

Minutes of Meeting held on 16 February 2026**Meeting commenced at 11:01 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.

FORUM MEMBERS PRESENT

Clr Victor Macri	Councillor –Midjuburi - Marrickville Ward (Chair)
Clr Liz Atkins	Councillor – Damun - Stanmore Ward
Rebecca Fernandez	Representative for Kobi Shetty MP, Member for Balmain
Graeme McKay	Representative for Jo Haylen MP, Member for Summer Hill
Colin Jones	Representative for Inner West Bicycle Coalition (IWBC)
Vinoth Srinivasan	Transport for NSW (TfNSW)
Manod Wickramasinghe	IWC's Traffic and Transport Planning Manager
Sunny Jo	IWC's Coordinator Traffic Engineering Services (North)
George Tsaprounis	IWC's Coordinator Traffic Engineering Services (South)
Jason Scoufis	IWC's Coordinator Traffic Investigations & Road Safety
Christy Li	IWC's Business Administration Officer

VISITORS

Kim Shi	Public Speaker – Item 2
Gino Odelli	Public Speaker – Item 17
Stephen Odelli	Public Speaker – Item 17

APOLOGIES:

Miriama Tamata	Representative for Jenny Leong MP, Member for Newtown
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DISCLOSURES OF INTERESTS:

Nil.

CONFIRMATION OF MINUTES

That the Minutes of the Local Transport Forum held on Monday, 8 December 2025 be confirmed.

MATTERS ARISING FROM COUNCIL'S RESOLUTION OF MINUTES

The Minutes of the Local Transport Forum held on 17 November 2025 were adopted at Council's meeting held on 09 December 2026 with the following amendments:

- a) An additional point 4 be added to the recommendations for Item 3: St Peters Triangle-Proposed reversal of traffic flows at Applebee Street and Lackey Street, St Peters that reads, "The General Manager seek an urgent meeting with the NSW Secretary for Transport expressing significant concern at the removal of the right hand turn from Princes Highway to

May Street, outlining the adverse impacts for residents in St Peters, and demanding an urgent review that balances road safety improvements with resident access to their neighbourhood.”

b) An additional point 5 be added to the recommendations for Item 4: Schwebel Street - Proposed one-way eastbound treatment at Schwebel Street between Station Street/Leofrene Avenue and Junction Road, that reads, “That Council investigate and consult with residents and businesses about installing angle parking on the north side of Schwebel Street between Station Street and Leofrene Avenue and report back to a future Local Transport Forum.”

LTF0226(1) Item 1 Inner West LGA - Proposal for GoGet car share parking spaces (All wards, all electorates, all PACs)

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 two locations only thirteen of the fifteen nominated car share spaces are recommended for installation.

Officers 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 distance on the eastern side of Young Street north of Reserve Street, Annandale;
2. A 5.5m restriction in the first parking space after the statutory 10m ‘No Stopping’ restriction sign on the western side of Trafalgar Street south of Booth Street, Annandale;
3. A 5.5m restriction in the last parking space before the statutory 10m ‘No Stopping’ restriction sign on the eastern side of Lapish Avenue (southbound one-way) north of Norton Street, Ashfield;
4. A 5.5m restriction in the first legal parking space after the statutory 10m ‘No Stopping’ distance on northern side of Palace Street east of Shepherd Lane, Ashfield;
5. A 5.5m restriction in the first parking space after the statutory 10m ‘No Stopping’ restriction sign on the northern side of Hercules Street east of Beach Road, adjacent to side boundary of No.7 Beach Road, Dulwich Hill;
6. A 5.5m restriction in the first parking space adjacent to Salvation Army’s driveway on the southern side of Lewisham Street east of The Boulevard, Dulwich Hill;
7. A 5.5m restriction in the first parking space just north of the ‘Bus Zone’ on the western side of Myra Road north of Myra Lane, outside 36-40 Myra Road, Dulwich Hill;
8. A 5.5m restriction in the first parking space after the statutory 10m ‘No Stopping’ sign on the northern side of Charles Street west of Phillip Street, outside 36-38 Phillip Street, Enmore;
9. A 5.5m restriction in the first space adjacent to the eastern end of Louisa Lawson Reserve (westward from the power pole) on the northern side of Harnett Avenue, Marrickville;
10. A 5.5m restriction in the first legal parking space after the statutory 10m ‘No Stopping’

distance on the eastern side of John Street north of Lord Street, Newtown;

11. A 5.5m restriction in the first parking space after the statutory 10m 'No Stopping' sign on the northern side of Trade Street west of St Marys Street, Newtown;

12. A 5.5m restriction in the first parking space just east of the speed hump on the northern side of Chester Street adjacent to mid-point of Petersham Reservoir west of Shaw Street, Petersham; and

13. A 5.5m restriction in the first parking space on the southern side of Clarendon Road west of Northumberland Avenue, Stanmore (measured back from the power pole to the awning of the adjacent commercial premises). The statutory 10m 'No Stopping' sign will also be included 10m from the intersection of Clarendon Road and Northumberland Avenue.

LTF Advice:

The Representative for the Member of Summer Hill noted that currently Council is not charging Carshare operators a commercial rate for the spots and noted that Council should establish a rate for the carshare spots. The Chairperson advised that a report on car share charging fees will be going to the next Council meeting for consideration.

The Representative for the Member of Summer Hill questioned whether placing the Car Share into restricted time parking areas instead of untimed spaces would alleviate the impacts of parking in the area. Council Officers advised that placing them into the unrestricted parking zones has lesser impact to residents as this provides more opportunities for residents in the restricted zones where fewer long stays occur by visitors and others.

Council Officers also advised that they undertake a preliminary assessment on the proposed locations and that they do provide the Car Share operators with comments on whether they believe the proposed space would be suitable in terms of its possible impact to the surrounding area

The Representative for the Member of Summer Hill questioned if Council should have a limit on how many Carshare spaces are allowed in the LGA. Council Officers noted that carshare models have a natural limitator as carshare companies only provide spaces where there is resident demand, as they need usage to offset the cost to maintain their fleet in the area, so they would not usually apply for more spots than they need due to the associated costs.

No further advice provided by LTF members.

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 distance on the eastern side of Young Street north of Reserve Street, Annandale;**
- 2. A 5.5m restriction in the first parking space after the statutory 10m 'No Stopping' restriction sign on the western side of Trafalgar Street south of Booth Street, Annandale;**
- 3. A 5.5m restriction in the last parking space before the statutory 10m 'No Stopping' restriction sign on the eastern side of Lapish Avenue (southbound one-way) north of Norton Street, Ashfield;**
- 4. A 5.5m restriction in the first legal parking space after the statutory 10m 'No**

Stopping' distance on northern side of Palace Street east of Shepherd Lane, Ashfield;

- 5. A 5.5m restriction in the first parking space after the statutory 10m 'No Stopping' restriction sign on the northern side of Hercules Street east of Beach Road, adjacent to side boundary of No.7 Beach Road, Dulwich Hill;**
- 6. A 5.5m restriction in the first parking space adjacent to Salvation Army's driveway on the southern side of Lewisham Street east of The Boulevard, Dulwich Hill;**
- 7. A 5.5m restriction in the first parking space just north of the 'Bus Zone' on the western side of Myra Road north of Myra Lane, outside 36-40 Myra Road, Dulwich Hill;**
- 8. A 5.5m restriction in the first parking space after the statutory 10m 'No Stopping' sign on the northern side of Charles Street west of Phillip Street, outside 36-38 Phillip Street, Enmore;**
- 9. A 5.5m restriction in the first space adjacent to the eastern end of Louisa Lawson Reserve (westward from the power pole) on the northern side of Harnett Avenue, Marrickville;**
- 10. A 5.5m restriction in the first legal parking space after the statutory 10m 'No Stopping' distance on the eastern side of John Street north of Lord Street, Newtown;**
- 11. A 5.5m restriction in the first parking space after the statutory 10m 'No Stopping' sign on the northern side of Trade Street west of St Marys Street, Newtown;**
- 12. A 5.5m restriction in the first parking space just east of the speed hump on the northern side of Chester Street adjacent to mid-point of Petersham Reservoir west of Shaw Street, Petersham; and**
- 13. A 5.5m restriction in the first parking space on the southern side of Clarendon Road west of Northumberland Avenue, Stanmore (measured back from the power pole to the awning of the adjacent commercial premises). The statutory 10m 'No Stopping' sign will also be included 10m from the intersection of Clarendon Road and Northumberland Avenue.**

LTF0226(1) Item 2 InnerWest@40 - Area 4 Leichhardt and Annandale; Area 9 Dulwich Hill North and Lewisham; Area 10 South Ashfield and Summer Hill West - Proposed speed limit reduction from 50km/h to 40km/h (Damun - Stanmore, Djarrawunang - Ashfield, Baludarri - Balmain and Gulgadya - Leichhardt Wards / Balmain, Summer Hill, Newtown and Strathfield Electorates / Burwood, Leichhardt and Inner West PAC)

SUMMARY

At Council's meeting on Tuesday 5 March 2024, Council adopted the InnerWest@40 "Investigation in Potential Local Road Speed Limit Reductions" Study and requested that Council officers seek approval and funding from Transport for NSW to expedite the

implementation of 40km/h speed limits on local streets within the Local Government Area (LGA).

As part of the Australian Government Blackspot Program (AGBS), Council received funding to implement the reduced speed limits in Area 6 (Enmore & Marrickville East) and Area 7 (Marrickville & Tempe). Both areas were completed in mid-2025 with the subsequent Area 5 (Stanmore & Petersham) and Area 8 (Dulwich Hill South and Marrickville West) being scheduled for implementation in early 2026.

Funding has been approved to continue the implementation of reduced speed limits in 2025/26 with Area 4 (Leichhardt & Annandale), Area 9 (Dulwich Hill North and Lewisham) and Area 10 (South Ashfield and Summer Hill West) currently proposed for a speed limit reduction. The remaining areas of the Inner West including Area 1 (Haberfield), Area 2 (Rozelle and Lilyfield) and Area 11 (Ashfield North) is also scheduled to be reviewed this financial year.

Officers Recommendation:

That the proposed signage and line marking plans to support the reduction in posted speed limit from 50km/h to 40km/h in local roads in Areas 4, 9 and 10 of the Innerwest@40 study including areas of Leichhardt, Annandale, Dulwich Hill, Lewisham, Ashfield and Summer Hill, be approved.

LTF Advice:

Mr Kim Shi entered the meeting at 11.11am.

Mr Shi raised concerns that the proposed signage and line marking plans to reduce the speed limit from 50km/h to 40km/h in the South Ashfield and Summer Hill west precincts will cause greater confusion for motorists and will not reduce rat running in the area. Mr Shi noted that the South Ashfield precinct does not have state or regional roads between the North and South of the precinct. Mr Shi believes that the North-South routes in the within the South Ashfield precinct are not self-enforcing and the proposed speed reduction treatments are not sufficient to make them self-enforcing. It was noted that Holden, Armstrong, Queen and Griffith Streets were popular routes for residents in neighbouring areas to get to Ashfield and suggested that Council investigate keeping a designated North-South route in the South Ashfield precinct at 50km/h to establish a primary movement corridor through the precinct.

Mr Kim Shi left the meeting at 11.14am.

Council Officers noted that Council does not consider a 50km/h North-South route to be necessary at this current time. It was noted that Council are also working with Transport for NSW in reviewing whether some regional and state roads within the LGA can have their speeds reduced. Council Officers noted Council will be reviewing the streets after implementation through the usual LATM process to assess whether additional traffic calming measures need to be investigated.

The Chairperson queried how long it usually takes for the old signage to be updated to reflect the new restrictions. Council Officers advised that existing speed control signs in the area will be removed and replaced at the time of the speed limit reduction. Council Officers noted that incorrect signage can be reported to Council, and the relevant team will rectify.

The Representative for the Inner West Bicycle Coalition questioned whether it was more effective to notify motorists of speed limit changes via road markings or signage. Council Officers advised that the combination of using both road marking and signage was the most effective way, but it would depend on the circumstances.

The Representative for Transport for NSW advised that where you enter a speed zone change, there will often be both road marking and signage to notify motorists of the changes, but after that, signage is usually used to remind motorists of the speed limit.

The Representative for the Member of Summer Hill questioned if there would be various speed limits along a street (i.e. a part of Wardell Road is classified as a regional road, and a part is classified as a local road). The Representative for Transport for NSW noted that they are looking to have consistent speed limits along the road where possible to prevent confusion for motorists.

No further advice provided by LTF members.

RECOMMENDATION:

That the proposed signage and line marking plans to support the reduction in posted speed limit from 50km/h to 40km/h in local roads in Areas 4, 9 and 10 of the Innerwest@40 study including areas of Leichhardt, Annandale, Dulwich Hill, Lewisham, Ashfield and Summer Hill, be approved.

LTF0226(1) Item 3 College Street, Balmain - Proposed Bicycles Excepted Signage (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC)

SUMMARY

Council has received requests from several residents in College Street, Balmain for a 'bicycle excepted' signage for the recently implemented one-way westbound restriction within College Street between Cameron and Curtis Road, Balmain. Under the NSW Road Rules, it is illegal for cyclists to travel against the one-way restriction.

Due to the low traffic volume and speeds within College Street, it is proposed that 'bicycles excepted' signage to supplement the existing one-way restriction be supported.

Officers Recommendation:

That 'bicycles excepted' signage be installed under the existing one-way westbound signs at College Street between Cameron Street and Curtis Road, Balmain as shown in the attached plan.

LTF Advice:

The Representative for the Inner West Bicycle Coalition noted that the cyclists are supportive of the recommendation.

No further advice provided by LTF members.

RECOMMENDATION:

That 'bicycles excepted' signage be installed under the existing one-way westbound signs at College Street between Cameron Street and Curtis Road, Balmain as shown in the attached plan.

LTF0226(1) Item 4 Thornley Street, Leichhardt - Proposed Kerb Extension

(Leichhardt-Gulgadya Ward / Balmain Electorate / Leichhardt PAC)**SUMMARY**

Council is planning to improve the intersection of Thornley Street at Cary Street, Leichhardt by constructing a kerb extension.

The proposal will improve pedestrian safety by reducing the pedestrian crossing distance and will also provide sufficient space for replacement tree planting at the location.

Officers Recommendation:

That the design plan for the kerb extension on Thornley Street at Cary Street, Leichhardt (Attachment 1) be APPROVED.

LTF Advice:

The Representative for the Member of Balmain expressed disappointment in Council for cutting down the tree prior to building the kerb extension and urged Council to consider alternative solutions in future plans so that existing trees and vegetation can be retained.

Council Officers noted that the tree was removed to address access issues and that the construction of this kerb extension was not possible whilst the previous mature tree was in place. The kerb extension will be constructed prior to the replacement tree planting to allow for the tree to be planted in the appropriate location, to allow sufficient space for the tree to establish without impacting the footpath in future.

No further advice provided by LTF members.

RECOMMENDATION:

That the design plan for the kerb extension on Thornley Street at Cary Street, Leichhardt (Attachment 1) be APPROVED.

LTF0226(1) Item 5 Kingston Street, Haberfield - Proposed Traffic Calming Works (Gulgadya-Leichhardt Ward/Summer Hill Electorate/Burwood PAC)**SUMMARY**

Council is planning to improve safety for all road users on Kingston Street, Haberfield, at Deakin Avenue by constructing kerb blister islands and pedestrian refuge islands. The proposal aims to enhance safety by better defining pedestrian crossing points, reducing conflicts between vehicles and pedestrians, and encourages a low-speed environment. These measures will help address concerns regarding pedestrian and motorist behaviour in the area, particularly during busy periods.

Officers Recommendation:

That the proposed two (2) pedestrian refuge islands on Kingston Street at Deakin Avenue, including four (4) kerb blister islands, kerb ramps, and signage as shown in the attached design plan No.10382.

LTF Advice:

No advice provided by LTF members.

RECOMMENDATION:

That the proposed two (2) pedestrian refuge islands on Kingston Street at Deakin Avenue, including four (4) kerb blister islands, kerb ramps, and signage as shown in the attached design plan No.10382.

LTF0226(1) Item 6 Wells Street, Newtown - Proposed Raised Continuous Footpath Treatment (Damun - Stanmore Ward / Newtown Electorate / Inner West PAC)

SUMMARY

Council has prepared a design plan to provide a continuous footpath for the intersection of Wells Street and King Street, Newtown. The intention of the proposal is to improve safety for pedestrians and motorists by better defining and prioritising movements across Wells Street whilst also reducing traffic speeds. The proposal will also address concerns regarding pedestrian and driver behaviour at this location.

Officers Recommendation:

That the detailed design plan (10366) for a proposed continuous footpath treatment on Wells Street intersecting with King Street, Newtown be approved.

LTF Advice:

The Representative for Transport for NSW noted that Council may want to consider removing the first parking spot on Wells Street at the corner of King Street to provide more room for vehicles to turn into the street.

Council Officers advised that they are comfortable retaining the parking spot as the truck movement was clear of the space and that this design does not affect the existing kerb alignment and turning movement of vehicles.

No further advice provided by LTF members.

RECOMMENDATION:

That the detailed design plan (10366) for a proposed continuous footpath treatment on Wells Street intersecting with King Street, Newtown be approved.

LTF0226(1) Item 7 Terminus Street, Petersham - Proposed Raised Pedestrian Crossing - Design Plan No.10368 - (Danum-Stanmore Ward / Newtown Electorate / Inner West PAC)

SUMMARY

This report details the design plan (No. 10368) for the construction of a raised pedestrian crossing and result of community consultation at the intersection of Terminus Street and Palace Street, Petersham. The Local Area Traffic Management (LATM) study in 2023 for the Petersham North Precinct indicated through collected data that a significant pedestrian

desire line exists at this location. The study recommended that a raised pedestrian crossing be installed on Terminus Street to improve pedestrian connectivity to local businesses, Fort Street High School and Petersham Station. The design and construction of the proposed raised pedestrian crossing has received fifty percent contribution from the Federal Government Active Transport Fund and is included in Council's Traffic Facilities Capital Works Program for the 2025/2026 financial year.

Officers Recommendation:

That the detailed design plan (No. 10368) for the construction of a raised pedestrian crossing at the intersection of Terminus Street and Palace Street, Petersham be approved in order to improve pedestrian safety at this location.

LTF Advice:

No advice provided by LTF members.

RECOMMENDATION:

That the detailed design plan (No. 10368) for the construction of a raised pedestrian crossing at the intersection of Terminus Street and Palace Street, Petersham be approved in order to improve pedestrian safety at this location.

LTF0226(1) Item 8 Dickson Street at King Street, Newtown – Redesign of existing refuge island - Design Plan 10365 (Damun-Stanmore Ward / Newtown Electorate / Inner West PAC)

SUMMARY

Council is planning to improve safety of pedestrians and motorists in Dickson Street (at King Street), Newtown by re-constructing the existing pedestrian refuge island to meet current standards. The proposal aims to improve pedestrian safety by providing a more effective and compliant pedestrian refuge island to ensure pedestrian movements across Dickson Street are made safer whilst also reducing traffic speeds. The proposal will address concerns regarding pedestrian and driver behaviour at this location.

Officers Recommendation:

That the detailed design plan for the proposed redesign of the existing refuge island in Dickson Street at King Street, Newtown and associated signs and line markings (as per Design Plan No.10365) be APPROVED.

LTF Advice:

No advice provided by LTF members.

RECOMMENDATION:

That the detailed design plan for the proposed redesign of the existing refuge island in Dickson Street at King Street, Newtown and associated signs and line markings (as per Design Plan No.10365) be APPROVED.

**LTF0226(1) Item 9 Hardie Avenue (at Smith Street), Summer Hill-Proposed upgrade of an existing at level road crossing to a new raised pedestrian crossing.
(Djarrawunang-Ashfield Ward/Summer Hill Electorate/Burwood PAC).**

SUMMARY

Council is planning to improve safety in Hardie Avenue, Summer Hill by constructing a new Raised Pedestrian Crossing near Smith Street to replace the existing 'at-grade' flat pedestrian crossing. 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.

Officers Recommendation:

That the detailed design plan (10335) to up-grade an existing road level crossing to a proposed new raised crossing, with associated signs and line marking in Hardie Avenue at Smith Street, Summer Hill be approved.

LTF Advice:

No advice provided by LTF members.

RECOMMENDATION:

That the detailed design plan (10335) to up-grade an existing road level crossing to a proposed new raised crossing, with associated signs and line marking in Hardie Avenue at Smith Street, Summer Hill be approved.

**LTF0226(1) Item 10 Robert Street at Queen Street, Ashfield- Proposed short-term road safety improvements.
(Djarrawunang-Ashfield Ward/Summer Hill Electorate/Burwood PAC).**

SUMMARY

Council has received varying concerns from residents regarding road safety around the Queen Street Early Learning Child-Care Centre in Robert Street at Queen Street. These concerns/requests range from changed traffic conditions (e.g. one-way), traffic conflict/sight view from the intersection, child/pedestrian safety to that of parking in the area.

The extent of these concerns and requests for improvements for road safety can have a broader wide impact upon the community and would normally be addressed under a Local Area Traffic Management (LATM) scheme. It is proposed in the short term that the following safety improvements be implemented in Robert Street as per the recommendation and shown in figure 1.

Officers Recommendation:

1. That the existing 'No Stopping' on the northern side of Robert Street, east of Queen Street, be extended 6 metres in length to an approximate distance of 19.0 metres east of Queen Street,
2. That 'No Parking' be sign posted across the dual driveway of 44 Queen Street and 21 Robert Street,

3. That the existing 'GIVE WAY' line marking at the Robert Street (east)/Queen Street intersection be removed and a new 'STOP' line be marked out and bought forward from the intersection.
4. That a painted island be marked out on the northern side of the Robert Street (east)/Queen Street intersection to align with the new 'STOP' line (item2), and
5. That additional 'children' warning signs be provided in Queen Street on the approaches to the intersection of Queen Street and Robert Street (east).

LTF Advice:

The Representative for the Member of Summer Hill questioned why the proposed road safety improvements were short-term.

Council Officers advised that they will also be investigating the potential for a 'One Way' restriction in the proposed treatment area.

No further advice provided by LTF members.

RECOMMENDATION:

1. That the existing 'No Stopping' on the northern side of Robert Street, east of Queen Street, be extended 6 metres in length to an approximate distance of 19.0 metres east of Queen Street,
2. That 'No Parking' be sign posted across the dual driveway of 44 Queen Street and 21 Robert Street,
3. That the existing 'GIVE WAY' line marking at the Robert Street (east)/Queen Street intersection be removed and a new 'STOP' line be marked out and bought forward from the intersection.
4. That a painted island be marked out on the northern side of the Robert Street (east)/Queen Street intersection to align with the new 'STOP' line (item2), and
5. That additional 'children' warning signs be provided in Queen Street on the approaches to the intersection of Queen Street and Robert Street (east).

LTF0226(1) Item 11 Arthur Street, Marrickville - Proposed Raised Continuous Footpath Treatment - Design Plan No.10361 (Midjuburi-Marrickville Ward / Summer Hill Electorate / Inner West PAC)

SUMMARY

This report details the design plan (No. 10361) for the construction of a raised continuous footpath treatment, redesign of garden beds, adjustment to existing parking arrangements and result of community consultation at the intersection of Arthur Street and Illawarra Road, Marrickville. Council's Pedestrian Access and Mobility Plan (PAMP) identified a 'high' priority opportunity to install a raised continuous footpath treatment across Arthur Street, Marrickville. The intersection is located along a key pedestrian link connecting pedestrians to the Marrickville Train Station and Marrickville Town Centre. Council has subsequently completed detail design and community consultation for the proposal.

Officers Recommendation:

That the detailed design plan (No. 10361) for the construction of a raised continuous footpath treatment, redesign of garden beds, and adjustment to existing parking arrangements at the intersection of Arthur Street and Illawarra Road, Marrickville be approved in order to improve pedestrian safety at this location.

LTF Advice:

No advice provided by LTF members.

RECOMMENDATION:

That the detailed design plan (No. 10361) for the construction of a raised continuous footpath treatment, redesign of garden beds, and adjustment to existing parking arrangements at the intersection of Arthur Street and Illawarra Road, Marrickville be approved in order to improve pedestrian safety at this location.

LTF0226(1) Item 12 Fishers Reserve, Petersham - Proposed Raised Continuous Footpath Treatment (Damun - Stanmore Ward / Newtown Electorate / Inner West PAC)

SUMMARY

Council has prepared a design plan to provide a continuous footpath for the intersection of Fishers Reserve and Palace Street, Petersham. The intention of the proposal is to improve safety for pedestrians and motorists by better defining and prioritising movements across Fishers Reserve whilst also reducing traffic speeds. The proposal will also address concerns regarding pedestrian and driver behaviour at this location.

The design and construction of the proposed continuous footpath treatment has received fifty percent contribution from the Federal Government Active Transport Fund and is included in Council's Traffic Facilities Capital Works Program for the 2025/2026 financial year.

Officers Recommendation:

That the detailed design plan (10367) for a proposed continuous footpath treatment in Fishers Reserve at its intersection with Palace Street, Petersham be approved.

LTF Advice:

No advice provided by LTF members.

RECOMMENDATION:

That the detailed design plan (10367) for a proposed continuous footpath treatment in Fishers Reserve at its intersection with Palace Street, Petersham be approved.

LTF0226(1) Item 13 Bunnings Tempe Local Area Traffic Management - Design Plan No. HD202 (Midjuburi-Marrickville Ward / Heffron Electorate / Inner West PAC)

West PAC)

SUMMARY

The 2021 Tempe South Local Area Traffic Management (LATM) study was re-exhibited in 2022 due to safety and amenity concerns raised by the community regarding the study and the Bunnings Tempe development. Further examination on alternate access arrangements from the Bunnings Tempe development have been conducted and in September 2022, Council approved the Local Area Traffic Management study. Subsequently, design plans were finalised with consideration of community feedback.

This report details the design plans for traffic treatments in the Tempe South Precinct and recommends approval with changes due to the results of community consultation.

Officers Recommendation:

1. That the detailed design plans (No. HD202, revision 4) be approved for the:
 - a) Construction of landscaped kerb blisters and speed cushions on Holbeach Avenue, Tempe (Drawing No. LATM4).
 - b) Construction of a raised concrete threshold with the inclusion of bollards and chains (on footpath) near South Street on Wentworth Street, Tempe (Drawing No. LATM5).
 - c) Construction of a raised concrete threshold with the exclusion of bollards and chains (on footpath) near Princes Highway on Wentworth Street, Tempe (Drawing No. LATM6).
 - d) Construction of a raised concrete threshold and renewal of linemarking with the exclusion of rumble bars on Edwin Street, Tempe (Drawing No. LATM9 and LATM11).
 - e) Construction of a raised concrete threshold, installation of an at-grade contrasting pavement treatment, and renewal of linemarking with the exclusion of rumble bars on Tramway Street, Tempe (Drawing No. LATM10 and LATM11).
 - f) Installation of an at-grade contrasting pavement treatment on Barden Street, Tempe (Drawing No. LATM12).
 - g) Installation of an at-grade contrasting pavement treatment on Fanning Street, Tempe (Drawing No. LATM13).
 - h) Installation of an at-grade contrasting pavement treatment on Hart Street, Tempe (Drawing No. LATM14).
 - i) Installation of an at-grade contrasting pavement treatment on Station Street, Tempe (Drawing No. LATM15).

2. That Council in principle support a 10km/h shared zone on Union Street, Tempe between Princes Highway and School Lane (Drawing No. LATM7 and LATM8) subject to approval from TfNSW.

LTF Advice:

The Chairperson raised concerns from residents regarding Brooklyn Street and Brooklyn Lane becoming a rat run due to the inability to enter Union Street from Smith Street and requested that Council signpost Brooklyn Lane as ‘Local Traffic Only’. Council Officers noted that a 40km/hr sign will be implemented on Brooklyn Street and Lane and that a review on the Tempe South LATM scheme will be undertaken 6 months after the opening of the Tempe Bunnings development to determine if any additional changes are required. It should be noted that likely “rat runners” are more likely to use Brooklyn Street to School Lane and then the remaining section of Union Street as Brooklyn Street is a much wider street.

The Chairperson also requested that the ‘Left and Right Only to Princes Highway’ sign at the intersection of Princes Highway and Union Street be made larger, and that a green left and

right arrows at the existing traffic signals. Council Officers advised that there are two signs advising left and right movements only from Smith Street onto the Princes Highway. The first is at the signals and there is a second on Smith Street some 10m from the traffic signals. In order to further reinforce the left and right only movements Council Officers will be adding signage further south on Smith Street to advise they cannot enter Union Street from Smith Street. Council Officers advised that in relation to the traffic signal lanterns, they have forwarded the suggestion to Transport for NSW for consideration, as they have jurisdiction over the traffic signals.

The Chairperson noted that, should the '10km/h Shared Zone' be approved in Union Street, it will then go into the existing '40km/h School Zone' near School Lane and questioned if it would be possible to make the whole section a '10km/h Shared Zone' instead of having cars driving at 10km/h then 40km/h. Council Officers noted that converting the whole section into a '10km/h Shared Zone', would likely require the removal of the existing pedestrian crossing as well as potential complications associated with cars parking near the school gate blocking access as well as having young students walking between parked vehicles within the shared zone. Council officers will discuss this proposal further with TfNSW to develop a suitable treatment for Union Street.

The Chairperson noted that there were no proposed traffic calming treatments for Stanley Street, Tempe and noted that this may turn the street into a rat run. Council Officers advised that there was low community support, as well as low speed and traffic volumes, which is why traffic calming treatments are no longer proposed. It was also noted that Stanley Street was recently signposted as a 40km/h zone.

No further advice provided by LTF members.

RECOMMENDATION:

1. That the detailed design plans (No. HD202, revision 4) be approved for the:
 - a) Construction of landscaped kerb blisters and speed cushions on Holbeach Avenue, Tempe (Drawing No. LATM4).
 - b) Construction of a raised concrete threshold with the inclusion of bollards and chains (on footpath) near South Street on Wentworth Street, Tempe (Drawing No. LATM5).
 - c) Construction of a raised concrete threshold with the exclusion of bollards and chains (on footpath) near Princes Highway on Wentworth Street, Tempe (Drawing No. LATM6).
 - d) Construction of a raised concrete threshold and renewal of linemarking with the exclusion of rumble bars on Edwin Street, Tempe (Drawing No. LATM9 and LATM11).
 - e) Construction of a raised concrete threshold, installation of an at-grade contrasting pavement treatment, and renewal of linemarking with the exclusion of rumble bars on Tramway Street, Tempe (Drawing No. LATM10 and LATM11).
 - f) Installation of an at-grade contrasting pavement treatment on Barden Street, Tempe (Drawing No. LATM12).
 - g) Installation of an at-grade contrasting pavement treatment on Fanning Street, Tempe (Drawing No. LATM13).
 - h) Installation of an at-grade contrasting pavement treatment on Hart Street, Tempe (Drawing No. LATM14).
 - i) Installation of an at-grade contrasting pavement treatment on Station Street, Tempe (Drawing No. LATM15).

2. That Council in principle support a 10km/h shared zone on Union Street, Tempe between Princes Highway and School Lane (Drawing No. LATM7 and LATM8) subject to approval from TfNSW.

LTF0226(1) Item 14 Wardell Road, Marrickville - Proposed Raised Pedestrian Crossing (Midjuburi-Marrickville Ward and Djarrawunang-Ashfield Ward / Summer Hill Electorate / Inner West PAC)

SUMMARY

At the Council Meeting held on 18 November 2025, a Notice of Motion (NoM) for “Wombat Crossing or Other Pedestrian Improvements for Wardell Road” (C1025(1) Item 31) was considered. The subsequent resolution stated that Council review pedestrian and cyclist safety at the crossing point on Wardell Road, just north of the Cooks River Bridge, and to assess the feasibility of installing a wombat crossing or other appropriate pedestrian safety measures.

Council has collected traffic, and pedestrian counts at the location, and the results reveal that a pedestrian crossing facility at this location would comply with Council’s Pedestrian Crossing Warrant Policy. The location of the proposal is located along a straight stretch of Wardell Road and there are no geometric concerns with the location. Therefore, it is recommended that a raised pedestrian crossing be approve in principle on Wardell Road, Marrickville just north of the Cooks River Bridge and that a detailed design be undertaken and brought back to the Local Transport Forum for consideration.

Officers Recommendation:

1. That a raised pedestrian crossing be approved in principle on Wardell Road to replace the existing pedestrian refuge island on Wardell Road near Riverside Crescent, Marrickville.
2. That the proposed raised pedestrian crossing on Wardell Road be included for consideration in Council’s Traffic Facilities Capital Works Program for funding in 2026/2027 financial year.
3. That a detailed design for the proposed pedestrian crossing be brought back to the Local Transport Forum for consideration, including the results of community engagement.

LTF Advice:

No advice provided by LTF members.

RECOMMENDATION:

1. That a raised pedestrian crossing be approved in principle on Wardell Road to replace the existing pedestrian refuge island on Wardell Road near Riverside Crescent, Marrickville.
2. That the proposed raised pedestrian crossing on Wardell Road be included for consideration in Council’s Traffic Facilities Capital Works Program for funding in 2026/2027 financial year.
3. That a detailed design for the proposed pedestrian crossing be brought back to the Local Transport Forum for consideration, including the results of community engagement.

LTF0226(1) Item 15 Tempe Station Parking Study (Midjuburi-Marrickville Ward /

Heffron Electorate / Inner West PAC)

SUMMARY

This report outlines the investigation completed in the residential streets surrounding Tempe Station to assess parking impacts due to the opening of the Metro at Sydenham Station and closure of the T3 Bankstown Line. It provides an assessment of parking occupancy rates on a typical weekday and weekend, and if the results warrant any further parking restrictions in the area.

Officers Recommendation:

That the Local Transport Forum Committee receive and note the report.

LTF Advice:

The Representative for the Inner West Bicycle Coalition questioned why the Concordia Club car park in Tempe was not included in the Tempe Station Parking Study.

Council Officers advised that this particular study focused on parking in residential streets and whether additional residential parking restrictions needed to be provided. It was also noted that there are existing restrictions within the Concordia Club car park.

No further advice provided by LTF members.

RECOMMENDATION:

That the Local Transport Forum Committee receive and note the report.

LTF0226(1) Item 16 Mackey Park Resident Parking Scheme (Midjuburi - Marrickville Ward / Summer Hill Electorate / Inner West PAC)

SUMMARY

Council resolved to undertake community consultation to extend the Resident Parking Scheme Area M2 to the industrial precinct around Carrington Road, Cary Street and Renwick Street. This report presents the results of the first phase of consultation completed in the following streets:

- Thornley Street, south of Premier Street;
- Richardson Crescent, east of Carrington Road;
- Carrington Road between Premier Street and Richardson Crescent; and
- Cary Street between Carrington Road and Johnston Lane

The results from the community consultation between July and August 2024 indicated a low response rate from the area of consultation with a high support rate for resident parking schemes within the area. Due to the low response rate, the proposed parking restrictions were not recommended for installation. To address concerns regarding the low response rate but high support rate received from the respondents, Council officers have followed up with a separate community consultation that focuses on the streets that provided a high support rate for a resident parking scheme and to ensure that the response rate was not affected by neighbouring streets.

Based on the breakdown of support rate, it is recommended that parking restrictions with

angled parking be approved in Cary Street and that no parking restrictions be installed in Thornley Street, Richardson's Crescent and Carrington Road at this time.

Officers Recommendation:

1. That the proposed '2P 8am-6pm Monday-Friday, Permit Holders Excepted Area M2' restrictions on Thornley Street not be supported.
2. That the proposed 90-degree angled parking between no. 89 and no.103a Cary Street with Resident Parking Scheme restrictions stating '2P 8am-6pm Mon-Fri, Permit Holders Excepted Area M2' on the northern side of Cary Street (between Carrington Road and Johnston Lane) be approved.
3. That the community engagement results for the proposed '2P 3pm-9pm Monday-Friday; 6P 8am-6pm Saturday-Sunday' restrictions on the southern side of Carrington Road be noted and that these results be combined with further community engagement to be undertaken with residents north of Cary Street.
4. That the community engagement results for the proposed '2P 3pm-9pm Monday-Friday; 6P 8am-6pm Saturday-Sunday' restrictions on the western side of Richardson's Crescent be noted and that these results be combined with further community engagement to be undertaken with residents north of Cary Street.

LTF Advice:

The Chairperson noted a resident's concerns regarding difficulty in finding parking near to drop her children off at the Child Care on Premier Street. Council Officers advised that they could investigate potential short-term parking restrictions specific to the Child Care's needs.

No further advice provided by LTF members.

RECOMMENDATION:

1. That the proposed '2P 8am-6pm Monday-Friday, Permit Holders Excepted Area M2' restrictions on Thornley Street not be supported.
2. That the proposed 90-degree angled parking between no. 89 and no.103a Cary Street with Resident Parking Scheme restrictions stating '2P 8am-6pm Mon-Fri, Permit Holders Excepted Area M2' on the northern side of Cary Street (between Carrington Road and Johnston Lane) be approved.
3. That the community engagement results for the proposed '2P 3pm-9pm Monday-Friday; 6P 8am-6pm Saturday-Sunday' restrictions on the southern side of Carrington Road be noted and that these results be combined with further community engagement to be undertaken with residents north of Cary Street.
4. That the community engagement results for the proposed '2P 3pm-9pm Monday-Friday; 6P 8am-6pm Saturday-Sunday' restrictions on the western side of Richardson's Crescent be noted and that these results be combined with further community engagement to be undertaken with residents north of Cary Street.

LTF0226(1) Item 17 Unnamed Laneway, Marrickville rear of Church Street and Warren Road - Adjustment to No Parking Restriction (Midjuburi-

Marrickville Ward / Summer Hill Electorate / Inner West PAC)**SUMMARY**

This report outlines the existing parking challenges within an unnamed laneway at the rear of Church Street and Warren Road, Marrickville. Concerns have been raised regarding access to the rear garage of No.12 Church Street in the northbound direction when cars are parked partially across the driveway No.43 Warren Road. Vehicles parked in this arrangement block access to the rear garage of No.12 Church Street due to insufficient road width to accommodate the turning circle of a car. Two options have been proposed to alleviate the access issue at the location with a preference for Option 1, and further consideration be given to Option 2 should access issues continue. Option 1 proposes extending the existing 'No Parking' restriction on the southern side of the unnamed laneway by a further 2m to the rear gate of No.43 Warren Road. Option 2 proposes extending the 'No Parking' restriction a further 9m to the power pole at the rear of No.43 Warren Road.

Officers Recommendation:

1. That the existing 'No Parking' restriction on the southern side of the laneway (at the rear of Church Street and Warren Road, Marrickville) be extended west by 2m, up to the gate of No.43 Warren Road (Option 1).
2. That if access issues continue, further consideration be given to extending the 'No Parking' restriction on the southern side of the laneway by a further 9m (Option 2).

LTF Advice:

Mr Gino Odelli and Mr Stephen Odelli entered the meeting at 11.03am.

Mr G Odelli and Mr S Odelli opposed the recommendation, noting that this will compromise their ability to park in the laneway and preferred that no changes be made to the current parking arrangements in the laneway. Mr S Odelli noted that it is difficult to park on Warren Road due to the road being relatively narrow, and oftentimes parking on Warren Road has led to damage to his vehicle. Mr S Odelli noted that the current parking arrangements allow him to securely park his work vehicle, which contains his expensive work tools as well as allows his car insurance premium to remain affordable. Mr S Odelli noted the laneway is tight and narrow, and that all the driveways and garages on this lane have to manoeuvre carefully to access their homes due to the limited space in the area. Mr S Odelli noted that neighbouring properties are still able to access their properties from one direction.

Mr Gino Odelli and Mr Stephen Odelli left the meeting at 11.10am.

Council Officers tabled comments from a resident opposing the recommendation noting that Option 1 will not provide full access to their property, given the activity and parking in the laneway and noted that they would like full access to fulfil their carer role for their parents. It was also queried why the residents of 43 Warren Road are given 2 additional on-street parking spaces when they have off-street parking.

Council Officers also advised that there was an error in the background section of the report, noting that No.19 Church Street, Marrickville should read as No.12 Church Street, Marrickville.

Council Officers noted that there have been reports of residents having difficulty accessing the laneway due to cars being parked illegally right on the corner of the streets as well as cars being parked close to the bend of the laneway, making it difficult to access the lane.

The Chairperson suggested that no changes be made to the existing 'No Parking' in the

laneway at the rear of Church Street and Warren Road, Marrickville, noting that either party would not be satisfied with the proposed option. The Chairperson also suggested that Council Officers review potential 'No Parking' restrictions at the bend in the laneway as well as the intersection of Church Street and the Unnamed Lane, to see if that would alleviate the issue without having to remove parking.

No further advice provided by LTF members.

RECOMMENDATION:

1. That no changes be made to the existing 'No Parking' at the rear of No.43 Warren Road, Marrickville,
2. Council Officers investigate upgrading parking restrictions at bend in the laneway as well as the intersection of Church Street and the Unnamed Lane.

General Business

Item 18: Rat Running on Illawarra Road (northern part), Marrickville

The Chairperson noted that many residents have raised concerns regarding rat running and safety issues on Illawarra Road (northern section), noting that cars often get swiped due to the narrowness of the road. It was noted that the resident would like Council to consider putting in parklets on the northern part of Illawarra Road to reduce traffic volumes and alleviate the current issues. Council Officers advised that they would investigate the matter noting that a supporting traffic study would be required to consider the impacts of such a proposal.

Item 19: Investigate the potential for a footpath on South Street, Tempe

The Chairperson noted that there is currently no footpath on South Street that leads to the Tempe Recreation Reserve. It was noted that South Street is quite a narrow street, and that with the upcoming opening of the Bunnings Tempe store, traffic in the area is likely to increase which may create a safety risk for pedestrians in the area. It was also noted that there are some large trees that impede the access of people wanting to walk on the grass verge. Council Officers advised that they would investigate the matter.

Item 20: Electricity pillar on Union Street, Tempe impeding footpath access

The Chairperson advised that an electrical pillar has recently been installed on Union Street, Tempe, blocking access for pedestrians to walk past on the footpath safely. Council Officers advised that they have written to the relevant stakeholder. It was noted that once the area gets redeveloped, Council will write to the developer to seek to get some land dedicated back to Council so that the footpath can be widened.

Item 21: Request for Red Light Camera on Princes Highway, Tempe

The Representative for the Member of Balmain queried if a 'Red light camera' could be installed on Princes Highway, Tempe as there was a recent fatality in the area. The Representative for Transport for NSW advised that community members can make a

submission to the Centre of Road Safety for review and consideration.

Item 22: Investigate the potential for a pedestrian crossing on Anthony Street at Edwin Street, Croydon

The Representative for the Inner West Bicycle Coalition requested that Council investigate the potential of a pedestrian crossing on Anthony Street at the intersection of Edwin Street, Croydon, in light of the recently adopted 'Pedestrian Crossing Warrant Policy.' The Member for the Inner West Bicycle Coalition noted that motorists often use Anthony Street as a rat run. Council Officers advised that they would investigate the matter.

Item 23: Review of 'One Way Bicycles Excepted' signage on John Street, Colgate Street and Little Darling Street, Balmain

The Representative for the Inner West Bicycle Coalition requested the Council review the suitability of implementing 'One Way Bicycles Excepted' restrictions on John Street, Colgate Street and Little Darling Street, Balmain. Council Officers advised they would investigate this matter.

Item 24: Review of the footpath on Victoria Road, between Quirk Street and Robert Street, Rozelle

The Representative for the Member of Balmain raised concerns from a resident regarding the safety of the footpath on Victoria Road, between Quirk Street and Robert Street, Rozelle and questioned if anything can be done to improve the safety of the area such as trimming vegetation. The Representative for Transport for NSW advised the Representative for the Member of Balmain to forward the details to him so he can pass on the information to the relevant team to review.

Item 25: Advertisement flag blocking pedestrian sightlines in Ramsay Street, Haberfield

The Representative for the Member of Summer Hill noted that at the intersection of Ramsay Street and Kingston Street, Haberfield, a business has put up an advertisement feather flag in one of the planter boxes on the road and that it is impeding pedestrian sightlines. The Representative for the Member of Summer Hill requested that Council review the signage and request that it be removed. Council Officers advised that they would pass on the information to the relevant team to review.

Meeting closed at 12.41pm.

CHAIRPERSON

Clr Victor Macri