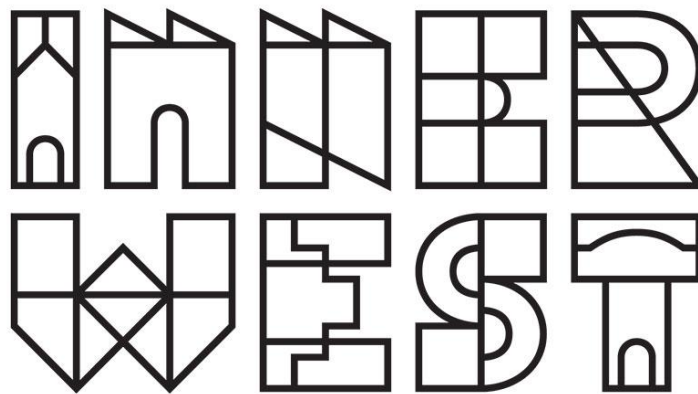


AGENDA



LOCAL TRAFFIC COMMITTEE MEETING

MONDAY 14 APRIL 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.

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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 Meeting held on 17 March 2025

Meeting commenced at 11:00 AM

ACKNOWLEDGEMENT OF COUNTRY BY CHAIRPERSON

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

COMMITTEE REPRESENTATIVES PRESENT

Victor Macri	Councillor – Midjuburi – Marrickville Ward (Chair)
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
Sgt Charles Buttrose	NSW Police – Leichhardt Police Area Command
Nina Fard	Transport for NSW (TfNSW)

NON VOTING MEMBERS IN ATTENDANCE

Col Jones	Inner West Bicycle Coalition (IWBC)
Michael Takla	Representative for Transit Systems
Sunita Sheril	Representative for Transit Systems
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)
Christy Li	IWC's Business Administration Officer

VISITORS

Melissa Zeitouni	Public Speaker (Item 10)
Julie Waters	Public Speaker (Item 10)
Amanda Vine	Public Speaker (Item 10)

APOLOGIES:

Ben Walters	NSW Police – Inner West Police Area Command
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DISCLOSURES OF INTERESTS:

Nil.

CONFIRMATION OF MINUTES

That the Minutes of the Local Traffic Committee held on Monday, 17 February 2025 be confirmed.

MATTERS ARISING FROM COUNCIL'S RESOLUTION OF MINUTES

The Minutes of the Local Traffic Committee meeting held on 09 December 2024 were adopted at Council's meeting held on 18 February 2025 subject to the following amendments:

1. Item 4: Re-exhibition of proposed permanent road closure Jaggers Lane, Balmain - Approve permanent full road closure of Jaggers Lane, between Caroline and Duncan Street (option 1); and
2. Item 18: Resident parking scheme Croydon - conduct a post-implementation review of the resident parking scheme in Croydon after six months and give specific consideration to including Edwin Street (North), between Anthony Street to dead end and Edwin Street (North), between Elizabeth Street and Anthony Street in the Resident Parking Scheme.

The Minutes of the Local Traffic Committee meeting held on 17 February 2025 were adopted at Council's meeting held on 11 March 2025.

LTC0325(1) Item 1 Lilyfield Road, Rozelle - Nike After Dark Tour - Traffic Management Plan at Rozelle Parklands (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC)

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.

Officers 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.

DISCUSSION:

The Representative for the Leichhardt Police Command noted that the police have concerns regarding this proposal due to this being the first event of this size using the proposed route. It was noted that in the stakeholder engagement meetings, Leichhardt PAC, City of Sydney,

and Transport for NSW have raised their concerns regarding the event within the City of Sydney LGA.

Council Officers noted that they attended the stakeholder engagement meetings and that the event organisers propose to have 12 groups of 500-700 runners going out at staggered times to avoid congestion. The Representative for the Leichhardt Police Command noted that there will be another major event at the White Bay Power Station on Saturday, 12 April at 4pm with approximately 4,000 patrons estimated to attend.

Council Officers advised that the Rozelle Parklands is due to be handed over from Transport for NSW to the Inner West Council to manage and that there should be minimal impact on local roads within Inner West Council except for drop-off pickup in Lilyfield Road.

The Representative for Transport for NSW suggested amending the recommendation to include that relevant TMPs and ROLs be provided to Transport for NSW for review.

The Representative for the Inner West Bicycle Coalition and the Representative for the Member of Balmain raised concerns with the proposal noting that the applicant intends to block cyclist access along the existing shared path from Easton Park to the Anzac Bridge and that alternative measures to include access for cyclists and pedestrians were not properly investigated. Council Officers advised that they will request the event organisers provide as many options possible for detours for pedestrians and cyclists not taking part in the event.

It was noted that the event organisers plan to issue further correspondence including Traffic Management Plans to residents closer to the event day. Council Officers also advised that variable message signs (VMS) will be placed around the affected area to advise people of the upcoming changes.

The Committee agreed on the amended recommendation.

COMMITTEE 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;
- 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; and
- f) the event organisers submit and obtain approval for the Traffic Management Plan and Road Occupancy Licences from TfNSW prior to the event commencement date.

For Motion: Unanimous

LTC0325(1) Item 2 Elswick Street North and William Street, Leichhardt - Proposed Angle Parking and Raised Pedestrian Crossing (Gulgadya Ward/Balmain Electorate/Leichhardt PAC)

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.

Officers Recommendation:

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

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

DISCUSSION:

The Chairperson tabled in correspondence from a resident raising concerns regarding the technical data in the report. Council Officers advised that the line-marking detail will be reviewed to ensure it is appropriate and complies with the standards. If appropriate Council will review, modify and make changes to the alignment of the spaces.

Council Officers tabled in correspondence from a resident raising concerns that the project was initially proposed for construction this financial year and that in the report notes that construction will be completed in the next financial year. Council Officers advised it is expected that the project commence this financial year and be completed early in the 2025/26 financial year.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

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

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

For Motion: Unanimous

**LTC0325(1) Item 3 Parsons Street, Rozelle - Proposed Raised One Lane Slow Point
(Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC)****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.

Officers 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.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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.

For Motion: Unanimous

LTC0325(1) Item 4 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)**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.

Officers 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.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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.**

For Motion: Unanimous

LTC0325(1) Item 5 Margaret, Sarah and Simmons Streets, Enmore - Proposed 'No Stopping' restrictions and 'Shared Path' proposal (Damun-Enmore Ward/Inner West PAC/Newtown Electorate)

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.

Officers 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.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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.

For Motion: Unanimous

LTC0325(1) Item 6 Frazer Street, Marrickville - Proposed 'No Stopping' restrictions (Midjuburi-Marrickville Ward/Inner West PAC/Summer Hill Electorate)

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.

Officers 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.

DISCUSSION:

Council Officers stated that the proposal was part of the active transport link and temporary cycle route as part of the T3 closures. It was noted that concerns had been raised to Council regarding this particular crossing point and that Transport for NSW had led an investigation into improving bicycle safety in that area.

The Chairperson questioned if the changes to the cycle link would stay once the T3 line reopens. Council Officers advised that this will likely be a permanent modification as it is part of one of Council's existing routes.

Council Officers suggested amending the recommendation to include that Council commence a review of this intersection to provide some permanent infrastructure which aims to incorporate a reduction in the loss of parking.

The Committee members agreed with the amended recommendation.

COMMITTEE 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.
3. That Council Officers investigate a crossing facility the intersection of Frazer Street and Miller Lane, Marrickville which aims improve bicycle safety as well as minimising the loss of parking for residents and park users.

For Motion: Unanimous

LTC0325(1) Item 7 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)

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 detailed design plans are approved for construction.

Officers 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.

DISCUSSION:

The Representative for the Inner West Bicycle Coalition noted that he supported the proposal in principle however had some questions regarding whether the lane splitters are going to be wide enough to store bicycles in them. Council Officers noted that the refuge islands are proposed to be 2 meters minimum so that at the narrowest point the width will be 2 meters, which is sufficient for typical bicycle storage.

The Representative for the Inner West Bicycle Coalition questioned if Council was going to widen the shared path between Longport Street and Malthouse Way.

Council Officers requested that the Representative for the Inner West Bicycle Coalition forward his correspondence so that the Greenway team can advise of the work plans in the area.

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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.

For Motion: Unanimous

LTC0325(1) Item 8 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)

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.

Officers 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.

DISCUSSION:

The Representative for the Member of Summer Hill raised a request from a constituent requesting that a trial of the traffic restrictions be undertaken at the intersection of Hurlstone Avenue and Prospect Road to review the impact of the proposed changes on the intersection of Prospect Road and Old Canterbury Road.

Council Officers advised that a review can be undertaken to review the outcome of the implemented restrictions 6 to 12 months after installation. It was noted that Prospect Road is a collector road, and Council hopes that the trial shows that motorists are using Prospect Road more after the proposed restrictions are implemented as the intention behind the proposal was to shift motorists away from local roads and into collector and major roads.

The Representative for the Inner West Bicycle Coalition questioned if there was data on the accident history at Hurlstone Avenue and Old Canterbury Road. Council Officers advised that during the original proposal.

The Representative for the Member of Summer Hill questioned if there has been any consideration for traffic lights to be installed at the corner of Prospect Road and Old Canterbury Road. Council Officers advised that there have been requests made in the past to Transport for NSW, however, no further feedback has been provided to Council regarding that review.

The Representative for Transport for NSW (TfNSW) noted that Council had sent through the Transport Management Plan (TMP) and has received approval for the TMP from TfNSW and requested that Council advise of the timeframe for the proposed review period so that TfNSW can update the TMP to reflect the agreed timeframe in their systems.

The Committee members agreed with the amended recommendation.

COMMITTEE 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.
3. That a 12-month review of the implemented restrictions be undertaken

For Motion: Unanimous

LTC0325(1) Item 9 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)

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.

Officers 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.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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.

For Motion: Unanimous

LTC0325(1) Item 10 Proposed EV Kerbside Charging Locations (All Wards / All Electorates / All PACs)

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.

Officers 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*.

DISCUSSION:

Public Speaker Melissa Zeitouni entered the meeting at 11.01am

Ms Zeitouni advised that she is supportive of EV chargers in the Inner West however did not support the proposed installation of an EV charger opposite 1 Station Street due to the location being a known flood zone and suggested that Council investigate an alternate location on Station Street for the charger to be installed. Ms Zeitouni advised that when it rains, all the water converges down to the area near 1 Station Street and that she has previously had vehicular damage due to the flooding in the area. Ms Zeitouni noted that her house was also flooded and that the inadequate gutter and drainage systems in the area causes serious safety concerns if the proposed EV charger were to be installed in Station Street due to the likelihood of the chargers being waterlogged and damaged in the event of flooding.

Public Speakers Melissa Zeitouni left the meeting at 11.06am

Public Speaker Julie Waters entered the meeting at 11.07am

Ms Waters noted that she was speaking on behalf of the Strata Committee for the Colgate Palmolive building and advised that she supports the Council's EV project, however, was not fully supportive of having a second power pole installed for the proposed EV charger at Cooper Street. She advised that residents were happy that Cooper Street was identified for a proposed EV charger as currently there is no option to charge their EVs at in their residential building due to not having a sufficient power source for EV charging.

Public Speaker Julie Waters left the meeting at 11.09am

Public Speaker Amanda Vine entered the meeting at 11.10am

Ms Vine advised that she was supportive of the recommendation to not have the proposed EV charging on Cooper Street. Ms Vine suggested that Council to investigate alternative options for installing a power pole such as potentially going underground with the power supply. Ms Vine noted that she was supportive of having a charger in Cooper Street but was not supportive of having a new power pole installed.

Public Speaker Amanda Vine left the meeting at 11.13am

Council Officers tabled in additional comments from 4 residents. The first resident's comments were consistent with Public Speaker Ms Zeitouni's comments advising their concerns for the proposed EV charger to be installed opposite 1 Station Street due to the area being prone to flooding.

Council Officers tabled comments from 2 additional residents which were consistent with Public Speaker Ms Vines' comments advising they were against the proposed EV charger on Cooper Street due to concerns with increased traffic flow, an increase to the existing parking issues in the area as well as the impact to the streetscape if the proposed power pole were to be installed. They requested that Council consider alternate sites nearby such as Darling Street and Jubilee Place for potential EV installation locations. Council Officers also tabled comments from a resident advising they were supportive of having an EV charger installed on Cooper Street due to nearby residential buildings not being able to offer off-street charging.

Council Officers requested that the proposed EV charging site opposite 1 Station Street be supported in principle noting that the suitability of the site from a stormwater perspective was still being investigated as a separate matter.

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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*.

For Motion: Unanimous

LTC0325(1) Item 11 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)

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.

Officers 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.

DISCUSSION:

The Committee members agreed with the Officer’s recommendation.

COMMITTEE 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.

For Motion: Unanimous

General Business**Item 12 – Frederick Street and John Street, Ashfield traffic signal update**

The Representative for Transport for NSW advised that the Frederick Street and John Street traffic signals are still currently in the detailed design phase of the project. The Representative for Transport for NSW advised that they have recently received grant funding for construction of the traffic signals over the next 2 financial years (FY25/26 & FY26/27). It was noted that TfNSW will try to construct the signals over one financial year however, this would be dependent on the complexity of the site, the timeline for construction may need to be revised.

Item 13 – Parking concerns on Burrows Road South, St Peters

The Chairperson tabled in correspondence from a business owner advising their concerns regarding trucks parking in the street and impeding their ability to park and operate. The business owners requested consideration for 12P parking to be implemented to prevent people from parking their cars for extended periods whilst they go overseas. Council Officers advised that there have been previous requests in the area regarding the parking on boats, trailers and trucks in the area. Council had investigated the concerns and advised that there was very little boat, trailer and truck parking when they went onsite to review so they could not substantiate those concerns however, Council can re-investigate the concerns.

Item 14 – Concerns regarding the vehicular access from Carrington Road, Marrickville

The Chairperson tabled in correspondence from a resident noting concerns regarding vehicular access at the intersection of Carrington Road onto Richardson's Crescent noting the difficulty of turning right from Carrington Road into Richardson's Crescent and requested Council to investigate potential treatments to mitigate the issue. Council Officers advised they are currently reviewing the issue and can update the Chairperson on the outcome of that investigation.

Item 15 – Update on investigation relating to Schwebel Street, Marrickville

The Chairperson requested an update on the investigation relating to the conversion Schwebel Street, Marrickville into 'One Way'. Council Officers advised they have collected the data and are currently analysing the data and coming up with potential treatment options. It was noted that a report would be brought back to the Traffic Committee for potential options prior to public engagement on the preferred option.

Item 16 – Trial of 'No Right Turn' from Ramsey Street into Wolseley Street, Haberfield

The Representative for the Member of Summer Hill advised Jo Haylen's office have received a letter from Transport for NSW regarding the trial of a 'No Right Turn' from Ramsey Street into Wolseley Street, Haberfield between 7am and 9am during weekdays. It was noted that Transport for NSW would be door-knocking and letter-box-dropping residents to advise them of the upcoming changes. Council Officers advised that this had arisen as part of the Road Network Reviews that TfNSW was undertaking following the completion of the WestConnex works. It was noted that traffic in Wolseley Street has increased following the closure of the adjacent Northcote Street which was undertaken in order to place a site compound for WestConnex. On completion of the WestConnex project, the closure of Northcote Street was

made permanent by TfNSW, resulting in Wolseley Street continuing to carry the additional traffic. It was noted that the residents of Wolseley Street had raised concerns with Council and the local members of parliament and that the concerns were raised with Transport for NSW as they have committed to undertake 12 months and 5-year road network reviews following the completion of Stage 2 and 3 of WestConnex. It was noted that the implementation of the 'No Right Turn' restriction is to minimise traffic impact to Wolseley Street residents during peak hours.

Item 17 – Concerns regarding a raised speed hump in Lackey Street, Summer Hill

The Representative for the Member of Summer Hill advised he had received correspondence from a resident noting their concerns about a raised speed hump near Lackey Street, Summer Hill which pedestrians often mistake/ use as a pedestrian crossing. Council Officers advised that they have also received correspondence from the resident regarding their concerns and are currently investigating potential solutions to discourage the use of that speed hump as a pedestrian crossing.

CHAIRPERSON

Councillor Macri

Item No: LTC0425(1) Item 1
Subject: INNER WEST LGA - PROPOSAL FOR GOGET CAR SHARE PARKING SPACES (ALL WARDS, ALL ELECTORATES, ALL PACS)
Prepared By: Jennifer Adams - Traffic Engineer and Amir Falamarzi - Traffic Engineer
Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

That the following 'No Parking Authorised Car Share Vehicle Expected, Area GOGET' restrictions be approved:

1. A 5.5m restriction in the first parking space after statutory 10m 'No Stopping' restriction sign on the northern side of Albert Parade east of Frederick Street, Ashfield/
2. A 3.5m wide angled parking space on the western side of Nelson Street, Annadale, immediately south of the driveway of No.22 Nelson Street. To minimise the impact on the adjacent driveway, a small GoGet vehicle allocation is proposed.
3. A 5.5m restriction in the first parking space after the statutory 10m 'No Stopping' restriction sign on the southern side of Alt Street west of Charlotte Street, adjacent to side boundary of No.92 Charlotte Street, Ashfield.
4. A 5.5m restriction in the first parking space after the statutory 10m 'No Stopping' sign on northern side of Thomas Street east of Edwin Street, Ashfield (adjacent to side boundary of No.45 Edwin Street) after the kerb blister.
5. A 5.5m restriction in the first parking space after the statutory 10m 'No Stopping' restriction sign on the eastern side of Burfitt Street south Allen Street, adjacent to side boundary of No. 102 Allen Street, Leichhardt.
6. A 6.6m restriction in the first legal parking space on the western side of George Street south of Treadgold Street Road, Leichhardt, adjacent to side boundary of No. 30-40 George Street, Leichhardt.
7. A 5.5m restriction in the first legal parking space on the western side of Justin Street south of O'Neill Street, Lilyfield, adjacent to side boundary of No. 29 O'Neill Street, Lilyfield.
8. A 5.5m restriction in the first legal parking space on the eastern side of Harrison Street north of Marrickville Road, Marrickville (adjacent to the side boundary of 343 Marrickville Road). The statutory 10m 'No Stopping' sign will also be included 10m from the intersection of Harrison Street from Marrickville Road.
9. A 5.5m restriction in the first space after statutory 10m 'No Stopping' sign on the eastern side of Wemyss Street south of Newington Road (adjacent to the side boundary of 70 Newington Road), Marrickville.
10. A 5.5m restriction in the first parking space after the statutory 10m 'No Stopping' restriction sign on the western side of Station Street north of Enmore Road (adjacent to the side boundary of 47 Enmore Road, Newtown).

11. A 2.5m wide restriction in the first 90° angle parking space after the 'Mobility' parking space on the western side of Middleton Street north of Newington Road, Petersham.
12. A 5.5m restriction in the first parking space after the statutory 10m 'No Stopping' sign on southern side of May Street east of Applebee Street, St Peters.
13. A 5.5m restriction in the first legal parking space on the first legal parking space on the western side of Bruce Street south of Albany Road, Stanmore (adjacent to the side boundary of 147 Albany Road). The statutory 10m 'No Stopping' sign will also be included 10m from the intersection of Bruce Street and Albany Road.
14. A 5.5m restriction in the first parking space after the statutory 10m 'No Stopping' sign on western side of Holt Street north of Cavendish Street (adjacent to boundary of No.16 Holt Street) after the kerb blister, Stanmore.

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 a GoGet Car Share representative for the installation of Fifteen (15) on-street dedicated 'Car Share' parking spaces for existing floating car share vehicles around the Inner West. Due to community feedback and opposition to one location only fourteen of the fifteen nominated car share spaces are recommended for installation.

BACKGROUND

Car sharing is well established in the Inner West. Car sharing services provide an additional transport option for the growing population in the Inner West LGA.

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

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

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

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

The following hierarchy of preferred locations for designated car share spaces will be considered when assessing suitability of locations:

- a. Within immediate proximity to public transport services such as a rail/metro station/stop.
- b. Adjacent to public land such as a park.
- c. Adjacent to a public facility such as a leisure centre or library.

- d. Within high/medium density residential areas.
- e. In or immediately adjacent to retail / commercial streets.
- f. Adjacent to the side boundary of single dwellings.
- g. Other locations.

Car share parking spaces located in front of single dwellings will be given low priority and avoided in most circumstances.

Consultation will be carried out with residents and businesses in the immediate vicinity of a proposed parking space.

Inner West Council reserves the right to reject, or determine by refusal, any application for a car share parking space.

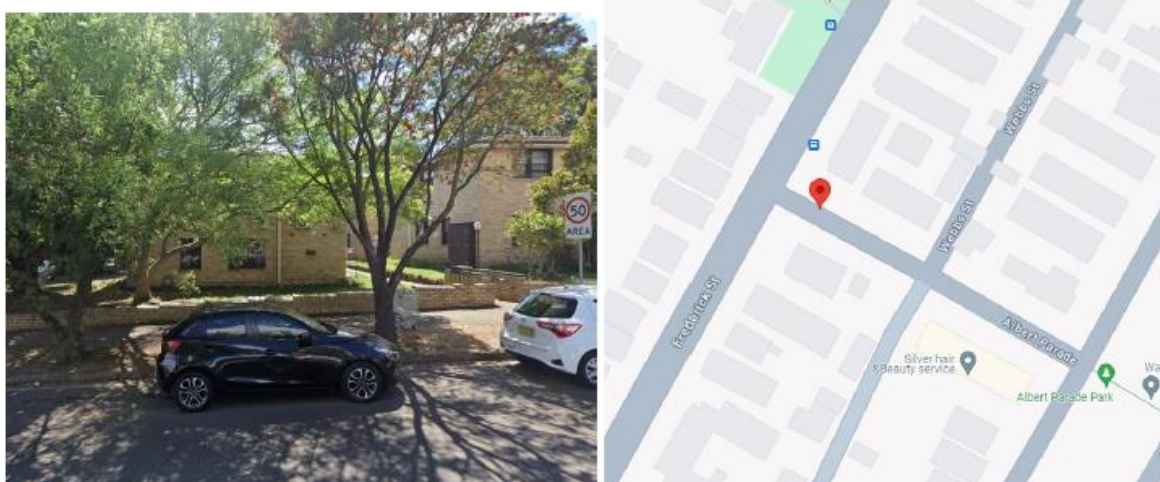
FINANCIAL IMPLICATIONS

Costs associated with the installation, removal, maintenance and administration of dedicated car share bays/spaces including non-statutory features such as painted road markings will be met by the relevant car share company in accordance with the Schedule of Fees and Charges.

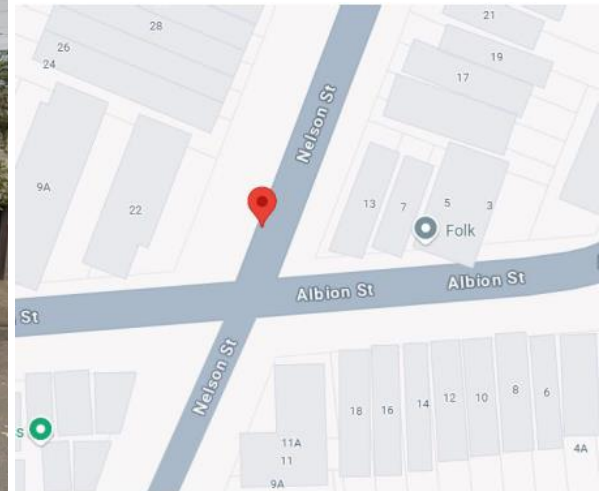
GoGet's Proposed Locations

A request has been received from GoGet representative for the installation of on-street dedicated car share parking spaces within Inner West. The nominated GoGet locations are:

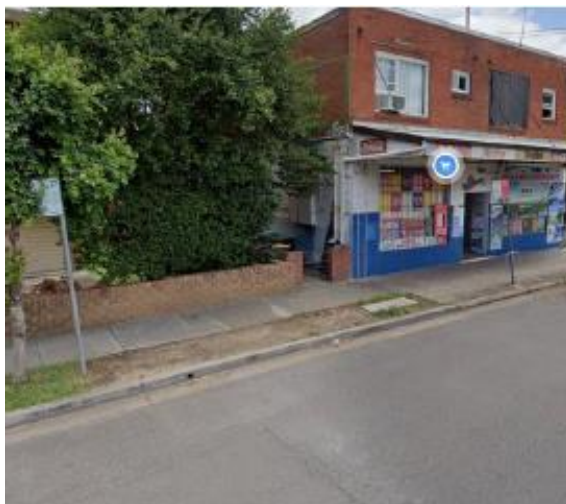
1. **Ashfield - Albert Parade near Frederick Street** – GoGet notes that this current floating location on Albert Parade is highly utilised, with an average use of 3.0 hours per day between November 2023 and January 2024. The location has been in use approximately 9 months and there are 174 members within 400m of the site.



2. **Annandale - Nelson Street near Albion Street** - GoGet notes that the current nearby floating location on Chester Street is highly utilised, with an average use of between 5.7 - 6.2 hours per day between November 2023 and January 2024. The location has been in use approximately 57 months and there are 498 members within 400m of the site.



3. **Ashfield - Charlotte Street near Alt Street** - GoGet notes that the current floating location on Charlotte Street is highly utilised, with an average use of between 3.9 - 6.3 hours per day between November 2023 and January 2024. The location has been in use approximately 59 months and there are 295 members within 400m of the site.

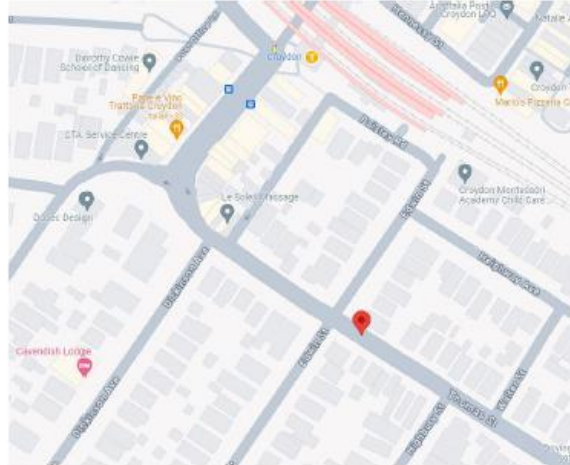


Proposed location not supported. The existing P15 short term parking is to support the local businesses.

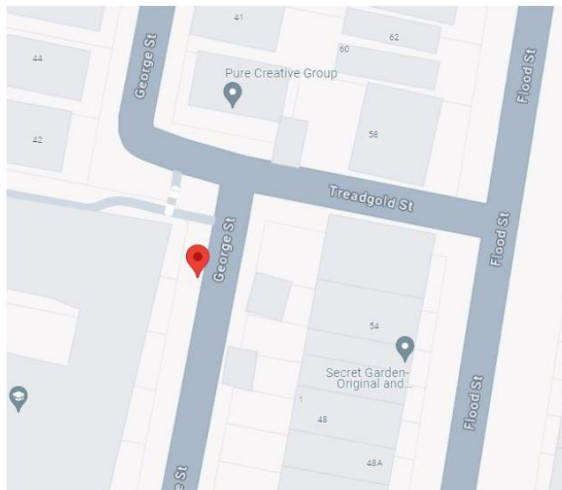
Alternative location – Alt Street near Charlotte Street - first legal parking space around the corner on Alt Street (adjacent to side boundary of No.92 Charlotte Street)



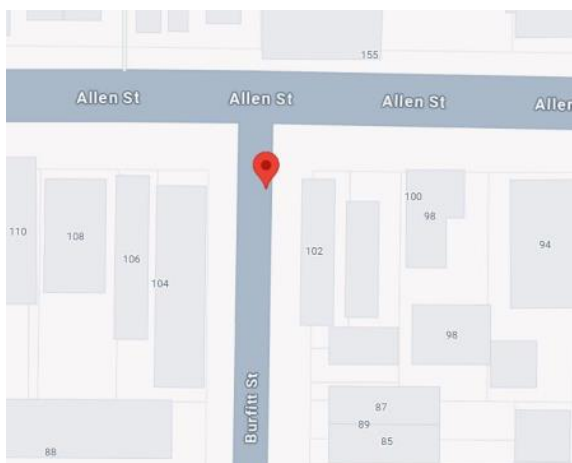
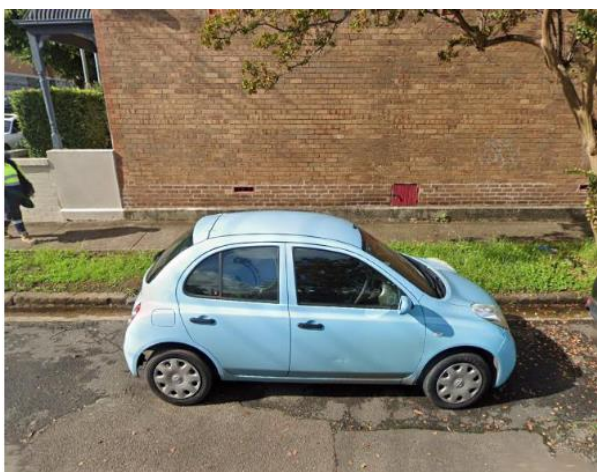
4. **Croydon - Thomas Street near Edwin Street** - GoGet notes that this current floating location on Thomas Street is highly utilised, with an average use of between 4.4 – 9.9 hours per day between November 2023 and January 2024. The location has been in use approximately 47 months and there are 123 members within 400m of the site.



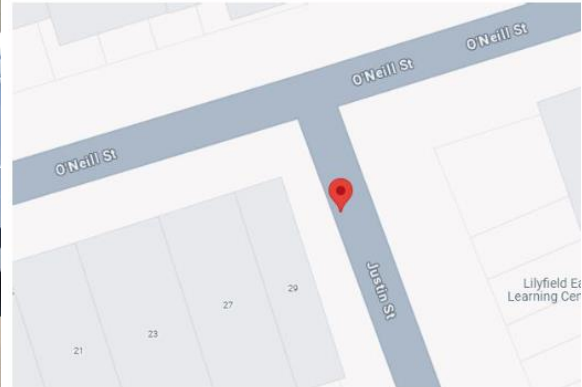
5. **Leichhardt - George Street near Treadgold Street** – GoGet notes that the current floating location on George Street is highly utilised, with an average use of between 3.4 – 5.8 hours per day between November 2023 and January 2024. The location has been in use approximately 48 months and there are 245 members within 400m of the site.



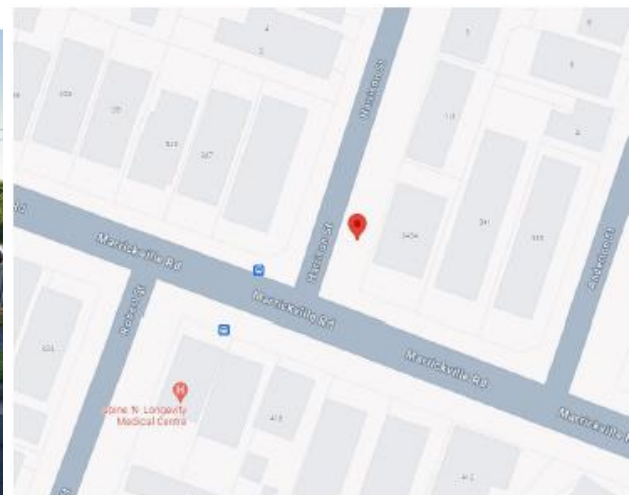
6. **Leichhardt - Burfitt Street near Allen Street** - GoGet notes that the existing local GoGet bay is highly utilised with an average use of 5.6 - 10.9 hours per day between November 2023 and January 2024. The age of the nearest GoGet bay is approximately 53 months and there are 230 members within 400m of the site.



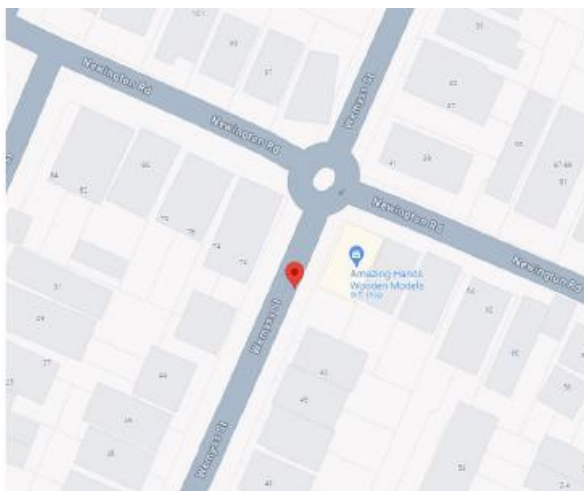
7. **Lilyfield - Justin Street near O'Neill Street** - The current floating location on Justin Street is highly utilised, with an average use of 4.3 hours of use per day between November 2023 and January 2024. The location has been in use approximately 87 months and there are 210 members within 400m of the site.



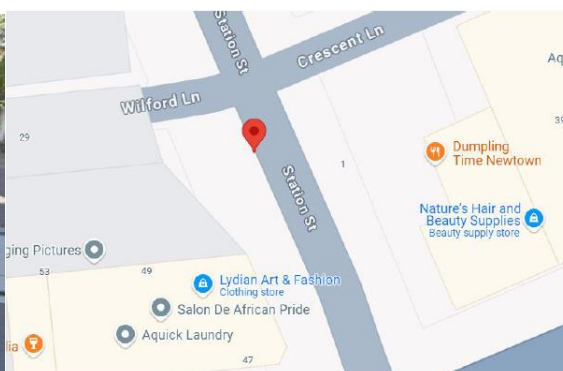
8. **Marrickville - Harrison Street near Marrickville Road** - GoGet notes that the current floating location on Woodcourt Street is highly utilised, with an average use between 3.3 - 3.9 hours per day between November 2023 and January 2024. The location has been in use approximately 77 months and there are 344 members within 400m of the site.



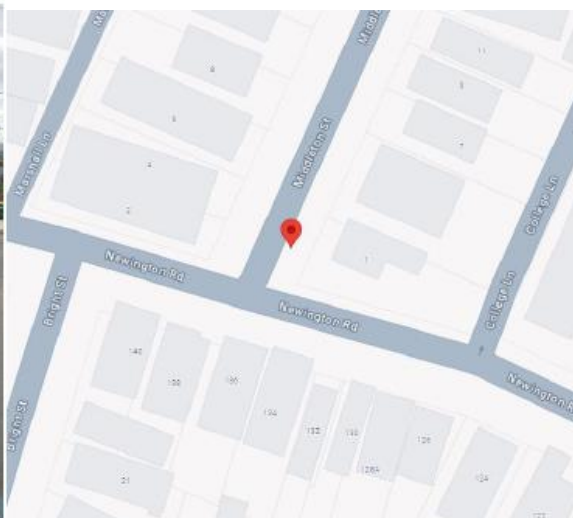
9. **Marrickville - Wemyss Street near Newington Road** - GoGet notes that the current floating location on Perry Street is highly utilised, with an average use of between 3.3 - 5.8 hours per day between November 2023 and January 2024. The location has been in use approximately 139 months and there are 437 members within 400m of the site.



- 10. Newtown - Station Street near Wilford Lane** – GoGet notes that the current floating location on Gladstone Street is highly utilised, with an average use of between 4.6 – 6.0 hours per day between November 2023 and January 2024. The location has been in use approximately 133 months and there are 768 members within 400m of the site.

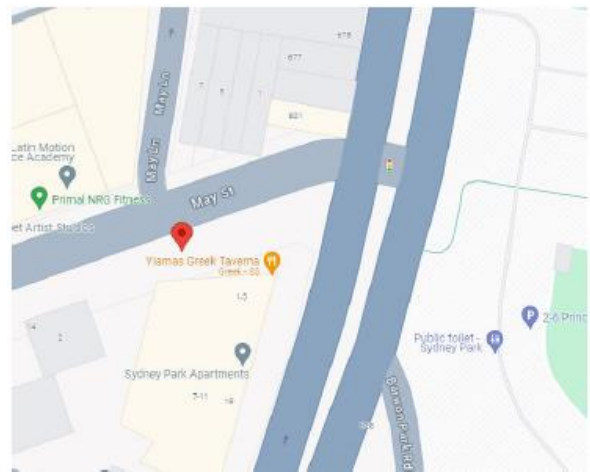


- 11. Petersham - Middleton Street near Newington Road** - GoGet notes that the current floating location on Newington Road is highly utilised, with an average use of 4.4 hours per day between November 2023 and January 2024. The location has been in use approximately 57 months and there are 291 members within 400m of the site.

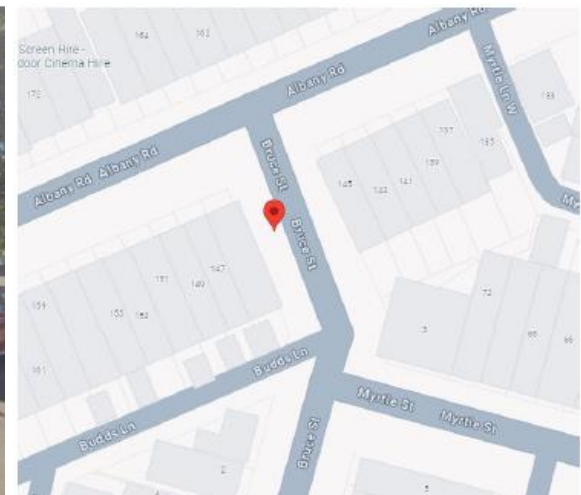


- 12. St Peters - May Street near Princes Highway** - GoGet notes that the current floating location on Applebee Street is highly utilised, with an average use of between 5.3 - 5.6

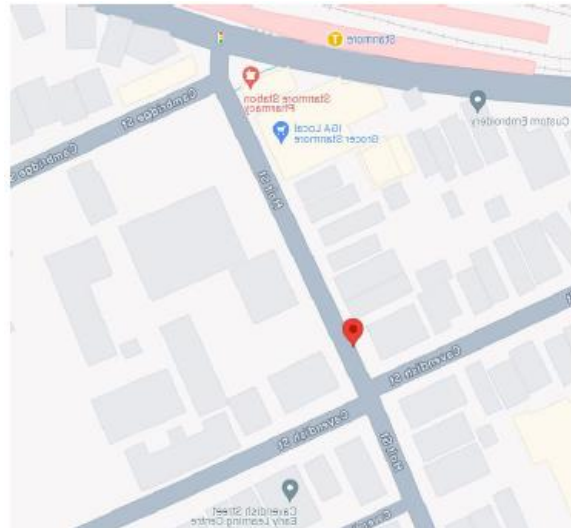
hours per day between November 2023 and January 2024. The location has been in use approximately 155 months and there are 519 members within 400m of the site.



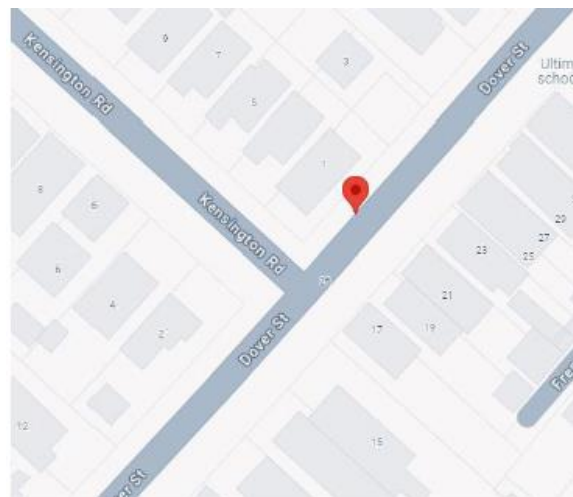
- 13. Stanmore - Bruce Street near Albany Road** - GoGet notes that the current floating location on Charles Street is highly utilised, with an average use of 3.0 hours per day between November 2023 and January 2024. The location has been in use approximately 113 months and there are 294 members within 400m of the site.



- 14. Stanmore - Holt Street near Cavendish Street** - GoGet notes that the current floating location on Cavendish Street is highly utilised, with an average use of between 3.3 - 5.6 hours per day between November 2023 and January 2024. The location has been in use approximately 134 months and there are 337 members within 400m of the site



- 15. Summer Hill - Dover Street near Kensington Road** - GoGet notes that this current floating location on Dover Street is highly utilised, with an average use of 3.8 hours per day between November 2023 and January 2024. The location has been in use approximately 88 months and there are 351 members within 400m of the site.



Public Consultation

Community consultation was led by GoGet representatives during the period between 18 November 2024 and 2 December 2024. Letters were distributed to local residents within 100 metres of each proposed space. A copy of GoGet's community consultation evaluation is attached at the end of this report.

Officers Comments

A summary of each location is presented below. As necessary details are listed regarding any alternative locations suggested.

	Location	Letters sent - Responses	Resident comments	Supported / not supported
1	Ashfield - Albert Parade near Frederick Street Currently unrestricted parking. -33.882197, 151.121745	50 letters sent 3 responses Response rate = 6% 3 support (100%) No objections	<i>It is very convenient knowing that the car will always be at the same location if needed</i> <i>I use Goget, would be nice to not have to go looking for the car or walk further when in a rush</i> <i>It's close to where I live</i>	Proposed site meets Council's car share Policy – on side boundary and within medium density residential area Supported – first space after statutory 10m 'No Stopping' sign on northern side of Albert Parade east of Frederick Street
2	Annandale - Nelson Street between Collins Street and Albion Street Alternative location was investigated as the original proposed location was not supported – as unrestricted parking is preferred over RPS parking. Currently unrestricted - '45° ANGLE PARKING Rear to Kerb Vehicles under 6m ONLY' 33.886446, 151.171692	30 letters sent 2 responses Response rate = 7% 2 support - but in alternative location and/or with conditions (not too close to driveway) (100%) No objections	<i>It is already extremely difficult to park at the corner of Albion and Nelson for local residentsit is not feasible or appropriate in the proposed location. Possibly Trafalgar Street is a better option.</i> <i>If the parking sign was moved further away from the driveway I would consider supporting this... but currently any vehicles, especially vans, make it impossible to see oncoming traffic from my driveway.</i>	Proposed site meets Council's car share Policy – within high/medium density residential area. Supported – A 3.5m wide angled parking space on the western side of Nelson Street, Annadale, immediately south of the driveway of No.22 Nelson Street. To minimise the impact on the adjacent driveway, a small vehicle allocation is proposed.
3	Ashfield - Charlotte Street near Alt Street Proposed	50 letters sent 2 responses Response rate =	<i>I support the idea of the car share bay moving to Alt St in front of the public phone. This is the ideal location for the car share</i>	Proposed site meets Council's car share Policy – adjacent to the side boundary

	<p>location not supported. The existing P15 short term parking is to support the local businesses.</p> <p>Alternative location – Alt Street near Charlotte Street - first legal parking space around the corner on Alt Street (adjacent to side boundary of No.92 Charlotte Street)</p> <p>Presently unrestricted</p> <p>-33.881789, 151.126177</p>	<p>4%</p> <p>2 support (100%)</p> <p>No objections</p>	<p><i>bay as it is not in front of a residential property and the spot is often vacant. Charlotte Street is often parked out, so having the Go Get car in Charlotte Street just makes it harder for anyone who lives in the street to get a parking spot.</i></p> <p><i>It's very convenient to have the van in a dedicated spot so it's easy to find</i></p>	<p>of single shop / dwelling</p> <p>Supported – Alt Street near Charlotte Street - first legal parking space around the corner on Alt Street (adjacent to side boundary of No.92 Charlotte Street) south side of Alt Street</p>
4	<p>Croydon - Thomas Street near Edwin Street</p> <p>Currently unrestricted.</p> <p>-33.885013, 151.115505</p>	<p>15 letters sent</p> <p>2 responses</p> <p>Response rate = 13%</p> <p>2 support (100%)</p> <p>No objections</p>	<p><i>I am a frequent carshare user, and it comforts me to know this is available.</i></p>	<p>Proposed site meets Council's car share Policy – adjacent to the side boundary of single dwelling</p> <p>Supported – first space on northern side of Thomas Street east of Edwin Street (adjacent to side boundary of No.45 Edwin Street) after kerb blister and statutory 10m 'No Stopping' sign.</p>
5	<p>Leichhardt - George Street - near Treadgold Street</p> <p>Currently unrestricted</p> <p>-33.887729, 151.148951</p>	<p>100 letters sent</p> <p>11 responses</p> <p>Response rate = 11%</p> <p>6 support (55%)</p> <p>1 support – but in alternative location (9%)</p>	<p><i>There's already a massive lack of parking space in the area. Most residents of the buildings in George Street are not entitled to a carapace or council permit.</i></p> <p><i>There are already roughly only 15 free parking spots to accommodate hundreds</i></p>	<p>Proposed site meets Council's car share Policy – Within high/medium density residential area.</p> <p>Supported – George Street near Treadgold Street - first legal</p>

		4 objections (36%)	<p><i>of apartments. George street is the only street around the area that has free parking....</i></p> <p><i>Parking is already a difficult issue for the unit residents and this will not alleviate it. If anything is required it would be more free parking in surrounding streets or at least some parking permits.</i></p> <p><i>reconsider this location and explore more suitable alternatives, such as: The dead-end of George St at Lords Rd, western side of Flood St near Treadgold St, Upward St, Within the nearby Marketplace Leichhardt car park</i></p>	<p>parking space on the western side of George Street south of Treadgold Street Road, Leichhardt, adjacent to side boundary of No. 30-40 George Street, Leichhardt</p>
6	<p>Leichhardt - Burfitt Street near Allen Street</p> <p>Currently unrestricted</p> <p>-33.880489, 151.148796</p>	<p>40 letters sent</p> <p>9 responses</p> <p>Response rate = 23%</p> <p>4 support (44%)</p> <p>3 Support – but in alternative location (33%)</p> <p>2 objections (22%)</p>	<p><i>There is now limited parking available since the new large unit complex has been built recently on the corner of Allen St & Flood St especially in the evening. If there needs to be a Go Get then perhaps on Flood St in front of the Unit complex on the corner of Allen St & Flood St.</i></p> <p><i>Taking an extra space for Go Get cars is unreasonable and will add extra stress on the community</i></p> <p><i>It's a good location suitable for me</i></p> <p><i>As a resident of over 30 years in this street, I object to a car share in our street. There are already 2 GoGet cars available 2 mins walk away in Darley Road</i></p>	<p>Proposed site meets Council's car share Policy – Within high/medium density residential area.</p> <p>Supported - first parking space after the statutory 10m 'No Stopping' restriction sign on the eastern side of Burfitt Street south Allen Street, adjacent to side boundary of No. 102 Allen Street, Leichhardt</p>

			<i>near the Hawthorne Light Rail stop and these cars are usually present when I walk by.</i>	
7	<p>Lilyfield - Justin Street near O'Neill Street</p> <p>Currently unrestricted</p> <p>-33.869910, 151.164725</p>	<p>20 letters sent</p> <p>4 responses</p> <p>Response rate = 20%</p> <p>3 support (75%)</p> <p>1 support – but in alternative location (25%)</p> <p>No objections</p>	<p><i>Because using GoGet, is used by all the community and we need a dedicated space. We can't assume there is somewhere to park, because of other people have multiple vehicles.</i></p> <p><i>Parking in Justin Street is already restricted by the 15 minute only allocated parking for the Child Care Centre. 7.00 - 9.30am / 2.30-6pm. This causes residents to park in the side lanes which creates access and safety issues.</i></p> <p><i>Close access to my home</i></p>	<p>Proposed site meets Council's car share Policy – within high / medium density residential area.</p> <p>Supported – Justin Street near O'Neill Street - first legal parking space on the western side of Justin Street south of O'Neill Street, Lilyfield, adjacent to side boundary of No. 29 O'Neill St, Lilyfield</p>
8	<p>Harrison Street near Marrickville Road, Marrickville - East side of Harrison Street north of Marrickville Road</p> <p>Currently unrestricted</p> <p>33.907743 151.150067</p>	<p>50 letters sent</p> <p>8 responses</p> <p>Response rate = 16%</p> <p>4 support (50%)</p> <p>4 object (50%)</p>	<p><i>There is limited parking in Harrison St already. The house on the corner has been approved for demolition and units which will result in more cars and no more parking.</i></p> <p><i>Currently not enough parking spaces on this street.</i></p> <p><i>There is inadequate space for a car share bay towards the Marrickville Road end of Harrison Street due to lack of car spaces for residents on this street.</i></p> <p><i>I don't understand why the car is moving from Woodcourt to Harrison?</i></p> <p><i>Convenience.</i></p> <p><i>I use it every week</i></p> <p><i>Lack of a dedicated bay makes things quite</i></p>	<p>Proposed site meets Council's car share Policy – on side boundary and within medium density residential area</p> <p>Supported - the first legal parking space on the eastern side of Harrison Street north of Marrickville Road, Marrickville (adjacent to the side boundary of 343 Marrickville Road). The statutory 10m 'No Stopping' sign will also be included 10m from the intersection of Harrison Street from Marrickville Road.</p>

			<i>difficult when wishing to use the car.</i>	
9	<p>Marrickville - Wemyss Street near Newington Road - South side of Newington Road east of Wemyss Street</p> <p>Currently Unrestricted</p> <p>33.900598 151.165262</p>	<p>35 letters sent</p> <p>9 responses</p> <p>Response rate = 26%</p> <p>4 support (44%)</p> <p>4 support – but in alternative location (44%)</p> <p>1 objection (12%)</p>	<p><i>Parking is challenging enough on Wemyss St, especially as there are already 3 or more mobility parking spots on this half of the street. This will be taking away another parking spot from residents. An alternative spot a short walk away would be more appropriate.</i></p> <p><i>issues are exacerbated on Saturdays when Newington College has sporting and other events, as well as Sundays when the Addison Road markets are in operation. As a result, until the Inner West Council provides alternative options we do not support a car sharing bay on Wemyss Street</i></p> <p><i>It will severely impact parking for residents as street parking is at a premium in that location.</i></p> <p><i>Yes but in an alternate location</i></p> <p><i>There need to be more local spots in the Inner West. And not having to cross a major road is important.</i></p> <p><i>I live close by and would like to be able to access this go get car at times</i> <i>Easy access and more availability</i></p>	<p>Proposed site meets Council's car share Policy – on side boundary of a single dwelling</p> <p>Supported - first space after statutory 10m 'No Stopping' sign on eastern side of Wemyss Street south of Newington Road (adjacent to the side boundary of 70 Newington Road)</p>
10	<p>Station Street north of Enmore Road, Newtown – west side north of Enmore Road and south of Wilford Lane,</p>	<p>30 letters sent</p> <p>12 responses</p> <p>Response rate = 40%</p>	<p><i>I am an intermittent GoGet user but the availability of the service means I don't need to have a car. However at times the distance to the nearest bay is difficult</i></p>	<p>Proposed site meets Council's car share Policy – in or immediately adjacent to retail / commercial street and on side</p>

	<p>Newtown</p> <p>Currently unrestricted</p> <p>-33.898383, 151.176332</p>	<p>11 support (92%)</p> <p>1 objection (8%)</p>	<p><i>particularly carrying heavy objects.</i></p> <p><i>Very useful service Convenience more carshare options is a good thing</i></p> <p><i>There is a strong demand for the service in this area</i></p> <p><i>I don't own a car and rely on goget when I need to get around.</i></p> <p><i>My residence doesn't qualify for a parking permit so having car share nearby alleviates that inequality</i></p> <p><i>There are barely enough spaces for residents, workers clog the street and park during the day and commute, tradespeople clog the parking all day etc I would support this if you were to offer a compromise and put in a disability spot as well</i></p>	<p>boundary of a shop top dwelling</p> <p>Supported - first space after statutory 10m 'No Stopping' sign on western side of Station Street north of Enmore Road (adjacent to the side boundary of 47 Enmore Road)</p>
11	<p>Petersham - Middleton Street near Newington Road - East side of Middleton Street north of Newington Road.</p> <p>Proposed location is not supported – the proposed location is outside the front of property No.1 Middleton Street</p> <p>Alternative location - the first 90° angle space after the 'Mobility' parking space on the</p>	<p>20 letters sent</p> <p>4 responses</p> <p>Response rate = 20%</p> <p>4 support (100%)</p> <p>No objections</p>	<p><i>I own a car but used GoGet for many years and support car sharing, as it helps reduce the need for personal car ownership.</i></p> <p><i>We don't own a car and use GoGet instead. We save a spot in the street, and the GoGet service is essential to us and the neighbourhood.</i></p> <p><i>GoGet is a great service. Please make this car pet friendly.</i></p> <p><i>This GoGet vehicle pod is the closest to my home address in William St Marrickville.....I fully support a dedicated pod</i></p>	<p>Proposed site meets Council's car share Policy – other location (sufficient number of angle parking spaces available)</p> <p>Supported - first 90° angle parking space after the 'Mobility' parking space on the western side of Middleton Street north of Newington Road.</p>

	<p>opposite (western) side of Middleton Street north of Newington Road.</p> <p>Currently unrestricted - '90°ANGLE PARKING Rear to Kerb Vehicles under 6m ONLY'</p> <p>-33.898301, 151.160414</p>		<p><i>parking space be allocated by council to encourage carshare service usage in the area</i></p>	
12	<p>St Peters - May Street near Princes Highway</p> <p>Proposed location not supported.</p> <p>Alternative location – the last space before the 'No Stopping' sign west of proposed location (approximately 4 spaces west of proposed location).</p> <p>Currently unrestricted.</p> <p>-33.908833, 151.180587</p>	<p>50 letters sent</p> <p>10 responses</p> <p>Response rate = 20%</p> <p>8 support (80%)</p> <p>2 objections (20%)</p>	<p><i>I use this car regularly, and it's in a high-use area; it needs a dedicated car bay</i></p> <p><i>WE use this frequently;</i></p> <p><i>The current car share in Applebee Street doesn't have a dedicated spot which makes it difficult to return. I fully support putting this space in as it is well located on the surround road network.</i></p> <p><i>This car spots are important to the neighborhood</i></p> <p><i>There is not enough parking in the area for local residents, business's and people living and working in the area who need the use of a vehicle.</i></p> <p><i>Not enough parking as it currently stands and they would be removing one of the few all day parks</i></p>	<p>Proposed site meets Council's car share Policy – adjacent to retail / commercial street and within medium / high density residential area</p> <p>Supported – first space after statutory 10m 'No Stopping' sign on southern side of May Street east of Applebee Street, St Peters</p>
13	<p>Stanmore - Bruce Street near Albany Road</p> <p>West side of Bruce Street, south of Albany Road near Budds</p>	<p>30 letters sent</p> <p>2 responses</p> <p>Response rate = 7%</p> <p>2 support (100%)</p>	<p><i>I have used the vehicles parked in Gordon Crescent - van & car. Good alternative to having your own vehicle.</i></p> <p><i>GoGet is a great service. Please make this car pet friendly</i></p>	<p>Proposed site meets Council's car share Policy – on side boundary</p> <p>Supported - the first legal parking space on the western side of</p>

	<p>Lane</p> <p>Currently unrestricted</p> <p>-33.891479, 151.161908</p>	No objections		<p>Bruce Street south of Albany Road, Stanmore (adjacent to the side boundary of 147 Albany Road). The statutory 10m 'No Stopping' sign will also be included 10m from the intersection of Bruce Street and Albany Road.</p>
14	<p>Stanmore - Holt Street near Cavendish Street</p> <p>West side of Holt Street north of Cavendish Street, near Stanmore station.</p> <p>Currently '1P 8:30am-6pm Mon-Fri, 8:30am-12:30pm Sat' restrictions</p> <p>-33.895658, 151.163873</p>	<p>40 letters sent</p> <p>9 responses</p> <p>Response rate = 22%</p> <p>7 support (78%)</p> <p>2 objections (22%)</p>	<p><i>I'm a regular GoGet user and I would love there to be a permanent bay on my street.</i></p> <p><i>Sharing a resource (cars) that is otherwise not used a lot of the time is better for everyone</i></p> <p><i>My partner and I use Go Get a lot and more convenient places to pick up a car would be amazing.</i></p> <p><i>Please make this car pet friendly.</i></p> <p><i>Holt Street and the surrounding streets have already had too many parking spots removed, for either bus zone, school zones, or corner vegetation to assist with visibility. Parking is extremely limited and on weekends when Newington host sporting events, it is even harder for local residents or customers of the shopping precinct to park</i></p> <p><i>My submission (attached) opposes the GETGO proposal because of the number of residents, organisations and consequent volume of traffic using the street.</i></p>	<p>Proposed site meets Council's car share Policy – within medium density residential area</p> <p>Supported - A 5.5m restriction in the first parking space after the statutory 10m 'No Stopping' sign on western side of Holt Street north of Cavendish Street (adjacent to boundary of No.16 Holt Street) after the kerb blister, Stanmore</p>

15	<p>Summer Hill - Dover Street near Kensington Road</p> <p>Existing parking restrictions – '2P 8am-6pm Mon-Fri'</p> <p>-33.890262 151.143382</p>	<p>40 letters sent</p> <p>6 responses</p> <p>Response rate = 15%</p> <p>2 support (33%)</p> <p>4 objections (77%)</p>	<p><i>There is limited unrestricted parking in Dover St on the east side for residents and visitors.</i></p> <p><i>It will reduce the parking space for the residents in the street which is already very limited thanks to the two hour parking restrictions.</i></p> <p><i>There are significant parking challenges in Dover street today. Primarily due to (public transport commuters-tram and rail, Norman house, NAPF & baby Gym and flats.</i></p> <p><i>There are also commuters who park in the street given its proximity to Summer Hill Station.... There are many local businesses along my end of Dover Street and Parramatta Road where employees park in the street.... a baby gymnastics place opened recently. I can't go out between 10am and 2pm weekdays if I expect to get a parking space on the street upon my return.... I have seen one go get car parked twice. I would suggest that demand is not that high in our area.</i></p>	<p>Not Supported – due to the overwhelming number of concerns raised by the community it is recommended that this location not be supported at this time</p>
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Conclusion

Due to community feedback and opposition to one location only fourteen of the fifteen nominated GoGet car share spaces are recommended for installation. The Dover Street near Kensington Road, Summer Hill car share location is recommended not to proceed.

It is recommended that the installation of the proposed other fourteen on-street dedicated GoGet car share parking spaces be approved in order to provide improved parking opportunities for local residents who participate in the car share scheme.

Concept Diagrams

Supported locations are shown graphically below:

Location	Concept Diagram for signage location
Location 1 - Ashfield - Albert Parade near Frederick Street	
Location 2 – Nelson Street, Annadale near Albion Street	

Location 3 –
Ashfield - Alt
Street near
Charlotte
Street



Location 4 -
Croydon -
Thomas
Street near
Edwin Street



Location 5 –
Leichhardt -
George
Street - near
Treadgold
Street



Location 6 –
Leichhardt -
Burfitt Street
near Allen
Street



Location 7 -
Lilyfield -
Justin Street
near O'Neill
Street



Location 8 –
Marrickville -
Harrison
Street near
Marrickville
Road,



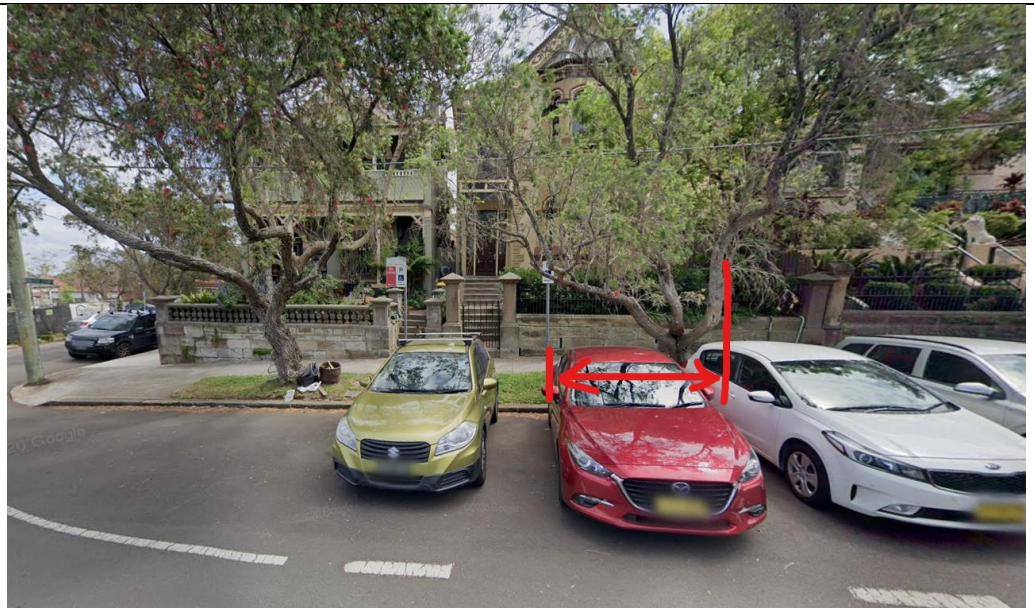
Location 9 -
Marrickville -
Wemyss
Street near
Newington
Road



Location 10 –
Station Street
north of
Enmore
Road,
Newtown



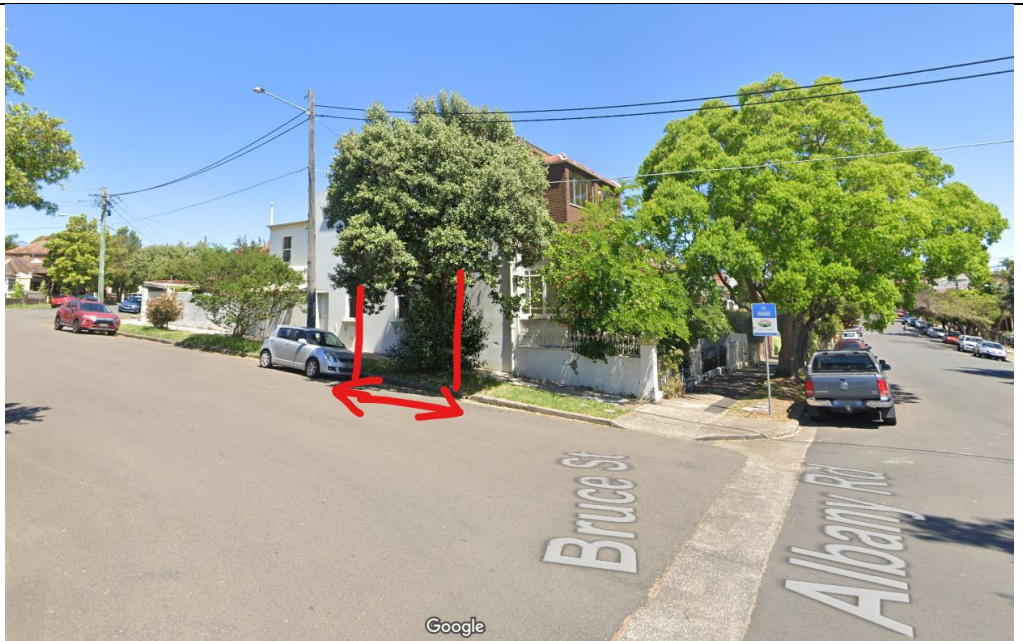
Location 11 –
Petersham -
Middleton
Street near
Newington
Road



Location 12 –
May Street
near Princes
Highway, St
Peters



Location 13 –
Bruce Street
near Albany
Road,
Stanmore



Location 14 –
Holt Street,
Stanmore



GoGet's Consultation Summary

The following GoGet summary of the consultation results was presented to Council:

	proposed site address	consultation info how many letters issued	consultation start date	consultation end date	Survey Responses	Email received	Total Responses	Number of objections	level of support in %	Notes
1	Ashfield - Albert Parade near Frederick Street	50	16th-17th Nov 2024	2nd of Dec 2024 (Late responses have been recorded and shared with council)	3	0	3	0	100%	
2	Annandale - Nelson Street near Albion Street	30	16th-17th Nov 2024	2nd of Dec 2024 (Late responses have been recorded and shared with council)	2	1	3	0	100%	1 email of support but wanted space moved to Albion corner of Nelson. Noted in email to Manod and Amir.
3	Ashfield - Alt Street near Charlotte Street	50	16th-17th Nov 2024	2nd of Dec 2024 (Late responses have been recorded and shared with council)	2	0	2	0	100%	
4	Croydon - Thomas Street near Edwin Street	15	16th-17th Nov 2024	2nd of Dec 2024 (Late responses have been recorded and shared with council)	2	0	2	0	100%	
5	Leichhardt - George Street	100	16th-17th Nov 2024	2nd of Dec 2024 (Late responses have been recorded and shared with council)	8	1	9	2	77%	
6	Leichhardt - Burfitt Street near Allen Street	40	16th-17th Nov 2024	2nd of Dec 2024 (Late responses have been recorded and shared with council)	7	2	9	2	77%	
7	Lilyfield - Justin Street near O'Neill Street	20	16th-17th Nov 2024	2nd of Dec 2024 (Late responses have been recorded and shared with council)	4	0	4	0	100%	
8	Marrickville - Harrison Street near Marrickville Road	50	16th-17th Nov 2024	2nd of Dec 2024 (Late responses have been recorded and shared with council)	8	0	8	3	62%	
9	Marrickville - Wemyss Street near Newington Road	35	16th-17th Nov 2024	2nd of Dec 2024 (Late responses have been recorded and shared with council)	8	1	9	1	88%	
10	Newtown - Station Street near Wilford Lane	30	16th-17th Nov 2024	2nd of Dec 2024 (Late responses have been recorded and shared with council)	12	0	12	1	91%	
11	Petersham - Middleton Street near Newington Road	20	16th-17th Nov 2024	2nd of Dec 2024 (Late responses have been recorded and shared with council)	4	0	4	0	100%	
12	St Peters - May Street near Princes Highway	50	16th-17th Nov 2024	2nd of Dec 2024 (Late responses have been recorded and shared with council)	10	0	10	2	80%	
13	Stanmore - Bruce Street near Albany Road	30	16th-17th Nov 2024	2nd of Dec 2024 (Late responses have been recorded and shared with council)	2	2	4	2	50%	
14	Stanmore - Holt Street near Cavendish Street	40	16th-17th Nov 2024	2nd of Dec 2024 (Late responses have been recorded and shared with council)	8	1	9	2	77%	Number of responses and percentage updated to include email received by IWC 28032025
15	Summer Hill - Dover Street near Kensington Road	40	16th-17th Nov 2024	2nd of Dec 2024 (Late responses have been recorded and shared with council)	4	2	6	4	33%	4 objections from survey and email responses. 1 objection was resolved with council. Resident ending up supporting. Number of responses and level of support updated 280325
16										

ATTACHMENTS

Nil.

Item No: LTC0425(1) Item 2
Subject: COBAR STREET AT OLD CANTERBURY ROAD, DULWICH HILL – PROPOSED KERB EXTENSIONS AND KERB RAMPS - DESIGN PLAN 10334A (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 detailed design plan for the proposed new kerb extensions and kerb ramps in Cobar Street at its intersection with Old Canterbury Road, Dulwich Hill and associated signs and line markings (as per Design Plan No.10334A) be approved.

STRATEGIC OBJECTIVE

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

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

Council is planning to improve safety for pedestrians and other road users in Cobar Street, Dulwich Hill at its intersection with Old Canterbury Road by constructing kerb extensions and two kerb ramps. The works aim to improve pedestrian safety by better defining pedestrian crossing points and reducing the crossing width.

BACKGROUND

This report details the design plan for the improvement works and its related consultation results. It is noted that the original community consultation plan has subsequently been slightly amended by extending the kerb extension island on the north side of Cobar Street. This work is programmed and programmed to be constructed in the 2025/2026 financial year.

Other Staff Comments

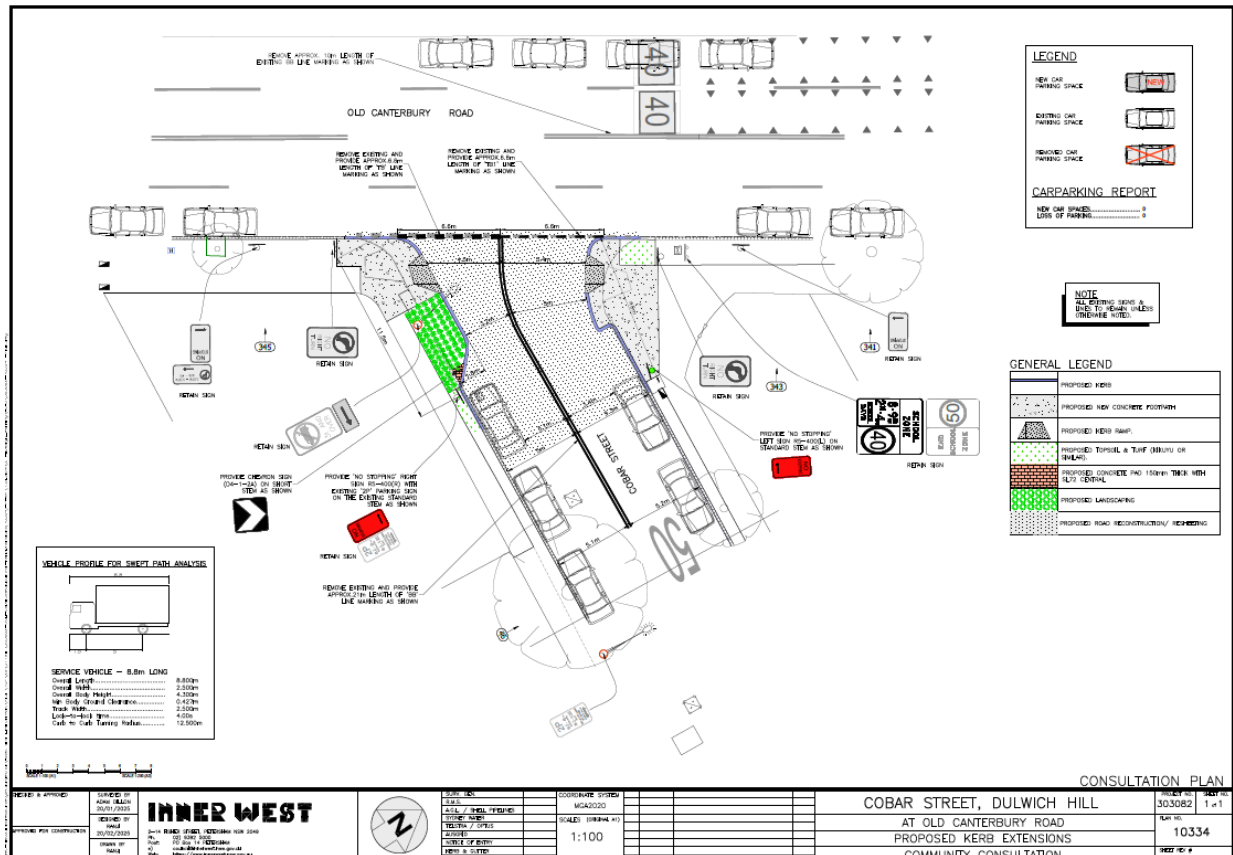
The following works were proposed and are illustrated on the attached Consultation Plan (Plan No. 10334). The proposed works aim to improve pedestrian safety by better defining the safe pedestrian crossing point and addresses concerns for pedestrian safety and driver behaviour at this location.

Specifically, the proposed scope of works includes the following:

- Construct kerb extensions with integrated kerb ramps in Cobar Street at its intersection with Old Canterbury Road,
- Resurface the road pavement with new asphalt as shown in the plan (subject to final funding allocations),
- Remove existing kerb ramps and reconstruct damaged sections of concrete footpath with new concrete footpath,
- Provide landscaped garden on kerb extension,
- Install 2 new 'No Stopping' signs,

- Remove existing and provide 'Give Way' line markings and 'BB' line markings to the new alignment,
- Install associated new pavement line marking and signage as shown.

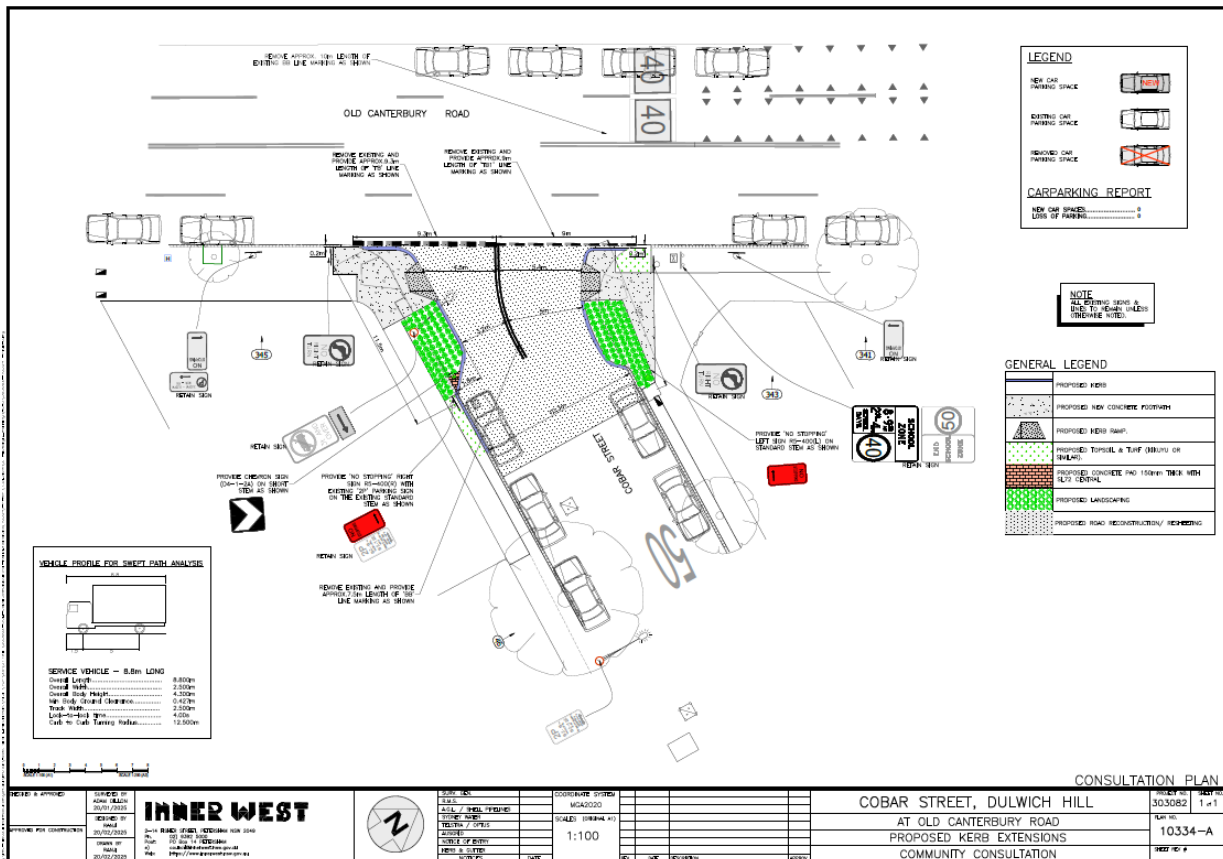
Item 2



The community consultation plan was subsequently slightly amended by extending the kerb extension island on the northern side of Cobar Street, Dulwich Hill.

Amendments to Design Plan 10334A made are detailed and illustrated below:

- BB line shortened to avoid narrowing of the road near parked vehicles
- Kerb extension island on north side of Cobar Street extended into the existing 'No Stopping' zone to reinforce no stopping in this area and to provide a more substantial island for new proposed landscaping
- Truncate proposed new kerb for both kerb extensions approx. 200mm within the kerb alignment of Cobar Street (where it meets existing kerbs) so that no works are undertaken on the State Road (Old Canterbury Road)



Parking changes

The works are generally being undertaken within the statutory 10m No Stopping zone from an intersection. Therefore, the proposal will not result any loss of any existing legal on-street parking spaces in Cobar Street, except on a temporary basis to facilitate construction activities.

Streetlighting

The existing street lighting at the location is deemed adequate. Therefore, no changes are proposed to the existing street lighting due to the works.

Public Consultation

Consultation was conducted between 5 March 2025 and 21 March 2025. A letter along with a copy of the design plan was sent to residents / businesses in the immediate locality. A total of 44 letters were distributed. There were no responses.

FINANCIAL IMPLICATIONS

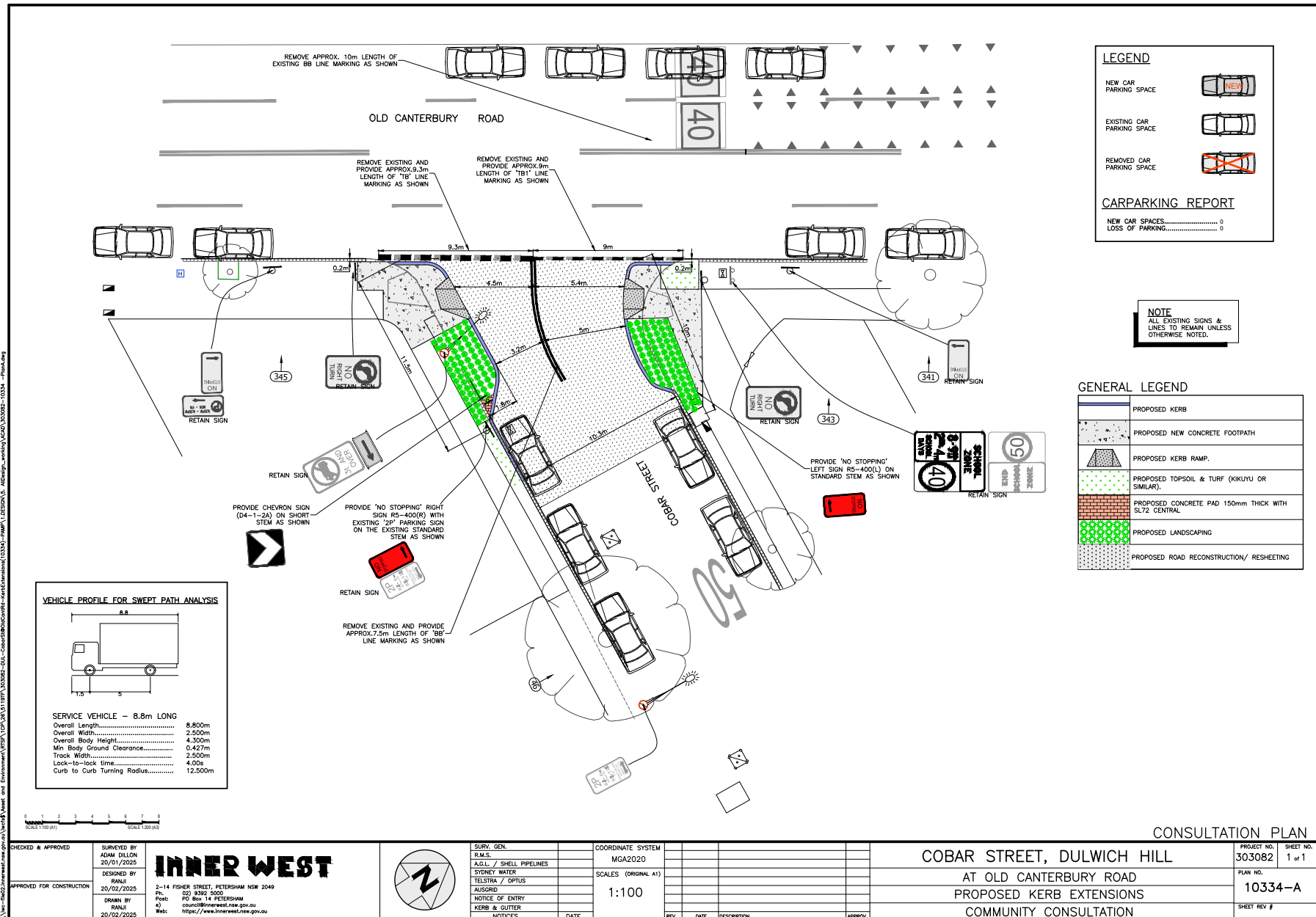
The project is listed on Council's 2025/2026 PAMP Capital Program for construction and estimated cost is \$50,000. Project number is 303082.

Conclusion

It is recommended that the detailed design plan of the proposed new kerb extensions and kerb ramps and associated signs and line markings be supported to improve road safety at this location.

ATTACHMENTS

1. [303082-10334 - Amend A for LTC approval - Cobar St](#)



Item No: LTC0425(1) Item 3
Subject: GOWER STREET, SUMMER HILL - PROPOSED KERB
 EXTENSIONS(DJARRAWUNANG-ASHFIELD WARD/SUMMER HILL
 ELECTORATE/BURWOOD PAC.)
Prepared By: Boris Muha - Traffic Engineer
Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

That the detailed design plan (10327) for proposed new kerb extensions to the corners of Gower Street at Sloane Street, with associated pram ramps, signs, line marking, and drainage (as shown in *Attachment 1*) be approved.

STRATEGIC OBJECTIVE

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

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

Council is planning to improve safety in Gower Street, Summer Hill, proposing both sides kerb extension, pits, and new stormwater pipelines along with a set kerb ramps in Gower Street at its intersection with Sloane Street. 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.

BACKGROUND

The proposed kerb extension road narrowing treatment is captured under the Pedestrian Access Mobility Plan (PAMP) 2020 to facilitate and improve pedestrian safety and similarly contribute to traffic calming/control of the area.

DISCUSSION

The following information is provided in discussion.



Figure 1. Locality Plan

Street Name	Gower Street
Carriageway width (m) kerb to kerb	12.8
Carriageway type	Two-way, one travel lane each direction.
Classification	Local
Speed Limit km/h	50 and start of 40 kph High Pedestrian Activity to the east of the intersection.
85 th percentile speed km/h	45.1
Vehicles per day (vpd)	1500
TfNSW available reported crash history (last 5 years)	NIL at or in vicinity of the intersection.
Parking arrangements	Unrestricted parking both sides
Side intersecting street	Sloane Street

Street Name	Sloane Street (at Gower Street)
Carriageway width (m) kerb to kerb	12.8
Carriageway type	Two-way, one travel lane each direction.
Classification	Local
Speed Limit km/h	50 and start of 40 kph High Pedestrian Activity to the north of the intersection.
85 th percentile speed km/h	41.2
Vehicles per day (vpd)	3000
TfNSW available reported crash history (last 5 years)	NIL at or in vicinity of the intersection.
Parking arrangements	Unrestricted parking to both sides,
Side intersecting street	Gower Street.

Table 1. Road Network detail.

The Plan

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

Gower Street (at Sloane Street), Summer Hill (Plan No. 10327):

- Reconstruction of two (2) existing stormwater pits,
- Removal of two (2) sets of existing pit's EKIs and grates-changes existing pits as junction pits,
- Install two (2) new precast concrete encased infill pits' covers,
- Construction of three (3) new stormwater pits and connect these pits to the exiting stormwater system by laying 375mm diameter of 25m length concrete pipes,
- Reconstruction of existing driveway with layback, extend driveway up to new kerb face,
- Create three (3) new garden beds with native plants,
- Construction of two (2) concrete kerb ramps, at each side of the Gower Street only,
- Realign existing kerb returns as needed to fit kerb extension/garden beds,
- Reconstruction of adjacent concrete footpaths as required to match existing footpath,
- Construction of new kerb and gutter along new kerb extension lines,
- Replacement and lay existing paved footpath adjacent to the south side of Gower Street, pavers size and colour will be matched,
- Install one (1) new 'No Stopping' signs and other signs shown in the attached plan,
- Install associated pavement line marking as required, refer to attached plan,
- Proposed to installation of two (2) yellow colour safety steel bollards, for pedestrian, to prevent against vehicles movement from the adjacent off-street parking spaces,
- Some area of road re-sheeting works will be carried out and will define later.

Due to kerb extensions, pedestrians' walking distance will reduce from 12.8m to 8.4m.

Parking Changes

The proposal will not result any on-street parking spaces both in Gower Street and Sloane Street. Please refer to the attached plans.

Streetlighting

The preliminary investigation revealed that there is sufficient intensity of light due to the existing streetlights in the vicinity, therefore no additional streetlights have been proposed. Additional lights will result lighting spillages to the adjacent properties.

Other Information

The kerb extensions in this case are integrated into the footpath for improved street scape presence in the shopping centre of Summer Hill to the northside of the railway station. Drainage changes are involved with the proposed kerb extensions being integrated into the footpath.

The proposal improves pedestrian safety with pedestrians crossing over a shorter distance in the view of traffic. The proposal also calms and controls traffic moving around the intersection. The GIVE-WAY lines are moved out in line with the proposed painted islands on the Sloane Street corners of the intersection.

Various design vehicle turning paths are provided in *Attachment 2*.

Consultation

A letter outlining the proposal was mailed out to (11) properties (155 letters (inclusive of unit apartment residents and non-residing owners)) in Gower Street and Sloane Street, Summer Hill. (see also map of consultation area *Figure 2*).



Figure 2- Consultation Area - One (1) resident submission was received in support with concerns.

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

Residents Comments	Officers Response
<ul style="list-style-type: none"> • Will the proposal improve the sightline for east-bound drivers on Gower Street? Currently, vehicles that park on the NW corner of Gower & Sloane Streets can impede the vision of these drivers of southbound traffic. This results in Gower St users edging forward into Sloane Street to confirm safe progress. Near misses with south bound Sloane Street traffic have occurred because of this. • Will pavement marking reminding pedestrians to <look> be added in the design? • Is the lighting of the proposed pedestrian accessway sufficient? The nearest street lamp appears to be some distance away on Sloane Street, and the nearest on Gower Street (north side) is obstructed by vegetation. With the new crossing location being set back from the intersection, this may result in pedestrians not being seen. It may be feasible to put a street lamp on the southern side of Gower Street. 	<ul style="list-style-type: none"> • <u>Sight Distance</u> – The current proposal is to bring forward the give-way line by 2.2m, in line with the parked cars. This will improve the line of sight of vehicles coming out of Gower Street and the traffic in Sloane Street. • 'No stopping' at the statutory distance of 10 metres is added on the northwestern corner of Sloane Street to prevent illegal parking (close to the intersection) and similar improve the line of sight of vehicle coming out of Gower Street. • <LOOK> pavement marked wording has been added to the pram ramps in the design. • The current lighting at this location is deemed sufficient.

Conclusion

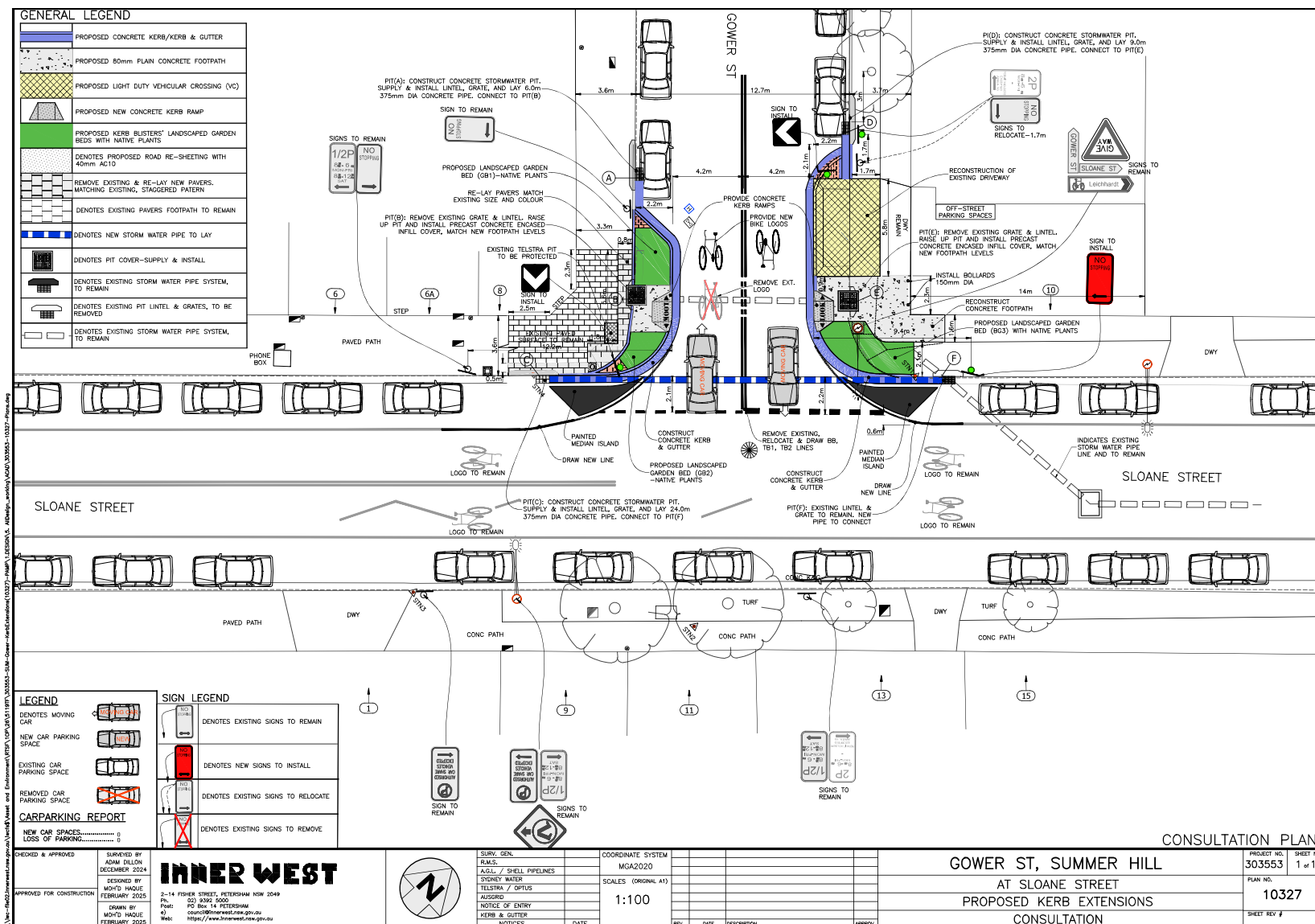
In view of the above, it is recommended that the detailed design plan (10327) for proposed new kerb extensions to the corners of Gower Street at Sloane Street, with associated pram ramps, signs, line marking, and drainage (as shown in *Attachment 1*) be approved.

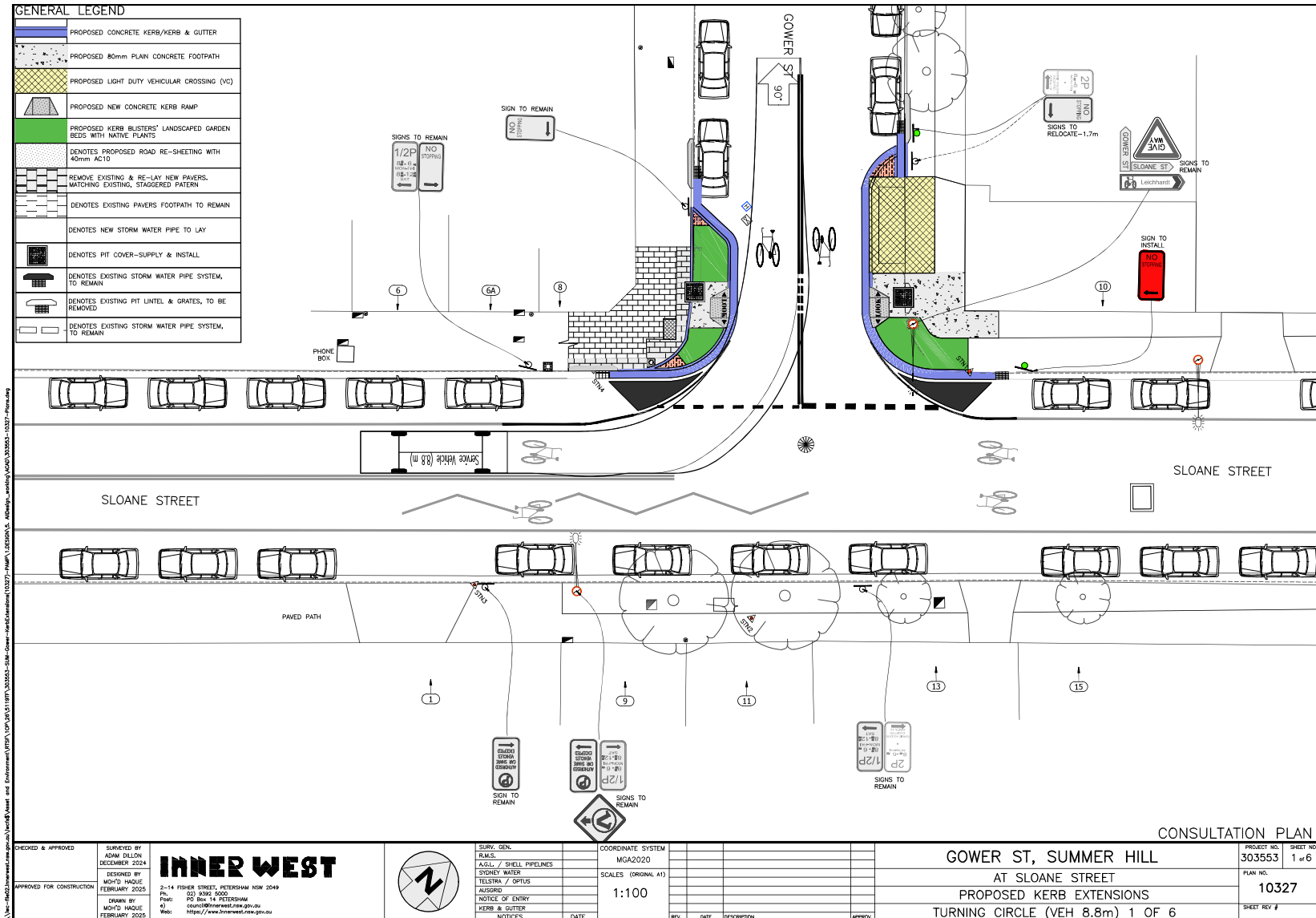
FINANCIAL IMPLICATIONS

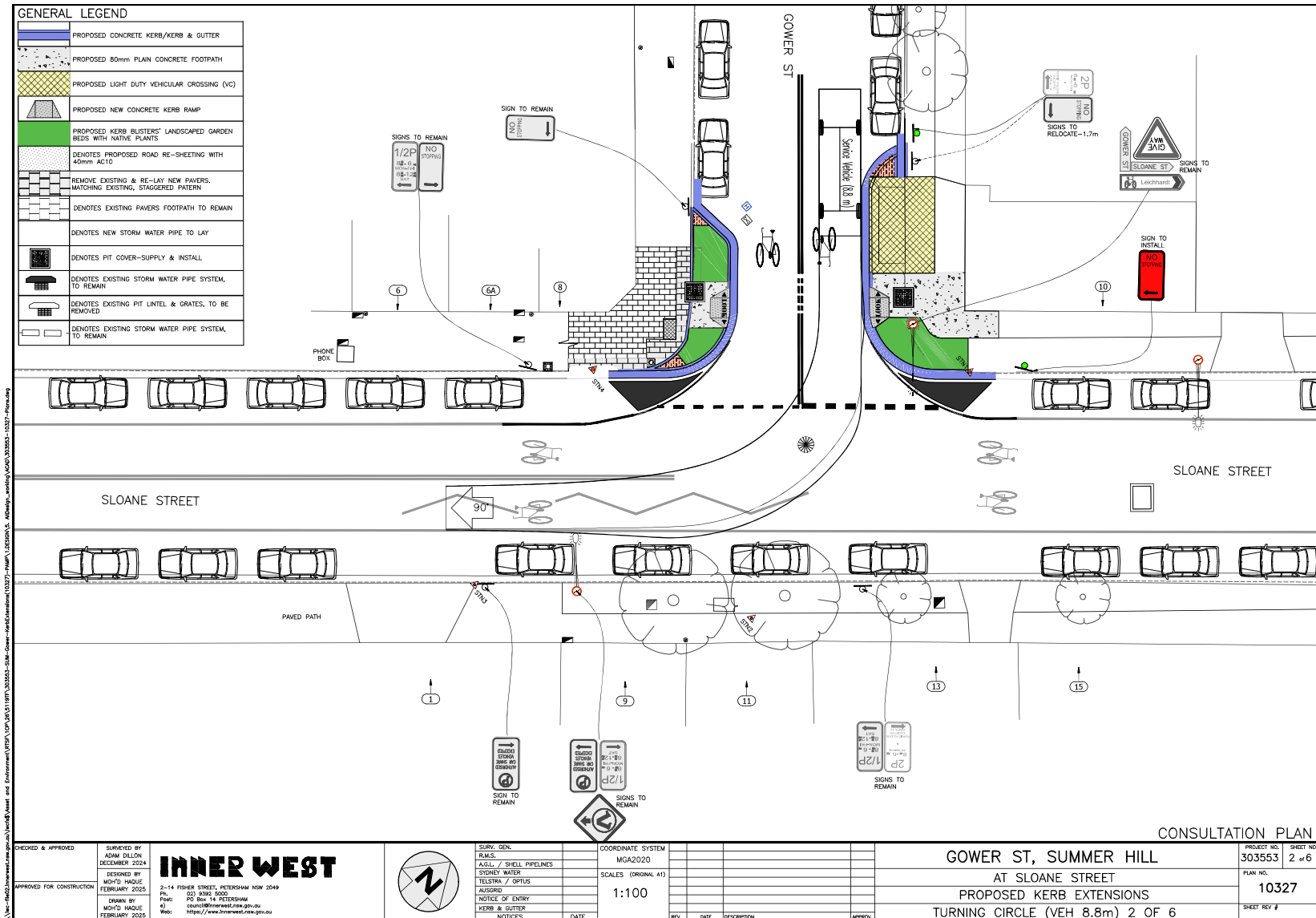
The project is listed in Council's Traffic Facilities Capital Works program to be carried out in 2025/2026, subject to funding and programming. The work is estimated to be around \$125,000.

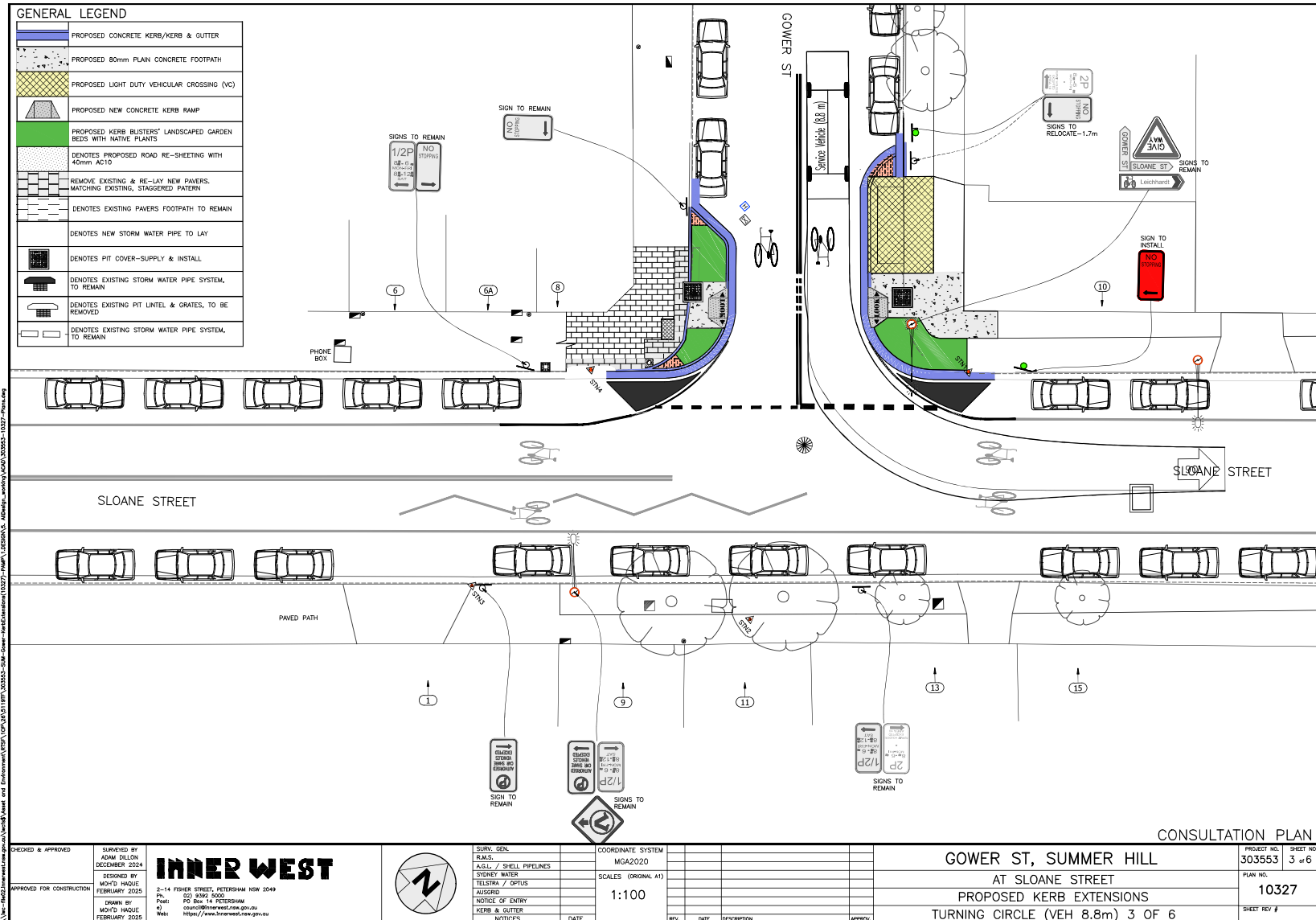
ATTACHMENTS

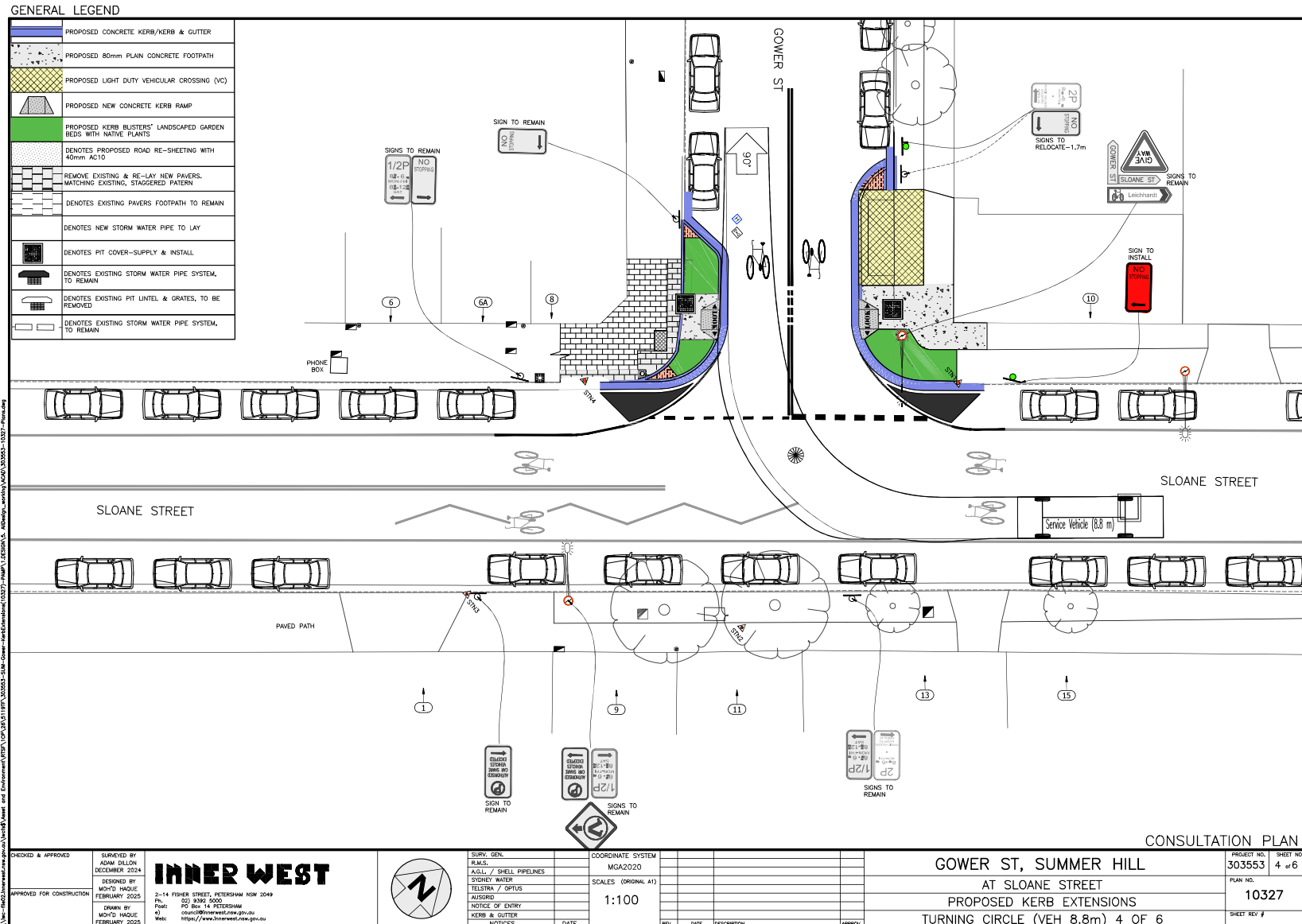
1. [↓](#) Proposed kerb extensions in Gower Street at Sloane Street, Summer Hill.
2. [↓](#) Various design vehicle turning paths (6 Sheets)

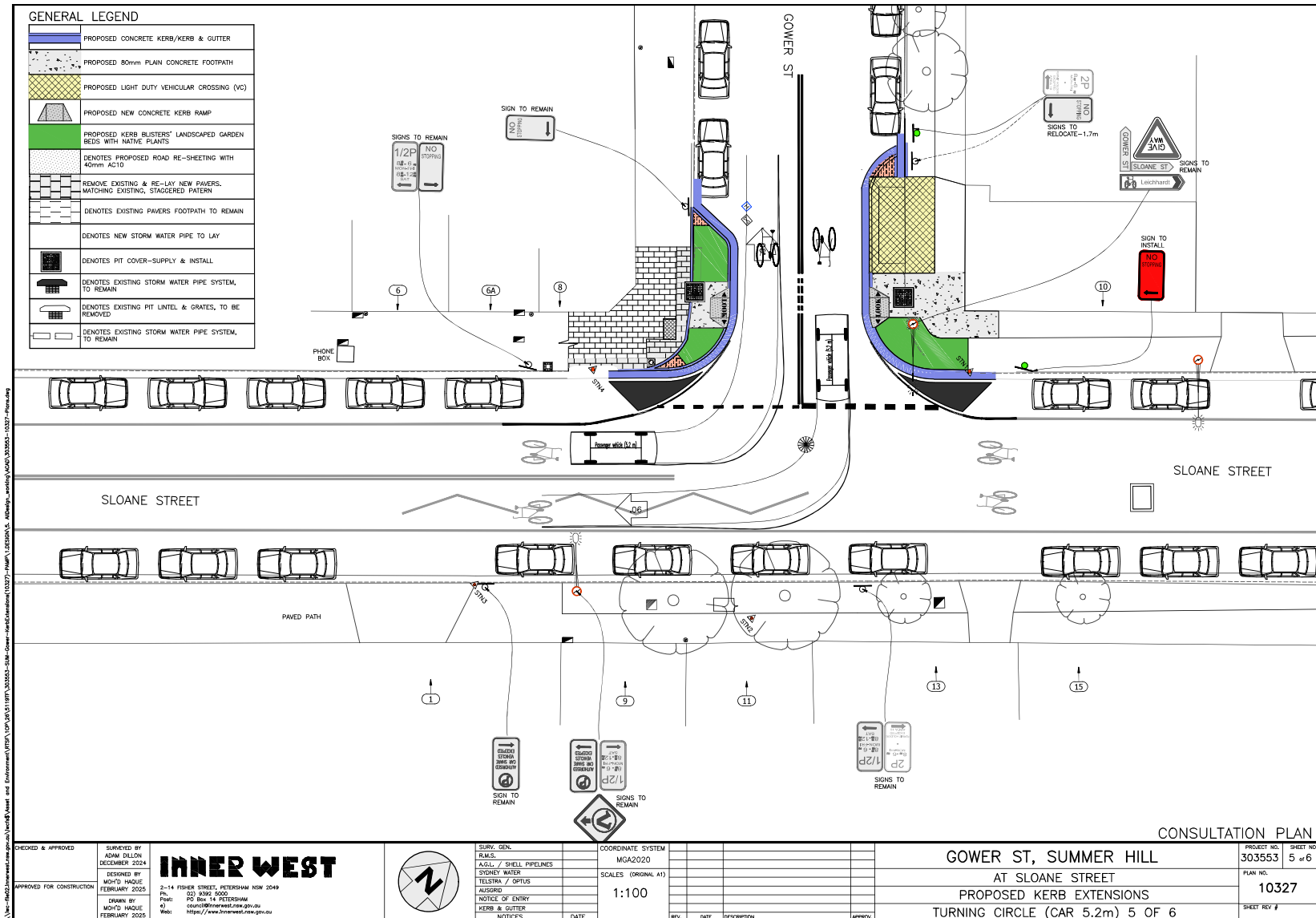














Item No: LTC0425(1) Item 4
Subject: MARY STREET, LILYFIELD - PROPOSED RAISED PEDESTRIAN CROSSING (BALUDARRI-BALMAIN WARD/BALMAIN ELECTORATE/LEICHHARDT PAC)
Prepared By: Sunny Jo - Coordinator Traffic Engineering Services North
Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

That the attached detailed design plan (No.10336) for the proposed new raised pedestrian crossing and kerb extension on Mary Street, Lilyfield at Perry Street be approved.

STRATEGIC OBJECTIVE

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

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

Council is planning to improve safety for pedestrians in Mary Street, Lilyfield by constructing a new raised pedestrian crossing and kerb extensions in Mary Street at Perry Street. The proposal aims to improve pedestrian and motorist safety by formalising a pedestrian crossing point, improving pedestrian access to existing Bus Stop in Mary Street, and links to footpath to the Orange Grove Public School.

This project was identified as one of the priority projects in Council's Capital Works program.

It is proposed to replace the existing raised threshold in Mary Street, Lilyfield and replace with a raised pedestrian crossing including landscaped kerb extensions near the crossing.

The proposed crossing will result in no loss of legal on-street parking.

BACKGROUND

The traffic and roadway features of Mary Street at Perry Street, Lilyfield is tabled below.

Street Name	Mary Street Lilyfield
Kerb to Kerb Width (m)	10.3m
Carriageway Type	Two-way, one travel lane each direction
Classification	Local
Speed Limit	50km/h
85 th Percentile Speed	40km/h
Average Traffic Volume	2,090 veh/day
Available TfNSW recorded crash history last 5 years (2018-2023)	No reported crashes near the intersection of Mary Street and Perry Street
Parking Arrangements	Parking permitted on both sides

The matter was previously considered by the Traffic Committee on 15 July 2024, where the site conditions were assessed and met Council's Pedestrian Count warrant.

The detailed design plan shown in *Attachment 1* outlines the proposed works on Mary Street at Perry Street, Lilyfield and includes the following:

- Remove existing raised threshold and construct a 75mm height new raised concrete pedestrian crossing, including tactile indicators terracotta colour oxide platform, and 1.5m length ramps.
- Construct landscaped kerb blister islands on both sides of the road adjacent to the new raised pedestrian crossing. Landscaping to be suitable low height species.
- Construct new landscaped kerb extensions in Perry Street east of Mary Street providing suitable deflection for westbound pedestrians at its approach to the pedestrian crossing.
- Installation of Look stencils and yellow line at each pedestrian approach to the crossing.
- Install associated signage and line marking as required indicated on plan.

The new raised pedestrian crossing will require new lighting to satisfy the required lighting standards. This may involve up to two new flood lights provided on either side of the new raised pedestrian crossing (on existing or new power poles) and will be subject to a lighting and electrical design by a consultant.

DISCUSSION

letter outlining the above proposal was distributed to highlighted properties within the below map. At the closing date of the consultation, no submissions were received regarding the proposal.

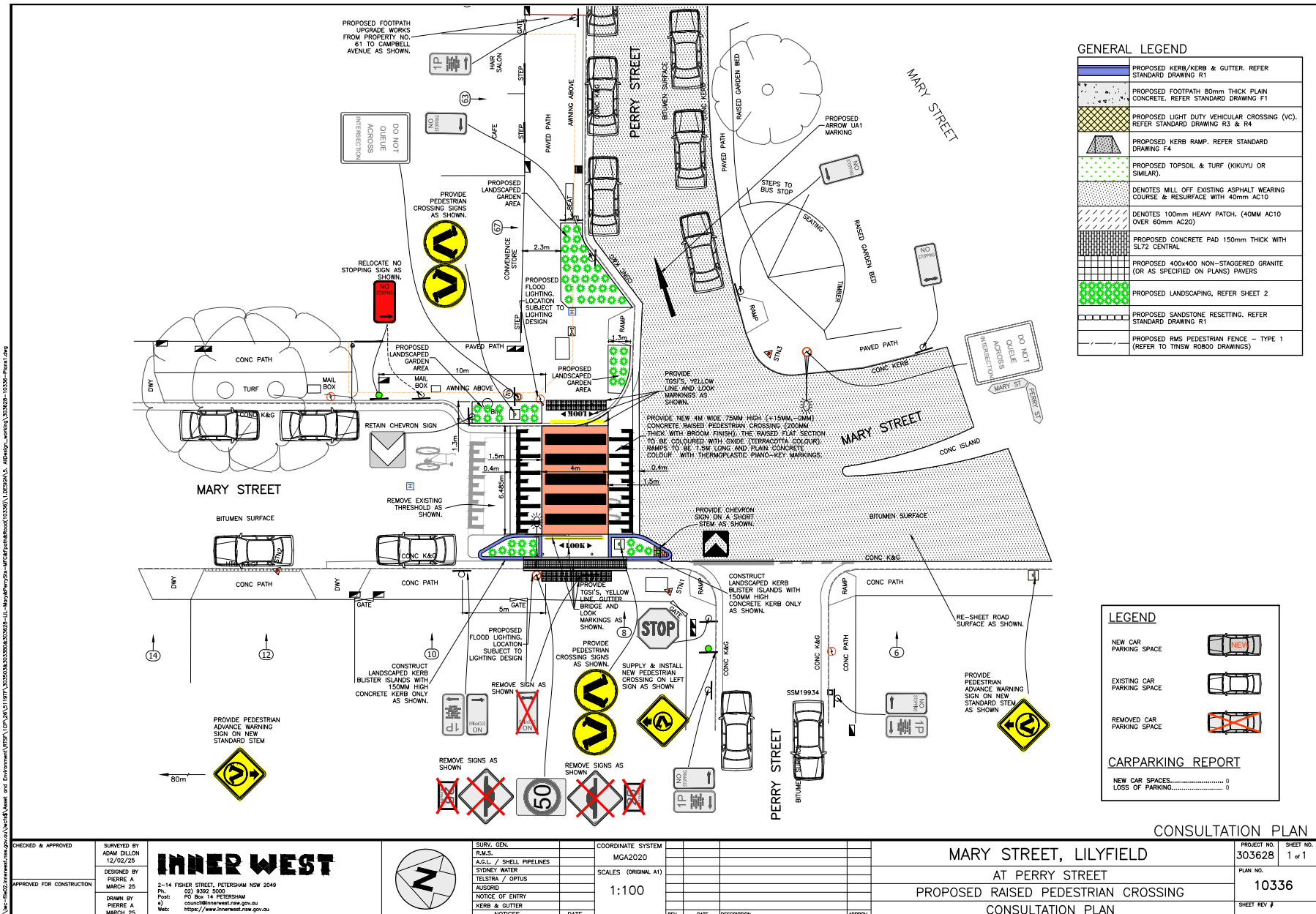


FINANCIAL IMPLICATIONS

The works are estimated at \$100,000 and are funded under Council's 2025/26 Capital Works Program.

ATTACHMENTS

1. [↓](#) Mary Street, Lilyfield - Pedestrian Crossing Detailed Design Plan



Item No: LTC0425(1) Item 5
Subject: FINAL DRAFT ANNANDALE LATM STUDY(BALUDARRI-BALMAIN WARD/BALMAIN ELECTORATE/LEICHHARDT PAC)
Prepared By: Jason Scoufis - Coordinator Traffic Investigations and Road Safety
Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

1. That the final draft Annandale Local Area Traffic Management (LATM) Study be endorsed for community consultation.
2. The report be placed on Public Exhibition, providing a minimum 28 days for community feedback and the results be reported back to the Traffic Committee.

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 prepared the final draft Local Area Traffic Management (LATM) study to address key community concerns about traffic, pedestrian and cycling facilities in the Annandale LATM precinct area.

The recommendations aim to align with Council policies and strategies, with an emphasis on improving pedestrian and cyclist movements, whilst retaining safe and acceptable traffic volume and speeds in local streets.

BACKGROUND

As part of Council's Local Area Traffic Management (LATM) Strategy Review Program Council has prepared the final draft Annandale LATM study.

The study area is bounded by City West Link, Parramatta Road, Balmain Road, The Crescent, Johnstons Creek, Wigram Road and Mallett Street.

The final draft report is provided in *Attachment 1* and the Engagement Outcomes Report is provided in *Attachment 2*.

In developing recommendations for the LATM Study, consideration was given to incorporate the following principals of Local Area Traffic Management:

- Reduction in vehicle speeds.
- Minimise traffic levels and intruding traffic in a local street.
- Minimise crash risk.
- Improve local amenity by:
 - Reducing car use

- Increasing use of public transport
- Increasing walking and cycling
- Improving the streetscape

Traffic tube counts and intersection counts were collected, and crash history was reviewed to assist the study. Further site observations and review of community engagement outcomes also assisted to determine what type of facility was warranted in specific locations.

Booth Street

It should be noted that Booth Street and its intersections, has been separately assessed as part of the 40km/h High Pedestrian Activity areas (HPAAs) investigation report which was recently submitted to TfNSW for formal review. A number of proposed traffic calming and pedestrian improvements are included in the HPAA Study of Booth Street, and it includes a recommendation to extend the 40 km HPAA to Alfred Street and Alexandra Drive.

Hinsby Park Future Park Improvements

Council at its meeting held 18th February 2025 considered a report on the Community Engagement Outcomes for Hinsby Park Future Park Improvements and recommended in part: ***That as part of its development of a Local Area Traffic Management study for Annandale, Council include consideration of the traffic management engagement outcomes which have been highlighted in the report.***

Key community issues which were raised during the engagement process for Hinsby Park which related specifically to traffic impacts included:

- *Consideration for pedestrian crossing and/or traffic calming on Piper Street South and Piper Street North.*
- *Requests to make Piper Street South and Piper Street North a one way pair.*
- *Requests for a traffic safety audit with the need to undertake such a study in the immediate period when the school finishes (Annandale North Public School-3pm)*
- *Addressing boat and trailer parking in the area (loss of car parking spaces)*
- *Options and investigations for improving visibility crossing the road between the Park and the residential area (both sides of Piper Street North and South).*

Regarding the above community issues, the draft LATM report includes a number of recommendations to improve pedestrian safety and amenity around Hinsby Park. These include installing raised pedestrian crossings in Piper Street North at Johnston Street, Piper Street South at View Street and Trafalgar Street at Piper Street South. Kerb extensions are also proposed in Piper Street North at View Street as part of the recommendations. Council has also requested TfNSW install a one car space 'No Stopping 7am-10am, 3pm-6pm Mon-Fri' in Johnston Street north of Piper Street South along the Hinsby Park frontage to improve sight lines in peak times for vehicles exiting Piper Street South sighting southbound vehicles in Johnston Street. These recommendations have taken into consideration observations by Council's traffic engineers including during school finishing time at Annandale North Public School of 3pm.

It is not proposed to implement a one way pair in Piper Street North and South, as it will lead to an increase in speeds in both streets as there will be no opposing traffic flow. It will also significantly restrict access for vehicles heading northbound in Johnston Street who would not be able to turn right if Piper Street North was converted to one way eastbound and Piper Street South one way westbound as per a conventional road traffic flow due to the concrete median island in Johnston Street. This would redistribute northbound traffic from Johnston Street to View Street and Trafalgar Street. Under the alternative arrangement, where Piper Street South was one way eastbound and Piper Street North one way westbound, it would not be able to head northbound into Johnston Street from either of these roads as right turns would not be permitted, thereby redistributing this traffic onto View Street and Trafalgar Street to access The Crescent.

The issue relating to boat and trailer parking lies outside of the scope of the LATM and will be investigated by Council's Traffic Team.

Summary of Recommendations

A summary of the recommendations is detailed below.

- Install a 10 km/h Shared Zone including conversion to one way northbound in Wells Street subject to TfNSW approval.
- Convert the full length of Whites Creek Lane and Macquarie Street between Albion Street and Whites Creek Lane to a 10 km/h Shared Zone subject to TfNSW approval.
- Install pedestrian/cyclist crossing in Styles Street at Whites Creek Lane.
- Install pedestrian/cyclist crossing in Piper Street at Whites Creek.
- Install pedestrian/cyclist crossing in Brenan Street at Whites Creek (between White Street and Railway Parade).
- The existing sections of linemarked median island in Styles Street between Alfred Street and Mackenzie Street be remarked and infilled with a painted treatment.
- Install kerb blisters in Annandale Street at Parramatta Road.
- Install kerb extensions and widen median islands in Reserve Street at Annandale Street.
- Install raised pedestrian (zebra) crossing in Piper Street west of Annandale Street.
- Install kerb extensions on all 4 legs of the Annandale Street/Albion Street intersection.
- Undertake kerb realignment works in Hutchinson Street at Pritchard Street.
- Widen existing median islands at the Collins Street/Annandale Street intersection.
- Widen existing pedestrian refuge islands in all 4 legs of the Rose Street/Trafalgar Street intersection.
- Realign the kerb extensions and square off the View Street/The Crescent intersection.
- Widen the existing median island in Trafalgar Street at The Crescent to provide a wider gap for pedestrians and modify the adjacent kerb extensions.
- Install a roundabout at Young Street/Albion Street.
- A raised pedestrian (zebra) crossing be provided on the eastern leg (Styles Street) of the Leichhardt Street/Mackenzie Street/Styles Street intersection.
- A No Right Turn vehicles over 6 metres restriction be installed facing southbound vehicles in John Street at Hill Street.
- Install a road closure in Nelson Street at The Crescent (cyclists excepted).
- Install a raised pedestrian (zebra) crossing in Piper Street South immediately west of View Street.
- Replace the two rubber speed humps in Brenan Street between Catherine Street and Percival Street.
- Install a continuous footpath treatment to cross Prospect Street at Balmain Road.
- Install a raised pedestrian (zebra) crossing in Trafalgar Street (southern leg) at Albion Street.
- Convert Piper Lane between Piper Street and Rose Street to a 10km/h Shared Zone subject to TfNSW approval.
- Install indented parking bays in White Street between Moore Street and Brenan Street.
- Continuous footpath treatments be provided to cross Johnstons Lane at Collins Street (both sides) including kerb extensions at the intersection.
- Install a roundabout at Young Street/Reserve Street intersection.
- Install No Stopping in John Street at both unnamed laneways.
- Undertake audit of signs to reduce signs and stems impacting on footpaths in Styles Street.
- Upgrade pedestrian refuge to a pedestrian crossing in Railway Parade west of Rozelle Bay Light Rail Station including speed cushions.
- Install No Parking on northern side of Bungay Street.

- Convert Hutchinson Lane to a 10kmh Shared Zone.
- Convert Prospect Street & Pine Square to a 10kmh Shared Zone.
- Install continuous footpath treatments at Albion Lane intersections with Johnston Street, Annandale Street, Young Street and Macquarie Street.
- Request TfNSW investigate improvements to vehicle and pedestrian safety in The Crescent between View Street and William Street.
- Linemark angled parking bays in Trafalgar Street between Booth Street and Rose Street.
- Install raised pedestrian crossing in Trafalgar Street between Piper Street South and Piper Street North.
- Install raised pedestrian crossing in Piper Street North at Johnston Street.
- Install kerb extensions in Rose Street at Piper Lane.
- Install 3 tonne load limit restriction in John Street, Hill Street and Emma Street.
- Install kerb extensions in Emma Street at Styles Street.
- Upgrade median island in Alfred Street at Styles Street.
- Install a Continuous Footpath Treatment in Bayview Crescent at Pritchard Street.
- Install kerb extensions Piper Street North and View Street.
- Install 90-degree angle parking in Annesley Street between Mackenzie Street and Catherine Street.
- Request TfNSW install a 6-metre length of No Stopping 7am-10am, 3pm-6pm Mon-Fri.
- Install raised pedestrian crossings on the northern leg and eastern leg of the Rose Street/Annandale Street intersection.

Public Consultation

Council undertook a survey through Council's Yoursay website with invitation letters mailed out to stakeholders and residents within the study area in November 2023. A total of 237 participants completed the online survey and made 581 contributions. A further 73 contributed via email. An additional 3 responses were received from key stakeholders and community groups and one petition was received.

The main outcomes of the first stage of consultation are that the problems identified by the greatest number of respondents are pedestrian safety issues, followed by driver behaviour and the third most raised issue was parking behaviour.

Regarding specific streets, The Crescent and Johnston Street (both State Roads) and Annandale Street have the highest level of concern for pedestrian safety. In terms of driver behaviour issues The Crescent (State Road) near Trafalgar Street and View Street is raised as Wells Street, Styles Street and Young Street. In relation to parking behaviour, Wells Street and Trafalgar Street have been raised as well as illegal parking outside of Annandale Public School.

The results of the consultation are included in the Engagement Outcome Report as provided in Appendix A of the Final Draft LATM Report.

FINANCIAL IMPLICATIONS

The cost of proposed treatments as listed in the draft proposed treatments arising from the Annandale LATM Study is estimated to cost approximately \$3,633,300 (including GST). This cost takes into consideration 10% contingency. This includes a total of \$2,312,200 (including GST and contingency) in High Priority Works. Once the LATM Study is adopted, detailed design and construction will be scheduled.

The recommendations will be addressed on a priority basis and matters requiring linemarking and signposting only will be funded through existing operational budgets. Capital works projects will need to be prioritised within Council's limited Traffic Facilities Budget competing with other traffic projects for funding. Some projects may also be submitted for various State government and Federal Government Funding opportunities.

ATTACHMENTS

1. [↓](#) Annandale LATM Final Draft Report
2. [↓](#) Annandale LATM Appendix A Traffic Counts
3. [↓](#) Annandale LATM Engagement Outcomes Report

INNER WEST

Annandale LATM Study

Final Draft Report

Prepared by Inner West Council

20
25



Item 5

Attachment 1

2

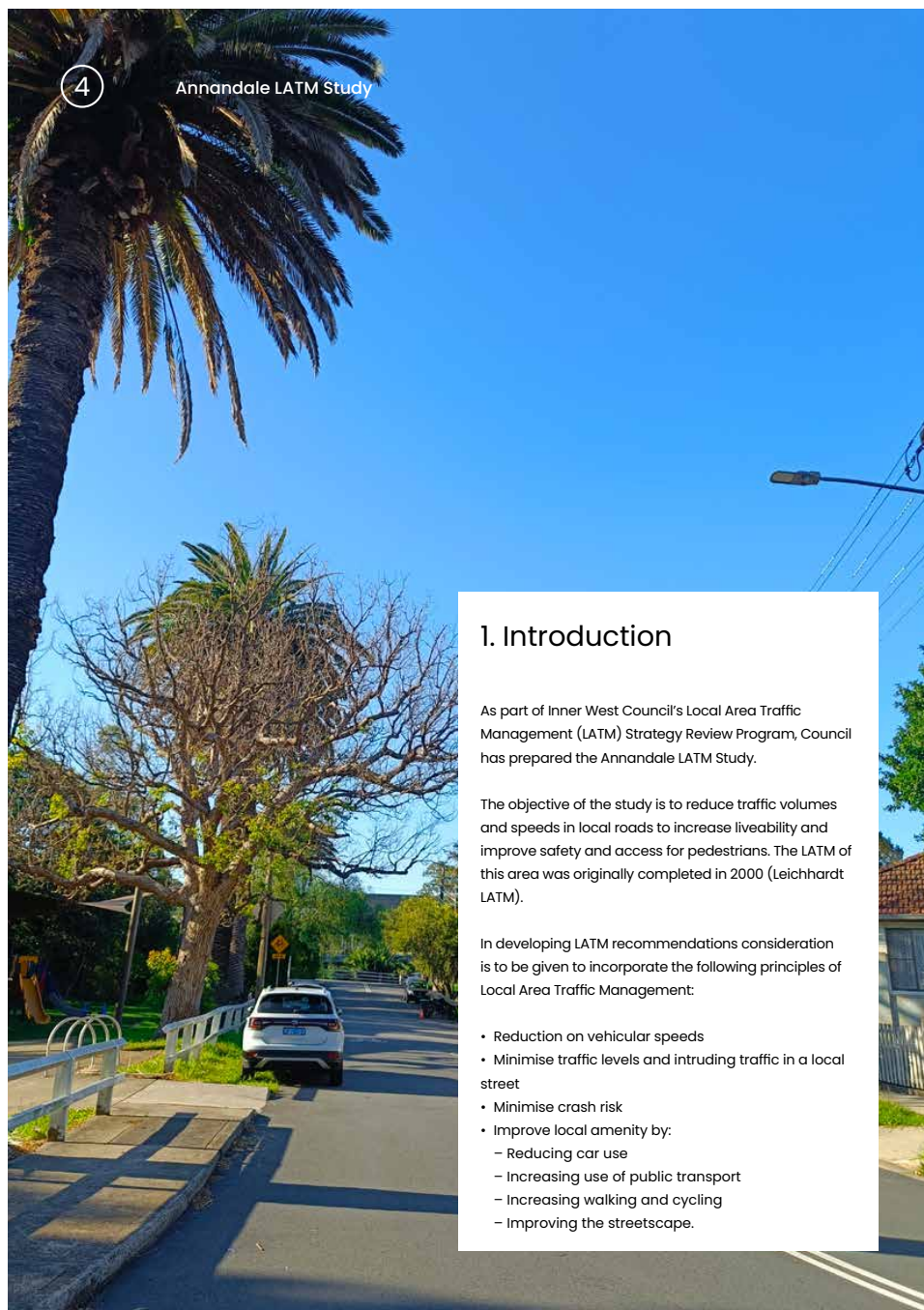
Annandale LATM Study

Council acknowledge the Gadigal and Wangal peoples of the Eora Nation, who are the traditional custodians of the lands in which the Inner West Local Government Area is situated.

We celebrate the survival of Aboriginal and Torres Strait Islander cultures, heritage, beliefs and their relationship with the land and water. We acknowledge the continuing importance of this relationship to Aboriginal and Torres Strait Islander peoples living today, despite the devastating impacts of European invasion. We express our sorrow for past injustices and support the rights of Aboriginal and Torres Strait Islanders to self-determination.

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2. Existing conditions	05
3. Identified community issues	23
4. LATM recommendations	24
5. Summary of proposals	72
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Annandale LATM Study

1. Introduction

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

The objective of the study is to reduce traffic volumes and speeds in local roads to increase liveability and improve safety and access for pedestrians. The LATM of this area was originally completed in 2000 (Leichhardt LATM).

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

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

2. Existing conditions



Figure 2.1 Study Area

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Annandale LATM Study



Surrounding Land Use Attractors

Open space is available intermittently throughout the northern half of the study area, including but not limited to War Memorial Park located north-west inside the study area, Whites Creek Valley Park located north inside the study area, and Hogan Park located east inside the study area. Glebe Foreshore Parks is also located directly outside the study area to the north-east, and Pioneers Memorial Park to the north-west.

Tramsheds an industrial commercial complex featuring food vendors, supermarket, restaurants and gymnasium, is located directly outside the study area to the north-east, and Norton Plaza Leichhardt and Norton Street shopping street, is located directly outside the study area to the south-west. Annandale has a lively strip shop centre located in the middle of the study area and is generally located along Booth Street including shops, café, pub and nursery.

Rozelle Bay light rail station is located to the north of the study area and Lilyfield light rail station is located to the north-west of the study area. Jubilee Park light rail station is located approximately 240m north-east outside the study area.

There are various educational facilities within and directly outside the study area. Annandale North Public school is situated somewhat centrally within the study area, and St Fiacre's Catholic Primary School is located to the south-west in the study area, and Annandale Public school and St Brendan's Catholic Primary School are situated to the west of the study area. Additionally, Sydney Secondary College Leichhardt is located directly north-west outside the study area's border with Balmain Road, and Forest Lodge Public School is located approximately 550m east of the study area's border at Booth Street. Furthermore, Sancta Sophia College and University of Sydney are located outside the study's border to the south-east, and TAFE NSW Petersham and Taverers Hill Infants School are located outside the study's border to the south-west.

Existing Traffic Conditions

Traffic signals are provided at the following locations:

- Balmain Road/Great Western Highway
- Balmain Road/Leichhardt Street
- Balmain Road/Moore Street
- Balmain Road/Alfred Street
- Balmain Road/Brenan Street
- Great Western Highway /Catherine Street
- Catherine Street/Styles St
- Catherine Street/Moore St
- Catherine Street/City West Link
- Great Western Highway/Young Street
- Great Western Highway/Johnston Street
- Johnston Street outside Annandale Public School
- Johnston Street/Collins Street
- Johnston Street/Booth Street
- Johnston Street outside Annandale North Public School
- Great Western Highway/Nelson Street
- Great Western Highway/Pymont Bridge Road
- Pymont Bridge Road/Booth Street
- Great Western Highway/Mallett Street
- A44/Slip Lane into The Crescent
- The Crescent/Slip Lane into City West Link
- Johnston Street/Link Road
- Johnston Street/The Crescent/Chapman Road

Truck Load Limits are provided at the following locations:

- Wigram Road – 3 tonne load limit.

Banned turning movements are provided at the following locations:

- No Right Turn into Balmain Road from Great Western Highway for vehicles travelling westbound
- No Right Turn into Catherine Street from Great Western Highway for vehicles travelling westbound
- Left Only into Great Western Highway from Macquarie Street
- No Right Turn into Young Street from Great Western Highway for vehicles travelling westbound
- Left Only into Great Western Highway from Annandale Street
- Left Only into The Crescent from William Street
- No Right Turn into Great Western Highway from Johnston Street for vehicles travelling southbound 6AM-10PM Monday – Friday, buses excepted
- No Right Turn into Mallett Street from Great Western Highway for vehicles travelling eastbound
- No Right Turn into Mallett Street from Great Western Highway for vehicles travelling westbound
- No Right Turn into Mallett Street from Pymont Bridge Road for vehicles travelling northbound
- No Right Turn into Pymont Bridge Road from Booth Street for vehicles travelling southbound
- No Right Turn into Collins Street from Johnston Street for vehicles travelling northbound
- Left Only into Johnston Street from Collins Street travelling westbound
- Left Only / Right Only into Johnston Street from Collins Street travelling eastbound
- No Right Turn into Catherine Street from Moore Street for vehicles travelling eastbound
- No Right Turn into Alfred Street from Balmain Road for vehicles travelling northbound
- No Right Turn into The Crescent from Chapman Street.

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Annandale LATM Study



Pedestrian (zebra) crossings are provided at the following locations:

- Catherine Street, north of its intersection with Piper Street
- Annandale Street, north of its intersection with Piper Street
- Booth Street, east of its intersection with Annandale Street
- Booth Street, west of its intersection with Trafalgar Street
- Booth Street, west of its intersection with Nelson Street at the roundabout
- Booth Street, west of its intersection with Taylor Street
- Styles Street, east of its intersection with John Street
- Collins Street, west of its intersection with Trafalgar Street
- Trafalgar Street, south of its intersection with Collins Street
- Catherine Street, south of its intersection with The Avenue
- Trafalgar Street, outside Annandale Public School and opposite No. 21 Trafalgar Street
- Pyrmont Bridge Road, north of its intersection with Great Western Highway at the left turn slip lane
- Balmain Road, north of its intersection with Hill Street
- Balmain Road, south of its intersection with Stanley Street.

Road closures are provided at the following locations:

- Mackenzie Street near its intersection with Hill Street
- Pretoria Street near its intersection with Brenan Street
- Russell Street near its intersection with Brenan Street
- Lonsdale Street near No.34 Lonsdale Street
- Thornby Avenue near its intersection with Styles Street
- Whites Creek Lane near its intersection with Styles Street
- Mayes Street near its intersection with Styles Street
- Hill Street near its intersection with Whites Creek Lane
- Young Street near No.301 Young Street
- Pritchard Lane near its intersection with Pritchard Street
- Rose Street near its intersection with Johnston Street
- Bayview Lane near its intersection with Johnston Street
- Bayview Crescent near its intersection with Johnston Street
- Unnamed Laneway (from View Street to northern end of Trafalgar Street) near its intersection with View Street
- Chester St near its intersection with Taylor Street.

A detailed inventory is provided in the figure below.

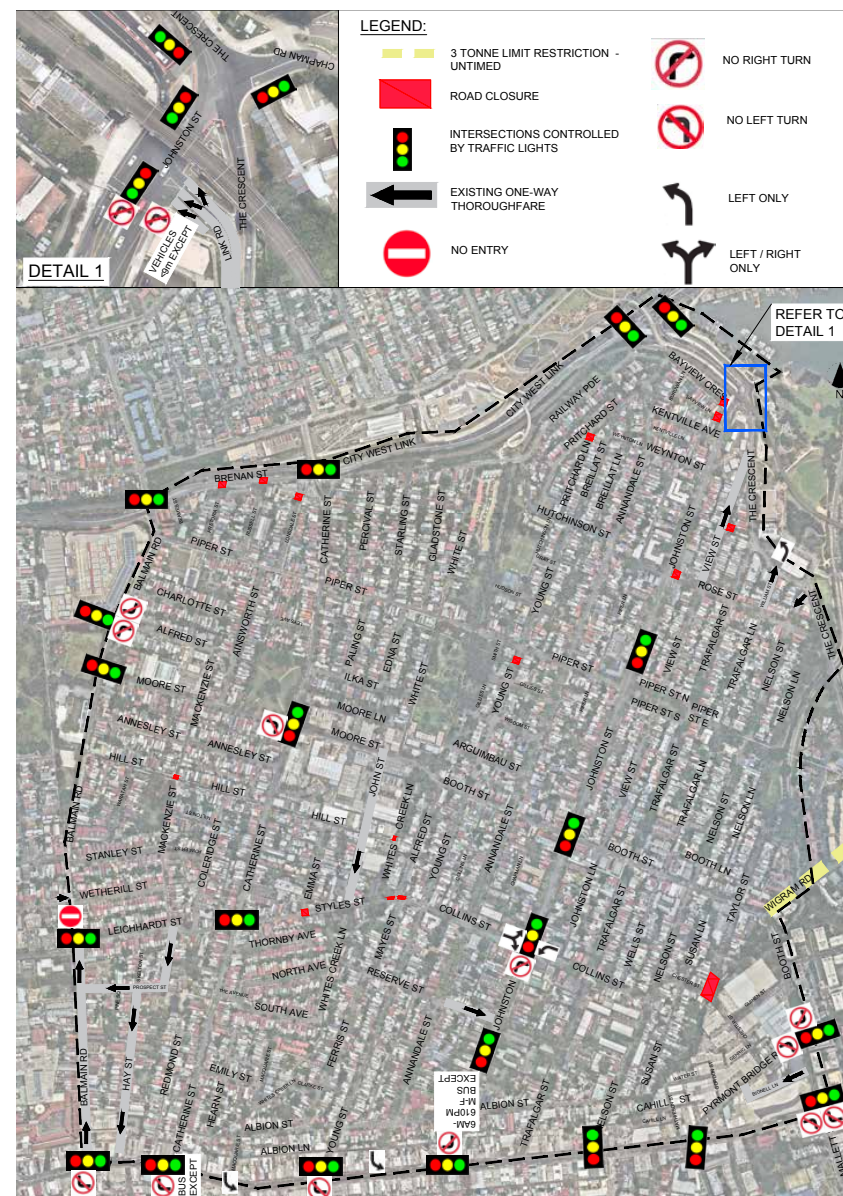


Figure 2.2 Existing Load and Turning Restrictions

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Annandale LATM Study



Leichhardt LGA LATM Study (2000)

The Leichhardt LGA LATM was initially completed in 2000 and some of these recommendations have been implemented, in particular angle parking whilst others include speed calming devices have not been installed, most likely as a result of community consultation.

Annandale North Neighborhood Movement Plan 2017

Adopted by Council in December 2017, the plan was prepared to inform future works programs with specific detailed design elements/treatments being subject to further community consultation as they progress. The plan aimed to make North Annandale a safe sustainable and walkable place.

The proposal included the following for the following 5 key sites:

- Whites Creek Valley Park.
- Buruwan Park
- Piper Street (Spindlers Park to Whites Creek Valley Park)
- Johnston Street
- Annandale Street

The main recommendations of note of relevance to the LATM are as follows:

Buruwan Park

- Realign kerbs and reposition kerb ramps in Bayview Crescent to provide a safe pedestrian route to the light rail stop by reducing carriageway width.
- Install kerb listers in Railway Parade and potential raised platform for pedestrians and cyclists.

Johnston Street

- Develop the concepts for enhancing opportunities to safely cross Johnston Street between the current signalised crossings. This would include the installation of medians/ refuge islands, kerb blisters and planting. Increased opportunities to safely cross Johnston Street will be critical in terms of encouraging greater active transport use.

Whites Creek Valley Park

- Upgrade cycle link to Buruwan Park, including improved crossing of Brennan Street and additional line-marking in Railway Parade, and new shared path integrated with the renaturalisation of Whites Creek.
- Whites Creek Valley Linear Path crossing at Booth Street including associated path realignment.

Annandale Street

- Install angle parking in Annandale Street (completed)

Piper Street

- Road closure of Piper Street between Piper Lane and Johnston Street (no action).
- Upgrade Piper Street crossing at Whites Creek Valley Parklands



Inner West Cycling Strategy 2023

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

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

Figure 2.3 Cycling Network Map

Figure 2.3 details the proposed cycling network map within the study area. Prioritised Cycling Access Routes are identified in Balmain Road, Catherine Street, Hill Street, Leichhardt Street / Styles Street, Whites Creek Lane, Albion Street, Young Street, Hutchinson Street between Railway Parade and Pritchard Street, Railway Parade, Johnston Street, Nelson Street, Susan Street, Chester Street from Nelson Street to Taylor Street, Taylor Street, McCarthy Lane, Cahill Lane, and Cahill Street, west of its intersection with Mathieson Street.

This project is dependent on securing grant funding from the State Government. Council will continue to apply for appropriate grants to progress this project to the next stage. The detailed design of this project is planned to be completed in 2024 subject to funding and scheduling approval.

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Annandale LATM Study

Pedestrian Access Mobility Plan PAMP (2021)

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

The identified proposals in the PAMP of relevance to the LATM include:

- (CD110/CD113) reconstruct misaligned refuge island in Annandale Street at Piper Street
- (CD130) reconstruct misaligned refuge island in Annandale Street at Booth Street
- (CD62) opportunity to install new mid-block crossing point at The Crescent between View Street and Trafalgar Street in the form of kerb extensions – requires consultation with TfNSW
- (CD119) reconstruct misaligned refuge island in Rose Street at Annandale Street
- (CD127) improve upon existing pedestrian crossing point in Annandale Street at Rose Street
- (CD140) provide kerb buildouts at pram ramp locations in Young Street at Booth Street
- (CD164) reconstruct misaligned refuge island in Young Street at Booth Street on southern leg
- (CD53) provide kerb buildouts or refuge island in Hutchinson Street at Pritchard Street
- (CD56) reconstruct misaligned refuge island in the Crescent at Nelson Street roundabout on western leg after consulting with City of Sydney
- (CD82) reconstruct misaligned refuge islands at the intersection of Trafalgar Street and Rose Street intersection
- (CD98) provide refuge islands at northern and southern legs at the intersection of Collins Street and Annandale Street
- (CD126) provide a refuge island in Annandale Street at Great Western Highway
- (SA103/SA113) opportunity to raise existing pedestrian crossing in Balmain Road at Stanley Street

- (SA18) opportunity to raise 2x existing pedestrian crossings at the intersection of Collins Street and Trafalgar Street
- (SA19) provide kerb extensions at the signalised crossing at Johnston Street outside Annandale North Public School
- (SA2) provide kerb extensions in Chester Street at Nelson Street
- (SA3) opportunity to provide raised continuous footpath treatment in Johnston Lane at Booth Street
- (SA4) provide kerb extensions in Susan Street at Chester Street
- (SA7) opportunity to provide raised continuous footpath treatment in View Street at Booth Street
- (SA8) opportunity to provide raised continuous footpath treatment in Wells Street at Booth Street
- (SA9) opportunity to raise existing pedestrian crossing in Annandale Street at Piper Street
- (SA1) opportunity to implement 10km/h shared zone in Hutchinson Lane.
- (SA11) provide pedestrian warning signs to increase driver awareness of pedestrians in Trafalgar Street at its intersection with Rose Street
- (SA5/SA6) opportunity to provide 2x raised continuous footpath treatment in Trafalgar Street at Booth Street at northern and southern legs.
- (CN17) opportunity to provide shared zone at Prospect Street
- (CN3/CN4) opportunity to provide shared zone at Whites Creek Lane.

High Pedestrian Activity Study HPAA (2024)

The Pedestrian Access and Mobility Plan (PAMP) prepared in 2021 recommended the implementation of High Pedestrian Activity Areas (HPAAs) in 10 areas throughout the LGA including Booth Street Annandale. Stantec was subsequently engaged by Council to develop proposals to implement HPAA schemes in these 10 areas with the study completed in 2024.

The seeks to lower the speed limit to 40km/h at all times within the proposed HPAA areas. Changes to the local road environment have been designed and proposed to alert drivers to the lower speed limit and make them aware of the presence of pedestrians.

A HPAA scheme currently exists on Booth Street between Collins Lane and No. 27 Booth Street. It is proposed that the scheme be extended from Alfred Street to Alexandra Drive to encompass the entire commercial precinct where pedestrian movements are high.

It is proposed the following treatments be implemented as part of the HPAA scheme:

- Kerb extensions on both sides at Booth Street / Young Street intersection (northern leg).
- Raised zebra crossing to replace existing pedestrian refuge at Booth Street / Young Street intersection (eastern leg).
- Modified refuge islands with compliant dimensions at Booth Street / Annandale Street intersection (northern and southern legs).
- Continuous footpath treatment across side street at Booth Street / View Street / Johnston Lane intersection (southern leg).
- Modified refuge islands with compliant dimensions at Booth Street / Trafalgar Street intersection (northern and southern legs).
- Continuous footpath treatment across side street at Booth Street / Wells Street intersection (southern leg).
- Widening of existing refuge island at Booth Street / Nelson Street intersection (northern leg).
- Kerb blisters on both sides at Booth Street / Nelson Street intersection (southern leg).
- Kerb extensions on both sides at Booth Street / Taylor Street intersection (northern leg).
- Raised zebra crossing to replace existing pedestrian refuge at Booth Street / Wigram Road intersection (southern leg).
- Speed cushion on approach to the refuge island crossing, on the southbound lane approach to the intersection at Booth Street / Wigram Road intersection (north-eastern leg).

The LATM recommendations do not include these actions as they are included in the HPAA Study. They will however complement the recommendations detailed in the LATM report.

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Annandale LATM Study

Regional Road
State Road

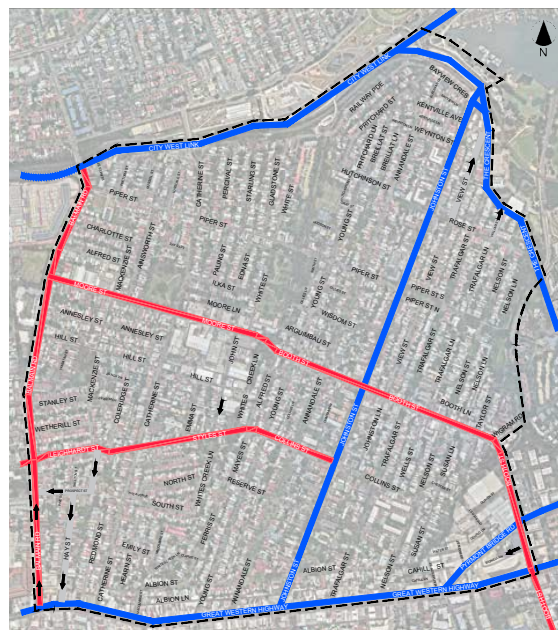


Figure 2.4 Road Hierarchy

Road Hierarchy

The funding classification of road hierarchy is as follows:

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

The functional classification is as follows:

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

The study area has five (5) State Roads, including Great Western Highway, Johnston Street, Pyrmont Bridge Road, The Crescent and City West Link. The study area also has five (5) Regional Roads, including Balmain Road, Booth Street, Moore Street, Styles Street and Leichhardt Street. This is detailed in **Figure 2.4**. All other roads are local roads.



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Annandale LATM Study

Degree of crash
 Fatal
 Serious Injury
 Moderate Injury
 Minor/other Injury
 Non-casualty (towaway)

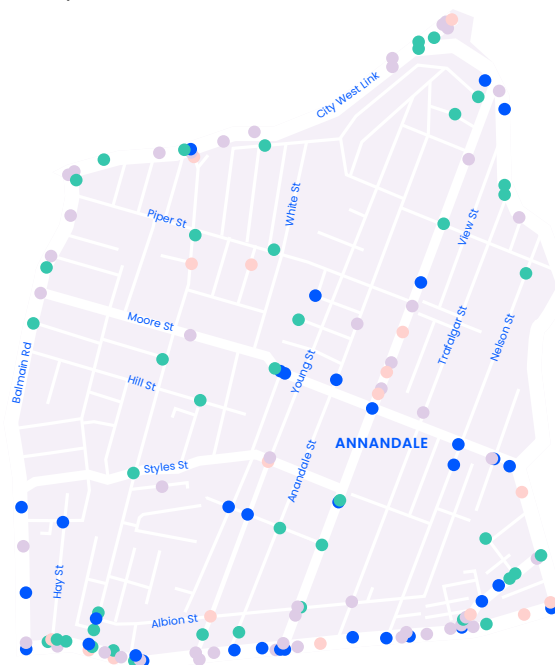


Figure 2.5 Crash Data
2017- 2022 Five Year Period

Crash Data

A review of the most recent 5 years of recorded crash data has been undertaken as detailed in Figure 2.5 below. This corresponds with the period January 2018 – December 2022. A total of 218 crashes occurred in the study area. Most of the crashes occurred on the State Road network, including Great Western Highway, Johnston Street, Pyrmont Bridge Road, The Crescent, and City West Link. A large portion of crashes also occurred on the Regional Road network, including Balmain Road, Booth Street, Moore Street, Styles Street and Leichhardt Street. The administration and management of state roads is carried out and financed by Transport for NSW, and regional and local roads are administered, managed, and financed by local councils. It should be noted that only crashes that result in a casualty or a vehicle being towed away are included. All other minor crashes are not recorded.

The state roads saw 79 crashes occur on Great Western Highway, 20 on Johnston Street, 14 on Pyrmont Bridge Road, 10 on The Crescent and 37 on City West Link. The regional roads saw 9 crashes occur on Balmain Road (13 at its intersection with City West Link, 4 at its intersection with Great Western Highway), 10 at Booth Street (6 at Johnston Street intersection), 3 at Moore Street and 2 on Styles Street.

Degree of crash ● Fatal ● Serious Injury ● Moderate Injury ● Minor/Other Injury ● Non-casualty (towaway)

Degree of crash
 Fatal
 Serious Injury
 Moderate Injury
 Minor/other Injury
 Non-casualty (towaway)

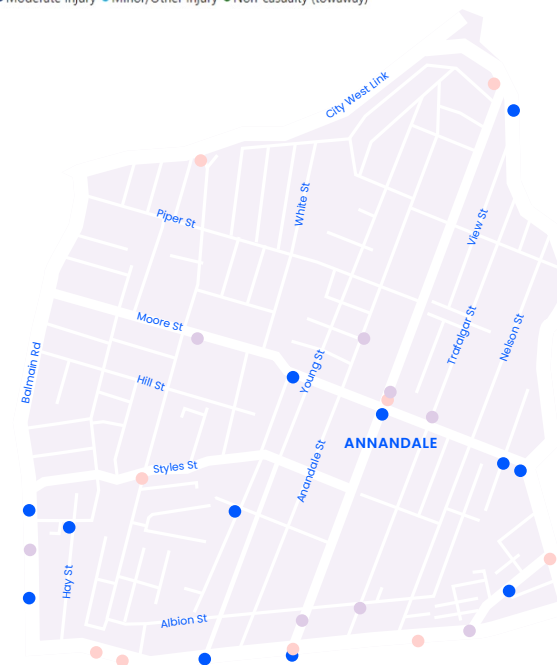


Figure 2.6 Crash Data
2018 – 2022: Pedestrian
and Pedal Cycle Crashes

In total 17 crashes involved pedestrians, with a further 8 involved cyclists whilst an additional 29 crashes involved motorcycles/motor scooters. In total out of the 218 crashes, 0 resulted in fatalities, 39 serious injury, 53 moderate injury, 62 minor injury and 64 tow away. These crashes are detailed in Figure 2.6.

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Annandale LATM Study

State Road/State Road Intersection Crashes

Great Western Highway / Johnston Street – 4 crashes were recorded at this intersection. This includes 2 rear-end crashes, 1 cross-traffic crash and 1 pedestrian crash.

Great Western Highway / Pyrmont Bridge Road – 4 crashes were recorded at this intersection. This includes 1 crash between a bicycle on footpath and vehicle, 1 crash during right-lane change, 1 rear-end crash as the preceding vehicle was turning left, 1 crash due to a vehicle veering right off the carriageway and into an object.

Johnston Street / The Crescent – There was 1 crash at this intersection between vehicles travelling in opposing directions.

Link Road / The Crescent – There was 1 crash at this intersection involving a vehicle turning right at the intersection and a vehicle in the adjacent road continuing straight.

City West Link / The Crescent – 9 crashes were recorded at this intersection. This includes 7 rear-end crashes, 1 left-lane sideswipe, 1 involving a vehicle turning right at the intersection and a vehicle in the adjacent road continuing straight, and 1 rear-end crash as the preceding vehicle was turning right.

The Crescent / The Crescent – 1 rear-end crash occurred at this intersection.

State Road/Regional Road Intersection Crashes

Great Western Highway / Balmain Road – 4 crashes were recorded at this intersection. This includes 2 rear-end crashes, 1 crash during left-lane change, and 1 right-lane sideswipe.

City West Link / Balmain Road – 12 crashes were recorded at this intersection. This includes 2 crashes involving a vehicle turning right and a vehicle from opposing traffic continuing straight, 5 rear-end crashes, 1 rear-end crash as the preceding vehicle was turning left, 2 crash during a left-lane change, 1 crash due to a vehicle veering off the carriageway and into an object, and 1 crash due to vehicle veering left off the carriageway while on a bend.

Booth Street / Johnston Street – 3 crashes were recorded at this intersection. This includes 1 crash during left-lane change, 1 between vehicles travelling in opposing directions, and 1 pedestrian crash.

Booth Street / Pyrmont Bridge Road – 3 crashes were recorded at this intersection. This includes 2 crashes between vehicles travelling in opposing directions, and 1 cross-traffic crash.

Booth Street / Mallett Street – 1 crash between vehicles travelling in opposing directions was recorded at this intersection.

Regional Road/Regional Road Intersection Crashes

Balmain Road / Moore Street – 1 rear-end crash occurred at this intersection.

Bus Services

Several bus routes service the study area as detailed in Figure 2.7.

Route 433 travels along the north-eastern boundary of the LATM study area (The Crescent) from Balmain Gladstone Park to Central Pitt St.

Route 469 provides a link between MarketPlace Leichhardt to Glebe (Loop Service) and travels along a portion of the western study area boundary of Balmain Road from Leichhardt Street to Moore Street, through Moore Street and Booth Street, and a portion of the eastern boundary of Wigram Road and Minogue Crescent.

Route 470 provides a link between Lilyfield to City Martin Place and travels along Catherine Street from City West Link to Moore Street, Moore Street from Catherine Street to Booth Street, Booth Street, and Pyrmont Bridge Road.

Route 437 provides a link between Five Dock to City QVB via City West Link and travels along City West Link from Catherine Street to Whites Creek.

New Canterbury Road on the edge of the study area.

Route 428X is an express service between Canterbury and Martin Place which traverses New Canterbury Road.

Route 445 Campsie to Balmain via Market Place along New Canterbury Road on the western boundary of the study area.

Routes 413, 440, 480, 438N, 461N, 483, 438X and 461X are located along the western boundary of Parramatta Road.

Light Rail Services

The L1 Dulwich Hill Line runs from Dulwich Hill Interchange to Central. The Light Rail stops Lilyfield and Rozelle Bay are included within the northern boundary of the study area.

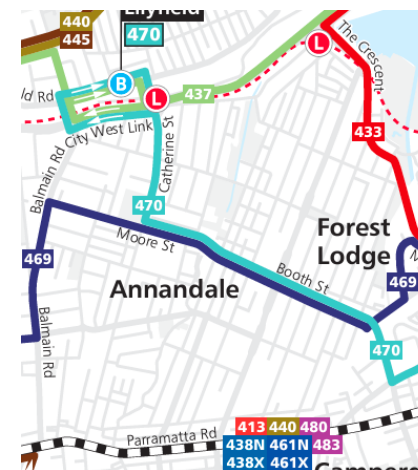


Figure 2.7 Bus Routes in Study Area

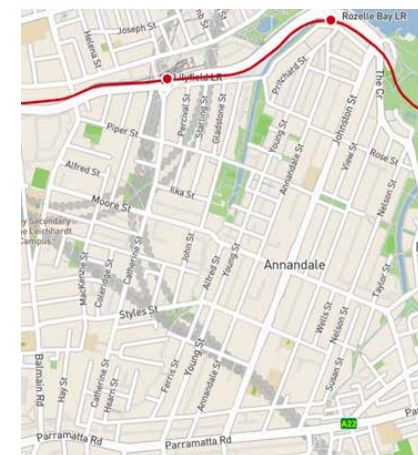


Figure 2.8 Light Rail Route in Study Area

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Annandale LATM Study

Traffic Data

Traffic data was collected between March 2024 and February 2025 in the form of speed and volume counts as detailed in **Appendix A** including an assessment of acceptable speed and volume. Please note that the 85th percentile speed is the speed at which 85% of the vehicles are traveling at or below.

Regarding traffic volumes all road sections have acceptable traffic volumes. Regarding speed, all road sections have acceptable speed profiles regarding the existing posted speed limit and road classification. When comparing to a potential 40 km/h speed limit as there are several streets where the 85th percentile speed exceeds the proposed 40 km/h speed limit. These are Booth Street, Emma Street, Young Street, Trafalgar Street, Catherine Street and Annandale Street.

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

Intersection Counts

Intersection counts were undertaken at the following locations in March 2024:

- Johnston Street / The Crescent / Chapman Road
- View Street / The Crescent
- Annandale Street / Rose Street
- Johnston Street / Piper Street / Piper Street N / Piper Street S
- Mackenzie Street / Styles Street / Leichhardt Street
- Young Street / Albion Street
- Albion Street / Annandale Street
- The Crescent / Trafalgar Street
- Reserve Street / Young Street
- Nelson Street / Collins Street
- Johnston Street / Albion Street
- Hill Street / John Street
- John Street / Moore Street
- Moore Street / Catherine Street
- Hill Street / Emma Street
- Hill Street / Catherine Street
- Johnston Lane / Collins Street
- Young Street / Booth Street
- Booth Street / Annandale Street
- Trafalgar Street / Collins Street
- Hutchinson Street / Annandale Street
- Annandale Street / Piper Street
- Piper Street North / Trafalgar Street / Piper Street East
- Piper Street South / Trafalgar Street.

Additionally, the following intersection counts were undertaken at the following locations in November 2024:

- Johnston Lane / Booth Street
- View Street / Booth Street
- Trafalgar Street / Booth Street
- Styles Street / Mackenzie Street
- Piper Street South / View Street
- Trafalgar Street / Albion Street.

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

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

Midblock Counts

Midblock traffic and pedestrian counts were undertaken in November 2024 at the following locations:

- Styles Street west of Alfred Street (at the pedestrian refuge)
- Piper Street west of Whites Creek Lane along park frontage
- Railway Parade at pedestrian refuge near access to pedestrian bridge (west of Pritchard Street)
- Brennan Street at pedestrian crossing point between Railway Parade and White Street.

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

The summary of midblock counts is provided in **Appendix A** and a Speed and Volumes Review table provided.

Pedestrian Crossing (Zebra) Assessment

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

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

Inner West Council adopted its own Pedestrian Crossing Warrant Policy on 5 March 2024, which is to be used within the Local Government Area when assessing the suitability of locations on local and regional roads for pedestrian (zebra) crossings. The warrant requires that in each of two separate one-hour periods in a typical day, the pedestrian flow per hour crossing the road is or is expected to be equal to or greater than 20, and vehicle volumes be equal to or greater than 200 where children and elderly or mobility impaired pedestrians count as two pedestrians.

Given the high volume of students, and shoppers travelling in the study area between various schools, shopping precincts and public transport locations within the study area, this assessment has been undertaken with findings in the Pedestrian (zebra) Crossing Assessment table detailed **Appendix A**.

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Annandale LATM Study

Continuous Footpath Treatment

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

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

3. Identified Community issues

Council undertook an initial survey through Council's Your Say Inner West (YSIW) website in November/December 2023 and the outcomes are detailed in an Engagement Outcomes Report.

The main outcomes of the first stage of consultation are that the problem identified by the greatest number of respondents as an issue was pedestrian safety issues. This was followed by driver behaviour as the second most raised issue and parking behaviour as the third.

The Crescent, Johnston Street, Annandale Street and Whites Creek Lane had the highest level of concern for pedestrian safety issues. The Crescent, Wells Street, Young Street and Styles Street had the highest level of concern for driver behaviour issues. Lastly, Wells Street Trafalgar Street had the highest level of concern for parking behaviour issues.

Furthermore, Johnston Street (state road), Styles Street (regional road) and Booth and Moore Streets (local roads) were all raised as dangerous cycling routes.

Additionally, comments regarding rat running were noted in Styles Street, Wells Street and Whites Creek Lane (local roads). The narrow road width of each street was identified as the main safety concern relating to this issue.

Two petitions were received during the community consultation period. A petition containing 343 signatures was received supporting the installation of 5 pedestrian crossings to improve safety for students at Annandale North Public School crossing nearby roads on their commute to and from school. A submission was also received containing 37 letters of support to implement a Shared Zone and Resident Parking Scheme in Wells Street. This was the result of a previous consultation undertaken in June 2023, regarding traffic and parking issues.

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Annandale LATM Study

4. LATM recommendations

An overall plan of the proposed treatments is detailed below in **Figure 4.1**. Further details of each recommendation are detailed in this section including concept plans. The LATM plans have been prepared taking into consideration feedback from the community, data collection, previous recent historical correspondence, crash data and site inspections.

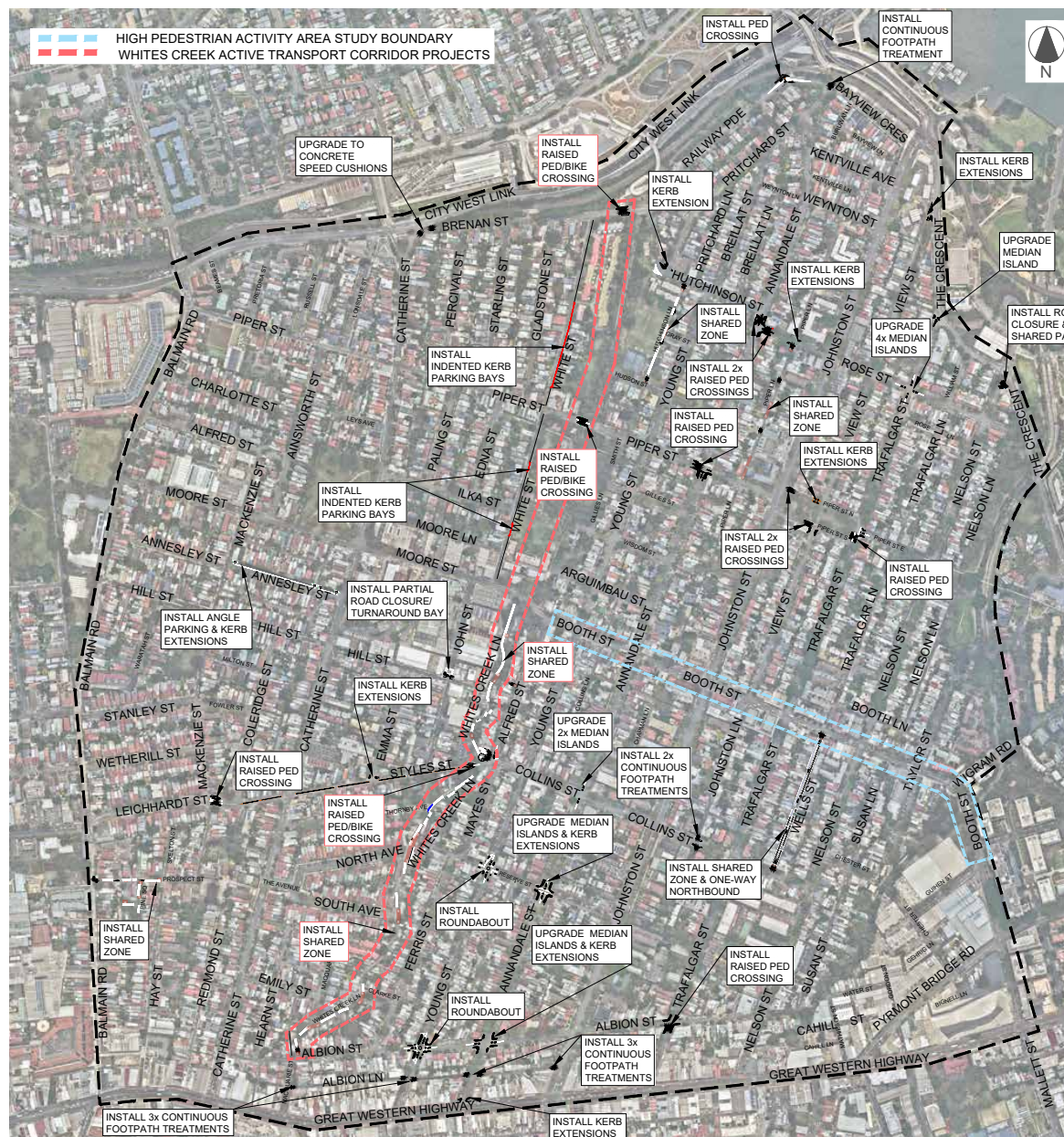
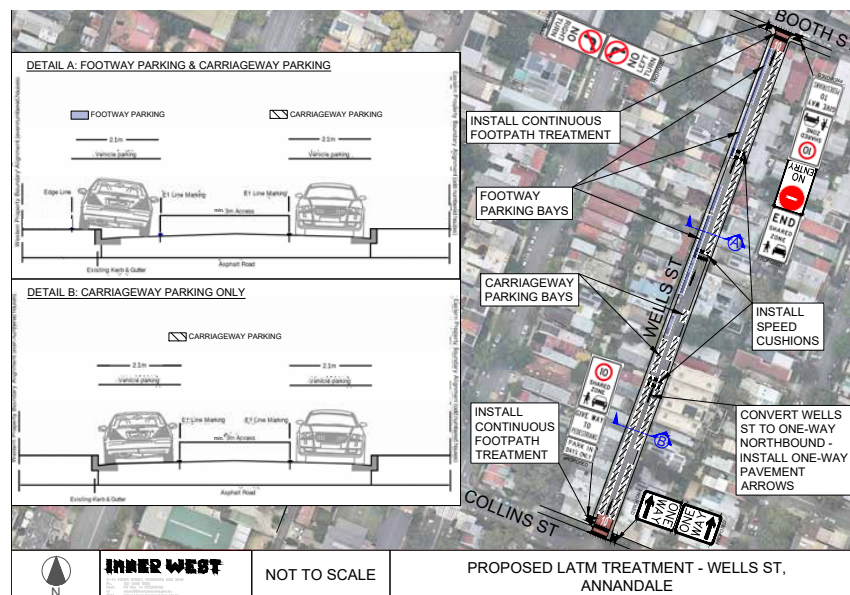


Figure 4.1 Overall Plan of Proposed Treatments

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Annandale LATM Study



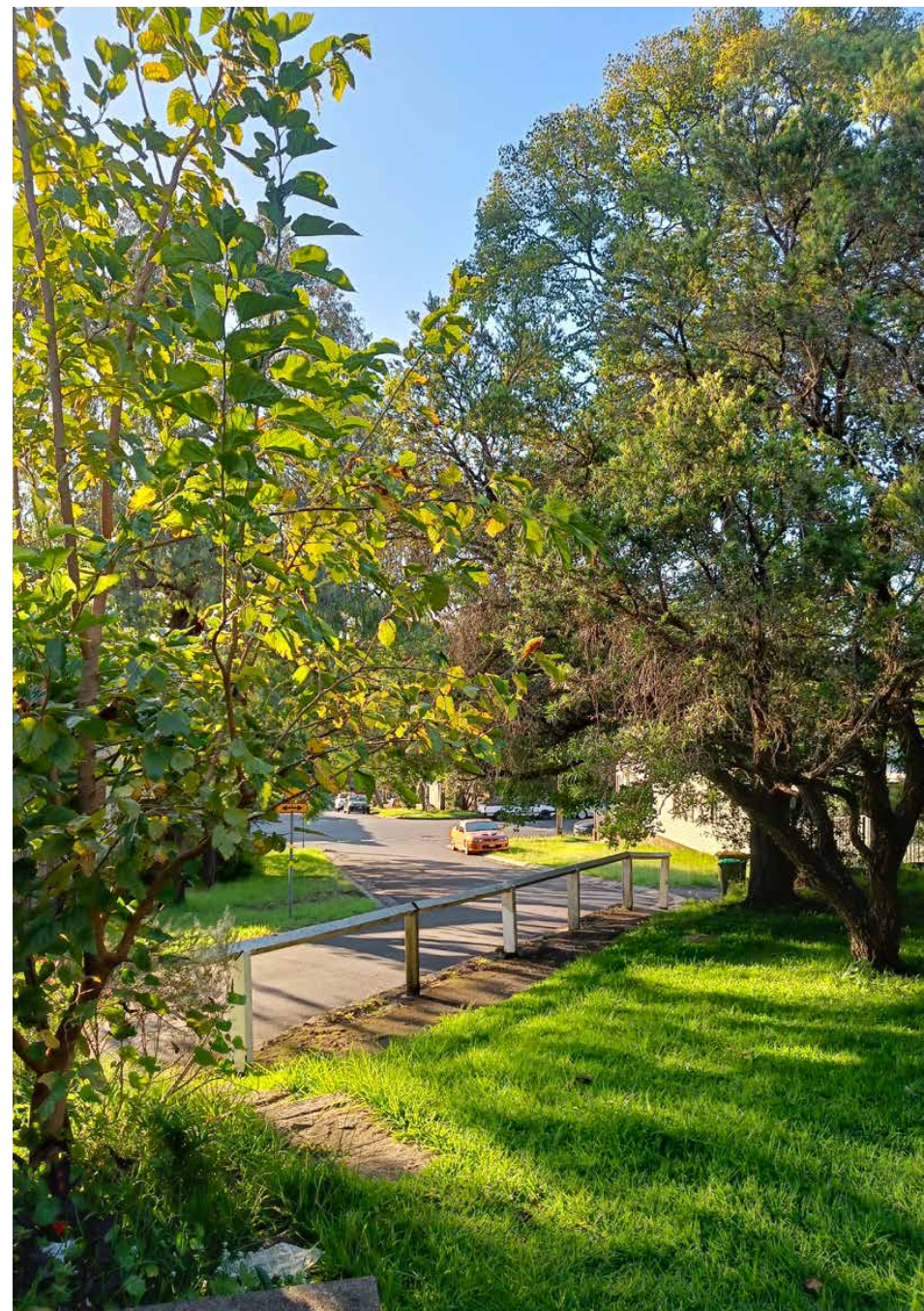
Wells Street

Footpath parking has historically occurred in Wells Street (northern section) with vehicles parked straddling the footpath/road carriageway on the western side of the road and wholly on the road on the eastern side of the road. In the southern section, cars park wholly on the road on both sides with no footpath parking occurring.

In order to provide safe conditions for pedestrians which use the road carriageway, it is recommended that Wells Street between Booth Street and Collins Street be converted to a 10 km/h Shared Zone with formalised footpath parking in the northern section (western side). This reflects and aims to formalise existing parking behaviour. Wells Street has a very low traffic volumes in the order of 220 to 230 vehicles/day and 85%ile speeds of 26 to 31 km/h. The proposal includes five (5) traffic calming devices to further reduce speeds aligning with the proposed Shared Zone.

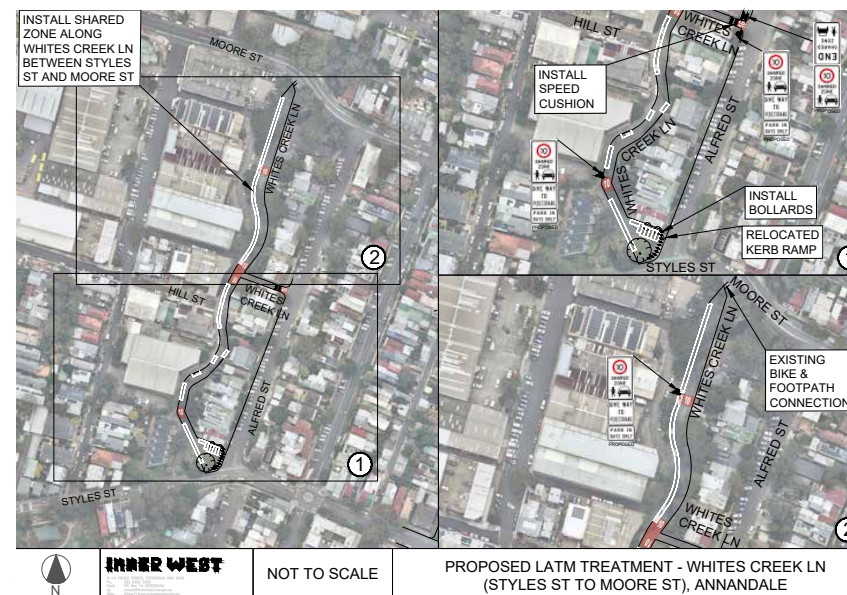
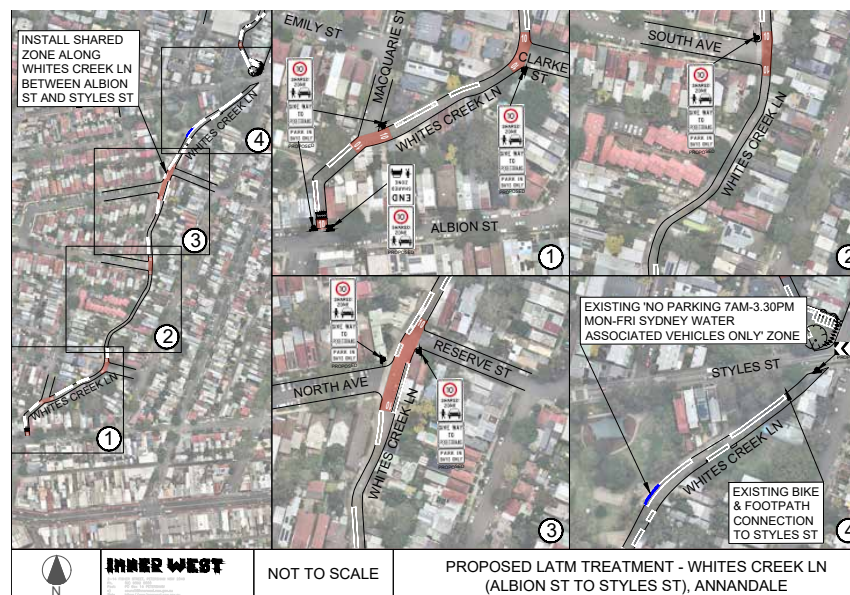
It is also recommended that the road be converted to one way northbound to reduce conflict that occurs due to the narrow road. Council has previously received a petition to convert to a Shared Zone and introduce one-way northbound traffic movement.

The estimated cost is \$140,000.



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Annandale LATM Study



Whites Creek Lane

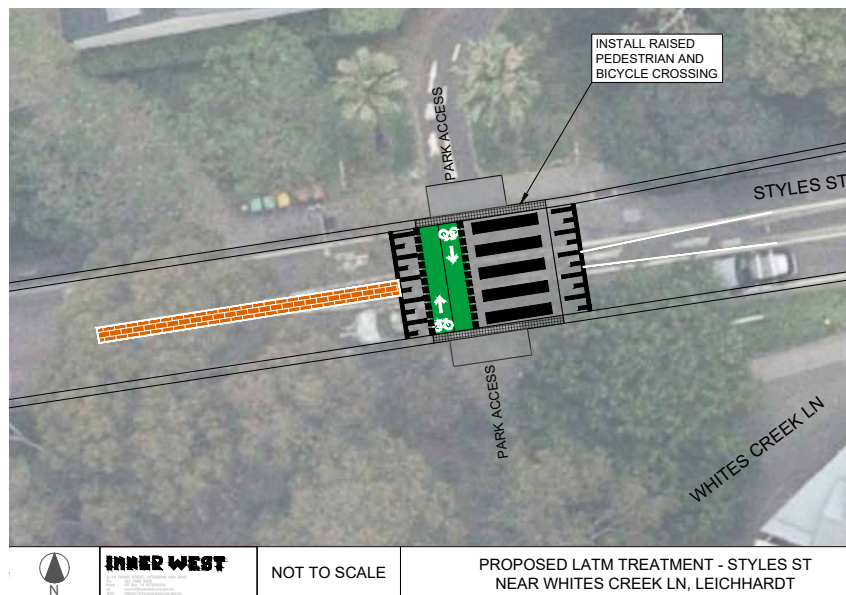
Pedestrian and cyclist safety was raised as an issue in Whites Creek Lane and also at its intersections with the road network. In order to provide safe conditions for active transport modes, it is recommended that a 10 km/h Shared Zone be installed along the full length of Whites Creek Lane between Macquarie Street and Moore Street and in Macquarie Street between Albion Street and Whites Creek Lane. This will also allow for areas where parking is allocated to be marked in parking bays to prevent parking from occurring in unsafe locations. Whites Creek Lane has a very low traffic volumes and speeds, with 191 vehicles/day and 85thile speeds of 27 km/h recorded between South Avenue and North Avenue, and 63 vehicles/day and 85thile speeds of 22 to 25 km/h between Whites Creek Lane and Moore Street.

This forms part of a series of recommendations detailed in the LATM that form the Whites Creek Active Transport Corridor projects providing a north south link between Albion Street and the light rail corridor/Rozelle Parklands.

The estimated cost is \$100,000.

30

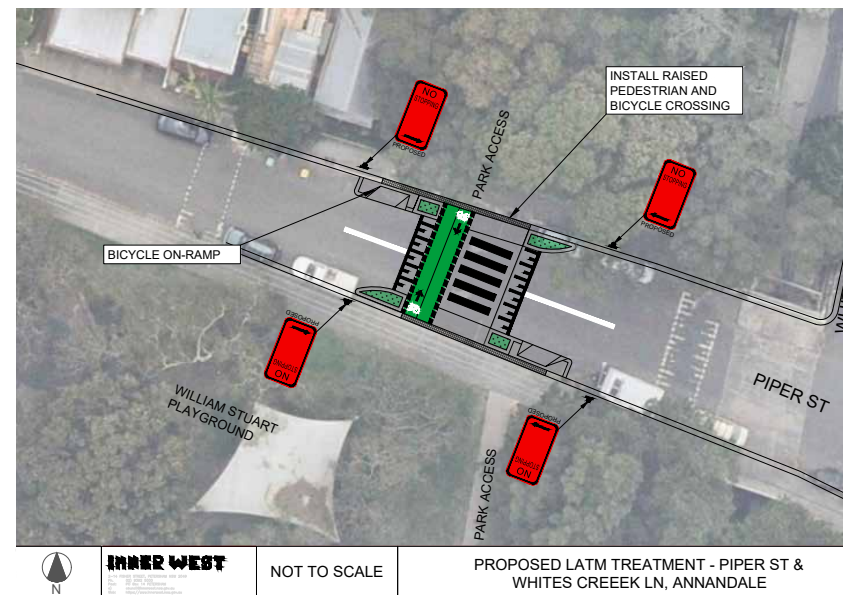
Annandale LATM Study



Styles Street at Whites Creek Lane

To improve pedestrian and cyclist safety and reduce vehicular speeds it is recommended that a pedestrian/cyclist crossing be installed in Styles Street west of Alfred Street. This will improve the continuity of the pedestrian/cyclist path and link both sections of Whites Creek Lane Shared Zone. The traffic data collected shows that the pedestrian crossing warrant policy is met at this location, with 33 pedestrians and 676 vehicles recorded in the AM peak, and 24 pedestrians and 583 vehicles recorded in the PM peak. This forms one of the Whites Creek Active Transport Corridor.

The estimated cost is \$150,000.



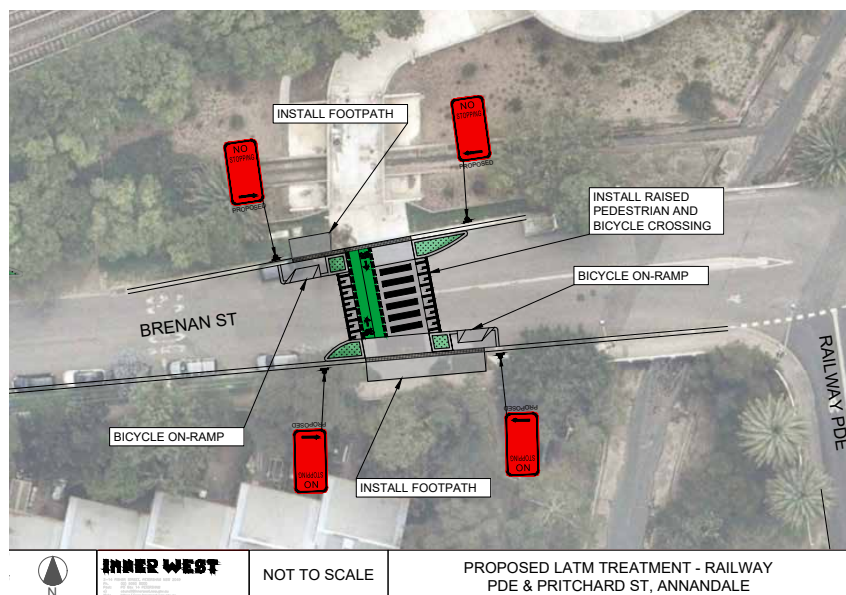
Piper Street at Whites Creek

To improve pedestrian and cyclist safety and reduce vehicular speeds it is recommended that a pedestrian/cyclist crossing be installed in Piper Street at Whites Creek (west of Whites Creek Lane). This will improve the continuity of the pedestrian/cyclist path and link both sections of Whites Creek Shared path. There were 42 pedestrians, and 116 vehicles were recorded in the AM peak, and 18 pedestrians and 98 vehicles were recorded in the PM peak. Whilst noting that the numerical warrant for the vehicular movements are not met, the crossing is supported, noting the policy also allows for such a facility if it is considered to serve an essential link to an overall network of pedestrian and cycling facilities. This is the case as the proposal will form part of the Active Transport Corridor linking Whites Creek Lane and Whites Creek Valley Park to Rozelle Parklands and L1 Dulwich Hill to Central Light Rail Stations. There is an expected loss of approximately 5 parking spaces.

The estimated cost is \$150,000.

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Annandale LATM Study



Brenan Street at Whites Creek

To improve pedestrian and cyclist safety and reduce vehicular speeds it is recommended that a pedestrian/cyclist crossing be installed in Brennan Street at Whites Creek (between White Street and Railway Parade). This will improve the continuity of the pedestrian/cyclist path and link the Whites Creek Shared path and Shared zone to the Rozelle Parklands and Lilyfield Road via the Bridge to Brennan Street. There were 42 pedestrians and 116 vehicles were recorded in the AM peak, and 18 pedestrians and 98 vehicles were recorded in the PM peak. Whilst noting that the numerical warrant for the vehicular movements are not met, the crossing is supported, noting the policy also allows for such a facility if it is considered to serve an essential link to an overall network of pedestrian and cycling facilities. This is the case as the proposal will form part of the Whites Creek Active Transport Corridor linking Whites Creek Lane and Whites Creek Valley Park to Rozelle Parklands and LI Dulwich Hill to Central Light Rail Stations.

There is an expected loss of approximately 2 parking spaces.

The estimated cost is \$150,000.



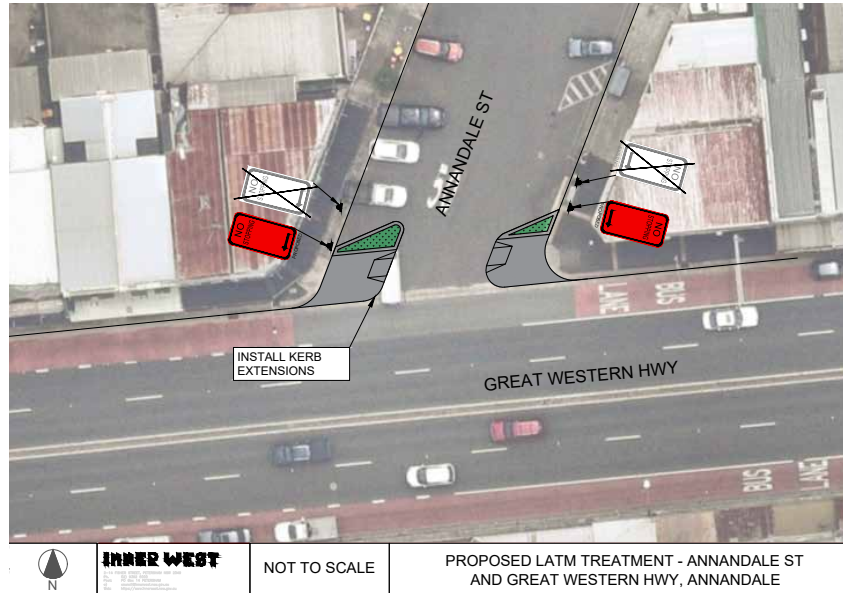
Styles Street between Alfred Street and Mackenzie Street

To reduce speeds along Styles Street it is recommended that the existing sections of linemarked median island be remarked and infilled with a painted treatment to provide a visual perception of a road narrowing to reduce speeds and provide safer pedestrian conditions.

The estimated cost is \$30,000.

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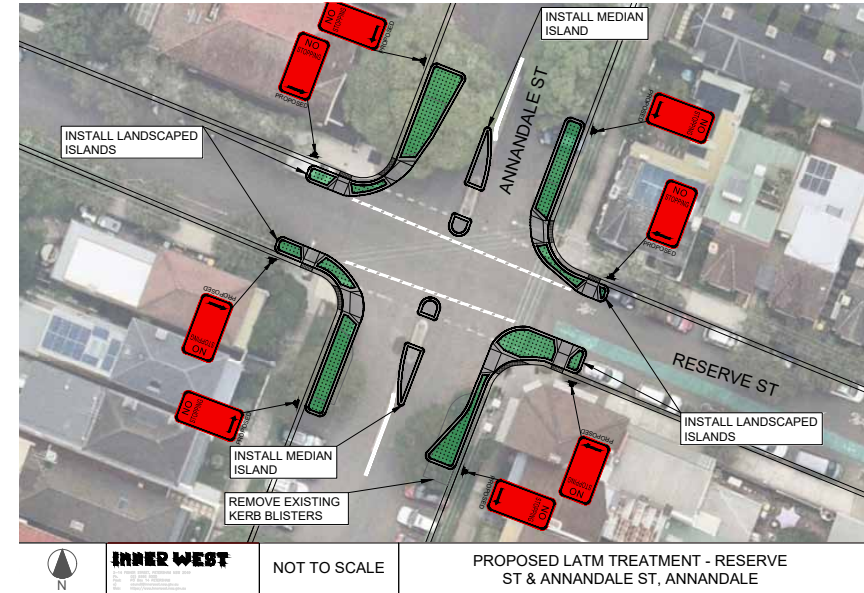
Annandale LATM Study



Parramatta Road at Annandale Street

To reduce pedestrian exposure time to cross Annandale Street and reduce speeds of vehicles entering and exiting Annandale Street at Parramatta Road it is recommended that kerb blisters be installed in Annandale Street.

The estimated cost is \$30,000.



Reserve Street at Annandale Street

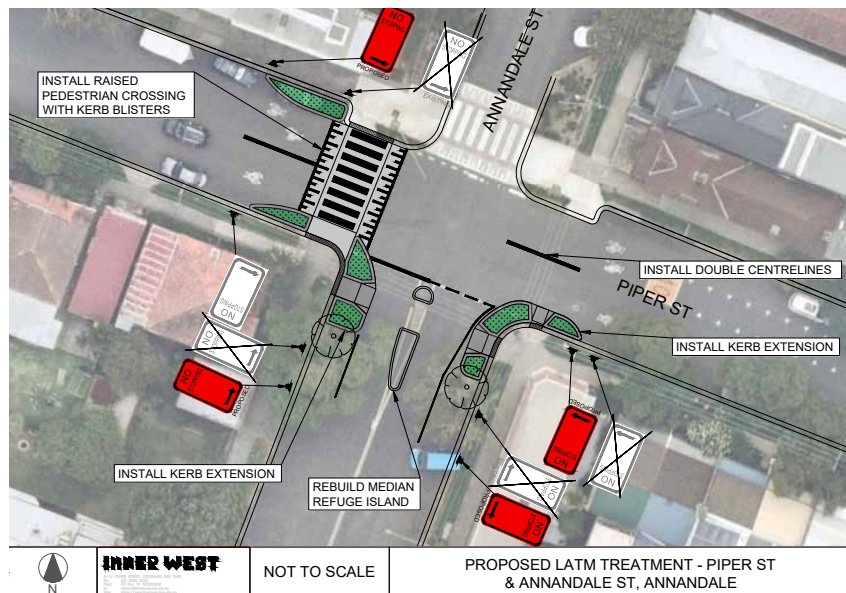
To reduce speeds and improve pedestrian safety it is recommended that the existing median islands in Annandale Street be widened to 2 metres. Additionally, kerb extensions are proposed on all 4 legs of the intersection.

It is anticipated that there will be a net loss of 4 parking spaces.

The estimated cost is \$140,000.

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Annandale LATM Study



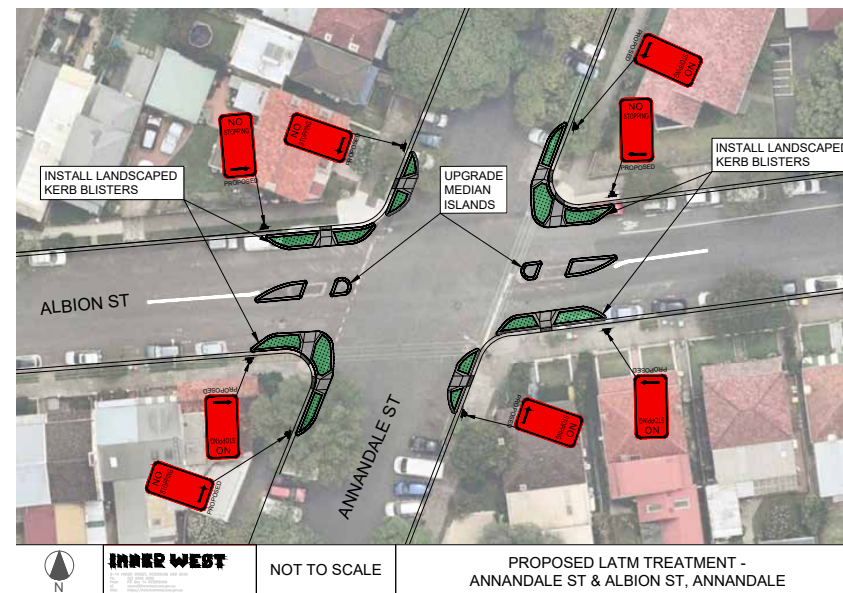
Annandale Street/Piper Street Intersection

A raised pedestrian (zebra) crossing is proposed in Piper Street (western leg) to provide improved north south pedestrian connection. This will reduce speeds along Piper Street and provide improved pedestrian connection to Annandale North Public School.

The traffic counts indicate that (20 pedestrian movements in the AM peak and 10 pedestrian movements in the PM peak, 149 vehicular movements in the AM peak and 120 vehicular movements in the PM peak). Additionally, 33 pedestrians cross Piper Street east of Annandale Street in the AM peak and 10 in the PM peak. These pedestrians are also likely to use the pedestrian crossing once it is installed, thereby the pedestrian warrant component would be met for Councils Pedestrian Crossing Warrant. Whilst not meeting the vehicular warrant component, given its close proximity to Annandale North Public School it is recommended for approval as it serves as an essential link to an overall network of pedestrian facilities for schoolchildren attending Annandale North Public School.

There is an anticipated loss of 6 on street parking spaces.

The estimated cost is \$120,000.



Annandale Street/Albion Street Intersection

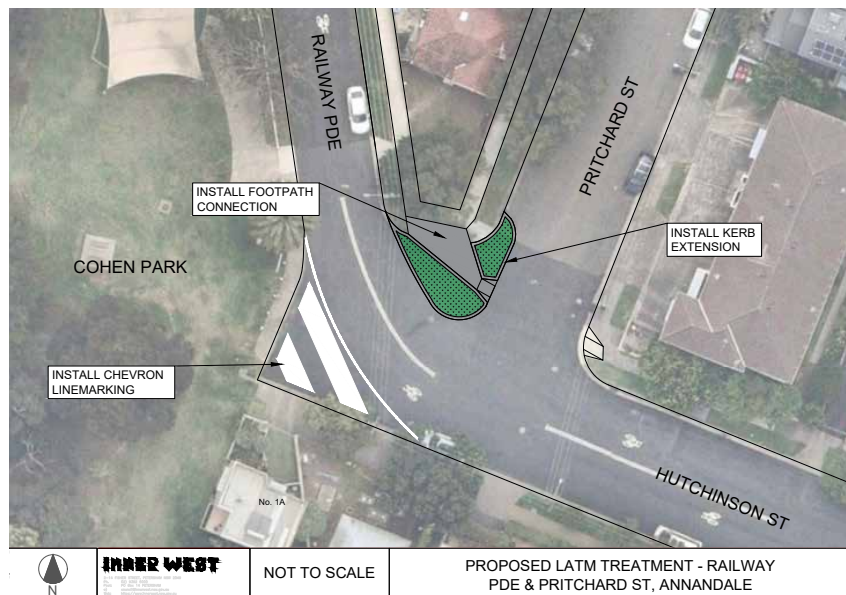
To reduce speeds and improve pedestrian safety it is recommended that kerb extensions be proposed on all 4 legs of the intersection.

There is an expected loss of approximately 2 parking spaces.

The estimated cost is \$60,000.

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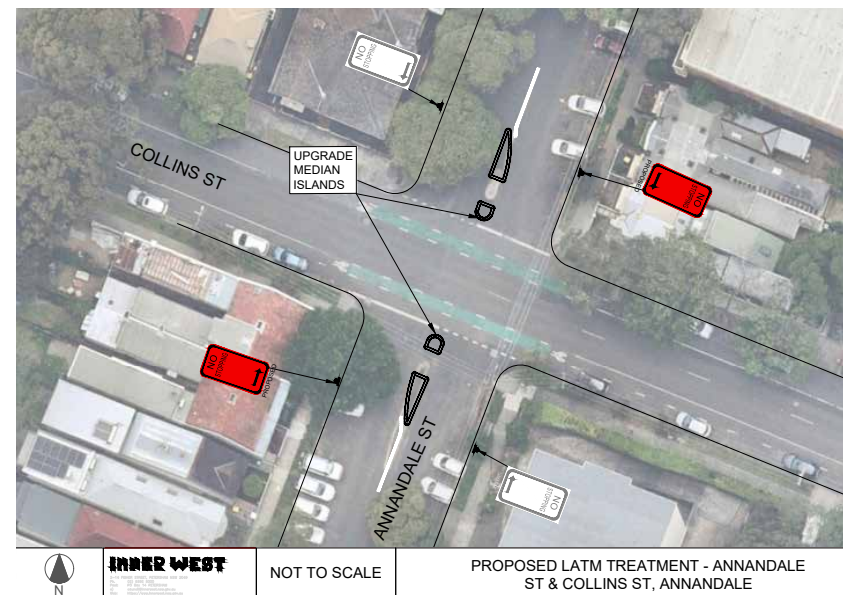
Annandale LATM Study



Hutchinson Street at Pritchard Street

As identified in the PAMP, it is recommended realign the kerb to reduce speeds and improve pedestrian and cyclist amenity.

The estimated cost is \$20,000.



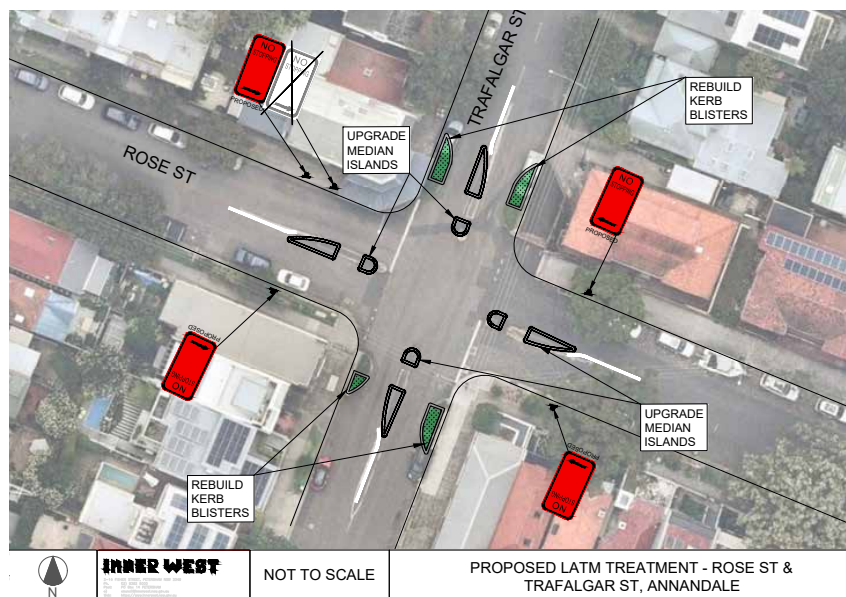
Collins Street/Annandale Street Intersection

As identified in the PAMP, it is recommended to widen the existing median islands to 2.0 metres in Annandale Street to accommodate pedestrians.

The estimated cost is \$40,000.

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Annandale LATM Study

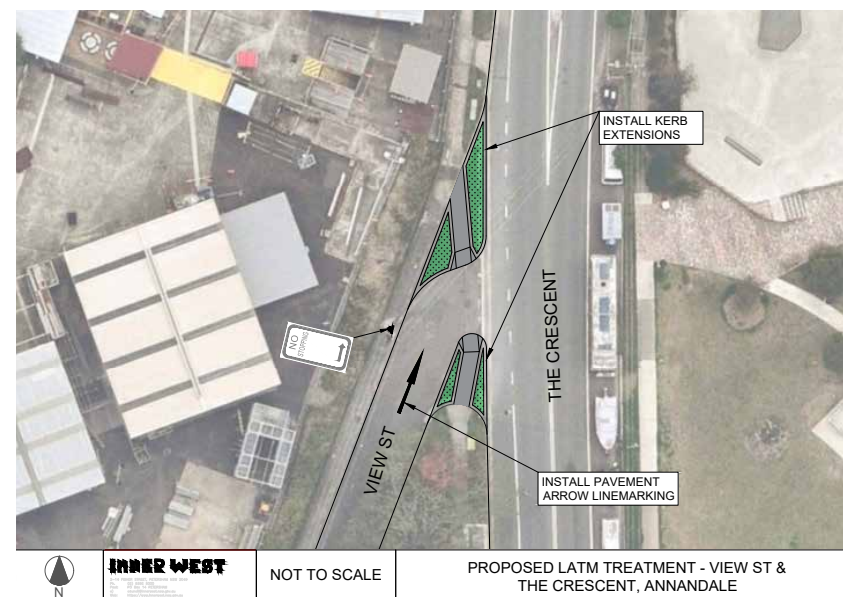


Rose Street/Trafalgar Street Intersection

It is recommended to widen the existing pedestrian refuge islands on all 4 legs of the intersection to 2.0 metres to comply with the latest pedestrian refuge island requirements.

There is an expected loss of approximately 1 parking space.

The estimated cost is \$80,000.



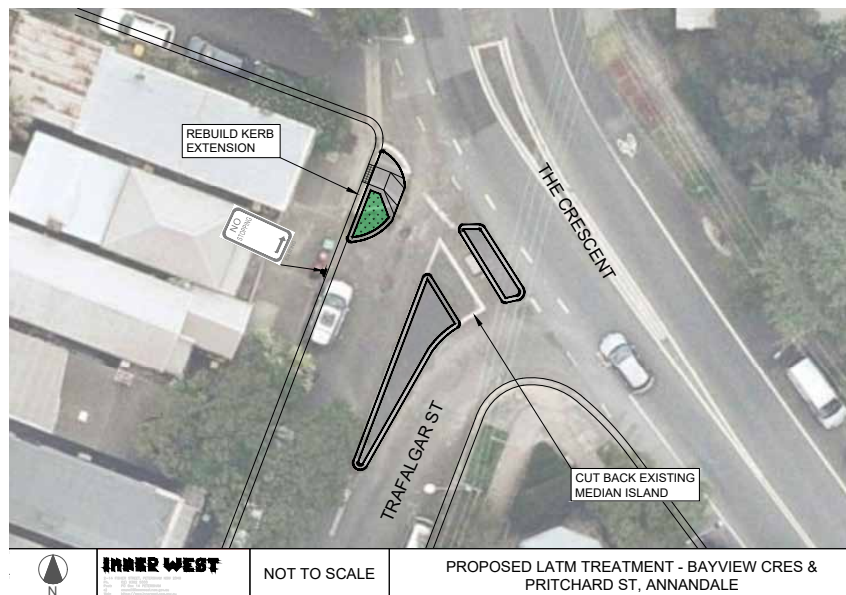
View Street/The Crescent Intersection

The width of the intersection (western leg) is 22 metres requiring pedestrians to cross a considerable distance across View Street. Given View Street is one way northbound it is recommended to realign the kerb extensions and square off the intersection. This will reduce pedestrian exposure time and also reduce speeds of vehicles in View Street approaching The Crescent. It will improve sightlines for vehicles exiting View Street sighting northbound vehicles in View Street.

The estimated cost is \$30,000.

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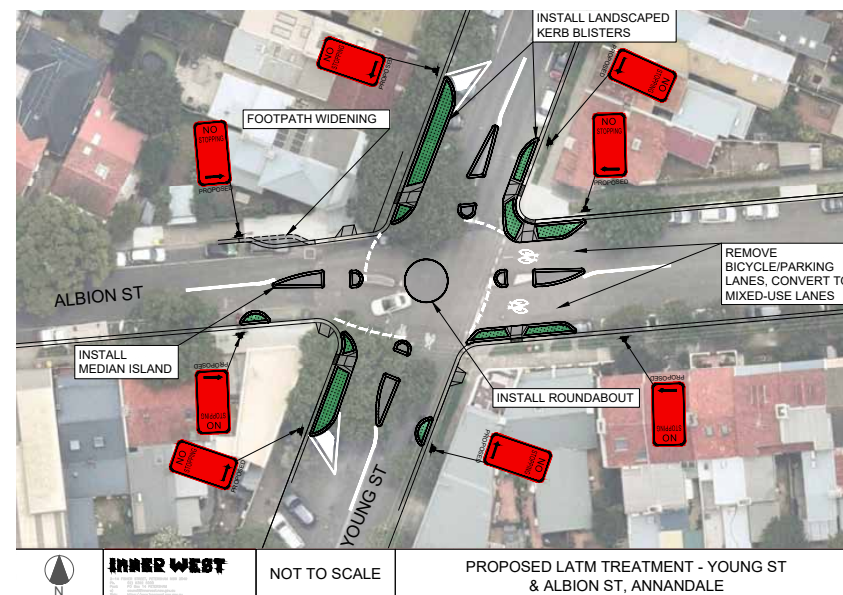
Annandale LATM Study



Trafalgar Street/The Crescent Intersection

The Crescent is a State Road under the care and control of TfNSW. It is recommended that the existing median island in Trafalgar Street be adjusted to provide a wider gap for pedestrians and similarly the kerb extension be modified. This will allow pedestrians to pass one another which the current narrow width does not provide for.

The estimated cost is \$15,000.



Young Street/Albion Street

A roundabout is proposed at the Young Street/Albion Street intersection which will reduce speeds in Young Street. Under current conditions, Stop control is provided with priority given to Young Street. The crash data indicates that one serious injury crash has occurred at the intersection RUM 21, with a northbound right turning vehicle colliding with a southbound vehicle. The roundabout should assist in reducing these types of crashes. It will result in the loss of approximately 9 on-street parking spaces.

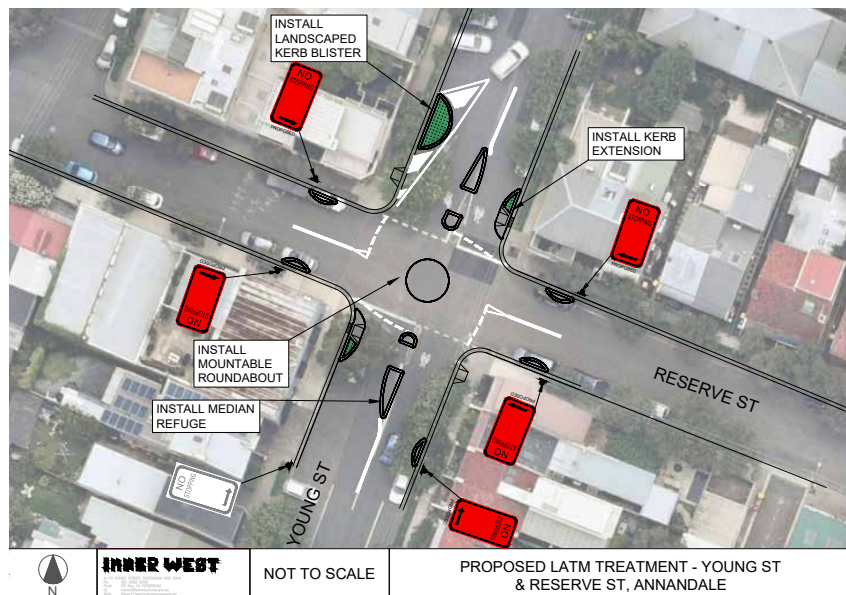
A SIDRA intersection assessment has been carried out to assess the performance of the intersection.

Existing Priority Control		Proposed Roundabout Control	
Level of Service AM	A	Level of Service AM	A
Average Delay AM	15 seconds	Average Delay AM	9 seconds
Level of Service PM	A	Level of Service PM	A
Average Delay PM	12 seconds	Average Delay PM	8 seconds

The estimated cost is \$200,000.

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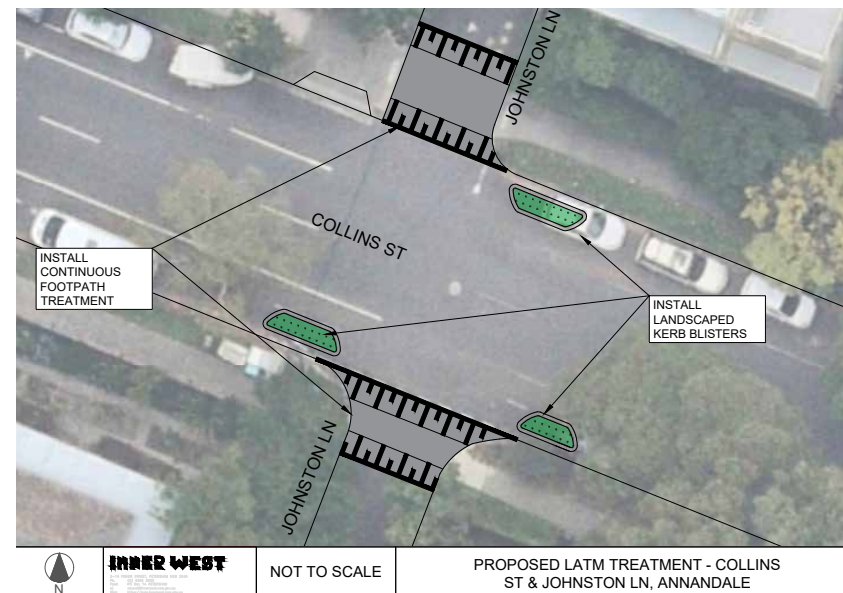
Young Street/Reserve Street

A roundabout is proposed at the Young Street/Reserve Street intersection which will reduce speeds in Reserve Street. Under current conditions, Stop control is provided with priority given to Reserve Street. The crash data indicates that one moderate injury crash has occurred at the intersection RUM 10, with a southbound vehicle colliding with an eastbound vehicle (motorcycle). The roundabout should assist in reducing these types of crashes. It will result in the loss of approximately 4 on-street parking spaces.

A SIDRA intersection assessment has been carried out to assess the performance of the intersection.

Existing Priority Control		Proposed Roundabout Control	
Level of Service AM	A	Level of Service AM	A
Average Delay AM	11 seconds	Average Delay AM	9 seconds
Level of Service PM	A	Level of Service PM	A
Average Delay PM	8 seconds	Average Delay PM	8 seconds

The estimated cost is \$150,000.



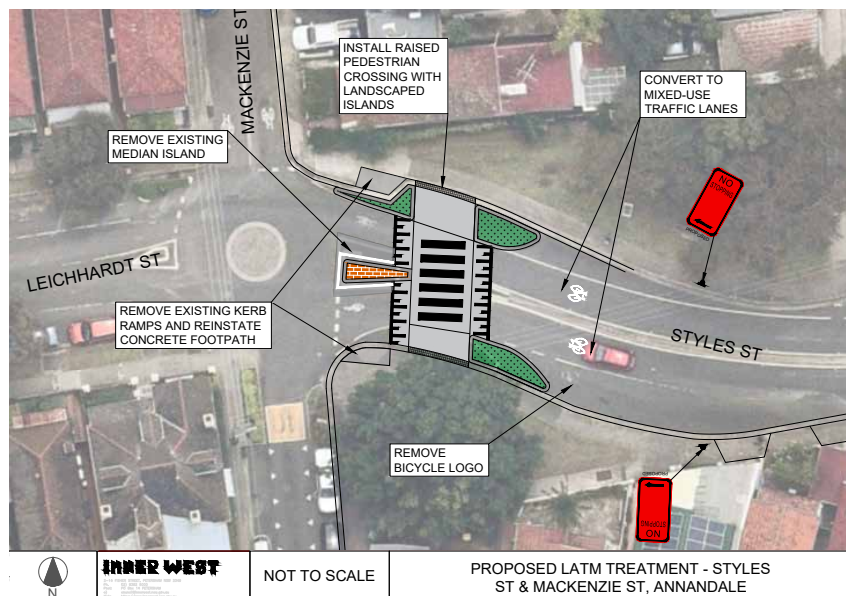
Johnston Lane at Collins Street

It is recommended that a continuous footpath treatment be provided to cross Johnstons Lane at Collins Street to provide safer conditions for pedestrians. This includes kerb extensions at the intersection. Typically a continuous footpath treatment should be installed where no more than 45 vehicles per hour move through the intersection. Traffic data collected indicates weekday traffic of 15 in the AM and 32 in the PM peak in the northern intersection and to the south 85 in the AM and 18 in the PM peak which meets this requirement.

The estimated cost is \$40,000.

46

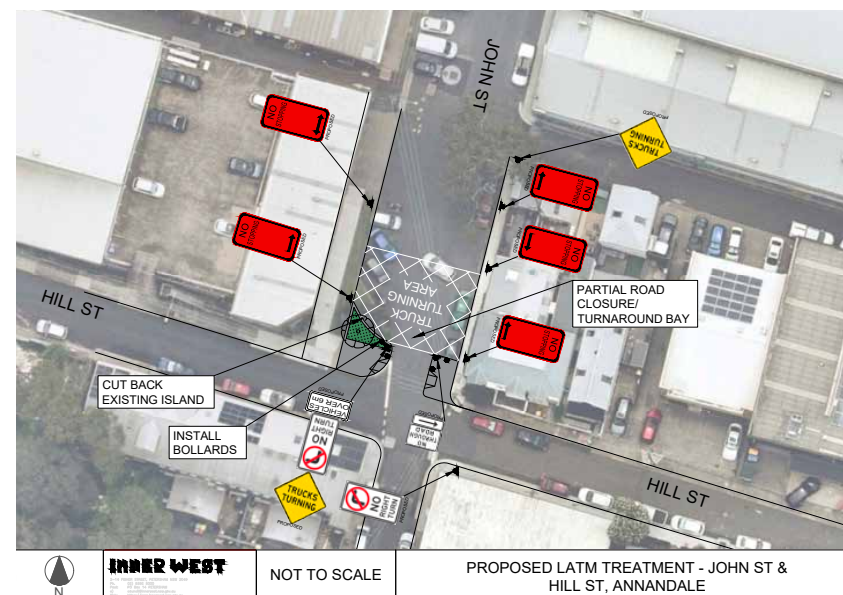
Annandale LATM Study



Styles Street east of Mackenzie Street

It is recommended that a raised pedestrian (zebra) crossing be provided on the eastern leg (Styles Street) of the Leichhardt Street/Mackenzie Street/Styles Street. The traffic counts indicate that it meets Council's Pedestrian Crossing Warrant Policy (43 pedestrian movements in the AM peak and 30 pedestrian movements in the PM peak, 853 vehicular movements in the AM peak and 790 and 853 vehicular movements in the PM peak). There will be no loss of parking associated with the proposal.

The estimated cost is \$120,000.



John Street/Hill Street

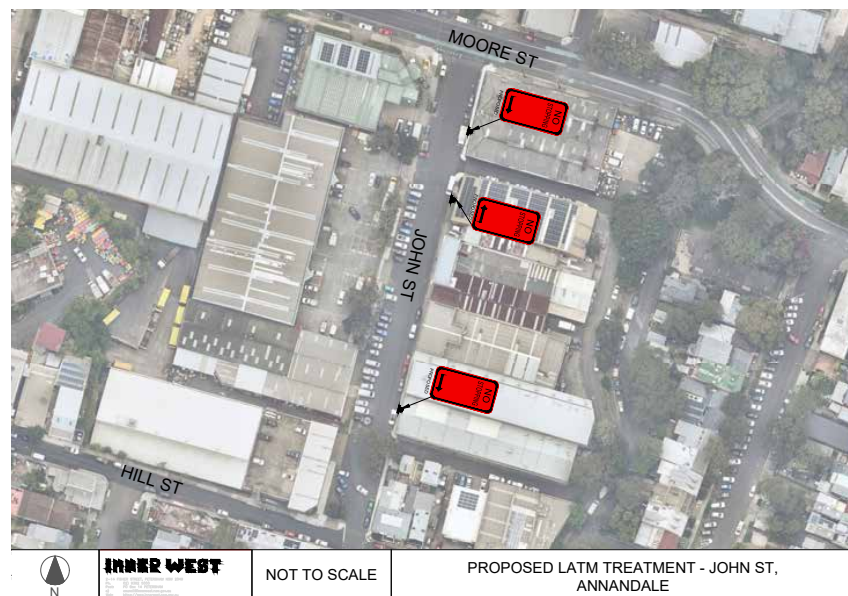
A number of concerns have been raised regarding the prevalence of heavy vehicles using Hill Street as a result of the adjacent industrial properties in John Street. This road is not designed to cater for these vehicles noting that Hill Street has a road carriageway width of 7 metres. In order to reduce the number of heavy vehicles from using Hill Street, Emma Street and the southern section of John Street south of Hill Street it is recommended that a 'No Right Turn vehicles over 6 metres' be installed facing southbound vehicles in John Street at Hill Street. Hill Street traffic will still be permitted to enter John Street as there is no alternate route to travel. Larger vehicles will be able to make a 3-point turn in John Street by removing parking in John Street near Hill Street. This will allow larger vehicles to enter and exit John Street via Moore Street.

It is estimated that there will be a loss of approximately 5 spaces. This will require further TfNSW approval as it involves banning a truck movement.

The estimated cost is \$40,000.

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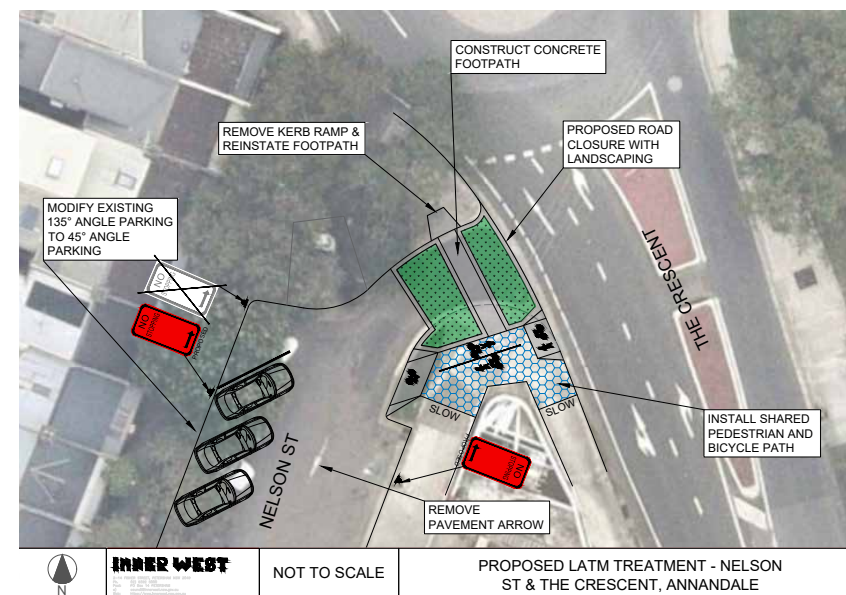
Annandale LATM Study



John Street/Unnamed Laneway

It is proposed that statutory 10m 'No Stopping' restrictions be signposted at John Street at its intersections with Unnamed Laneways, to ensure adequate sight distance for drivers.

It is estimated to cost \$500.



Nelson Street/The Crescent

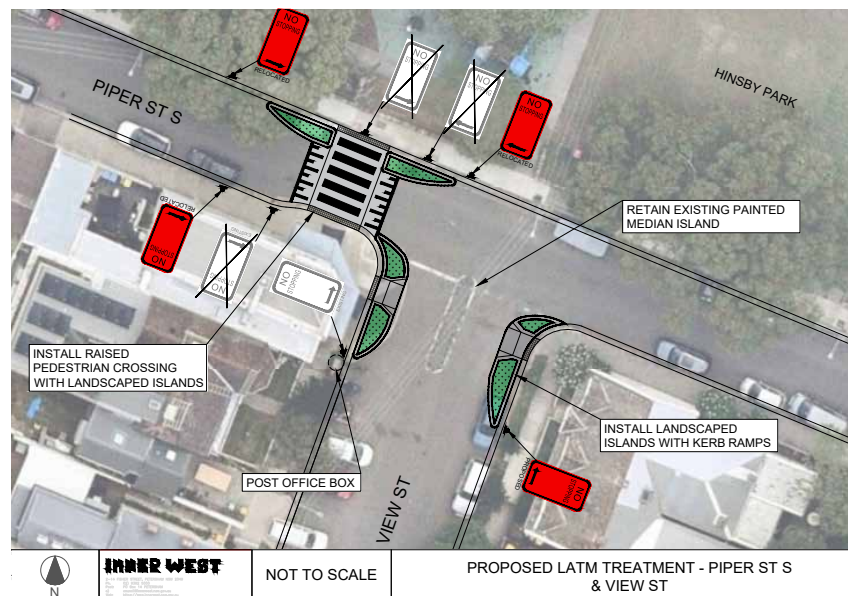
It is recommended to install a road closure in Nelson Street at The Crescent. The road closure will allow two-way cyclist movements but remove the existing left turn from The Crescent into Nelson Street. This will improve safety and manoeuvring in Nelson Street between The Crescent and Rose Street. Nelson Street is a Prioritised Cycling Access Route. The only vehicular movement currently permitted is the left turn from The Crescent into Nelson Street which is a very low volume. The proposal will allow more landscaping and allow parking at a convention parking angle of 45 degrees as opposed to the existing 135 degrees. The low volume of vehicles making the left turn (9 vehicles in AM peak and 23 vehicles in the PM peak) would be rerouted to Trafalgar Street or to Johnston Street. Cyclist movements (9 in the AM peak and 7 in the PM peak) would continue to be permitted to make these movements at the Nelson Street/The Crescent intersection.

There is anticipated to be a net loss of 2 parking spaces.

The estimated cost is \$30,000.

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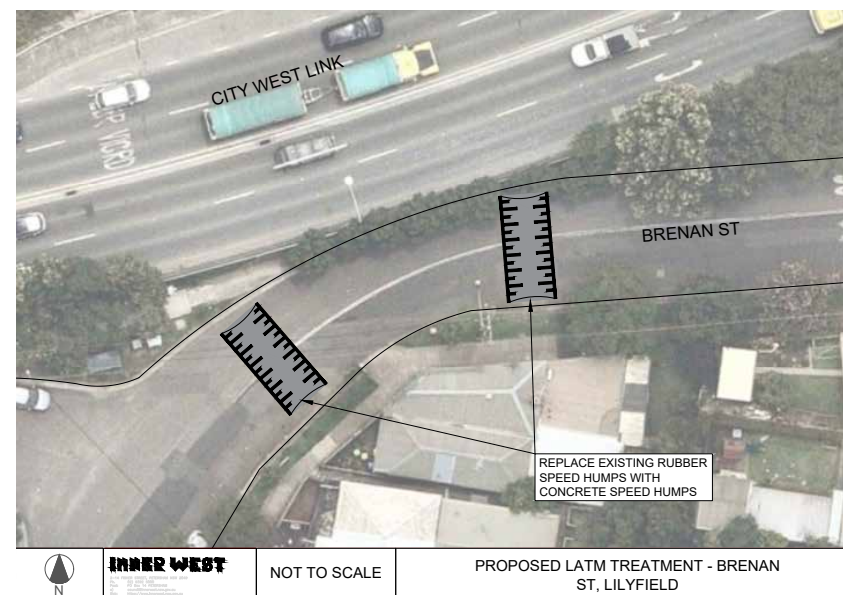
Piper Street South/View Street

It is recommended that a raised pedestrian (zebra) crossing be installed in Piper Street South immediately west of View Street. Currently, kerb extensions are provided at this location to improve pedestrian amenity, however upgrading to raised crossing will provide improved access to Hinsby Park. Additionally, it is recommended that the painted median and kerbs in View Street at Piper Street South be upgraded to concrete islands to further slow traffic and improved pedestrian safety. Whilst noting that the numerical warrant for the vehicles movements is not met, the crossing is considered to serve an essential link to an overall network of pedestrian facilities to provide access to from the residential areas to Hinsby Park and Annadale North Public School.

The data indicates 30 pedestrian movements in the AM peak and 14 in the PM peak crossing Piper Street South west of View Street and an additional 21 in the AM peak and 17 in the PM peak crossing Piper Street South east of View Street. In this regard noting that some of the pedestrian movement will redirect to the pedestrian crossing, the pedestrian component of the Pedestrian Crossing Warrant Policy is met. In regard to traffic volumes there were 91 movements in the AM and 127 in the PM peak.

There will be an expected loss of 3 parking spaces.

The estimated cost is \$120,000.



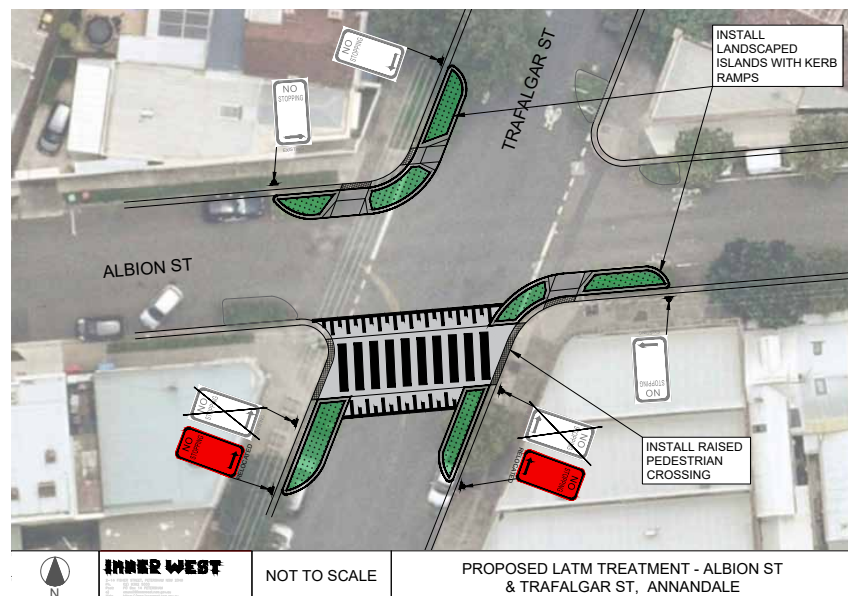
Brenan Street between Catherine Street and Percival Street

It is recommended to replace the two rubber speed humps which were installed more than 10 years ago in Brennan Street between Catherine Street and Percival Street which are in poor condition with concrete speed humps.

The estimated cost is \$40,000.

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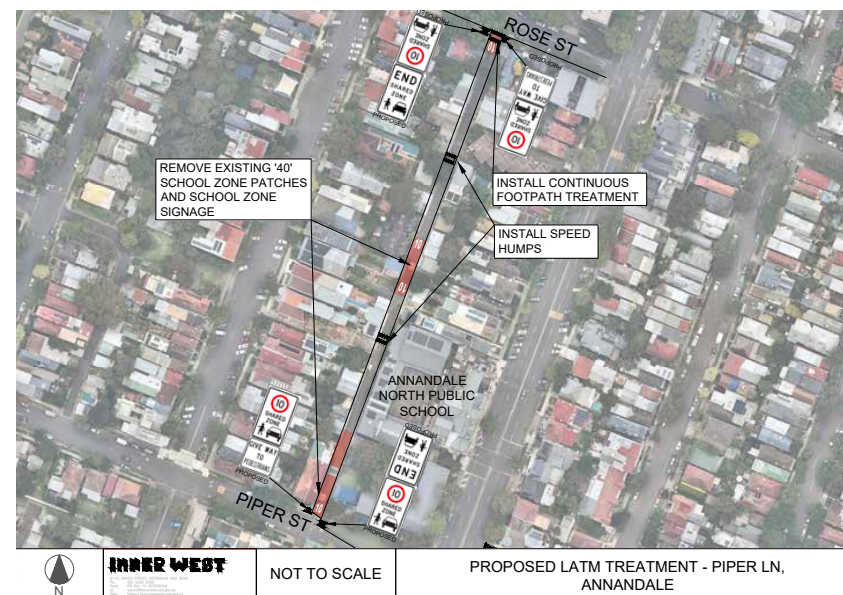


Trafalgar Street/Albion Street

In order to reduce speeds in Trafalgar Street, and provide improved pedestrian safety it is recommended that a raised pedestrian (zebra) crossing be installed in Trafalgar Street (southern leg) at Albion Street. The traffic count data indicates that a significant number of pedestrians (28 in the AM peak and 4 in the PM peak) cross Trafalgar Street south of Albion Street. Total traffic volumes in Trafalgar Street at this location are 149 vehicles in the AM peak and 102 vehicles in the PM peak. Additionally, a further 16 in the AM peak and 9 in the PM peak cross Trafalgar Street north of Albion Street.

It is estimated that the proposal will result in the loss of two (2) on street parking spaces.

The estimated cost is \$120,000.



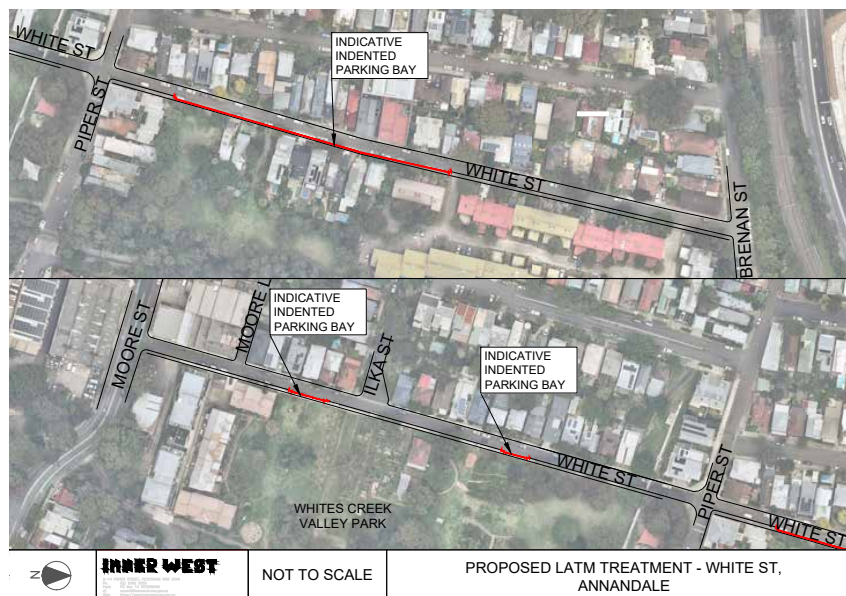
Piper Lane

In order to provide safer conditions for local residents and particular school children walking to and from Annandale North Public School it is recommended that Piper Lane between Piper Street and Rose Street be converted to a 10km/h Shared Zone. This will include 3 asphalt speed humps and pavement colouring at entry points. Additional pedestrian warning signs have also been installed to advise motorists of the likelihood of schoolchildren in the laneway.

The estimated cost is \$70,000.

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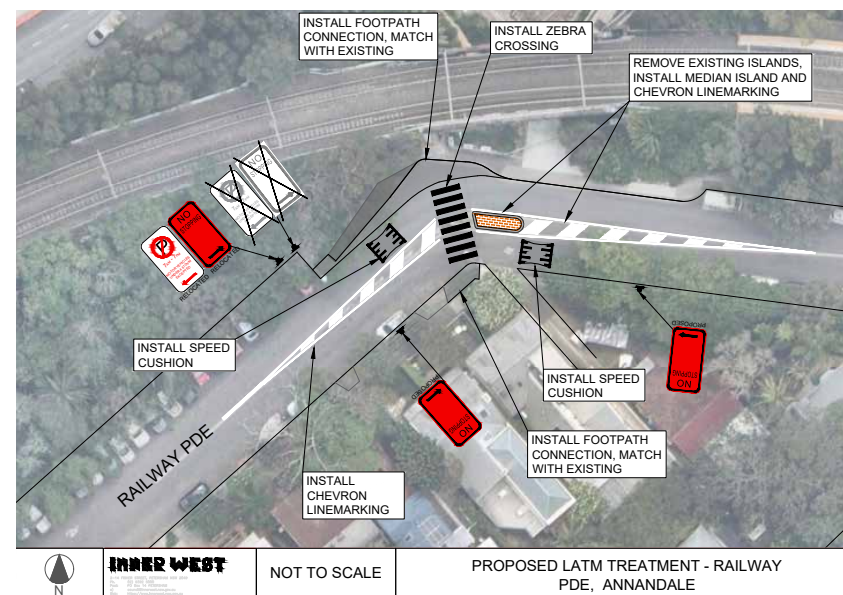
Annandale LATM Study



White Street

In order to provide safe conditions for pedestrians and formalise existing parking arrangements it is proposed to install sections of indented parking in White Street between Moore Street and Brenan Street. The total number of indented spaces will be in the order of 20 spaces. These spaces have been located so as to provide parking as per existing parking demand. This will vehicles parking in these spaces to be legally parked which is not currently the case given they park half on the road and half on the footpath in an area not designated for footway parking.

The estimated cost is \$160,000.



Railway Parade west of Rozelle Bay Light Rail Station

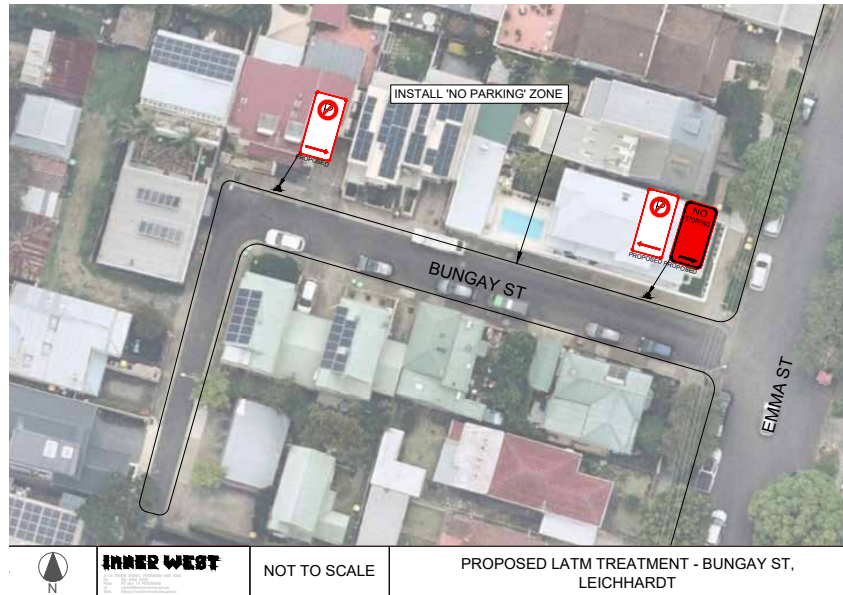
In order to provide safe conditions for pedestrians accessing the Rozelle Bay light rail station it is recommended that the existing pedestrian refuge be upgraded to a pedestrian (zebra) crossing. Whilst noting that the numerical warrant for the vehicles movements is not met, the crossing is considered to serve an essential link to an overall network of pedestrian facilities to provide a continuous prioritised access for active transport modes along the Whites Creek Corridor.

It is estimated that the proposal will result in the loss of approximately 5 on street parking spaces.

The estimated cost is \$40,000.

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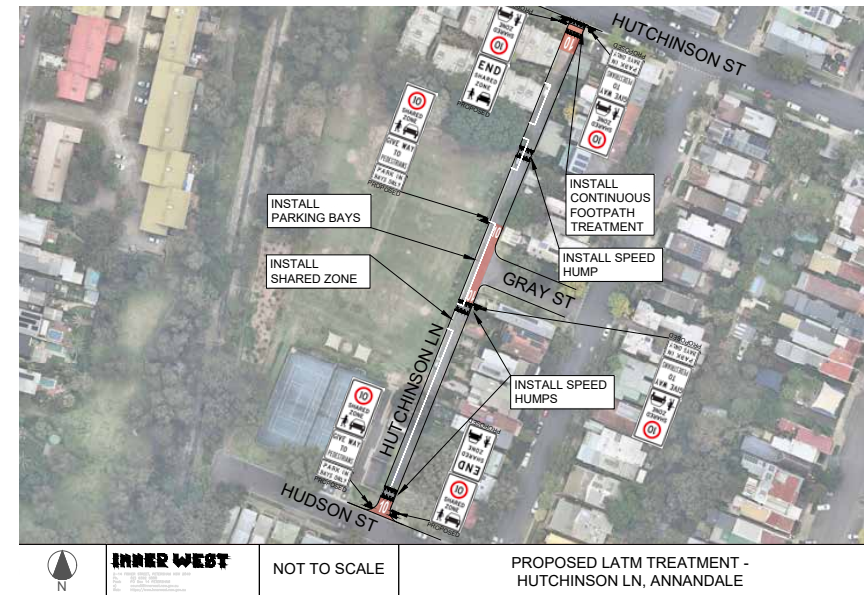
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Bungay Street

Bungay Street is a narrow dead-end street. Occasionally cars parked on both sides which blocks the travel lane as there is no existing No Stopping/No Parking signposting on either side of the road. Vehicles generally park on the southern side hence it is recommended that the northern side be signposted 'No Parking' to prevent the road from being blocked.

The estimated cost is \$500.



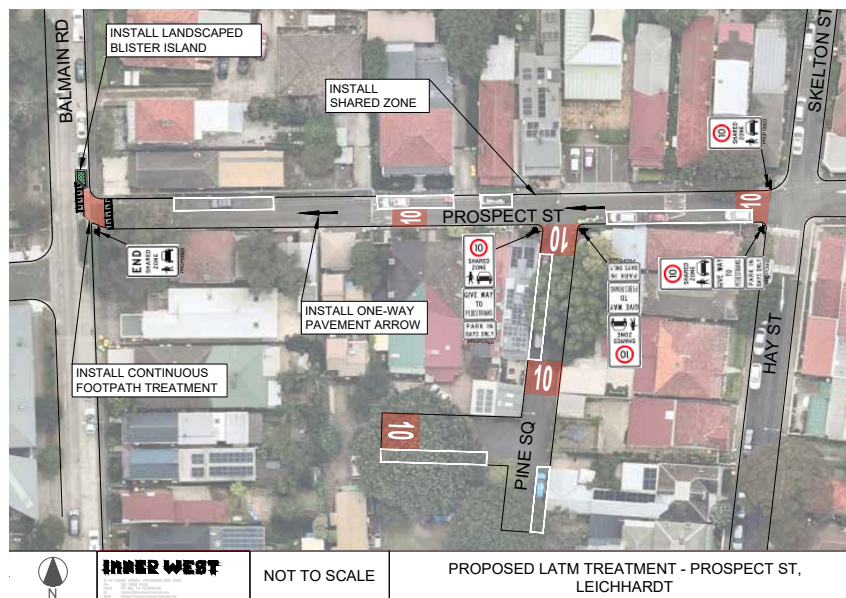
Hutchinson Lane

Hutchinson Lane has no footpaths and is used by pedestrians, given that it borders Cohen Park, which has two junior soccer grounds, one junior cricket ground and two multi-purpose courts. The area is also used for passive recreation and dog walking. It is recommended that it be upgraded to a 10 km/h Shared Zone. Note that it was identified in the PAMP study recommending a Shared Zone.

The estimated cost is \$80,000.

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Prospect Street & Pine Square

The section of Prospect Street between Hay Street and Balmain Road does not have footpaths and is used by pedestrians. Given its close proximity to Leichhardt Public School it is recommended that it be upgraded to a 10 km/h Shared Zone. Note that it was identified in the PAMP study. It has a low daily traffic volume of 220 veh/day and low 85%ile speed of 24 km/h which thereby allowing it to be converted to a Shared Zone. Additionally, it is recommended that the Shared Zone extend into Pine Square which also has no footpaths and provides access to Pine Square Playground.

The estimated cost is \$40,000 for implementing the shared zone, and an additional \$15,000 for the continuous footpath treatment.



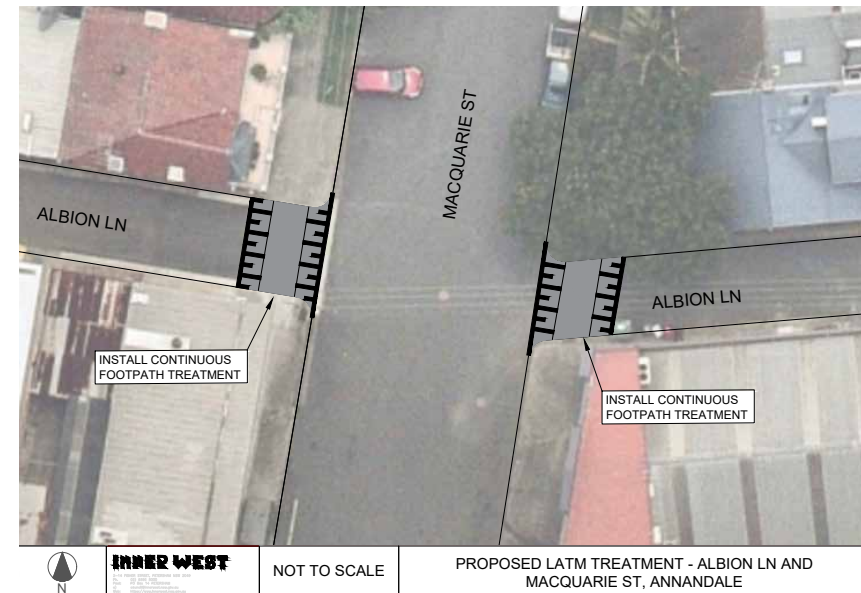
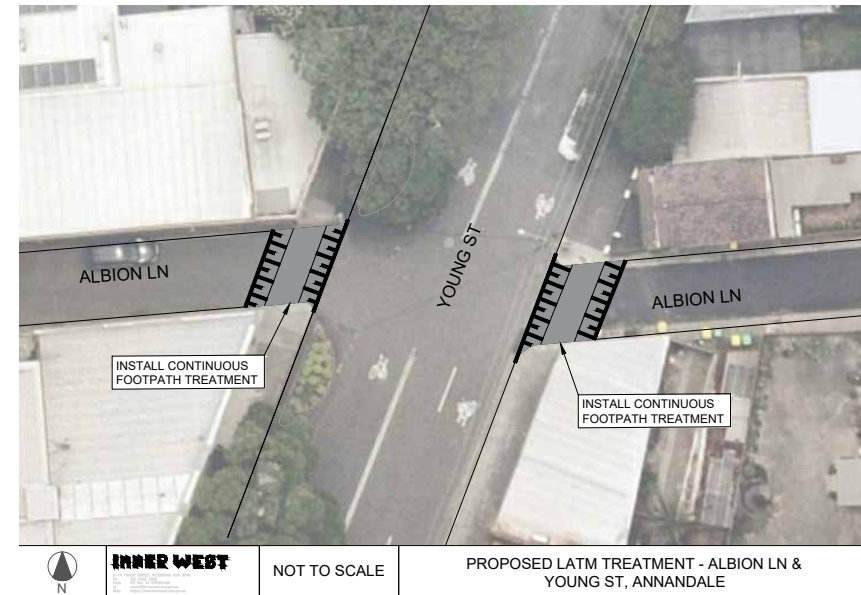
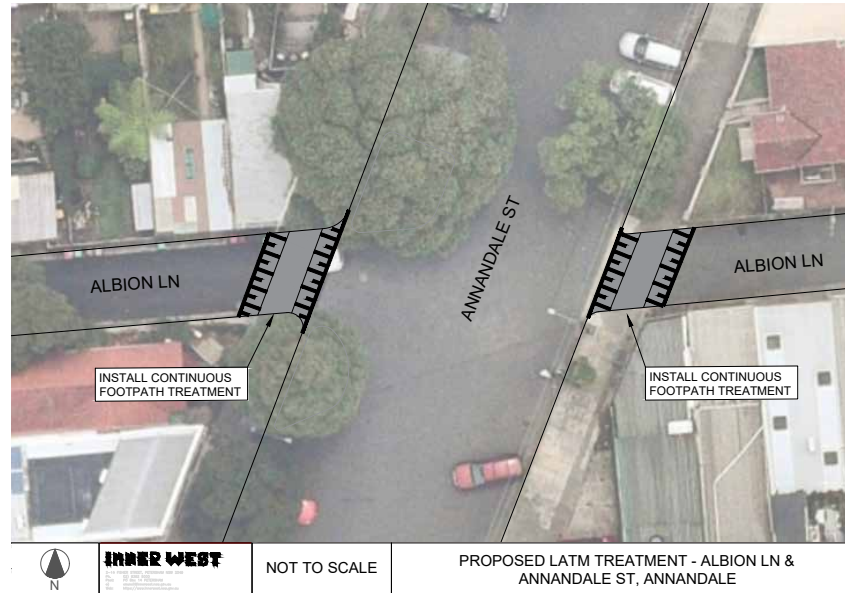
Albion Lane

In order to reduce speeds in Albion Lane and provide safer conditions for pedestrians at each of its intersections, it is recommended that continuous footpath treatments be installed at its intersections with Johnston Street, Annandale Street, Young Street and Macquarie Street.

The estimated cost is \$105,000.

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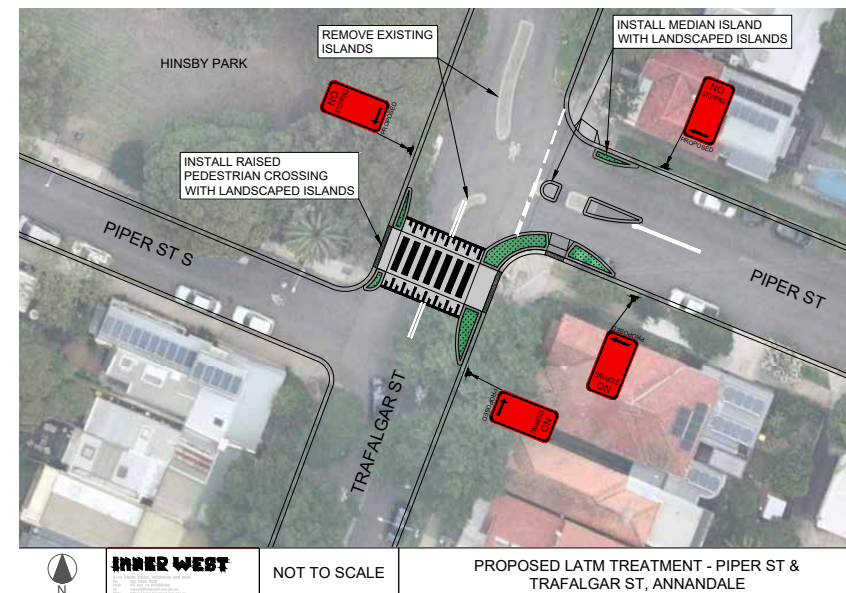
The Crescent between View Street and William Street

A number of concerns have been raised by the community regarding unsafe pedestrian and vehicular conditions in The Crescent. The Crescent is a State Road under the care and control of TfNSW and it shares a boundary with City of Sydney Council. The existing post speed limit is 50 km/hr. It was reduced from 60 km/h in 2020. There are two horizontal curves in this section of road which contribute to the pedestrian and vehicular task. It is recommended that TfNSW be requested to investigate improvements to this road section to improve vehicle and pedestrian safety.

Trafalgar Street between Booth Street and Rose Street

In order to provide improved parking behaviour thereby maintaining a suitable travel lane width it is recommended that the 45-degree angle parking areas be individually linemarked in Trafalgar Street between Booth Street and Rose Street. Note that a small section of 45-degree angle parking on the western side of Trafalgar Street north of Booth Street has already been linemarked approximately 10 years ago which is aiding drivers to park at the correct angle thereby not impeding through traffic.

The estimated cost is \$15,000.



Trafalgar Street between Piper Street South and Piper Street

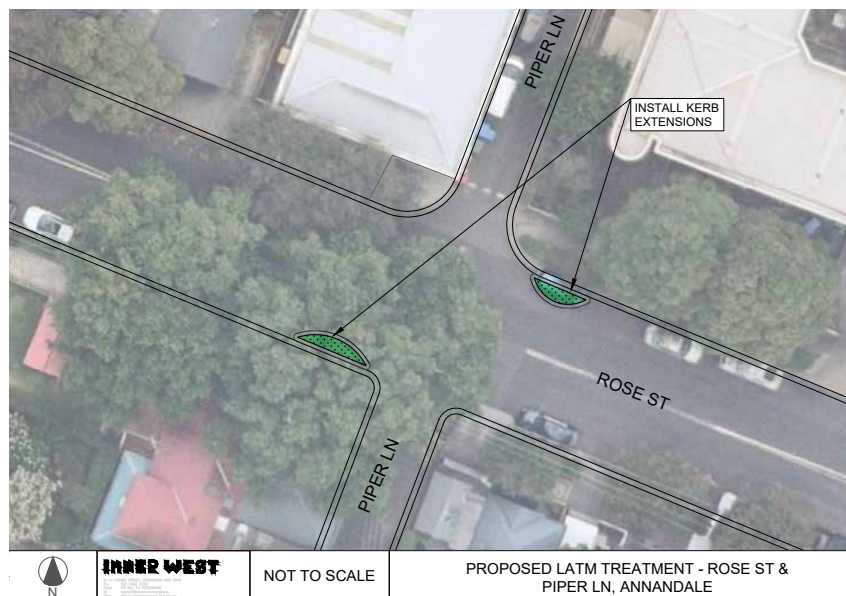
Requests have been received from local residents and the school community to provide a pedestrian crossing at this location to improve access to Hinsby Park and also to assist in walking to and from Annandale North Public School from the surrounding residential streets which form part of the school catchment.

The traffic count data indicates that a significant number of pedestrians (75 in the AM peak and 21 in the PM peak) cross Trafalgar Street between Piper Street South and Piper Street. Total traffic volumes in Trafalgar Street at this location are 142 vehicles in the AM peak and 98 vehicles in the PM peak. The pedestrian volumes meet the requirements for a pedestrian crossing but the vehicles volumes do not. A pedestrian (zebra) crossing may also be considered at locations where there is a deviation from meeting the warrant, such as where the pedestrian crossing would serve as an essential link to an overall network of pedestrian facilities, or for a vulnerable group such as children, the elderly or mobility impaired. Given it will be used by schoolchildren accessing the park and walking to/from Annandale Public School it is recommended that a raised pedestrian crossing be installed along the Trafalgar Street frontage of Hinsby Park. This will also provide a traffic calming function. There is estimated to be a loss of two (2) on street parking spaces to accommodate the crossing and upgrade to the median island in Piper Street.

The estimated cost is \$150,000.

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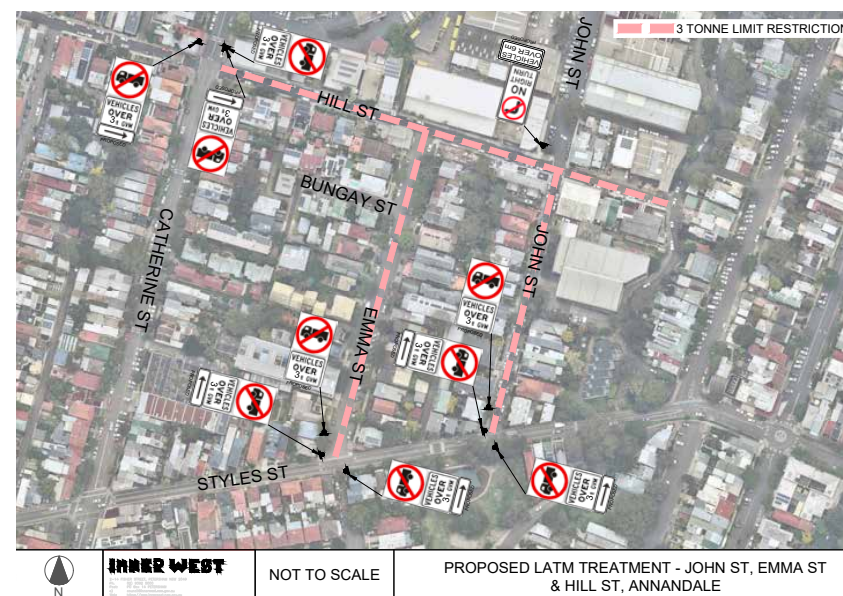
Annandale LATM Study



Rose Street at Piper Lane

In order to provide improved sightlines and enhance safety it is proposed to install kerb extensions in Rose Street at Piper Lane.

The estimated cost is \$10,000.



John Street, Hill Street & Emma Street

In order to deter heavy vehicles from using local roads it is recommended that a 3 tonne GVM load limit be introduced to the following sections of road.

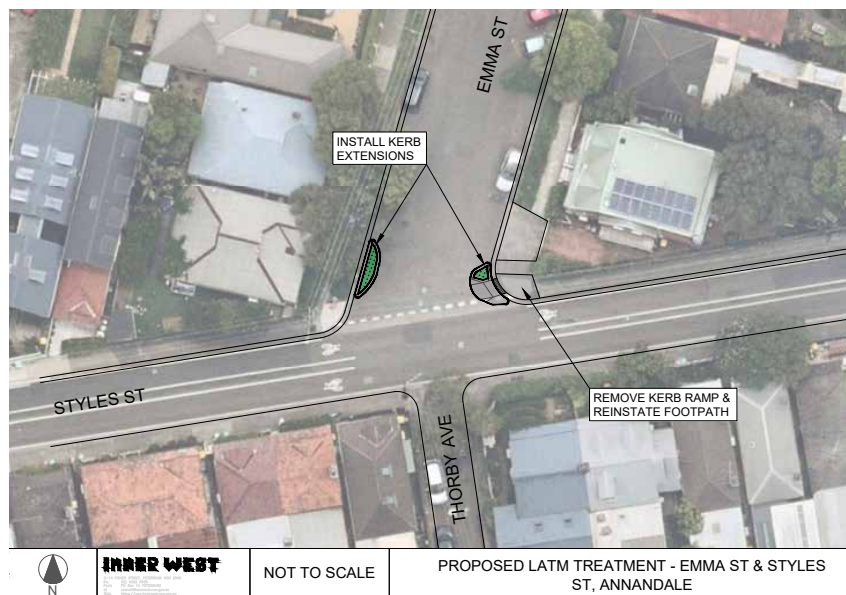
- John Street between Styles Street and Hill Street
- Emma Street between Styles Street and Hill Street
- Hill Street between Catherine Street and Whites Creek Lane

Note that the restrictions still allows for vehicles that exceed the 3 tonne GVM load limit if the destination lies past the sign and there is no alternative route to reach that destination.

The estimated cost is \$2,000.

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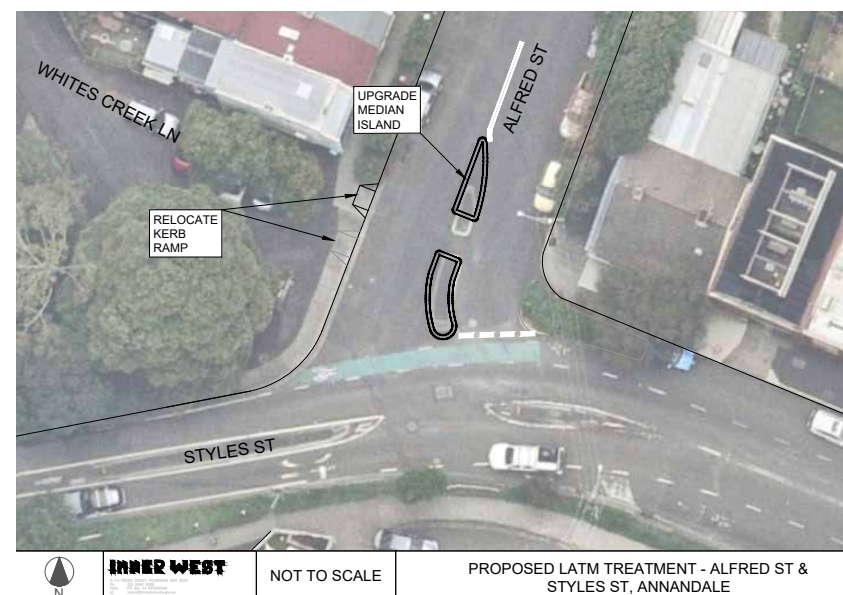
Annandale LATM Study



Emma Street at Styles Street

In order to reduce speeds of vehicles entering and exiting Emma Street which the traffic data indicates as an 85%ile speed of 45 km/h, and provide safer conditions for pedestrians walking along Styles Street, it is recommended that kerb extensions be provided. This will also make it a less attractive route for heavy vehicles.

The estimated cost is \$30,000.



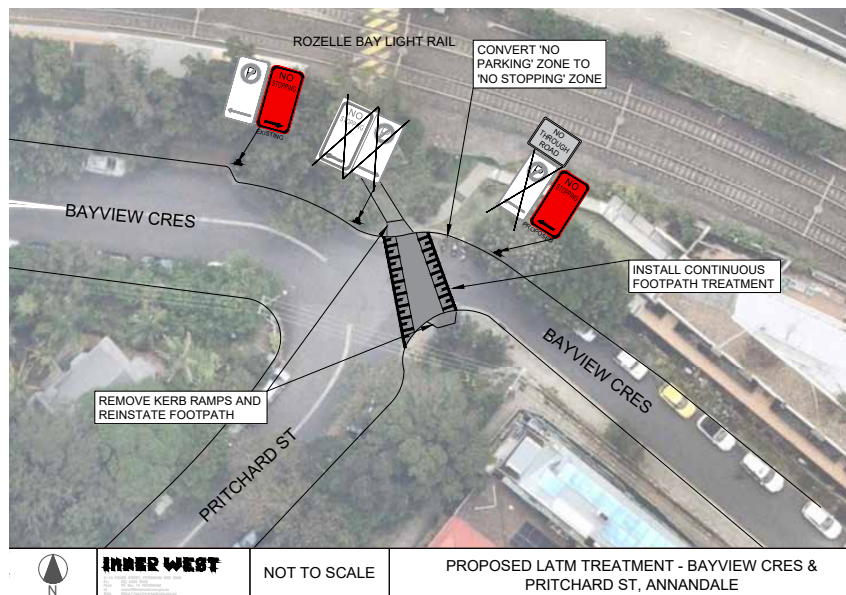
Alfred Street at Styles Street

It is recommended that the median island be reconstructed in Alfred Street at Styles Street to meet current requirements including kerb ramp relocation to allow for safe pedestrian movements provide improved linkages to Whites Creek Lane. It is expected that there will be a loss of 2 parking spaces.

The estimated cost is \$30,000.

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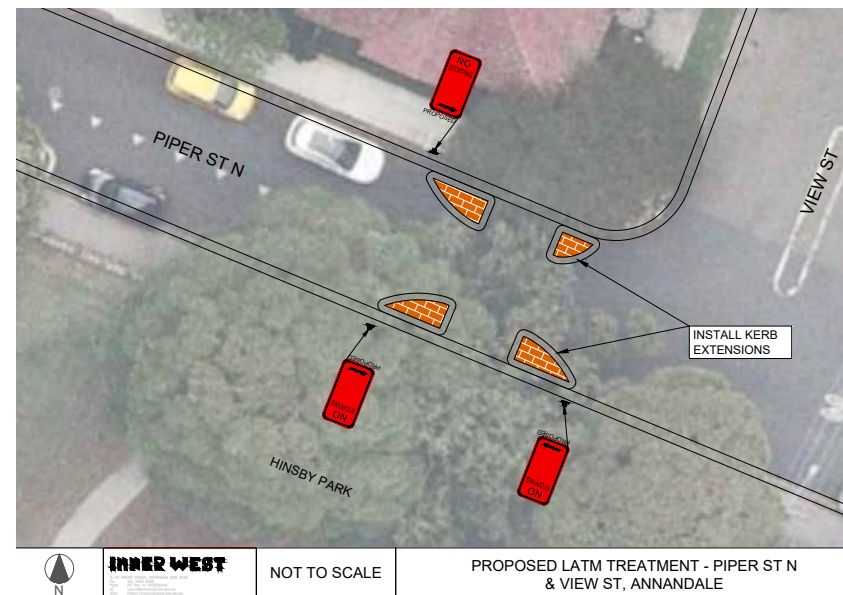
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Bayview Crescent at Pritchard Street

A continuous footpath treatment (CFT) is proposed in Bayview Crescent east of Pritchard Street. Observations indicated that 18 pedestrians crossed Bayview Crescent in the PM peak on the eastern leg and 24 on the western leg. In regard to vehicles some 19 movements were recorded on the western leg and 6 on the eastern leg. This meets the guidelines for a CFT.

The estimated cost is \$20,000.



Piper Street North at View Street

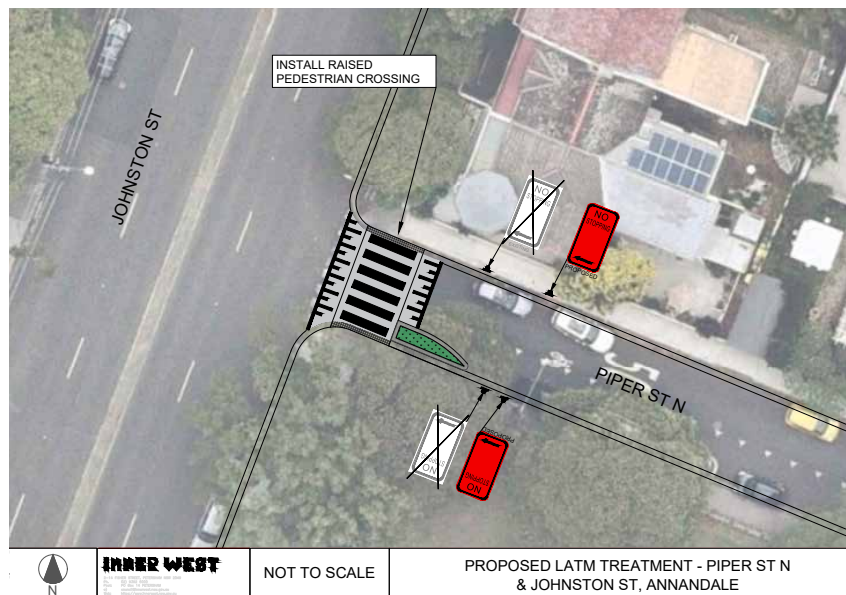
Kerb extensions are proposed at Piper Street North, west of its intersection with View Street. The proposal aims to improve pedestrian access, sight lines and safety between the access point to Hinsby Park and View Street.

There is estimated to be a loss of two (2) on street parking spaces to accommodate the kerb extensions.

The estimated cost is \$20,000.

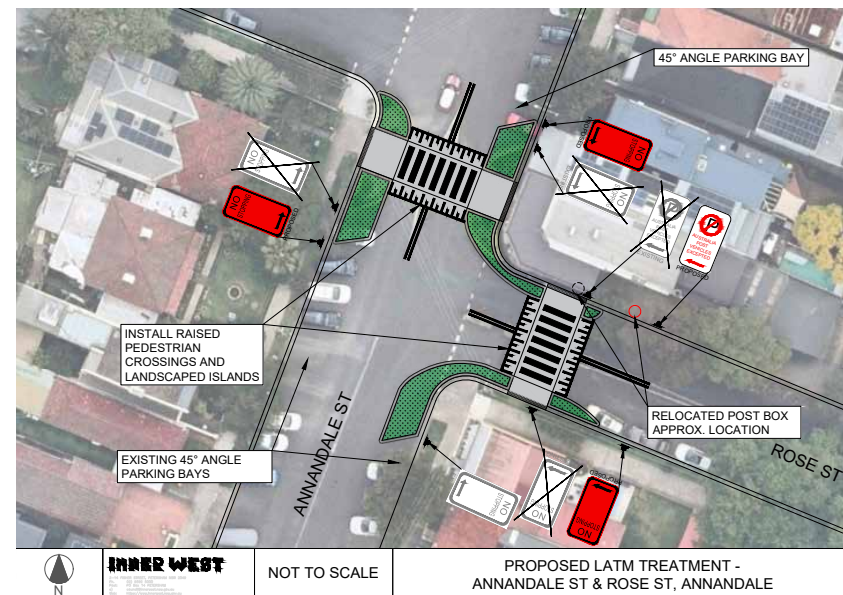
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Johnston Street between Piper Street North and Piper Street South

Concerns have been raised regarding safety when exiting Piper Street South into Johnston Street with sightlines impeded associated with current parking arrangements on the eastern side of Johnston Street between Piper Street South and Pier Street North (along Hinsby Park frontage). Currently three vehicles can park unrestricted in this section and it can be difficult to sight southbound vehicles in Johnston Street. In order to provide safer conditions for these vehicle manoeuvres, and noting that Johnston Street is a State Road it is recommended that TfNSW be requested to convert the southernmost parking space to 'No Stopping 7am-10am, 3pm-6pm Mon-Fri' to increase sightlines.



Annandale Street at Rose Street

In order to provide safer conditions for pedestrians, it is recommended that the existing raised threshold in Annandale Street north of Rose Street be upgraded to a raised pedestrian crossing. This will reduce the ambiguity that exists regarding who has priority. Additionally, a raised pedestrian crossing is also proposed in Rose Street east of Annandale Street to replace the existing pedestrian refuge. This will also require the relocation of the Australia Post Box. It is estimated that the proposed upgrades will result in the loss of four (4) spaces. The total pedestrian movements across Annandale Street at the intersection is 9 movements in the AM peak and 4 movements in the PM peak. The pedestrian movements crossing Rose Street are 36 in the AM peak and 15 in the PM peak. Whilst noting that the pedestrian volumes do not meet Council's warrant, it is considered appropriate as it serves a link between residential area and Annandale North Public School and also cater for pedestrian movements to the local café.

The estimated cost is \$240,000.

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5. Summary of proposals

Item No	Location	Proposal	Cost	Priority
1	Wells Street	Install a 10 km/h Shared Zone including conversion to one way northbound in Wells Street subject to TfNSW approval.	\$140,000	High
2	Whites Creek Lane	Convert the full length of Whites Creek Lane and Macquarie Street between Albion Street and Whites Creek Lane to a 10 km/h Shared Zone subject to TfNSW approval.	\$100,000	High
3	Styles Street at Whites Creek Lane	Install pedestrian/cyclist crossing in Styles Street at Whites Creek Lane.	\$150,000	High
4	Piper Street at Whites Creek	Install pedestrian/cyclist crossing in Piper Street at Whites Creek.	\$150,000	High
5	Brenan Street at Whites Creek	Install pedestrian/cyclist crossing in Brenan Street at Whites Creek (between White Street and Railway Parade).	\$150,000	High
6	Styles Street between Alfred Street and Mackenzie Street	The existing sections of linemarked median island be remarked and infilled with a painted treatment.	\$30,000	Medium
7	Parramatta Road at Annandale Street	Install kerb blisters in Annandale Street at Parramatta Road.	\$30,000	Low
8	Reserve Street at Annandale Street	Install kerb extensions and widen median islands.	\$140,000	Medium
9	Annandale Street/Piper Street Intersection	Install raised pedestrian zebra crossing in Piper Street west of Annandale Street.	\$120,000	High
8	Annandale Street/Albion Street Intersection	Install kerb extensions on all 4 legs of the intersection.	\$60,000	Medium
9	Hutchinson Street at Pritchard Street	Undertake kerb realignment works.	\$20,000	Low
10	Collins Street/Annandale Street	Widen existing median islands.	\$40,000	Medium
11	Rose Street/Trafalgar Street Intersection	Widen existing pedestrian refuge islands in all 4 legs of intersection.	\$80,000	Medium
12	View Street/The Crescent Intersection	Realign the kerb extensions and square off the intersection.	\$30,000	Medium
13	Trafalgar Street/The Crescent Intersection	Widen the existing median island in Trafalgar Street to provide a wider gap for pedestrians and modify the adjacent kerb extensions.	\$15,000	High

15	Young Street/Albion Street	Install a single lane roundabout.	\$200,000	Medium
16	Styles Street east of Mackenzie Street	A raised pedestrian (zebra) crossing be provided on the eastern leg (Styles Street) of the Leichhardt Street/Mackenzie Street/Styles Street.	\$120,000	High
17	John Street/Hill Street	In order to reduce the number of heavy vehicles from using Hill Street, it is recommended that a No Right Turn vehicles over 6 metres restriction be installed facing southbound vehicles in John Street at Hill Street	\$40,000	High
18	Nelson Street/The Crescent	Install a road closure in Nelson Street at The Crescent (cyclists excepted)	\$30,000	Medium
19	Piper Street South/View Street	It is recommended that a raised pedestrian (zebra) crossing be installed in Piper Street South immediately west of View Street.	\$120,000	High
20	Brenan Street between Catherine Street and Percival Street	It is recommended to replace the two rubber speed humps.	\$40,000	High
21	Prospect Street/Balmain Road	It is recommended that a continuous footpath treatment be provided to cross Prospect Street.	\$15,000	High
23	Trafalgar Street/Albion Street	It is recommended that a raised pedestrian (zebra) crossing be installed in Trafalgar Street (southern leg) at Albion Street.	\$120,000	High
24	Piper Lane	Piper Lane between Piper Street and Rose Street be converted to a 10km/h Shared Zone.	\$70,000	High
25	White Street between Moore Street and Brenan Street	Install indented parking bays.	\$160,000	High
26	Johnston Lane at Collins Street	Continuous footpath treatments be provided to cross Johnstons Lane at Collins Street (both sides) including kerb extensions at the intersection.	\$40,000	Medium
27	Young Street/Reserve Street	Install roundabout at Young Street/Reserve Street intersection.	\$150,000	Medium
28	John Street/unnamed laneway	Install No Stopping in John Street at both unnamed laneways.	\$500	Medium
29	Styles Street	Undertake audit of signs to reduce signs and stems impacting on footpaths.	N/A	Low
30	Railway Parade west of Rozelle Bay Light Rail Station	Upgrade pedestrian refuge to a pedestrian (zebra) crossing and install speed cushions.	\$40,000	High
31	Bungay Street	Install No Parking on northern side of the road	\$500	Low
32	Hutchinson Lane	Convert to a 10kmh Shared Zone	\$80,000	Medium
33	Prospect Street & Pine Square	Convert to a 10kmh Shared Zone	\$40,000	High

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34	Albion Lane	Install continuous footpath treatments at its intersections with Johnston Street, Annandale Street, Young Street and Macquarie Street.	\$105,000	Low
35	The Crescent between View Street and William Street	Request TfNSW investigate improvements to vehicle and pedestrian safety	N/A	High
36	Trafalgar Street between Booth Street and Rose Street	Linemark angled parking bays	\$15,000	Low
37	Trafalgar Street between Piper Street South and Piper Street North	Install raised pedestrian crossing in Trafalgar Street between Piper Street South and Piper Street North	\$150,000	High
38	Piper Street North at Johnston Street	Install raised pedestrian crossing in Piper Street North at Johnston Street.	\$120,000	High
39	Rose Street at Piper Lane	Install kerb extensions in Rose Street at Piper Lane	\$10,000	Medium
40	John Street, Hill Street, Emma Street	Install 3 tonne load limit restriction.	\$2,000	High
41	Emma Street at Styles Street	Install kerb extensions in Emma Street at Styles Street	\$30,000	Low
42	Alfred Street at Styles Street	Upgrade median island	\$30,000	Low
43	Bayview Crescent at Pritchard Street	Install a Continuous Footpath Treatment	\$20,000	Medium
44	Piper Street North and View Street	Install kerb extensions	\$20,000	Medium
45	Annesley Street between Mackenzie Street and Catherine Street	Install 90-degree angle parking	\$40,000	Low
46	Johnston Street between Piper Street South and Pier Street North	Request TfNSW install a 6-metre length of No Stopping 7am-10am, 3pm-6pm Mon-Fri	N/A	High
47	Rose Street/Annandale Street	Install raised pedestrian crossings	\$240,000	High

It is estimated that the total cost of all proposals will be approximately \$3,303,000 inclusive of GST and \$3,633,300 including 10% contingency.

Appendix A

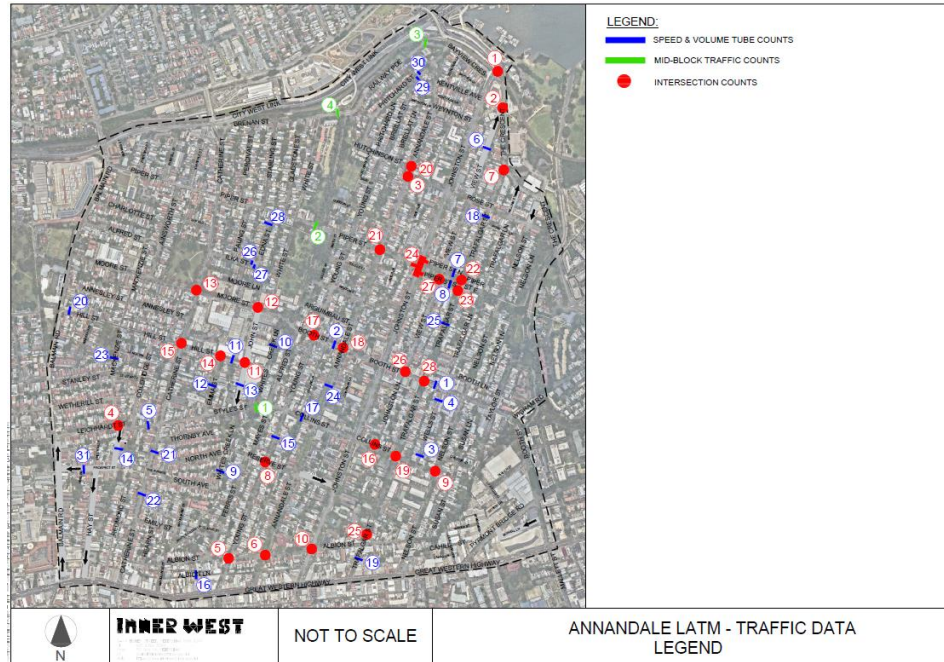
Traffic Counts

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

The logo for Inner West, featuring the words "INNER WEST" in a stylized, blocky font where the letters are interconnected.

Appendix A Traffic Data – Speed and Volume Review

Traffic Data Legend



Tube counts (blue)

Location	Details	Site ID	Classification	Avg. Daily Traffic (ADT)	Acceptable traffic volume	Posted speed limit	85thile speed (nb/eb)	85thile speed (sb/wb)	Acceptable Speed (50 km/h speed limit)	Acceptable Speed (40 km/h speed limit)
Booth Street	b/w Trafalgar Street and Wells Street	1	Regional	10,454	Y	40	38	39	Y	Y
Booth Street	b/w Young Street and Annandale Street	2	Regional	8,808	Y	40	46	45	Y	N
Wells Street	North of Collins Street	3	Local	220	Y	50	25	27	Y	Y
Wells Street	South of Booth Street	4	Local	225	Y	50	31	31	Y	Y
Styles Street	b/w Coleridge Street and Catherine Street	5	Regional	7,560	Y	50	39	40	Y	Y

View Street	b/w Rose Street and The Crescent	6	Local	281	Y	50	37	N/A	Y	Y
Piper Street N	b/w View Street and Trafalgar Street	7	Local	591	Y	50	32	32	Y	Y
Piper Street S	b/w View Street and Trafalgar Street	8	Local	864	Y	50	34	34	Y	Y
Whites Creek Lane	b/w South Avenue and North Avenue	9	Local	191	Y	50	27	27	Y	Y
Whites Creek Lane	b/w Whites Creek Ln and Moore Street	10	Local	63	Y	50	25	22	Y	Y
Hill Street	b/w Emma Street and John Street	11	Local	513	Y	50	33	31	Y	Y
Emma Street	b/w Styles Street and Hill Street	12	Local	490	Y	50	44	45	Y	N
John Street	b/w Styles Street and Hill Street	13	Local	317	Y	50	32	N/A	Y	Y
Mackenzie Street	b/w Prospect Street and Leichhardt Street	14	Local	637	Y	50	26	36	Y	Y
Young Street	b/w Reserve Street and Collins Street	15	Local	2,721	Y	50	47	48	Y	N
Albion Lane	b/w Young Street and Macquarie Street	16	Local	240	Y	50	32	33	Y	Y
Collins Street	b/w Collins Lane and Annandale Street	17	Regional	5,386	Y	50	42	39	Y	Y
Trafalgar Street	b/w Rose Street and Rose Lane	18	Local	1,103	Y	50	35	39	Y	Y
Trafalgar Street	b/w Paramatta Road and Albion Street	19	Local	1,288	Y	50	42	45	Y	N
Hill Street	b/w Waratah Street and Balmain Road	20	Local	669	Y	50	24	23	Y	Y
Catherine Street	b/w The Avenue and Thorby Avenue	21	Local (Collector)	4,148	Y	50	48	48	Y	N
Catherine Street	b/w Emily Street and The Avenue	22	Local (Collector)	4,143	Y	50	51	51	Y	N
Mackenzie Street	b/w Stanley Street and Milton Street	23	Local	185	Y	50	27	26	Y	Y

Annandale Street	b/w Booth Street and Collins Street	24	Local	1,412	Y	50	48	47	Y	N
Trafalgar Street	b/w Booth Street and Piper Street	25	Local	946	Y	50	36	35	Y	Y
Ilka Street	approx. 20 metres west of Edna Street (north)	26	Local	160	Y	50	25	22	Y	Y
Ilka Street	approx. 20 metres west of Edna Street (south)	27	Local	169	Y	50	27	30	Y	Y
Edna Street	approx. 60 metres south of Piper Street	28	Local	149	Y	50	36	34	Y	Y
Breillat Street	approx. 70 metres west of Annandale Street	29	Local	99	Y	50	29	28	Y	Y
Pritchard Street	approx. 70 metres west of Annandale Street	30	Local	145	Y	50	33	33	Y	Y
Prospect Street	b/w Skelton Street and Balmain Road	31	Local	220	Y	50	N/A	24	Y	Y

Mid-Block Counts (green)

	Location	Site ID	Classification	AM Peds	AM Vehicles	PM Peds	PM Vehicles
Styles Street	West of Alfred Street (at the pedestrian refuge)	1	Regional	33	676	24	583
Piper Street	West of Whites Creek Lane along park frontage	2	Local	42	116	18	98
Railway Parade	At pedestrian refuge near access to pedestrian bridge (near Rozelle Bay interchange)	3	Local	41	67	24	55
Brenan Street	At pedestrian crossing point b/w Railway Parade and White Street	4	Local	27	98	14	103

Intersection Counts (red)

Location	Site ID	AM Ped	AM Vehicles	PM Ped	PM Vehicles
The Crescent north of Johnston Street and Chapman Road	1	76	1387	75	1885
The Crescent south of Johnston Street and Chapman Road	1	0	843	0	1007
Chapman Street east of The Crescent	1	0	67	1	23

Johnston Street west of The Crescent	1	13	737	16	1079
The Crescent north of View Street	2	0	837	0	1013
The Crescent south of View Street	2	7	847	3	1007
View Street west of The Crescent	2	8	41	8	21
Annandale Street north of Rose Street	3	2	198	0	185
Annandale Street south of Rose Street	3	36	204	15	174
Rose Street east of Annandale Street	3	7	140	4	179
Mackenzie Street north of Styles Street and Leichhardt Street	4	8	86	14	75
Mackenzie Street south of Styles Street and Leichhardt Street	4	43	73	46	69
Styles Street east of Mackenzie Street	4	43	853	30	790
Leichhardt Street west of Mackenzie Street	4	9	856	8	778
Young Street north of Albion Street	5	23	340	15	255
Young Street south of Albion Street	5	19	429	5	355
Albion Street east of Young Street	5	14	198	6	186
Albion Street west of Young Street	5	63	145	38	117
Annandale Street north of Albion Street	6	33	195	15	126
Annandale Street south of Albion Street	6	28	173	14	101
Albion Street east of Annandale Street	6	33	195	28	183
Albion Street west of Annandale Street	6	21	197	11	181
The Crescent north of Trafalgar Street	7	16	863	29	1053
Trafalgar Street south of The Crescent	7	13	118	14	139
The Crescent east of Trafalgar Street	7	7	893	15	1125
Young Street north of Reserve Street	8	17	357	8	279
Young Street south of Reserve Street	8	27	326	33	249
Reserve Street east of Young Street	8	8	90	4	51
Reserve Street west of Young Street	8	24	103	13	80
Nelson Street north of Collins Street	9	12	191	5	164
Nelson Street south of Collins Street	9	43	147	18	89
Collins Street west of Nelson Street	9	38	97	23	87

Johnston Street north of Albion Street	10	4	853	3	1089
Johnston Street south of Albion Street	10	4	879	0	1042
Albion Street east of Johnston Street	10	64	211	31	241
Albion Street west of Johnston Street	10	53	199	38	160
John Street north of Hill Street	11	17	80	14	64
John Street south of Hill Street	11	8	41	1	23
Hill Street east of John Street	11	18	10	14	20
Hill Street west of John Street	11	17	57	8	47
John Street south of Moore Street	12	19	132	12	134
Moore Street east of John Street	12	4	915	5	627
Moore Street west of John Street	12	12	911	9	598
Catherine Street north of Moore Street	13	33	552	16	323
Catherine Street south of Moore Street	13	28	380	17	251
Moore Street east of Catherine Street	13	44	892	27	610
Moore Street west of Catherine Street	13	40	634	51	440
Emma Street south of Hill Street	14	7	42	6	27
Hill Street east of Emma Street	14	6	57	4	40
Hill Street west of Emma Street	14	4	31	6	29
Catherine Street north of Hill Street	15	10	370	4	235
Catherine Street south of Hill Street	15	23	340	9	225
Hill Street east of Catherine Street	15	17	32	20	29
Hill Street west of Catherine Street	15	27	70	30	29
Johnston Lane north of Collins Street	16	38	15	27	32
Johnston Lane south of Collins Street	16	227	8	56	18
Collins Street east of Johnston Lane	16	13	114	13	109
Collins Street west of Johnston Lane	16	N/A	100	0	97
Young Street north of Booth Street	17	30	67	27	64
Young Street south of Booth Street	17	24	280	17	246
Booth Street east of Young Street	17	9	759	17	769
Booth Street west of Young Street	17	27	944	18	759
Annandale Street north of Booth Street	18	32	222	32	194
Annandale Street south of Booth Street	18	38	145	44	104
Booth Street east of Annandale Street	18	36	936	39	878

Booth Street west of Annandale Street	18	2	889	2	772
Trafalgar Street north of Collins Street	19	61	157	26	121
Trafalgar Street south of Collins Street	19	99	212	48	155
Collins Street east of Trafalgar Street	19	22	125	7	108
Collins Street west of Trafalgar Street	19	0	116	0	119
Annandale Street north of Hutchinson Street	20	5	116	0	118
Annandale Street south of Hutchinson Street	20	18	177	5	198
Hutchinson Street west of Annandale Street	20	15	88	9	105
Annandale Street north of Piper Street	21	59	204	12	190
Annandale Street south of Piper Street	21	24	252	12	227
Piper Street east of Annandale Street	21	33	96	10	57
Piper Street west of Annandale Street	21	20	149	10	128
Trafalgar Street north of Piper Street E and Piper Street N	22	30	149	15	142
Trafalgar Street south of Piper Street E and Piper Street N	22	56	142	14	143
Piper Street E east of Trafalgar Street	22	17	34	2	27
Piper Street N west of Trafalgar Street	22	10	61	10	61
Trafalgar Street north of Piper Street S	23	54	142	5	144
Trafalgar Street south of Piper Street S	23	10	90	2	95
Piper Street S west of Trafalgar Street	23	12	98	12	112
Piper Street north of Johnston Street	24	46	60	29	28
Piper Street S south of Johnston Street	24	60	109	93	79
Piper St N south of Johnston Street	24	96	64	105	47
Johnston Street east of Piper Street	24	N/A	632	N/A	800
Johnston Street west of Piper Street	24	18	596	8	792
Trafalgar Street north of Albion Street	25	16	195	9	112
Trafalgar Street south of Albion Street	25	28	149	4	102
Albion Street east of Trafalgar Street	25	17	126	16	96
Albion Street west of Trafalgar Street	25	60	202	13	124
View Street north of Booth Street	26	82	65	110	76

Johnston Lane south of Booth Street	26	72	17	66	22
Booth Street east of View Street	26	15	1,069	9	992
Booth Street west of View Street	26	5	1,082	4	1,010
View Street south of Piper Street S	27	28	41	7	57
Piper Street S west of View Street	27	30	91	14	127
Piper Street S east of View Street	27	21	78	17	96
Trafalgar Street north of Booth Street	28	117	79	100	72
Trafalgar Street south of Booth Street	28	61	133	67	102
Booth Street east of Trafalgar Street	28	3	1041	1	979
Booth Street west of Trafalgar Street	28	79	1077	57	997

Pedestrian Zebra Crossing Assessment

Location	Site ID	AM Ped	AM Vehicles	Zebra Warrant AM	PM Ped	PM Vehicles	Zebra Warrant PM
The Crescent north of Johnston Street and Chapman Road	1	76	1387	Y	75	1885	Y
The Crescent south of Johnston Street and Chapman Road	1	0	843	N	0	1007	N
Chapman Street east of The Crescent	1	0	67	N	1	23	N
Johnston Street west of The Crescent	1	13	737	N	16	1079	N
The Crescent north of View Street	2	0	837	N	0	1013	N
The Crescent south of View Street	2	7	847	N	3	1007	N
View Street west of The Crescent	2	8	41	N	8	21	N
Annandale Street north of Rose Street	3	2	198	N	0	185	N
Annandale Street south of Rose Street	3	36	204	Y	15	174	N
Rose Street east of Annandale Street	3	7	140	N	4	179	N
Mackenzie Street north of Styles Street and Leichhardt Street	4	8	86	N	14	75	N
Mackenzie Street south of Styles Street and Leichhardt Street	4	43	73	N	46	69	N
Styles Street east of Mackenzie Street	4	43	853	Y	30	790	Y

Leichhardt Street west of Mackenzie Street	4	9	856	N	8	778	N
Young Street north of Albion Street	5	23	340	Y	15	255	N
Young Street south of Albion Street	5	19	429	N	5	355	N
Albion Street east of Young Street	5	14	198	N	6	186	N
Albion Street west of Young Street	5	63	145	N	38	117	N
Annandale Street north of Albion Street	6	33	195	N	15	126	N
Annandale Street south of Albion Street	6	28	173	N	14	101	N
Albion Street east of Annandale Street	6	33	195	N	28	183	N
Albion Street west of Annandale Street	6	21	197	N	11	181	N
The Crescent north of Trafalgar Street	7	16	863	N	29	1053	Y
Trafalgar Street south of The Crescent	7	13	118	N	14	139	N
The Crescent east of Trafalgar Street	7	7	893	N	15	1125	N
Young Street north of Reserve Street	8	17	357	N	8	279	N
Young Street south of Reserve Street	8	27	326	Y	33	249	Y
Reserve Street east of Young Street	8	8	90	N	4	51	N
Reserve Street west of Young Street	8	24	103	N	13	80	N
Nelson Street north of Collins Street	9	12	191	N	5	164	N

Nelson Street south of Collins Street	9	43	147	N	18	89	N
Collins Street west of Nelson Street	9	38	97	N	23	87	N
Johnston Street north of Albion Street	10	4	853	N	3	1089	N
Johnston Street south of Albion Street	10	4	879	N	0	1042	N
Albion Street east of Johnston Street	10	64	211	Y	31	241	Y
Albion Street west of Johnston Street	10	53	199	N	38	160	N
John Street north of Hill Street	11	17	80	N	14	64	N
John Street south of Hill Street	11	8	41	N	1	23	N
Hill Street east of John Street	11	18	10	N	14	20	N
Hill Street west of John Street	11	17	57	N	8	47	N
John Street south of Moore Street	12	19	132	N	12	134	N
Moore Street east of John Street	12	4	915	N	5	627	N
Moore Street west of John Street	12	12	911	N	9	598	N
Catherine Street north of Moore Street	13	33	552	Y	16	323	N
Catherine Street south of Moore Street	13	28	380	Y	17	251	N
Moore Street east of Catherine Street	13	44	892	Y	27	610	Y
Moore Street west of Catherine Street	13	40	634	Y	51	440	Y
Emma Street south of Hill Street	14	7	42	N	6	27	N
Hill Street east of Emma Street	14	6	57	N	4	40	N
Hill Street west of Emma Street	14	4	31	N	6	29	N

Catherine Street north of Hill Street	15	10	370	N	4	235	N
Catherine Street south of Hill Street	15	23	340	Y	9	225	N
Hill Street east of Catherine Street	15	17	32	N	20	29	N
Hill Street west of Catherine Street	15	27	70	N	30	29	N
Johnston Lane north of Collins Street	16	38	15	N	27	32	N
Johnston Lane south of Collins Street	16	227	8	N	56	18	N
Collins Street east of Johnston Lane	16	13	114	N	13	109	N
Collins Street west of Johnston Lane	16	N/A	100	N	0	97	N
Young Street north of Booth Street	17	30	67	N	27	64	N
Young Street south of Booth Street	17	24	280	Y	17	246	N
Booth Street east of Young Street	17	9	759	N	17	769	N
Booth Street west of Young Street	17	27	944	Y	18	759	N
Annandale Street north of Booth Street	18	32	222	Y	32	194	N
Annandale Street south of Booth Street	18	38	145	N	44	104	N
Booth Street east of Annandale Street	18	36	936	Y	39	878	Y
Booth Street west of Annandale Street	18	2	889	N	2	772	N
Trafalgar Street north of Collins Street	19	61	157	N	26	121	N
Trafalgar Street south of Collins Street	19	99	212	Y	48	155	N
Collins Street east of Trafalgar Street	19	22	125	N	7	108	N

Collins Street west of Trafalgar Street	19	0	116	N	0	119	N
Annandale Street north of Hutchinson Street	20	5	116	N	0	118	N
Annandale Street south of Hutchinson Street	20	18	177	N	5	198	N
Hutchinson Street west of Annandale Street	20	15	88	N	9	105	N
Annandale Street north of Piper Street	21	59	204	Y	12	190	N
Annandale Street south of Piper Street	21	24	252	Y	12	227	N
Piper Street east of Annandale Street	21	33	96	N	10	57	N
Piper Street west of Annandale Street	21	20	149	N	10	128	N
Trafalgar Street north of Piper Street E and Piper Street N	22	30	149	N	15	142	N
Trafalgar Street south of Piper Street E and Piper Street N	22	56	142	N	14	143	N
Piper Street E east of Trafalgar Street	22	17	34	N	2	27	N
Piper Street N west of Trafalgar Street	22	10	61	N	10	61	N
Trafalgar Street north of Piper Street S	23	54	142	N	5	144	N
Trafalgar Street south of Piper Street S	23	10	90	N	2	95	N
Piper Street S west of Trafalgar Street	23	12	98	N	12	112	N
Piper Street north of Johnston Street	24	46	60	N	29	28	N
Piper Street S south of Johnston Street	24	60	109	N	93	79	N

Piper St N south of Johnston Street	24	96	64	N	105	47	N
Johnston Street east of Piper Street	24	N/A	632	N	N/A	800	N
Johnston Street west of Piper Street	24	18	596	N	8	792	N
Trafalgar Street north of Albion Street	25	16	195	N	9	112	N
Trafalgar Street south of Albion Street	25	28	149	N	4	102	N
Albion Street east of Trafalgar Street	25	17	126	N	16	96	N
Albion Street west of Trafalgar Street	25	60	202	Y	13	124	N
View Street north of Booth Street	26	82	65	N	110	76	N
Johnston Lane south of Booth Street	26	72	17	N	66	22	N
Booth Street east of View Street	26	15	1,069	N	9	992	N
Booth Street west of View Street	26	5	1,082	N	4	1,010	N
View Street south of Piper Street S	27	28	41	N	7	57	N
Piper Street S west of View Street	27	30	91	N	14	127	N
Piper Street S east of View Street	27	21	78	N	17	96	N
Trafalgar Street north of Booth Street	28	117	79	N	100	72	N
Trafalgar Street south of Booth Street	28	61	133	N	67	102	N
Booth Street east of Trafalgar Street	28	3	1041	N	1	979	N
Booth Street west of Trafalgar Street	28	79	1077	Y	57	997	N
Styles Street west of Alfred Street	1	33	676	Y	24	583	Y
Piper Street west of Whites Creek Lane	2	42	116	N	18	98	N

Railway Parade at pedestrian refuge adjacent to Rozelle Bay light rail station	3	41	67	N	24	55	N
Brenan Street between Railway Parade and White Street	4	27	98	N	14	103	N

Continuous Footpath Treatment Assessment

Location	Site ID	AM Ped	AM Vehicle s	CFT Warrant AM	PM Ped	PM Vehicles	CFT Warrant PM
The Crescent north of Johnston Street and Chapman Road	1	76	1387	N	75	1885	N
The Crescent south of Johnston Street and Chapman Road	1	0	843	N	0	1007	N
Chapman Street east of The Crescent	1	0	67	N	1	23	Y
Johnston Street west of The Crescent	1	13	737	N	16	1079	N
The Crescent north of View Street	2	0	837	N	0	1013	N
The Crescent south of View Street	2	7	847	N	3	1007	N
View Street west of The Crescent	2	8	41	Y	8	21	Y
The Crescent north of Trafalgar Street	7	16	863	N	29	1053	N
Trafalgar Street south of The Crescent	7	13	118	N	14	139	N
Young Street north of Reserve Street	8	17	357	N	8	279	N
Young Street south of Reserve Street	8	27	326	N	33	249	N
Reserve Street east of Young Street	8	8	90	N	4	51	N
Reserve Street west of Young Street	8	24	103	N	13	80	N
Nelson Street north of Collins Street	9	12	191	N	5	164	N
Nelson Street south of Collins Street	9	43	147	N	18	89	N

Collins Street west of Nelson Street	9	38	97	N	23	87	N
Johnston Street north of Albion Street	10	4	853	N	3	1089	N
Johnston Street south of Albion Street	10	4	879	N	0	1042	N
Albion Street east of Johnston Street	10	64	211	N	31	241	N
Albion Street west of Johnston Street	10	53	199	N	38	160	N
John Street north of Hill Street	11	17	80	N	14	64	N
John Street south of Hill Street	11	8	41	Y	1	23	Y
Hill Street east of John Street	11	18	10	Y	14	20	Y
Hill Street west of John Street	11	17	57	N	8	47	N
John Street south of Moore Street	12	19	132	N	12	134	N
Moore Street east of John Street	12	4	915	N	5	627	N
Moore Street west of John Street	12	12	911	N	9	598	N
Catherine Street north of Moore Street	13	33	552	N	16	323	N
Catherine Street south of Moore Street	13	28	380	N	17	251	N
Moore Street east of Catherine Street	13	44	892	N	27	610	N
Moore Street west of Catherine Street	13	40	634	N	51	440	N
Emma Street south of Hill Street	14	7	42	Y	6	27	Y
Hill Street east of Emma Street	14	6	57	N	4	40	Y
Hill Street west of Emma Street	14	4	31	Y	6	29	Y
Catherine Street north of Hill Street	15	10	370	N	4	235	N

Catherine Street south of Hill Street	15	23	340	N	9	225	N
Hill Street east of Catherine Street	15	17	32	Y	20	29	Y
Hill Street west of Catherine Street	15	27	70	N	30	29	Y
Johnston Lane north of Collins Street	16	38	15	Y	27	32	Y
Johnston Lane south of Collins Street	16	227	8	Y	56	18	Y
Collins Street east of Johnston Lane	16	13	114	N	13	109	N
Collins Street west of Johnston Lane	16	N/A	100	N	0	97	N
Trafalgar Street south of Piper Street S	23	10	90	N	2	95	N
Piper Street S west of Trafalgar Street	23	12	98	N	12	112	N
Piper Street north of Johnston Street	24	46	60	N	29	28	Y
Piper Street S south of Johnston Street	24	60	109	N	93	79	N
Piper St N south of Johnston Street	24	96	64	N	105	47	N
Johnston Street east of Piper Street	24	N/A	632	N	N/A	800	N
Johnston Street west of Piper Street	24	18	596	N	8	792	N
Trafalgar Street north of Albion Street	25	16	195	N	9	112	N
Trafalgar Street south of Albion Street	25	28	149	N	4	102	N
Albion Street east of Trafalgar Street	25	17	126	N	16	96	N
Albion Street west of Trafalgar Street	25	60	202	N	13	124	N
View Street north of Booth Street	26	82	65	N	110	76	N

Johnston Lane south of Booth Street	26	72	17	Y	66	22	Y
Booth Street east of View Street	26	15	1,069	N	9	992	N
Booth Street west of View Street	26	5	1,082	N	4	1,010	N
View Street south of Piper Street S	27	28	41	Y	7	57	N
Piper Street S west of View Street	27	30	91	N	14	127	N
Piper Street S east of View Street	27	21	78	N	17	96	N
Trafalgar Street north of Booth Street	28	117	79	N	100	72	N
Trafalgar Street south of Booth Street	28	61	133	N	67	102	N
Booth Street east of Trafalgar Street	28	3	1041	N	1	979	N
Booth Street west of Trafalgar Street	28	79	1077	N	57	997	N

SIDRA Intersection Assessment

Young St / Albion St – AM Peak – Existing Conditions

MOVEMENT PERFORMANCE

Mov ID	Turn	Total Delay (veh-h/h)	Total Delay (pers-h/h)	Aver. Delay (sec)	Eff. Stop Rate	Total Stops	Perf. Index	Tot.Trav. Distance (veh-km/h)	Tot.Trav. Time (veh-h/h)	Aver. Speed (km/h)
South: Young St S										
1	L2	0.02	0.03	4.6	0.30	5.4	0.39	8.1	0.2	43.8
2	T1	0.00	0.00	0.0	0.30	33.5	1.49	47.8	1.0	46.0
3	R2	0.10	0.12	6.9	0.30	15.3	0.74	10.5	0.3	37.4
East: Albion St E										
4	L2	0.12	0.14	8.2	0.91	45.8	0.85	10.6	0.4	29.8
5	T1	0.07	0.08	9.5	0.91	23.9	0.71	11.8	0.3	38.1
6	R2	0.03	0.03	15.0	0.91	5.7	0.38	2.7	0.1	37.1
North: Young St N										
7	L2	0.03	0.04	4.6	0.12	2.7	0.38	9.9	0.2	45.4
8	T1	0.00	0.00	0.0	0.12	22.5	1.91	82.8	1.7	48.4
9	R2	0.03	0.03	6.2	0.12	2.0	0.33	11.3	0.2	46.9
West: Albion St W										
10	L2	0.01	0.02	7.9	0.94	5.9	0.36	4.2	0.1	40.3
11	T1	0.14	0.17	9.9	0.94	48.5	1.10	23.0	0.6	36.7
12	R2	0.11	0.13	13.0	0.94	28.7	0.77	13.7	0.4	36.5

Young St / Albion St – AM Peak – Proposed Treatment

MOVEMENT PERFORMANCE

Mov ID	Turn	Total Delay (veh-h/h)	Total Delay (pers-h/h)	Aver. Delay (sec)	Eff. Stop Rate	Total Stops	Perf. Index	Tot.Trav. Distance (veh-km/h)	Tot.Trav. Time (veh-h/h)	Aver. Speed (km/h)
South: Young St S										
1	L2	0.03	0.03	5.1	0.51	9.1	0.71	8.1	0.2	40.3
2	T1	0.14	0.17	4.5	0.51	56.0	2.35	48.1	1.2	40.5
3	R2	0.10	0.12	7.0	0.51	25.6	1.39	10.6	0.3	32.4
East: Albion St E										
4	L2	0.10	0.12	7.2	0.60	30.5	1.01	10.5	0.3	30.6
5	T1	0.05	0.06	6.6	0.60	15.9	0.90	11.8	0.3	39.2
6	R2	0.02	0.02	9.3	0.60	3.8	0.62	2.7	0.1	37.8
North: Young St N										
7	L2	0.04	0.05	6.4	0.53	12.2	1.80	10.0	0.3	39.1
8	T1	0.30	0.36	5.7	0.53	100.8	4.01	83.1	2.1	40.0
9	R2	0.04	0.05	8.2	0.53	8.9	1.06	11.3	0.3	42.6
West: Albion St W										
10	L2	0.01	0.01	6.5	0.57	3.6	0.38	4.3	0.1	42.2
11	T1	0.08	0.10	5.9	0.57	29.5	0.97	23.2	0.6	39.6
12	R2	0.07	0.09	8.4	0.57	17.5	0.71	13.9	0.4	39.0

Young St / Albion St – PM Peak – Existing Conditions

MOVEMENT PERFORMANCE

Mov ID	Turn	Total Delay (veh-h/h)	Total Delay (pers-h/h)	Aver. Delay (sec)	Eff. Stop Rate	Total Stops	Perf. Index	Tot.Trav. Distance (veh-km/h)	Tot.Trav. Time (veh-h/h)	Aver. Speed (km/h)
South: Young St S										
1	L2	0.02	0.02	4.6	0.21	2.8	0.26	6.2	0.1	44.8
2	T1	0.00	0.00	0.0	0.21	21.4	1.11	44.6	0.9	47.1
3	R2	0.05	0.06	5.9	0.21	6.3	0.31	6.3	0.2	39.2
East: Albion St E										
4	L2	0.16	0.20	7.9	0.90	67.5	1.07	15.6	0.5	30.4
5	T1	0.11	0.13	8.7	0.90	40.9	1.18	20.3	0.5	38.4
6	R2	0.06	0.07	10.6	0.90	17.1	0.53	8.2	0.2	37.8
North: Young St N										
7	L2	0.01	0.01	4.6	0.08	0.4	0.09	2.3	0.0	46.2
8	T1	0.00	0.00	0.0	0.08	9.5	1.19	53.7	1.1	48.9
9	R2	0.02	0.02	5.8	0.08	0.7	0.18	6.4	0.1	47.2
West: Albion St W										
10	L2	0.02	0.02	8.4	0.90	6.6	0.41	4.9	0.1	40.5
11	T1	0.05	0.06	8.8	0.90	18.9	0.47	9.4	0.3	37.3
12	R2	0.08	0.10	11.6	0.90	23.6	0.58	11.8	0.3	37.1

Young St / Albion St – PM Peak – Proposed Treatment

MOVEMENT PERFORMANCE

Mov ID	Turn	Total Delay (veh-h/h)	Total Delay (pers-h/h)	Aver. Delay (sec)	Eff. Stop Rate	Total Stops	Perf. Index	Tot.Trav. Distance (veh-km/h)	Tot.Trav. Time (veh-h/h)	Aver. Speed (km/h)
South: Young St S										
1	L2	0.02	0.02	5.4	0.51	6.9	0.59	6.2	0.2	40.2
2	T1	0.14	0.16	4.8	0.51	52.1	1.73	44.9	1.1	40.5
3	R2	0.06	0.07	7.3	0.51	15.4	0.68	6.4	0.2	32.5
East: Albion St E										
4	L2	0.13	0.16	6.4	0.57	42.3	1.08	15.6	0.5	31.6
5	T1	0.07	0.09	5.8	0.57	25.6	1.43	20.2	0.5	39.9
6	R2	0.04	0.05	8.3	0.57	10.7	0.67	8.1	0.2	38.8
North: Young St N										
7	L2	0.01	0.01	5.5	0.49	2.6	0.44	2.3	0.1	40.1
8	T1	0.17	0.20	4.8	0.49	60.3	2.33	53.9	1.3	40.7
9	R2	0.02	0.02	7.3	0.49	4.6	0.55	6.4	0.1	43.1
West: Albion St W										
10	L2	0.01	0.02	6.3	0.58	4.3	0.45	5.0	0.1	41.8
11	T1	0.03	0.04	5.6	0.58	12.2	0.45	9.5	0.2	39.5
12	R2	0.06	0.07	8.1	0.58	15.3	0.54	12.0	0.3	38.9

Young St / Reserve St – AM Peak – Existing Conditions

MOVEMENT PERFORMANCE

Mov ID	Turn	Total Delay (veh-h/h)	Total Delay (pers-h/h)	Aver. Delay (sec)	Eff. Stop Rate	Total Stops	Perf. Index	Tot.Trav. Distance (veh-km/h)	Tot.Trav. Time (veh-h/h)	Aver. Speed (km/h)
South: Young St S										
1	L2	0.01	0.01	7.5	0.94	4.9	0.33	5.0	0.1	44.1
2	T1	0.25	0.30	7.6	0.94	111.5	2.70	72.7	1.8	41.4
3	R2	0.02	0.02	10.6	0.94	4.9	0.52	5.0	0.1	43.2
East: Reserve St E										
4	L2	0.01	0.01	4.6	0.34	2.5	0.18	7.0	0.2	46.4
5	T1	0.00	0.00	0.0	0.34	2.5	0.19	7.5	0.2	47.7
6	R2	0.01	0.01	5.1	0.34	1.8	0.10	3.6	0.1	44.9
North: Young St N										
7	L2	0.05	0.06	7.9	0.96	22.3	1.19	15.7	0.4	41.8
8	T1	0.42	0.50	7.8	0.96	185.9	4.50	117.8	2.9	41.2
9	R2	0.05	0.06	9.1	0.96	19.3	1.13	13.5	0.3	41.7
West: Reserve St W										
10	L2	0.02	0.02	4.6	0.21	3.3	0.34	10.7	0.2	46.4
11	T1	0.00	0.00	0.0	0.21	9.7	1.03	46.9	1.0	48.8
12	R2	0.02	0.02	4.6	0.21	2.9	0.38	12.9	0.3	47.0

Young St / Reserve St – AM Peak – Proposed Treatment

MOVEMENT PERFORMANCE

Mov ID	Turn	Total Delay (veh-h/h)	Total Delay (pers-h/h)	Aver. Delay (sec)	Eff. Stop Rate	Total Stops	Perf. Index	Tot.Trav. Distance (veh-km/h)	Tot.Trav. Time (veh-h/h)	Aver. Speed (km/h)
South: Young St S										
1	L2	0.01	0.01	4.9	0.46	2.4	0.44	5.0	0.1	45.3
2	T1	0.14	0.17	4.3	0.46	55.1	2.55	72.9	1.7	43.6
3	R2	0.01	0.01	7.1	0.46	2.4	0.76	5.0	0.1	44.4
East: Reserve St E										
4	L2	0.01	0.02	6.9	0.60	4.4	0.23	7.0	0.2	43.9
5	T1	0.01	0.02	6.4	0.60	4.4	0.30	7.5	0.2	44.5
6	R2	0.01	0.02	8.6	0.60	3.1	0.16	3.6	0.1	41.9
North: Young St N										
7	L2	0.04	0.04	5.4	0.48	11.2	1.83	15.7	0.4	43.0
8	T1	0.26	0.31	4.8	0.48	92.9	4.56	118.1	2.7	43.0
9	R2	0.04	0.05	7.3	0.48	9.7	1.79	13.6	0.3	43.0
West: Reserve St W										
10	L2	0.03	0.03	6.2	0.54	8.6	0.72	10.7	0.3	42.6
11	T1	0.07	0.09	5.5	0.54	25.2	1.37	46.9	1.0	45.2
12	R2	0.03	0.04	8.1	0.54	7.4	0.76	13.0	0.3	44.3

Young St / Reserve St – PM Peak – Existing Conditions

MOVEMENT PERFORMANCE

Mov ID	Turn	Total Delay (veh-h/h)	Total Delay (pers-h/h)	Aver. Delay (sec)	Eff. Stop Rate	Total Stops	Perf. Index	Tot.Trav. Distance (veh-km/h)	Tot.Trav. Time (veh-h/h)	Aver. Speed (km/h)
South: Young St S										
1	L2	0.02	0.02	7.5	0.95	9.0	0.41	9.0	0.2	44.2
2	T1	0.21	0.26	7.4	0.95	99.2	2.36	63.7	1.5	41.5
3	R2	0.01	0.01	8.2	0.95	4.0	0.27	4.0	0.1	44.0
East: Reserve St E										
4	L2	0.01	0.01	4.6	0.25	1.3	0.13	5.0	0.1	47.1
5	T1	0.00	0.00	0.0	0.25	3.1	0.29	12.8	0.3	48.4
6	R2	0.01	0.01	4.9	0.25	1.3	0.10	3.6	0.1	45.8
North: Young St N										
7	L2	0.02	0.02	7.5	0.98	7.2	0.37	5.0	0.1	42.1
8	T1	0.28	0.34	7.4	0.98	132.5	3.10	83.0	2.0	41.4
9	R2	0.06	0.07	8.2	0.98	23.6	0.73	16.4	0.4	41.9
West: Reserve St W										
10	L2	0.02	0.03	4.6	0.27	4.5	0.28	11.4	0.2	46.1
11	T1	0.00	0.00	0.0	0.27	5.1	0.42	19.2	0.4	48.4
12	R2	0.00	0.00	4.6	0.27	0.6	0.05	2.0	0.0	46.9

Young St / Reserve St – PM Peak – Proposed Treatment

MOVEMENT PERFORMANCE

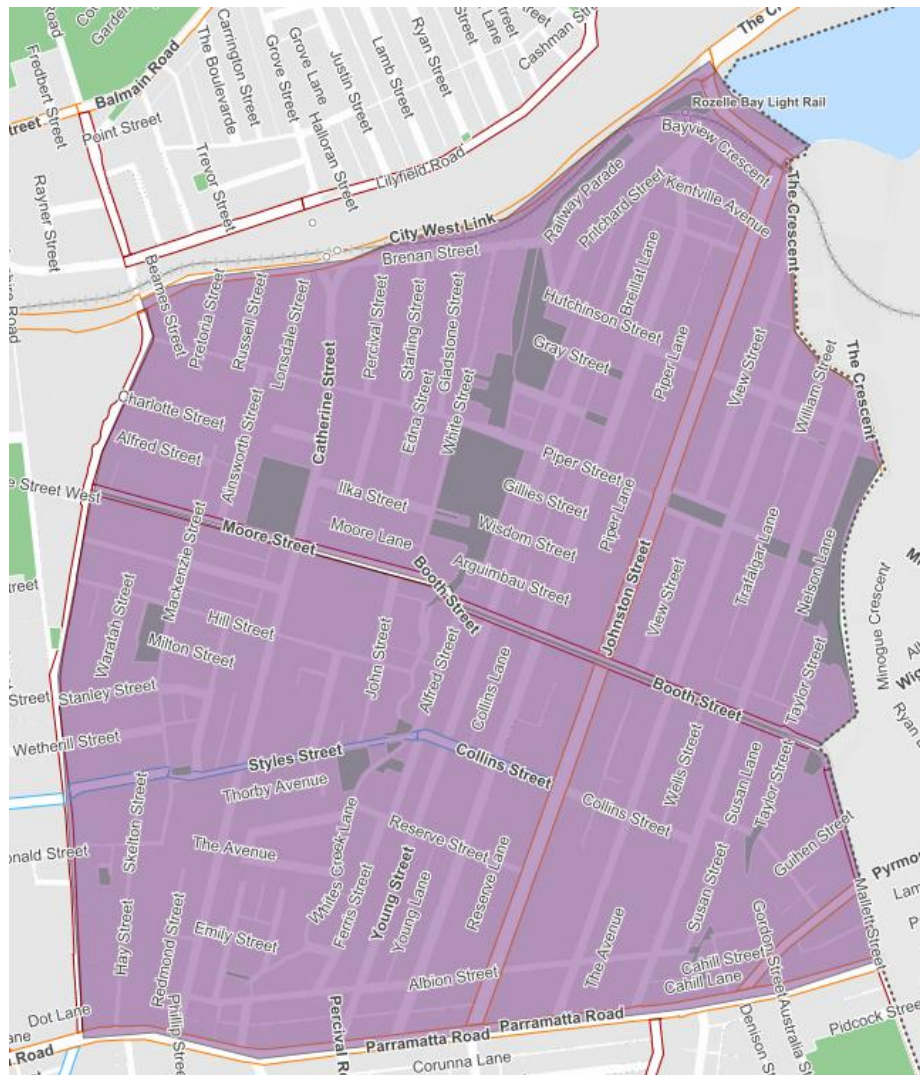
Mov ID	Turn	Total Delay (veh-h/h)	Total Delay (pers-h/h)	Aver. Delay (sec)	Eff. Stop Rate	Total Stops	Perf. Index	Tot.Trav. Distance (veh-km/h)	Tot.Trav. Time (veh-h/h)	Aver. Speed (km/h)
South: Young St S										
1	L2	0.01	0.02	5.0	0.47	4.4	0.52	9.0	0.2	45.2
2	T1	0.13	0.15	4.4	0.47	48.7	2.27	63.9	1.5	43.5
3	R2	0.01	0.01	6.9	0.47	2.0	0.40	4.0	0.1	45.1
East: Reserve St E										
4	L2	0.01	0.01	6.2	0.55	2.9	0.18	5.0	0.1	44.4
5	T1	0.02	0.02	5.4	0.55	7.0	0.37	12.8	0.3	45.1
6	R2	0.01	0.01	8.0	0.55	2.9	0.16	3.6	0.1	42.5
North: Young St N										
7	L2	0.01	0.01	4.8	0.48	3.5	0.54	5.0	0.1	43.6
8	T1	0.16	0.19	4.2	0.48	65.4	3.00	83.3	1.9	43.4
9	R2	0.05	0.05	6.7	0.48	11.7	0.85	16.5	0.4	43.4
West: Reserve St W										
10	L2	0.03	0.03	5.9	0.52	8.8	0.41	11.4	0.3	43.0
11	T1	0.03	0.03	5.2	0.52	9.9	0.57	19.2	0.4	45.4
12	R2	0.00	0.01	7.7	0.52	1.1	0.15	2.0	0.0	44.7

INNER WEST

Annandale LATM

Engagement Outcomes Report

13.11.2023 – 17.12.2023





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Summary

This report summarises comments received during the first stage of community engagement comprising the initial insights regarding the Annandale LATM. A later stage of consultation will include feedback on Public Exhibition of the final draft report.

Council undertook an initial survey via Your Say Inner West (YSIW) through 13.11.2023 to 17.12.2023. Letters were distributed to stakeholders and residents within the study area inviting feedback to determine existing issues and suggestions to improve traffic and road safety within the area.

This report summarises community comments received during the first stage of engagement. The community was invited to provide feedback at yoursay.innerwest.nsw.gov.au, by phone and via email.

Responses were received from Your Say Inner West (YSIW), direct emails from individuals and emails from stakeholders. This report will summarise data from YSIW, emails from individuals and stakeholders separately.

During the engagement period 1,211 people visited the Your Say project page.

- 237 participants completed the online survey.
- 581 contributions were collected through participation tools.
- Key suggestions for amendments included pedestrian safety, driver behaviour and parking behaviour.



Project background

The Annandale LATM was initiated as part of Council's LATM Strategy Program. The study aims to:

- Reduce vehicle speeds
- Improve safety for all road users
- Minimise traffic levels and intruding traffic in a local street
- Minimise crash risk
- Improve local amenity by:
 - Reducing car use
 - Increasing use of public transport
 - Increase walking and cycling and,
 - Improve the streetscape.



Promotion and engagement methods

Most respondents live or work within the Annandale precinct:

Promotion method	Stakeholders engaged
Project page on Your Say Inner West	1,772 people viewed the project page
Emails to key stakeholders	430 registered members on the Your Say Inner West platform
Letters to residents	11,380 letters were distributed to residents and owners

Engagement method	Stakeholders engaged
Online survey/social map/	237 contributors submitted 581 contributions
Direct contact from residents	73 emails from individuals
Direct contact from stakeholders	3 submissions were received from key stakeholders and community groups 1 petition was received

Issues Identified	Responses
Pedestrians	151
Driver Behaviour	103
Parking Behaviour	80
Cyclists	79
Rat running	69
High traffic volumes	56
Vehicles	30
Heavy vehicles	13



Summary of feedback

Outcomes of the first stage of consultation determined that the problem identified by the greatest number of respondents is **pedestrian safety issues**.

Pedestrian safety issues (151) were mostly raised in:

- The Crescent (State Road)
 - between Nelson Street and Johnston Street
 - intersection Trafalgar Street and The Crescent
- Johnston Street (State Road)
 - between Piper Street North and Piper Street South
 - intersection of Johnston Street and Albion Street
 - intersection Johnston Street and Booth Street
 - intersection Johnston Street and Reserve Street
- Annandale Street (Local Road)
 - at Rose Street confusion with existing raised threshold
 - intersection Annandale Street and Albion Street
 - intersection Annandale Street and Pritchard Street
- Whites Creek Lane (Local Road)
 - intersection Whites Creek Lane and Styles Street

The **second** most identified concern relates to **driver behaviour (103) mostly raised in:**

- The Crescent
 - near Trafalgar Street and View Street
 - intersection The Crescent and Johnston Street
- Wells Street (Local Road)
- Styles Street
- Young Street

The **third** most raised issue **was parking behaviour (80) mostly raised in:**

- Wells Street
- Trafalgar Street
 - angle parking north of Booth Street vehicles park at incorrect angle
 - illegal parking outside Annandale Public School during drop-off/pick-up times



Cyclists

In relation to cyclists Johnston Street (State Road), Styles Street (Regional Road) and Booth and Moore Streets (Local Roads) were all raised as dangerous cycling routes. It was suggested to reduce speed limits and install dedicated cycle lanes on these roads to improve safety. Safety improvements to the existing cycle path along Booth/Moore Street between White Street and Young Street were also recommended.

Rat running

Comments regarding rat running were noted in Styles Street, Wells Street and Whites Creek Lane. The narrow road width of each street was identified as the main safety concern relating to this issue. Traffic calming was suggested to prevent rat running at each of these locations.

High Traffic Volumes

High traffic volumes were raised along Johnston Street. Congestion during peak periods at the intersection of The Crescent result in extended queuing of vehicles along Johnston Street impacting vehicles attempting to access Johnston Street from the side streets such as Kentville Avenue, Weynton Street and Rose Street.

Submissions advising of high traffic volumes along Styles Street a Regional Road and Catherine and Wells Streets were also noted.

Vehicles

In relation to vehicles, numerous submissions were received suggesting the removal of the 'No Right Turn' ban on Johnston Street at The Crescent.

Concerns relating to vehicles causing congestion and parking issues were also raised in Wells Street and Catherine Street.

Heavy Vehicles

It was noted that heavy vehicles are performing illegal U-turns and reverse movements at the intersection of Trafalgar Street and Collins Street which is a Regional Road.

Heavy vehicles are also using View Street and Piper Street both Local Roads to avoid Johnston Street. Concerns were also raised that Whites Creek Lane is being used by heavy vehicles.

Moore Street and Catherine Street are being used for parking of heavy vehicles around the perimeter of War Memorial Park for extended periods.



Engagement method - Online survey

Pedestrian 151 responses	
You said	Council response
Respondent suggested a raised pedestrian crossing be installed on The Crescent between Nelson Street and View Street.	The Crescent is a State Road under the care and control of TfNSW. Concerns will be forwarded to them for their consideration for a pedestrian (zebra) crossing.
Comments were received that the signalised pedestrian crossing cycle at the intersection of Johnston Street and The Crescent is too short for safe crossing.	Concerns regarding phase time will be forwarded to TfNSW who are responsible for the phase timings at traffic signals.
Installation of a raised pedestrian crossing on Piper Street at Whites Creek Lane near the entrance to the park was suggested to provide a safe crossing for cyclists and pedestrians.	Supported and included as a recommendation. The crossing will incorporate a cyclist crossing.
There is an existing pedestrian crossing on Annandale Street near Piper Street however, an additional crossing is suggested on Piper Street West.	Supported and included as a recommendation.
Installation of a pedestrian refuge or, closing Annandale Street at Parramatta Road was suggested to improve pedestrian safety.	Proposal includes kerb extensions in Annandale Street at Parramatta Road.
Closing Annandale Street at Albion Street was suggested to improve safety for both pedestrians and cyclists.	Road closure not supported. Kerb extensions will reduce speeds and reduce pedestrian exposure time.
Concerns for pedestrian safety were raised at the intersections of Annandale Street and <ul style="list-style-type: none"> Reserve Street Albion Street 	Reserve Street – proposal includes widening pedestrian islands in Annandale Street and kerb extensions. Install kerb extensions in Annandale Street/ Albion Street intersection.



The footpath at the intersection of Rose and Trafalgar Streets is inaccessible for people using wheelchairs or prams.	Kerb extensions and kerb ramps proposed.
The existing refuge island on Trafalgar Street at The Crescent is unsafe for pedestrians.	It is proposed to widen the existing median island gap and widen the gap at the kerb extension in Trafalgar Street.
Driver behaviour <i>103 responses</i>	
You said	Council response
Drivers speed down View Street towards The Crescent using View Street as a rat run and endangering pedestrians.	Intersection is very wide. Install kerb extensions at The Crescent to reduce pedestrian exposure time.
Numerous submissions were received regarding excessive speeding and unsafe driving behaviour on The Crescent, between Wigram Road and Johnston Street, southbound.	The Crescent is a state road under the care and control of TfNSW. Concerns forwarded to TfNSW.
The Crescent near Trafalgar Street has been noted as a dangerous intersection particularly in wet weather conditions. Multiple accidents occur at this location as drivers do not reduce speed.	It is proposed to widen the existing median island gap and widen the gap at the kerb extension in Trafalgar Street. Concerns forwarded to TfNSW in regard to The Crescent.
Comments were received advising of night-time anti-social driving behaviour on Moore Street and Booth Streets.	NSW Police matter. Forwarded to the for their consideration.
Respondents commented that it is extremely dangerous to turn right from Booth Street onto Johnston Street.	Green right turn arrows are provided for Johnston Street traffic turning into Booth Street but not for Booth Street turning into Johnston Street. Concerns forwarded to TfNSW regarding the provision of right turn arrows for Booth Street into Johnston Street.
It is suggested to relocate the existing crossing in Booth Street at Nelson Street as drivers fail to stop for pedestrians at the raised crossing as they are observing roundabout traffic.	Booth Street traffic calming proposed as part of HPAA study.



<p>Numerous comments were received regarding driver behaviour on Young Street. Excessive speed and failing to observe 'Stop' signs at the intersections of Young Street at:</p> <ul style="list-style-type: none"> • Booth Street • Albion Street • Reserve Street 	<p>Roundabouts are proposed at Young Street/Albion Street and Young Street /Reserve Street intersections. Booth Street is being considered as part of the High Pedestrian Activity Areas Study (HPAA).</p>
<p>Styles street is very dangerous. Drivers fail to observe the 40km/h speed limit on this narrow street.</p>	<p>Additional pedestrian facilities proposed which will reduce speeds.</p>
<p>Parking behaviour <i>80 responses</i></p>	
<p>You said</p>	<p>Council response</p>
<p>Residents of Wells Street have trouble locating parking in the street as it is one of few streets in this area with unrestricted parking availability.</p>	<p>Shared Zone proposed in Wells Street. Resident parking scheme investigations outside of scope of LATM.</p>
<p>Respondents have submitted comments regarding illegal parking behaviour in Trafalgar Street outside Annandale Public School during school drop-off/pick-up times.</p>	<p>Forwarded to Councils enforcement team.</p>
<p>It is suggested to install road line markings guiding drivers to park at the dedicated 45-degree angle in:</p> <ul style="list-style-type: none"> • Trafalgar Street • North Avenue • Catherine Street between Albion Street and Centre Street 	<p>Proposal includes linemarking 45-degree angled Parking in Catherine Street and Trafalgar Street as parking at incorrect angle in those streets impacts the travel lane.</p>
<p>Cyclists <i>79 responses</i></p>	
<p>You said</p>	<p>Council response</p>
<p>A north-south dedicated cycle route through Annandale is suggested to connect with key cycle routes at either end of the suburb.</p>	<p>Forwarded to Council's Strategic Transport Planning Team for consideration in their Cycling Action Plan review. Additionally, Whites Creek Lane proposed for use as Shared path provided north south link for</p>



	cyclists and proposal includes pedestrian/cyclists crossing at various locations to provide a continuous north south route.
The Moore Street cycle route is unsafe for cyclists. It is not 'protected' or 'separated' from vehicles and runs in the 'door zone' of parked cars directly adjacent to the traffic lane.	Forwarded to Council's Strategic Transport Planning Team for consideration in their Cycling Action Plan review.
Rat running <i>69 responses</i>	
You said	Council response
Wells Street is used as a rat run. It is suggested to convert Wells Street to one-way traffic northbound.	Proposal included conversion to a 10km/h Shared Zone and introduction of one-way northbound movement restriction.
Vehicles speed down Whites Creek Lane not realising it is a 'No Through Road' and must turn around or attempt to reverse out. Traffic calming and a reduced speed limit is suggested with 'No Through Road' signage.	Proposal includes converting Whites Creek Road to a 10 km/h Shared Zone.
Styles Street is a cycling route; however, many vehicles use it as a rat run. It is suggested converting Styles Street to one-way with a dedicated cycle path.	Not supported. Styles Street is a Regional Road which is expected to carry considerable traffic volumes and converting to one way would redistribute traffic onto local roads reducing amenity for local residents.
Respondent advised that drivers use Annandale Street to avoid Johnston Street at excessive speed.	Traffic counts indicate that Annandale Street has an 85 th ile speed of 47 km/h which lies within the 50 km/h speed limit. Traffic volumes are approx. 1,400 veh/day which is considered satisfactory for a local road. It should be noted that the speed limit will be reduced to 40 km/h as per innerwest@40 study proposed speed limit. A number of treatments are also proposed which will reduce speeds along Annandale Street.



High traffic volumes 56 responses	
You said	Council response
Numerous submissions were received regarding heavy traffic congestion on Johnston Street at The Crescent during peak periods. There is only one dedicated left turn lane from Johnston Street resulting in traffic delays.	These roads are State Roads under the care and control of TfNSW. The latest intersection configuration now provides two left turn lanes from Johnston Street.
The left turn from Balmain Road on to City West Link is significantly impacted by an extended pedestrian signal phase. Respondents have suggested installing a left turn lane with pedestrian crossing.	Existing configuration provides safest pedestrian facility as pedestrian crosses entire road in one movement hence no change is proposed.
Vehicles 30 responses	
Respondents have raised concerns regarding a proposal to implement a 'Shared Zone' in Wells Street. It is suggested that some residents will use this as a 'safe' play area for children.	Proposal includes Shared Zone. This is not expected to result in children playing on the road however it will reduce speeds therefore providing safer conditions for pedestrians.
Issues raised in Wells Street: 1. The road is too narrow for two-way traffic 2. Parking issues Commuter use and long-term parking of trailers & camper vans.	Proposal includes converting to a 10 km/h Shared Zone and convert to one way northbound.
White Street has become very congested. Between Moore Street and Brennan Street, cars are required to park half on the footpath as the road is too narrow for two-way traffic. A solution is required to improve traffic flow and pedestrian access.	Proposal includes converting White Street to a Shared Zone with footway parking between Piper Street and Brennan Street.



Heavy vehicles

13 responses

Residents on the northern end of Nelson Street are impacted by noise pollution due to the location of the bus stop on The Crescent (northbound) before Nelson Street. Buses often idle here. It is suggested to relocate the bus stop.	The Crescent is a State Road. Concerns forwarded to TfNSW for their consideration.
Respondent commented that heavy vehicles reverse and perform U-Turns at the intersection of Trafalgar and Collins Streets during school drop-off/pick-up times	This is a NSW Police matter hence it has been forwarded to them for their consideration.
Trucks and heavy vehicles from the adjacent industrial area use the perimeter of War Memorial Park (Moore and Catherine Streets) to park their vehicles for extended periods.	On street parking management lies outside of the scope of works of the LATM.



Summary of direct emails from individuals

In addition to Your Say Inner West, Council received 73 emails from individuals. The following points outline the general themes and comments of these emails.

Summary of direct emails received from individuals 73 responses	
Reduce speed limits throughout entire study area	Noted. Speed limits will be reduced as per innerwest@40 study recommendations.
Improve pedestrian safety throughout the entire study area	The proposals will achieve this by providing safer crossing points and reduced speeds.
Improve cyclist safety by constructing a continuous cycle path through the Annandale precinct	Forwarded to Council's Strategic Transport Planning Team for consideration in their Cycling Action Plan review. Furthermore, the proposal includes a continuous cycle path along Whites Creek.
Remove the 'No Right Turn' ban at the intersection of Johnston Street and The Crescent	Right Turn ban from Johnston Street into The Crescent has been removed.
E bikes & scooters were raised as a concern for all road and footpath users.	This is a NSW Police enforcement issue.
Several requests were received to pause the study to assess impact following the opening of the Rozelle Interchange	Rozelle Interchange has now been opened for a considerable length of time.
A submission was received containing 37 letters of support to implement a Shared Zone and Resident Parking Scheme in Wells Street. This was the result of a previous consultation undertaken in June 2023, regarding traffic and parking issues.	Noted and Shared Zone proposal included in plan.



Summary of Stakeholder emails

Inner West Bicycle Coalition

Summary of Stakeholder emails 1 response	
Suggest that a 30 kph speed limit throughout the entire study area.	Not supported. Council supports innerwest@40 study which has approved 40 km/h speeds on local roads.
Install additional cycle paths and 'Shared Zones' throughout the entire study area.	Noted and agreed. Proposal includes a number of locations where Shared Zones are recommended.
Convert Styles Street and the narrow section of Albion Street and Piper Street West to one-way traffic.	Not supported due to its impact on redistributing traffic. Styles Street is a regional road and an important link for east west traffic. Proposal includes improving pedestrian amenity along Styles Street.
Remove parking in some locations to allow for dedicated cycle lanes.	Forwarded to Council's Strategic Transport Planning Team for consideration in their Cycling Action Plan review.
Crossings for pedestrians and cyclists are required at high traffic intersections.	Plan provides crossing points for cyclists where appropriate.

Summary of Petitions

- A petition containing 343 signatures was received supporting the installation of pedestrian crossings as shown in the below diagram to improve safety for students at Annandale North Public-School that are required to cross nearby roads on their commute to and from school:

INNER WEST

Item 5



You said	Council response
Petition is requesting a number of pedestrian crossings to provide improved safety for children attending Annandale North Public School.	Proposal includes additional pedestrian crossings in the area surrounding Annandale North Public School.

An additional 23 emails and requests were received regarding issues within the study area outside of the engagement process.

Another 26 submissions were raised previously by the community outside of the engagement process. Historical issues were raised by Council's traffic team and included for consideration:

You said	Council response
Having trouble exiting Piper Lane at Rose Street. There is no footpath along the lane and is very dangerous for students at Annandale North Public School.	Proposal includes converting Piper Lane between Rose Street and Piper Street to a 10 km/h Shared Zone.
Whites Creek Lane This issue is increasingly becoming a hazard. If Council determines cars	Proposal includes converting Whites Creek Lane into a Shared Zone including

Attachment 3



can park in this spot despite the safety risk, then signage needs to be added either end of the curve in the road to inform moving vehicles that obscured parked cars lie ahead. Cars park virtually in the middle of the road and are invisible until you come around the bend. It is only a matter of time until there is a safety incident.	linemarking locations where parking is permitted.
Parents are consistently driving up the rear lane behind Annandale North Public School to drop-off/pick-up students at the rear gate without getting out of the car. This is a huge safety issue as there is no footpath for the students to walk on. Can the lane be made a 'No Stopping' zone with wardens checking that it is not being used as a drop-off/pick-up area at these times?	This section of Piper Lane is proposed to be converted to a 10 km/hr Shared Zone. Consideration being given to removing the No Parking zone to remove drop off/pick up from the laneway.
High speeds in peak periods along Mackenzie Street between Styles and Prospect Street. They are using it as a rat run. A number of young families with young children reside in the street as well as being an entry point for St Fiacres. Request to consider implementing speed humps, reducing speed limit and restricting heavy vehicles.	Speed limit is being reduced to a full time 40 km/h speed limit as part of innerwest@40 study recommendation. Westbound vehicles in Styles Street making a left turn into Mackenzie Street will have their speeds reduced by the proposed raised pedestrian crossing in Styles Street.
Resident observed preschool/primary school children leaving St Brendan's OHS running down the middle of Johnston Lane in conflict with cars entering the lane from Collins Street.	Continuous Footpath Treatment & kerb extensions proposed across Johnston Lane at Collins Street (both sides) to reduce speeds entering and exiting lane.
Request for No Stopping at 71 John Street Leichhardt. Response was to consider kerb extension in this location	No Stopping Zones proposed in John Street at both intersections with laneways.



<p>Annesley Street</p> <ul style="list-style-type: none"> • Rat running • Request for angle parking • Request to reduce road width • Plant more trees 	<p>Proposal includes 90-degree angled parking between Mackenzie Street and Catherine Street.</p>
<p>Request for 'No Standing/No Parking' signs in Whites Creek Lane</p>	<p>Proposal includes introducing a 10km/h Shared Zone in Whites Creek Lane with parking bays.</p>
<p>Parked vehicles receiving fines for parking on road/footpath near No. 33. Whites Creek Lane. Request for advisory signage or delineation of road and footpath.</p>	<p>Proposal includes introducing a 10km/h Shared Zone in Whites Creek Lane with parking bays.</p>
<p>Footpath obstruction by parked vehicles in White Street preventing wheelchair access.</p>	<p>Proposal includes introducing a 10km/h Shared Zone with footway parking in White Street.</p>
<p>Request for roundabout intersection Reserve and Young Streets. High pedestrian traffic to access Annandale Public School.</p>	<p>Proposal includes kerb extensions to improve pedestrian safety. Road geometric constraints do not allow for roundabout.</p>
<p>Heavy vehicles damage parked cars in John Street. Request for kerb extensions to prevent vehicles parking close to intersection corners.</p>	<p>Proposal includes No Stopping at intersection of laneways with John Street.</p>
<p>Request for speed humps in White Street.</p>	<p>Proposal includes introducing a 10km/h Shared Zone with footway parking in White Street which will include traffic calming measures.</p>
<p>Speed and pedestrian safety concerns Piper Street between Balmain Road and Catherine Street.</p>	<p>Speed limit is being reduced to 40 km/h speed limit as part of innerwest@40 study recommendation.</p>
<p>Request for traffic calming Trafalgar Street between Rose Street and The Crescent.</p> <p>Request for parking restrictions bottom section of Trafalgar Street near light rail.</p>	<p>Proposal includes upgrade of intersection including widening pedestrian islands.</p> <p>Resident parking scheme investigation is outside of scope of LATM.</p>



Footpath on Styles Street is too narrow for mobility users or prams.	Noted. Proposal includes additional pedestrian facilities to cross styles Street and also an audit of signs to remove/relocate stems away from footpath.
Request to close off Nelson Street at The Crescent and allow 45-degree angle parking front & rear to kerb Nelson Street	Supported. Road closure will provide safer parking conditions and allow additional green space.
<p>Increase in parking issues and traffic in John Street and Hill Street in recent months. Increasingly dangerous and extremely difficult to park here as a resident. Increase in general traffic on Hill Street between John and Emma streets and cars are being damaged by very large trucks that do not fit in such a narrow street.</p> <p>Truck movements via narrow section of Hill Street to service hardware Store at Hill Street/John Street intersection potential damage to vehicles parked in Hill Street.</p>	Proposal includes modified intersection configuration at John Street/Hill Street to reduce truck traffic in Hill Street and other local nearby roads.
<p>Safety concerns of the connections to the ramp at White's Creek/Brenan Street, and Railway Parade/Bayview Crescent.</p> <p>Request Transport for NSW review the path markings and signage, which should indicate to pedestrians and cyclists when they are on a shared path and when the path is split, which part is for each, especially at each end of the Land bridge from Rozelle Light Rail stop.</p>	<p>Raised Pedestrian/cyclist crossings proposed In Brenan Street and Railway Parade.</p> <p>Request forwarded to TfNSW to review signs and markings in shared paths ramps/bridge providing access to Rozelle Playground.</p>



<p>Email regarding Whites Creek Lane amenity:</p> <ul style="list-style-type: none"> • Making Whites Creek Lane a Shared Zone of 10km/ hour • Safety improvements including speed management, road resurfacing & signage 	<p>Proposal includes introducing a 10km/h Shared Zone in Whites Creek Lane with parking bays.</p>
<p>Converting Pritchard St and Breillat Street to one-way was suggested.</p>	<p>Not supported at the whole road lengths would need to be converted to one way as otherwise it would be too difficult/unsafe to turn around mid-block. Both these roads have sections that are wide and conversion to one way would result in high speeds. It would also result in significant additional travel routes for residents.</p>
<p>We will need to consider the impact of the 'No Right' turn from Johnston Street into the Crescent in your current LATM.</p>	<p>The 'No Right Turn' has since been removed hence you can now turn right from Johnston Street into The Crescent.</p>
<p>Historical issues raised</p>	
<p>Rose Street – STOP sign to be installed in Rose Street at the intersection with Annandale Street</p> <p>Vehicle do not slow down turning left onto Annandale from Rose and parked vehicles leaving at risk</p>	<p>Proposal includes installation of a raised pedestrian (zebra) crossing in Rose Street at Annandale Street.</p>
<p>Young Street</p> <p>Traffic Calming Measures (between Rose Street & Piper Street), reduced speed limit and install No Stopping signs at Reserve Street/Young Street</p>	<p>Roundabout proposed at Young Street/Reserve Street and speed limit reduced to 40 km/h as per innerwest@40 study.</p>
<p>Request for traffic calming in Annesley Street in the form of a median island</p>	<p>90-degree parking proposed which will reduce speeds.</p>
<p>Trafalgar Street – Traffic Calming Measures (between Rose Street & Piper Street)</p>	<p>Proposal includes widening median islands on all 4 approaches which will reduce speeds.</p>



Collins Street -request for traffic calming on Collins Street at the exit of Collins Street and Young Street roundabout	Speed cushions already provided on all 4 approaches to intersection. No further action proposed.
Traffic calming requested in Trafalgar Street between Parramatta Road and Albion Street	Speed limit is being reduced from 50 km/h to 40 km/h as per recommendation from innerwest@40 study.
The Crescent -request to review pedestrian crossing facility	The Crescent is a state road. Concerns forwarded to TfNSW for their consideration.
Request to convert Wells Street to one-way	Supported. One Way northbound (Collins Street to Booth Street) included in Shared Zone proposal for Wells Street.
Request to improve intersection - Annandale Street and Booth Street	Improvements proposed as per HPAA Study findings.
Request for angle parking in Annesley Street (southern side) between Mackenzie and Catherine Streets to provide additional parking, reduce speeds and rat running	Angle parking proposal included in plan.
Request to improve visibility of pedestrian crossing intersection Styles and Johns Streets	Existing signposting considered adequate.
Albion Lane - Rat run using the lane way, pedestrian safety. multiple near misses.	Continuous Footpath Treatments proposed in Albion Lane at its intersections which will reduce speeds, improve pedestrian safety and make it less attractive to use as through route.
Whites Creek Lane - Pedestrian and cyclist safety accessing the laneway connecting between Alfred Street and Whites Creek Lane. Placement of 'No Through Road' sign needs to be review and suggest being at the entry of the laneway.	Proposal included converting Whites Creek Lane to Shared Zone. Signposting including No Through Road signs included in plan.
Collins Street - at Trafalgar Street, requests to investigate additional pedestrian crossing (eastern leg) to	Given there is already a raised pedestrian crossing on both the western



access northeast corner of the intersection.	and southern legs the pedestrian facilities are considered adequate.
Request for speed humps in Albion Lane to reduce rat running	Noted and agreed. Continuous Footpath Treatments proposed.
Prospect Street – Request to improve pedestrian safety at Prospect Street & Balmain Road intersection	Noted. Continuous Footpath Treatment Proposed.
Traffic congestion in Kentville Ave due to WestConnex between The Crescent and Johnstone Street	Intersection configuration has been updated since community engagement with additional capacity in Johnston Street.
Traffic and parking issues in Hill Street due to mixed resident/commercial use	Proposal includes proposed solution of John Street/Hill Street intersection to reduce truck movement on narrow local road network.
Request for improved pedestrian crossing intersection The Crescent and View Street	Proposal includes intersection narrowing to improve pedestrian safety and reduce vehicular speeds.
Young Street – Request to lower speed limit due to rat running.	Proposal includes roundabout at Young Street/Reserve Street intersection which will reduce speeds.
Reserve Street/Young Street – Request for speed-humps in Young Street. Cars are parking close to the intersection.	Proposal includes roundabout at this intersection.
Hill Street/John Street safety issue at intersection with cars being damaged	Proposal includes proposed solution of John Street/Hill Street intersection to reduce truck movement on narrow local road network.
Request for traffic calming Taylor Street	Treatments in Booth Street and adjacent intersecting roads being considered as part of High Pedestrian Activity Area Study (HPAA).
Wells Street – Request for Shared Zone in Wells Street, Annandale	Noted and agreed. Shared Zone proposal included in plan.



Further community engagement was undertaken outside of the engagement process.

At its meeting on 3 September 2024, Council resolved to consult with local community about Hinsby Park, Annandale. As a result, from 4 October to 11 November 2024, the community was invited to provide feedback on improvements to Hinsby Park. During this engagement period 441 people visited the Your Say project page. The community was asked to add a pin to the park's map and provide suggestions on improvements and report on traffic issues. Thirty-four contributors added 80 pins to the map. Sixty-two pins related to park improvements and 18 pins related to traffic issues. Twenty-six provided feedback via email, and 80 people attended a drop-in information session. The following traffic comments have been included for consideration:



You said	Comments	Council response
Traffic (19)	<p>Eleven residents mentioned the surrounding streets were dangerous to cross, citing poor visibility due to parked cars and high travel speeds. Many suggested a raised pedestrian crossing and traffic calming measures. Some mentioned the streets are used to avoid the traffic lights on Johnston Street and suggestions included making them one way and conducting a traffic safety audit at peak times (after school). Three residents mentioned expanding the school drop off zone.</p>	<p>The draft LATM report includes a number of recommendations to improve pedestrian safety and amenity around Hinsby Park. These include installing raised pedestrian crossings in Piper Street North at Johnston Street, Piper Street South at View Street and Trafalgar Street at Piper Street South. Kerb extensions are also proposed in Piper Street North at View Street as part of the recommendations. Council has also requested TfNSW install a one car space 'No Stopping 7am-10am, 3pm-6pm Mon-Fri' in Johnston Street north of Piper Street South along the Hinsby Park frontage to improve sight lines in peak times for vehicles exiting Piper Street South sighting southbound vehicles in Johnston Street.</p> <p>It is not proposed to implement a one-way pair in Piper Street North and South, as it will lead to an increase in speeds in both streets as there will be no opposing traffic flow. It will also significantly restrict access for vehicles heading northbound in Johnston Street who would not be able to turn right if Piper Street North was converted to one way eastbound and Piper Street South one way westbound as per a conventional road traffic flow</p>

INNER WEST

		<p>due to the concrete median island in Johnston Street. This would redistribute northbound traffic from Johnston Street to View Street and Trafalgar Street. Under the alternative arrangement, where Piper Street South was one way eastbound and Piper Street North one way westbound, it would not be able to head northbound into Johnston Street from either of these roads as right turns would not be permitted, thereby redistributing this traffic onto View Street and Trafalgar Street to access The Crescent.</p>
Parking (5)	<p>Several residents mentioned a lack of parking in the area which they attribute to locals parking trailers and boats long term. Other suggestions included creating line markings for parallel parking on View Street and removing some parking spots along the park to improve visibility for safe pedestrian crossing.</p>	<p>The issue relating to boat and trailer parking lies outside of the scope of the LATM and will be investigated by Council's Traffic Team.</p>



Next steps

Your insights along with a review of traffic volumes, vehicle speeds, heavy vehicles and crash statistics will be used to develop a draft Local Area Traffic Management plan for the Annandale precinct.

There will be another opportunity to provide feedback during the public exhibition of the Local Area Traffic Management plan.

Item No: LTC0425(1) Item 6
Subject: DARLING STREET AT NELSON STREET, ROZELLE- PROPOSED KERB EXTENSIONS & RELOCATION OF MOBILITY PARKING (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 (Design Plan No.10322) for the proposed relocation of a mobility parking space, kerb extensions and associated signposting and linemarking on Darling Street at Nelson Street, 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 improve safety by providing a new landscaped kerb extension and modify the existing accessible parking arrangements at the intersection of Darling Street and Nelson Street, Rozelle. The site is adjacent to the Hannaford Community Centre, which offers a range of welling and social activities for people 55 and over. The proposal aims to improve access to the Hannaford Centre and the surrounding retail shops, including road safety for pedestrians and motorists. This proposal was identified as one of the recommendations from the Rozelle North and Balmain Local Area Traffic Management (LATM) studies.

This proposal will result in the loss of approximately 3m length Motor bike Parking zone.

BACKGROUND

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

- Remove existing Motor bike Parking zone and provide a new Accessible Parking space with a paved kerb ramp in front of 610 Darling Street.
- Modify existing parking arrangements at the Nelson Street frontage of Hannaford Community Centre, including reducing two existing accessible parking spaces to one and reinstate an additional 2P/4P Ticket space.
- Construct a new landscaped kerb extension in front of 610 Darling Street with new paved footpath and kerb ramp to reduce pedestrian crossing distance.
- Provide new pavement LOOK patches at the paved kerb ramp.
- Relocate existing kerb ramp in Nelson Street to new location near the Hannaford Community Centre.
- Provide Three (3) new bicycle racks in Darling Street, near the Hannaford Community Centre.
- Reconstruct a section of existing concrete roadway and a threshold concrete ramp.

- Install associated pavement line markings and signages as required.

The traffic and roadway features of Darling Street at Nelson Street, Rozelle is tabled below.

Street Name	Darling Street
Kerb to Kerb Width (m)	12.6m
Carriageway Type	Two-way, one travel lane each direction. Bicycle logo mixed traffic arrangement.
Classification	Regional Road
Speed Limit	40km/h
85 th Percentile Speed	35.3km/h
Average Traffic Volume	11,000 veh/day
Available TfNSW recorded crash history last 5 years (2018-2023)	2020 – RUM code 0 – Vehicle-Pedestrian - Minor injury – Darling Street at Nelson Street
Parking Arrangements	Parking permitted on both sides

DISCUSSION

A letter outlining the proposal was issued to the properties shown in the distribution map below. Two (2) submissions were received in response to this proposal with One (1) in support and One (1) against. The feedback is summarised within the below table.



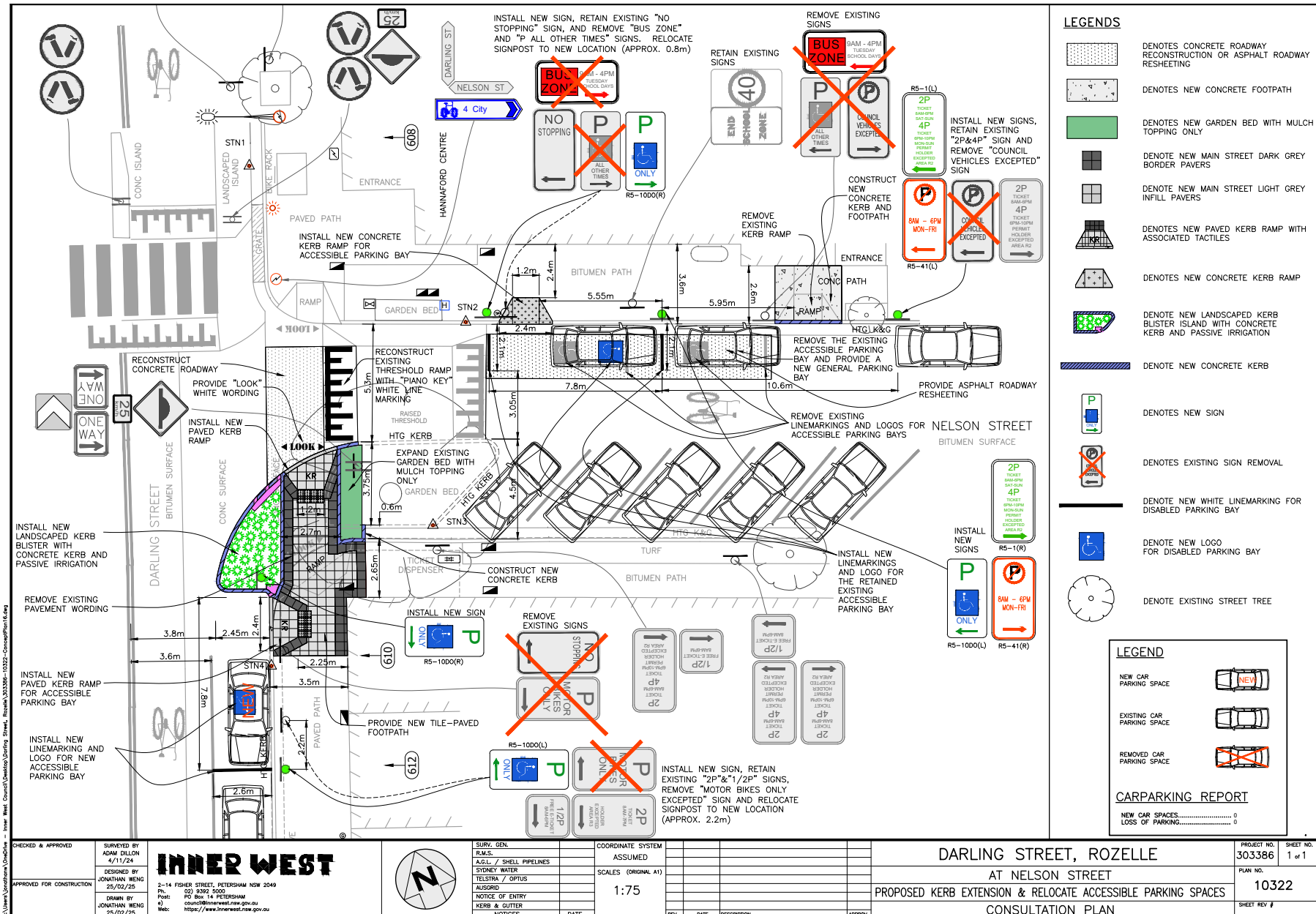
Resident Concerns	Officer Feedback
<p>The two existing disabled parking spaces on Nelson Street are underutilized. I never seen both spaces being used at the same time.</p> <p>Keeping disabled parking on a quieter street like Nelson Street is safer for passengers getting in and out of vehicles compared to a busier street like Darling Street.</p>	<p>Feedback from previous Local Area Traffic Management studies indicate that these mobility parking spaces are in demand by visitors of the Hannaford Community Centre.</p> <p>Due to the grade of the footpath in Nelson Street it was considered more desirable to relocate one of the mobility spaces to Darling Street, which will improve accessibility for mobility parking space users. The relocation will provide an additional space for permit holders in Nelson Street to park.</p>
<p>There are only six general parking spaces along this section of Darling Street, which serve approximately 20 businesses (both upstairs and downstairs). They are concerned about the loss of parking and motorbike spaces, and do not support Council's proposal that effectively removes a valuable parking space. The resident is requesting that Council to consider removing Bus zone which is within 100m in this area.</p> <p>The proposed kerb extension at the intersection would prevent passenger drop-offs and make reverse parking more difficult, which could increase traffic congestion in the area.</p>	<p>The new arrangement will result in the reduction of the 6 on-street spaces by approximately 2.2m which would be adequate to support 6 vehicles, and as a result does not remove existing vehicular parking supply. The proposal does remove approximately 3m length of Motor bike Parking zone.</p> <p>The removal of a Bus Zone to increase parking is supply is not supported. The locations and placement of Bus Stops are determined by Transport for NSW, and any requests should be forwarded in writing.</p>

FINANCIAL IMPLICATIONS

The works are expected to cost approximately \$56,000 and are to be funded under Council's Capital Works Program.

ATTACHMENTS

1. [Proposed Kerb Extension and Mobility Parking Relocation - Darling Street and Nelson Street, Rozelle](#)



Item No: LTC0425(1) Item 7
Subject: ALLEN STREET, LEICHHARDT - PROPOSED RAISED PEDESTRIAN CROSSING (GULGADYA-LEICHHARDT WARD/SUMMER HILL ELECTORATE/BURWOOD PAC)
Prepared By: Amir Falamarzi - Traffic Engineer
Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

1. That the installation of a raised pedestrian crossing on Allen Street at Norton Street, Leichhardt be supported in-principle and included in Council's Capital Works program subject to detailed design investigations and community consultation.
2. That the detailed design for the proposed raised pedestrian crossing be brought back to the Traffic Committee for consideration.

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 enhance pedestrian safety at the intersection of Allen Street and Norton Street by constructing a new Raised Pedestrian Crossing on Allen Street west of Norton Street with kerb blisters on both the approach and departure sides of the proposed crossing. The proposal aims to improve pedestrian accessibility along the Norton Street shopping area and improve safety for pedestrians and vehicle conflicts at this location.

BACKGROUND

At the Council meeting held on 26 November 2024, Council resolved the following:

That Council officers prepare a report, including identification of budget, at the next opportunity for the Traffic Committee to investigate a pedestrian crossing across Allen Street at the intersection of Allen Street and Norton Street, Leichhardt.

Council has undertaken a preliminary assessment for the provision of a Raised Pedestrian Crossing on Allen Street at Norton Street, Leichhardt.

DISCUSSION

The preliminary assessment included a review into the crash history, traffic count data, and previous safety concerns, including numerical warrants for installing a pedestrian crossing in accordance with Council's Pedestrian Crossing Policy. A concept plan for a Raised Pedestrian Crossing to address traffic safety concern is provided in *Attachment 1*.

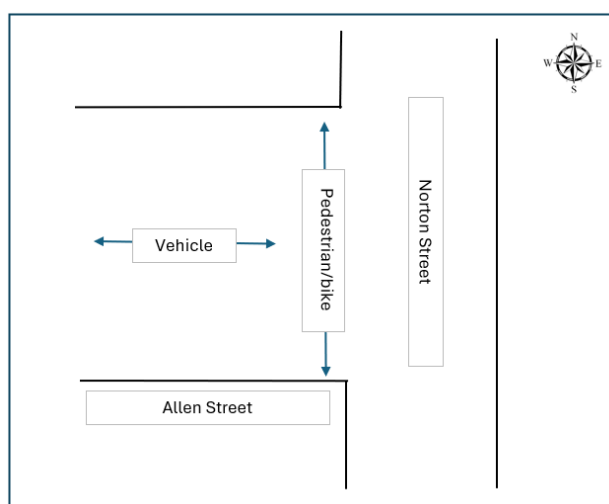
A review of the reported crash statistics from Transport for NSW for the 5 year period 2017-2021 indicates the following reported crashes:

Date	Location	Degree	Road User Movement code Description
June 2020	Allen St, on the spot of Norton St Leichhardt	Injury Pedestrian involved	0: Pedestrian near side
January 2021	Allen St, on the spot of Norton St Leichhardt	Injury	37: Left turn sideswipe
August 2022	Allen St west of Norton St Leichhardt	Injury	44: Parking vehicles

The proposed pedestrian crossing is expected to address the reported one pedestrian injury accident. In addition, the average hourly pedestrian volume crossing Allen Street at the specified intersection exceeds 33 movements, indicating a high level of pedestrian activity at this location and appropriate being part of the Norton Street commercial area. With Norton Street having a 40km/h High Pedestrian Activity Area, it is expected that the proposed crossing will support pedestrian access to retail shops and bus stops on both Norton Street and Allen Street.

The width of Allen Street at its intersection with Norton Street is 13.6m, requiring pedestrians to cross two eastbound traffic lanes and one westbound traffic lane. This combined with the absence of a formalised pedestrian facility, poses a safety risk and increases the likelihood of collisions between pedestrians and vehicles.

Pedestrian and vehicle counts were conducted at the proposed location during the morning and afternoon peak periods on a school day in March 2025. A diagram showing the captured movements is illustrated in the diagram and tabled below:



Pedestrian and vehicle count Allen Street at Norton Street, Leichhardt				
Date	Time	Pedestrian	Bike	Vehicle
5 March 2024	13:00 – 14:00	33	1	265
	9:00 – 10:00	51	8	225

Council's new Pedestrian Crossing Warrant Policy states that for a pedestrian crossing to be warranted, in each of two separate one-hour periods on a typical day, the pedestrian flow per

hour crossing the road must be at least 20, and vehicle volumes must be at least 200. Additionally, children, elderly individuals, and mobility-impaired pedestrians count as two pedestrians.

The traffic and pedestrian count conducted at the location indicated that the site meets the warrants for a pedestrian crossing.

A review was also undertaken on the existing bus route 445 movement, which operates between Campsie and Balmain, and routes through Allen Street and the subject intersection. Buses on this route travel from Campsie to Balmain via Allen Street, turning left onto northbound Norton Street, and vice versa. A vehicle swept path assessment was undertaken to ensure that bus movements do not conflict with the proposed kerb extension and crossing.

Additionally, bus movements at the intersection add to the complexity of the crossing for pedestrians. Observations indicate that buses currently turning from eastbound Allen Street to northbound Norton Street encroach into the opposite traffic direction to complete their turn, creating a potential traffic safety hazard.

Proposed treatment

A concept plan of the Raised Pedestrian Crossing across Allen Street west of Norton Street has been prepared as shown in *Attachment 1* and features the following:

- A 75mm height raised pedestrian crossing with kerb blister islands on both approaches.
- Tactile ground surface indicators and landscaped kerb blister islands to prevent jaywalking.
- Painted median on Norton Street north of Allen Street to provide additional turning space for buses turning from Allen Street to Norton Street.
- Relocation of the existing Bus Zone 10m to the west and adjustments to the No Stopping zones. The length of the relocated Bus Zone will comply with the NSW Guidelines and is expected to remove approximately two (2) on-street parking spaces.

Additionally, the following considerations must be addressed:

- Existing manhole and communication pits in Allen Street will be impacted and should be relocated or integrated with the crossing.
- The existing stormwater pit on northern side of Allen Street at the proposed location including will be relocated and redesigned to accommodate the new crossing design.
- Existing street tree adjacent to the Bus Stop in Allen Street may be impacted and may need to be relocated as part of this project.
- Additional street lighting at the proposed crossing will be considered and included in the project.

Community Engagement

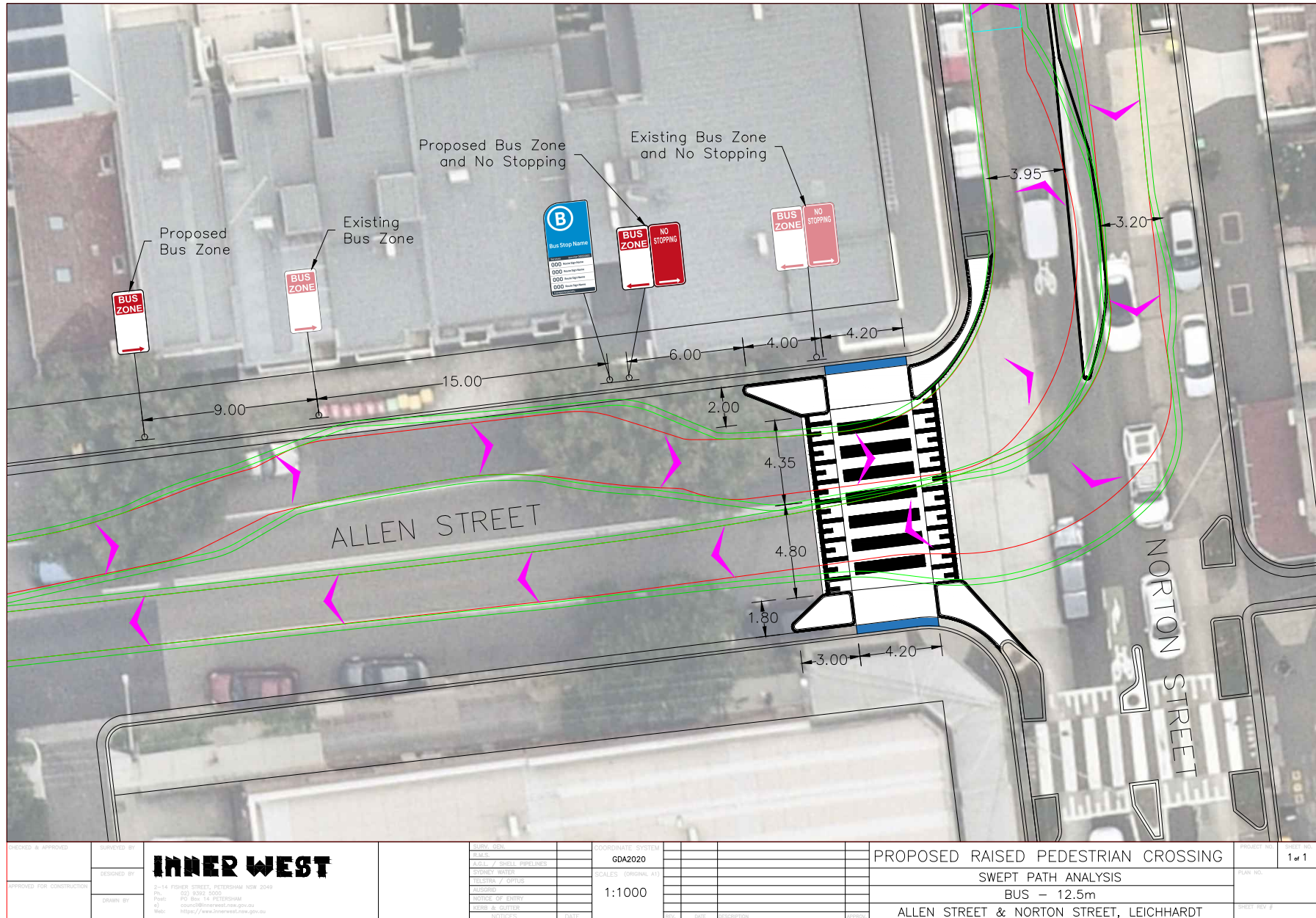
Community consultation with the affected residents on Allen Street will be undertaken if the proposed plan is adopted by Council.

FINANCIAL IMPLICATIONS

The works are estimated to cost approximately \$200,000 including modification to the existing stormwater assets and service relocation.

ATTACHMENTS

1. [↓](#) Proposed Raised Pedestrian Crossing



Item No: LTC0425(1) Item 8
Subject: MYRTLE STREET, LEICHHARDT - PROPOSED 10KM/H SHARED ZONE AND LINE-MARKED PARKING BAYS (GULGADYA - LEICHHARDT/BALMAIN ELECTORATE/ LEICHHARDT PAC)
Prepared By: Charbel El Kazzi - Traffic Engineer
Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

1. That the attached detailed design plan (No. 10311) for the Proposed 10km/h Shared Zone and associated linemarking and signage in Myrtle Street between Elswick and Ivory Street, Leichhardt be approved, subject to TfNSW approval of the reduced speed limit.
2. That a review be undertaken 6 months after the implementation of the 10km/h Shared Zone in Myrtle 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 has prepared a detailed design plan for a 10 km/hr Shared Zone and marked footpath parking for Myrtle Street, Leichhardt (between Elswick Street and Ivory Street). The proposal aims to improve safety for pedestrians and motorists and was developed through previous community consultation to formalise parking on the footpath within marked parking bays, whilst maintaining a clear travel lane and improving pedestrian amenity.

BACKGROUND

Concerns were raised through a petition from residents of Myrtle Street regarding the current speed and volume of vehicles in the street. The issue was exacerbated due to the narrow width of the road and vehicles parking on the footpath on both sides of the street between Elswick Street and Ivory Street, resulting in pedestrians being forced on the road and creating a safety issue.

Subsequently Council undertook community engagement on a 10km/h Shared Zone and footpath parking scheme between Ivory Street and Elswick Street. The proposal was intended to legalise parking of vehicles partially on the footpath within marked bays while maintaining a clear travel lane and providing a 1.2m width for pedestrian amenity. The proposal also featured two sections with pavement surface treatment intended to reduce vehicle speeds.

Two options for Myrtle Street were proposed in January 2023 and was considered by the Local Traffic Committee on 20 March 2023. At the time, 21 responses were received with five (24%) in support of footpath parking bays, fourteen (67%) in support of a 10km/h Shared Zone and footpath parking. Two (2) responses were undecided/supporting neither option.

Council subsequently adopted Option 2, and the project was included in Council's Capital Works program. A detailed design plan has now been prepared with the following works as illustrated on the attached plan:

- Provide new marked parking bays on footpath, except for in front of No.1 to 17 Myrtle Street (north Side) where new marked parking bays are at kerb side.
- Reconstruct existing sections of damaged concrete footpath with new concrete footpath.
- Provide new heritage red pavement surface and "10" patch at entry points into Myrtle Street from Ivory Street and Elswick Street.
- Provide new asphalt roadway with heritage red Duratherm street print in front of No. 16 Myrtle Street.
- Install associated pavement line markings and signage as shown in plan.

DISCUSSION

A letter outlining the detailed design was issued to the properties shown in the distribution map below. Four (4) submissions were received in response, with two (2) in support and two (2) objections. A summary of the comments with officer's response is summarized within the below table.



Resident Concerns	Officer Feedback
Resident asks that parking bays in front of 19 and 19a Myrtle Street to not be on footpath but instead on roadway.	Relocating the proposed footpath parking bays clear of the footpath will result in the road carriageway being less than 3.0m in width which will be inadequate for general vehicular traffic. The parking bays are generally 2.1m width and it may be possible for small vehicles or motorbikes to be parked within the parking bay and within the roadway.

<p>While a 10km/hr speed limit is a sensible measure, it relies solely on voluntary compliance rather than physical speed control. Our observations indicate that vehicles frequently exceed 60 to 70 km/hr, particularly at the section where Myrtle Street transitions from a wide road at Flood Street to a single lane from Ivory Lane to Elswick Street.</p> <p>Without stringent enforcement against parking along boundary fences that block pedestrian access, Shared Zones will continue to force pedestrians onto the road. This results in frequent emergency braking and near-misses, predominantly involving children due to the proximity of the park.</p>	<p>Weekly speed counts data collected in Myrtle Street indicate no vehicles were captured travelling higher than 60km/h, with the 85th percentile speed being 39km/h. The implementation of a 10km/h Shared Zone is expected to reduce non-local traffic by reducing vehicle speeds and requiring drivers to give way and utilise existing driveways in order to pass opposing vehicles. Additionally, Council will undertake a review 6 months following the implementation and determine if additional measures are required.</p> <p>The implementation of a 10km/h Shared Zone with footpath parking has been had a 67% support in the previous consultation in January 2023.</p> <p>The intention of a Shared Zone is to have vehicles give way to pedestrians as separation is not feasible due to the narrow road environment, and require vehicle speeds to be limited to 10km/h.</p>
<p>Establish a no-stopping or no-parking zone on one side of Myrtle Street. This would eliminate the need for extensive infrastructure work, requiring only the installation of appropriate signage.</p> <p>Implement a two-hour parking limit for non-residents. This will reduce the volume of parked cars on either side of the road, creating safer spaces for both pedestrians and vehicles to pass each other.</p>	<p>There have been careful considerations of the street layout in the detailed design, and having parking removed on one side of the street will create a car-centric road environment which would not be suitable for ensuring pedestrian safety. This will also reduce available parking for the community.</p> <p>Requests for a 2P resident parking scheme should be made separately to Council in writing. Investigation work on these can commence when multiple requests from the subject street is received.</p>
<p>The road carries a significant volume of traffic, especially during peak hours which overlaps with peak pedestrian activity. The street is used as a rat run to avoid traffic lights on both Marion Street and Parramatta Road. The width of the road reserve is only suitable for local traffic (or one way).</p> <p>The existing streetscape encourages vehicles to accelerate and does not look like an area of pedestrian prioritisation over vehicles with the absence of street trees, planted verges etc and Large building setbacks to the southern side of street</p> <p>The existing linemarking on the western portion of Myrtle Street (near Ivory Lane) funnels vehicles at speed. The double centre linemarking is not consistent with an area that prioritises pedestrians over cars, or an area where a driver should anticipate pedestrian to be occupying the street.</p> <p>Elswick/Myrtle/Reuss St's is the only 4-way</p>	<p>Refer to above response.</p> <p>The implementation of a one-way restriction will encourage higher vehicle speeds and a car-centric road environment as it won't require vehicles to slow down and navigate approaching vehicles within the narrow street.</p> <p>The Myrtle Street/Reuss Street intersection will be included in the 6 month post-implementation review of Myrtle Street.</p> <p>The existing footpath width being 1.4m-1.6m is insufficient to include tree pits for street trees as a footpath width of 1.8m is typically required. Street tree planting would only be possible if on-street parking is removed.</p>

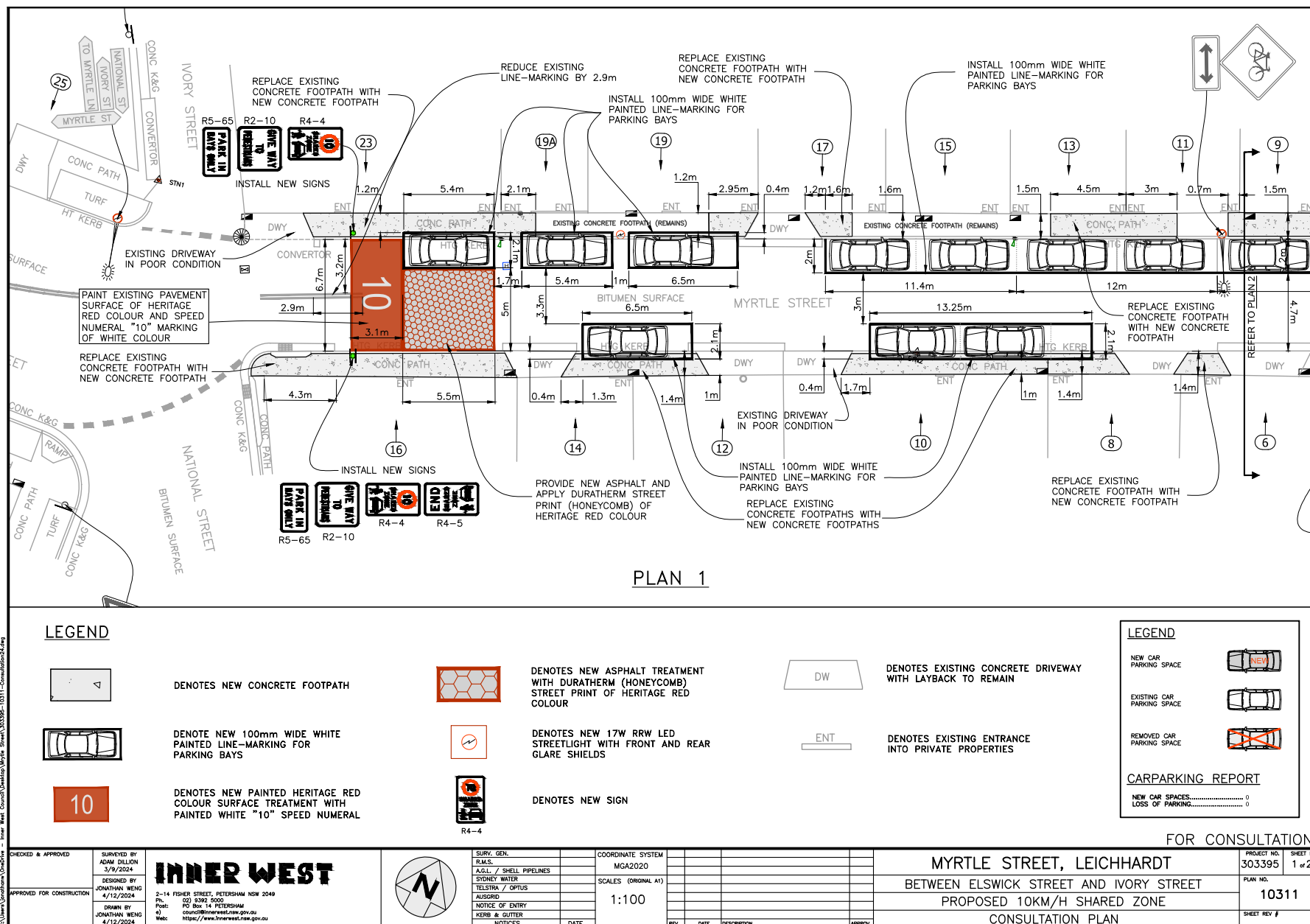
<p>intersection on Elswick Street or Flood Street that doesn't have a roundabout or lights. This intersection also sits at the bottom of a hill in both directions. People dangerously run this intersection, especially from Reuss to Myrtle without stopping. Nothing in this plan addresses this safety issue.</p>	
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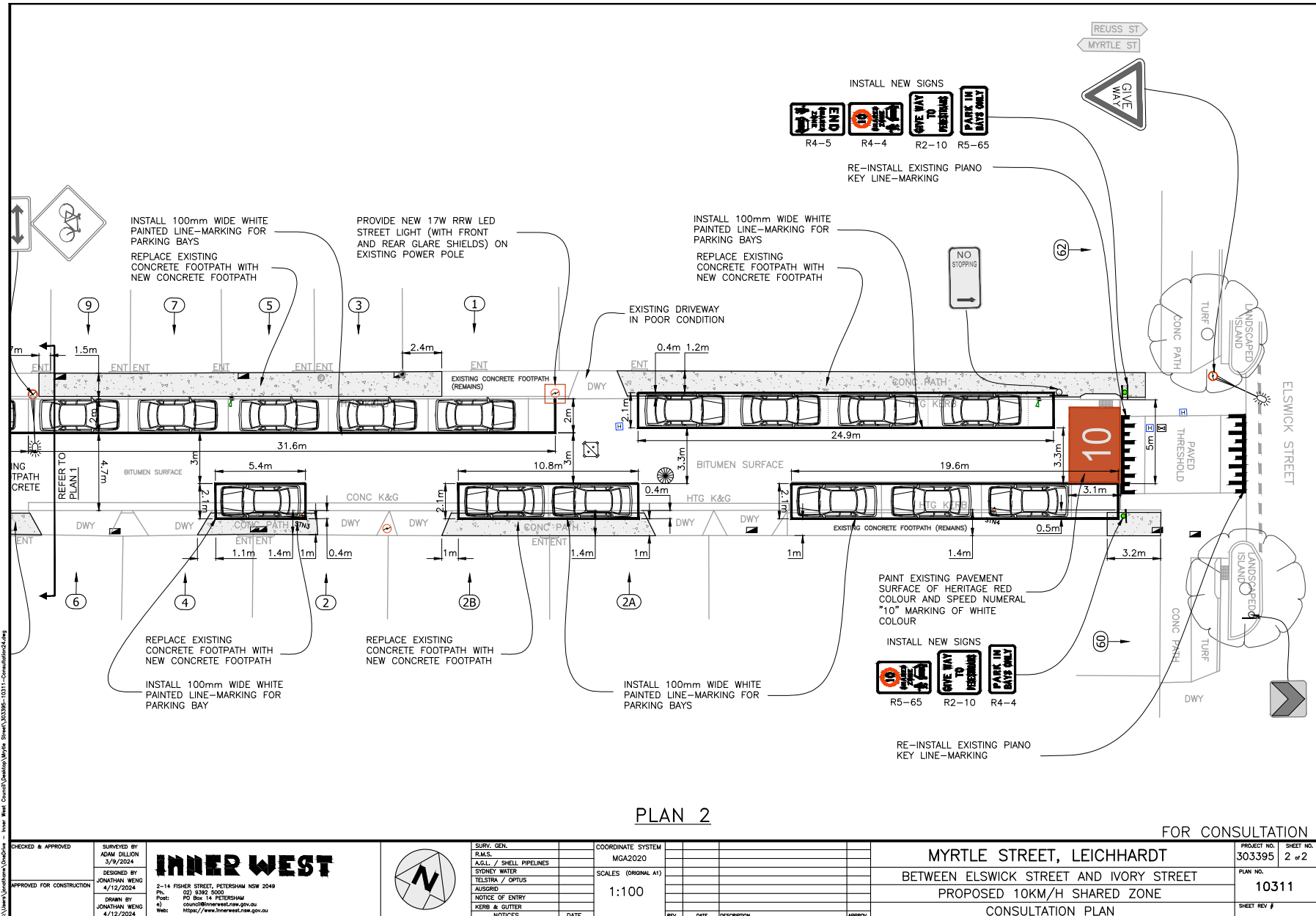
FINANCIAL IMPLICATIONS

The project is estimated to cost \$62,000 and is to be funded under Councils Capital Works program to be completed in the 2025/26 financial year.

ATTACHMENTS

1. [↓](#) Proposed 10 km/h Shared Zone and Footpath Parking Scheme - Myrtle Street Plan





Item No: LTC0425(1) Item 9
Subject: REVIEW OF PEDESTRIAN CROSSINGS IN VARIOUS LOCATIONS IN MARRICKVILLE (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

That the report be received and noted.

STRATEGIC OBJECTIVE

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

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

This report presents findings from investigations completed in response to the Notice of Motion (C0924(1) Item 40) raised at the Council meeting on 22 October 2024. This Notice of Motion raised concerns in relation to motorists speeding through the pedestrian crossings in the Marrickville Town Centre along Marrickville Road and Illawarra Road.

A site assessment has been completed to assess the existing condition of the at-grade pedestrian crossings and a works plan has been issued to address any deficiencies identified.

BACKGROUND AND DISCUSSION

A notice of motion (C0924(1) Item 40) was raised at the Council meeting on 22 October 2024 requesting for the assessment of three (3) pedestrian crossings in Marrickville at the following locations:

- Calvert Street at Illawarra Road;
- Marrickville Road at Despointes Street; and
- Marrickville Road at Frampton Avenue.

All pedestrian crossings of concern are located within the 40 km/h High Pedestrian Activity Area on Illawarra Road and Marrickville Road, and existing speeds are low within the Town Centre.

Marrickville Road at Despointes Street

The at-grade pedestrian crossing on Marrickville Road west of Despointes Street has been converted to a raised pedestrian crossing and was funded under the 2024/25 Australian Government Black Spot Program. Construction of the raised crossing was completed February 2025. Accordingly, the approach speed of eastbound vehicles on Marrickville Road are expected to be within the 40km/h speed limit or lower on approach to this pedestrian crossing. Linemarking and signage is good condition. Completed photos are shown below:



Calvert Street at Illawarra Road

The existing at-grade pedestrian crossing across Calvert Street at Illawarra Road is listed on the Inner West Council's Pedestrian Access Mobility Plan (PAMP) to be converted to a raised pedestrian crossing. In addition, this location is also within the Marrickville Town Centre Master Plan which focuses on streetscape improvements. The existing Transport for NSW crash data for the last five (5) years at the respective locations do not meet the minimum crash criteria of three (3) crashes to warrant consideration for inclusion in a Australian Government Black Spot Program.

Council officers completed a site inspection to assess the condition of the existing pedestrian crossing. The results are presented in Table 1 below.

Table 1 - Pedestrian crossing assessment - Calvert Street at Illawarra Road

Item	Assessment (Good, Fair, Poor)	Comments	Recommendation
Sight lines	Fair	Narrow footpath and high wall. Large power pole obstructing sight lines	<ul style="list-style-type: none"> Replace existing advance warning signs Note: Increasing footpath width or set back of property line not feasible
Signage condition	Poor	Damaged warning (W6-2) sign, bent parking stem and obscured warning (R3-1) sign	<ul style="list-style-type: none"> Replace existing advance warning sign (W6-2) Straighten bent stem for R3-1 sign Relocate R3-1 sign
Line marking condition	Fair	Faded 'LOOK' logo and zebra line marking	<ul style="list-style-type: none"> Repaint 'LOOK' patch and zebra line marking

Refer to *Attachment 1* for actions to be undertaken to address the issues above.

Marrickville Road at Frampton Avenue

The existing at-grade pedestrian crossing across Marrickville Road, east of Frampton Avenue is listed on the Inner West Council's Pedestrian Access Mobility Plan (PAMP) to be converted to a raised pedestrian crossing.

However, Council officers have assessed whether the at-grade pedestrian crossing can be converted to a raised device to improve safety. It was found that raising the pedestrian crossing may create flooding and stormwater issues to nearby businesses. Accordingly, a raised pedestrian crossing at this location is not recommended at this time.

Council officers completed a site inspection to assess the condition of the existing pedestrian crossing. The results are presented in *Table 2* below.

Table 2 - Pedestrian crossing assessment - Marrickville Road at Frampton Avenue

Item	Assessment (Good, Fair, Poor)	Comments	Recommendation
Sight lines	Fair	Large tree on western approach reduces visibility of pedestrians ahead at the crossing	<ul style="list-style-type: none"> Install additional W6-2 and R3-1 signs to provide additional warning of the pedestrian crossing
Signage condition	Good	Nil	<ul style="list-style-type: none"> No changes
Line marking	Fair	Partially faded zebra line and missing 'LOOK' patch	<ul style="list-style-type: none"> Install new 'LOOK' patch and repaint faded zebra

condition (Good, Okay, Poor)			line marking
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Refer to *Attachment 2* for actions to be undertaken to address the issues above.

FINANCIAL IMPLICATIONS

The proposed signage and linemarking maintenance will be funded under Council's existing operational budgets.

ATTACHMENTS

1. [↓](#) Calvert Street at Illawarra Road - Works Plan
2. [↓](#) Marrickville Road at Frampton Avenue - Works Plan





Replace W6-2 sign
on light pole



1

2



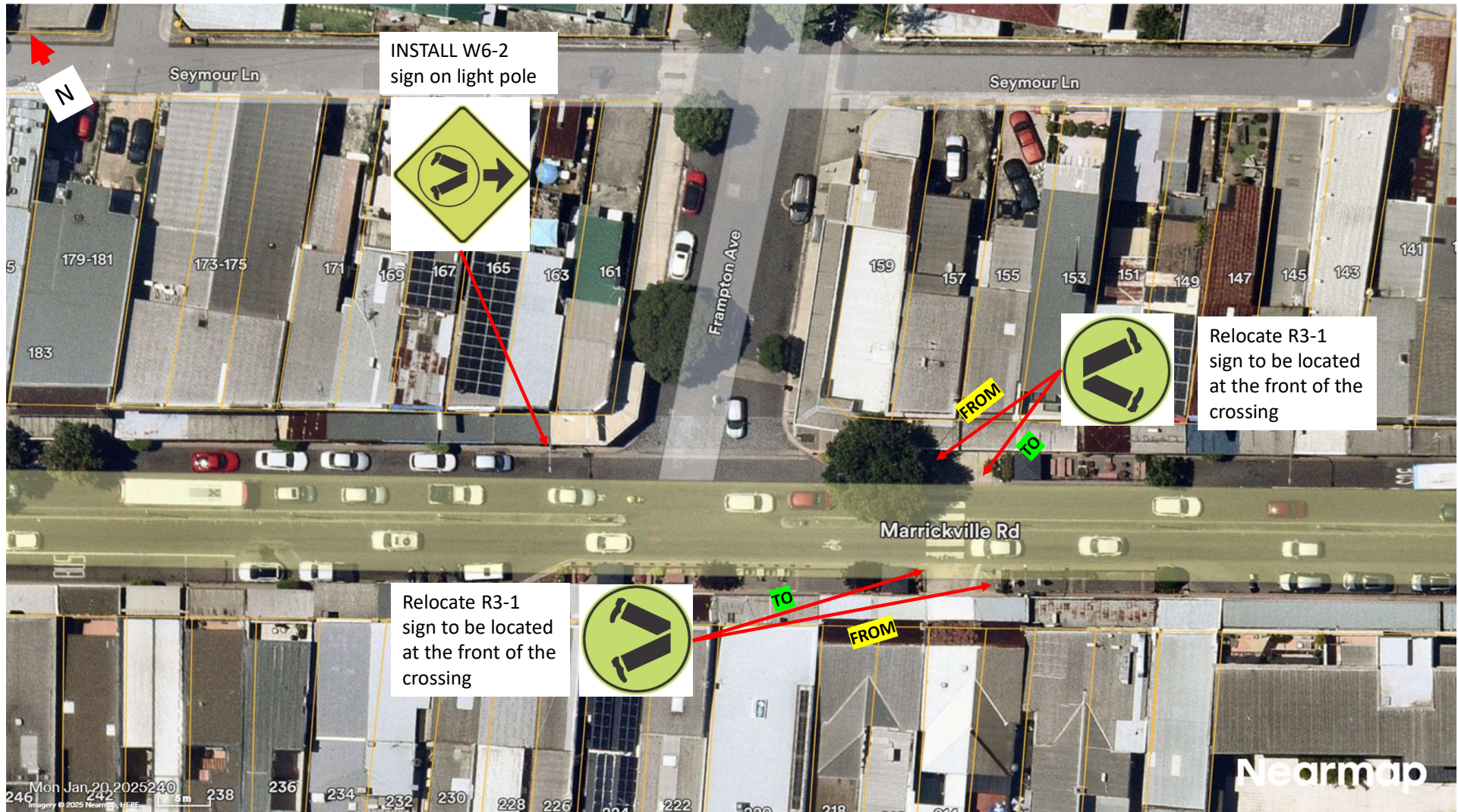
Straighten up the bent sign stem which has a pedestrian warning sign and no right turn sign

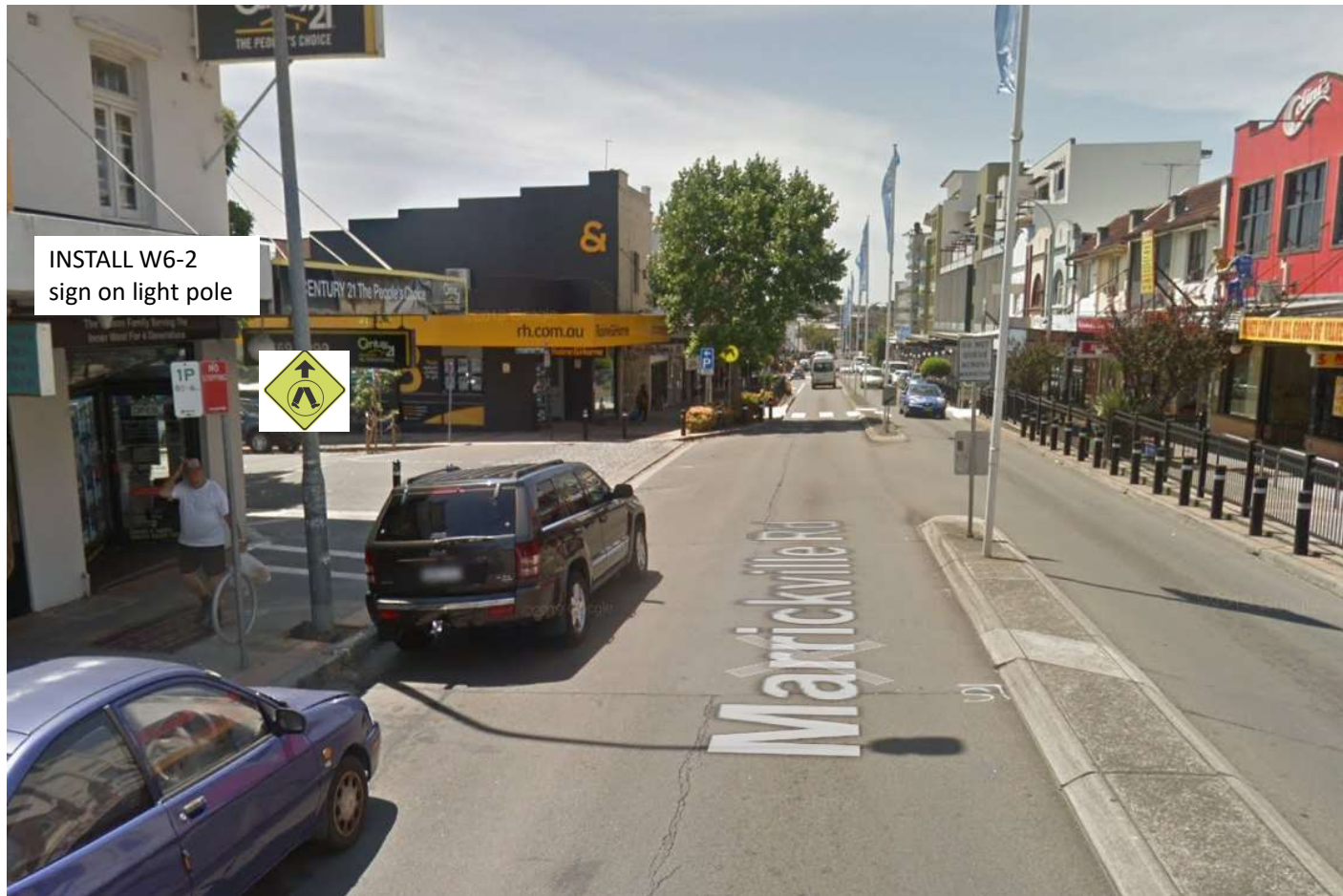
Retain signs.

3









INSTALL W6-2
sign on light pole





Item No: LTC0425(1) Item 10
Subject: ELIZABETH STREET, ROZELLE - PROPOSED 'NO STOPPING' ZONE (BALUDARRI-BALMAIN WARD/BALMAIN ELECTORATE/LEICHHARDT PAC)
Prepared By: Jackie Ng - Graduate Traffic Engineer
Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

That the proposed 10m 'No Stopping' zone at the corner of Elizabeth Street and Catherine Street, 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 has received concerns regarding parked vehicles near the intersection of Elizabeth Street and Catherine Street, Rozelle causing damage to property and impacting vehicle accessibility. It is proposed that a 10m 'No Stopping' zone is installed at the corner of this intersection to prevent damage to the adjacent property and improve vehicle accessibility.

BACKGROUND

Council has received concerns regarding parked vehicles near the intersection of Elizabeth Street and Catherine Street, Rozelle causing damage to property and obstructing vehicular accessibility along the road.

Elizabeth Street currently allows for on-street parking on the southern side and features unrestricted and unformalized footpath parking on the northern side. The local streets surrounding Elizabeth Street have a 2P Resident Parking Scheme in place, which has been established due to its close proximity to nearby shops and restaurants. The subject corner property does not feature a site fence on its side frontage and is built to the property boundary.

A description of the Elizabeth Street parking and road layout is shown in *Figure 1*.

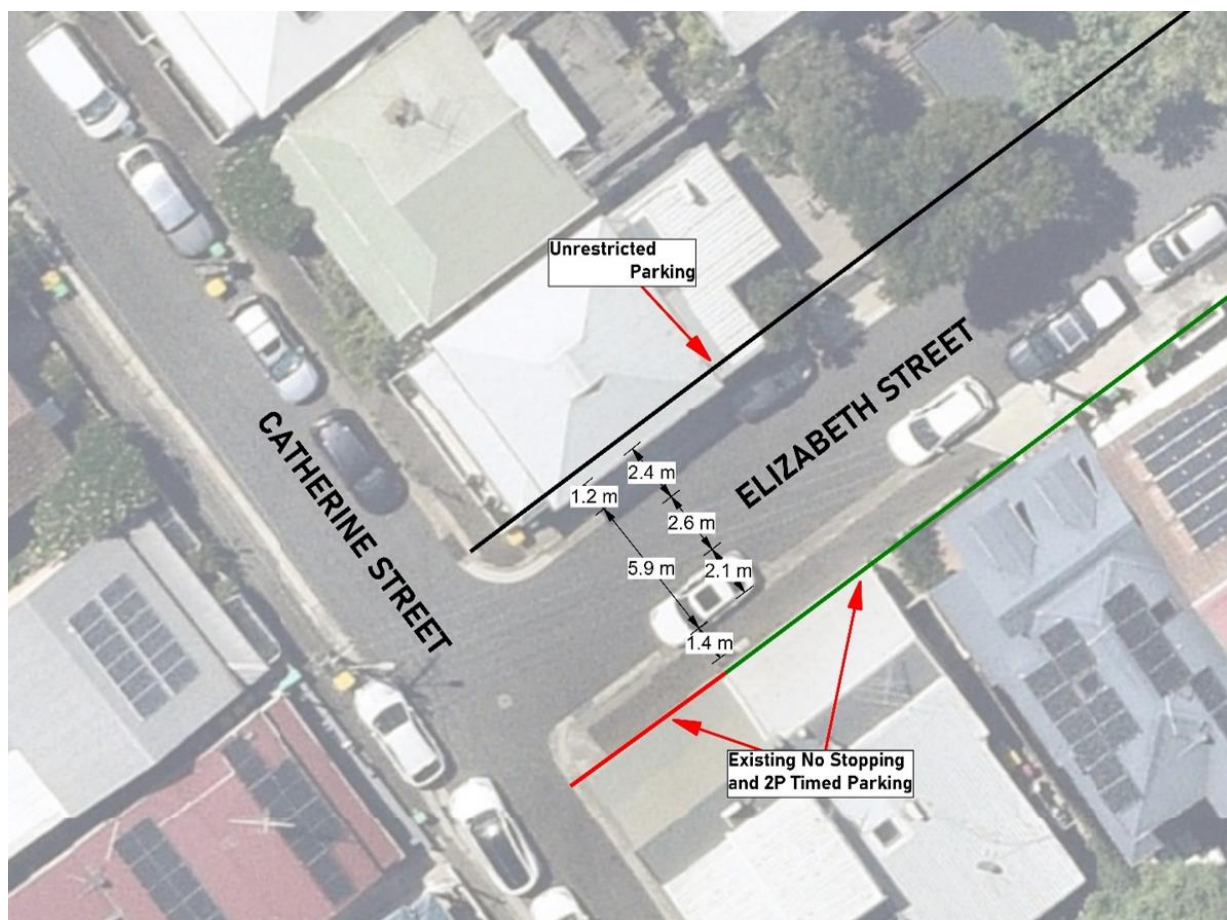


Figure 1 – Elizabeth Street, Rozelle Road layout

DISCUSSION

As the area experience high demand of on-street parking during both daytime and evening, the occurrence of vehicles parked on both sides of Elizabeth Street is common, including vehicles partially parked on the footpath and very close to the property wall. In such a scenario this often results in 2.6m and less road width for vehicular passage and emergency vehicles. Resident concern included damage to the property wall when drivers attempt to park close to the property boundary and when leaving the parking space. It was observed that even with regular sized vehicles parked very close to the subject property, this resulted in inadequate space for passing.

A consultation letter proposing a 10m length 'No Stopping' zone was sent out to nineteen (19) surrounding properties. At the time of this report, seven (7) submissions were received, with one (1) submission in support, and six (6) submissions opposing the proposal.

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

Resident Comments	Officer response
<p>Loss of Parking</p> <p>Parking is already limited due to the proximity of Totti's and the recent removal of parking along the northern side of Charlotte Street. Introducing the 'No Stopping' restriction will significantly impact parking availability in the area.</p>	<p>Council understands the parking pressures created by the proximity of nearby retail and restaurants. The subject parking space adjacent to the corner property does not allow for suitable road width for vehicular passage.</p> <p>The north side of Charlotte Street has</p>

	historically been a 'No Parking' zone and some signs have been reinstated to reinforce this restriction.
<p>Sufficient Safety</p> <p>The corner of Elizabeth Street and Catherine Street is already safe with sufficient visibility. Vehicles turning left into Elizabeth Street essentially approach the corner from the middle/right hand side of Catherine Street. Vehicles travel at very low speeds and due to the narrowness of the streets, cause for safety concerns are negligible.</p>	<p>Elizabeth Street does not have sufficient road width to accommodate parking on both sides and allow passing concurrently.</p> <p>Part of the reason to restrict parking is to protect the property by restricting parking by signage. Although the road is a low speed environment, parking near the intersection of Elizabeth Street increases the risk of a crash.</p>

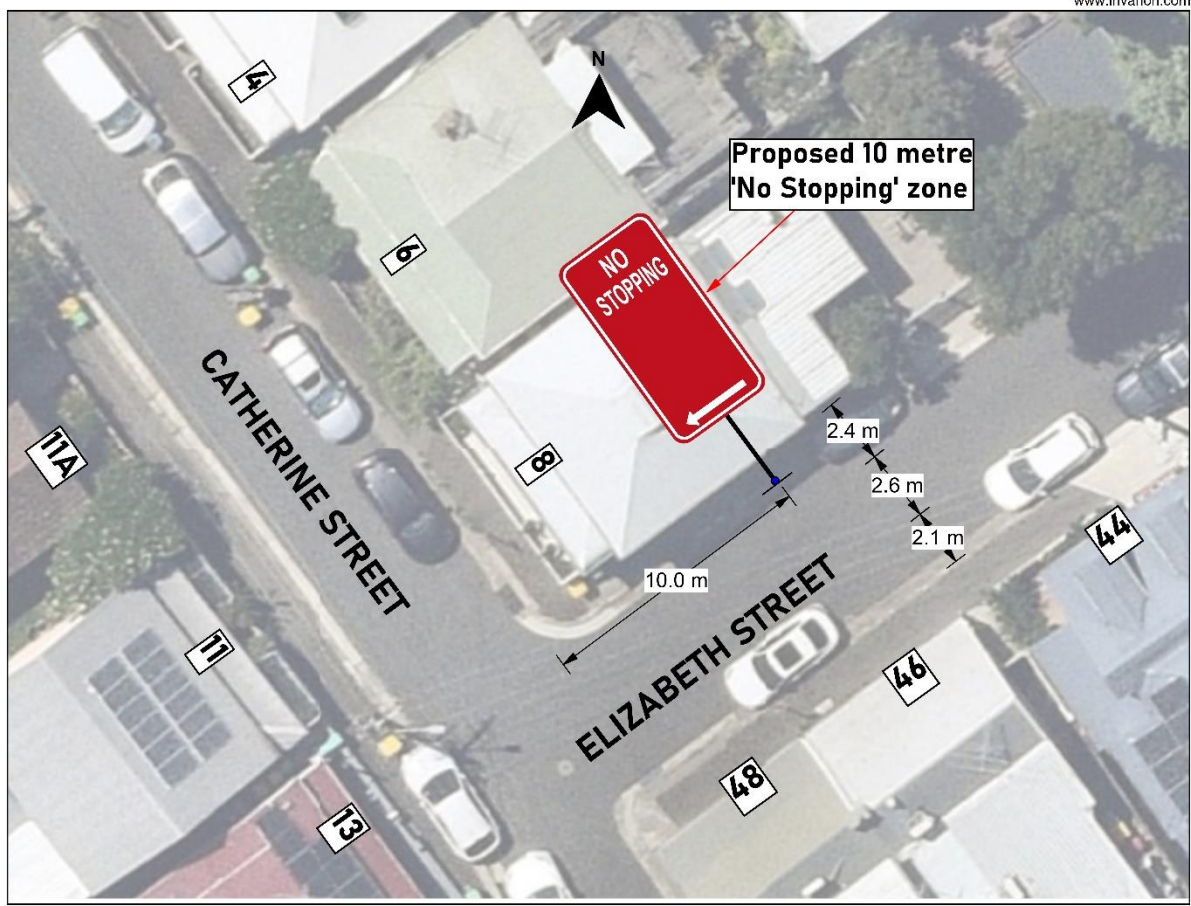
Having considered the above, it is recommended that a 10m 'No Stopping' zone be installed at the north side of Elizabeth Street, Rozelle east of Catherine Street.

FINANCIAL IMPLICATIONS

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

ATTACHMENTS

1. [Elizabeth Street, Rozelle - Proposed No Stopping Zone](#)



Item 10

Attachment 1

Item No: LTC0425(1) Item 11
Subject: CATHERINE STREET, LEICHHARDT - PROPOSED 'NO STOPPING' ZONE (GULGADYA-LEICHHARDT WARD/BALMAIN ELECTORATE/LEICHHARDT PAC)
Prepared By: Jackie Ng - Graduate Traffic Engineer
Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

That the requested 7m 'No Stopping' zone adjacent the driveway for No.233 Catherine Street, Leichhardt not be supported.

STRATEGIC OBJECTIVE

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

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

This report outlines the consultation undertaken for a 7m length 'No Stopping' zone adjacent to the driveway of No.233 Catherine Street, Leichhardt. Fire and Rescue NSW (FRNSW) has identified that the on-site 150mm large bore suction was installed in a position that does not facilitate fire brigade pumping appliance access and recommended that a hardstand 9.5m No Stopping zone be installed. Consultation was undertaken on a 7m No Stopping Zone, and due to concern received regarding loss of on-street parking, it is recommended that the 7m No Stopping zone on Catherine Street not be supported.

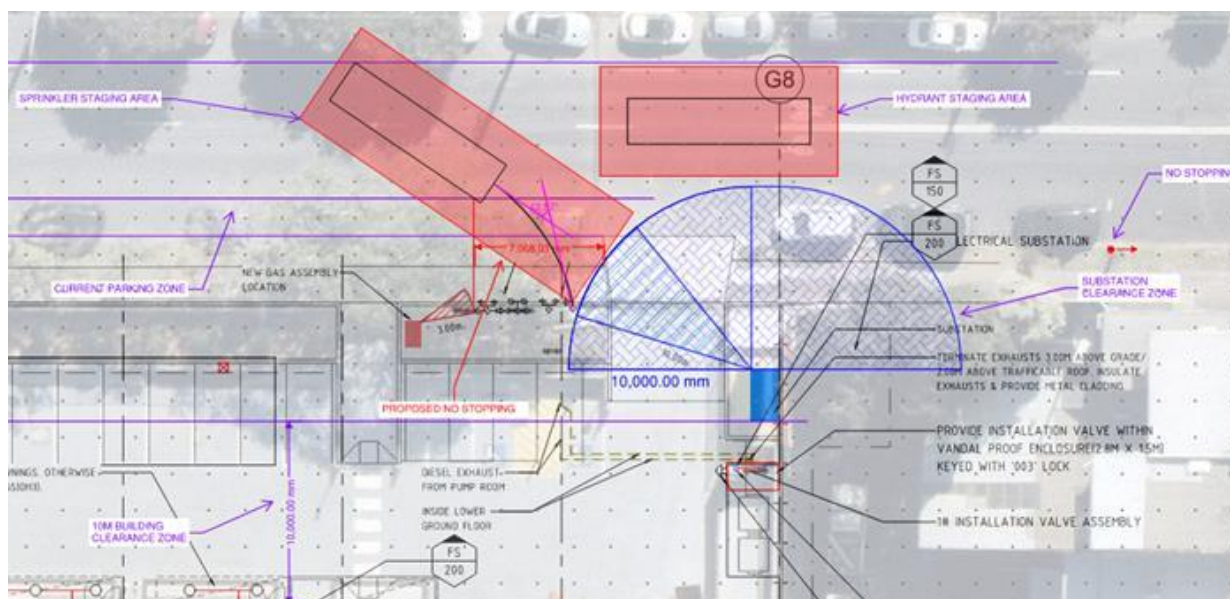
BACKGROUND

The developers of No.233 Catherine Street, Leichhardt, has made an application to Council for the installation of a 9.5m length No Stopping zone adjacent to the driveway to facilitate fire brigade pumping appliance access in emergency situations.

It is advised that due to design requirements of the project, a large bore suction connection is required at the booster and can only be connected by means of a rigid hose which cannot be maneuverer like a traditional hose.

A fire safety inspection conducted by FRNSW has identified that the 150mm large bore suction was installed in a position that does not facilitate fire brigade pumping appliance access due to the current parking arrangement on Catherine Street. The recommendation provided by FRNSW was that a hardstand area should be clearly defined and designated as a signposted 'No Parking' or 'No Stopping' zone.

The diagram below from the applicant show that the sprinkler staging area for the FRNSW trucks can be positioned with a 7m No Stopping zone, accordingly a 7m No Stopping zone was used in the community consultation.



DISCUSSION

A total of fourteen (14) letters were sent out to surrounding businesses and residents in consultation on a proposed 7m No Stopping zone at the subject location. One (1) objection was received expressing that on-street parking should not be limited by the development and should have been considered in the development proposal. Additionally, residents have already been affected by construction and should not be further penalized by poor planning, thus, on-site parking should be sacrificed for this purpose.

Having considered the concerns regarding loss of on-street parking, it is recommended that the proposed 7m No Stopping zone not be supported. Council has been advised that the development has provided 9 additional spaces on-site, more than the required minimum and has effectively reinstated approximately two spaces with disused driveways being reinstated back to kerb and gutter, increasing parking supply.

It is considered that appropriate modifications should be made to the development so that there is no loss of public on-street parking.

FINANCIAL IMPLICATIONS

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

ATTACHMENTS

Nil.

Item No: LTC0425(1) Item 12
Subject: EMPIRE STREET, HABERFIELD - PROPOSED LANDSCAPED ISLAND
 (GALGADYA-LEICHHARDT WARD/SUMMER HILL
 ELECTORATE/BURWOOD PAC)
Prepared By: Sunny Jo - Coordinator Traffic Engineering Services North
Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

That the proposed landscaped island between the driveway of No.24 and No.26 Empire Street, Haberfield as shown in the attached concept plan be approved.

STRATEGIC OBJECTIVE

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

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

A review has been undertaken regarding the obstructed driveway access from parking of vehicles between the driveways of No.24 and 26 Empire Street, Haberfield, which was previously considered at the Local Traffic Committee meeting on 9 December 2024.

At this meeting, a 'Motor Bike Parking' zone proposal was deferred by the Traffic Committee to allow officers to undertake investigation into other options.

After liaison with nearby residents, it is proposed to construct a narrow strip (2m x 1m) landscaped island between the two driveways to deter parked vehicles from encroaching on the driveway of No.26 Empire Street.

BACKGROUND

Council had received several reports of blocked driveway access for property No.26 Empire Street, Haberfield. Initially, Council advised the resident to install driveway delineation linemarking to alleviate the issue. However, the resident has reported that the issue has persisted after the installation of the lines.

The resident has also highlighted that the site is located adjacent to Algie Park, there are increased demand of parking from sporting events. This has led to increased occurrence of vehicles parking at this location. Photos of vehicles partially and completely obstructing the driveway of No.26 has been provided to Council.

This item was presented at the Local Traffic Committee meeting held on 9 December 2024 and considered a proposed 'Motor Bike Parking' zone in the 3.9m length kerbspace between the two driveways of No.24 and No.26 Empire Street, Haberfield.

The proposal was developed in order to prevent the occurrence of vehicles partially obstructing driveway access. The adopted recommendation from the Committee was as follows:

That the proposed 4m length 'Motor Bike Parking' zone between the driveway of No.24 and No.26 Empire Street, Haberfield be deferred for officers to undertake investigation into other options.

Council officers have subsequently been reviewing the matter including liaison with the residents of No.24 and No.26 Empire Street.

DISCUSSION

Measurements taken onsite indicate the kerbspace between the driveways of No.24 and No.26 Empire Street is 3.9m in length (as measured between the driveway wings) which is insufficient for a standard sized vehicle.

Further discussions with nearby residents have indicated mixed views regarding the use of this kerbspace and the degree to which non-compliant parking is observed.

The following comments from residents are noted.

- Residents concerned by the parking:
 - Vehicles partially obstructing either driveway is common during events and field bookings at the adjacent Algie Park
 - Vehicles obstructing parked between the driveway can prevent ingress and egress from the driveway, particularly when undertaken by a larger vehicle. This is particularly concerning when access is required in an emergency.
 - Sightlines when exiting the driveway are compromised by the parking of large cars
- Residents opposed to removal of parking:
 - Vehicles are not often parked in this location and there is not a parking problem
 - Small cars can fit between the driveways without impacting access
 - Motorbike parking zone or any options resulting in the loss of parking space between the two driveways is not supported

Noting the above comments. It is proposed to introduce a 2m width by 1m landscaped traffic island between the two driveways, positioned immediately south of the driveway of No.26 Empire Street.

With appropriate planting, the proposal would prevent vehicles overhanging the driveway of No.26 Empire Street and gives flexibility for motorbike parking in future if necessary.

A concept plan of the proposal is attached.

The concept plan has been provided to the directly impacted residents and any comments will be tabled at the Traffic Committee meeting.

FINANCIAL IMPLICATIONS

The construction of the traffic island would be funded from existing operational budgets.

ATTACHMENTS

1. [↓](#) Empire Street, Haberfield Proposed Landscaped Island Plan



Item No: LTC0425(1) Item 13

Subject: EASTER STREET, LEICHHARDT - PROPOSED PARKING CHANGES
(GULGADYA-LEICHHARDT/BALMAIN ELECTORATE/ LEICHHARDT
PAC)

Prepared By: Charbel El Kazzi - Traffic Engineer

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

That the proposed parking changes in Easter Street between National Street and Flood Street, Leichhardt as shown within the attached plan be not supported due to concerns received from residents.

STRATEGIC OBJECTIVE

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

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

Council has received several concerns from businesses along Parramatta Road regarding the lack of on-street parking and the impact of the existing 'No Parking' zone in Easter Street on business operations. It is also understood that consistent illegal parking behaviour in Easter Street has prevented vehicular access to some residential properties along Easter Street.

In response, Council has investigated reinstating sections of permissible on-street parking spaces in Easter Street between Flood Street and National Street, Leichhardt. These spaces would not prevent vehicular access to all properties on Albert Street, Leichhardt.

BACKGROUND

Easter Street is a laneway providing separation between the commercial and industrial areas of Parramatta Road with residential properties to the north of the laneway. Easter Street between National Street and Flood Street has a No Parking area restriction with a one-way westbound restriction.

The northern side of Easter Street has several rear garage accesses for properties on Albert Street, with the southern side of Easter Street having rear access for a number of businesses on Parramatta Road. Leichhardt Council established a No Parking area restriction to maintain vehicular access for Albert Street residents.

Council officers met with Parramatta Road business owners on 28 May 2024 and discussed concerns on the impact of the existing 'No Parking' area restriction in Easter Street, Leichhardt on business operations.

An investigation was undertaken to consider reinstating several legal on-street parking in Easter Street. A turning path analysis was conducted and was determined that approximately 10m length of kerb space could be reinstated on the south side of Easter Street near the

intersection of National Street and approximately 9.8m on the south side of Easter Street between property No.617-619 and 611-615 Parramatta Road as shown in the attached plan.

DISCUSSION

A consultation letter was issued to affected properties with the proposed changes distributed on 17 September 2024, closing on 18 October 2024. At the time of this report, the level of support is tabled below:

Easter Street Parking Proposal	
Yes	4 (28.5%)
Yes, on the condition that Council can guarantee increased enforcement	2 (14.3%)
No	8 (57.1%)
Total	14

Out of the 14 submissions, 7 were received as anonymous. It should be noted that support was primarily received from businesses on Parramatta Road and opposition was from residents with rear access in Easter Street, Leichhardt.

The comments in relation to the proposal have been summarised below.

Resident Comments	Officers Response
My concern is that the street is currently zoned as no parking, and this isn't adhered to or enforced. As it stands today, we aren't able to either get out or in from our garage consistently as it is often blocked by parked cars. I know other residents have similar issues. (4 similar comments)	Council has noted a history of illegal parking within the street with records showing Compliance officers have taken action against illegal parking. Council's rangers operate a combination of routine patrolling regime and respond to specific requests for individual reports.
I operate a business that relies on regular deliveries from large commercial trucks, as well as the timely pickup of commercial garbage bins. With the current illegal parking situation on both streets already causing significant issues, such as blocked access for deliveries and garbage collection, I am extremely concerned that the removal of parking restrictions will exacerbate these problems. (Anonymous submission)	Council's intention was to provide parking areas where deliveries and servicing of commercial bins would be possible. Currently deliveries are permissible in a No Parking zone.
Allowing unrestricted parking will likely lead to more vehicles parking illegally. This is a sensitive area and residents prefer the 'No Parking' zone to remain in place (7 similar comments).	Council has noted residents' concerns with a potential that this will have on increasing existing and persistent illegal parking behaviour.
Nowhere in Leichhardt currently allows unrestricted parking, meaning vehicles could be left in place 24/7, 365 days a year. This opens the street to all types of vehicles, including semi-trailers, caravans, boats, and large haulers, creating serious congestion in an already busy area. It is not appropriate to convert Easter Street into a parking zone.	Unrestricted parking can be found in many streets in the area including Flood Street and sections of National Street.

<p>Please be advised that we have been operating out of these premises since 2019 and have seen the parking issue go from good to worse. It is essential for me and my clients to be able to park on or along Easter St. Flood St, National St and Parramatta Road is usually fully parked. I hope you will consider parking on Easter St for it is important for the viability of my business. (4 similar comments)</p>	<p>Parking is already not permissible in Easter Street and has been for many years.</p> <p>Unrestricted parking is currently available in Flood Street and in sections of National Street. If the proposed parking arrangement is to be implemented in Easter Street, support from both residents and businesses is required.</p>
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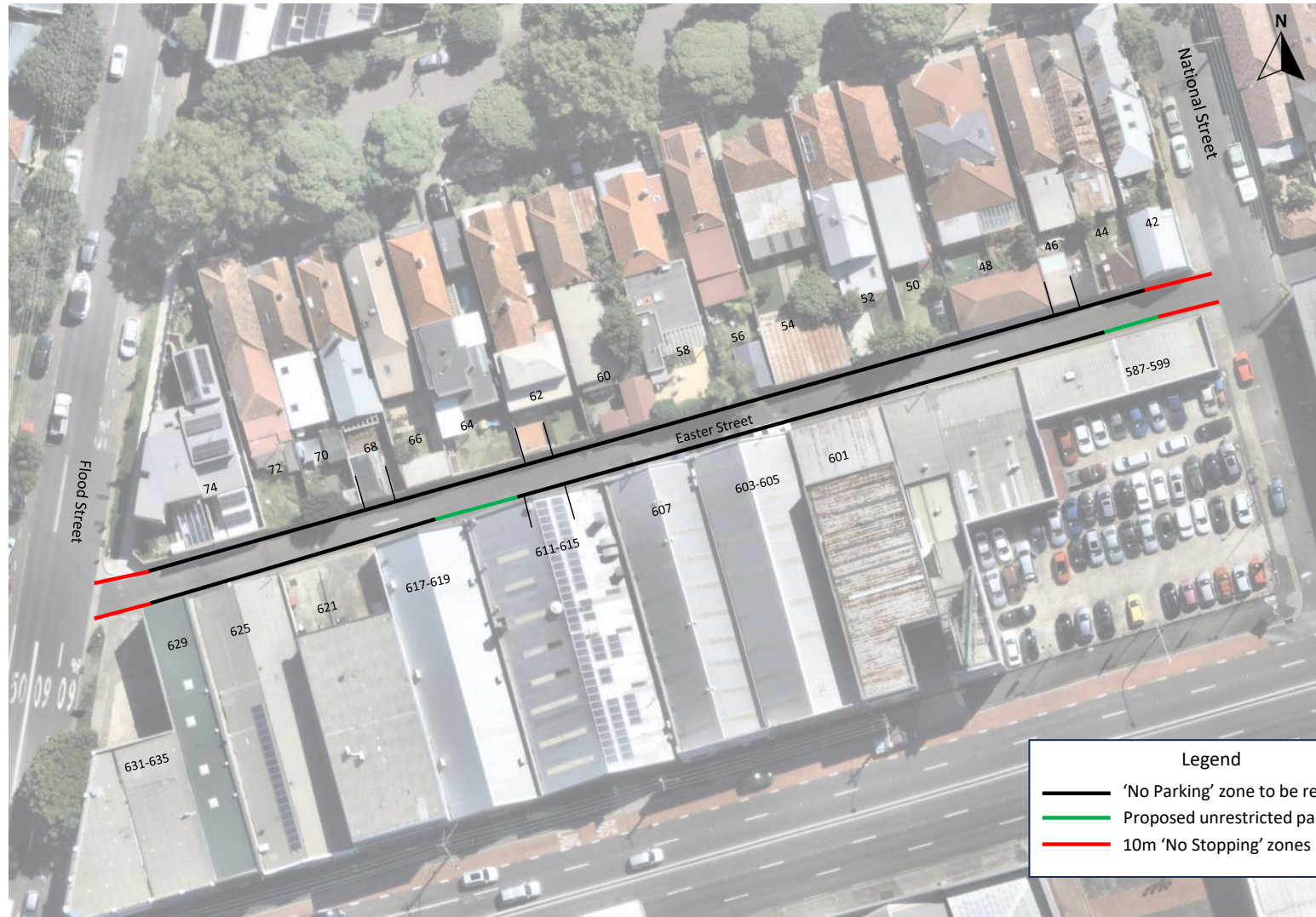
Having considered the results, issues and concerns raised by both residents and businesses, it is recommended that the existing parking arrangement in Easter Street be retained.

FINANCIAL IMPLICATIONS

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

ATTACHMENTS

1. [Download](#) Easter Street, Leichhardt - Plan



Item No: LTC0425(1) Item 14
Subject: SHEPHERD STREET, MARRICKVILLE - PROPOSED '1P 6PM-10PM PERMIT HOLDERS EXCEPTED AREA M9' (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

That the proposed parking restrictions signposted as '1P 6pm-10pm Permit Holders Excepted Area M9' and 'No Stopping' on the northern side of Shepherd Street between Chapel Lane and Handley Street be approved.

STRATEGIC OBJECTIVE

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

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

Upon receiving a petition from residents of Shepherd Street, Marrickville. Council initiated an investigation for implementing residential parking restrictions in Shepherd Street, Marrickville. A parking utilisation survey was carried out and it was found that there were high parking occupancies on Shepherd Street during the evening period.

Accordingly, Council officer's proposed timed permit parking restrictions on the northern side of Shepherd Street, signposted as '1P 6pm-10pm Permit Holders Excepted Area M9', and consulted on this proposal with households and businesses. This report provides the results of this survey. Consultation with owners and occupiers in Shepherd Street indicated that there was sufficient support to implement the proposed '1P 6pm-10pm Permit Holders Excepted Area M9' restrictions.

BACKGROUND

Council received a petition from households in Shepherd Street, Marrickville during the community consultation of the Marrickville Special Entertainment Precinct proposal. Households on Shepherd Street raised concerns that this proposal will affect parking opportunities on Shepherd Street during the evening and nighttime. Furthermore, concerns were also raised about vehicles from nearby business occupying parking spaces overnight.

DISCUSSION

Council officer's completed parking occupancy surveys on Shepherd Street, Marrickville to assess parking utilisation during the evening period on Thursday 8 August 2024. The results are shown in *Table 1* below:

Table 1 - Parking survey results

Street	Between	Side	Occupancy rate (7pm)
Shepherd Street	Chapel Lane and Handley Street	Northern	88%
Shepherd Street	Chapel Street and Jabez Street	Southern	85%

The parking occupancy rates shown in Table 1 indicates the parking utilisation on Shepherd Street exceeds the 85 per cent threshold to warrant consideration of parking restriction implementation during the evening period. Site inspections completed also revealed there may be long-term parked or abandoned vehicles along Shepherd Street, which could occupy parking spaces during the evening.

Council introduces Residential Parking Schemes (RPS) outside of residential properties to minimise impacts from other uses in the street or nearby streets which also generate a need for parking (i.e., commuter, industrial, commercial, parks, churches etc). RPS are introduced for the benefit of residents of an area given that the availability of on-street parking is limited in relation to the demand. The scheme ensures that residents are provided with the best opportunity to find parking. Where implemented a residential parking scheme is generally placed on one side of the street. This approach aims to give eligible households in the scheme area, who take up a permit, a greater chance of finding parking closer to their property whilst still providing parking opportunities for other users such as businesses in the area, their patrons, visitors to the area and households that are not eligible to participate in the scheme.

To balance the needs of daytime parking for nearby businesses and employees with resident parking during the evening, and turnover of parking to support the Marrickville Special Entertainment Precinct, a timed permit parking restriction signposted as '1P 6pm-10pm Permit Holders Excepted Area M9' is proposed on the northern side of Shepherd Street, between Chapel Lane and Handley Street with approximately 23 spaces proposed. Whilst parking utilisation is also high on the southern side of Shepherd Street, this side of Shepherd Street is proposed to remain unrestricted, for households and businesses with longer term parking or those that may not wish to obtain a parking permit.

Public Consultation

A total of 49 consultation letters were sent out households and businesses on Shepherd Street between Chapel Lane and Handley Street on Monday 24 February 2025.

There were a total of 21 responses received with 13 responses supporting and eight (8) responses opposing the proposal. The overall response rate was 43% of which 62% were in support and 38% opposed. The support rate is just under the required 65 per cent support rate required. However, given the higher response rate, the support falling just short of 65% (i.e. one (1) more response in support received would have increased the support rate to 67 per cent) and thus is considered acceptable in this case. Comments which were received during the community engagement phase are listed below

Resident's comments	Officer's response
There is typically parking available at night after 6pm except for Friday and Saturday night. Parking issues are experienced during the daytime	Residential parking demand during the daytime is typically lower. Accordingly, the proposed timed permit parking restrictions of '1P 6pm-10pm Permit Holders Excepted Area M9' were proposed to increase parking opportunities during the evening period when households return home from work.

Resident's comments	Officer's response
Please consider rear to kerb angle parking on Shepherd Street to increase parking spaces	Council previously consulted on angle parking in Shepherd Street in 2017. It was found that the majority of residents in Shepherd Street did not support the angle parking proposal.
Parking conditions are acceptable on Shepherd Street during the daytime and night time. Installing timed parking will affect daytime businesses and nightlife. All day parking is more flexible and accessible for businesses and residents	The proposed parking restrictions are during the evening and only on one-side of Shepherd Street. The timed restrictions will free up parking from long-term vehicles to improve parking opportunities for households and nearby businesses.
The issue is dumped cars and buses that occupy parking spaces and households that have multiple cars.	Timed permit parking restrictions on one-side of Shepherd Street will reduce the possibility of the dumped cars and long-term parked vehicles which current unrestricted spaces allow opportunity for.
Most residents already have rear lane garage access. Permit parking restrictions will make the parking conditions on Shepherd Street unfair.	Households may have an additional car, which cannot be accommodated off-street within their single garage. Council permits these households to a single parking permit, to park within timed areas with exemptions. The timed parking permit restrictions are also proposed on one-side of the street to allow for those who require longer term parking to use the other side of Shepherd Street.
Permit parking restrictions will make the street exclusive to residents and unfair to businesses and trades people who need access to properties on the street to work as well. The restrictions will make Marrickville less inclusive and a great place to live.	Timed permit parking restrictions are proposed on one-side of the street, with the other side left unrestricted. This seeks to balance the parking needs of both residents and businesses.
There is difficulty finding parking in the day and night	Residential parking demand during the daytime is typically lower. Accordingly, the proposed timed permit parking restrictions of '1P 6pm-10pm Permit Holders Excepted Area M9' were proposed to increase parking opportunities during the evening period when households return home from work and minimise impacts to businesses that may require longer term and flexible parking during the daytime.

FINANCIAL IMPLICATIONS

The installation of the proposed signs is to be funded under the signs and linemarking budget.

ATTACHMENTS

1. [Proposed parking changes - Shepherd Street Marrickville](#)



Item No: LTC0425(1) Item 15
Subject: GOODSSELL STREET, ST PETERS - PROPOSED LINE MARKING OF PARKING SPACES (MIDJUBURI-MARRICKVILLEWARD/HEFFRON ELECTORATE/INNER WEST PAC)
Prepared By: James Nguyen - Traffic Engineer
Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

1. That the existing 90 degree parking spaces on the south side of Goodsell Street, St Peters be linemarked to better delineate the parking spaces.
2. That wheel stops be installed and linemarking of the 90 degree spaces be approved for the northern side of Goodsell Street between no.3 and no.15.

STRATEGIC OBJECTIVE

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

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

This report outlines current parking problems at the existing unmarked angle parking spaces on Goodsell Street, St Peters and proposes line markings to maximise the number of parking spaces. In addition, wheel stops are also proposed at the angle parking spaces on the northern side of Goodsell Street to improve stormwater flow and reduce flooding.

BACKGROUND

Council has received requests to linemark the existing 90-degree angle parking spaces on Goodsell Street, St Peters to maximise the number of spaces for parking. Currently, some vehicles are occupying wider spaces, which can reduce the total number of parking spaces available. In addition, Council has also received feedback from Council's Stormwater and Asset Planning team about stormwater issues on the northern side of Goodsell Street which is partially affected by the angle parking spaces on Goodsell Street.

DISCUSSION

Goodsell Street, St Peters has both angle and parallel parking on both sides of the street. Most of the angle parking spaces on the northern side of Goodsell Street near the station have existing line markings, there are some bays on the northern side at the mid-block of Goodsell Street which do not have line marked bays. In addition, all of the angle parking spaces (approximately 39 spaces) on the southern side of Goodsell Street between Council Street and no.62 Goodsell Street are unmarked.

Site inspections completed revealed vehicles are parked within the bays along the southern side of Goodsell Street, near St Peters Station. Whilst the unmarked angle parking spaces on the southern side of Goodsell Street had larger gaps between vehicles and reduced the number of total parking spaces. Current capacity is approximately 35 spaces and linemarking of the parking spaces can gain approximately four (4) spaces on the southern side of Goodsell Street.

PUBLIC CONSULTATION

Council consulted with affected households on the proposal. There were 76 letters sent with nine (9) responses received of which eight (8) responses supported and one (1) response opposed the proposal.

Resident's comments	Officer's response
The proposal will maximise parking and make a big difference in the area	Noted.
Consider line marking the parallel parking spaces	Line marking parallel parking spaces generally reduces the number of parking spaces as the length of bays are required to be longer, which may not gain spaces and formalise current parking conditions. Line marking parallel spaces are not recommended in this instance
Consider line marking the angle parking spaces between no.3 and no.7 Goodsell Street as well	These spaces have been included in the final revised plan.
Consider line marking the seven (7) spaces on Council Street as well	The seven (7) spaces on Council Street are parallel parking spaces. Line marking of parallel parking spaces generally result in a reduction of parking as the length of bays are longer. It is not recommended to line mark the parallel spaces on Council Street.
Request that the grass be reinstated between no.3 and no.7 as part of the works	This request has been raised with the relevant team
Can wheel stops be considered at parallel parking locations?	Wheel stops cannot be considered at parallel parked locations.
Wheel stops will only partially address the stormwater overland flow issues and there is a lack of adequate stormwater infrastructure. Can the relevant team at Council investigate the stormwater issues further?	Council's Stormwater and Asset Planning team have advised to install wheel stops as part of the line marking proposal to reduce flooding impacts. They will be advised of the on-going issues and to investigate further a permanent solution.
The wheel stops will increase the stormwater flow rate and allow flash flooding to flow faster and make the problem worse. The stormwater problems occurred as a result of the development of the units at no.1 Goodsell Street as it increased the stormwater runoff. Council should consult its flood management plans and mitigation strategies and not address this as a residential parking problem. This problem should be properly addressed by council outside the scope of this proposal by the IWCs flood management plans.	Council's Stormwater and Asset Planning team have advised to install wheel stops as part of the line marking proposal to reduce flooding impacts. They will be advised of the flash flooding concerns and of the on-going issues to investigate further a permanent solution.
For the proposal to mark 2.5m 90 degree parking places on the south side of Goodsell	Parking bays are proposed to be 5.4 metres deep which allows for a buffer between the

Street, the placement of trees and other herbaceous areas prevents access to car boots/trunks and enforcement of placement of cars using painted lines will impede the utility of the area. Currently there is a degree of organic organisation which manages this.	kerb line and trees that may impact rear boot access.
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FINANCIAL IMPLICATIONS

The line marking and wheel stops works will be funded under Council's signs and linemarking budget.

ATTACHMENTS

1. [↓](#) Consultation plan
2. [↓](#) Final line marking plan



