

**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 |
|-------------|---|

**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 Jaggars Lane, Balmain - Approve permanent full road closure of Jaggars 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