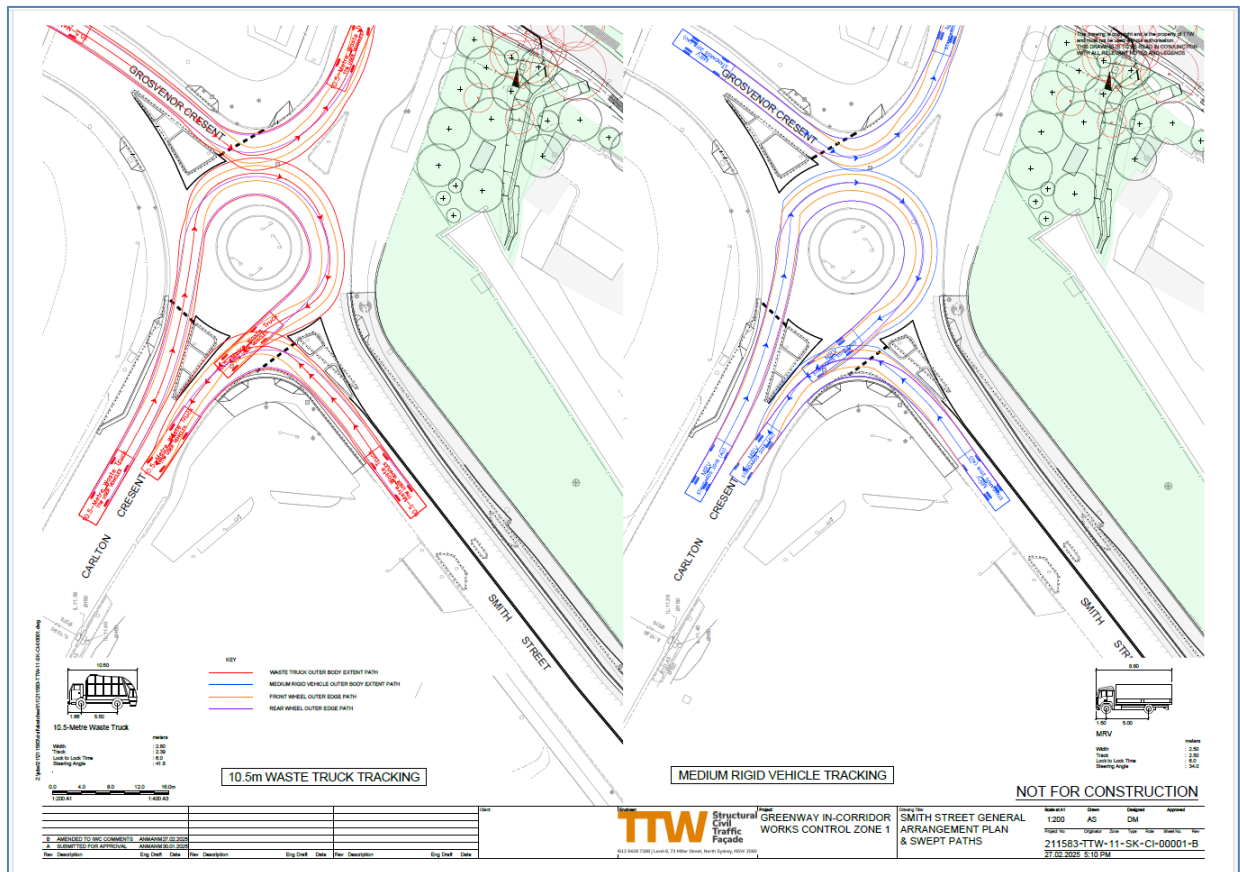
Specifically, the proposed scope of works includes the following:

- Realign and reconstruct kerbs and gutters at Carlton Crescent, Smith Street, Longport Street and Grosvenor Crescent.
- New pedestrian refuge island upgrades on 3/4 intersection approaches – improving pedestrian safety and accessibility
- Smith Street – removing existing kerb ramp and replacing with a standard barrier kerb for pedestrian protection
- Smith Street – providing new vehicle crossing alignment
- New/upgrading pedestrian crossings for better visibility and safer access
- Carlton Crescent and Longport Street - reconstructing pavement and adjusting road grading for improved durability and smoother transitions
- Modifications to existing stormwater infrastructure where necessary to align with new kerb and pavement works.



This proposal will result in no loss of on-street parking space.

A swept path analysis has been completed to assess the turning movements of a 10.5-metre-waste truck and medium rigid vehicle.



## COMMUNITY ENGAGEMENT

Extensive community and stakeholder consultation has been undertaken as part of the Greenway Masterplan and REF process, ensuring the project aligns with community needs and expectations.

Engagement activities include:

- Public exhibition (25 May – 25 June 2018) community feedback was invited on the Greenway Masterplan
- Workshops and drop-in sessions:

- Community drop-in sessions held along the Greenway Corridor
- Stakeholder workshops with groups including the Inner west Bike Coalition and Friends of the Greenway
- Youth engagement sessions
- Online feedback
  - 161 Survey responses collected between October and November 2017
  - Public engagement via the “Your Say Inner West” platform
- Stakeholder & agency consultations:
  - Meetings with TfNSW, Sydney Trains, Roads and Maritime Services, Sydney Water, and Transdev

Through these engagement activities, no objections were raised, and community feedback has been incorporated into the final design. Strong support was raised for safer pedestrian and cyclist crossings at Longport Street and Smith Street.

**FINANCIAL IMPLICATIONS**

The cost for these works are \$200,000, which has been allocated under the existing Contract with Gartner Rose.

**CONCLUSION**

It is recommended that the detailed design plans and associated signs and line markings (211583-TTW-11-DR-CI-07014-2 and 211583-TTW-11-DR-CI-07015-3) be supported to improve road safety at this location.

**ATTACHMENTS**

1. [↓](#) 211583-TTW-11-DR-CI-07014-2
2. [↓](#) 211583-TTW-11-DR-CI-07015-3







**Item No:** LTC0325(1) Item 8  
**Subject:** HURLSTONE AVENUE, SUMMER HILL - PROPOSED KERB BLISTER ISLANDS/NARROWING OF HURLSTONE AVENUE AT PROSPECT ROAD AND 'NO LEFT TURN 7.30-9.30AM, 3:00-5:00PM MON-FRI, BICYCLES EXCEPTED' FROM PROSPECT ROAD INTO HURLSTONE AVENUE (DJARRAWUNANG-ASHFIELD WARD/SUMMER HILL ELECTORATE/BURWOOD PAC)

**Prepared By:** Boris Muha - Traffic Engineer

**Authorised By:** Manod Wickramasinghe - Traffic and Transport Planning Manager

## RECOMMENDATION

1. That the detailed design plan (10315 sheet 1) for the proposed new kerb blister island/narrowing of Hurlstone Avenue at Prospect Road, Ashfield with associated pram ramps, signs and line marking (as shown in Attachment 2) be approved.
2. That 'No Left Turn; 7.30am-9.30am, 3pm-5pm Mon-Fri, Bicycles Excepted' restriction be installed at the intersection of Prospect Road and Hurlstone Avenue, Summer Hill, subject to approval of a Traffic Management Plan for the part-time 'No Left Turn' ban being approved by Transport for NSW.

## STRATEGIC OBJECTIVE

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

2: Liveable, connected neighbourhoods and transport

## EXECUTIVE SUMMARY

Council is planning to improve safety in Hurlstone Avenue, Summer Hill by constructing new landscaped kerb blister islands at its intersection with Prospect Road. The proposal aims to improve pedestrian and motorist safety by reducing the width of the roadway which will better define safe pedestrian crossing paths and addresses pedestrian safety and driver behaviour at this location.

It is similarly proposed to introduce 'No Left Turn 'No Left Turn 7.30am-9.30am, 3-5pm Mon-Fri, Bicycles Excepted' ban restrictions from Prospect Road into Hurlstone Avenue. The restrictions aim to relieve traffic volume pressure along Hurlstone Avenue, given that the street caters for by-passing traffic during AM and PM peak periods. The part-time No left Turn ban would be subject to TfNSW approval. Council in addition, resolved that the restrictions, if approved, be trialled for a period of 6 months from the date the restrictions are implemented.

## BACKGROUND

The proposed kerb blister/road narrowing treatment is developed under the Pedestrian Access Mobility Plan (PAMP) 2020 to facilitate and improve pedestrian safety and contribute to traffic calming/control of the area under the Ashfield Traffic Management Strategy (ATMS) 2017.

Council at its meeting on the 12 September 2023 approved in principle, and under concept, kerb extension/road narrowing treatment in Hurlstone Avenue at Prospect Road. Council also resolved at the meeting that 'No Left Turn 7.30am-9.30am., 3-5pm Mon-Fri., Bicycles Excepted' ban restrictions be included prohibiting traffic movement (at the above times) from

Prospect Road into Hurlstone Avenue, subject that the ban is approved by Transport for NSW, and that the ban be trialled for a period of at least 6 months.

This report describes and shows the proposed detailed design plan treatment of the intersection together with the above part-time No Left Turn ban being incorporated. This work is programmed to be constructed in the 2025/2026 financial year, subject to funding.

**DISCUSSION**

The following information is provided in discussion.



Figure 1. Locality Plan

Street Name	Hurlstone Avenue
Carriageway width (m) kerb to kerb	12.8m
Carriageway type	Two-way, one travel lane each direction.
Classification	Local
Speed Limit km/h	50, 40 kph school zone at western end closer to Prospect Road.
85 <sup>th</sup> percentile speed km/h	46.4
Vehicles per day (vpd)	2080
TfNSW available	NIL- at the intersection with Prospect Road.

<b>reported crash history (last 5 years)</b>	
<b>Parking arrangements</b>	Unrestricted parking both sides
<b>Side streets</b>	Prospect Road to the west, and Old Canterbury Road to the east.

<b>Street Name</b>	<b>Prospect Road (at Hurlstone Avenue)</b>
<b>Carriageway width (m) kerb to kerb</b>	10.2m
<b>Carriageway type</b>	Two-way, one travel lane each direction.
<b>Classification</b>	Local-collector
<b>Speed Limit km/h</b>	50 and 40 kph school zone
<b>85<sup>th</sup> percentile speed km/h</b>	32.6
<b>Vehicles per day (vpd)</b>	2143
<b>TfNSW available reported crash history (last 5 years)</b>	(1) Incident in 2020, north of Hurlstone Ave, RUM 63, vehicle door opening, serious injury, vehicles in southbound direction.  <b>NIL</b> -at the intersection with Hurlstone Avenue
<b>Parking arrangements</b>	Unrestricted parking to both sides, full-time and part-time school zone Bus Zones.
<b>Side streets</b>	Hurlstone Avenue

Table 1. Road Network detail

### The Plan

The following works are proposed and are illustrated on Attachment 2

Hurlstone Avenue (at Prospect Road), Summer Hill (Plan No. 10315 Sheet 1):

- Construct new landscaped kerb blister islands with integrated footpaths & kerb ramps in Hurlstone Ave (at its intersection with Prospect Rd) to narrow the roadway and improve safety for pedestrians crossing the road. ‘Gutter bridges’ comprising heel safe grating will allow safe access for pedestrians over existing kerb & guttering onto the new kerb buildouts.
- Reconstruct some sections of existing concrete footpath with new concrete footpath,
- Reconstruct some sections of existing kerb & guttering to allow the new works to integrate with existing assets,
- Install new ‘No Stopping’ in Hurlstone Avenue 8.5m from its intersection with Prospect Rd,
- Install two (2) ‘No Left Turn’ signs, restrictions operating 7:30-9:30am, 3-5pm along with ‘Bicycles Excepted’ signs (*Note: The design states ‘School days’ which is not correct and is explained further below*).
- Install signage and line marking associated with the works as required, as shown on Plans.

**Parking Changes**

The proposal will not result in the loss of any existing on-street parking spaces in Hurlstone Avenue and Prospect Road. Please refer to the attached plans.

**Streetlighting**

No new or additional streetlights are proposed as part of these works.

**Other Information**

The following points are made:

- A Traffic Management Plan (TMP) has since been submitted to TfNSW for its consideration on the proposed part-time No Left turn ban from Prospect Road into Hurlstone Avenue. The TMP addresses the impact of traffic diversion upon the area and the SIDRA level of (operating) performance modelling on the surrounding intersections with the proposed installation of the ban. Notwithstanding this the ban restrictions will be trialled for a period of at least 6 months following the installation of the signs.
- Consultation under this report was based on the ban being proposed on school days. However, the ban restrictions in plan 10315 as shown in Attachment 2 should read ‘Mon-Fri’ and without ‘School Days’ as resolved by Council at its meeting on 12 September 2024 (through the recommendation of its Traffic Committee on 21 August 2023). The report to the Traffic Committee on the 21 August 2023 and TMP correctly investigates and addresses the impact of traffic diversion upon the area with the proposed ban reading ‘No Left Turn 7.30am-9.30am., 3-5pm Mon – Fri., Bicycles Excepted’. The correction will be amended on the construction plans, with the recommendation identifying the correction.
- Various design vehicle swept path (i.e. buses, garbage trucks and cars) are shown in Attachment 1 (Plan 10315 Sheets 2-9) with the proposed kerb blister island road narrowing of the intersection.
- The existing trees on the corners of Hurlstone Avenue at the intersection with Prospect Road dictates the patterned 2-way traffic movement around the intersection.
- Narrowing the road facilitates to bring out the pram ramps. This design improves sightlines for pedestrians crossing, making it safer for them to move across the intersection at a shorter distance.
- The road narrowing serves a dual purpose—slowing down vehicle movement. By reducing the road width, drivers are more likely to slow down when approaching the intersection, improving safety.
- School Buses and Large Trucks, although less frequent or operating over a short duration of time, still navigate the intersection. The design accounts for their occasional presence, allowing them to move through the central part of the road but with caution.
- Cars are the most common vehicles using this intersection, and the road design ensures that they move around the intersection on the correct side of the road, reducing the potential for confusion or accidents.

**FINANCIAL IMPLICATIONS**

The project is listed in Council’s Traffic Facilities Capital Works program to be carried out in 2025/2026, subject to funding. The work is estimated to be around \$47,000.

**CONSULTATION**

A letter outlining the proposal was mailed out to (20) properties (20 letters) in Hurlstone Avenue, Summer Hill, including the Trinity Grammar School requesting residents’ and the school views regarding the proposal. (see also map of consultation area Figure 2).

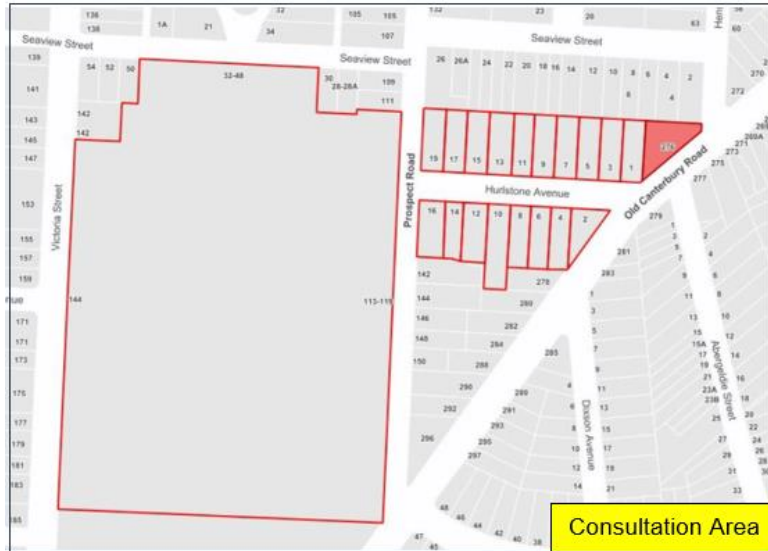


Figure 2- Consultation Area

(2) resident submissions were received. (1) resident was concerned with congestion, delays and vehicles negotiating the wrong side of the road with the narrowing of the intersection, and the inclusion of the part-time 'No Left Turn ban' from Prospect Road into Hurlstone Avenue. (1) resident was very supportive of the proposals.

The resident concerns are tabled below together with the officer's response.

Residents Comments	Officers Response
<ul style="list-style-type: none"> <li>• Narrowing the intersection will make the turn from Hurlstone Avenue into Prospect Road more difficult. Vehicles turning left into Prospect Road will need to cross the centre line of Prospect Road to make the turn. This is clearly dangerous, particularly when vehicles such as buses are parked in Prospect Road.</li> <li>• Hurlstone Avenue will not be wide enough to allow vehicles to turn left and right at the same time- further increasing the congestion and resulting from narrowing both the intersections of Hurlstone Avenue and Prospect Road with Old Canterbury Road. These changes, particularly at the Prospect Road with Old Canterbury Road intersection, have led to more traffic delays. This then causes it to be more difficult for pedestrians to safely cross Prospect Road.</li> <li>• By preventing vehicles turning into Hurlstone Avenue from Prospect Road the congestion in Prospect Road will be increased. The times proposed for this restriction are when Prospect Road is most likely to already have heavy traffic, in particular busses, as students arrive and leave Trinity Grammar School.</li> <li>• The simplest solution to improve safety and</li> </ul>	<ul style="list-style-type: none"> <li>• Note the comments in 'Other Information' above. Various design vehicle swept path (i.e. buses, garbage trucks and cars) are shown in Attachment 1 with the proposed kerb blister island road narrowing of the intersection.</li> <li>• Existing 2-way traffic movement around the intersection is bounded by the trees. Vehicles turning left and right out of Hurlstone Avenue currently do so safely under one line of traffic.</li> <li>• A Traffic Management Plan (TMP) has since been submitted to TfNSW for its consideration on the proposed part-time No Left turn ban from Prospect Road into Hurlstone Avenue. The results identify, under modelling with the ban in place, that the intersection of Prospect Road and Old Canterbury Road would operate at a Level of Service B* which is considered acceptable in delays with spare capacity provided in queuing. Notwithstanding this the ban restrictions will be trialled for a period of at least 6 months following the installation of the signs. <i>Note: * Sourced under Guide to Traffic Engineering developments/Transport for NSW</i></li> <li>• Pedestrians can still cross safely in Prospect Road under the protection of the (wide) pedestrian refuge in Prospect Road at Old Canterbury Road, and the raised pedestrian crossing midblock between Hurlstone Avenue</li> </ul>



<p>amenity in Prospect Road/ Hurlstone Avenue would be to direct the traffic associated with Trinity Grammar School, in particular buses, into Victoria Road. This is a much wider street which is also not a through road.'</p> <ul style="list-style-type: none"> <li>• The changes at the Prospect Road with Old Canterbury Road intersection have made it extremely difficult for vehicles leaving Prospect Road to turn left into Old Canterbury Road if another vehicle is attempting to turn right. Prospect Road is too narrow to easily accommodate two vehicles side-by-side. If it is not possible to turn left from Prospect Road into Hurlstone Avenue this will further worsen the delays at the Prospect Road with Old Canterbury Road intersection as more vehicles use this route.</li> <li>• As damage to the surface of Hurlstone Road is an issue, I would suggest that the weight limit on vehicles using Hurlstone Avenue be extended to buses, thereby lessening the impact on the road surface. This would also be consistent with using Victoria Street for the arrival and departure of buses for Trinity Grammar School.</li> </ul>	<p>and Old Canterbury Road.</p> <ul style="list-style-type: none"> <li>• Council cannot deny Trinity Grammar School traffic from using Hurlstone Avenue. Buses can be exempted through road weight limits under the Road Rules, if on route to and from a destination.</li> <li>• Buses servicing Trinity Grammar currently stop adjacent to the school on Prospect Road and then turn right into Hurlstone Avenue and exit onto Old Canterbury Road. Hurlstone Avenue is the most direct and shortest route back onto the state road network as well as being sufficiently wide to cater for bus movements in comparison to other nearby streets. Buses mainly turn right out onto Old Canterbury Road destined towards Dulwich Hill. Buses would be forced to use narrower and less desirable (convoluted) streets to reach back onto Old Canterbury Road, if denied access through Hurlstone Avenue.</li> <li>• See above relating to intersection performance of Old Canterbury Road and Prospect Road.</li> <li>• Other School Bus routes service the school via Victoria Street however these buses come from Ashfield. Bus operation is well distributed between Victoria Street and Prospect Road.</li> </ul>
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**CONCLUSION**

In view of the above, it is recommended that the detailed design plan (10315 sheet 1) for proposed new kerb blister island/narrowing of Hurlstone Avenue at Prospect Road, Ashfield with associated pram ramps, signs and line marking (as shown in Attachment 2) be approved.

The proposed 'No Left Turn; 7.30am-9.30am, 3pm-5pm School Days, Bicycles Excepted' ban as shown in plan 10315 be altered (under construction plans) and be recommended to read 'No Left Turn; 7.30am-9.30am, 3pm-5pm Mon-Fri, Bicycles Excepted'.

The committee be made aware and note that a Traffic Management Plan has been issued to Transport for NSW seeking approval for the above part-time 'No Left Turn' ban, and that the ban, if approved by Transport for NSW, be placed on a trial period of at least 6 months from the date of installation.

**ATTACHMENTS**

1. [↓](#) Various design vehicle swept path movements -Plan Number 10315(Sheets 2-9).
2. [↓](#) Proposed kerb blister extension/road narrowing at Hurlstone Avenue and Prospect Road, Summer Hill. (Plan 10315 sheet 1)























**Item No:** LTC0325(1) Item 9  
**Subject:** PHILLIP AND BAY STREET, BIRCHGROVE - PROPOSED 'NO PARKING 7AM-7PM MOTOR VEHICLES UNDER 4.5T GVM EXCEPTED' RESTRICTION (BALUDARRI-BALMAIN WARD/BALMAIN ELECTORATE/LEICHHARDT PAC)  
**Prepared By:** Charbel El Kazzi - Traffic Engineer  
**Authorised By:** Manod Wickramasinghe - Traffic and Transport Planning Manager

**RECOMMENDATION**

**That the proposed 'No Parking 7am-7pm Motor Vehicles under 4.5t GVM Excepted' restriction on Phillip Street and Bay Street between Cameron and Short Street, Birchgrove within the areas shown in the enclosed plan be approved.**

**STRATEGIC OBJECTIVE**

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

2: Liveable, connected neighbourhoods and transport

**EXECUTIVE SUMMARY**

Council has received concerns from residents in Phillip Street, Birchgrove regarding the long-term parking of trailers, boats and caravans on Phillip Street and Bay Street, Birchgrove.

In response, Council is proposing to install 'No Parking 7am-7pm Motor Vehicles under 4.5t GVM Excepted' restrictions on Phillip Street and Bay Street between Cameron and Short Street in the areas as shown within the plan in *Figure 2*.

**BACKGROUND**

Council received a petition from residents in Phillip and Bay Street, Birchgrove for parking restrictions to prevent long-term parking of trailers, boats and caravans in these streets. In 2018, a 'No Parking 7am-7pm Motor Vehicles under 4.5t GVM' zone was installed in McKell Street and Church Street, prohibiting the parking of trailers and recreational vehicles. As a result, it was reported that this has shifted some trailers, boat and caravan parking to Phillip Street and Bay Street which is in proximity to residential homes as shown in *Figure 1*.

The proposed parking changes are consistent with the restrictions currently in place in Church Street and McKell Street, Birchgrove and are intended to discourage long-term parking of boats, trailers and caravans in urban areas. Whilst the proposed restriction would displace the parking of these types of vehicles to other areas, it was intended that some sections of Bay Street will remain as unrestricted as they were not direct frontages of residential homes and provide a balance of parking options for all road users.

Trailers, boats and caravans can still park within the unrestricted sections of the proposed plan but will be subject to enforcement under *NSW Public Spaces (Unattended Property) Act*.



Figure 1: Boats, trailers and caravans parked in Phillip/Bay Street

## DISCUSSION

The proposed changes can be seen within the below plan.



Figure 2: Parking restriction plan

A consultation letter outlining the proposed changes were issued to the below properties. At the time of this report, ten (10) responses were received, with all submissions in support of the proposal.

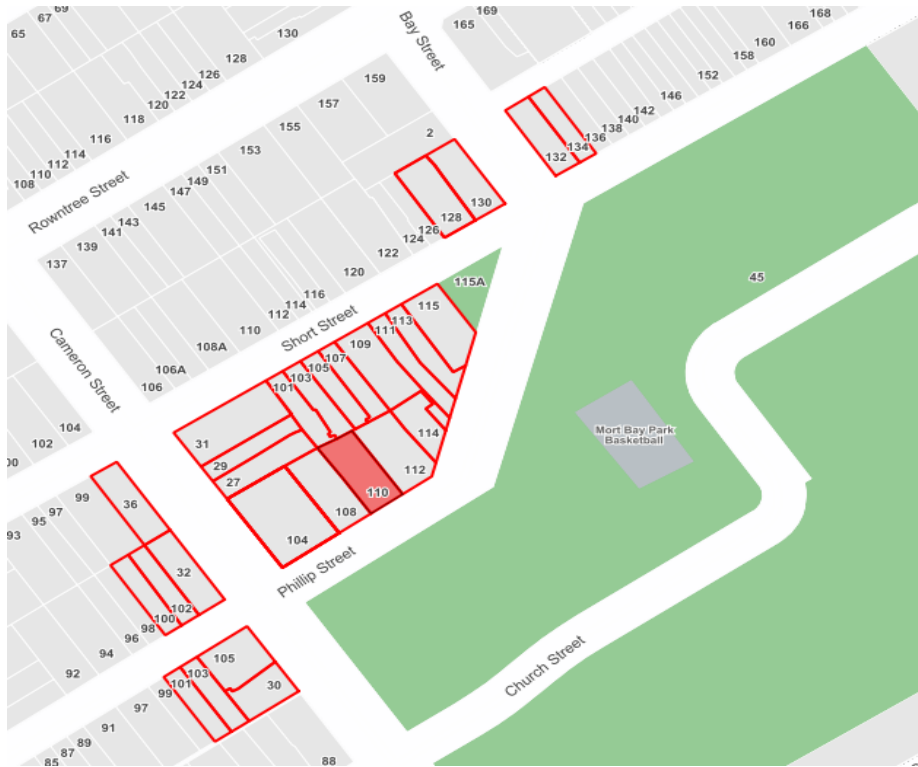


Figure 3: Consultation map

Resident comments relating to the proposal have been summarised below.

Resident Comments	Officers Response
<p>Of greatest concern to me is that - on your map you have a yellow area with proposed unrestricted parking. That goes right up to the intersection of Short and Bay Street. Surely it would be safer to also have a 10m no parking at that end of the street too so that it is possible to see both directions when turning from Bay St into Short St.</p>	<p>Under the NSW road rules it is illegal to park within 10m of an intersection. This rule applies at intersections without signposted restrictions. Council may investigate a 10m No Stopping zone at the intersection in the future if considered a safety issue or a frequent occurrence of vehicles parked dangerously close to the intersection.</p>
<p>Whilst in principle I believe this proposal to be very good - it is important to ensure that the signage stipulates - Except Residents -</p>	<p>Council uses 'Permit holders excepted' restrictions only in time limited Residential Parking Scheme (RPS) areas, however this does not apply to No Parking zones.</p> <p>Residents may still park boats/trailers/caravans within the unrestricted section, or within private property.</p>

**FINANCIAL IMPLICATIONS**

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

**ATTACHMENTS**

Nil.

**Item No:** LTC0325(1) Item 10  
**Subject:** PROPOSED EV KERBSIDE CHARGING LOCATIONS (ALL WARDS / ALL ELECTORATES / ALL PACS)  
**Prepared By:** Sarah Guan - Strategic Transport Planner, James Nguyen - Traffic Engineer and Felicia Lau - Traffic Engineer  
**Authorised By:** Manod Wickramasinghe - Traffic and Transport Planning Manager

**RECOMMENDATION**

**That the EV charging sites identified in *Table 2* be supported for installation as per the signage and line marking plans provided in *Attachment 1*.**

**STRATEGIC OBJECTIVE**

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

2: Liveable, connected neighbourhoods and transport

**EXECUTIVE SUMMARY**

Council is committed to supporting and encouraging the use of electric vehicles (EVs) in the Inner West. On 26 May 2024, Council’s kerbside EV charging providers (Providers) successfully secured funding for 136 public charging ports. The proposed initial network of EV kerbsides charging port locations was publicly exhibited in July 2024 and was presented to LTC on 21 October 2024.

Since then, a total of 11 sites were deemed unsuitable for EV chargers or not recommended for changes to the parking restrictions. Alternative locations were proposed for these sites and were publicly exhibited from 29 January 2025 to 2 March 2025. In response to community feedback, officers have recommended the proposed parking restriction “No Parking 8am-10pm EV Vehicles Excepted While Charging” for 6 sites (Table 2) with no changes to the parking restrictions for the remaining 5 sites.

**BACKGROUND**

At the October 2024 LTC Meeting (Item 11), 8 EV charging sites were not recommended for changes to the parking restrictions. Four alternative sites were proposed and supported, subject to targeted consultation including:

- 216 Darling Street, Balmain;
- 146 Flood Street, Leichhardt;
- 2 Tebbutt Street, Leichhardt; and
- 770 Darling Street, Rozelle.

After further investigations, an additional three sites were deemed unsuitable for the installation of EV chargers, totalling up to 11 sites not being recommended. These included three sites that had received high community support but were deemed unsuitable for EV charging stations for various reasons. Alternative sites in the vicinity were found for the following:



**14 Cooper Street, Balmain**

21 St Andrew Street, Balmain had 86.67% support rate from 15 responses, with unresponsive submissions raising issues with inequality in having the only 60kW charger in Balmain Peninsula rather than a more accessible area.

The 60kW charger has been proposed as part of the overall network mix to assist in examining opportunities for future deployment models. However, Ausgrid has since advised that the power pole is privately owned and cannot be connected to the EV charger.

An alternative was proposed at 14 Cooper Street and was put on consultation from 7 February to 2 March.

**12-14 Myra Road, Dulwich Hill**

The original proposal was for 2 dual-port chargers with a total of 4 charging ports at 1 Myra Road, receiving a 100% support rate from 12 submissions. However, it had been advised that this would impede on the existing bus zone.

Due to the high support rate, our providers have proposed moving one of the dual-port chargers further north at 12-14 Myra Road, Dulwich Hill and was put on exhibition from 7 February to 2 March.

**Opposite 2 Pigott Street, Dulwich Hill**

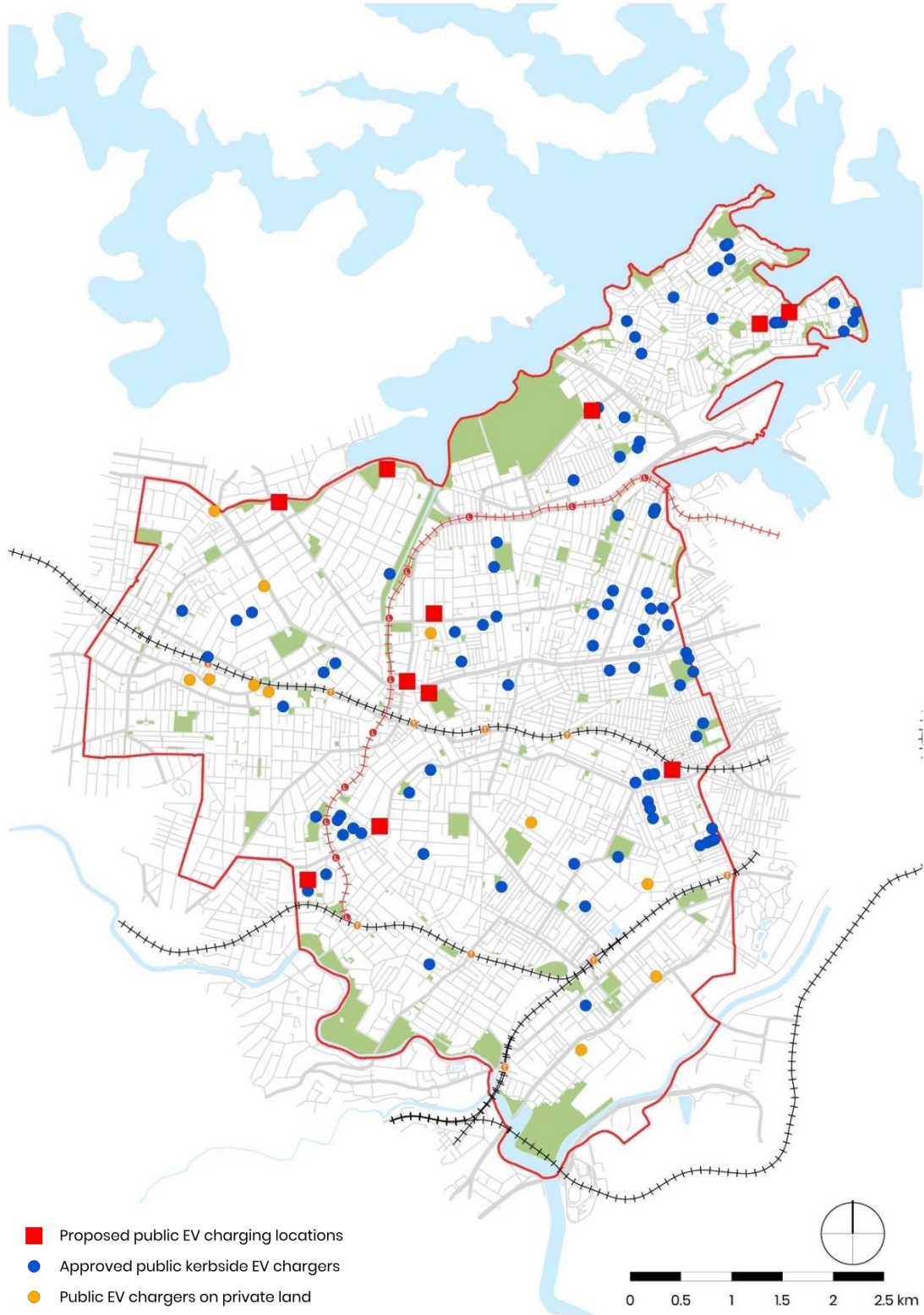
79 Pigott Street, Dulwich Hill had a 93.75% support rate from 16 responses. However, after further investigation, the pole nominated for a proposed charger is a private pole. Due to the high support rate, it was proposed to relocate the dual-port charger to Opposite 2 Pigott Street and was put on exhibition from 7 February to 2 March.

Other sites proposed for targeted consultation include:

- 3 Gladstone Street, Newtown
- Opposite 67 Boomerang Street, Haberfield
- 287 Ramsay Street, Haberfield
- Opposite 1 Station Street, Petersham.

*Figure 1* shows the proposed public EV charging locations on targeted consultation from 29 January to 2 March. It also shows the locations of approved public kerbsides EV chargers from the July 2024 council-wide engagement and public EV chargers on private land (e.g., shopping centres, offices and petrol stations).

*Figure 1:* Map of proposed, approved and existing public EV charging location.



## DISCUSSION

The July 2024 council-wide engagement had the following rationale for community support:

- locations with a support rate below 50% are not recommended for installation;
- locations with a support rate between 50%-69% have been reviewed to determine their suitability in response to community feedback and if an alternative site should be proposed; and

- locations that have received support rate above 70% are proposed, as is, for priority installation.

As the July 2024 engagement was council-wide and had a high volume of response, a 70% support rate was adopted to balance the voice of the general public and residents that live in close proximity to the proposed charging locations.

For this current consultation, only residents within close proximity of the proposed chargers were notified of the consultation through a letterbox drop. All proposed locations have been reviewed to determine their suitability with consideration of current and previous community feedback.

### **PUBLIC EXHIBITION**

Public consultation was undertaken between 29 January and 2 March 2025. Submissions were received from 95 households across all locations from Your Say Inner West (YSIW and emails.

Support rates, submission summaries and officer comments can be found in *Table 1*.



Table 1: Targeted consultation and responses

Location	Support Rate	What we heard	Council Response
<b>146-152 Flood Street, Leichhardt</b>	<b>56%</b> <b>9 responses</b>	<p>Too many EV chargers in the LGA</p> <p>High parking demand and loss of parking</p> <p>Residents want to be included in the existing RPS. Parking is limited in this section of Flood Street, with many residents with no off-street parking.</p> <p>ICE vehicles block EV chargers. It is necessary to make the space dedicated to EV only while charging within the LGA.</p>	<p>The aim of this proposal is to assist our community to transition to electric vehicles. Any approved public EV charger locations will be monitored to justify the public demand for public EV charging, where locations with low utilisation will be reviewed and further adjustment can be undertaken.</p> <p>RPS consultation was undertaken separately. Council received very low response rate for RPS and hence at that time was not proposed to extend to this section of Flood Street.</p> <p>Line marking is installed to assist EV users with identifying and locating charging spaces.</p> <p>Officers will not recommend the proposed signposted changes to the parking restrictions due to the support rate and low support rate.</p> <p>The location will be modified to an undedicated EV charging location and installed under the SEPP.</p>
<b>216-218 Darling Street, Balmain</b>	<b>33%</b> <b>9 responses</b>	<p>Existing restricted EV charging spaces on Darling Street is mostly vacant.</p> <p>High parking demand and loss of parking affecting businesses on Darling Street.</p> <p>ICE vehicles block EV chargers. It is necessary to make the space dedicated to EV only while charging within the LGA.</p>	<p>The aim of this proposal is to assist our community to transition to electric vehicles. Any approved public EV charger locations will be monitored to justify the public demand for public EV charging, where locations with low utilisation will be reviewed and further adjustment can be undertaken.</p> <p>Line marking is installed to assist EV users with identifying and locating charging spaces.</p> <p>Noting that there are 5 EV charging spaces on Darling Street and the low support rate, the proposed changes to the parking restrictions will not be recommended.</p>
<b>3 Gladstone Street, Newtown</b>	<b>100%</b> <b>3 responses</b>	<p>Supportive of proposed location</p> <p>ICE vehicles block EV chargers. It is necessary to</p>	<p>Line marking is installed to assist EV users with identifying and locating charging spaces.</p>

		<p>have marked EV charging sites in the Inner West</p> <p>Restrictions should be altered to allow EV parking 24 hours a day</p>	<p>EV charging spaces are proposed to be operational between 8am-10pm, this seeks to maximise parking for households to use the unrestricted hours (10pm-8am) for parking.</p> <p>Based on the survey results, this location is recommended.</p>
<p><b>2 Tebbutt Street, Leichhardt</b></p>	<p><b>100%</b> <b>1 response</b></p>	<p>ICE vehicles block EV chargers. It is necessary to make the space dedicated to EV only while charging within the LGA.</p> <p>Restrictions should be altered to allow EV parking 24 hours a day</p> <p>It is important to future proof the Inner West</p>	<p>Line marking is installed to assist EV users with identifying and locating charging spaces.</p> <p>EV charging spaces are proposed to be operational between 8am-10pm, this seeks to maximise parking for households to use the unrestricted hours (10pm-8am) for parking.</p> <p>Based on the survey results, this location is recommended.</p> <p>Note that this location has been supported by LTC in its October 2024 meeting, subject to targeted consultation.</p>
<p><b>768 and 770 Darling Street, Rozelle</b></p>	<p><b>50%</b> <b>2 responses</b></p>	<p>Local businesses have concern due to already limited parking in Darling Street.</p> <p>Clients regularly run late to appointments due to lack of parking</p> <p>Council is urged to consider alternate locations, with minimal disturbance to businesses.</p> <p>ICE vehicles block EV chargers. It is necessary to make the space dedicated to EV only while charging within the LGA.</p>	<p>The conversion of parking spaces to EV charger do not remove any available parking spaces on-street, it allows for a better turnover for EV vehicles that may already be in the nearby streets between 8am-10pm.</p> <p>The aim of this proposal is to assist our community to transition to electric vehicles. Any approved public EV charger locations will be monitored to justify the public demand for the charger, where locations with low/high utilisation will be reviewed and further adjustment can be undertaken.</p> <p>Noting that are 5 EV charging spaces on Darling Street and the low support rate, the proposed changes to the parking restrictions will not be recommended.</p>
<p><b>14 Cooper Street, Balmain</b></p>	<p><b>47%</b> <b>15 responses</b></p>	<p>High parking demand and loss of parking.</p> <p>Concerns relating to proximity of EV charger to living quarters of 14 Cooper Street, including increased noise and loss of amenity from the additional pole proposed blocking the views from</p>	<p>The conversion of parking spaces to EV charger do not remove any available parking spaces on-street, it would displace EV vehicles that may already be in the nearby streets between 8am-10pm.</p> <p>Any approved public EV charger locations will be monitored to</p>

		<p>both windows.</p> <p>Concerns including traffic congestion, safety of pedestrians, children and beachgoers were raised.</p> <p>ICE vehicles block EV chargers. It is necessary to make the space dedicated to EV only while charging within the LGA.</p>	<p>justify the public demand for the charger, where locations with low/high utilisation will be reviewed and further adjustment can be undertaken.</p> <p>Line marking is installed to assist EV users with identifying and locating charging spaces.</p> <p>However, officers will not be recommending this location due to the high response and low support rate.</p>
<p><b>12-14 Myra Road, Dulwich Hill</b></p>	<p><b>20%</b> <b>5 responses</b></p>	<p>High parking demand and loss of parking.</p> <p>There are already four (4) charging stations on Myra Road</p> <p>ICE vehicles block EV chargers. It is necessary to have marked EV charging sites in the Inner West</p> <p>Restrictions should be altered to allow EV parking 24 hours a day</p>	<p>The original EV charging proposal for four (4) charging spaces outside no.32-34 Myra Road, Dulwich Hill could not be installed due to conflicts with the adjacent bus zone.</p> <p>The two (2) EV charging spaces proposed outside 12-14 Myra Road is the revised location and two (2) unrestricted parking spaces are retained from the original proposal.</p> <p>The low support rate (20%) in this instance may have been due to concerns about an additional two (2) EV charging spaces proposed, in addition to the four (4) spaces.</p> <p>Despite the low support rate (20%) received during consultation, the original proposal outside no.32-34 Myra Road has a support rate of 100%.</p> <p>Accordingly, it is recommended to install the revised two (2) EV charging spaces outside no.12-14 Myra Road.</p>
<p><b>Opposite 2 Pigott Street, Dulwich Hill</b></p>	<p><b>0%</b> <b>2 response</b></p>	<p>Loss of parking</p> <p>Concerns about double parking whilst waiting to charge, and causing congestion</p> <p>ICE vehicles block EV chargers. It is necessary to have marked EV charging sites in the Inner West</p> <p>Restrictions should be altered to allow EV parking 24 hours a day</p>	<p>The original proposal for two (2) EV charging spaces opposite no.79 Pigott Street was the preferred location as it was located outside a park and less impact to timed, resident parking. However, it was found that the power pole at this location was unsuitable. This location has a support rate of 94% from the previous consultation.</p> <p>The revised location opposite no.2 Pigott Street, Dulwich Hill is more appropriate as it is located at the side of a property, within proximity to the shops on New Canterbury Road.</p> <p>Whilst there is a loss of two (2) 1P parking spaces, the EV</p>

		<p>charging spaces are an acceptable alternative for short to medium term timed parking for visitors to the nearby shops and businesses and are recommended to proceed.</p> <p>Double parking and congestion would unlikely occur as users are able to check for availabilities on platforms such as PlugShare. The proposed parking restrictions will discourage petrol vehicles from parking and improve the reliability of platforms like PlugShare. This seeks to prevent issues such as double parking on the road.</p> <p>Line marking is installed to assist EV users with identifying and locating charging spaces.</p> <p>EV charging spaces are proposed to be operational between 8am-10pm, this seeks to maximise parking for households to use the unrestricted hours (10pm-8am) for parking.</p>
<p><b>Opposite 1 Station Street, Petersham</b></p>	<p><b>0%</b> <b>1 response</b></p> <p>This location floods during heavy rain periods with gutters overflowing, and vehicles under water</p> <p>Concerns were raised about safety of EV charger during flooding and heavy rainfall</p> <p>ICE vehicles block EV chargers. It is necessary to have marked EV charging sites in the Inner West</p> <p>Restrictions should be altered to allow EV parking 24 hours a day</p>	<p>Council officer's will assess further with the EV charging provider whether the charging unit will be affected by the existing nearby flooding issues. Should it be found that there are safety issues due to flooding with this location, a revised location will be considered. However it is recommended that this location be supported in-principle.</p> <p>Line marking is installed to assist EV users with identifying and locating charging spaces.</p> <p>EV charging spaces are proposed to be operational between 8am-10pm, this seeks to maximise parking for households to use the unrestricted hours (10pm-8am) for parking.</p>
<p><b>Opposite 67 Boomerang Street, Haberfield</b></p>	<p><b>0%</b> <b>2 response</b></p> <p>Residents experience anti-social behaviour from park goers, taxis, party buses and drivers idling around their vehicles, disturbing residents. There are concerns that this behaviour will increase during</p>	<p>The proposed location is in front of a park where parking is unrestricted. Having a dedicated public EV charger in this location may increase parking turnover and improve passive surveillance.</p>

	<p>periods where EV drivers are waiting for the EV charger to become available.</p> <p>The proposed site is considered a dangerous location due to previous accident history.</p> <p>ICE vehicles block EV chargers. It is necessary to make the space dedicated to EV only while charging within the LGA.</p>	<p>EVs waiting for a charge would unlikely occur as users are able to check for availabilities on platforms such as PlugShare. The proposed parking restrictions will discourage petrol vehicles from parking and improve the reliability of platforms like PlugShare. This seeks to prevent issues such as double parking on the road.</p> <p>Any approved public EV charger locations will be monitored to justify the public demand for the charger, where locations with low/high utilisation will be reviewed and further adjustment can be undertaken.</p> <p>Officers will not recommend the proposed changes to the parking restrictions due to the low support rate.</p>
<p><b>287 Ramsay Street</b></p> <p><b>N/A</b></p> <p><b>0 responses</b></p>		<p>This location is recommended for installation.</p>

Table 2: Proposed changes in parking restrictions

Address	No. of bays	Existing restriction	Proposed restriction	Image ref.
3 Gladstone Street, Newtown	1	Unrestricted	No Parking 8am-10pm EV Vehicles Excepted While Charging	A1
2 Tebbutt Street, Leichhardt	2	Unrestricted	No Parking 8am-10pm EV Vehicles Excepted While Charging	A2
12-14 Myra Road, Dulwich Hill	2	Unrestricted	No Parking 8am-10pm EV Vehicles Excepted While Charging	A3
Opposite 2 Pigott Street, Dulwich Hill	2	1P 8.30am-6pm Mon-Fri; 8,30am-12.30pm Sat	No Parking 8am-10pm EV Vehicles Excepted While Charging	A4
Opposite 1 Station Street, Petersham	2	Unrestricted	No Parking 8am-10pm EV Vehicles Excepted While Charging	A5

Address	No. of bays	Existing restriction	Proposed restriction	Image ref.
287 Ramsay Street	1	unrestricted	No Parking 8am-10pm EV Vehicles Excepted While Charging	A6

### **FINANCIAL IMPLICATIONS**

On 26 May 2024, Council's EV Kerbside Charging Partners, EVSE, EVX and PLUS ES, received funding from State Government's NSW EV Kerbside Charging Grant for 136 charging ports. This round of EV kerbside chargers is fully funded by NSW Government and our EV Kerbside Charging Partners.

### **ATTACHMENTS**

1. [↓](#) Signs and Line Marking Plan















**Item No:** LTC0325(1) Item 11  
**Subject:** ADDISON ROAD, MARRICKVILLE – PROPOSED SHORT TERM PARKING RESTRICTIONS IN EXISTING SECTION OF REDUNDANT ‘NO PARKING’ RESTRICTIONS (MIDJUBURI-MARRICKVILLE WARD/SUMMER HILL ELECTORATE/INNER WEST PAC)  
**Prepared By:** Jennifer Adams - Traffic Engineer  
**Authorised By:** Manod Wickramasinghe - Traffic and Transport Planning Manager

**RECOMMENDATION**

**That the existing 15-metre length of ‘No Parking’ restrictions outside businesses on the southern side of Addison Road, Marrickville west of Shepherd Street be converted to ‘1P 8:30am-6pm (Mon-Fri)’ restrictions (two car parking spaces) in order to provide parking opportunities for visitors to the area and in line with other parking restrictions outside businesses along Addison Road, Marrickville.**

**STRATEGIC OBJECTIVE**

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

2: Liveable, connected neighbourhoods and transport

**EXECUTIVE SUMMARY**

A request has been received from the owner of a small business on Addison Road, Marrickville, for the provision of short-term parking restrictions outside their property to provide parking opportunities for visitors to the local businesses.

It is recommended to remove the existing ‘No Parking’ restrictions on the southern side of Addison Road, Marrickville west of Shepherd Street and convert these parking spaces to ‘1P 8.30am-6pm Mon-Fri’ restrictions, in order to provide parking opportunities for visitors to the local businesses and in line with other parking restrictions along Addison Road, Marrickville adjacent to businesses.

**BACKGROUND**

In late 1996 the existing 15 metre length of ‘No Parking’ restrictions on the southern side of Addison Road, Marrickville immediately west of Shepherd Street was installed to provide an area for large vehicles to undertake loading/unloading activities for adjacent commercial properties which could not access the rear of their properties via Handley Street. Since then, the nature of the uses has changed, and the existing ‘No Parking’ restrictions are assessed redundant.

Thus, Council is proposing to introduce a section of time-restricted parking in the existing ‘No Parking’ restrictions outside businesses on the southern side of Addison Road, between Illawarra Road and Shepherd Street, in order to improve parking turnover in the vicinity for local businesses. The 15-metre length of ‘No Parking’ outside No.90 Addison Road is proposed to be converted to ‘1P 8:30am-6pm (Mon-Fri)’ restrictions (two car parking spaces). Please refer to the diagrams below. This report details the public consultation results of this proposal.



## DISCUSSION

Addison Road is a Regional Road running east-west between Victoria Road and Livingstone Road, Marrickville. Addison Road is used as a bus route and carries a traffic volume of approximately 12,500 vehicles per day. It provides one traffic lane in each direction, in addition to kerbside parking.

**FINANCIAL IMPLICATIONS**

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

**PUBLIC CONSULTATION**

A notification letter was sent on 6 February 2025 to owners and occupiers of the surrounding properties that are adjacent to Addison Road, Marrickville west of Shepherd Street regarding the proposal to introduce short term parking restrictions during business hours and remove the existing 'No Parking' restrictions. The closing date for comments ended on 22 February 2025.

A total of ten (10) letters were sent out to the affected properties. There were no responses received.

**CONCLUSION**

In order to provide parking opportunities for visitors to the area and in line with other parking restrictions along Addison Road, Marrickville, adjacent to businesses, it is recommended that the existing 'No Parking' restrictions on the southern side Addison Road, Marrickville west of Shepherd Street be converted to '1P 8.30am-6pm Mon-Fri' restrictions.

**ATTACHMENTS**

Nil.