

AGENDA



LOCAL TRAFFIC COMMITTEE MEETING

MONDAY 19 MAY 2025

11:00 AM

Function of the Local Traffic Committee

Background

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

Role of the Committee

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

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

Committee Delegations

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

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

Committee Membership & Voting

Formal voting membership comprises the following:

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

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

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

Committee Chair

Council's representative will chair the meetings.

Public Participation

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

AGENDA

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- 2 **Disclosures of Interest**
- 3 **Confirmation of Minutes**
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Traffic Matters

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Parking Matters

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Late Items

Nil at time of printing.

6 Part B - Items for Information Only

Nil at the time of printing.

7 Part C - Items for General Advice

Nil at the time of printing.

8 General Business

9 Close of Meeting

Minutes of Meeting held on 14 April 2025

Meeting commenced at 11:03 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)
Liz Atkins	Councillor – Damun - Stanmore Ward
Bill Holliday	Representative for Kobi Shetty MP, Member for Balmain
Miriama Tamata	Representative for Jenny Leong MP, Member for Newtown
Nina Fard	Transport for NSW (TfNSW)

NON VOTING MEMBERS IN ATTENDANCE

Michael Takla	Representative for Transit Systems
Jason Scoufis	IWC's Acting 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

Rebecca Bestic	Public Speaker (Item 11)
Resident Of 26 Empire Street	Public Speaker (Item 12)
James Pullar	Public Speaker (Item 13)
George Piazza	Public Speaker (Item 13)
Bernhard Huber	Public Speaker (Item 14)
Jon Farry	Public Speaker (Item 14)

APOLOGIES:

Sgt Charles Buttrose	NSW Police – Leichhardt Police Area Command
Graeme McKay	Representative for Jo Haylen MP, Member for Summer Hill

DISCLOSURES OF INTERESTS:

Nil.

CONFIRMATION OF MINUTES

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

MATTERS ARISING FROM COUNCIL'S RESOLUTION OF MINUTES

Nil.

**LTC0425(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 one location only fourteen 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 sign on the northern side of Albert Parade east of Frederick Street, Ashfield/
2. A 3.5m wide angled parking space on the western side of Nelson Street, Annadale, immediately south of the driveway of No.22 Nelson Street. To minimise the impact on the adjacent driveway, a small GoGet vehicle allocation is proposed.
3. A 5.5m restriction in the first parking space after the statutory 10m 'No Stopping' restriction sign on the southern side of Alt Street west of Charlotte Street, adjacent to side boundary of No.92 Charlotte Street, Ashfield.
4. A 5.5m restriction in the first parking space after the statutory 10m 'No Stopping' sign on northern side of Thomas Street east of Edwin Street, Ashfield (adjacent to side boundary of No.45 Edwin Street) after the kerb blister.
5. A 5.5m restriction in the first parking space after the statutory 10m 'No Stopping' restriction sign on the eastern side of Burfitt Street south Allen Street, adjacent to side boundary of No. 102 Allen Street, Leichhardt.
6. A 6.6m restriction in the first legal parking space on the western side of George Street south of Treadgold Street Road, Leichhardt, adjacent to side boundary of No. 30-40 George Street, Leichhardt.
7. A 5.5m restriction in the first legal parking space on the western side of Justin Street south of O'Neill Street, Lilyfield, adjacent to side boundary of No. 29 O'Neill Street, Lilyfield.
8. A 5.5m restriction in the first legal parking space on the eastern side of Harrison Street north of Marrickville Road, Marrickville (adjacent to the side boundary of 343 Marrickville Road). The statutory 10m 'No Stopping' sign will also be included 10m from the intersection of Harrison Street from Marrickville Road.
9. A 5.5m restriction in the first space after statutory 10m 'No Stopping' sign on the eastern side of Wemyss Street south of Newington Road (adjacent to the side boundary of 70 Newington Road), Marrickville.
10. A 5.5m restriction in the first parking space after the statutory 10m 'No Stopping' restriction sign on the western side of Station Street north of Enmore Road (adjacent to the side boundary of 47 Enmore Road, Newtown.
11. A 2.5m wide restriction in the first 90° angle parking space after the 'Mobility' parking space on the western side of Middleton Street north of Newington Road, Petersham.

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

DISCUSSION:

The Chairperson tabled in some correspondence received from a resident regarding point 11 of the recommendation. The resident noted that they opposed the recommendation to have a GOGET carshare restriction in Middleton Street due to the existing parking issues and pressures on the street. The resident noted that there is already limited parking available on Middleton Street, and residents often compete for parking spaces with the students and teachers from the nearby Newington College. It was noted that the parking issues are often exacerbated during school sports days. The resident notes that although they have off-street parking, they often experience people parking across their driveway and are unable to access their property.

The Representative for TfNSW requested a copy of the correspondence sent in by the resident.

The Chairperson raised concerns regarding what processes are in place for carshare companies to follow before Council can approve a carshare space. The Chairperson questioned whether the process should be similar to Council's requirements for Resident Parking Scheme (RPS) investigations, it was noted that the carshare companies do the community consultation themselves, and often, the response rates from the consultation are low.

Council Officers noted that as Resident Parking Schemes usually affect the whole street, Council requires a minimum number of responses to be received to determine what the majority of the residents of the street want. It was noted that with carshare proposals, it is usually just one parking space that is affected, which is why the response rate is usually lower as there is less direct impact to the people in the surrounding area. Council Officers also noted that the carshare operators also often do community consultation a little further than the required area as a marketing strategy to advertise their carshare business to the nearby residents. Council Officers noted that the guidelines for Resident Parking Schemes may not be required due to the lower impact of the proposal when compared with Resident Parking Schemes.

The Chairperson noted that his concerns regarding the consultation processes and questioned if Council oversees their processes. Council Officers advised that Council liaise with the carshare operators and review their draft letters before they are sent out to the residents. Council Officers noted that they provide guidelines on what needs to be reported back to Council, i.e. how many responses were sent and how many responses were received etc. as well as the consultation parameters. Council Officers also noted that the carshare operators also provide survey data regarding their proposed carshare spots.

The Chairperson noted that there should be a better system in place for the community consultation process for the proposed carshare spaces and suggested the possibility of the carshare operators doing community consultation via door knocking to ensure a clearer response is provided.

Council Officers questioned that if the surveys provide the details of the person undertaking the survey and whether they are directly impacted by the parking space. It was noted that survey submissions were submitted to a website, and the person providing feedback could either choose to supply their details or do so anonymously.

Councillor Atkins requested the proposed carshare space in Wemyss Street south of Newington Road be reviewed due to similar objections received as tabled earlier by the resident regarding Middleton Street.

The Chairperson suggested amending the recommendation to remove parts 9 and 11 in the officer's recommendation relating to the approval of the carshare space on the eastern side of Wemyss Street south of Newington Road (adjacent to the side boundary of 70 Newington Road), Marrickville and the carshare space on the western side of Middleton Street north of Newington Road, Petersham.

The Committee members agreed with the amended recommendation.

COMMITTEE RECOMMENDATION:

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

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

Road (adjacent to the side boundary of 47 Enmore Road, Newtown.

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

For Motion: Unanimous

LTC0425(1) Item 2 Cobar Street at Old Canterbury Road, Dulwich Hill – Proposed Kerb Extensions and Kerb Ramps - Design Plan 10334A (Djarrawunang-Ashfield Ward / Summer Hill Electorate / Inner West PAC)

SUMMARY

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

Officers Recommendation:

That the detailed design plan for the proposed new kerb extensions and kerb ramps in Cobar Street at its intersection with Old Canterbury Road, Dulwich Hill and associated signs and line markings (as per Design Plan No.10334A) be approved.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the detailed design plan for the proposed new kerb extensions and kerb ramps in Cobar Street at its intersection with Old Canterbury Road, Dulwich Hill and associated signs and line markings (as per Design Plan No.10334A) be approved.

For Motion: Unanimous

LTC0425(1) Item 3 Gower Street, Summer Hill - Proposed Kerb Extensions (Djarrawunang-Ashfield Ward/Summer Hill Electorate/Burwood PAC.)

SUMMARY

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

motorist safety by better defining safe pedestrian crossing points and addresses pedestrian safety and driver behaviour at this location.

Officers Recommendation:

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

DISCUSSION:

The Representative for Transport for NSW requested that the BB line marking be modified to comply with the relevant delineation guidelines.

The Committee agreed with the amended recommendation.

COMMITTEE RECOMMENDATION:

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

For Motion: Unanimous

LTC0425(1) Item 4 Mary Street, Lilyfield - Proposed Raised Pedestrian Crossing (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC)

SUMMARY

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

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

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

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

Officers Recommendation:

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

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

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

For Motion: Unanimous

LTC0425(1) Item 5 Final Draft Annandale LATM Study (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC)

SUMMARY

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

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

Officers Recommendation:

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

DISCUSSION:

Council Officers noted that they had received feedback from Transport for NSW advising that the Wells Street and Whites Creek Lane 'Shared Zones' will require a 'Road Safety Audit' to be undertaken and that the proposal for the 3-tonne load limit restriction in John Street, Hill Street and Emma Street will need to be approved by Transport for NSW prior to implementation.

Council Officers also noted that on page 67 of the agenda, the dot point 'Request TfNSW install a 6-metre length of No Stopping 7am-10am, 3pm-6pm Mon-Fri,' should read 'Request TfNSW install a 6-metre length of No Stopping 7am-10am, 3pm-6pm Mon-Fri on the eastern side of Johnston Street, north of Piper Street South.'

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

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

For Motion: Unanimous

LTC0425(1) Item 6 Darling Street at Nelson Street, Rozelle- Proposed Kerb Extensions & Relocation of Mobility Parking (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC)

SUMMARY

Council is planning to improve safety by providing a new landscaped kerb extension and modify the existing accessible parking arrangements at the intersection of Darling Street and Nelson Street, Rozelle. The site is adjacent to the Hannaford Community Centre, which offers a range of welling and social activities for people 55 and over. The proposal aims to improve access to the Hannaford Centre and the surrounding retail shops, including road safety for pedestrians and motorists. This proposal was identified as one of the recommendations from the Rozelle North and Balmain Local Area Traffic Management (LATM) studies.

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

Officers Recommendation:

That the attached detailed design plan (Design Plan No.10322) for the proposed relocation of a mobility parking space, kerb extensions and associated signposting and linemarking on Darling Street at Nelson Street, Rozelle be approved.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the attached detailed design plan (Design Plan No.10322) for the proposed relocation of a mobility parking space, kerb extensions and associated signposting and linemarking on Darling Street at Nelson Street, Rozelle be approved.

For Motion: Unanimous

LTC0425(1) Item 7 Allen Street, Leichhardt - Proposed Raised Pedestrian Crossing (Gulgadya-Leichhardt Ward/Summer Hill Electorate/Burwood PAC)

SUMMARY

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

Officers Recommendation:

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

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

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

For Motion: Unanimous

LTC0425(1) Item 8 Myrtle Street, Leichhardt - Proposed 10km/H Shared Zone and Line-Marked Parking Bays (Gulgadya -Leichhardt/Balmain Electorate/ Leichhardt PAC)

SUMMARY

Council has prepared a detailed design plan for a 10 km/hr Shared Zone and marked footpath parking for Myrtle Street, Leichhardt (between Elswick Street and Ivory Street). The proposal aims to improve safety for pedestrians and motorists and was developed through previous community consultation to formalise parking on the footpath within marked parking bays, whilst maintaining a clear travel lane and improving pedestrian amenity.

Officers Recommendation:

1. That the attached detailed design plan (No. 10311) for the Proposed 10km/h Shared Zone and associated linemarking and signage in Myrtle Street between Elswick and Ivory Street, Leichhardt be approved, subject to TfNSW approval of the reduced speed limit.
2. That a review be undertaken 6 months after the implementation of the 10km/h Shared Zone in Myrtle Street, Leichhardt.

DISCUSSION:

The Representative for Transport for NSW advised that a Road Safety Audit will need to be undertaken as part of the project and submitted to TfNSW.

The Committee members agreed with the amended recommendation.

COMMITTEE RECOMMENDATION:

1. That the attached detailed design plan (No. 10311) for the Proposed 10km/h Shared Zone and associated linemarking and signage in Myrtle Street between Elswick and Ivory Street, Leichhardt be approved, subject to TfNSW approval of the reduced speed limit and undertaking a Road Safety Audit and submitted to TfNSW.
2. That a review be undertaken 6 months after the implementation of the 10km/h Shared Zone in Myrtle Street, Leichhardt.

For Motion: Unanimous

LTC0425(1) Item 9 Review of pedestrian crossings in various locations in Marrickville (Midjuburi-Marrickville Ward/Inner West PAC/Summer Hill Electorate)

SUMMARY

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

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

Officers Recommendation:

That the report be received and noted.

DISCUSSION:

The Chairperson questioned if Council could investigate potential treatments for motorists doing illegal right turns from Calvert Street into Illawarra Road. Council Officers advised they will investigate the matter and examine potential treatments such as additional signage.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the report be received and noted.

For Motion: Unanimous

LTC0425(1) Item 10 Elizabeth Street, Rozelle - Proposed 'No Stopping' Zone (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC)

SUMMARY

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

Officers Recommendation:

That the proposed 10m 'No Stopping' zone at the corner of Elizabeth Street and Catherine Street, Rozelle be approved.

DISCUSSION:

Council Officers noted that during the community consultation for the proposed 'No Stopping Zone', Council had sent out 19 letters and received 7 responses, 1 in support and 6 against the proposal. Council Officer's noted that although there was strong opposition for the proposal, it was recommended to proceed with the proposal due to there being inadequate space for vehicle access in Elizabeth Street with vehicles parked on both sides of the street.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the proposed 10m 'No Stopping' zone at the corner of Elizabeth Street and Catherine Street, Rozelle be approved.

For Motion: Unanimous

LTC0425(1) Item 11 Catherine Street, Leichhardt - Proposed 'No Stopping' Zone (Gulgadya-Leichhardt Ward/Balmain Electorate/Leichhardt PAC)

SUMMARY

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

Officers Recommendation:

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

DISCUSSION:

Public Speaker Rebecca Bestic entered the meeting at 11.06am

Ms Bestic noted she represented the owners of 233 Catherine Street, Leichhardt and opposed the recommendation to not support the proposed 'No Stopping' zone in Catherine Street. Ms Bestic advised that the development of 233 Catherine Street had previously been approved for 8 small industrial units across 2 levels with main street access from Catherine Street. It was noted that the parking criteria for the development was to provide 19 off-street parking spaces and that the developers had provided 28 off-street parking spaces onsite. Ms Bestic also noted that during the development, two driveways were removed, reinstating two on-street parking spaces back to the community and requested the 'No Stopping' zone to be granted for the purpose of allowing FRNSW to access their booster pumps.

Ms Bestic advised that it was originally intended for the fire truck could be positioned within the site across the driveway; however, due to an issue with high voltage substation, which had to be relocated onto the upper level of the development as requested by Ausgrid. As such the fire truck located onsite or at the driveway would make it non-compliant with FRNSW guidelines as they required a 10m distance from the high voltage substation.

Public Speaker Rebecca Bestic left the meeting at 11.12am

The Chairperson noted that due to the changes to the plan and having to move the substation as required by Ausgrid, it would be unfair to penalise the applicant. The Chairperson suggested that the 7m 'No Stopping' zone adjacent to the driveway for No.233 Catherine Street, Leichhardt be supported in principle, granted that documentation can be provided to show that all other options were exhausted due to unforeseen circumstances.

The Committee members agreed with the amended recommendation.

COMMITTEE RECOMMENDATION:

That the requested 7m 'No Stopping' zone adjacent the driveway for No.233 Catherine Street, Leichhardt be supported subject to the applicant providing documentation and details justifying the inability to provide an alternate arrangement that did not result in the loss of on street parking, noting that this is not the desired outcome.

For Motion: Unanimous

LTC0425(1) Item 12 Empire Street, Haberfield - Proposed Landscaped Island (Galgadya-Leichhardt Ward/Summer Hill Electorate/Burwood PAC)

SUMMARY

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

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

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

Officers Recommendation:

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

DISCUSSION:

Public Speaker Resident of 26 Empire Street entered the meeting at 11.13am

The resident of 26 Empire Street advised that they supported the recommendation as it will assist with safe access to both driveways at all times. They advised that the current proposal retains some parking outside No.24 without impeding access, as well as allowing for Motorbike parking as originally proposed by Council.

Public Speaker Resident of 26 Empire Street left the meeting at 11.22am

Council Officers tabled in correspondence from a resident noting they are not opposed to the proposed recommendation although it is not their preferred outcome. The proposed dimensions of the island provides 2.9m which is acceptable. The resident further requested the possibility of having the landscaped island width reduced by 0.5m so that it would lessen the negative impact whilst allowing for adequate planting.

Council Officers advised that reducing the width of the island could pose as a trip hazard and may be insufficient for planting.

The Chairperson suggested amending the recommendation to note that this is an exceptional circumstance and that the kerb space between the driveways of No.24 and No.26 is not deemed as a sufficient parking space by Council.

The Committee members agreed with the amended recommendation.

COMMITTEE RECOMMENDATION:

1. That the proposed landscaped island between the driveway of No.24 and No.26 Empire Street, Haberfield as shown in the attached concept plan be approved.
2. That the proposed landscaped island is noted as an exceptional circumstance and that the 3.9 metre length space does not comply with a standard car parking space.

For Motion: Unanimous

LTC0425(1) Item 13 Easter Street, Leichhardt - Proposed Parking Changes (Gulgadya-Leichhardt/Balmain Electorate/ Leichhardt PAC)

SUMMARY

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

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

Officers Recommendation:

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

DISCUSSION:

Public Speaker James Pullar entered the meeting at 11.23.

Mr Pullar advised that he partially supported the recommendation if parking is enforced by Council and driveways are not obstructed. Currently, with the signposting there are high levels of illegal parking in the street. Mr Pullar noted the businesses' needs for parking but did not want cars parking across his garage and impeding on access to residential properties. He suggested that additional No Parking signage may need to be implemented in the middle of the street to avoid confusion.

Public Speaker James Pullar left the meeting at 11.26am.

Public Speaker George Piazza entered the meeting at 11.27am.

Mr Piazza opposed the recommendation to not support the proposed parking changes in Easter Street as he would prefer to have the flexibility to park near his business without being penalised. Due to a bus zone in Parramatta Road, parking is not possible at the front of his business. Mr Piazza noted that there are limited parking options and is difficult to conduct business. Mr Piazza advised that his business does not obstruct access to properties and request that the proposed parking changes be supported.

Public Speaker George Piazza left the meeting at 11.39am.

The Chairperson asked if time restricted parking for the proposed parking spots should be considered to prevent long-term parking.

Council Officers also noted that during the consultation period, Council received a high level of anonymous submissions which made it challenging to understand resident's views.

The Chairperson suggested deferring the item to allow Council to further consultation of nearby residents and businesses of a proposal to include a time limited parking restriction of the proposed parking in Easter Street.

The Committee members agreed with the amended recommendation.

COMMITTEE RECOMMENDATION:

That the proposed parking changes in Easter Street between National Street and Flood Street, Leichhardt as shown within the attached plan be deferred to undertake consultation on a revised plan which includes time restricted parking of the proposed parking of spaces in Easter Street.

For Motion: Unanimous

LTC0425(1) Item 14 Shepherd Street, Marrickville - Proposed '1P 6pm-10pm Permit Holders Excepted Area M9' (Midjuburi-Marrickville Ward/Inner West PAC/Summer Hill Electorate)

SUMMARY

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

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

Officers Recommendation:

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

DISCUSSION:

Public Speakers Bernhard Huber and Jon Farry entered the meeting at 11.40am

Mr Huber and Mr Farry supported the proposed recommendation, noting that the proposed restrictions will assist with the parking issues in the area. Mr Farry noted that with the success of local businesses in the area, residents often find themselves in competition for parking. Mr Farry advised that the proposed '1P 6pm-10pm' parking restrictions will discourage people from misusing the parking spaces, whilst allowing the nearby businesses to utilise the spaces for their needs during business hours and allowing residents to find parking near their homes. Mr Huber and Mr Farry noted that there was broad support amongst the residents for the proposed changes and that they have also reached out to

nearby businesses to ensure such changes will not adversely affect their operations.

Public Speakers Bernhard Huber and Jon Farry left the meeting at 11.47am

Councillor Atkins questioned if both businesses and residents were consulted regarding the proposal. Council Officers advised that both businesses and residents were consulted on either side of Shepherd Street.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

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

For Motion: Unanimous

LTC0425(1) Item 15 Goodsell Street, St Peters - Proposed line marking of parking spaces (Midjuburi-Marrickville Ward/Heffron Electorate/Inner West PAC)

SUMMARY

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

Officers Recommendation:

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

DISCUSSION:

Council Officers noted that the minimum standard for 90 degree parking spaces was 2.4 meters and that Council had tried to widen as much spaces as possible to 2.7 meters to allow for extra leeway for those using the parking spaces.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

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

For Motion: Unanimous

General Business:

Item 16 – Review of Clearway restrictions on Parramatta Road

The Representative for the Member for Newtown advised that a constituent had written in to request an evaluation of the current clearway restrictions on Parramatta Road. It was noted that the constituent had reached out to the Local Members' office regarding the Clearways from 6am to 10am and 3pm to 7pm between Phillip Street and Missenden Road, Petersham advising that the traffic flows do not necessitate these current restrictions being in place and that there is an impact to local businesses along Parramatta Road. The Representative for Transport for NSW noted the concerns raised by the Representative for the Member for Newtown and noted that there is currently a 'Parramatta Road Integrated Transport Strategy' being reviewed where the team will be looking at all the existing restrictions on Parramatta Road and how it benefits the local residents and through traffic on Parramatta Road. It was noted that the issues raised by the Representative of the Member of Newtown will be part of the review.

Item 17 – Request for enforcement of illegal parking in Hubert Street, Lilyfield

The Representative for the Member for Balmain noted that there have been instances of people illegally parking and blocking the footpaths and requested Council's parking enforcement team to patrol the area. Council Officers advised they will pass on the information to the relevant team.

Item 18 – Update on the width of the angled parking spaces proposed for Elswick Street North and William Street Leichhardt

The Chairperson noted that he had received correspondence from a resident requesting an update on the width of the angled parking spaced proposed in the March LTC meeting; LTC0325(1) Item 2 - Elswick Street North and William Street, Leichhardt - Proposed Angle Parking and Raised Pedestrian Crossing. Council Officers advised they would follow up with the relevant team members and will provide an update to the Chairperson.

Item 19 – Request for additional speed limit signage along The Boulevarde, Lewisham

The Chairperson requested a review for additional speed limit signage along The Boulevarde, Lewisham and Dulwich Hill as there are a lot of motorists who speed down the street. It was also requested that Council investigate potential traffic counts to get some speed/traffic data along the street.

Meeting closed at 12.47pm.

CHAIRPERSON

Councillor Macri

Item No: LTC0525(1) Item 1
Subject: 12 MONTH REVIEW OF PEDESTRIAN CROSSING WARRANT POLICY
(ALL WARDS / ALL ELECTORATES / ALL PACS)
Prepared By: Zara Helal - Traffic Engineer
Authorised By: Jason Scoufis - Acting Traffic and Transport Planning Manager

RECOMMENDATION

That the report be received and noted.

STRATEGIC OBJECTIVE

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

2: Liveable, connected neighbourhoods and transport

Council resolved to undertake a 12-month review of the Pedestrian Crossing Warrant Policy adopted in 2024, including consideration of reasons for approvals and refusals.

A review has been undertaken and outlines 63 pedestrian crossing investigations that have been completed with consideration of the Policy from the December 2023 Traffic Committee to the April 2025 Traffic Committee.

53 of these sites have been approved for the installation of pedestrian crossing which will represent a significant improvement to pedestrian connectivity within the Inner West when construction is completed. It is therefore considered that the Policy is operating effectively in identifying and prioritising pedestrian crossing locations and no changes to the Policy are proposed.

BACKGROUND

In 2024, Council adopted a Pedestrian Crossing Warrant Policy as detailed in *Attachment 1* to be used when assessing the suitability of locations on local and regional roads for pedestrian (zebra) crossings. This Policy sets out a warrant for the installation of a pedestrian (zebra) crossing on local and regional roads.

When Council, at its meeting held on 5 March 2024, considered the December 2023 Traffic Committee minutes recommending the adoption of the Policy, it was resolved to adopt the Pedestrian Crossing Warrant Policy with the following amendments.

4. The following amendments to LTC1223(1) Item 3:

- a) *that the clause on page 7 of the policy that allows for crossings to be provided at less than the numerical warrant be amended to read as follows:*
'A pedestrian (zebra) crossing may also be considered at locations where there is a deviation from meeting the warrant, such as where the pedestrian crossing would serve as an essential link to an overall network of pedestrian facilities, or for a vulnerable group such as children, the elderly or mobility impaired'; and

- b) that a report be provided to Council 12 months after the adoption of the policy about any new pedestrian crossings that have been approved or refused under the new policy, with reasons for the approvals and refusals to be included in the report.

This report outlines the pedestrian crossing investigations undertaken, commencing from the December 2023 Traffic Committee (where the Policy was supported) to the April 2025 Traffic Committee.

A copy of the adopted Pedestrian Crossing Warrant Policy is attached.

DISCUSSION

The following table outlines the pedestrian crossings investigated following adoption of the Policy.

A total of 63 investigations have been completed through Local Area Traffic Management (LATM) studies as well as investigations that occurred as a result of resident requests or Council resolution. 53 of the sites were appropriate for a pedestrian crossing under the requirements in the Policy.

Pedestrian Crossing Location	Outcome	Reason
Liberty Street at Railway Parade, Stanmore	Supported	Numerical warrant met
Grove Street at Lilyfield Road	Not Supported	Numerical warrant not met – low vehicle volumes
Mary Street at Perry Street, Lilyfield	Supported	Numerical warrant met
Carrington Road at Renwick Street, Marrickville	Supported	Numerical warrant met, issues with road geometry issues to be investigated
Lilyfield Road at Ryan Street, Lilyfield	Supported	Numerical warrant met
Lilyfield Road at Ryan Street, Lilyfield	Supported	Numerical warrant met
William Street, Leichhardt	Supported	Numerical warrant met
Evans Street between Napoleon Street and Mansfield Street, Rozelle	Supported	Numerical warrant met
Beattie Street west of Mullens Street, Balmain	Supported	Numerical warrant met
Beattie Street east of Darling Street, Rozelle	Supported	Numerical warrant met
Darling Street south of Merton Street, Rozelle	Supported	Numerical warrant met
Wellington Street, south of Terry Street, Rozelle	Supported	Numerical warrant met
Terry Street, west of Wellington Street, Rozelle	Supported	Numerical warrant met
Curtis Road at Darling Street, Balmain	Supported	Numerical warrant met
Curtis Road at McDonald Street, Balmain	Supported	Numerical warrant met
Brighton Street between Wentworth Street and The	Supported	Numerical warrant met

Avenue, Petersham (Petersham Pk)		
Palace Street, north of Andreas Street, Petersham	Supported	Numerical warrant met
Andreas Street, west of Palace Street, Petersham	Supported	Numerical warrant not met – low vehicle volumes - Considered essential link
Brighton Street, east of Railway Street, Petersham	Supported	Numerical warrant met
Railway Street, south of Brighton Street, Petersham	Supported	Numerical warrant not met – low vehicle volumes - Considered essential link
Brighton Street, east of Palace Street, Petersham	Supported	Numerical warrant met
Brighton Street, west of Palace Street, Petersham	Supported	Numerical warrant met
Palace Street, south of Brighton Street, Petersham	Supported	Numerical warrant not met – low vehicle volumes - Considered essential link
Terminus Street east of Palace Street, Petersham	Supported	Numerical warrant not met – Considered essential link
Alice Street west of Pearl Street, Newtown	Supported	Numerical warrant met
Brighton Street west of The Avenue, Petersham	Not supported	Too close to other proposed pedestrian crossing
Palace Street north of Brighton Street, Petersham	Not supported	Road geometry constraints. Doesn't meet warrant.
Alice Street west of Walenore Avenue, Newtown	Supported	Numerical warrant met
The Avenue at Brighton Street, Petersham	Not supported	Numerical warrant not met – low vehicle and pedestrian volumes
Terminus Street west of Railway Avenue, Petersham	Not supported	Numerical warrant not met – low vehicle volumes
Edgeware Road south of Bedwin Road, Newtown	Supported	Pedestrian volumes met. Considered essential link.
Renwick Street at Illawarra Road, Marrickville	Supported	Numerical warrant met
Murray Street at Edinburgh Road, Marrickville	Supported	Numerical warrant met
Victoria St, Seaview St to Harland Ave, Ashfield	Supported	Numerical warrant met
Prospect Rd near Norton Street, Summer Hill	Supported	Numerical warrant met
Victoria Street & Seaview Street intersection, Ashfield	Supported	Numerical warrant not met – low vehicle volumes - Considered essential link
Seaview Street at Yeo Avenue, Ashfield	Not supported	Numerical warrant not met
Queen Street at Seaview Street & Hillcrest Avenue, Ashfield	Supported	Numerical warrant met
Queen Street at Clissold Street, Ashfield	Supported	Numerical warrant met
Clissold Street and Victoria Street, Ashfield	Supported	Numerical warrant met
Smith Street east of Henson Street	Supported	Numerical warrant met
Clissold Street at Holden Street, Ashfield	Supported	Numerical warrant met

Robert Street at Holden Street, Ashfield	Supported	Numerical warrant not met – low vehicle volumes - Considered essential link
Drynan Street at Prospect Road, Summer Hill	Supported	Numerical warrant not met – low vehicle volumes - Considered essential link
Henson Street at Smith Street, Summer Hill	Supported	Numerical warrant not met – low vehicle volumes - Considered essential link
Victoria Street at Robert Street, Ashfield	Supported	Numerical warrant met
Holden Street and Palace Street, Ashfield	Supported	Numerical warrant met
Allen Street at Norton Street, Leichhardt	Supported	Numerical warrant met
Styles Street at Whites Creek Lane, Annandale	Supported	Numerical warrant met
Piper Street at Whites Creek, Annandale	Supported	Numerical warrant not met – low vehicle volumes - Considered essential link
Brenan Street at Whites Creek (between White Street and Railway Parade), Annandale	Supported	Numerical warrant not met – low vehicle volumes - Considered essential link
Piper Street west of Annandale Street, Annandale	Supported	Numerical warrant not met – low vehicle volumes - Considered essential link
Styles Street, Leichhardt at the Leichhardt Street/Mackenzie Street/Styles Street intersection	Supported	Numerical warrant met
Piper Street South immediately west of View Street, Annandale	Supported	Numerical warrant not met – low vehicle volumes - Considered essential link
Trafalgar Street (southern leg) at Albion Street, Annandale	Supported	Numerical warrant not met – low vehicle volumes - Considered essential link
Trafalgar Street between Piper Street South and Piper Street North, Annandale	Supported	Numerical warrant not met – low vehicle volumes - Considered essential link
Piper Street North at Johnston Street, Annandale	Supported	Numerical warrant not met – low vehicle volumes - Considered essential link
Annandale Street north of Rose Street, Annandale	Supported	Numerical warrant not met - Considered essential link
Rose Street east of Annandale Street, Annandale	Supported	Numerical warrant not met - Considered essential link
Bayview Crescent at Prichard Street, Annandale	Not Supported	Numerical warrant not met – Continuous footpath proposed
Piper Street North, west of View Street, Annandale	Not Supported	Numerical warrant not met – kerb extensions proposed
Piper Street South, east of Johnston Street, Annandale	Not Supported	Numerical warrant not met – geometric constraints
Collins Street east of Trafalgar Street, Annandale	Not Supported	Too close to pedestrian crossing at western leg of intersection.

It should be noted that for the purposes of assessment, pedestrian crossings which provide 'essential links' have been defined as being a connection along a pedestrian corridor,

connections to schools or connections to support a significant land use change. These assessments have generally been established through completed Local Area Traffic Management studies.

FINANCIAL IMPLICATIONS

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

The construction of the approved raised pedestrian crossings are being progressively constructed under Council's Traffic Facilities capital works program and submitted for grant funding opportunities where relevant.

CONCLUSION

It is considered that the Pedestrian Crossing Warrant Policy is operating effectively noting the significant number of sites determined to be appropriate for pedestrian crossings.

ATTACHMENTS

1. [Download](#) Attachment - Pedestrian Crossing Warrant Policy



Pedestrian Crossing Warrant Policy

VI

W/2024/0022

Item 1

Attachment 1

INNER WEST

Title	Pedestrian Crossing Warrant Policy
Summary	The Policy outlines the criteria to be used for assessing the suitability of a site for the installation of a pedestrian (zebra) crossings on local and regional roads.
Document Type	Policy
Relevant Strategic Plan Objective	<ul style="list-style-type: none"> Strategic Direction 2: Liveable, connected neighbourhoods and transport.
Legislative Reference	<ul style="list-style-type: none"> <i>Local Government Act 1993</i> <i>Australian Standards 1742.10 and TfNSW Supplements to Australian Standards and Austroads</i> <i>TfNSW Pedestrian Crossing Guideline</i>
Version Control	See last page

INNER WEST

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1 Purpose

The purpose of this policy is to set out Council's position in relation to criteria to be used for assessing the suitability of a site for the installation of a pedestrian (zebra) crossings on local and regional roads.

2 Scope

This policy applies to all Councillors, Council Officers and contractors working for Council regardless of whether they are permanent, temporary, full-time, part-time or casual. For the purposes of this policy, the term contractor includes on-hired temporary labour services (agency staff) and sub-contractors.

3 Definitions

In the Pedestrian Crossing Warrant Policy, the following terms have the following meanings:

Act	Local Government Act 1993.
conflict of interest	Includes either a: <ul style="list-style-type: none"> • Pecuniary conflict of interest. • Significant non-pecuniary conflict of interest. • Non-significant non-pecuniary conflict of interest, as defined in the Model Code of Conduct and described in section 7 of the Conflict of Interest Policy.
Councillor	Inner West Council elected representative.
Council committee member	A person other than a Councillor or Council Officer who is a member of a Council committee other than a wholly advisory committee, and a person other than a Councillor who is a member of Council's audit, risk and improvement committee.

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Council Officer	Inner West Council members of staff (including full-time, part-time, casual and contracted staff).
Council Official	Councillors, Council Officers, Council committee members and delegates of Council.
Executive Leadership Team	General Manager, Director Corporate, Director Infrastructure, Director Community, Director Planning, General Counsel.
85th percentile speed	85% percentile speed is used as a design speed, it indicates the speed at which 85 percent of vehicles travel at or less than.
ADT	Acronym for 'Average Daily Traffic'
LATM	Acronym for 'Local Area Traffic Management'
Local Traffic Committee	Committee constituted by Council to enable Council to exercise delegation granted by TfNSW pursuant to S50 Transport Administration Act 1988.
TfNSW	Acronym for Transport for NSW
Traffic management devices	A suite of potential treatments aimed toward the modification of road-user behaviour including but not limited to speed cushions, pedestrian crossings, raised thresholds, movement bans, roundabouts, speed limits and regulatory signage and linemarking.



4 Statement

Initiation of Investigations

The development, review and implementation of traffic management devices including pedestrian (zebra) crossings may be commenced through Council initiated LATM studies, through site specific investigations initiated through request or through Government programs such as the Australian Government Blackspot Program. It is desirable that investigations are undertaken on a precinct wide basis through LATM studies noting that this allows traffic management devices, including pedestrian facilities, to be prioritised and delivered in a manner which maximises the benefit to the community.

Numerical Warrants

The following warrant has been prepared for assessing the need for pedestrian (zebra) crossings on local and regional roads while addressing points of high pedestrian and vehicle interaction.

A pedestrian (zebra) crossing is deemed to meet the numerical warrant for a pedestrian (zebra) crossing if the crossing point meets the following criteria:

- In each of two separate one-hour periods in a typical day, the pedestrian flow per hour crossing the road is or is expected to be equal to or greater than 20, and vehicle volumes be equal to or greater than 200 where children and elderly or mobility impaired pedestrians count as two pedestrians.

Other Considerations

In addition to the numerical warrant, further site assessment is required to determine the suitability of a pedestrian crossing. This includes consideration of:

- Suitable sight-distance being available for pedestrians and motorists
- Suitable road geometry including suitable horizontal and vertical road grade and suitable camber
- Suitable adjacent footpath connectivity and accessibility
- Suitable speed profile
- Suitable location to achieve lighting requirements
- Suitable traffic volume and number of trafficable lanes
- Proximity to alternate pedestrian facilities
- Proximity to pedestrian generators
- Adverse impact to flooding and drainage conditions
- Consideration of crash history
- Consideration of proportion of heavy vehicle volumes

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- Impact to traffic with consideration of the Movement and Place Framework

A pedestrian (zebra) crossing may also be considered at locations where there is a deviation from meeting the warrant, such as where the pedestrian crossing would serve as an essential link to an overall network of pedestrian facilities, or for a vulnerable group such as children, the elderly or mobility impaired.

Design and suitability requirements for the pedestrian (zebra) crossing are to remain the same as detailed in relevant Australian Standards, Austroads Guidelines, and TfNSW technical directions or similar. It is further noted that pedestrian accidents may not reduce with the installation of a pedestrian crossing in isolation. Therefore, these pedestrian devices should be considered with supporting 'No Stopping' zones, kerb extensions or installed as a raised pedestrian (zebra) crossing to ensure vehicles approach at appropriate speeds and to improve the visibility of pedestrians.

Alternate Pedestrian facilities

Council may also consider the installation of alternate pedestrian facilities in lieu of a pedestrian (zebra) crossing where a strong pedestrian desire line is identified but where a pedestrian (zebra) crossing may otherwise be unsuitable. These devices include, pedestrian refuges, kerb extensions, shared zones, children's crossings and continuous footpath treatments.

5 Breaches of this Policy

Breaches of this policy may result in an investigation of the alleged breach in line with relevant Council policies including the Model Code of Conduct.

Any alleged criminal offence or allegation of corrupt conduct will be referred to the relevant external agency.

6 Administrative Changes

From time-to-time circumstances may change leading to the need for minor administrative changes to this document. Where an update does not materially alter this document, such a change may be made including branding, Council Officer titles or department changes and legislative name or title changes which are considered minor in nature and not required to be formally endorsed.



7 Version Control – Policy History

This policy will be formally reviewed every three years from the date of adoption or as required.

Governance use only:

Document	Pedestrian Crossing Warrant Policy	Uncontrolled Copy When Printed	
Custodian	Traffic and Transport Planning Manager	Version #	Version 1
Adopted By	Council	ECM Document #	38773692
Next Review Date	March 2027		

Amended by	Changes made	Date Adopted
Traffic and Transport Planning	New Policy	5 March 2024

Item No: LTC0525(1) Item 2
Subject: EATON STREET SOUTH OF GLADSTONE STREET, BALMAIN - PROPOSED RAISED PEDESTRIAN CROSSING (BALUDARRI-BALMAIN WARD/BALMAIN ELECTORATE/LEICHHARDT PAC)
Prepared By: Zara Helal - Traffic Engineer
Authorised By: Jason Scoufis - Acting Traffic and Transport Planning Manager

RECOMMENDATION

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

STRATEGIC OBJECTIVE

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

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

Council has received requests from Father John Therry Catholic Primary School and Balmain Public School to upgrade the existing Children's crossing in Eaton Street that operates part time during drop off and pick up times to a full-time raised pedestrian crossing.

In response to this, it is proposed to install a raised pedestrian crossing to replace the existing Children's crossing on Eaton Street immediately south of Gladstone Street, with associated kerb blisters.

The proposal aims to improve pedestrian accessibility and safety at this location by highlighting pedestrian priority to vehicles at all times.

The proposal will result in the loss of one (1) existing on-street parking spaces during school drop-off/pick-up times, and five (5) existing on-street parking spaces at all other times in Eaton Street.

BACKGROUND

Table 1 outlines the features of Eaton Street.

Eaton Street, Balmain	
Kerb to Kerb Width	8.3m approx.
Carriageway Type	One-way northbound, one travel lane
Classification	Local
Speed Limit	40 km/h
Available TfNSW recorded crash history last 5 years (Q3 2019 – Q2 2024)	No reported crashes at Eaton Street.
Parking Arrangements	<p>Parking permitted on both sides.</p> <p>'P 5 minute 8am-9am, 2.45pm-3.30pm' restriction applies during school drop-off/pick-up times.</p> <p>'4P ticket 9am-2.45pm, 3.30pm-10pm school days, 8am-10pm other days, permit holders excepted area B2' restriction applies at other times.</p>

The preliminary assessment included a review into the crash history, traffic count data, and previous safety concerns, including numerical warrants for installing a pedestrian crossing in accordance with Council's Pedestrian Crossing Policy.

Father John Therry Catholic Primary School and St Augustine's Catholic Church are situated on the eastern side of Eaton Street, and Balmain Public School and Gladstone Park are situated on the western side. As such, there is a high number of pedestrians, namely children, that cross Eaton Street to travel to these locations. School drop-off / pick-up zones are situated along Eaton Street on both sides.

The school crossing operates between 8.15am-9.15am and 2.30pm-3.30pm and is facilitated by a school crossing supervisor. It is proposed to install a raised pedestrian crossing to replace the existing school crossing on Eaton Street immediately south of Gladstone Street to improve pedestrian accessibility and safety at this location.

Council completed pedestrian and vehicle counts to determine if the volumes satisfy the warrants for a pedestrian crossing as required in Council's Pedestrian Crossing Warrant Policy.

Table 2 outlines the pedestrian and vehicle traffic count data.

Pedestrian and vehicle count Eaton Street at Gladstone Street, Balmain				
Date	Time	Pedestrian (adult)	Pedestrian (child)	Vehicle
7 May 2025	3.00pm – 4.00pm	67	102	77
9 May 2025	8.15am – 9.15am	90	90	115

The numerical warrant is met in regard to the pedestrian requirements (greater than 20); however, the vehicle requirements is not met (greater than 200). Whilst noting that the overall warrant is not met, it is recommended that the school crossing be upgraded to a raised pedestrian crossing slightly north of its existing location because it forms as part of an

essential link that connects schools to nearby residential properties, school drop-off / pick-up zones, and local shopping strip, parks, and public transport.

A concept design for the proposed raised pedestrian crossing is provided in *Attachment 1* and Swept path provided in *Attachment 2*.

PUBLIC CONSULTATION

An on-site meeting was held on Tuesday 18 March 2025 with Principals from Father Therry Catholic Primary School and Balmain Public School to gather feedback relating to improving safety at the Children's crossing in Eaton Street. It was requested that Council either install a raised pedestrian crossing in place of the existing children's crossing or implement a Shared zone treatment along Eaton Street.

A Shared zone has since been determined to be inappropriate for this location as the road has kerb and gutter and footpaths. A shared zone is also not conducive to a safe crossing environment for children in this location as it would result in pedestrians crossing at all different locations. A raised pedestrian crossing has been deemed an appropriate measure to enhance pedestrian safety and lower vehicular speeds and highlight pedestrian priority at the crossing location with the addition of the school crossing supervisor.

The schools also requested that the crossing location be shifted further north towards the intersection of Gladstone Street to better reflect the pedestrian crossing desire line which has been included as part of the design. Concerns were also raised regarding vehicles illegally performing left turns from Gladstone Street into Eaton Street against the one-way direction. To deter such movements, it is also proposed to install a kerb extension in Gladstone Street at its intersection with Eaton Street on the south side.

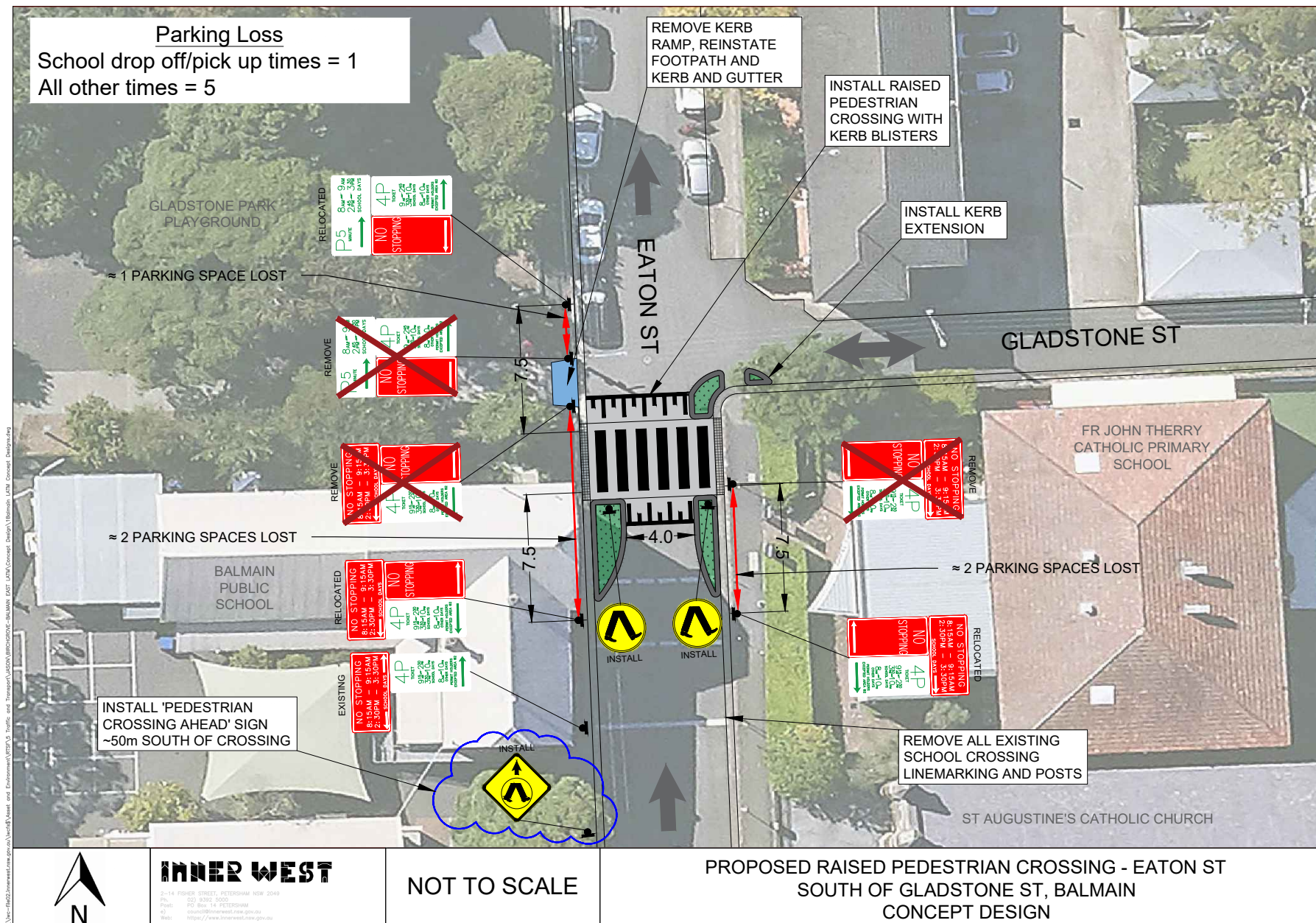
Further consultation will be undertaken during the detailed design stage.

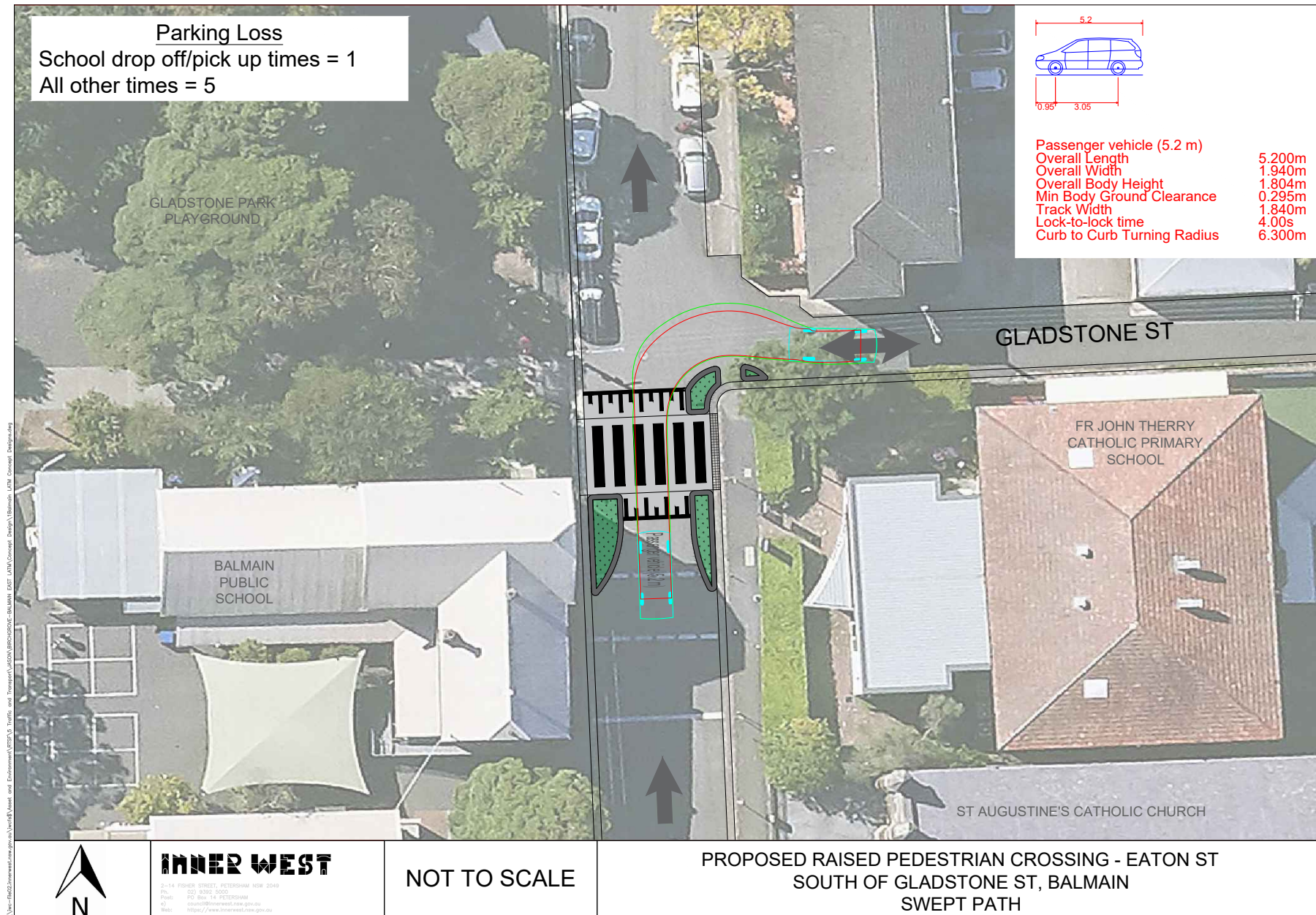
FINANCIAL IMPLICATIONS

Works are to be considered as part of Council's Capital Works program for Traffic Facilities with final costing to be finalised following completion of detailed design.

ATTACHMENTS

1. [↓](#) Proposed Raised Pedestrian Crossing - Eaton Street south of Gladstone Street, Balmain
2. [↓](#) Swept Path - Proposed Raised Pedestrian Crossing - Eaton Street south of Gladstone Street, Balmain





Item No: LTC0525(1) Item 3

Subject: KING STREET, BIRCHGROVE ROAD AND DARLING STREET, BALMAIN
- PROPOSED INTERSECTION IMPROVEMENTS (BALUDARRI-BALMAIN
WARD/BALMAIN ELECTORATE/LEICHHARDT PAC)

Prepared By: Jackie Ng - Graduate Traffic Engineer

Authorised By: Jason Scoufis - Acting Traffic and Transport Planning Manager

RECOMMENDATION

That the proposed signage and linemarking improvements at the intersection of King Street, Birchgrove Road and Darling Street, Balmain shown in *Attachment 1* be approved.

STRATEGIC OBJECTIVE

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

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

This report outlines the safety concerns at the intersection of King Street, Birchgrove Road and Darling Street, Balmain. The current arrangement leads to confusion amongst motorists due to the geometric layout of the intersection. A considerable number of pedestrians were observed crossing the intersection and vehicles observed in conflict when exiting Birchgrove Road into King Street whilst other vehicles make a left turn from Darling Street into King Street. A review has been undertaken and it is proposed that signage works, and linemarking be upgraded at the intersection to improve safety for all road users.

BACKGROUND

Council has received safety concerns from the community regarding the intersection of King Street, Birchgrove Road and Darling Street, Balmain. This intersection facilitates both local residential and visitor traffic and is adjacent to the local businesses and facilities in Darling Street.

The current road layout was reported to cause confusion between vehicles entering the intersection from King Street and Birchgrove Road due to the road geometry. This has resulted in frequent and occasional near misses amongst motorists. Additionally, the existing Give Way line in King Street is located before the pedestrian kerb ramp, and well before approaching the intersection of Darling Street, exacerbating the confusion and hesitation between vehicles and pedestrians.

It is proposed that the following improvements be undertaken at the intersection as shown in *Attachment 1*:

- Linemark painted islands with chevrons at the kerb return as detailed on the attached plan.
- Install Stop (TF) line in Birchgrove Road at King Street intersection.
- Replace existing 'Give Way' sign with a 'Stop' sign at the Birchgrove Road and King Street, Balmain intersection.

- Reposition existing Give Way line at the King Street and Darling Street, Balmain intersection, as shown in the attached plan.
- Relocate existing “No Parking, 8am-10pm, Excepted While Charging” sign 1m north of existing location.
- Install 6m length ‘4P, Ticket 8am-10pm, Permit Holders Excepted, Area B1’ south of the ‘No Parking, 8am-10pm, Excepted While Charging’ zone.

The proposed works will provide one (1) additional on-street parking space.

DISCUSSION

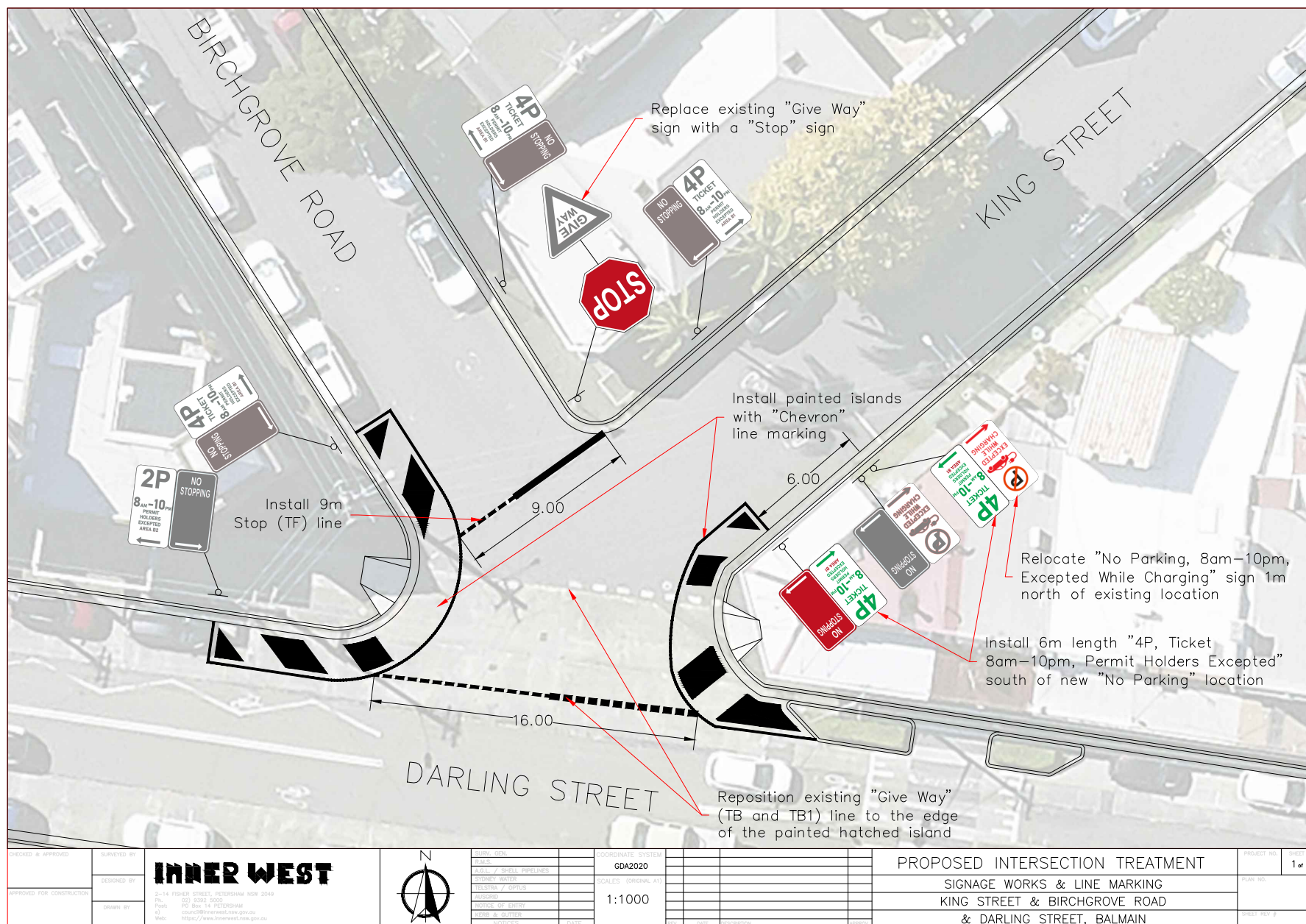
Consultation was conducted with the immediately impacted property who supported the proposal.

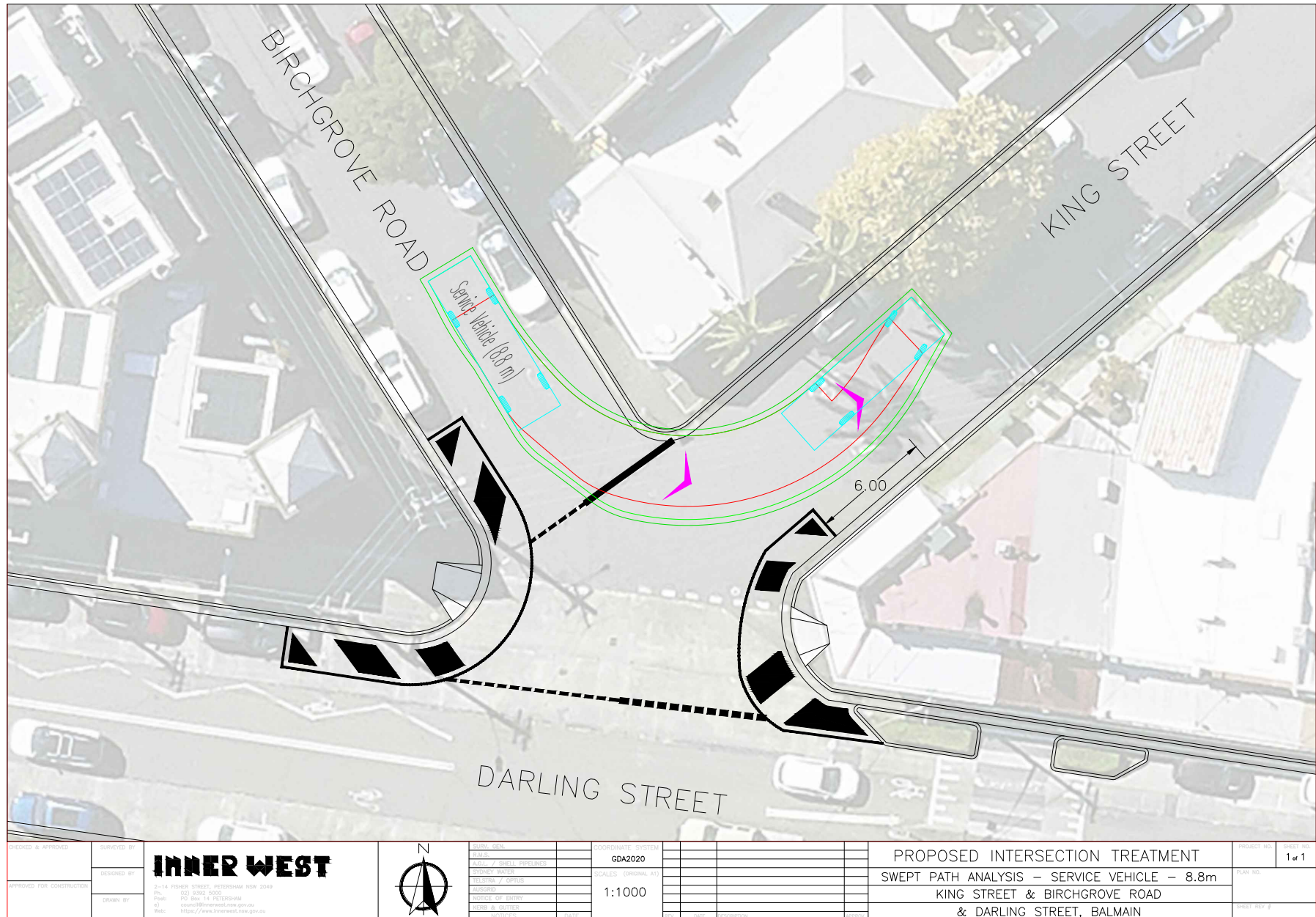
FINANCIAL IMPLICATIONS

The cost of installation of the proposed signage works and line marking can be funded within Council’s signs and line marking budget.

ATTACHMENTS

1. [↓](#) King Street, Birchgrove Road and Darling Street, Balmain - Proposed Intersection Improvements
2. [↓](#) King Street, Birchgrove Road and Darling Street, Balmain - Swept Path Analysis





Item No: LTC0525(1) Item 4

Subject: SCHWEBEL STREET, MARRICKVILLE - TRAFFIC STUDY REPORT FOR A PROPOSED ONE-WAY TREATMENT AT SCHWEBEL STREET BETWEEN ILLAWARRA ROAD AND CARRINGTON ROAD (MIDJUBURI - MARRICKVILLE WARD / SUMMER HILL ELECTORATE / INNER WEST PAC)

Prepared By: Daniel Li - Student/Graduate Traffic Engineer

Authorised By: Jason Scoufis - Acting Traffic and Transport Planning Manager

RECOMMENDATION

1. That the following traffic study report at Schwebel Street be received and noted by Council.
2. That traffic management proposals within this report be approved in principle and that community consultation be undertaken on the proposals within this report

STRATEGIC OBJECTIVE

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

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

A notice of motion was raised at Council's meeting on the 3rd of December 2024 to investigate the eastbound one-way conversion of Schwebel Street from Illawarra Road to Carrington Road. To determine the feasibility of the proposed one-way treatment in Schwebel Street, Council's Traffic Engineering team has undertaken a technical analysis into the traffic implications of the proposal via a traffic study report.

This traffic study report considers three options to address resident concerns and provides an analysis into the traffic redistribution of westbound traffic into surrounding streets, likelihood of increased vehicle speeds and non-compliance of the proposed one-way. Having considered the traffic safety report, it is recommended that Council support the three proposed options for community consultation.

BACKGROUND

At the Council meeting on 3 December 2024, a Notice of Motion was raised with Council's Traffic and Transport Planning team to investigate the following:

1. That Council progress plans to make Schwebel Street one-way in a west to east direction from Illawarra Road to Carrington Road.
2. That Council report to the Local Traffic Committee no later than May 2025 with:
 - a) plan, indicative budget and timeline to develop and design road treatments to make Schwebel Street one-way and to undertake community consultation;
 - b) an assessment of whether Schwebel Street is suitable for new active transport connections and opportunities to upgrade and improve lighting on the stairs between Schwebel Street and Charlotte Avenue; and

- c) Consideration of improvements at the intersection of Illawarra Road and Schwebel/Warburton Streets.

DISCUSSION

Former Studies in Marrickville Area

Marrickville Council has previously undertaken a review of Schwebel Street and has provided various proposals as part of the South Marrickville Local Area Traffic Management Scheme in 2012. Table 1 below summarises previous traffic management strategies to mitigate the traffic issues found along Schwebel Street.

Year of Proposal	Proposal Description	Outcome
August 1999	Parking restrictions along one side of Schwebel Street.	Not supported as very few residences have any form of off-street parking and are reliant on on-street parking. The loss of parking would not be strongly supported by residents.
August 1999	Speed humps to reduce traffic speeds	Insufficient support for the proposal and to be considered for future Local Area Traffic Management studies.
April 2008	Road carriageway widening	Not supported as it was cost prohibitive and would result in an unacceptable narrowing of footpaths. It would also require the relocation of existing power poles and utility services.
May 2011	Proposed one-way (eastbound) from Illawarra Road to Carrington Road	Insufficient support for the proposal. The proposal at the time only had a 7% support rate (26 of the quantifiable votes).

Table 1. Historical summary of Schwebel Street traffic management strategies

Existing Conditions

Schwebel Street is a residential street running east-west between Illawarra Road and Carrington Road with varying road widths as shown in Table 2. Despite Schwebel Street between Station Street and Junction Street being incapable of accommodating concurrent two-way traffic movements, Schwebel Street currently operates as a two-way road where drivers are expected to utilise driveways and parking areas to pass oncoming vehicles.

Street Name	Schwebel Street
Carriageway width (m) kerb to kerb	<ul style="list-style-type: none"> Between Station Street and High Street – 7.3m Between High Street and Junction Street – 6.8m Between Junction Street and Carrington Road – 12.8m
Carriageway type	Two-way with vehicles utilising driveways and parking areas to pass oncoming vehicles
Classification	Local
Speed Limit (km/h)	50
Annual Average Daily Traffic (AADT)	<ul style="list-style-type: none"> Between Leofrene Avenue and Ivanhoe Street – 3,784 Between High Street and Junction Street – 3,927

85th percentile speed (km/h)	<ul style="list-style-type: none"> Between Leofrene Avenue and Ivanhoe Street – 41.6 Between High Street and Junction Street – 46.8
Parking Arrangements	<ul style="list-style-type: none"> '2P 8.30am – 6pm Mon-Fri, 8.30am – 12.30pm Sat, Permit Holders Excepted' on the southern side of Schwebel Street between Leofrene Avenue and Ivanhoe Street. Unrestricted parking on the northern side. Unrestricted parking east of Ivanhoe Street to Carrington Road

Table 2. Road Network Detail

Accident History

Traffic accident data collected from the Transport for NSW crash registry for the 5-year period from 2020 – 2024 are shown in the crash locations below. From October 2014, the NSW Police has ceased reporting towaway accidents with the exception where there are any persons killed or injured, or where a driver fails to swap details, or where a driver is suspected to be under the influence of drug or alcohol.

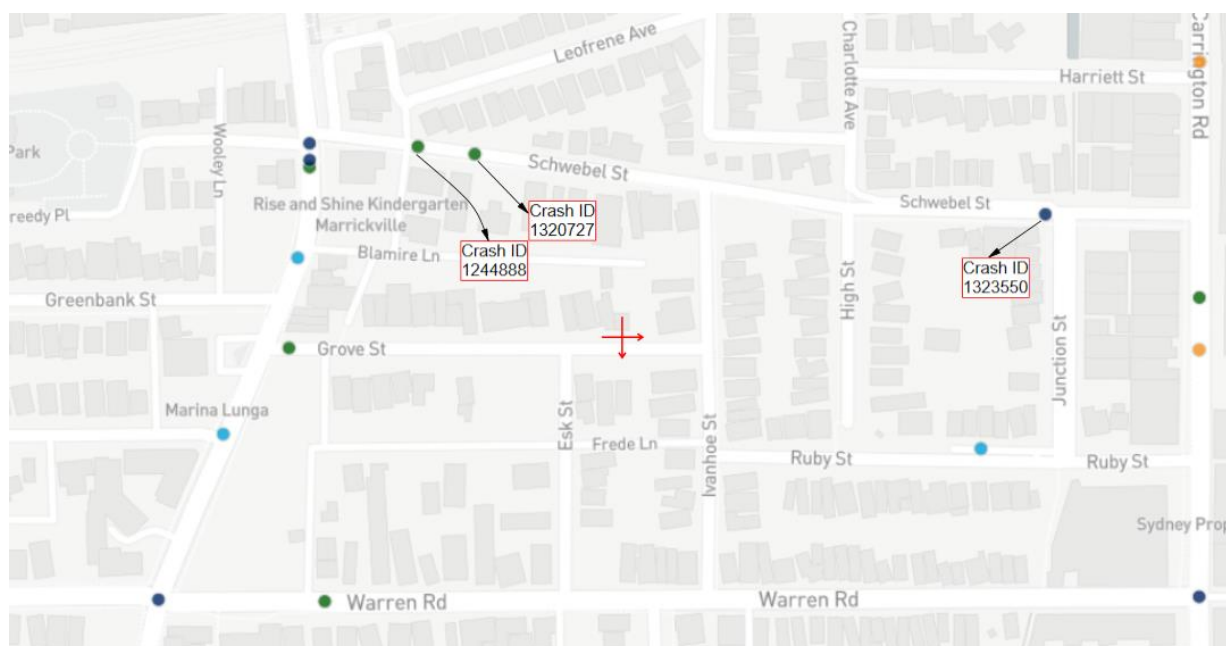


Figure 1. Recorded crashes at Schwebel Street between 2020 – 2024.

Street	Crash ID	Year	Crash Type	Road User Movement Code (RUM)
Schwebel Street	1244888	2020	Non-casualty (towaway)	71 (Left off carriageway into object – parked vehicle)
Schwebel Street	1320727	2023	Non-casualty (towaway)	93 (Parked vehicle run away into object / parked vehicle)
Schwebel Street	1323550	2023	Moderately Injured	73 (Off road right – object on road)

Table 3. Crashes at Schwebel Street between 2020 – 2024 and listed RUM Code.

Based on the traffic accident history between 2020 – 2024 as seen in Table 3, only three (3) traffic incidents were officially recorded with the Transport for NSW crash registry. Amongst the three recorded crashes, the two crashes between Station Street and Ivanhoe Street had a

Road User Movement code (RUM) of 71 and 93 which indicates vehicle side swiping. Despite the low amount of recorded traffic accidents within Schwebel Street, Council has received numerous resident requests, suggesting a higher rate of non-recorded vehicle side swiping incidents after October 2014.

Traffic Management Options for Schwebel Street

Option A: One-way Traffic Proposal in Schwebel Street between Illawarra Road and Carrington Road

In 2011, the South Marrickville LATM proposed an eastbound one-way system on Schwebel Street from Illawarra Road to Carrington Road to compliment the westbound one-way along Warren Road. Following community feedback, Council was unable to proceed with the above proposal due to low support rates with residents commenting on the longer driving times to arrive at their intended destination as seen in attachment 1.

In general, converting a two-way road to one way traffic would result in an improvement to congestion and a likely reduction of traffic volume. However, the change will have wider impacts as existing traffic movement in the opposing direction of the one way will be diverted to adjacent streets and increased travel distances for residents and visitors under this arrangement. The wider carriageway for one way travel could also result in minor non-compliance of the one way for drivers. A concept plan of the proposed one-way between Illawarra Road and Carrington Road can be seen in Figure 2.

Notwithstanding, while it is anticipated that a proposed one-way will increase traffic speeds, to facilitate a one-way system in Schwebel Street between Illawarra Road and Carrington Road, the following would also be required:

- Speed cushions outside number 38 Schwebel Street and 52 Schwebel Street;
- Installation of 'No Entry' and 'No Left Turn' restrictions at Leofrene Avenue, Station Street, Ivanhoe Street, High Street and Junction Street;
- Installation of approximately 11 'One-Way' signs throughout Schwebel Street (as seen in the signage plan in Attachment 2);
- Installation of approximately 6 pavement arrows;
- A Traffic Management Plan for the one way proposal to be approved by TfNSW;
- Secondary Local Traffic Committee report with community consultation results; and
- Public advertisement of the one way as required by the Roads Act for 28 days.

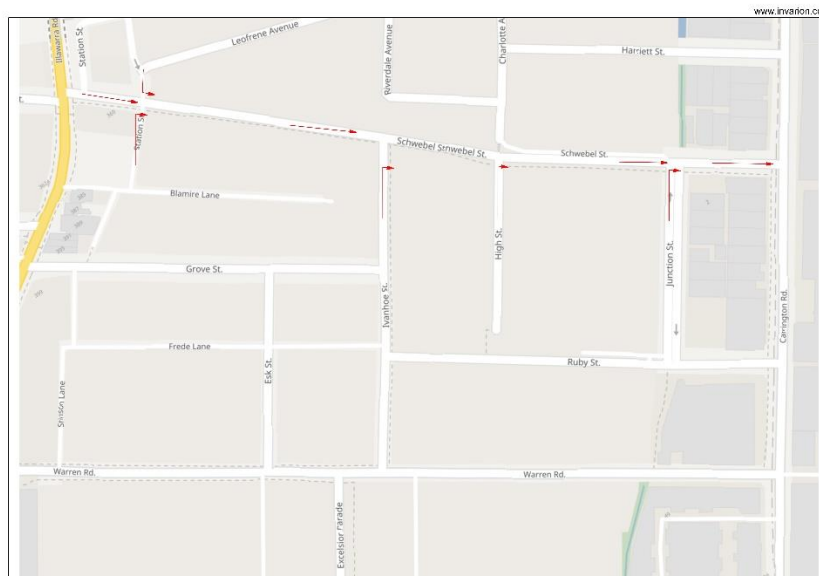


Figure 2. One Way Concept Plan in Schwebel Street between Illawarra Road and Carrington Road

Option A: One Way Traffic Eastbound in Schwebel Street between Illawarra Road and Carrington Road	
Advantages	Disadvantages
<ul style="list-style-type: none"> Localised congestion is minimised compared to a two-way traffic through narrow road space No loss of on-street parking spaces Overall traffic volume may decrease Reduced likelihood of vehicle side swiping 	<ul style="list-style-type: none"> Residents will travel longer distances to travel to and from their homes Prevailing traffic flow will be diverted to adjacent streets, likely Warren Road (one-way) or Grove Street Vehicle speeds will likely increase Drivers could disobey road rules and drive against the one way to avoid travelling around, particularly to and from destinations at each end of the street.

Table 4. Advantages and disadvantages of a one-way system between Illawarra Road and Carrington Road

Option B: One-way Traffic Proposal in Schwebel Street between Leofrene Avenue/Station Street and Junction Street

Noting community feedback, instead of a one-way system being proposed for the entirety of Schwebel Street, a proposed one-way at Schwebel Street between Leofrene Avenue/Station Street and Junction Street would be a more suitable solution to address the narrow sections which are unable to facilitate two-way traffic movements.

In comparison to Option A, this option will enable kiss and ride users of Marrickville Railway Station to exit onto Illawarra Road without needing to travel eastbound along Schwebel Street.

Additionally, a one-way system in Schwebel Street between Station Street and Junction Street will provide sufficient notice to westbound traffic from Carrington Road to react/adapt to the proposed road network changes whilst diverting onto Junction Road or undertaking a U-turn manoeuvre to exit onto Carrington Road as shown in Figure 3.

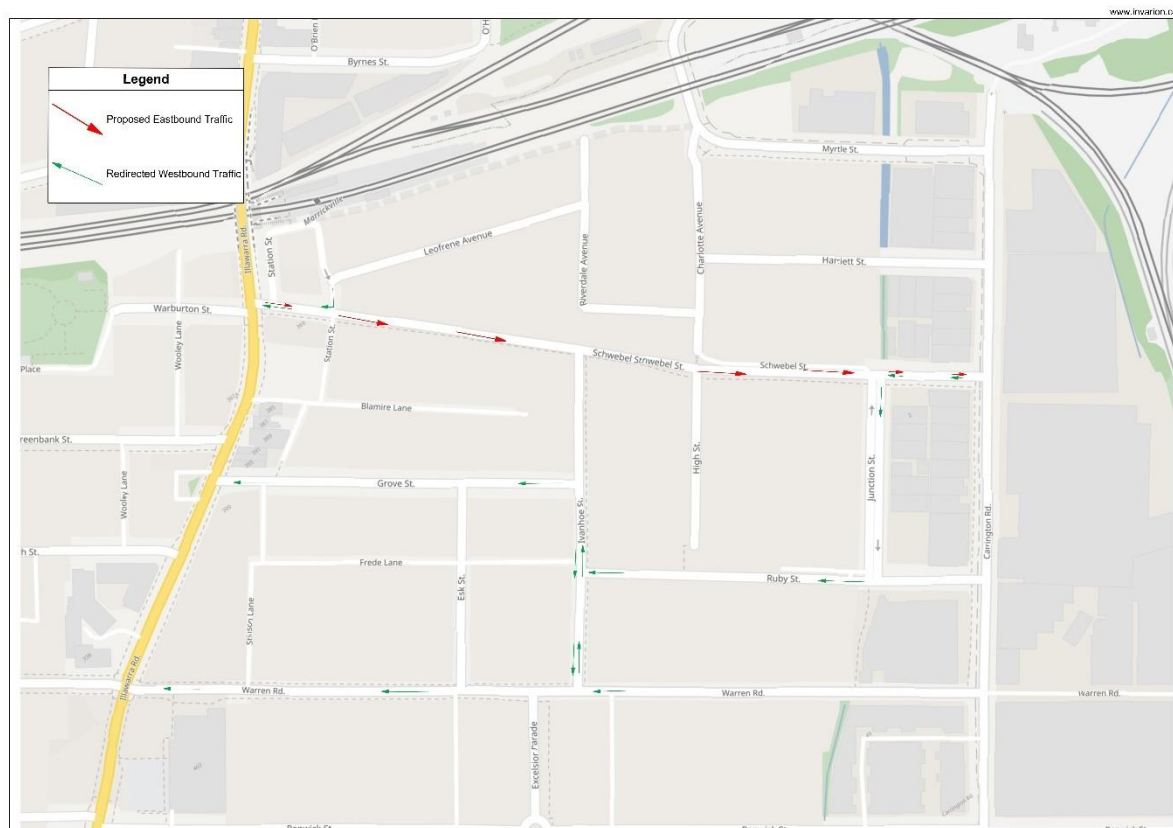


Figure 3. One Way Concept Plan in Schwebel Street between Station Street and Junction Street

At the time of the initial one-way proposal in 2011, relevant traffic counts conducted in November 2006 provided traffic volumes of 1,470 vehicles per day and an 85th percentile speed of 51km/h. In comparison, the traffic counts collected in February 2025 indicate that the traffic volumes have since doubled to approximately 3,800 vehicles per day (2,000 eastbound and 1,800 westbound), simultaneously reducing the 85th percentile speed to 41.5 km/h between Leofrene Avenue and Ivanhoe Street and 46.8 km/h between Junction Street and Carrington Road, both within the signposted speed limits of 50 km/h.

Notwithstanding, while it is anticipated that a proposed one-way will increase traffic speeds, to facilitate a one-way system in Schwebel Street between Leofrene Avenue/Station Street and Junction Street, the following would also be required:

- Speed cushions outside number 38 Schwebel Street and 52 Schwebel Street;
- Installation of 'No Entry' and 'No Left Turn' restrictions at Ivanhoe Street, High Street and Junction Street (as seen in the signage plan in Attachment 3);
- Installation of approximately 8 'One-Way' signs throughout Schwebel Street;
- Installation of approximately 5 pavement arrows ;
- A Traffic Management Plan for the one way proposal to be approved by TfNSW;
- Secondary Local Traffic Committee report with community consultation results; and

- Public advertisement of the one way as required by the Roads Act for 28 days.

An examination of the peak hour traffic flow and the road network indicate that with a one-way eastbound arrangement in Schwebel Street, the majority of the westbound traffic flow would most likely be diverted to Warren Road or Grove Street during the AM and PM peak hours. Figure 4 shows the peak AM and PM traffic volumes in Schwebel Street and the surrounding space.

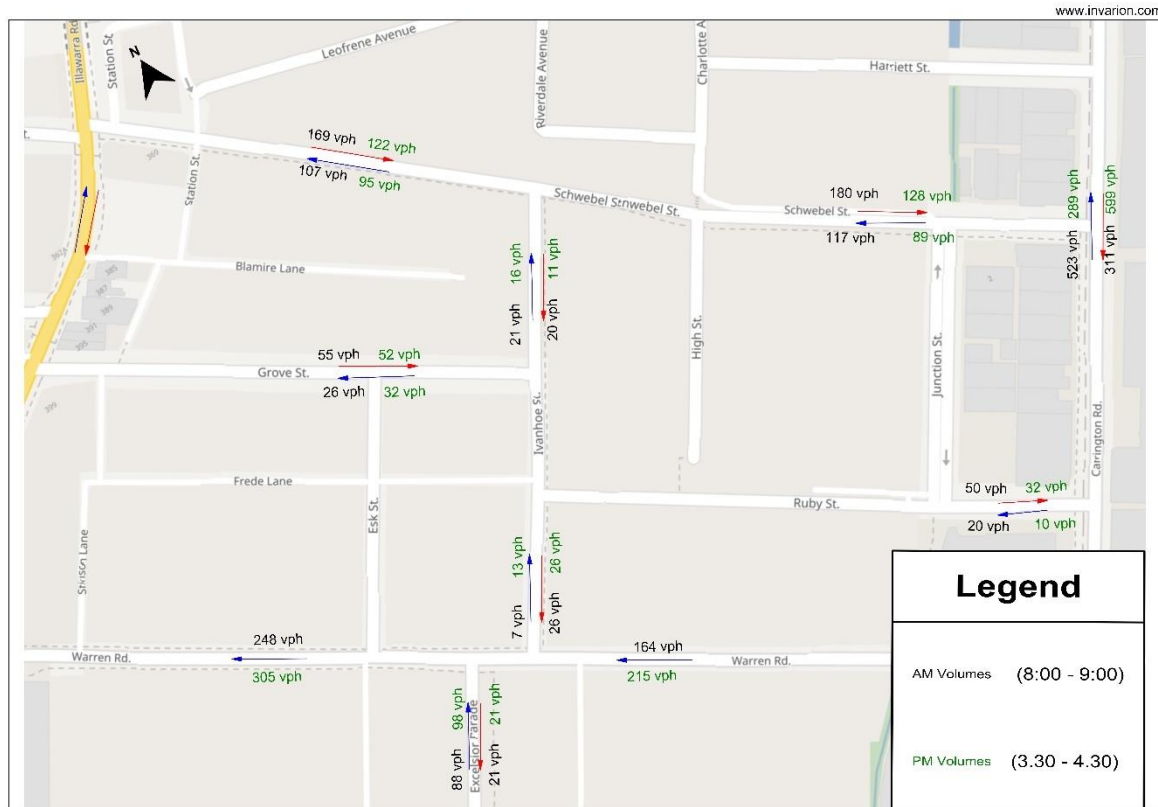


Figure 4. Existing AM and PM peak hour traffic volume in Schwebel Street and surrounding roads

The projected traffic redistribution results in a minor increase of approximately 117 vehicles in the morning peak hours into Grove Street and Warren Road. Assuming a redistribution rate of 70% and 20% into Warren Road and Grove Street respectively, the traffic redistribution will result in an increase of 74 westbound vehicles into Warren Road, 21 vehicles into Grove Street and 11 vehicles into Schwebel Street. Such a low amount of traffic being redistributed would have minor impacts to the surrounding road network. A traffic redistribution diagram can be seen in Figure 5.

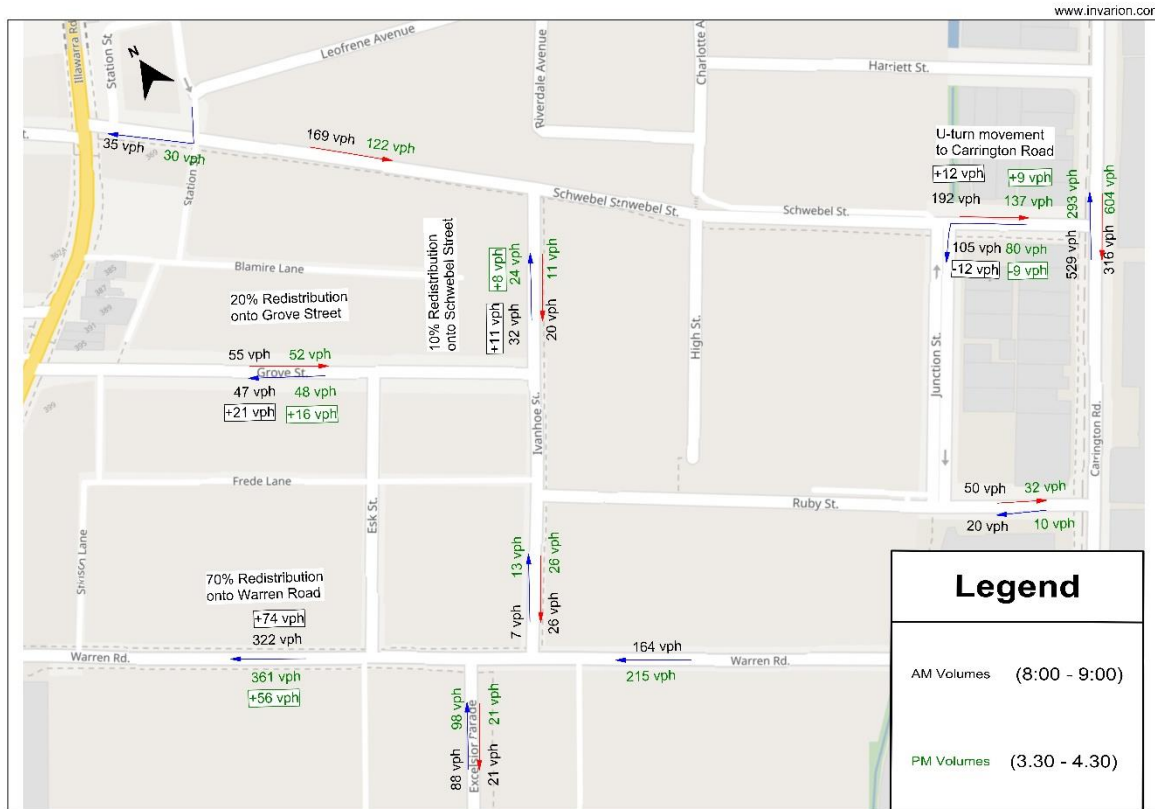


Figure 5. Projected redistribution of AM and PM peak hour traffic volumes in Schwebel Street and surrounding roads

Option B: One Way Traffic Eastbound in Schwebel Street between Leofrene Avenue/Station Street and Junction Street	
Advantages	Disadvantages
<ul style="list-style-type: none"> Localised congestion is minimized compared to a two-way traffic through narrow road space No loss of on-street parking spaces Overall traffic volume may decrease Reduced likelihood of vehicle side swiping Allows kiss and ride users to exit onto Illawarra Road without travelling eastbound into Schwebel Street. Allows westbound traffic from Carrington Road to adequately react to the one-way and divert onto Junction Street. 	<ul style="list-style-type: none"> Residents will travel longer distances to travel to and from their homes Prevailing traffic flow will be diverted to adjacent streets, likely Warren Road (one-way) or Grove Street Vehicle speeds will likely increase Drivers could disobey road rules and drive against the one way to avoid travelling around, particularly to and from destinations at each end of the street.

Table 5. Advantages and disadvantages of a proposed one-way between Station Street and Junction Street

Option C: Provide Passing Bays in Schwebel Street between Station Street and High Street

This arrangement in Schwebel Street proposes short sections of 'No Parking' zones in regular spacing to provide two way passing opportunities for vehicles approaching in opposing directions. This option provides a balance between traffic flow and resident's need to retain on-street parking in Schwebel Street.

The passing bays would be signposted as full time 'No Parking' with an option for a part time 'No Parking 8.30am – 6pm Mon – Fri' and 'No Parking 8.30am – 12.30pm Sat' zone consistent with the existing parking conditions situated on the southern side of Schwebel Street. A concept plan of the proposed passing bays can be seen in Figure 6.



Figure 6. Proposed concept plan of passing bays in Schwebel Street

Option C: Provide Passing Bays in Schwebel Street between Station Street and High Street	
Advantages	Disadvantages
<ul style="list-style-type: none"> Some improvement to two-way traffic flow in Schwebel Street Minimal traffic diverted to neighbouring streets Vehicle speeds to remain low or unchanged, appropriate for pedestrians and cyclists in a residential road. 	<ul style="list-style-type: none"> Loss of 5 on-street parking spaces in Schwebel Street with a loss of 3 on-street spaces from Statutory 'No Stopping' Schwebel Street may be used as a street to bypass traffic signals along Illawarra Road.

Table 6. Advantages and disadvantages of a proposed passing bays between Station Street and High Street

Active Transport Connections

It is not recommended that Schwebel Street be considered for active transport connections. The narrowness and high traffic volumes of Schwebel Street in conjunction with existing two-way traffic movements would increase the risk of collision with active transport users. Even if Schwebel Street was to be converted into a one way, the narrower sections of Schwebel Street would make it difficult to introduce an active transport corridor.

Notwithstanding, as part of the Sydney Metro project and the Southwest Link, Leofrene Avenue has been temporarily designated as an active transport connection from Sydenham Station to Hurlstone Park via Dulwich Hill and Marrickville. Given that Leofrene Avenue provides much lower traffic volumes in comparison to Schwebel Street, Leofrene Avenue is more suitable for potential active transport projects. It should be noted that an active transport link as part of EWPCCL is being constructed along the back of Leofrene Street (adjacent to the railway line) and this route will connect to both Sydenham Station and beyond to the east and Dulwich Hill Station and beyond to the west.

Intersection Improvements at Illawarra Road and Schwebel Street / Warburton Street

In July 2012, a proposal was submitted by former Marrickville Council to Roads and Maritime Services (currently Transport for NSW) to install traffic signals at the intersection of Illawarra Road and Schwebel Street.

This proposal was not supported by Transport for NSW at the time due to the following:

- Section 2.5 of the *Traffic Signal Design Guide* stating that signalised mid-block crossings must be avoided within 130 meters of an adjacent signalized intersection. The proposed location for traffic signals is approximately only 65 metres from the current signalised mid-block crossing on the bridge at the entrance to Marrickville Railway Station.
- At the time of the proposal, the traffic volumes for the intersection of Illawarra Road and Schwebel Street did not meet the warrants of Transport for NSW.

While traffic volumes have increased since the initial proposal in 2012, the proposed traffic signals are still within proximity of the midblock traffic signal at the entrance to Marrickville Railway Station. Furthermore, between 2020-2024, only two traffic accidents have occurred with 1x cross traffic (RUM 10) and 1x pedestrian nearside (RUM 0) and therefore does not meet the warrants for a traffic signal and further intersection improvements.

FINANCIAL IMPLICATIONS

The financial costs associated with the eastbound one-way proposal at Schwebel Street (option A and B) is approximately \$27,000 and \$20,000 respectively. This is inclusive of all required signage and line marking installations, public advertisements and the asphalt speed cushions to reduce vehicle speeds to the sign posted speed limit of 50 km/h. Contrastingly, the financial costs associated with the proposed passing bays (Option C) is approximately \$5,000 to install the required signage and no parking restrictions.

CONCLUSION

Having considered the above traffic report, Council officers are able to support all proposals in this report subject to community consultation and Council support for preference of the traffic treatment in Schwebel Street. It is therefore recommended that Council note and support the proposed recommendations and provide approval for community consultation to be undertaken in the Marrickville South area. Following the conclusion of the community consultation, a supplementary traffic report will be submitted to the Local Traffic Committee for support of preferred proposal from residents.

ATTACHMENTS.

1. [↓](#) Summary of Schwebel Street one-way proposal in South Marrickville LATM 2011
2. [↓](#) Signage plan of proposed eastbound one-way on Schwebel Street between Illawarra Road and Carrington Road
3. [↓](#) Signage plan of proposed eastbound one-way on Schwebel Street between Station Street and Junction Street



Item No: B1
Subject: MARRICKVILLE SOUTH LATM SCHEME (SOUTH WARD)
REVIEW OF EXISTING SCHEME – SURVEY RESULTS
File Ref: 14228-02
Author: George Tsaprounis – Traffic Engineer

SYNOPSIS

This is a report on the results of a questionnaire survey undertaken as part of a review of the existing Local Area Traffic Management (LATM) Scheme in the Marrickville South traffic precinct.

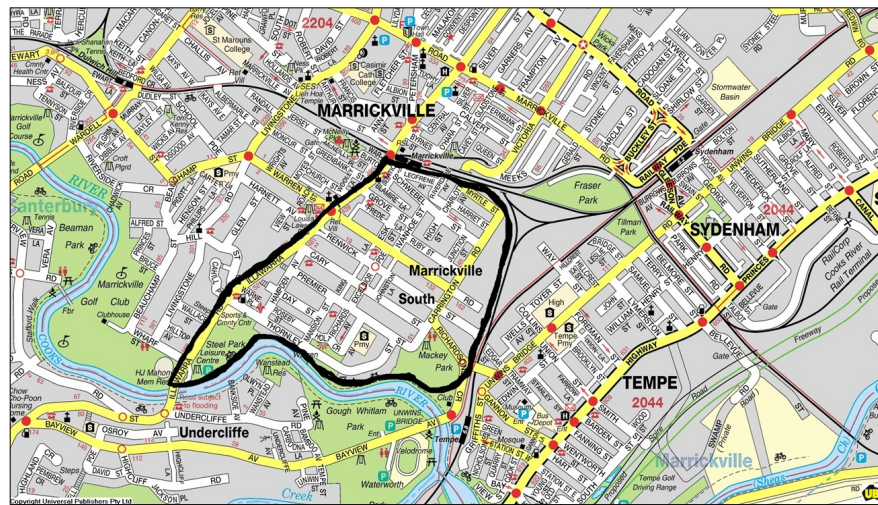


Figure 1 Marrickville South LATM

As a result of the level of support from residents and the benefits of increasing traffic safety in the area, it is recommended that the proposed additional traffic calming devices in the Marrickville South LATM Scheme area be approved.

OFFICER'S RECOMMENDATION

THAT:

1. The results of the questionnaire survey be received and noted;
2. As a result of the level of support from the residents responding to the survey and the benefits of increasing road and traffic safety in the area, the following additional traffic calming treatments in the Marrickville South LATM Scheme be APPROVED:
 - a) Council submit a proposal to the RTA for approval to install traffic signals at the intersection of Illawarra Rd and Schwebel Street in conjunction with removing the marked foot crossings from Illawarra Road and Schwebel Street and the decommissioning of the pedestrian actuated crossing located approximately 60m north of this intersection on



Local Traffic Planning and Advisory Committee Meeting
17 May 2011

Given the level of objection to the location of devices adjacent properties, **no action is recommended.**

Proposal n – *Install a one way eastbound system in Schwebel Street from Leofrene Avenue to Carrington Road with associated minor traffic facility changes;*

Overall this proposal had 7% support (i.e. 26 of the quantifiable votes) ranking it 6th on the Priority List. Out of the 22 respondents from Schwebel Street 11 (50%) fully supported the proposed treatments in their street, while 6 (27%) partially supported them and 4 (21%) did not support them. It is noted that some of this support may have been for the proposal to install speed cushions at two locations in Schwebel Street.

Comments from residents in Schwebel Street were varied and some questioned the practicability of this proposal:

- May cause more traffic issues and some aspects appear to have not been looked at, and will cause more waste of time for myself and family having to drive different and longer routes.
- To access my property from Carrington road I would have to go Harriet st, Charlotte ave, Riverdale Ave, Leofrene Ave then into Schwebel, or Ruby st, Invanhoe, Grove st and then struggle to get out onto Illawarra rd especially during peak traffic.
- Prefer 2-way traffic to avoid forcing inbound vehicles to detour via Warren Rd or other streets north of the railway line.

Respondents from other streets commented:

- Making Schwebel St one way could potentially create more traffic on Warren and Ruby St.
- We would like to see changes to the proposals to make Warren Rd & Schwebel St one way - i.e. We do not support these being changed to one way.

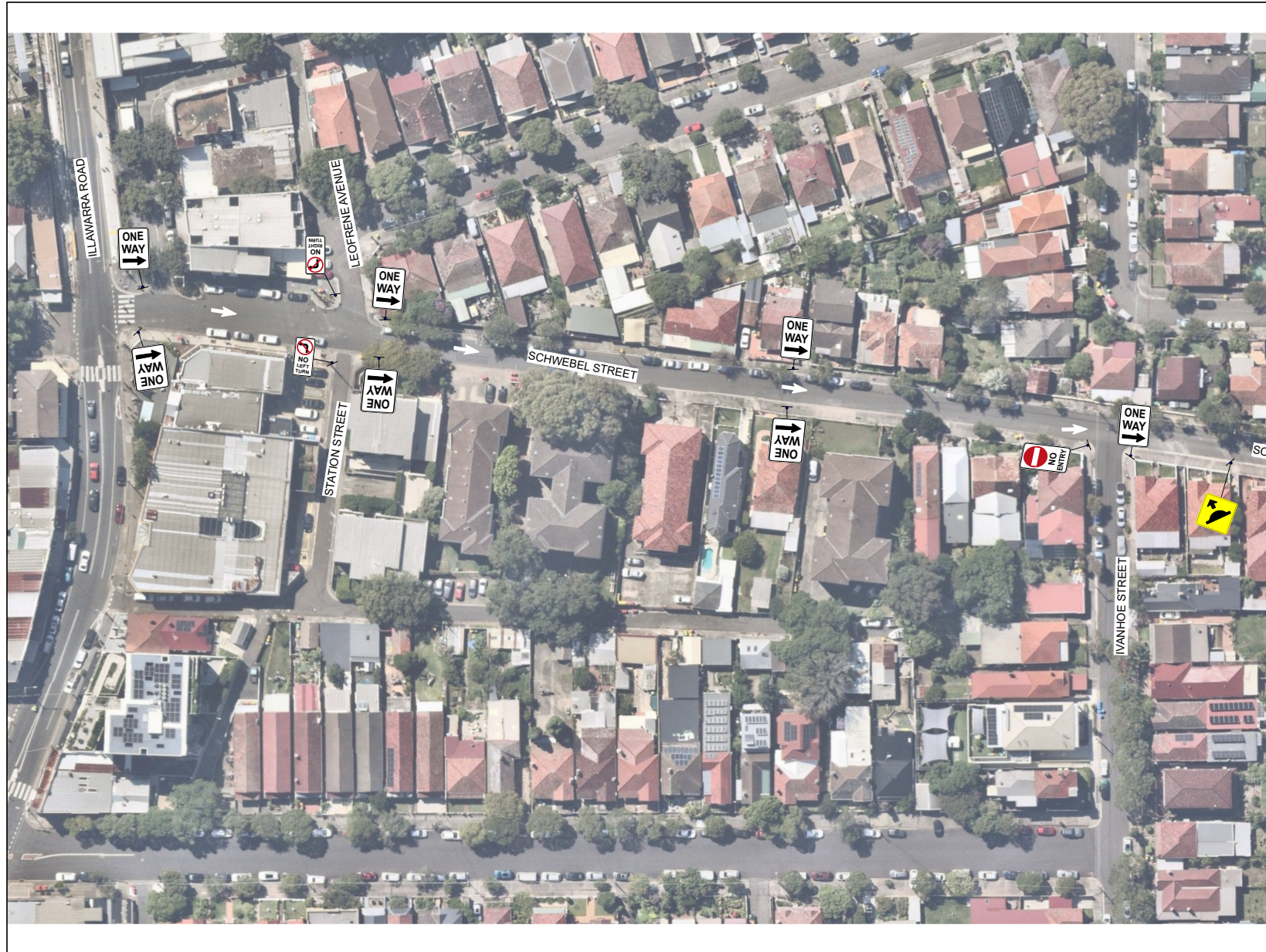
Schwebel Street is a mainly residential street running east-west between Illawarra and Carrington Roads. A split level section occurs between Ivanhoe and Junction Streets. Schwebel Street between Ivanhoe Street and Illawarra Road is a two-way carriageway. The carriageway width of Schwebel Street varies from 6.8 metres to 12.8 metres. At present, no restrictions on parking apply along the street and motorists park on both sides except in the very narrow section between High and Junction streets. The two way road is classified as a local road and has a speed limit of 50km/h.

In November 2006 traffic counts were conducted in Schwebel Street. Traffic volumes averaged 1470 vehicle per day. The 85th percentile speed, in Schwebel Street between High Street and Junction Street, was 51km/h, which was marginally higher than the posted speed limit. The 85th percentile speed, in Schwebel Street between Ivanhoe Street and Leofrene Avenue, was 55.8km/h, which was moderately higher than the posted speed limit.

Implementing a one way system may improve traffic management, however speeds may increase affecting safety. Between 2004 and 2008, the last five years of RTA recorded crash data; there have been 5 recorded accidents in Schwebel Street.

The reason for the introduction of a one way street in Schwebel was mainly to reduce potential future volumes as a result of the Warren Road proposal. However, with Warren Road not recommended to proceed, it is **recommended** that a one way for Schwebel Street **does not** proceed given that there was little support overall (7% of quantifiable votes) to install a one way eastbound system in Schwebel Street from Leofrene Avenue to Carrington Road.

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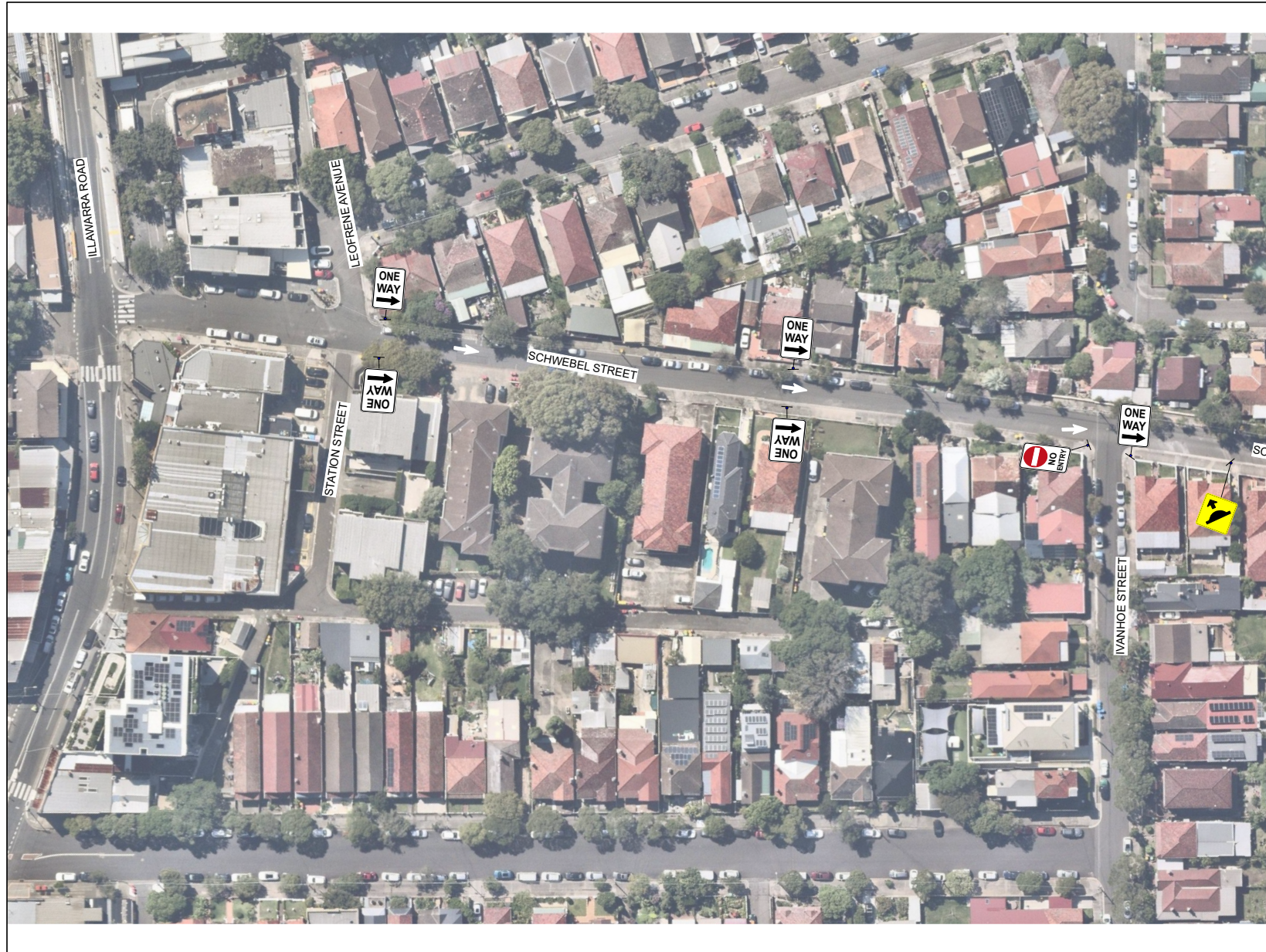


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Item No: LTC0525(1) Item 5
Subject: THE BOULEVARDE, LILYFIELD - PROPOSED STREETSCAPE IMPROVEMENTS AND CIVIL WORKS (BALUDARRI-BALMAIN WARD/BALMAIN ELECTORATE/LEICHHARDT PAC)
Prepared By: Sunny Jo - Coordinator Traffic Engineering Services North
Authorised By: Jason Scoufis - Acting Traffic and Transport Planning Manager

RECOMMENDATION

That the attached detailed design plan No.10278-C for the proposed streetscape improvements and civil works on The Boulevarde between Balmain Road and Joseph Street, Lilyfield, be approved.

STRATEGIC OBJECTIVE

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

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

Council is planning to undertake streetscape improvement works in The Boulevarde, Lilyfield. The works are intended to improve pedestrian and motorist safety at the intersection of The Boulevarde and Balmain Road by constructing kerb extensions as well as improving the general amenity of the street by providing landscaped islands, including repairing the road and footpath.

The proposed works does not change the existing parking in The Boulevarde.

The Local Traffic Committee on 16 September 2024 recommended to defer the matter pending further community consultation as there were strong concerns from residents about the proposed layout with the proposed in-road trees. Additional consultation was carried out which included a public meeting held with the Mayor, Council officers and residents on 6 February 2025. Revised plans were distributed to residents and the final version of the design plans are attached for consideration.

The attached detailed design plan No.10278-C were approved at the Council meeting on 29 April 2025.

BACKGROUND

The Local Traffic Committee on 16 September 2024 recommended to defer the detailed design plan for the proposed streetscape improvements and civil works on The Boulevarde pending further community consultation as there were strong concerns from residents about the proposed layout with the proposed in-road trees. At the time, 9 of the 20 submissions did not support the design.

DISCUSSION

Additional consultation was subsequently carried out which included a public meeting held with the Mayor, Council officers and residents on 6 February 2025. Revised plans were distributed to residents.

As part of the consultation revised plans were distributed which included:

- Footpath widening at the intersection of Balmain Road.

- Modification of driveways and laneway entrances to reduce vehicle scraping.
- Resurfacing the asphalt road surface and footpath repairs.

At the end of the consultation period, 6 submissions were received from residents and the following issues were raised:

- 1 resident supported the revised proposal with the removal of the trees and median islands.
- 1 submission requested angled parking.
- 1 submission requested angled parking, with in road trees included in landscaped islands.
- 3 submissions supported the original proposal for in road tree planting.

At the on-site meeting there were a number of issues raised including:

- Concerns that the trees were not going to be planted and would result in a lost opportunity to reduce the heat island effect, increase the urban tree canopy and restore the original heritage features of The Boulevard.
- Consideration should be given to angled parking (2 residents).
- Consideration of reducing vehicle speeds and introducing traffic calming (some residents did not agree that this was an issue).
- Issues of the flush footpath at the Joseph Street intersection and potential danger to pedestrians with cars cutting the corner.
- Consideration of the large number of children that cross the street near the lane.
- Repairs needed to road surface and some locations of footpaths.
- Extra trees wanted on the verge.
- Better maintenance of existing street trees.

The key themes of the meeting discussions were the need for improved pedestrian safety, traffic speed management and asset repairs to the road and footpaths.

To investigate traffic vehicle speeds, a traffic vehicle count measuring the number of vehicles using the street and their speed was carried out over 1 week period. This investigation indicated that there was not a serious speeding issue in the street.

However, some traffic calming measures were considered appropriate to address any isolated instances of speeding that may occur on infrequent occasions.

Taking into consideration the comments made in the 2 rounds of community consultation and the on-site meeting, a revised plan has been prepared as attached. The revised plan seeks to create a lower speed environment with improved pedestrian safety in The Boulevard by creating entrance treatments into The Boulevard: from Balmain Road and extending beyond the lane, and from Joseph Street. In this regard, the features of the revised plan are:

- The kerb extensions at the Balmain Road intersection remain unchanged as they will reduce the speed of vehicles entering the street, improve pedestrian safety and were generally supported by the residents.
- It is proposed to install 2 landscaped median islands (without trees) on either side of the laneway. This will aid a lower speed environment. Note a typical pedestrian refuge is not feasible at this location as it would block vehicles turning into the lanes and result in a loss of parking.
- To improve pedestrian safety at the Joseph Street intersection, it is proposed to replace the asphalt footpath at the western corner with concrete to better delineate the

boundary between the road and the footpath, to reinstate the marker bollards and provide line marking around the corners to further keep vehicles away from the footpath. To further improve safety and reduce vehicle speeds around the corner, a landscaped median island is proposed at the southern end of the street.

- Resurfacing the asphalt road surface, adjustment of levels at the lanes and driveways and footpath repairs were supported by the residents and remain as originally proposed.
- An investigation of additional verge plantings has been carried out and 4 additional trees are proposed to be planted in the grass verge.

It is worth noting to construct kerb extensions at the Joseph Street intersection has significant drainage implications which are cost prohibitive, with the proposed works representing the greatest value for money.

The final version of the design plans No.10278-C are attached for consideration.

As the concept plans have not significantly changed from the version originally endorsed by the Local Traffic committee, it is considered that another round of consultation is not required. However it is necessary to present the revised plan to the Local Traffic committee for their final endorsement.

As such, the following timeline for project delivery is proposed:

- Presentation to Local Traffic Committee – May 2025
- Detailed design completed – July 2025
- Procurement of construction contractors – September 2025
- Completion of Construction – December 2025

FINANCIAL IMPLICATIONS

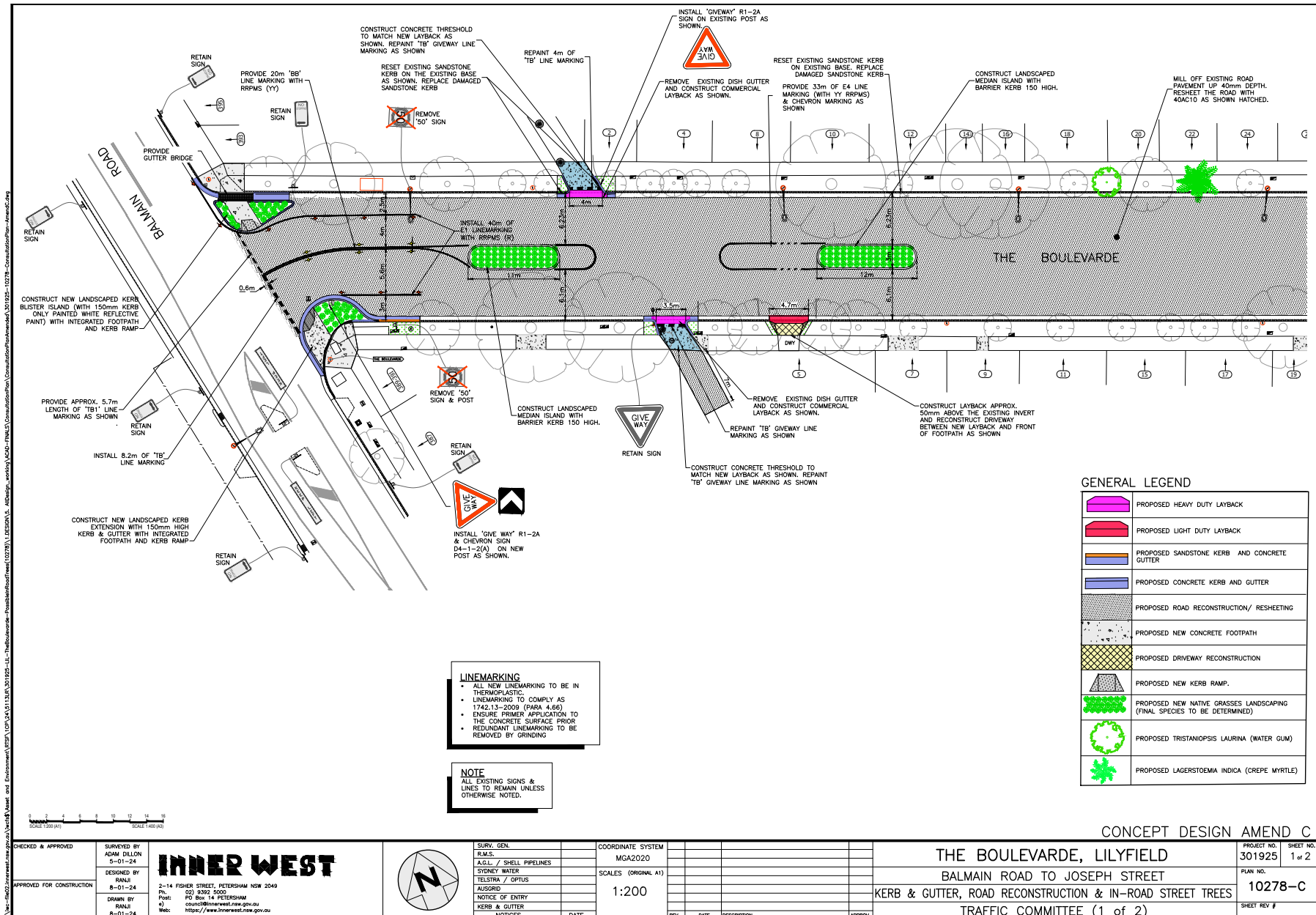
The cost of the proposed work is estimated to be \$550,000.

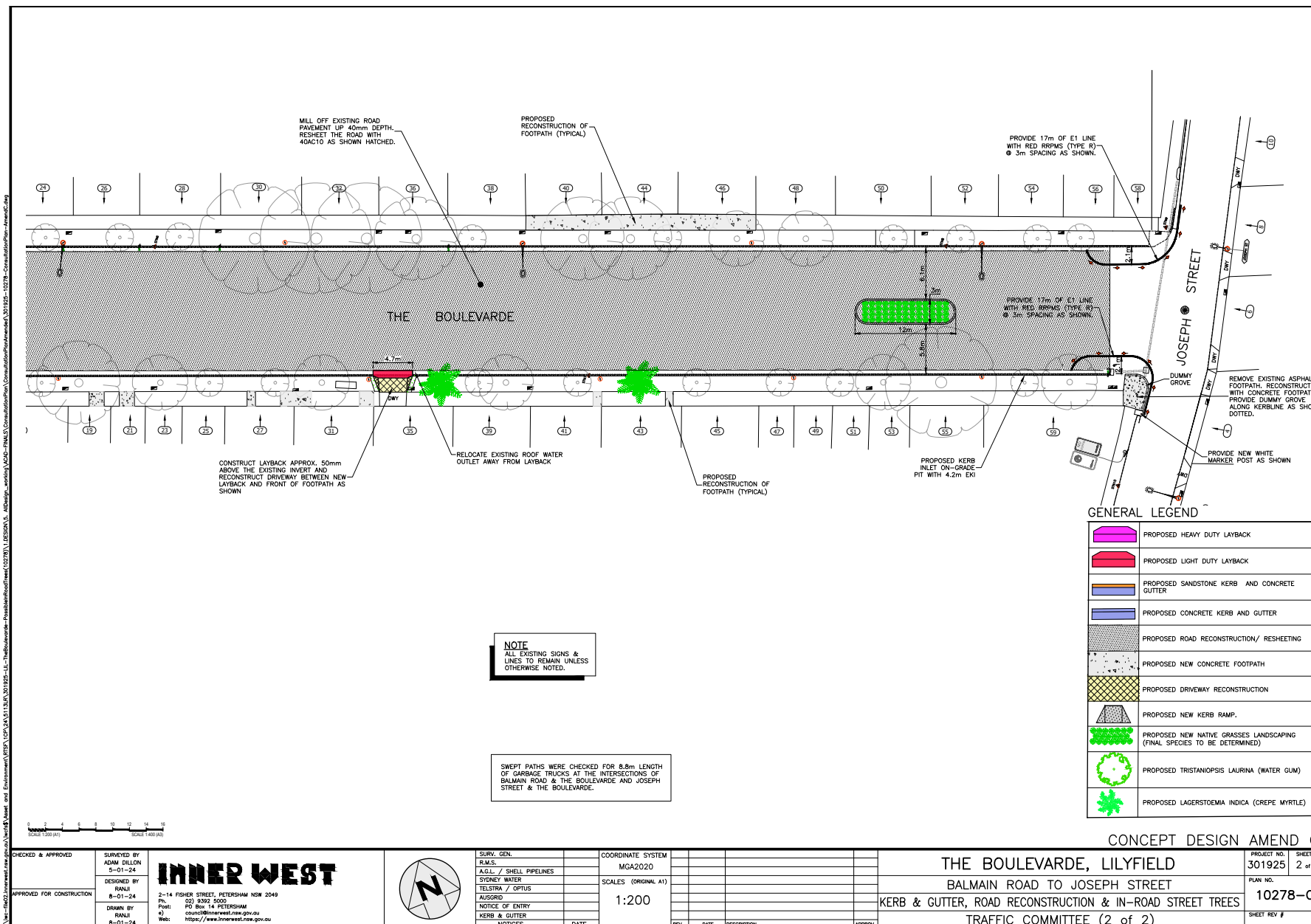
There is currently \$330,000 in the 2024/25 Local Roads Program, which is proposed to be rephased to 2025/26 as part of the Q3 Quarterly Budget Review to align budget phasing to project delivery.

It is proposed to fund the balance of \$220,000 from the 2025/26 Pedestrian Access and Mobility Program as the additional works are being carried out to improve pedestrian safety.

ATTACHMENTS

1. [The Boulevard, Lilyfield - Detailed Design Plan](#)





Item No: LTC0525(1) Item 6

Subject: LIVINGSTONE ROAD AND HILL STREET, MARRICKVILLE – TRAFFIC SAFETY INVESTIGATION (MIDJUBURI-MARRICKVILLE WARD /SUMMER HILL ELECTORATE /INNER WEST LAC)

Prepared By: Jennifer Adams - Traffic Engineer

Authorised By: Jason Scoufis - Acting Traffic and Transport Planning Manager

RECOMMENDATION

That the report be received and noted.

STRATEGIC OBJECTIVE

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

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

Council at its meeting held on 3 September 2024 raised a Notice of Motion for the intersection of Livingstone Road and Hill Street, Marrickville which involved the consideration and determining whether any additional traffic calming measures (such as a roundabout) are required at the intersection of Livingstone Road and Hill Street, Marrickville (Item C0924(1) Item 48), Part 2 and Part 3). This report provides an assessment of the safety of the intersection and feasibility of a proposed roundabout at this location along with a summary of any local resident feedback in relation to the intersection.

BACKGROUND

At the Council Meeting held on 3 September 2024, Council resolved the following:

1. *That Council note that residents report a several accidents and incidents at the intersection of Hill Street and Livingstone Road, Marrickville.*
2. *That Council investigate the installation of a roundabout at the intersection to improve safety at the intersection.*
3. *That Council formally review safety at the intersection, including surveying local residents, and report back to the Local Traffic Committee by the end of 2024*

This report provides an assessment of the safety of the intersection of Livingstone Road and Hill Street, Marrickville and discusses whether any additional traffic calming measures (such as a roundabout) are required at the intersection. It also highlights local resident feedback in relation to the intersection and any concerns that have been raised in relation to the intersection.

DISCUSSION

Local road network

Hill Street is classified as a local road and between Beauchamp Street and Livingstone Road, it has an average daily traffic volume of 2,136 vehicles per day and an 85th percentile speed of 42.1km/h.

Hill Street has priority at its intersection with Livingstone Road. The road alignment of Hill Street through the intersection is curved which naturally tends to slow drivers down when travelling through Hill Street section of the intersection.

Livingstone Road is classified as a local road between Harnett Avenue and Hill Street, it has an average daily traffic volume of 3,096 vehicles per day and an 85th percentile speed of 50.4km/h. STOP controls are in place on Livingstone Road at Hill Street, Marrickville. Livingstone Road has a slight curve on the northern leg of its intersection with Hill Street. The roadway also slopes downward north to south.



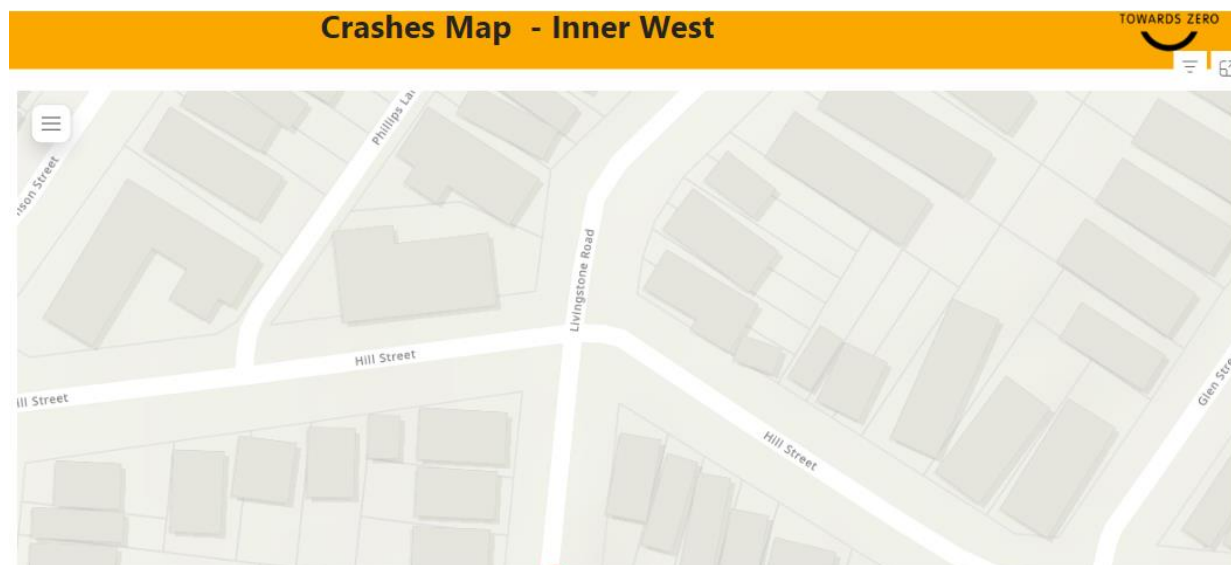
Recent traffic and pedestrian works completed

The intersection of Livingstone Road and Hill Street was previously investigated as part of a Local Area Traffic Management (LATM) Scheme for the area – Riverside (Area 18). The LATM Scheme was approved by Council in 2014. The proposal which Council implemented included the construction of pedestrian refuge islands and kerb blister islands on the western, northern and southern legs of the intersection. The proposal was aimed at improving safety of pedestrians as well as reducing vehicle speeds. Given the relatively low traffic volumes along this section of Livingstone Road and Hill Road, this proposal was seen as the optimum proposal to address the issue of pedestrian safety whilst reducing the speed of traffic on approach to the intersection. It also made the intersection more visible on approach. Speed humps were also placed before the curves on Hill Street to assist in reducing speeds along Hill Street.

The design plans for this proposal were endorsed by Local Traffic Committee in May 2015 and Council in June 2015. Works were completed in February 2016.

Crash history / road safety investigation

The latest Centre for Road Safety crash data reveals that there were no reported crashes at this intersection in the last 5 years of data ending June 2023.



Current intersection performance

SIDRA model analysis and results for the intersection of Hill Street and Livingstone Road, Marrickville reveal that generally the intersection on all legs operates at a Level of Service (LoS) of A. That is, currently the intersection on all legs represents free-flow traffic conditions with high mobility and low delay. The intersection is thus operating at optimum.

Very similar results are achieved for SIDRA analysis for a roundabout at the intersection. Thus, affectively, at this time, there would be no benefit for the cost to justify the installation of a roundabout.

Copies of both SIDA model analyses are reproduced at the end of this report.

Roundabout

Generally, roundabouts are installed where there is a crash history involving a number of cross traffic incidents and it is often used to treat blackspot locations as a result of this type of crash history. Although there may have been near misses at the intersection, this cannot be used as justification for such treatments. It should be noted that Council can only focus on the recorded data provided by TfNSW.

In accordance with the Austroads Guide to Traffic Management Part 8 – Local Area Traffic Management (LATM), one key consideration for the provision of a roundabout relates to crash history. The guide states that it is only appropriate to consider a roundabout at intersections where the crash history indicates a high number of right-angle and right-turn-through crashes. Based on this and the data summarised above, there is currently no warrant for the introduction of a roundabout at the intersection of Livingstone Road and Hill Street, Marrickville.

The Guide also notes that traffic volume data, along with crash history, is important when investigating whether a particular intersection is suitable for a roundabout treatment. It states suitable intersections ideally would have approximately equal traffic flow from all approaches and be local streets in residential areas that have a high volume of unnecessary through traffic. Noting also that locations with marked uneven flows of traffic are unsuitable for

roundabouts. This criterion also supports that there is currently no warrant for the introduction of a roundabout at the intersection of Livingstone Road and Hill Street, Marrickville.

There is no single preferred treatment for safely accommodating cyclists and pedestrians at roundabouts and each case requires careful consideration before committing to a course of action. There are potential dangers for cyclists and pedestrians at roundabouts if they are not appropriately designed and which is one of the main disadvantages of the installation of a roundabout.

The previous works completed at the intersection of Livingstone and Hill Street (pedestrian refuge islands and kerb blister islands on the western, northern and southern legs of the intersection) appears to have adequately addressed past pedestrian safety issues whilst reducing the speed of traffic on approaches to the intersection.

Consultation

A review of Council's system revealed that there is a very limited history of complaints (i.e. only complaints from one resident) regarding safety at the intersection of Livingstone Road and Hill Street, Marrickville. In the 2013-14 Riverside LATM Strategy review Hill Street was only second to Livingstone Road in relation to community complaints and the majority of complaints were regarding vehicle speed which had been addressed within the LATM review.

Consultation has now been conducted in the local area surrounding the subject intersection. The letter noted that Council is reviewing road safety, walking and cycling in the area of Hill Street and Livingstone Road, Marrickville and asked the residents for their views on walking, cycling and driving in their neighbourhood. The localised study area is detailed on the plan below.



The consultation period was from 27 February 2025 to 28 March 2025. In total 270 letters were distributed. There were 13 responses a return rate of 4.8%.

It is noted that four (4) additional responses came in well after the consultation period had finished and all raised similar concerns and did not have any resident details listed so have been discounted in this assessment.

The main issues raised by residents are grouped below and Council officers' response to issues raised is detailed below each grouped issue.

Speeding

- *Vehicles drive too fast up and down Hill Street*
- *poor visibility at the intersection and vehicles speeding in all directions*
- *motorist' use Livingstone road, between Hill and Warren try to break the land speed record*
- *the current speed humps do nothing to deter cars*
- *Safety - speeding cars along Livingstone Rd cutting to or from Illawarra Road via Wharf Rd.*
- *Traffic has increased drastically, Illawarra Rd to Livingstone Rd has become a racetrack*

Officer Comments: The existing speed cushions in Hill Street and Livingstone Road were installed as recommended in the 2013/14 Riverside LATM Review to slow motorists along those roads. It is acknowledged that 85th percentile speeds of 42.1km/h on Hill Street and 50.4km/h on Livingstone Road are around the present 50km/h urban speed limit and satisfactory for local streets. It is nevertheless envisioned that when Council finishes implementing the InnerWest@40 proposal which seeks to reduce the speed limit from 50 km/h to 40 km/h on local streets this will improve overall road safety of the intersection and along the adjoining streets.

Intersection

- *There is a high level of vehicle non-compliance with stop signs in Livingstone Road making it dangerous for pedestrians and drivers crossing both streets.*
- *Lane delineation at the intersection of Hill St and Livingstone Road is vague.*
- *Any modifications to the intersection would only cause more safety and parking issues to the already busy area*
- *a roundabout with crosswalks should be created to help slow down the traffic.*
- *A roundabout would be the most effective way to manage traffic flow, providing a clear right of way and naturally slowing vehicles - particularly those coming downhill from Dulwich Hill*

Officer Comments: The STOP control on Livingstone Road at Hill Street was installed in August 1986 so has been in place many years. Non-compliance at a STOP control is an enforcement issue. The Livingstone Road and Hill Street intersection does not have straight legs and due to slope and curvature issues there are inherent lateral sight distance restrictions which residents may perceive to be vague lane delineation. It is noted that when the current safety improvement works of 3 pedestrian refuges and kerb blisters were implemented in 2015 at the Livingstone Road and Hill Street intersection the original design plan was rejected by residents due to the potential loss of up to 9 on-street parking spaces subsequently the design was modified, and on-street parking loss was reduced to 4 spaces.

Pedestrians

- *extremely dangerous for pedestrians crossing Hill Street because the speeding vehicles*
- *tricky spot to cross the road for pedestrians as the hill decline promotes speed,*
- *The distance pedestrians have to travel across Hill Street from Livingston Road on both sides is large. It's a busy street that could use a pedestrian crossing and kerb blisters, especially adjacent to the bus stop.*

- *Ped crossing is required at this location to assist school children*

Officer Comments:

The 3 pedestrian refuges and the traffic islands that were installed in 2015 at the intersection of Livingstone Road and Hill Street were designed in compliance with relevant standards. The purpose of the blister traffic islands is to reduce traffic lanes and thus to slow vehicles speed at the intersection which in turn improves safety for pedestrians with shorter distances to cross.

The provision of pedestrian zebra crossings which can operate safely necessitates certain criteria to be met including sufficient pedestrian volumes. Marked crossings tend to be poorly respected by drivers if there is relatively low pedestrian usage throughout the day. A much safer pedestrian treatment in such environments is the provision of pedestrian refuge islands as provided. Thus, at this time there are no plans to introduce further crossing facilities at this intersection.

Parking

- *parking has increased in difficulty since spaces were removed,*
- *parking supply must be increased, 45 deg angle parking. Parking gradually getting worse*
- *Street parking - lack of street parking*

Officer Comments: Council acknowledges that it is difficult to find parking in some areas and Council continually seeks to take a balanced approach to ensuring that the needs of residents are balanced with other users such as visitors, business and commercial users. As noted when the current safety improvement works of 3 pedestrian refuges and kerb blisters were implemented in 2015 at the Livingstone Road and Hill Street intersection the original design plan was rejected by residents due to the potential loss of up to 9 on-street parking spaces subsequently the design was modified, and on-street parking loss was reduced to 4 spaces. Angle parking was also raised a number of times in the 2014 consultation process and considered not viable.

Buses

- *Hill Street is dangerous for regular bus services as it is too narrow, forcing buses to cross centre lines*
- *the busses are extremely loud*
- *The bus traffic has become concerning due to the speed and frequency of buses travelling along the road*

Officer Comments: During the current T3 shutdown period for the Sydney Metro upgrade works replacement buses are using Hill Street. TfNSW has stated that Hill Street is used for TTP bus operations due to its relatively direct path between Marrickville and Dulwich Hill, width, and ability to accommodate both inbound and outbound bus movements. It is one of the only streets between the Marrickville and Dulwich Hill suitable for bus movements. TfNSW notes also alternate options for bus movements in the area are very limited due to several factors including narrow road widths, on-street parking, tree canopy coverage and numerous one-way streets. Both Wharf Street and Warren Road, were deemed unsuitable for TTP bus operations. Once the Sydney Metro line is open the bus movement issues will no longer be significant.

Cyclists

- *cycle lanes or modifications added to this proposed area would only create the same safety and parking issues that are currently happening further down the road now*

- *It would also be great to see cycle infrastructure, although parking is already tight*

Officer Comments: At this time, the Livingstone Road cycleway (Local Route 3) from Randall Street to Marrickville Park, Marrickville is complete and will not be extended to the intersection of Livingstone Road and Hill Street. Local routes aim to connect residential streets with local destinations, such as schools and local shops, and regional bicycle routes. It is noted that loss of parking was raised as one of the main concerns related to the Livingstone Road cycleway. The concept plan was subsequently amended in response to community concerns to significantly reduce proposed parking impacts on Livingstone Road between Marrickville Park and the Bankstown Line rail corridor. The final constructed plan proposed an overall gain of 7 on-street parking spaces (6 of which were in Enfield Street created by providing angled parking in the section west of Livingstone Road).

Conclusion

Both the speed and traffic volumes in Hill Street and Livingstone Road, Marrickville are within acceptable limits for local roads and there are no TfNSW recorded crashes within the last five years. Therefore, currently there is no warrant or cost benefit at this time for the introduction of a roundabout at the intersection of Livingstone Road and Hill Street, Marrickville. It is noted that Council has treated this intersection successfully in the past through construction of median island stop treatments which has improved both control and delineation of this intersection and reduced the previous significant crash history.

SITE LAYOUT

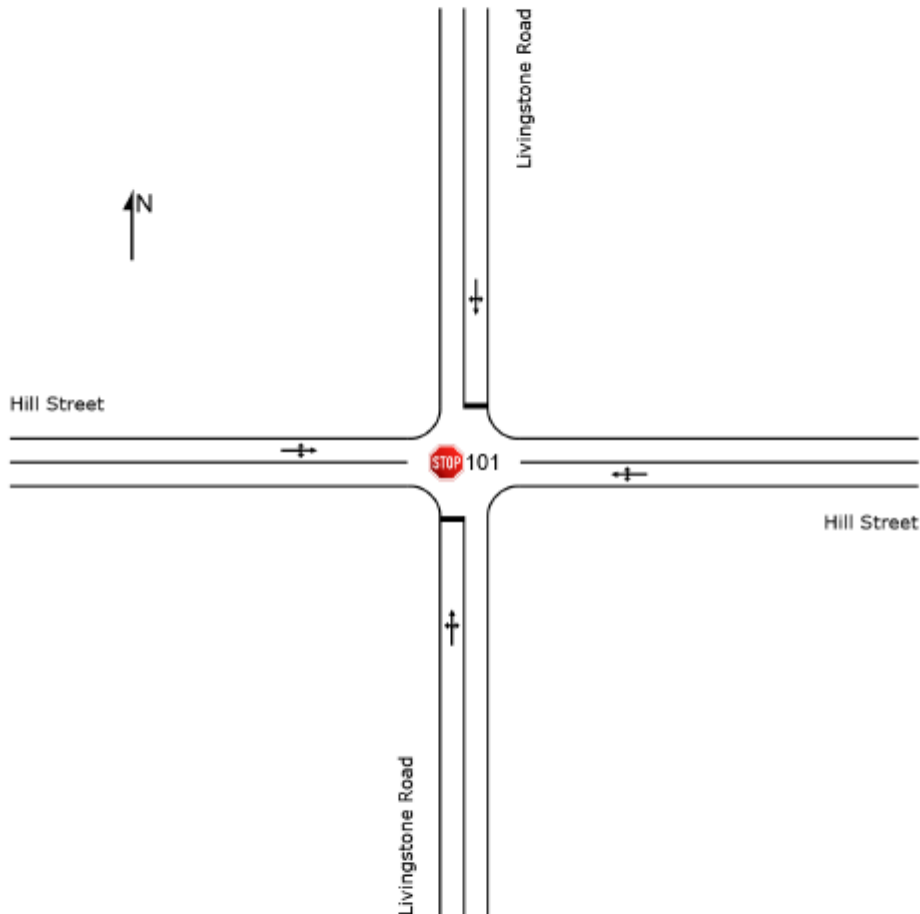
 Site: 101 [Hill Street - Livingstone Road - Existing AM (Site Folder: Existing Conditions)]

New Site

Site Category: (None)


Stop (Two-Way)

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



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MOVEMENT SUMMARY

 Site: 101 [Hill Street - Livingstone Road - Existing AM (Site Folder: Existing Conditions)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance													
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Aver. Speed
			[Total HV]	[Total HV]	[Total HV]	[Total HV]	v/c	sec		[Veh.]	[Dist]		km/h
			veh/h	%	veh/h	%				veh	m		
South: Livingstone Road													
1	L2	All MCs	13	5.0	13	5.0	0.250	8.9	LOS A	1.0	7.1	0.57	43.5
2	T1	All MCs	124	5.0	124	5.0	0.250	13.0	LOS A	1.0	7.1	0.57	48.7
3	R2	All MCs	8	5.0	8	5.0	0.250	15.6	LOS B	1.0	7.1	0.57	46.4
Approach			145	5.0	145	5.0	0.250	12.8	LOS A	1.0	7.1	0.57	48.2
East: Hill Street													
4	L2	All MCs	8	5.0	8	5.0	0.236	6.5	LOS A	1.3	9.3	0.36	51.6
5	T1	All MCs	115	5.0	115	5.0	0.236	0.8	LOS A	1.3	9.3	0.36	50.2
6	R2	All MCs	243	5.0	243	5.0	0.236	6.4	LOS A	1.3	9.3	0.36	51.3
Approach			366	5.0	366	5.0	0.236	4.6	NA	1.3	9.3	0.36	51.1
North: Livingstone Road													
7	L2	All MCs	64	5.0	64	5.0	0.169	9.1	LOS A	0.7	4.7	0.46	47.8
8	T1	All MCs	57	5.0	57	5.0	0.169	12.7	LOS A	0.7	4.7	0.46	49.6
9	R2	All MCs	5	5.0	5	5.0	0.169	15.6	LOS B	0.7	4.7	0.46	44.5
Approach			126	5.0	126	5.0	0.169	11.0	LOS A	0.7	4.7	0.46	48.6
West: Hill Street													
10	L2	All MCs	16	5.0	16	5.0	0.115	5.7	LOS A	0.1	0.6	0.03	54.6
11	T1	All MCs	189	5.0	189	5.0	0.115	0.0	LOS A	0.1	0.6	0.03	58.2
12	R2	All MCs	9	5.0	9	5.0	0.115	5.8	LOS A	0.1	0.6	0.03	54.1
Approach			215	5.0	215	5.0	0.115	0.7	NA	0.1	0.6	0.03	57.6
All Vehicles			853	5.0	853	5.0	0.250	6.0	NA	1.3	9.3	0.33	50.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay; Geometric Delay is Included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: 101 [Hill Street - Livingstone Road - Existing PM (Site Folder: Existing Conditions)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: Livingstone Road															
1	L2	All MCs	4	5.0	4	5.0	0.055	8.8	LOS A	0.2	1.4	0.41	0.93	0.41	45.6
2	T1	All MCs	32	5.0	32	5.0	0.055	9.8	LOS A	0.2	1.4	0.41	0.93	0.41	50.2
3	R2	All MCs	6	5.0	6	5.0	0.055	11.7	LOS A	0.2	1.4	0.41	0.93	0.41	48.2
Approach			42	5.0	42	5.0	0.055	10.0	LOS A	0.2	1.4	0.41	0.93	0.41	49.6
East: Hill Street															
4	L2	All MCs	8	5.0	8	5.0	0.116	6.0	LOS A	0.4	2.9	0.15	0.23	0.15	54.1
5	T1	All MCs	136	5.0	136	5.0	0.116	0.2	LOS A	0.4	2.9	0.15	0.23	0.15	54.8
6	R2	All MCs	61	5.0	61	5.0	0.116	5.9	LOS A	0.4	2.9	0.15	0.23	0.15	53.7
Approach			205	5.0	205	5.0	0.116	2.1	NA	0.4	2.9	0.15	0.23	0.15	54.3
North: Livingstone Road															
7	L2	All MCs	95	5.0	95	5.0	0.191	8.7	LOS A	0.8	5.8	0.32	0.90	0.32	48.8
8	T1	All MCs	89	5.0	89	5.0	0.191	10.2	LOS A	0.8	5.8	0.32	0.90	0.32	50.5
9	R2	All MCs	3	5.0	3	5.0	0.191	10.7	LOS A	0.8	5.8	0.32	0.90	0.32	45.6
Approach			187	5.0	187	5.0	0.191	9.5	LOS A	0.8	5.8	0.32	0.90	0.32	49.6
West: Hill Street															
10	L2	All MCs	11	5.0	11	5.0	0.071	5.9	LOS A	0.1	0.9	0.09	0.15	0.09	53.6
11	T1	All MCs	102	5.0	102	5.0	0.071	0.1	LOS A	0.1	0.9	0.09	0.15	0.09	56.7
12	R2	All MCs	16	5.0	16	5.0	0.071	6.0	LOS A	0.1	0.9	0.09	0.15	0.09	53.1
Approach			128	5.0	128	5.0	0.071	1.3	NA	0.1	0.9	0.09	0.15	0.09	55.8
All Vehicles			563	5.0	563	5.0	0.191	5.0	NA	0.8	5.8	0.21	0.49	0.21	51.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is Included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

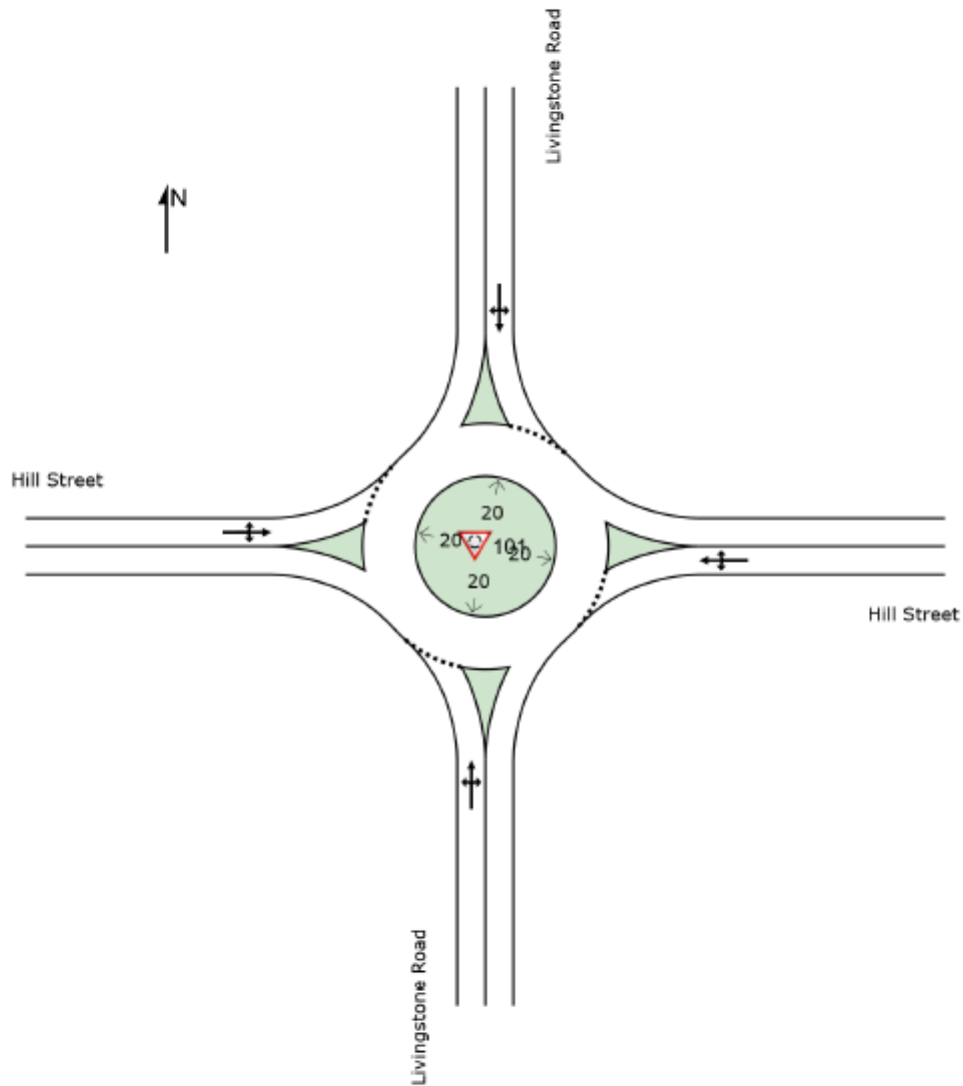
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SITE LAYOUT

Site: 101 [Hill Street - Livingstone Road - Projected AM (Site
Folder: Projected Conditions - Roundabout)]

New Site
Site Category: (None)
Roundabout

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



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MOVEMENT SUMMARY

Site: 101 [Hill Street - Livingstone Road - Projected AM (Site Folder: Projected Conditions - Roundabout)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist]				km/h
South: Livingstone Road															
1	L2	All MCs	13	5.0	13	5.0	0.147	5.9	LOS A	0.8	5.8	0.52	0.56	0.52	48.5
2	T1	All MCs	124	5.0	124	5.0	0.147	6.1	LOS A	0.8	5.8	0.52	0.56	0.52	52.7
3	R2	All MCs	8	5.0	8	5.0	0.147	10.8	LOS A	0.8	5.8	0.52	0.56	0.52	50.9
Approach			145	5.0	145	5.0	0.147	6.4	LOS A	0.8	5.8	0.52	0.56	0.52	52.3
East: Hill Street															
4	L2	All MCs	8	5.0	8	5.0	0.269	4.3	LOS A	1.7	12.4	0.26	0.55	0.26	50.8
5	T1	All MCs	115	5.0	115	5.0	0.269	4.5	LOS A	1.7	12.4	0.26	0.55	0.26	46.2
6	R2	All MCs	243	5.0	243	5.0	0.269	9.1	LOS A	1.7	12.4	0.26	0.55	0.26	50.2
Approach			366	5.0	366	5.0	0.269	7.6	LOS A	1.7	12.4	0.26	0.55	0.26	49.3
North: Livingstone Road															
7	L2	All MCs	64	5.0	64	5.0	0.114	5.0	LOS A	0.6	4.6	0.41	0.51	0.41	52.3
8	T1	All MCs	57	5.0	57	5.0	0.114	5.2	LOS A	0.6	4.6	0.41	0.51	0.41	53.4
9	R2	All MCs	5	5.0	5	5.0	0.114	9.8	LOS A	0.6	4.6	0.41	0.51	0.41	42.5
Approach			126	5.0	126	5.0	0.114	5.3	LOS A	0.6	4.6	0.41	0.51	0.41	52.5
West: Hill Street															
10	L2	All MCs	16	5.0	16	5.0	0.219	6.1	LOS A	1.2	9.0	0.54	0.57	0.54	48.4
11	T1	All MCs	189	5.0	189	5.0	0.219	6.3	LOS A	1.2	9.0	0.54	0.57	0.54	47.0
12	R2	All MCs	9	5.0	9	5.0	0.219	11.0	LOS A	1.2	9.0	0.54	0.57	0.54	47.6
Approach			215	5.0	215	5.0	0.219	6.5	LOS A	1.2	9.0	0.54	0.57	0.54	47.2
All Vehicles			853	5.0	853	5.0	0.269	6.8	LOS A	1.7	12.4	0.40	0.55	0.40	50.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay; Geometric Delay is Included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akpelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: 101 [Hill Street - Livingstone Road - Projected PM (Site Folder: Projected Conditions - Roundabout)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: Livingstone Road															
1	L2	All MCs	4	5.0	4	5.0	0.037	4.9	LOS A	0.2	1.3	0.36	0.49	0.36	49.1
2	T1	All MCs	32	5.0	32	5.0	0.037	5.0	LOS A	0.2	1.3	0.36	0.49	0.36	53.1
3	R2	All MCs	6	5.0	6	5.0	0.037	9.7	LOS A	0.2	1.3	0.36	0.49	0.36	51.3
Approach			42	5.0	42	5.0	0.037	5.7	LOS A	0.2	1.3	0.36	0.49	0.36	52.6
East: Hill Street															
4	L2	All MCs	8	5.0	8	5.0	0.164	4.5	LOS A	0.9	6.5	0.29	0.50	0.29	51.8
5	T1	All MCs	136	5.0	136	5.0	0.164	4.7	LOS A	0.9	6.5	0.29	0.50	0.29	47.6
6	R2	All MCs	61	5.0	61	5.0	0.164	9.3	LOS A	0.9	6.5	0.29	0.50	0.29	51.2
Approach			205	5.0	205	5.0	0.164	6.0	LOS A	0.9	6.5	0.29	0.50	0.29	49.3
North: Livingstone Road															
7	L2	All MCs	95	5.0	95	5.0	0.154	4.6	LOS A	0.8	6.0	0.31	0.46	0.31	52.8
8	T1	All MCs	89	5.0	89	5.0	0.154	4.8	LOS A	0.8	6.0	0.31	0.46	0.31	53.9
9	R2	All MCs	3	5.0	3	5.0	0.154	9.4	LOS A	0.8	6.0	0.31	0.46	0.31	42.9
Approach			187	5.0	187	5.0	0.154	4.7	LOS A	0.8	6.0	0.31	0.46	0.31	53.2
West: Hill Street															
10	L2	All MCs	11	5.0	11	5.0	0.104	4.4	LOS A	0.5	3.8	0.26	0.45	0.26	49.8
11	T1	All MCs	102	5.0	102	5.0	0.104	4.6	LOS A	0.5	3.8	0.26	0.45	0.26	48.6
12	R2	All MCs	16	5.0	16	5.0	0.104	9.2	LOS A	0.5	3.8	0.26	0.45	0.26	49.0
Approach			128	5.0	128	5.0	0.104	5.1	LOS A	0.5	3.8	0.26	0.45	0.26	48.8
All Vehicles			563	5.0	563	5.0	0.164	5.4	LOS A	0.9	6.5	0.29	0.47	0.29	51.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is Included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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ATTACHMENTS

Nil.

Item No: LTC0525(1) Item 7
Subject: CENTENNIAL STREET, MARRICKVILLE – TEMPORARY ROAD CLOSURE FOR SPECIAL EVENT AT HENSON PARK – 2025 BEER, FOOTY AND FOOD FESTIVAL ON SATURDAY 26 JULY 2025 - (MIDJUBURI-MARRICKVILLE WARD /SUMMER HILL ELECTORATE /INNER WEST LAC)
Prepared By: Jennifer Adams - Traffic Engineer
Authorised By: Jason Scoufis - Acting Traffic and Transport Planning Manager

RECOMMENDATION

That the proposed temporary full road closure (ENRC/2025/0027) of Centennial Street, Marrickville between Sydenham Road and the entrance to Henson Park and Marrickville & District Hardcourt Tennis Club car park, between 10.00am and 8.00pm on Saturday 26 July 2025 (contingency period of two months) for the purpose of holding the 'Beer, Footy and Food Festival 2025' event be approved, subject to the approval of the S68 Application and the applicant complying with, but not limited to, the following conditions:

- a) A Road Occupancy License application be obtained by the applicant from the Transport Management Centre;
- b) All affected residents and businesses, including NSW Police Local Area Commander, Transit Systems, Fire and Rescue NSW and NSW Ambulance Services, shall be notified in writing by the applicant of the proposed temporary road closure at least 7 days prior to the event, with the applicant making reasonable provision for residents and businesses;
- c) A VMS be placed displaying that there is 'No Public Parking' in Centennial Street;
- d) The occupation of the road carriageway must not occur until the road has been physically closed; and
- e) Subject to written concurrence from Transport for New South Wales.

STRATEGIC OBJECTIVE

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

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

An application has been received from the Music & Booze Company together with the Newtown Rugby League Football Club (the Jets) to hold the 2025 Beer, Footy and Food Festival between 10.00am and 8.00pm on Saturday 26 July 2025 at Henson Park Oval. The event requires the temporary full road closure of Centennial Street, Marrickville between Sydenham Road and the entrance gate to Henson Park Oval. It is recommended that Council agree to the temporary full road closure subject to the applicant complying with the above conditions and obtaining concurrence from Transport for NSW as the closure entails lane closures on Sydenham Road, Marrickville.

BACKGROUND AND STAFF COMMENTS

Centennial Street, east of Sydenham Road, will be closed to traffic thoroughfare so the event as proposed can successfully occur. The road will be accessible to all residents, emergency services, Event staff, Coaches and players and allowance will also be made for disability parking to come through the road closure.

Centennial Street is a dead-end local two-way street with one travel lane in each direction, in addition to kerbside parking lanes. It carries around 400 vehicles per day. Parking is unrestricted along both sides of the road. It is a residential local road and an entry point to Henson Park.



The Beer Footy Food event will be held between 11am and 7pm and the road closure hours will be between 10am and 8pm to allow for bump in and out activities.

The following traffic control measures are diagrammatically shown and detailed in the attached TMP and Traffic Guidance Schemes (TGSs):

- VG. 19.112-1, Pick up and Drop off
 - VG. 19.112-B. E, Bus entry assisted
 - VG. 19.112-D, Detour route/ Light Traffic entry to Centennial Street
 - VG. 19.112-IN, Ingress for Vendors and Staff
 - VG. 19.112-EG, Egress for Vendors and Staff
- **Road Closure**, on Centennial Street, however allowing access to Residents, Players, Coaches, event staff & Patrons of the Tennis Club.
 - **Light traffic entry to Centennial Street** - light traffic will be detoured along Sydenham Road to turn left into Petersham Road and turn left onto Centennial Street, before continuing straight through the lights on to the closed section of Centennial Street. This control measure is to alleviate traffic congestion attempting to turn right from Sydenham Road on to Centennial Street.
 - All Residents and business effected by this closure will be notified 1 month and 1 week prior to the Event.
 - 1 Traffic Controller will be in place on the southwest corner of the Centennial Street and Sydenham Road intersection, they will assist anyone attempting to enter the Road Closure at Centennial Street by directing them towards the light traffic detour.
 - **Special Event Clearways**
Sydenham Road, between Centennial Street and Holmesdale Street to allow room for the drop off area, just outside the gates to Henson Park.

- **Bus Entry**

Bus entry will be conducted under guidance by RMS accredited Traffic Controllers. Upon approach all traffic will be stopped in both directions and the road closure opened, the bus driver will be instructed to drive into Centennial Street (south) and then reverse into Centennial Street (north) where they will be assisted by a spotter to a safe parking spot.

- **Pedestrian Crossing**

Traffic Controllers (TCs) will assist all pedestrians across the road safely, from the main entry/exit to the Marrickville High School parking lot. This is a preventative measure to ensure all patrons leave the Event safely and in an orderly fashion. TCs will hold pedestrians from crossing the road until such time as the supervisor deems it safe, has stopped traffic and cleared an area to cross. This will avoid people rushing onto the road in between slow traffic and causing more congestion as well as keeping the public safe.

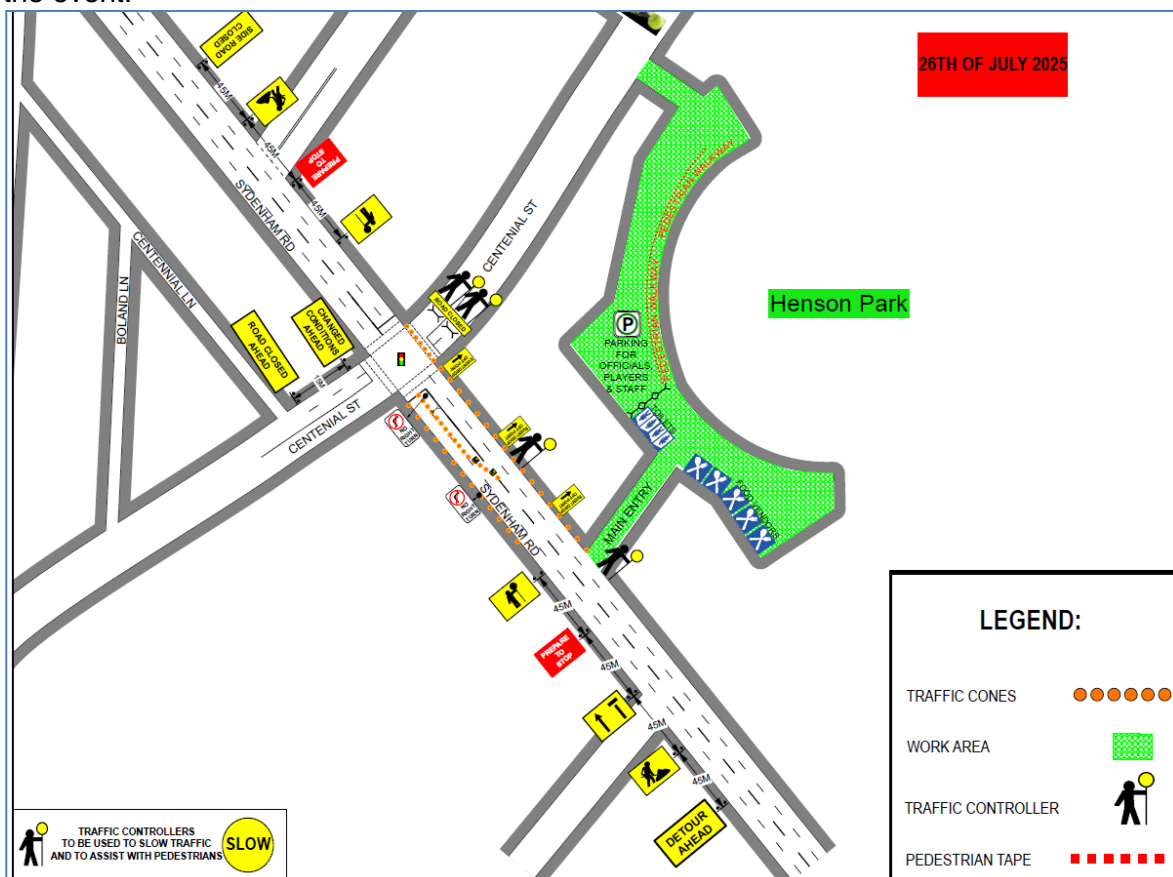
- **Lane closures on Sydenham Road**

Sydenham Road, northbound right turning lane at Centennial Street intersection
Traffic cones will merge traffic into the left lane 30 meters prior to the intersection.
Sydenham Road, northbound left lane parking Clearway.

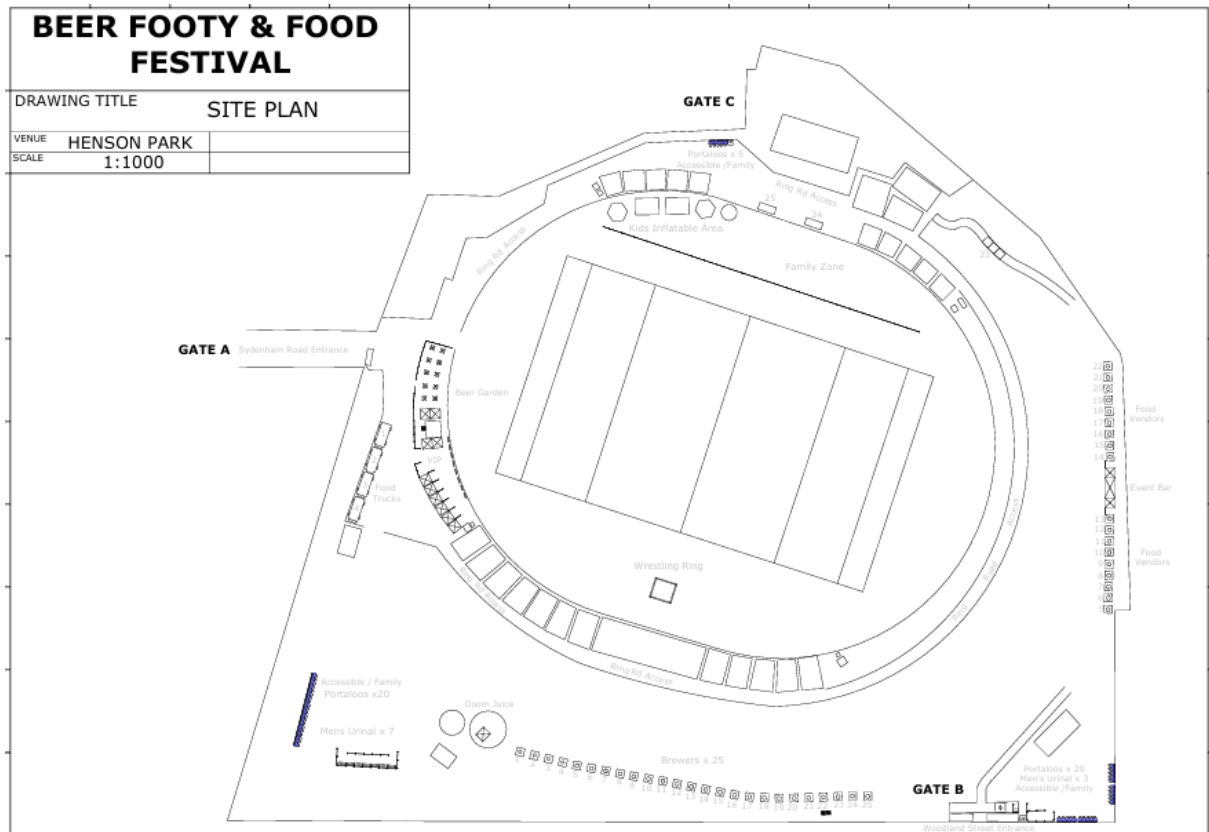
Traffic management personnel will be directing motorists parking for the event into Marrickville High School grounds via Sydenham Road gate entrance.

Sydenham Road, southbound left lane parking Clearway.

Traffic management personnel will direct motorists into this lane as a “drop-off” zone for the event.



- **Site map**



FINANCIAL IMPLICATIONS

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

PUBLIC CONSULTATION

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

CONCLUSION

It is recommended that Council support the temporary full road closure on Saturday 26 July 2025 subject to complying with the recommendations stated in this report along with all standard conditions for temporary full road closures.

BEER FOOTY FOOD FESTIVAL

NOTIFICATION OF EVENT - SATURDAY 26th JULY 2025

Beer, Footy & Food Festival 2025
E | events@musicbooze.co

INNER WEST COUNCIL APPROVAL – **TBC**

Dear Resident,

This is a letter to notify residents in the immediate area around Henson Park of the upcoming event, The Beer Footy & Food Festival, on Saturday July 26 2025, in conjunction with the Newtown Jets. As part of the Inner West Council Section 68 Approval **TBC** there will be road closures on the following roads:

Centennial Street, east of Sydenham Road

No access by general public. Players, officials, staff, residents and tennis club members excluded.

Sydenham Road, northbound right turning lane at Centennial Street intersection

Traffic cones will merge traffic into the left lane 30 meters prior to the intersection.

Sydenham Road, northbound left lane parking

Clearway. Traffic management personnel will be directing motorists parking for the event into Marrickville High School grounds via Sydenham Road gate entrance.

Sydenham Road, southbound left lane parking

Clearway. Traffic management personnel will direct motorists into this lane as a “drop-off” zone for the event.

The hours of clearway and closure are:

Sat 26th July 10:00am - 8:00pm

Please have your vehicle vacated from clearways by 10am.

NOTE: Due to the high amount of vehicle movements on the event day, for the safety of the public and their pets, **HENSON PARK WILL BE CLOSED OFF TO ALL FROM 6AM ON THE DAY OF THE EVENT**

Event Hours

Sat 26th July 11:00 - 8:00pm

Tickets: \$25.00

Under 12yo enter for free

Sincerely,
Event Manager

ATTACHMENTS

1. [Henson LATM final 0197D14E.00B](#)



TRAFFIC MANAGEMENT PLAN (TMP)

For

BEER, FOOTY AND FOOD 2025
SYDNEY NSW
26TH OF JULY 2025

Contingency date TBA

This TMP is prepared by Vigilant Group on behalf of the
THE MUSIC AND BOOZE CO

Document Ref # TMP/VG. 25.1
Revision 1
Revision Date 18/03/2025

Document Set ID: 40451229
Version: 1, Version Date: 11/04/2025



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March 25
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1. TMP Scope

The scope includes the provision for the safe movement of vehicular and pedestrian traffic, the protection of workers, provision for access to properties within the designated area of supervision and control, the design, construction and maintenance and removal of any necessary temporary roadways and detours including the provision of traffic controllers and all associated temporary signs, road markings and safety requirements.

2. TMP Project Summary and Details

The purpose of this document is to ensure that all conditional requirements relating to the delivery of this TMP are fully documented to support the overall operations of the event. This TMP has been prepared on behalf of **THE MUSIC AND BOOZE CO** for their festival accordingly. The primary date that this TMP relates to is for the **26TH OF JULY 2025** the TMP will focus on **HENSON PARK, ON SYDENHAM RD MARRICKVILLE. BETWEEN CENTENNIAL ST AND HOLMESDALE ST**

This document aims to provide a plan for effective traffic management and co-ordinated management of the above event. The report sets out the procedures by which CENTENNIAL ST may be a partially or full closure to traffic so that the event can proceed accordingly. The document will cover the site as detailed in the contractual agreement throughout all phases of required operation.

Within the document the traffic control measures are unique for the scope of the event and should not be directly applied to any other closure or management plan within the presiding area of the said area of control whether they appear rationally suitable or not.

Primary aim for this TMP is the safe co-ordination of the event through strategic and overall management procedures to ensure the safety of all individuals, groups of individuals including the general public and participants, all employees involved in the event both from the organisers and Vigilant Group and other authorities and stakeholders.

3. Event Specific Scope

This TMP addresses traffic management for the traffic management for the **proposed event on behalf of the Music and Booze Co.** The overall plan has been prepared in consultation and agreement with primary stakeholders as listed in section titled Consultation and Contacts list within this TMP.

The primary scope of the event is the appropriate measures by which **Centennial st** will be closed to traffic thoroughfare so the event as proposed can successfully occur. The road will be accessible to all residents, Event staff, Coaches and players. We have also allowed disability parking to come through the road closure.

The scope of this TMP has been prepared highlighting the proposed measures that will be undertaken. The fundamental proposal of this TMP is detailed as follows for:

March 25

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Primary Traffic Control

The following traffic control measures are diagrammatically shown and detailed in the Traffic Control Plan (TCP) titled **TCPs**

- VG. 19.112-1, Pick up & Drop off**
- VG. 19.112-B. E, Bus entry assisted**
- VG. 19.112-D, Detour route/ Light Traffic entry to Centennial st**
- VG. 19.112-IN, Ingress for Vendors & Staff**
- VG. 19.112-EG, Egress for Vendors & Staff**

- **Road Closure**, on Centennial St, Allowing access to Residents, Players, Coaches, event staff & Patrons of the Tennis Club.
- **Light traffic entry to Centennial St.** light traffic will be detoured along Sydenham rd to turn left into Petersham Rd & turn left onto Centennial st, before continuing straight through the lights on to the closed section of Centennial St. this control measure is to alleviate traffic congestion attempting to turn right from Sydenham rd on to Centennial St.
- All Residents & business effected by this closure will be notified 1 month & 1 week prior to the Event.
- 1 Traffic Controller will be in place on the southwest corner of the Centennial St & Sydenham Rd intersection, they will assist anyone attempting to enter the Road Closure at Centennial St by directing them towards the light traffic detour.
- **Special Event Clearways**
Sydenham Road, between Centennial St and Holmesdale St. To allow room for the drop off area, Just outside the gates to Henson Park.
- **Bus Entry**
Bus entry will be conducted under guidance by RMS accredited Traffic Controllers. Upon approach all traffic will be stopped in both directions & the road closure opened, the bus driver will be instructed to drive into Centennial st (south) & then reverse into Centennial st (north) where they will be assisted by a spotter to a safe parking spot.
- **Pedestrian Crossing**
TCs will assist all pedestrians across the road safely, from the main entry/exit to the Marrickville H.S parking lot.
This is a preventative measure to ensure all patrons leave the Event safely & in an orderly fashion. TCs will hold pedestrians from crossing the road until the such time as the supervisor deems it safe, has stopped traffic & cleared an area to cross.
This will avoid people rushing onto the road in between slow traffic & causing more congestion as well as keeping the public safe.

Primary Hours of Control

The proposed measures as highlighted above will take effect on the following dates:

SATURDAY THE 26TH OF JULY 25

The designated hours of effect are as follows:
10:00 UNTIL 20:00

BEER FOOTY FOOD EVENT WILL BE FROM 11:00 UNTIL 19:00

All other times will be for Bump in & out

March 25

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General Notes

- In accordance with Vigilant Group Quality Management processes it is envisaged and anticipated that there will not be any adverse traffic issues to surrounding streets and the community as a whole. All measures will be taken to ensure any foreseeable impacts are mitigated accordingly.
- Traffic affected and re-directed by the closures will not require further amelioration as the event is localised.
- There are no foreseeable impacts to public transport that has not already been co-ordinated with the supporting agencies and authorities
- All traffic controls have been developed as a principle for emergency service vehicles being provided primary access to all surrounds of the event accordingly in an event of an emergency. Traffic controls and controllers will assist as required to provide uninhibited access for emergency vehicles including ushering pedestrians accordingly.
- Arrangements for Heavy Vehicles and Cycle Traffic have not been incorporated within this TMP. The proposed traffic control measures will apply to these modes of transport.
- Pedestrian access will be maintained at all times to residents within Railway Pde.

NOTE: This proposal will be available for the organisers to use for their Public Consultation Process and Procedures

This TMP document supports the following regulatory requirement as applicable in accordance with the defined scope:

RMS Guide to Transport & Management for Special Events v 3.4
RMS Traffic Control at Worksites Manual v 6.1 2022
RMS QA Specification G10 – Traffic Management Ed 5 rev 3
RMS G11 – Road Occupancy Provisions
AS1742.3-2019 Manual of Uniform Traffic Control Devices



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4. TMP Objectives

The primary objectives of Vigilant Group with regards to this Traffic Management Plan are as follows:

- Ensure the safety of all individuals including general public, residents and employees to and surrounding the designated area of control
- Minimise any impact or risks relating to the overall flow of motorised vehicle traffic
- Egress and access into the designated area of control and surrounds where applicable to be satisfactorily maintained
- Minimise primary impacts to surrounding businesses and dwellings
- All formal approvals and licensing as required to be obtained and maintained during the duration of the event
- Ensure all environmental procedures are adhered to and maintained in support with other stakeholder and agency requirements
- Any design requirements to be in accordance with RMS Road Design Guidelines and Procedures
- All relevant statutory requirements as detailed from regulatory agencies to be adhered to.

4. TMP Management

Vigilant Group has warranted and commits to the provision of all resources, systems and associated Traffic Control Plans including traffic management for the event as detailed in the Project Summary and Overview.

All resources in accordance with statutory authorities' requirements will be competent, experienced and qualified to carry out the agreed service as detailed in the binding agreement.

5. TMP Implementation

Traffic Management at the designated areas will be implemented in accordance with RMS Traffic Control at Work Sites Manual and adapted to meet the requirements of the designated areas.

The implementation of the plans will be agreed to with the leading authority/organisers and aligned with the overall planning requirements as detailed in their control measures. This includes the delivery and use of all equipment both dependent and independent of Vigilant Group. The implementation will need to be formally assigned and agreed prior to Work Order establishment.

6. Traffic Control Plans (TCP)

Vigilant Group have developed specifically tailored TCP's that have been prepared in accordance with the specific operational requirements of this event. The TCP's and other Movement Plans, both vehicle and pedestrian as required encompass the holistic movements specific and not specific to the event and will incorporate the general public also. Any property access affected by the activities will be reviewed and identified in the TCP. The TCP is not a risk management tool in totality but can be used as a support in the overall risk review of the project/event.

At its core any prepared and agreed TCP provides a short term procedural base for safety management of vehicular and pedestrian flow for the defined project.

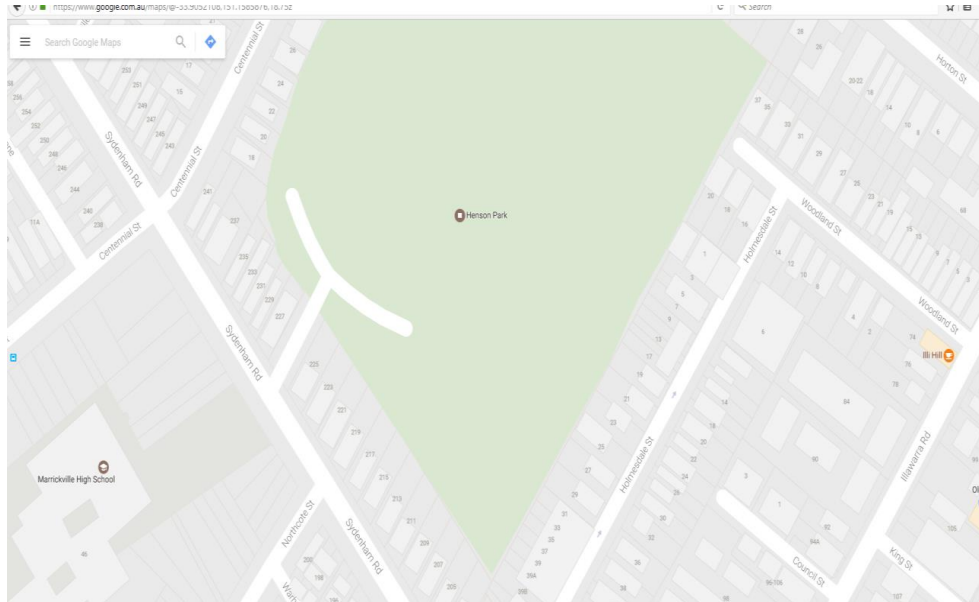
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7. Site Management



8. Risk Management

Risk management assessment and implementation of this TMP shall be in accordance with the overall risk management of the project and not be kept in isolation. The overall approach with the TMP shall be part of the holistic planning of the event. All risk controls are a legal obligation to be adhered to with relevance to the WHS Act 2012.

Vigilant Safe Services will accommodate to the management of risks as prepared by the client / organisers / principal's representative.

The following have been considered as part of this TMP and as part of Vigilant Safe Services Holistic Risk/Hazard and Verification Assessment:

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Item 7

Attachment 1



Identified Risk	Risk Effect on Event	Controlled Measures
Local Business Access impeded	Possible action against business groups to stifle event	All Businesses to be fully briefed on traffic control measures
Emergency Access	Impeding success of event and bad media coverage	All Emergency Services to be briefed and notified of the event by Organisers. Vigilant Safe Services to provide assistance as required
Public Transport Access	Risk of public not attending the event on time	Public Transport Routes are not affected
Local Residence Access impeded	Risk of backlash from residents	Limited access will be provided under controlled supervision
RMS traffic signals	Risk of conflicting traffic control measures	Not affected accordingly
Adverse weather conditions	Event not proceeding	All control measures will be maintained during all conditions or until organisers inform otherwise
Vehicular Accidents	Event will be delayed	All standard procedures and measures will be undertaken in accordance with current processes
Security	Access to event	Security Contractor to control and liaise with Vigilant Safe Services

March 25

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Item 7

Attachment 1



9. Consultation and Contacts List

Name	Organisation	Contact	Approving Authority (Yes / No)
MATT	THE MUSIC AND BOOZE CO	0437546566	Y
RAMIE ABOUCHAKRA	Vigilant Group	0431811489	Y

10. TCP Attachments

TCP No	Description	Version
19.112-1	PICK UP DROP OFF	1
19.112-B.E	BUS ENTRY	1
19.112-D	DETOUR ROUTE (LIGHT TRAFFIC)	1
19.112-IN.	INGRESS	1
19.112-EG	EGRESS	1
19.112-PED	PEDESTRIAN CROSSING	1
19.112-HSP	MARRICKVILLE H.S PARKING LOT	1

March 25

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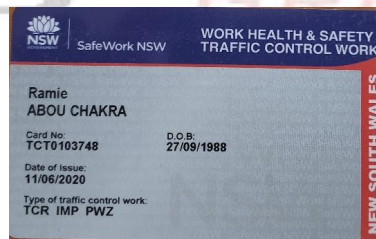
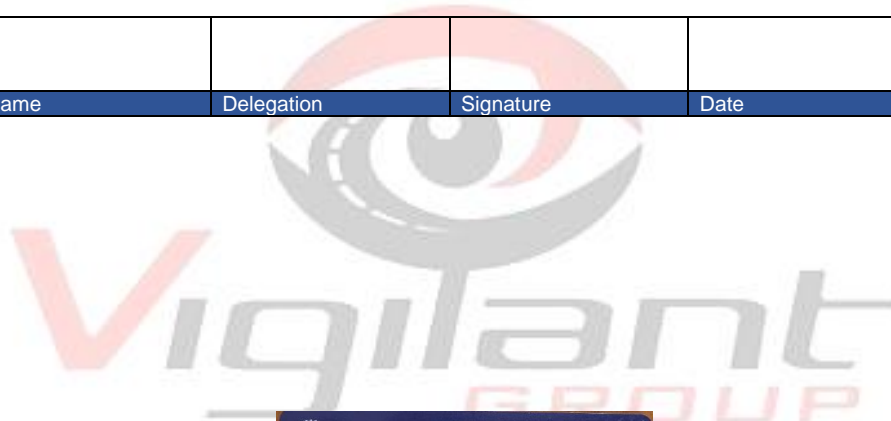
11. TMP Approvals

Endorsement by:

RAMIE ABOCHAKRA	Operations Manager	<i>Ramie</i>	18/03/2025
Name	Delegation	Signature	Date

Endorsement by:

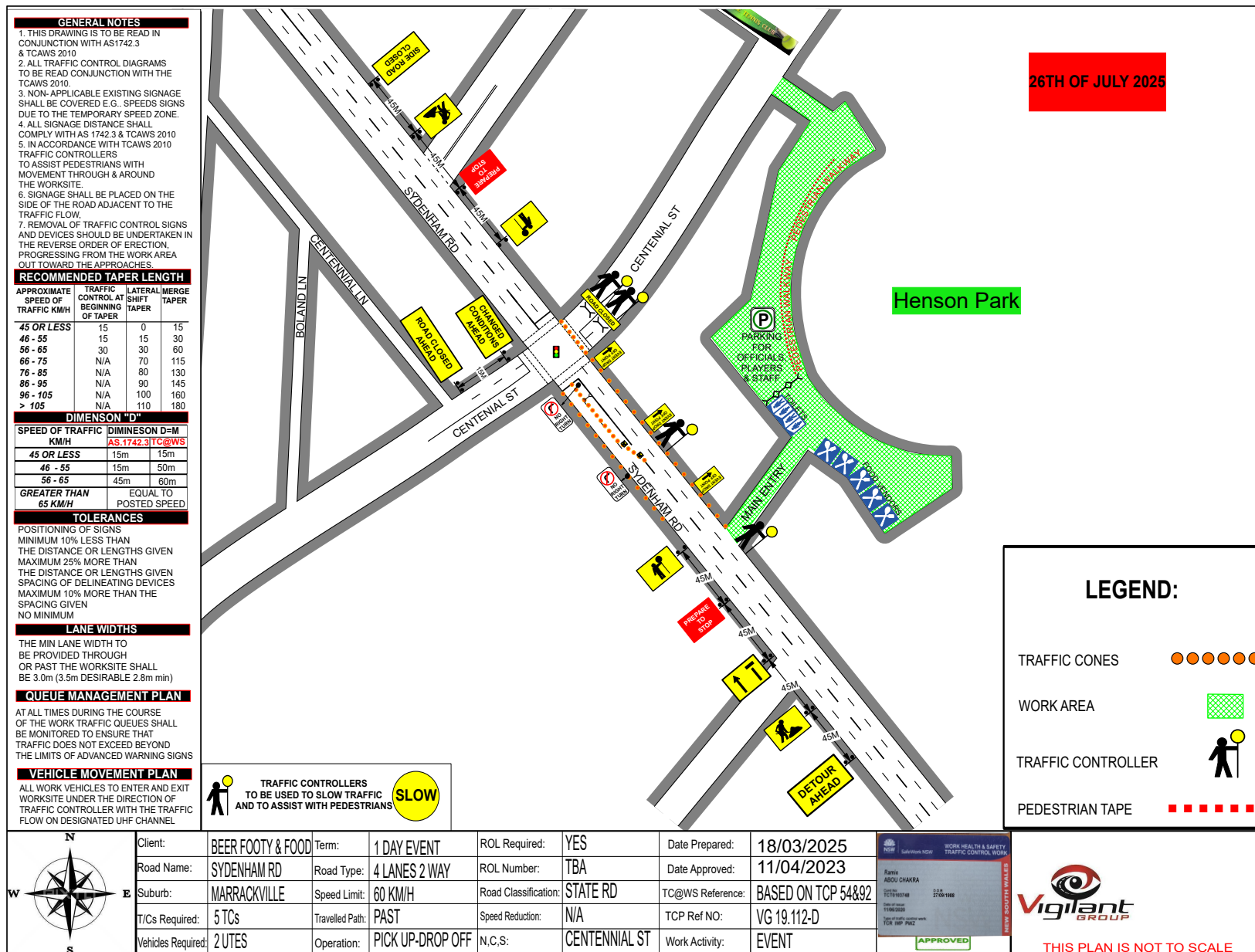
Name	Delegation	Signature	Date



March 25

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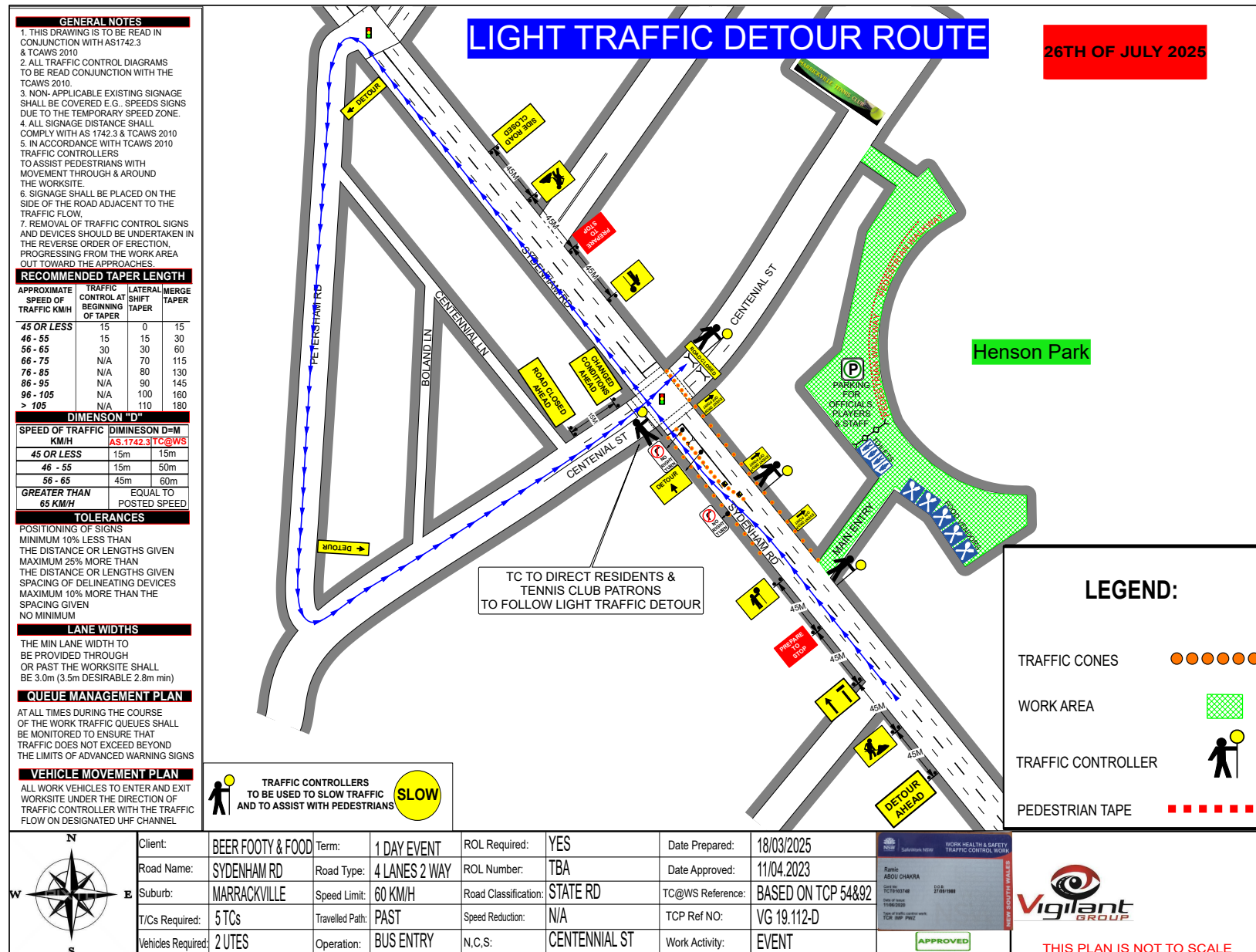


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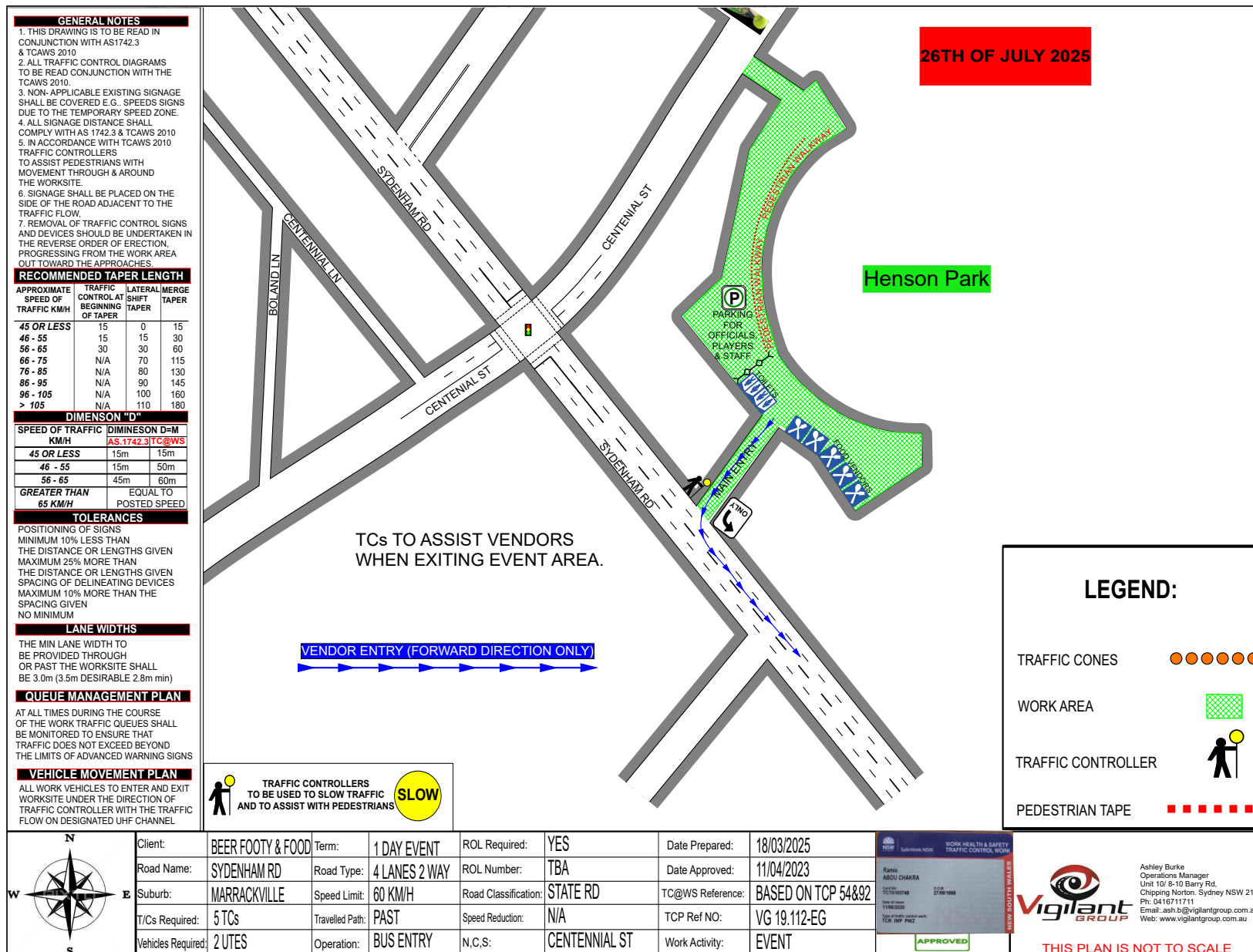
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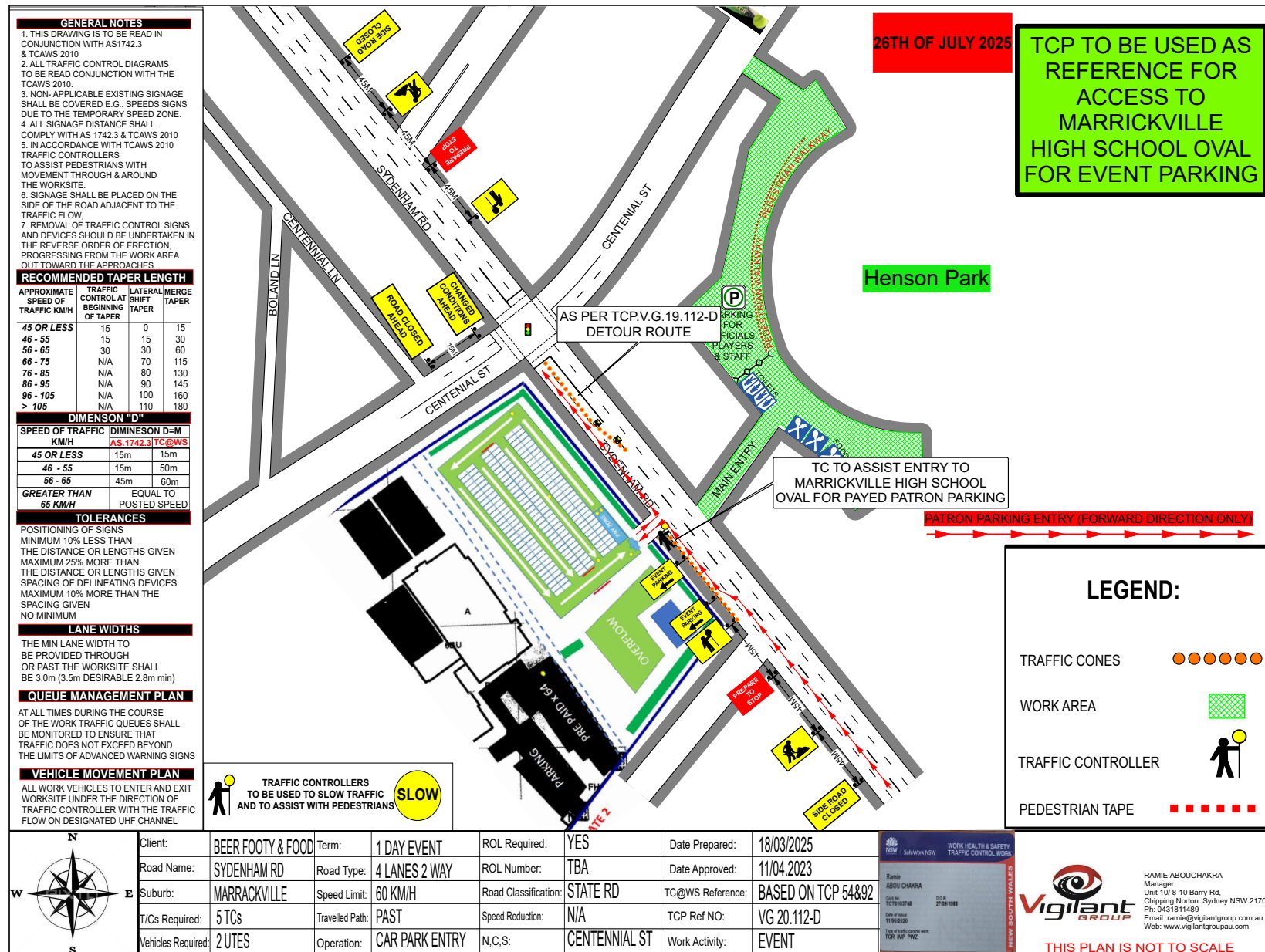
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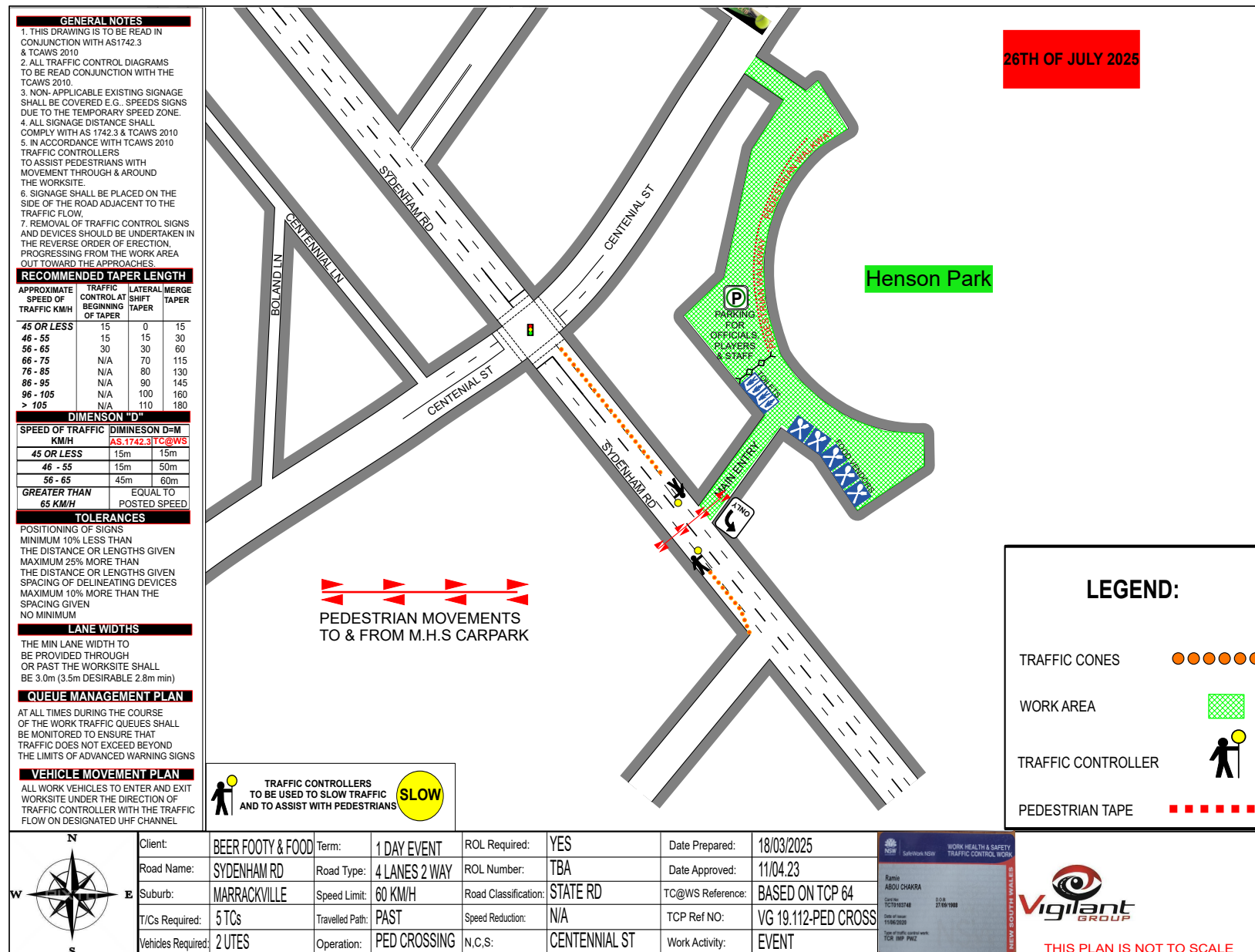




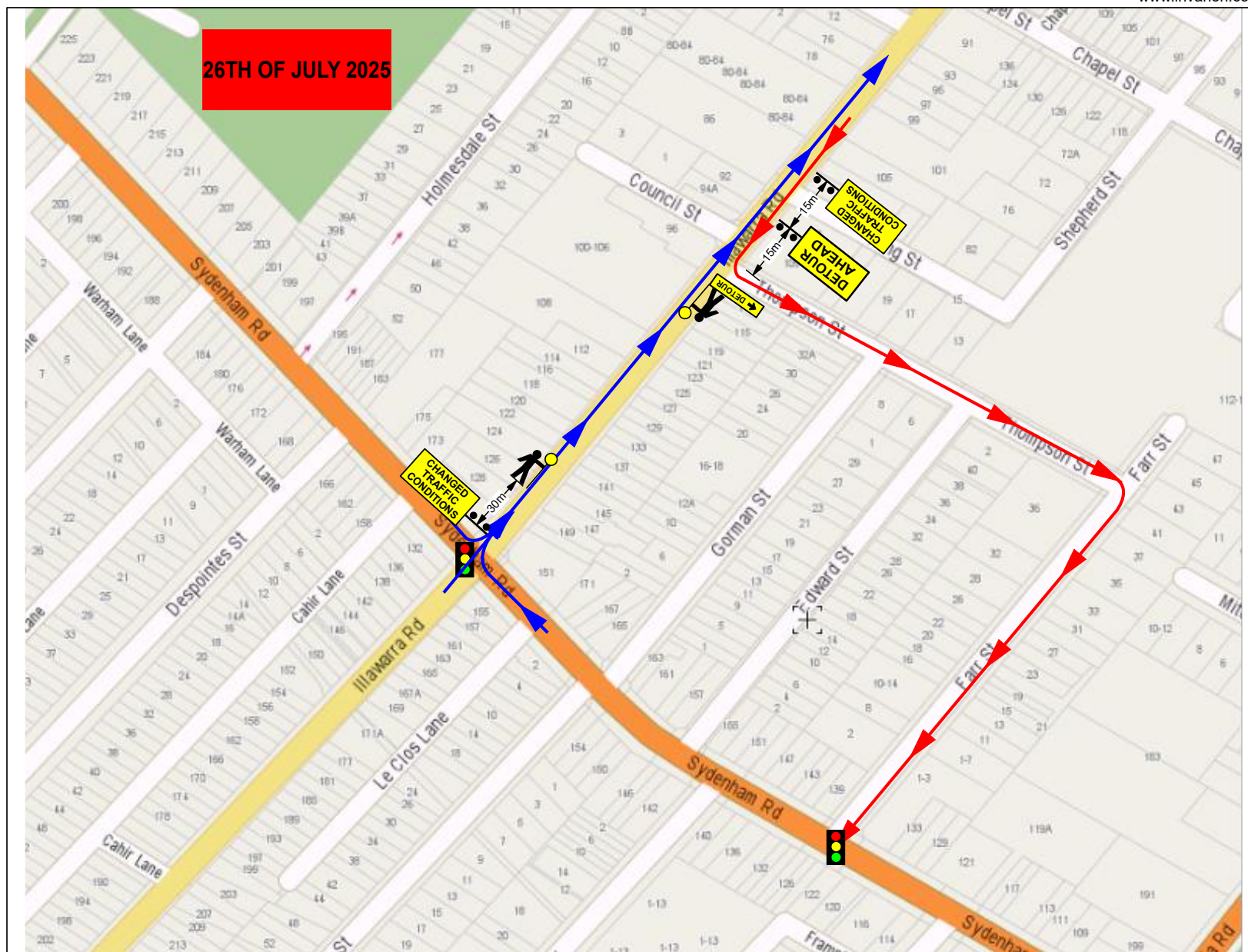
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Document Set ID: 40451229
Version: 1, Version Date: 11/04/2025

Item No: LTC0525(1) Item 8

Subject: MARRICKVILLE ROAD, PART OF SEAVIEW STREET AND DURHAM STREET, CAVES LANE, MARRICKVILLE – TEMPORARY FULL ROAD CLOSURES FOR DULWICH HILL VILLAGE FAIR – SUNDAY 21 SEPTEMBER 2025 (DJARRAWUNANG-ASHFIELD WARD / SUMMER HILL ELECTORATE / INNER WEST PAC)

Prepared By: Jennifer Adams - Traffic Engineer

Authorised By: Jason Scoufis - Acting Traffic and Transport Planning Manager

RECOMMENDATION

1. That the proposed temporary full road closure of Marrickville Road (between New Canterbury Road and Fairfowl Street), part of Seaview Street (between Marrickville Road and south of the entrance to the car park south of Herbert Street), Durham Street (between Marrickville Road and Durham Lane), Caves Lane, and the Seaview Street car park (car park adjacent to Caves Lane), Dulwich Hill for the 'Dulwich Hill Village Fair' Event on Sunday 21 September 2025 between the hours of 3:00am and 9:00pm be approved as per the submitted TMP and TGSs;
2. That a Road Occupancy License application be obtained from the Transport Management Centre;
3. That notice of the proposed event be forwarded to the NSW Police Local Area Commander, Transit Systems, the NSW Fire Brigades and the NSW Ambulance Services;
4. That all residents and businesses in and around the affected area are to be notified of the temporary road closure in writing by the applicant in advance (at least 7 days prior to the event) with the applicant making reasonable provision for stakeholders;
4. That a minimum four (4) metre unencumbered passage be available for emergency vehicles through the closed section; and
5. That the occupation of the road carriageway must not occur until the road has been physically closed.

STRATEGIC OBJECTIVE

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

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

'Dulwich Hill Village Fair' is an annual event and this year it will be held on Sunday 21 September 2025. As per previous years the event will necessitate the temporary full road closure of Marrickville Road (between New Canterbury Road and Fairfowl Street); part of Seaview Street (between Marrickville Road and south of the entrance to the car park south of Herbert Street), Caves Lane, and the Seaview Street car park (car park adjacent to Caves Lane), Dulwich Hill.

BACKGROUND

Council's Events Coordinator has advised that this year's annual 'Dulwich Hill Village Fair' will be held on Sunday 21 September 2025 and has submitted a request for some temporary road closures between the hours of 3:00am and 9:00pm on the day of the event.

The Dulwich Hill Village Fair is a local event celebrating the growth of bars and eateries sprouting on the hill. The fair provides family entertainment mixed with food fair such as cheese plates and artisan bakery offerings. markets displaying eco-friendly clothing, handmade jewelry, gifts and locally made items. There will also be music, a martial arts display, dance acts and a kids play area.

This year's Dulwich Hill Village Fair will run between 11:00am and 4:00pm on Sunday 21 September 2025, however, the temporary full road closures are required from 3:00am and 9:00pm on Sunday 21 September 2025 for bump in and bump out activities:

OFFICER COMMENTS

Temporary full road closures are planned for the following locations (refer to the site map below):

- Marrickville Road (between New Canterbury Road and Fairfowl Street),
- Durham Street (between Marrickville Road and Durham Lane)
- Seaview Street (between Marrickville Road and south of the entrance to the car park south of Herbert Street),
- Caves Lane, and The Seaview Street car park (car park adjacent to Caves Lane).



The event is classified as a Class 2 event under the TfNSW' Special Events Guide where it impacts local traffic and transport systems but does not impact major traffic and transport systems and it disrupts the non-event community in the area around the event but not over a

wide area. The event requires the involvement of Police and Local Council and a detailed Transport Management Plan (TMP).

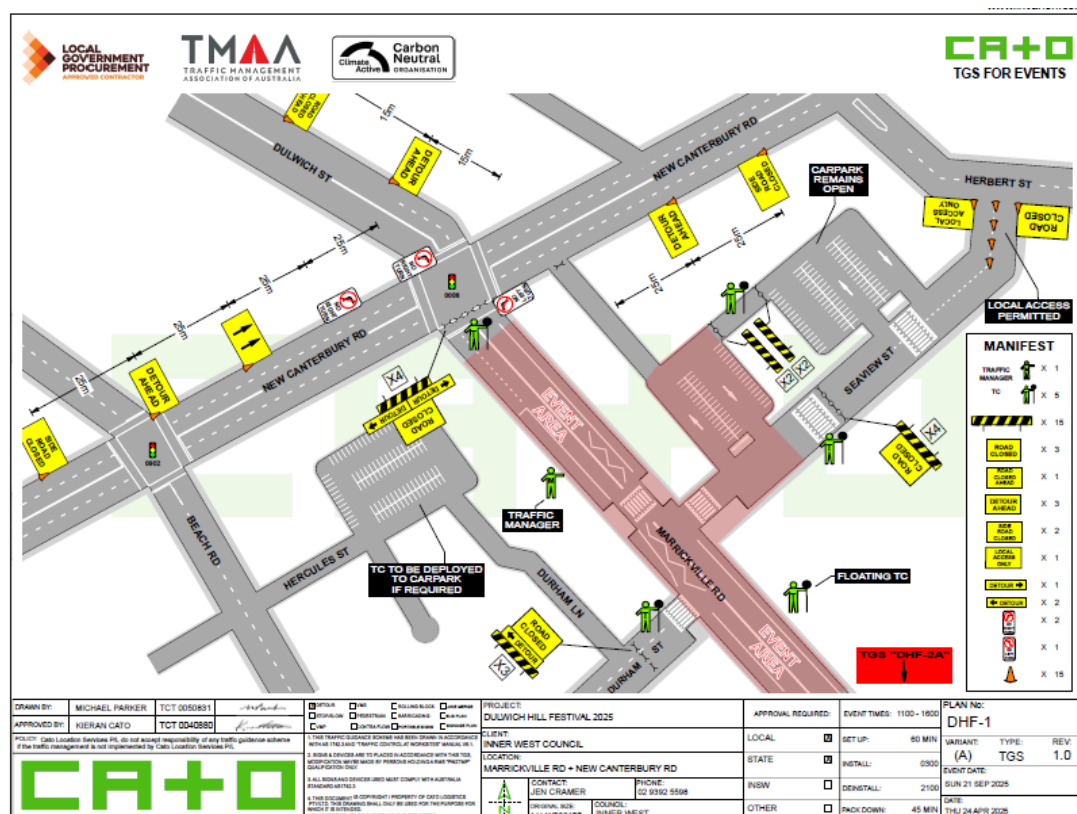
Council barricades will be used to affect the closures and a 4-metre-wide emergency vehicle access will need to be maintained through the area during the course of the street fair. Appropriate advance notice signs will be strategically installed at least two weeks prior to the event to alert motorists of the proposed closures. In addition, 'No Parking - Special Event' signs will be affixed over all existing parking restriction signs within the closed roads on the afternoon of the day prior to the event - Saturday 20 September 2025.

Adequate vehicular traffic control shall be provided for the protection and convenience of pedestrians and motorists including appropriate signage and flagging. Workers shall be specially designated for this role (and carry appropriate certificates), as necessary to comply with this condition. This is to be carried out in accordance with the Australian Standard AS 1742.3 - Traffic Control Devices for works on roads.

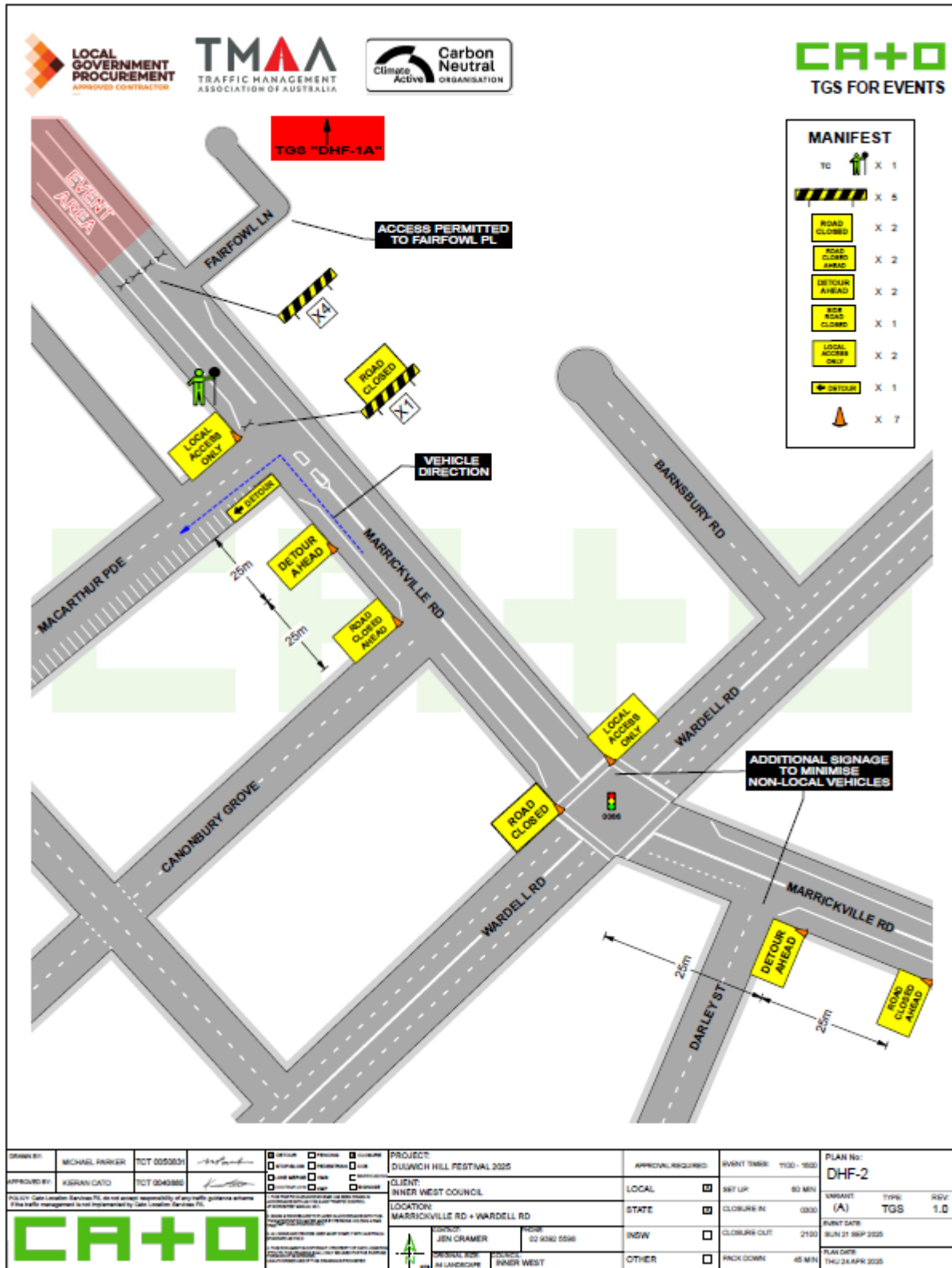
Traffic Management Plan and Traffic Guidance Schemes

A Traffic Management Plan (TMP) has been supplied by CATO Location Services, the scope of which includes the provision for the safe movement of vehicular traffic in and out of the event areas at the Dulwich Hill Village Fair on Sunday 21 September 2025. The TMP is attached at the end of this report. The Traffic Guidance Schemes (TGS) are reproduced below.

Authorised traffic controllers will install barricades and signage and maintain closure points as per the Traffic Guidance Schemes.

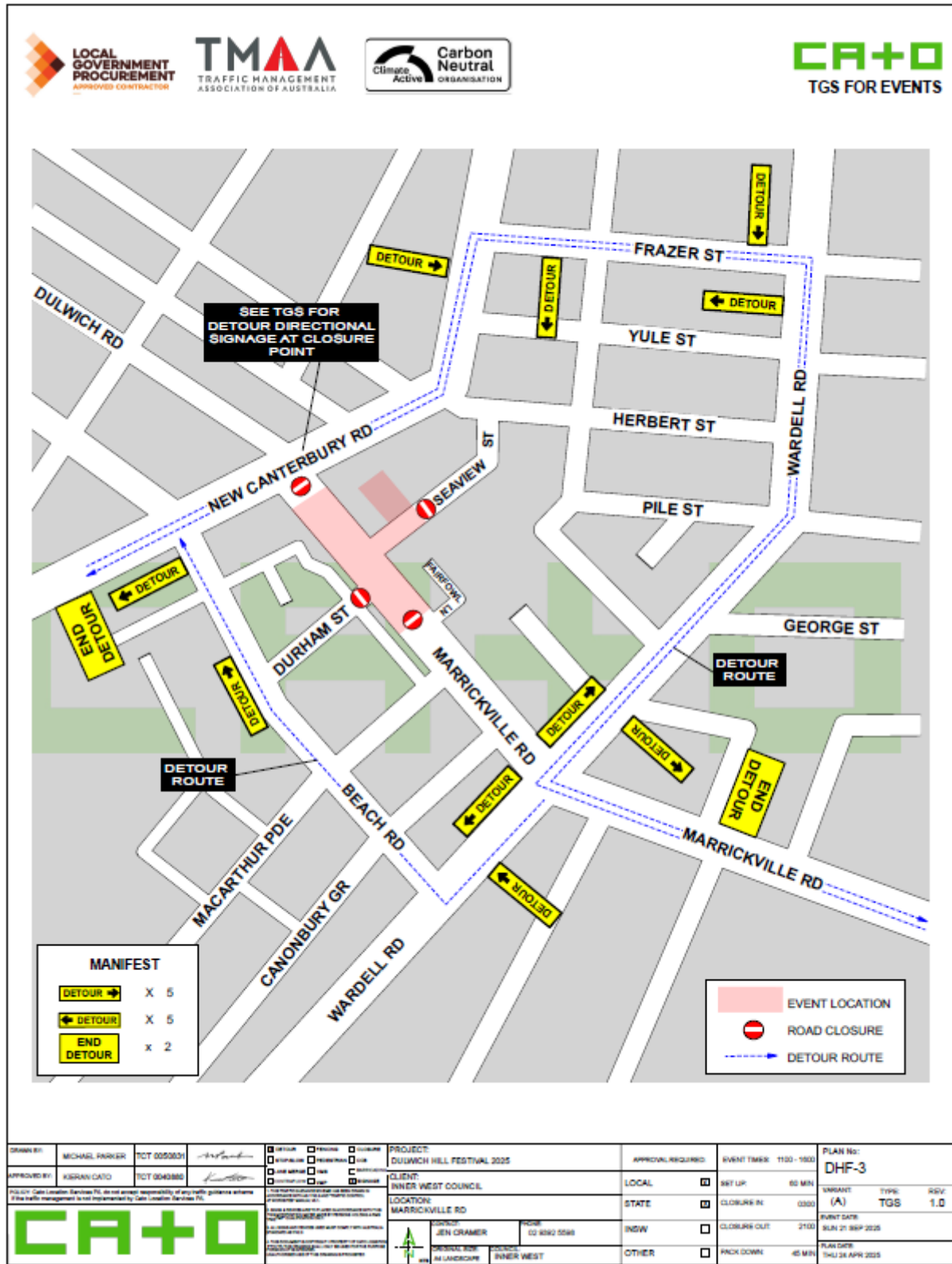


It is noted that there will be a slight modification to existing signage at the traffic lights at New Canterbury Road and Marrickville Road where there is a right hand turn arrow. Multiple signs have been planned to warn motorists to ignore the signal.



Impacts on traffic

Access around the event area will involve detours. Traffic will have to be directed to Wardell Road and Frazer Street or Beach Road and Durham Street during the closure. Refer to the detour plan below.



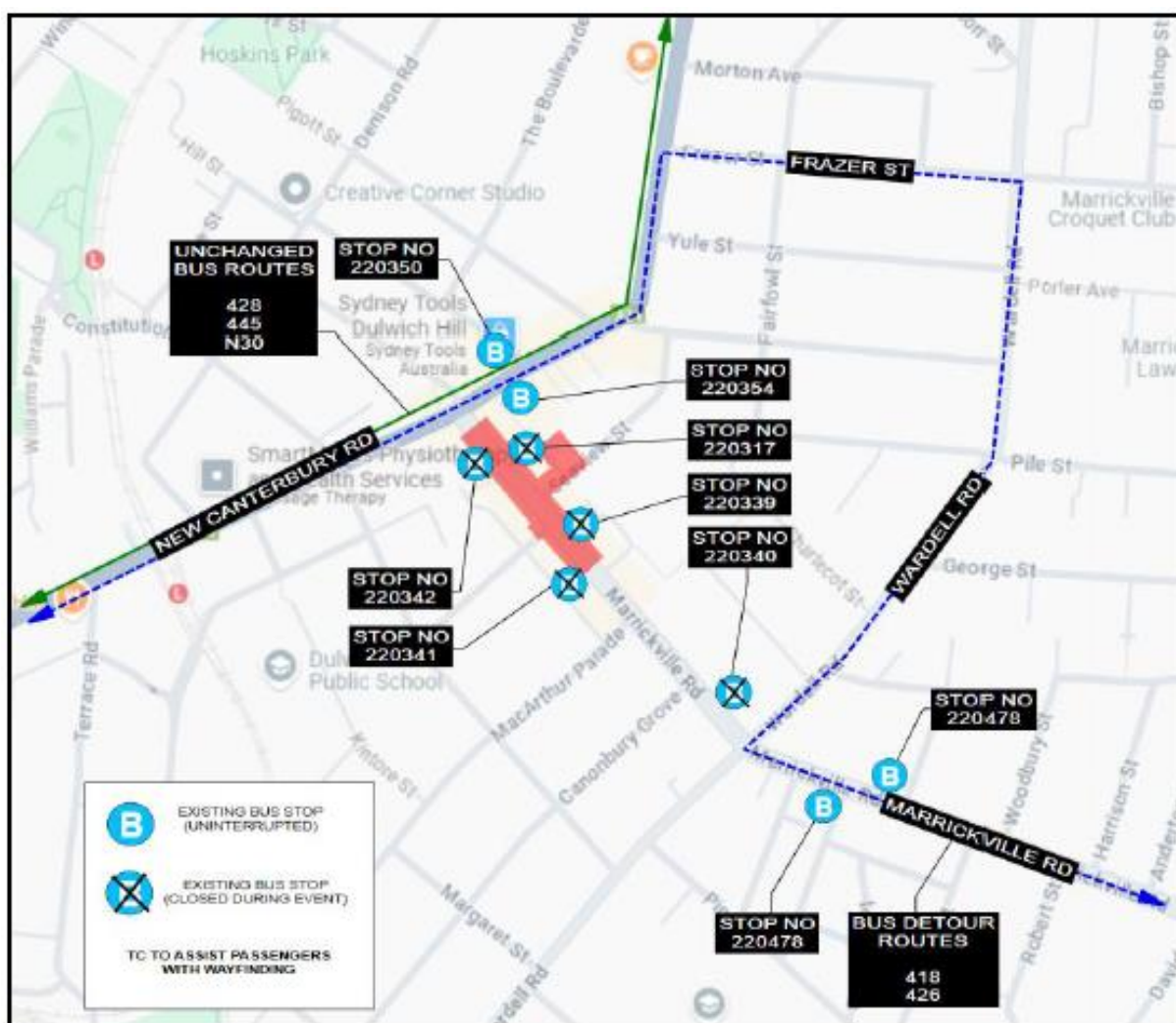
The traffic diverted from Marrickville Road and Seaview Street as a result of the proposed road closures, does not coincide with the peak traffic, as the Fair will be held on a Sunday when much lower than weekday traffic volumes are expected. There should be no impact to heavy vehicles. At present there should not be any construction works that will be impact the event. There are no traffic calming devices or traffic generating developments along the route.

It is envisaged that the traffic generated as a result of the proposed festival will not have a major impact on the surrounding traffic network during the event. Furthermore, the arrival and departure of attendees of the Fair is expected to be staggered as in previous years when this event took place.

Impacts on buses

At present, bus services use Marrickville Road and cross New Canterbury Road then turn around in Dulwich Street. The temporary closure of Marrickville Road at its intersection with New Canterbury Road will require buses to use a different route during the closure. Bus amended route changes are detailed below:

Buses will be diverted off Marrickville Road and Canterbury Road using Frazer Street and Wardell Road as a detour.



The following arrangements apply to the applicable service routes for the event date.

Routes Affected	Inbound Diversion	Outbound Diversion
418	Burwood to Tempe From New Canterbury Rd, right on Frazer St, right on Wardell Rd, left on Marrickville Rd, then continue as normal. 3 Bus Stops Missed	Tempe to Burwood From Marrickville Rd, right on Wardell Rd, left on Frazer St, left on New Canterbury Rd, then continue as normal. 2 Bus Stops Missed.
426	City Martin Place to Dulwich Hill From Marrickville Rd, right on Wardell Rd, left on Frazer St, left on New Canterbury Rd, then continue as normal (Terminate at Stop 220354) 2 Bus Stops Missed	Dulwich Hill to City Martin Place From New Canterbury Rd, right on Frazer St, right on Wardell Rd, left on Marrickville Rd, then continue as normal. 3 Bus Stops Missed

The TMP states that “All other services around the Inner West Council area will not be affected by the road closures. The bus service provider will advise public transport users via their websites, bus stop flyers and smart phone applications. Advice will also be provided on the event page on Council’s website and social media platforms.”

The following stops will be closed during the event and reopen at the completion of the event:

Services heading East - Dulwich Hill, Marrickville Road Nr New Canterbury Rd Stop 220317
 Dulwich Hill, Marrickville Road Nr Fairfowl Street Stop 220339
 Dulwich Hill Marrickville Road Nr Wardell Street Stop 220340.

Services heading West - Dulwich Hill, Marrickville Road Nr Macarthur Parade Stop 220341
 Dulwich Hill, Marrickville Road Nr New Canterbury Road 220342

Transit Systems & Transdev - Trains

It is anticipated that there will be no impact on Sydney Trains, its services, passengers and stations. The nearest train station is Dulwich Hill train station located southwest to the event location.

Light Rail Services

It is anticipated that there will be no impact on Sydney Light Rail, its services, passengers and stations. The nearest light rail stations are Dulwich Hill, Dulwich Grove and Arlington located west to the event location.

Taxi and Rideshare providers

Taxis and ride-share providers will continue to have access to the road network around the closures as per other road users. No additional drop off or pick up standing zones will be arranged for these providers.

Special Event Clearways

No Special Event Clearways are proposed for the event. Council will install NO-STOPPING signage around the area (including 20 spaces in Seaview St carpark) to warn of the upcoming event.

Detailed letter box drops and communications will be forwarded to local resident and commercial operators advising of the road closures, and parking management arrangements.

There are sufficient street parking spaces available and local carparks outside the event road closures for patrons to access, however it is anticipated majority of patrons will arrive on foot, by public transport or Taxi / rideshare.

Impacts on Parking

“No Stopping” signs will be used to reserve parking spaces within the road closure area prior to the road closure time. Council will install “No Stopping Authorised Vehicles Only” in 20 parking bays of the southern Seaview Street carpark for VIP, Performer, Staff and Contractor parking. This will be done by Council officers.

Emergency Lane

A minimum 4 metre emergency lane will be maintained along the entire closure. Traffic controllers will be onsite to assist emergency vehicle through the closure points.

Hostile Vehicle mitigation strategies may be undertaken within the road closure in accordance with the event risk assessment and NSW Police direction.

PUBLIC CONSULTATION

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

The applicant is to notify all affected residents and businesses in writing at least 7 days prior to the commencement of works. A copy of the draft notification letter is attached below.

The Traffic Management Plan is to be submitted to TfNSW for consideration and approval and a Road Occupancy License application is to be submitted to the Transport Management Centre by CATO Location Services.

FINANCIAL IMPLICATIONS

Funding of \$105,100 has been allocated by Council for organising the ‘Dulwich Hill Festival event under the 2025/2026 Major Community Events Program.

CONCLUSION

It is recommended that Council support the temporary full road closure on Sunday 21 September 2025 subject to complying with the recommendations stated in this report along with all standard conditions for temporary full road closures as detailed in Condition 10 of the S68201800008 development consent for the event.



Event Notification

SPECIAL EVENT ROAD CLOSURE – DULWICH HILL FESTIVAL

Sunday 21 September 2025

Dear Resident,

Inner West Council is presenting Dulwich Hill Festival on Sunday 29 September 2025 from 12:00pm (midday) to 5:00pm.

There will be free live music, community stalls, and workshops.

To facilitate the event, the following roads will be closed between 3:00am and 9:00pm:

- MARRICKVILLE ROAD, between New Canterbury Road and Fairfowl Street
- SEAVIEW STREET between Marrickville Road and Herbert St
- DURHAM STREET between Marrickville Road and Durham Lane

Event set up starts at 3:00am. Pack up begins when the event ends and goes until 9:00pm. Roads are closed to traffic during these times.

If your vehicle is parked in an external or internal car park within the event site, you will not be able to move your vehicle for the duration of the road closure.

If your vehicle is parked on any of the closed roads your vehicle will be towed.

Council will endeavour to minimise any disruption to local resident amenities.

For event information scan the QR Code or go to www.innerwest.nsw.gov.au/dulwichhillfestival

Please join us on Sunday 21 September to celebrate the diversity and vibrancy of the Dulwich Hill community.

For further enquiries please contact Council on 9392 5259 or email michael.daly@innerwest.nsw.gov.au

Regards,

Michael Daly

Creative Communities Manager



ATTACHMENTS

1. [2025 TMP_inc_TGS_Dulwich Hill Festival](#)



TRAFFIC MANAGEMENT PLAN DULWICH HILL FESTIVAL 2025

MARRICKVILLE ROAD +
SEAVIEW STREET MARRICKVILLE



Sunday 21st September 2025

PREPARED FOR



by CATO Location Services

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STATEMENT OF CONFIDENTIALITY & NON-DISCLOSURE

This Traffic Management Plan (TMP) contains proprietary and confidential information. All content is submitted to the recipients with the understanding that the recipients agree not to use or disclose any information contained herein except in the context of its business dealings with CATO and for the purposes of implementing the plans presented in the document. The recipient of this document agrees to inform present and future employees or agents of the recipient who view or have access to its content of its confidential nature.

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AUTHORITY OF THE TMP

This Traffic Management Plan (TMP) is drafted to detail the overall description of the event, its function, impact, and stakeholder interactions.

Additional documents are produced to detail relevant aspects in conjunction with this TMP in more granular detail. Additional documents compiled by event stakeholders or external agencies shall not contravene the detail documented within this TMP.

Implementation of the proposed arrangements, and any subsequent changes are only valid once endorsed by the relevant agencies, and associated persons contained within Section 1.3 of this document.

In the event of an emergency response situation, NSW Police may vary the terms, details, aspects, directions or timings of this TMP on the day to ensure public safety and to respond to an emergency situation in a timely manner.

TMP OBJECTIVE

This TMP is drafted to document the passive temporary traffic management arrangements by which the Dulwich Hill Festival 2025 will proceed.

The proposed arrangements will provide a high-level plan for vehicular and pedestrian control measures within the Marrickville area to ensure safety of patrons, general pedestrians, local residents, general and local traffic.

At its core, the measures implemented will provide suitable delineation between event participants, patrons and vehicular traffic by way of various traffic management treatments; and suitably manage general traffic around the Marrickville area whilst the event is in progress.

In summary, the main objectives of this TMP are:

- + Provide an overall, high-level, description of the traffic management arrangements implemented,
- + Suitably describe arrangements to provide safe area for the event patrons.
- + Provide a framework for stakeholders to develop site specific, or low-level plans,
- + Serve as a key document agreed by all parties as the final approval to conduct the event,
- + Minimise impact on non-event community and emergency services, and
- + Maintain use of public transport services around the event location.



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DOCUMENT CONTROL

This document is uncontrolled once printed – the final version with specifications and site diagrams will be locked for printing and restricted as read only.

A copy of the final version will be supplied to the event organiser prior to the event.

Version	Prepared by	Date	Comments	Reviewed by
1.0	Michael Parker	23/04/2025	First Draft	Anna Rosa / Kate Bennett
2.0	Michael Parker	24/04/2025	Updates: -Roads open amended to 21:00 (TGS and TMP updated). -Minor updates to wording. -Site Map Update -R/H Turn notes added.	Anna Rosa / Kate Bennett



DEFINITIONS

Term	Definition
TMP	Traffic Management Plan
TGS	Traffic Guidance Scheme
SETTI	Special Event Traffic and Transport Information
VMS	Variable Message Sign
HVM	Hostile Vehicle Mitigation
IWC	Inner West Council
CBD	Central Business District
TMC	Transport Management Centre
SMP	Security Management Plan
ICMP	Integrated Crowd Management Plan
TfNSW	Transport for NSW
PAC	Police Area Command



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Document Set ID: 40549914
Version: 1, Version Date: 29/04/2025

REFERENCE DOCUMENTS

Title	Version
Guide to Traffic and Transport Management for Special Events	V4.0 July 2024
Traffic Control at Worksites Technical Manual	v6.1, February 2022
Workplace Health and Safety ACT NSW	2011
Workplace Health and Safety ACT Amendments NSW	2023
Workplace Health and Safety Regulations NSW	2017
Safe Work NSW website – www.safeworkaustralia.nsw.gov.au	Current website
Safe Work Code of Practice – First Aid in the workplace	January 2020
Safe Work Code of Practice – Hazardous Manual Tasks	August 2019
Safe Work Code of Practice – Managing the risks of plant in the workplace	December 2022
Safe Work Code of Practice – How to manage work health and safety risks	August 2019
Safe Work Guideline – Traffic Management: Guide for Events	April 2021



DULWICH HILL FESTIVAL 2025 – TRAFFIC MANAGEMENT PLAN
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1. GENERAL EVENT INFORMATION

1.1. EVENT SUMMARY

On Sunday 21st September 2025, Inner West Council will be hosting the Dulwich Hill Festival which will be held on Marrickville Road, Marrickville. The event will be on the following streets:

- + Marrickville Road,
- + Durham Street,
- + Caves Lane,
- + Seaview Street, and
- + Seaview Street Carpark.

The annual festival is a local based event, involving local commercial establishments and other event festivities. Local businesses have the opportunity for additional trade within the road closure. Other festivities include local eateries, artisan bakery offerings, stage performances, markets, local music, displays, roving street performers, and a kids play area.

The Dulwich Hill Festival will have an impact on surrounding streets within the Marrickville local area, and where possible local access will be managed by Authorised Traffic Controllers and Council representatives. The specified traffic, pedestrian, crowd and safety treatments will ensure public safety, and manage the disruption to the local government area before, during and after the annual event.

The official event program timings are as follows:

- + 02:00 Authorised Traffic Controllers on site to place signage and devices
- + 03:00 Road closures implemented – egress of any parked cars managed.
- + 03:00 Event bump in commences.
- + 10:30 All event vehicles off site.
- + 10:30 HVM Devices (vehicles) installed.
- + 11:00 Event Start
- + 16:00 Event Finish
- + 16:30 Event vehicles on site
- + 16:30 Bump out commences.
- + 21:00 Roads Open.
- Note: HVM Devices can be removed once crowds disperse and it is safe to do so.

The event will conclude at approximately 16:00 and the roads will be cleared and ready to open by 21:00 under the direction of Event Management.



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Traffic management treatments in and around the Marrickville area will be implemented to allow the following:

- + Bump in and bump out of event infrastructure,
- + Gathering spaces for event patrons within a controlled event area, via “hard” road closures,
- + Local access to properties within specified timings via “soft” road closures,
- + Patron ingress and egress to and from the event location,
- + Appropriate diversions to manage traffic and public transport around the local government area.

CATO Location Services will maintain overarching responsibility with respect to traffic management implementation. Timings contained throughout this document may be altered on the day, subject to Event Management authorisation based on traffic volumes, crowd movements, and safety aspects that evolve during the course of the event.

Consultation for the annual event and production of this document has been undertaken by:

- + Inner West Council,
- + TfNSW,
- + Transit Systems (Bus Operator), and
- + NSW Police – Inner West Police Area Command.

Inner West Council, CATO Location Services and NSW Police, wish to acknowledge the Gadigal and Wangal clans as the Traditional Custodians of the local area.

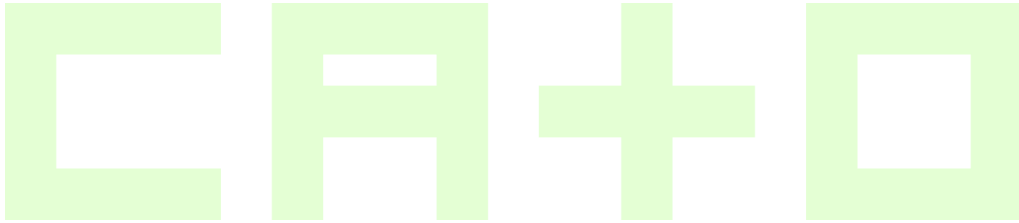


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1.2. EVENT DETAILS

Event Date:	Sunday 21 st September 2025
Event Times:	11:00 – 16:00 (not inclusive of setup and pack down times)
Event Location:	Marrickville, New South Wales 2204
Event Location Address:	Marrickville Road, Durham Street, Caves Lane, Seaview Street (and carpark)
Expected Attendance:	Approximately 8,000 people
Target Market:	All demographics
Traffic Closure Start:	Sunday 21 st September at 03:00
Bump-in Starts:	Sunday 21 st September at 03:00
Bump-out Finishes:	Sunday 21 st September at 21:00
Traffic Closure End:	Sunday 21 st September at 21:00 (may vary based on uncontrolled, non-scheduled events and/or emergencies)



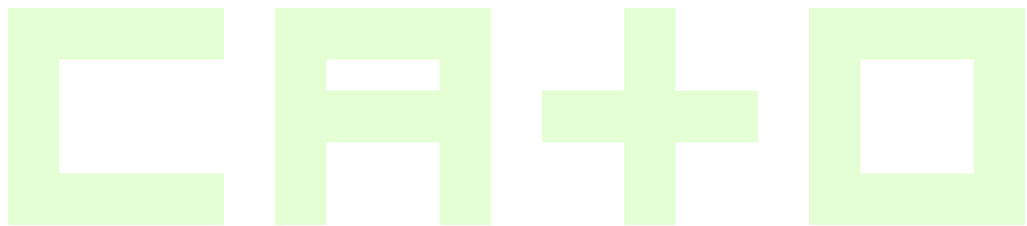
1.3. KEY EVENT AND STAKEHOLDER CONTACTS

Event Organiser:	Inner West Council
Event Organiser Address:	2-14 Fisher Street Petersham NSW 2049
Event Manager:	Michael Daly
Contact Phone:	02 9392 5294
Contact Email:	michael.daly@innerwest.nsw.gov.au
Venue Owner:	Inner West Council
Contact Phone:	02 9335 2177
Contact Email:	events@innerwest.nsw.gov.au
Police Area Command:	Inner West Police Area Command
Police Area Command Address:	89-101 Despointes Street Marrickville NSW 2204
Police Phone:	02 9568 9299
Police Fax:	02 9568 9211
Police Contact:	Kayla Ross
Contact Phone:	02 9550 8139
Contact Email:	ross1kay@police.nsw.gov.au
Transit Systems Contact:	Michael Takla
Contact Phone:	02 8778 5889 / 0490 401 688
Contact Email:	michael.takla@transitsystems.com.au



TfNSW Contact: Road Occupancy Unit - TfNSW
TfNSW Phone: 02 8396 1513
TfNSW Email: tmc_piu@transport.nsw.gov.au

Traffic Management Planning: CATO Location Services
Contact Name: Kate Bennett
Contact Phone: 0467 467 627
Contact Email: kate@catolocationservices.com.au



2. TRAFFIC MANAGEMENT

2.1. TRAFFIC IMPACT SUMMARY

Dulwich Hill Festival 2025 will have an impact on various streets around the local council area to facilitate the event. To support the event area the following streets will be closed, however, local access will be provided to vehicles as required.

To support the event area the following roads will be closed via a “hard road closure”:

- + Marrickville Road – between New Canterbury Road and Fairfowl Lane,
- + Durham Street – between Marrickville Road and Durham Lane, and
- + Seaview Street – between Marrickville Road and Seaview Street Carpark

To further support the event area, residents and surrounding commercial operators, the following locations will have local access permitted via a “soft closure”

- + Seaview Street – between Seaview Street Carpark and Herbert Street, and

Pedestrian access will be maintained along all existing footpaths and crossing points along streets surrounding the event area. Pedestrians will have access maintained in and around the event area at all times. To further manage any pedestrian impacts due to the event please refer to the Event Management Plan by contacting the Event Organiser as listed in Section 1.3 of this document.

2.2. SIGNALISED INTERSECTIONS (IE: TRAFFIC LIGHTS)

Marrickville Road, New Canterbury Road and Wardell Road, in the vicinity of the event road closures implemented have signalised traffic intersections. All traffic signalised intersections will function as normal, and operation of signals, and phasing shall only be altered under the direction of NSW Police or TfNSW.



2.3. TRAFFIC MANAGEMENT IMPLEMENTATION

The implementation of the Traffic Guidance Schemes (TGS'), including road closures, and overarching responsibility remains with CATO Location Services in conjunction with Inner West Council.

Temporary traffic control equipment, barricades, and signage must be placed in accordance with the Traffic Guidance Schemes by qualified and authorised persons at all times.

2.4. EVENT MARSHALLS

The Event Organiser shall ensure that any event personnel engaged as marshalls are provided with suitable training to ensure such personnel are aware of the limits of their responsibilities and can undertake their activities safely.

The role of an event marshall is primarily to guide and assist those participating in, and/or attending, events. Event marshalls have no legal authority for the direct control of vehicle and pedestrian movements apart from situations where such movements take place within a portion of road that has been closed to general traffic movements under the applicable statutes or regulations, e.g. prohibiting pedestrians crossing the road during a race event, escorting official vehicles through a crowd, etc.

Event marshalls shall operate only under the direction of the Event Organiser or NSW Police whom shall provide sufficient instruction to the event marshall so that traffic and pedestrian control and guidance is always conducted safely.



3. EVENT LOCATION

3.1. PRIMARY EVENT LOCATION

The Dulwich Hill Festival 2025 will be held on the various streets as disclosed in Section 1.1 of this document.



The event location and road closures (in red) noting the surrounding roads affected (in black)



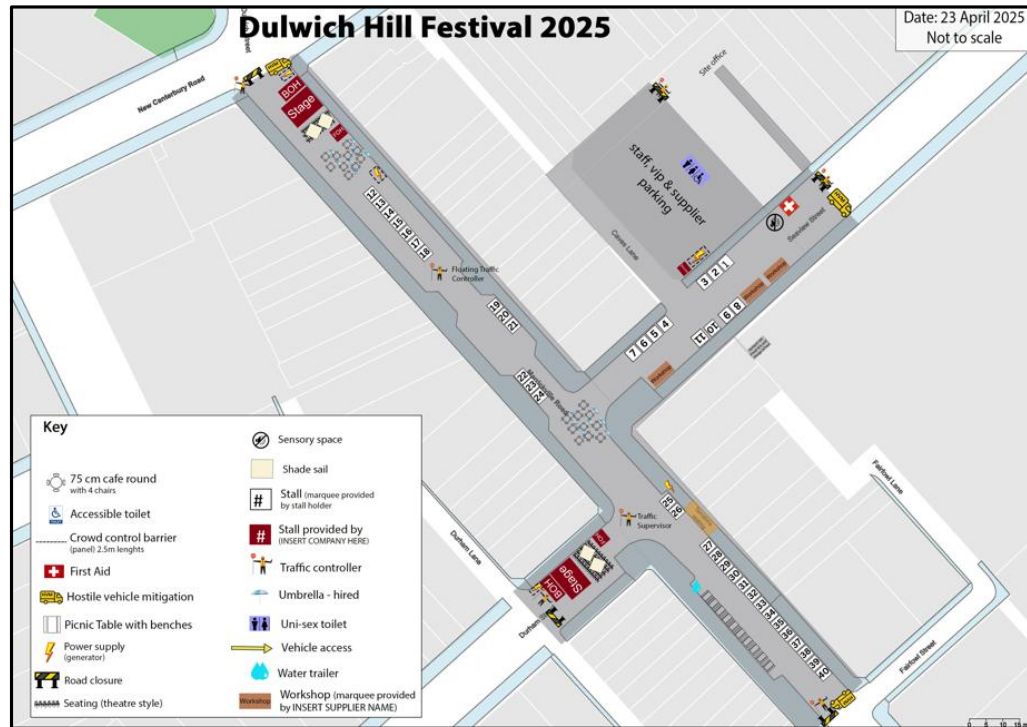
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3.2. EVENT SITE MAPS

Detailed event site plans have been prepared and may be updated closer to the event within the Event Management Plan. Refer to the Event Organiser in section 1.3 of this document for the latest site plans.



Event site map as at time of drafting this document.

3.3. VEHICLE ACCESS TO THE EVENT SITE

To ensure public safety, all vehicle access during bump in and bump out will be at the discretion of the Event Manager and will be strictly limited to walking pace only, with hazard lights flashing. Any vehicles requiring access are to be easily identifiable at all times.

Key stakeholders, and agencies are permitted to park within the road closures, subject to the availability of space and authorisation from the Event Manager. Emergency vehicle access is to be maintained at all times and pedestrian flow is not to be obstructed.

Once the closures (and HVM if applicable) are installed and the event commences, no vehicle access is permitted within the event area except for emergency vehicles.



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4. TRAFFIC AND TRANSPORT MANAGEMENT

4.1. EVENT IMPACT ON ROAD NETWORK

Every effort has been made to minimise the disruption to road users, residents and businesses by implementing local access closure points, or “soft closures” during specified times. Access is maintained outside of the event area throughout the duration of the event.

Once the “hard road closures” are implemented, resident vehicular access will be restricted, and general traffic detoured around the road closure points.

4.2. DETOURS AND DIVERSIONS

Access around the road closures will be via the following streets:

- + Wardell Road,
- + Frazer Street,
- + Durham Street,
- + New Canterbury Road, and
- + Beach Road.

The signalised intersection at Marrickville Road and New Canterbury Road has an existing NO right-hand turn sign. The TGS has additional signage installed to warn drivers and prevent right hand turns at this intersection into Marrickville Road.

Traffic Guidance Schemes (TGS) will be implemented for the closures and detours noted above. Refer to the attachments to this TMP for copies.

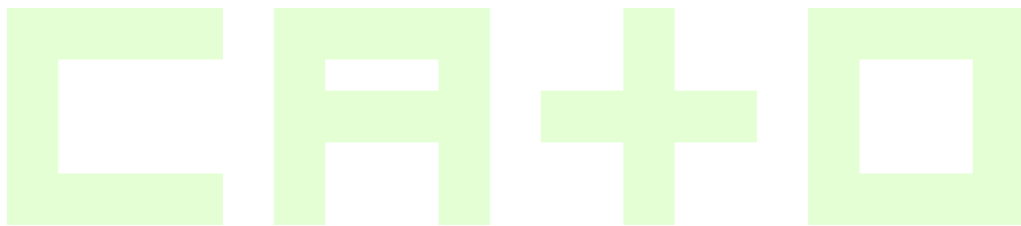


4.3. SPECIAL EVENT CLEARWAYS

No Special Event Clearways are proposed for the event. Council will install NO-STOPPING signage around the area (including 20 spaces in Seaview St carpark) to warn of the upcoming event.

Details letter box drops and communications will be forwarded to local resident and commercial operators advising of the road closures, and parking management arrangements.

There are sufficient street parking spaces available and local car parks outside the event road closures for patrons to access, however it is anticipated majority of patrons will arrive on foot, by public transport or Taxi / rideshare.

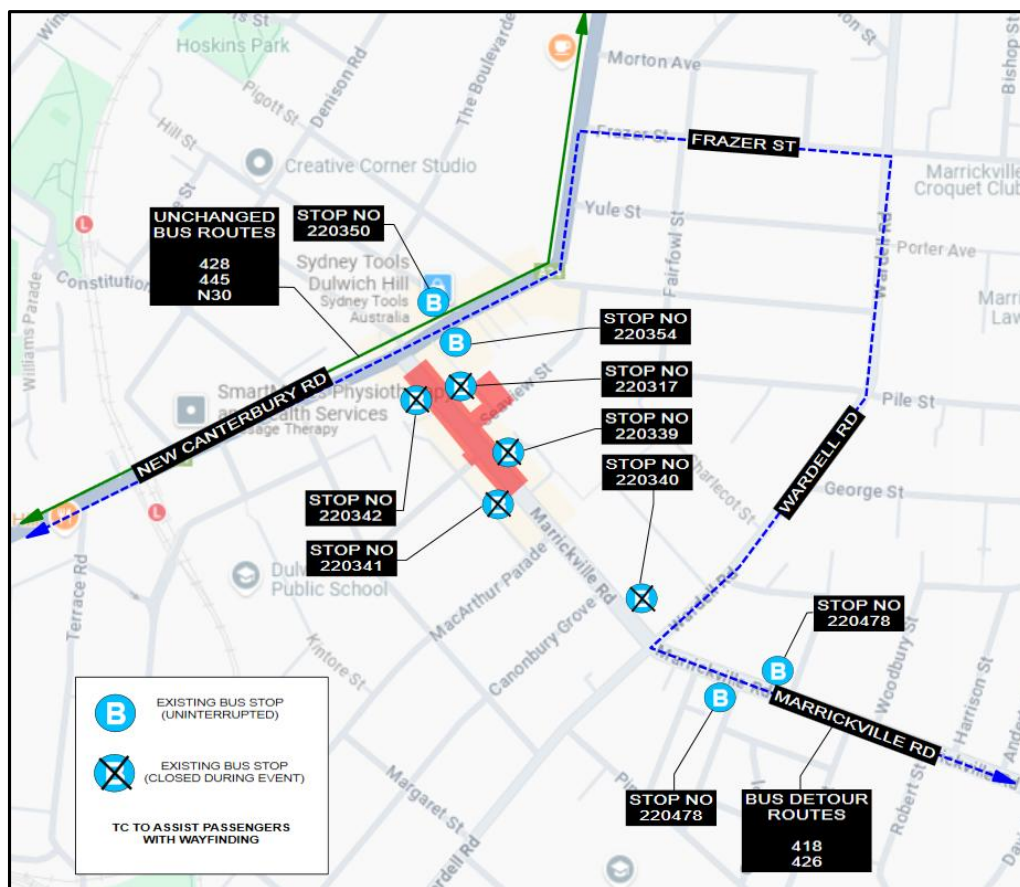


4.4. IMPACTS ON PUBLIC TRANSPORT

Dulwich Hill Festival will be held on a Sunday. Public transport options for event patrons and general passenger movement will therefore operate on a Sunday/public holiday timetable in comparison to a weekday. The various impact and changes to public transport options, stations and stops will be as follows:

4.4.1. BUSES

A summary of bus stops and routes are detailed as follows:



Location map of bus services around Marrickville and event location (noted in red)



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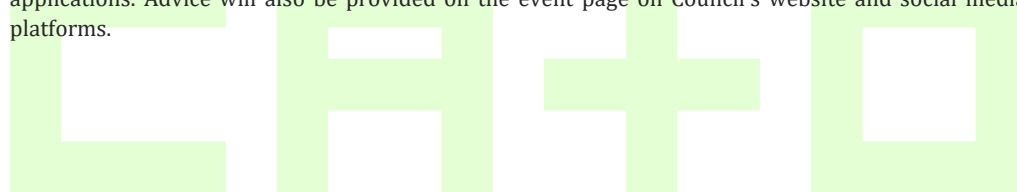
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The following arrangements apply to the applicable service routes for the event date.

Routes Affected	Inbound Diversion	Outbound Diversion
418	Burwood to Tempe From New Canterbury Rd, right on Frazer St, right on Wardell Rd, left on Marrickville Rd, then continue as normal. 3 Bus Stops Missed	Tempe to Burwood From Marrickville Rd, right on Wardell Rd, left on Frazer St, left on New Canterbury Rd, then continue as normal. 2 Bus Stops Missed.
426	City Martin Place to Dulwich Hill From Marrickville Rd, right on Wardell Rd, left on Frazer St, left on New Canterbury Rd, then continue as normal (Terminate at Stop 220354) 2 Bus Stops Missed	Dulwich Hill to City Martin Place From New Canterbury Rd, right on Frazer St, right on Wardell Rd, left on Marrickville Rd, then continue as normal. 3 Bus Stops Missed

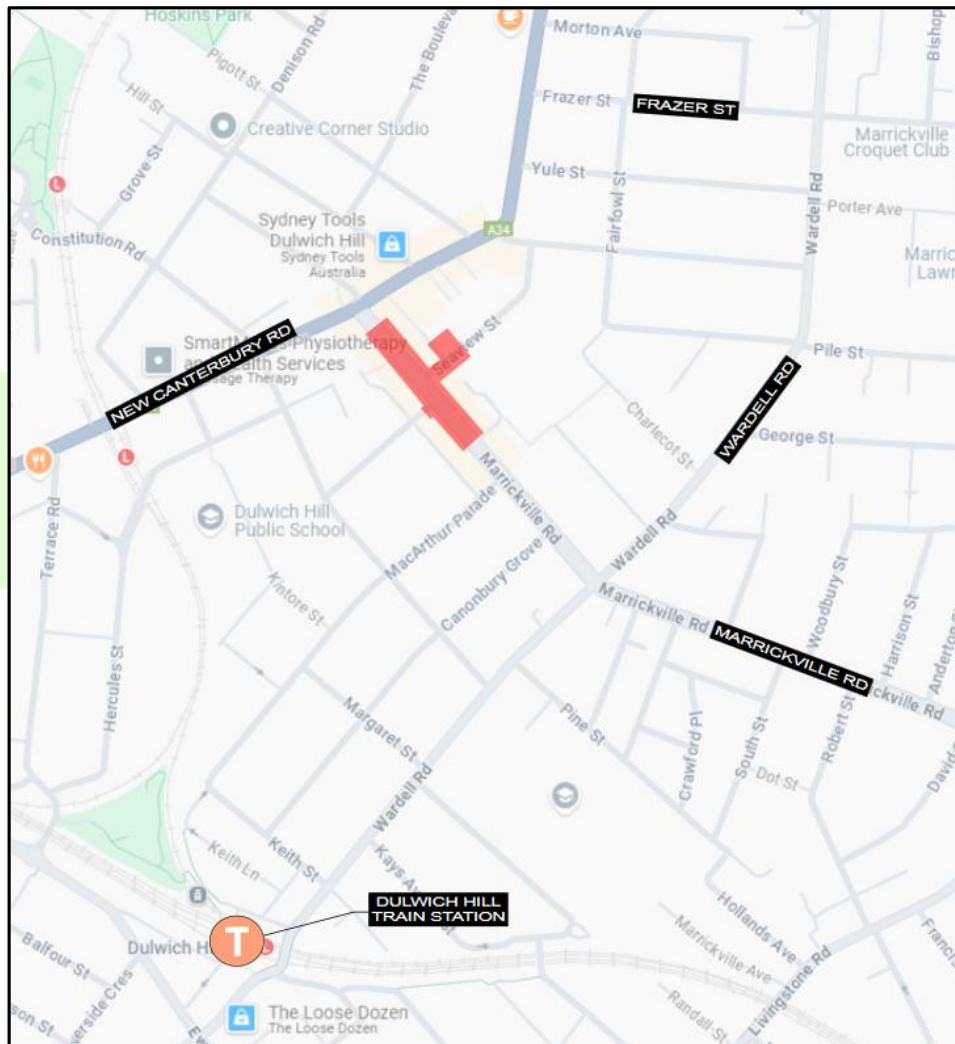
All other services around the Inner West Council area will not be affected by the road closures. The bus service provider will advise public transport users via their websites, bus stop flyers and smart phone applications. Advice will also be provided on the event page on Council's website and social media platforms.



4.4.3 TRAIN SERVICES

It is anticipated that there will be no impact on Sydney Trains, its services, passengers and stations.

The nearest train station is Dulwich Hill train station located south west to the event location.



Location map of Dulwich Hill train station and event location (noted in red)



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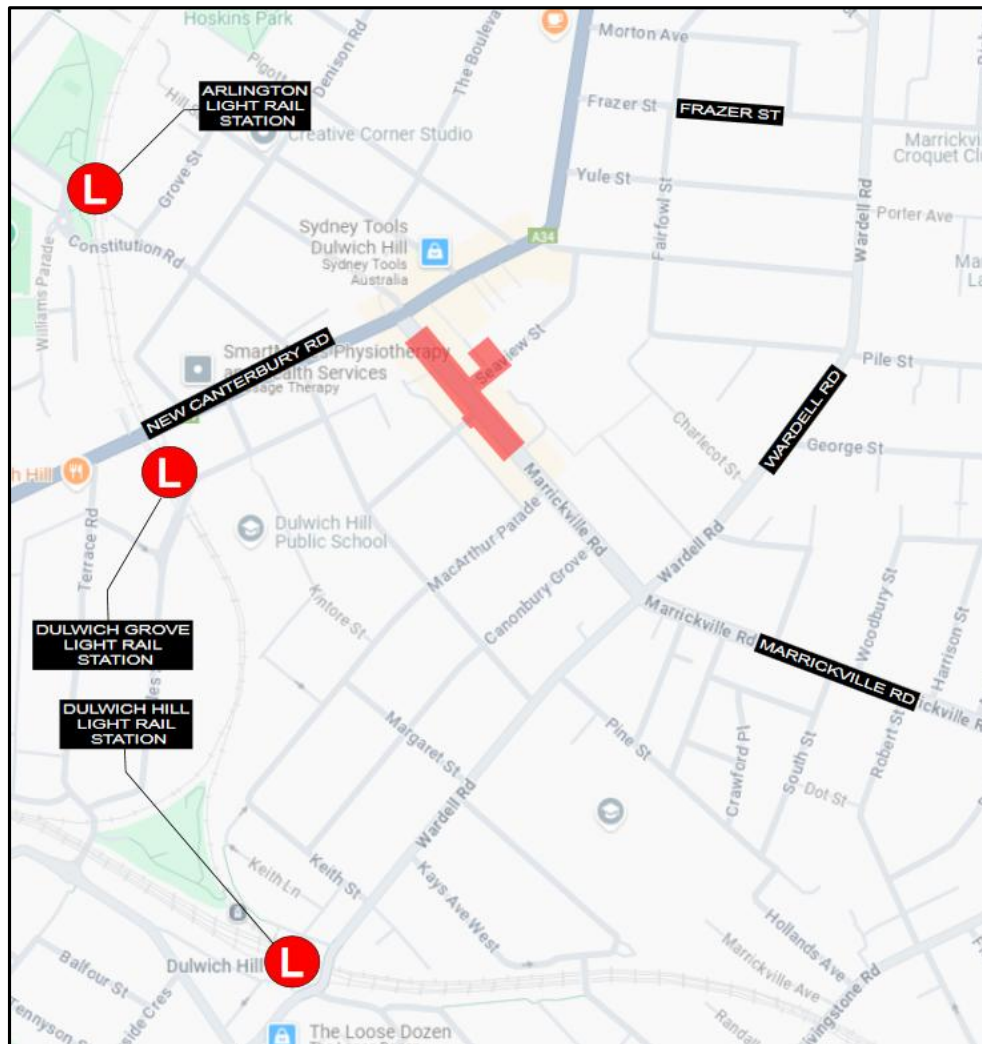
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4.4.3 LIGHT RAIL SERVICES

It is anticipated that there will be no impact on Sydney Light Rail, its services, passengers and stations.

The nearest light rail stations are Dulwich Hill, Dulwich Grove and Arlington located west to the event location.



Location map of Light Rail Stations and event location (noted in red)



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4.4.4. TAXIS AND RIDE-SHARE PROVIDERS

Taxis and ride-share providers will continue to have access to the road network around the closures as per other road users.

No additional drop off or pick up standing zones will be arranged for these providers.

4.5. CHANGES TO CYCLE ROUTES

Cyclist friendly paths or routes can be categorised as follows:

- + Separated (or designated) bicycle paths,
- + Shared user paths, and
- + Marked on-road bicycle routes.

The event road closures for the event will not affect any designated cycle paths. All cyclists that utilise any of the abovementioned paths will be redirected around the event location on the existing road or shared path network.

Cyclists will still be able to dismount and walk their bikes through the event site. All existing cycle routes will remain in place and operational around the event site.

4.6. HOSTILE VEHICLE MITIGATION

The road closures are designed to provide a pedestrian-friendly area for the event to operate in and for patron event attendance.

The Event Organiser will, in conjunction with the nominated Security Advisor, may produce a Hostile Vehicle Mitigation, and Target Hardening Plan for the event.

When the closures are installed, applicable hostile vehicle mitigation (HVM) vehicles or barriers will be placed at each entry point as noted on the HVM Risk Assessment at the direction of the nominated HVM Security Advisor to prevent access to the site by unauthorised or errant vehicles. A driver for each vehicle will always be present in case the vehicle needs to be moved to allow access for emergency vehicles.

Once the HVM install is complete, the nominated HVM Security Advisor will be on site to authorise the implementation, the positioning and suitability of all devices.

Authorisation is to be granted from the Event Manager for all vehicles to be moved once in position for access when required.



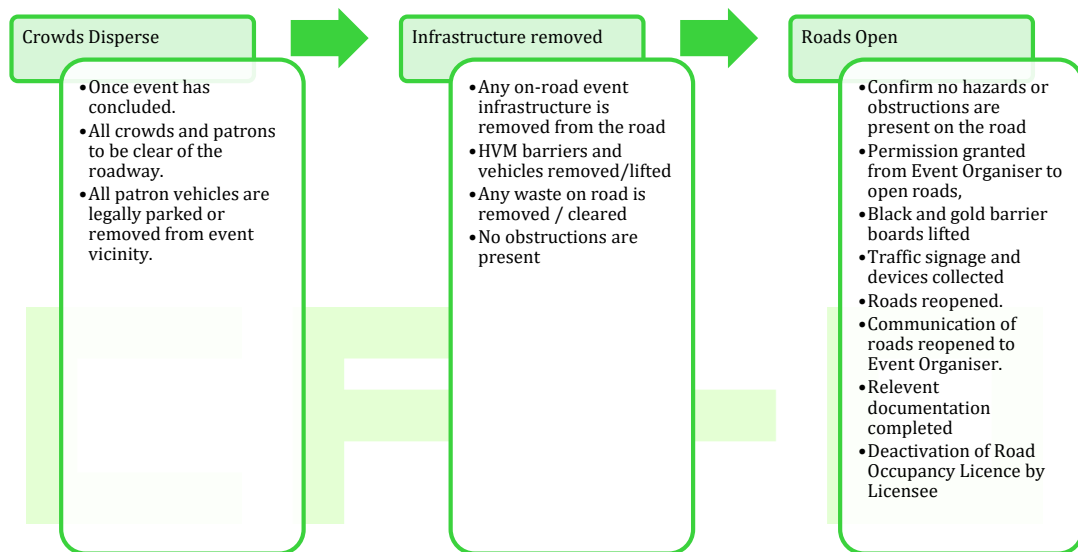
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4.7. RE-OPENING ROADS AFTER THE EVENT

The event road closures are planned to re-open at 21:00, however this may occur earlier if the road is clear, it is safe, and only by the final direction of the Event Organiser.

The formal road reopening procedure has a variety of factors, and can vary based on patron movements, infrastructure bump out, delays, safety concerns and/or other variables. An overview of the road reopening procedure is identified below:



5. MINIMISING IMPACT ON THE NON-EVENT COMMUNITY

5.1. ACCESS FOR LOCAL RESIDENTS AND BUSINESSES

The road closure areas for the Dulwich Hill Festival 2025 includes a number of businesses and residential premises around the Dulwich Hill area. Pedestrian access to residences and staff of local businesses will be maintained at all times, however businesses and resident vehicle access will only be permitted during specified dates and times outside of the primary road closure times.

'Local residents and businesses only' closures (Or "soft closures") will be implemented around the Dulwich area. Vehicle access will be maintained for businesses and residents in the identified streets listed in Section 2.1 of this document.

All non-local traffic will be redirected around the road closures and event location via the detours implemented.

The Event Organiser will notify any residents and businesses directly impacted by the event including confirmation of the restricted vehicle movements during the event operating times. This will include reviewing any requirements for changes to commercial waste collection times and/or locations.

5.2. ACCESS FOR EMERGENCY VEHICLES

A minimum four (4) metre emergency lane will be maintained along the entire closure to maintain access at all times. There will be no event infrastructure in the path of the emergency vehicle to obstruct access or the route. Authorised Traffic Controllers, council representatives and event staff will be onsite to assist emergency vehicle through the closure points to access the required destination.

Where HVM measures consist of a heavy vehicle, and emergency access is required, as noted above, a driver will always be present to temporarily move the vehicle to permit access.

Emergency services will be notified of relevant access points prior to the event and contact will be made with relevant staff for assistance.



5.3. EMERGENCY AND INCIDENT MANAGEMENT

In the event of an incident or accident, whether or not involving traffic or road users, traffic shall be stopped as necessary to avoid further incident.

First Aid shall be administered as necessary, and medical assistance shall be called for if required. For life threatening injuries an ambulance shall be called on telephone number 000. NSW Police shall also be called on 000 for traffic accidents where life threatening injuries are apparent. Any traffic crash resulting in non-life-threatening injury shall immediately be reported to relevant authorities, and Event Management.

Broken down vehicles and vehicles involved in minor non-injury crashes shall be temporarily moved to the verge as soon as possible after details of the crash locations have been gathered and noted.

Where necessary to maintain traffic flow, emergency services shall temporarily move the involved vehicles to a safe area, providing there is no risk to vehicles and their occupants or event patrons. Suitable recovery systems and emergency protocol shall be used to facilitate prompt removal of broken down or crashed vehicles. Assistance shall be rendered to ensure the impact of the incident on the network is minimised.

All incidents and emergency responses shall have appropriate documentation completed and compiled within twenty-four (24) hours. If in doubt – guidance is sought from Event Management, NSW Police, or appropriate persons on duty.

5.4. ADVERTISING TRAFFIC MANAGEMENT ARRANGEMENTS

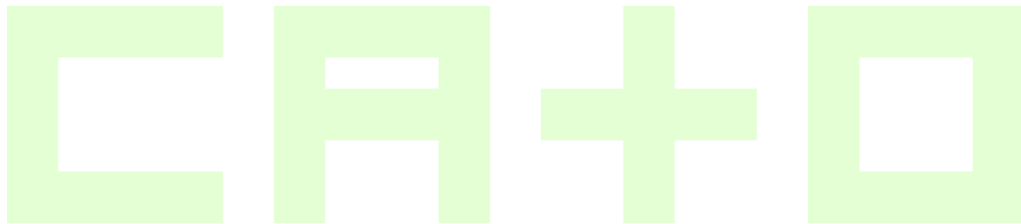
The Event Organiser will advertise the road closures via social media, Council website and www.live-traffic.com



5.5. EVIDENCE OF CONCURRENT ADJACENT ROADWORKS / ACTIVITIES / OFF ROAD DEVELOPMENTS.

The Event Organiser and CATO location Services, will remain in close contact from a planning perspective with respect to any concurrent works, or developments that may be impacted by the event.

At the time of drafting this document no adjacent roadworks have been identified, and considerations made with respect to the overall function of the Traffic Guidance Schemes.



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6. WORKPLACE HEALTH & SAFETY

6.1. RISK ASSESSMENT PLANS

A Risk Management approach is a fundamental part of the planning for any event. The safety risk identification, assessment and control processes are legal obligations (as per the WHS Act and Regulation 2011) and should be aligned with AS/NZS ISO 31000 Risk Management – Principles and Guidelines. Broader event risk management is best practice and a fundamental part of due diligence.

The Event Organiser has compiled Risk Assessments, Hostile Vehicle Mitigation and Target Hardening Plans including site-specific safety plans for the specific event location and broader event footprint that are not included in this Traffic Management Plan.

This section of the Traffic Management Plan describes the possible issues/risks that may interfere with the event and the action to be taken to minimise the disturbance of the event.

Issues / Risks	Applicable	Action Taken
All one-way streets are as described	YES	Relevant streets are noted, and appropriate signage installed for traffic management. Vehicle movements concur with one-way streets
Block access to Church on a Sunday	NO	Nearby Church on Seaview Street is not impacted by the closures.
Block access to local businesses	YES	Confirm list of letters to residents and businesses. Maintain access at all times.
Block access to local residences	YES	Confirm list of letters to residents and businesses. Maintain access at all times.
Block Police and Ambulance vehicle access (IE: Emergency services)	YES	Consultation with Emergency Services prior to event, and maintain access at all times.
Block fire station access	YES	Consultation with Emergency Services prior to event, and maintain access at all times.
Block Hospital access	NO	Consultation with Emergency Services prior to event, and maintain access at all times.
Block heavy vehicle access	YES	All heavy vehicle routes are maintained for the duration of the event.
Restricted movements banned turns, heavy/high vehicles	YES	All heavy vehicle routes are maintained for the duration of the event.
Block Public facility (football oval, car park etc.)	YES	Road Closures implemented, signage installed, and staff on duty to assist on event day.



Block public transport access	YES	For bus stop closures, alternate arrangements to be made and communicated to the provider network.
Can route use alternatives such as bicycle tracks, paths, parks, bush tracks etc.?	NO	Not applicable.
Construction – existing, proposed that may conflict	NO	No nearby construction / developments identified.
Numbers of lanes and their width are as described	YES	All TGS reflect correct lane configuration.
Road signage existing/temporary	NO	Not applicable. No existing signage amended.
Absence of advance warning traffic signage and devices	YES	Signage installed on advance to road closures.
Route impeded by traffic calming devices?	YES	TGS updated with appropriate devices to ensure turning circles and movements can be undertaken.
Signalised intersections (flashing yellow? Point duty?)	NO	Not affected.
Tidal flows	NO	Not applicable.
Traffic generators shopping centres, schools, churches, industrial area, hospitals	NO	Not affected.
Traffic movement contrary to any Notice	YES	Under the direction of authorised NSW Police, or Traffic Controllers if required.
Traffic signals are as described	YES	Traffic signals are identified and operation not affected.
Turning lanes are as described	NO	Not applicable.
Heavy Weather	YES	Heavy weather may cause patrons to depart early. Decision will be made by Event Organiser if inclement weather
Poor lighting in the area	YES	Event Organiser to ensure all street lights are operational prior to event.
Flood hazard in event area	NO	Not applicable.
Bush fire hazard	NO	Not applicable.
Accident on surrounding roads	YES	Monitor traffic, and adjust treatments / stoppage lengths if required.
Breakdown on surrounding roads	YES	Monitor traffic, and adjust treatments / stoppage lengths if required.
Absence of marshals and volunteers	YES	Re-deploy existing staff as required.
Cancellation of Event	YES	Cancellation of any aspect of the event will be communicated by the Event Organiser prior to the event.



Security of participants/general public	YES	Relevant Security contractor to be briefed prior to event, and on site whilst event is in progress. All personnel to have communication via 2-way radio.
Security of very important persons (VIP's)	YES	Security contractor to co-ordinate with Event Organiser on times of arrival / departure, and discretion observed.

6.2. PUBLIC LIABILITY INSURANCE

Inner West Council has Public Liability Insurance to the value of \$20,000,000. This policy covers all activities taking place as part of the event.

All contractors completing activities as part of this event are also required to hold a valid Public Liability Insurance to the value of \$20,000,000.

For a copy of this policy, refer to Section 7.4 of this document.

6.3. NSW POLICE FORCE

Inner West Police Area Command (PAC) will be involved in the planning of Dulwich Hill Festival 2025.

Inner West PAC will be involved via Council's Traffic Committee and planning consultation meetings, including aspects relating to use of the roadway, closure of selected roads, hostile vehicle mitigation and crowd management. Internal departments will be formally notified at least two weeks prior to the event taking place.

6.4. NSW FIRE & RESCUE AND NSW AMBULANCE

NSW Fire & Rescue and NSW Ambulance will be notified at least two weeks prior to the event taking place.

6.5. EVENT DELAYS, POSTPONEMENT OR CANCELLATION

Any decision to delay, postpone or cancel the event due to weather impacts or any other reason will be made by the Event Organiser and follow their protocols for emergency management. Once any decision is made in this regard it will be communicated to all relevant stakeholders as per the event's Emergency Management Plan.



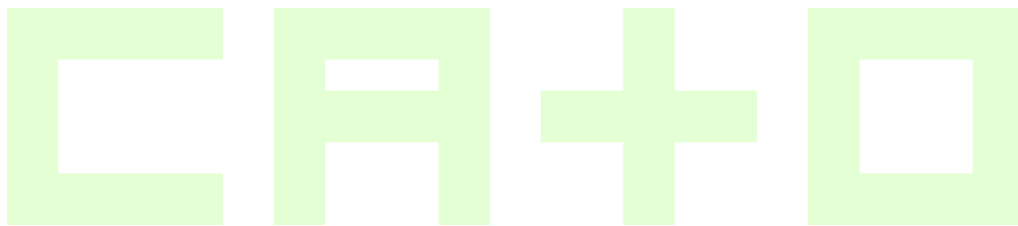
6.6. EVENT PROMOTION

The Event Organiser will promote the Dulwich Hill Festival 2025 and the road closures taking place using a variety of methods in the weeks preceding the event including:

- + Council's social media platforms,
- + Council's website,
- + Letter box drops to local residents and commercial operators,
- + Local flyers and banners, and
- + Public transport websites (EG: <https://transportnsw.info/>, and <https://www.livetraffic.com/>),

6.7. VARIABLE MESSAGE SIGNS

No VMS Boards are being arranged for the event.



7. APPROVALS

7.1. ROAD OCCUPANCY LICENCE

CATO Location Services obtain a Road Occupancy License (ROL) from the Road Occupancy Unit within Transport for NSW from 03:00 Sunday 21st September until 21:00 same day which covers all traffic management activities taking part for the event.

CATO Location Services remains the Licensee for the event and its overall traffic management activities.

7.2. EVENT ORGANISER APPROVAL

TMP Approved by:

.....
(Name)

..... (Signature) (Date)
----------------------	-----------------

7.3. AUTHORISATION TO REGULATE TRAFFIC

Council's traffic management requirements have been met. Regulation of traffic is therefore authorised for all non-classified roads described in the risk management plans and this TMP.

Regulation of Traffic Authorised by:

.....
(Council)

.....
(Name)

.....
(Signature) (Date)



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The Transport for New South Wales (TfNSW) traffic management requirements have been met. Regulation of traffic is therefore authorised for all classified roads described in the risk management plans and this TMP.

Regulation of Traffic Authorised by:

.....
(TfNSW)

.....
(Name)

.....
(Signature)

.....
(Date)



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7.4. PUBLIC LIABILITY INSURANCE



01 July 2024

Attention: Nova Bandian

The General Manager
Inner West Council
PO Box 45
LEICHHARDT NSW 2040

Dear Nova,

ABN 69 009 098 864

One International Towers,
100 Barangaroo Ave.
Sydney, NSW, 2000

Tel: (02) 9320 2700

Direct: (02) 9320 2726

Naamon.Eurell@iwa.com.au
www.statewidemutual.com.au

Certificate of Currency

This is to certify that membership is current, as at the date stated above. This certificate provides a summary of the cover and is not intended to amend, extend, replace or override the terms and conditions provided by the Statewide Mutual Liability Scheme.

CLASS	Public Liability/Professional Indemnity
MEMBER	Inner West Council
BUSINESS OF MEMBER:	Local Government Authority, as defined in wording
EXPIRY DATE	30 June 2025
GEOGRAPHICAL SCOPE	Anywhere in the World, excluding the Dominion of Canada and the United States of America.
LIMITS OF PROTECTION	Public Liability \$20,000,000 any one occurrence Products Liability \$20,000,000 any one occurrence and in the aggregate any one Period of Protection Professional Indemnity \$20,000,000 any one claim and in the aggregate any one Period of Protection

STATEWIDE CERTIFICATE NUMBER 002114

This certificate of currency is issued as a matter of information only and confers no rights upon the certificate holder.

Yours sincerely,

Naamon Eurell
Executive Officer



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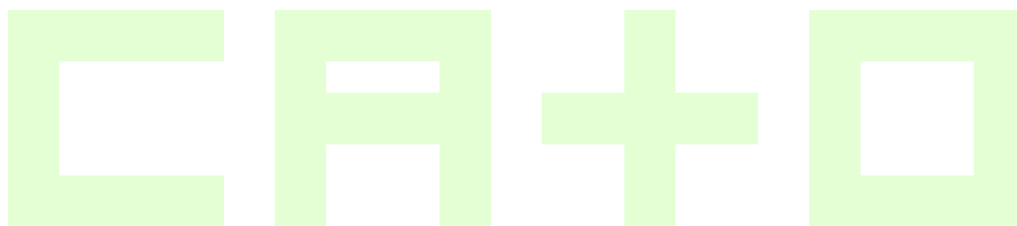
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8. ATTACHMENTS AND SUPPORTING DOCUMENTS

8.1. ATTACHED DOCUMENTS

The following are attached to this document to support related content:

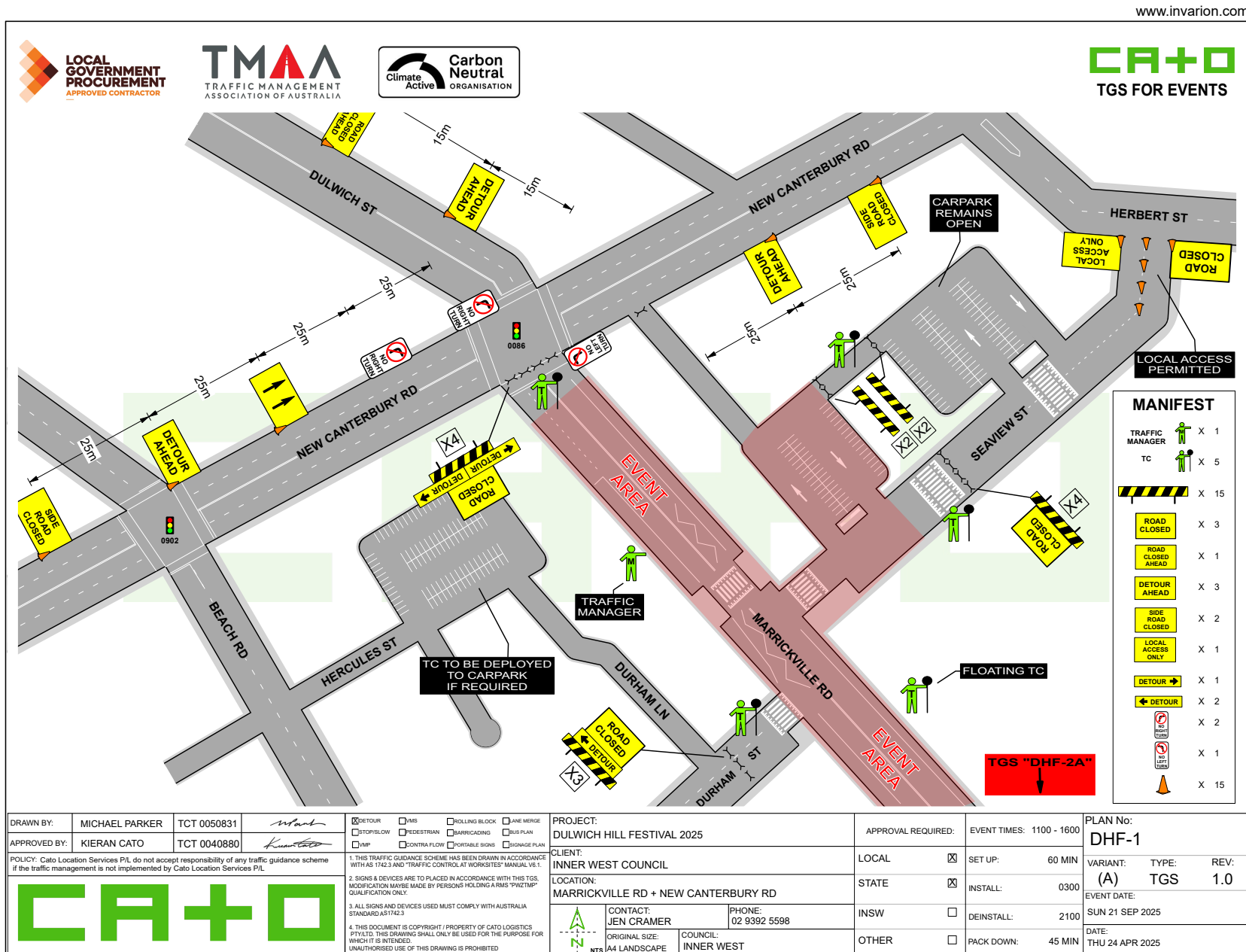
- + Traffic Guidance Schemes (TGS')



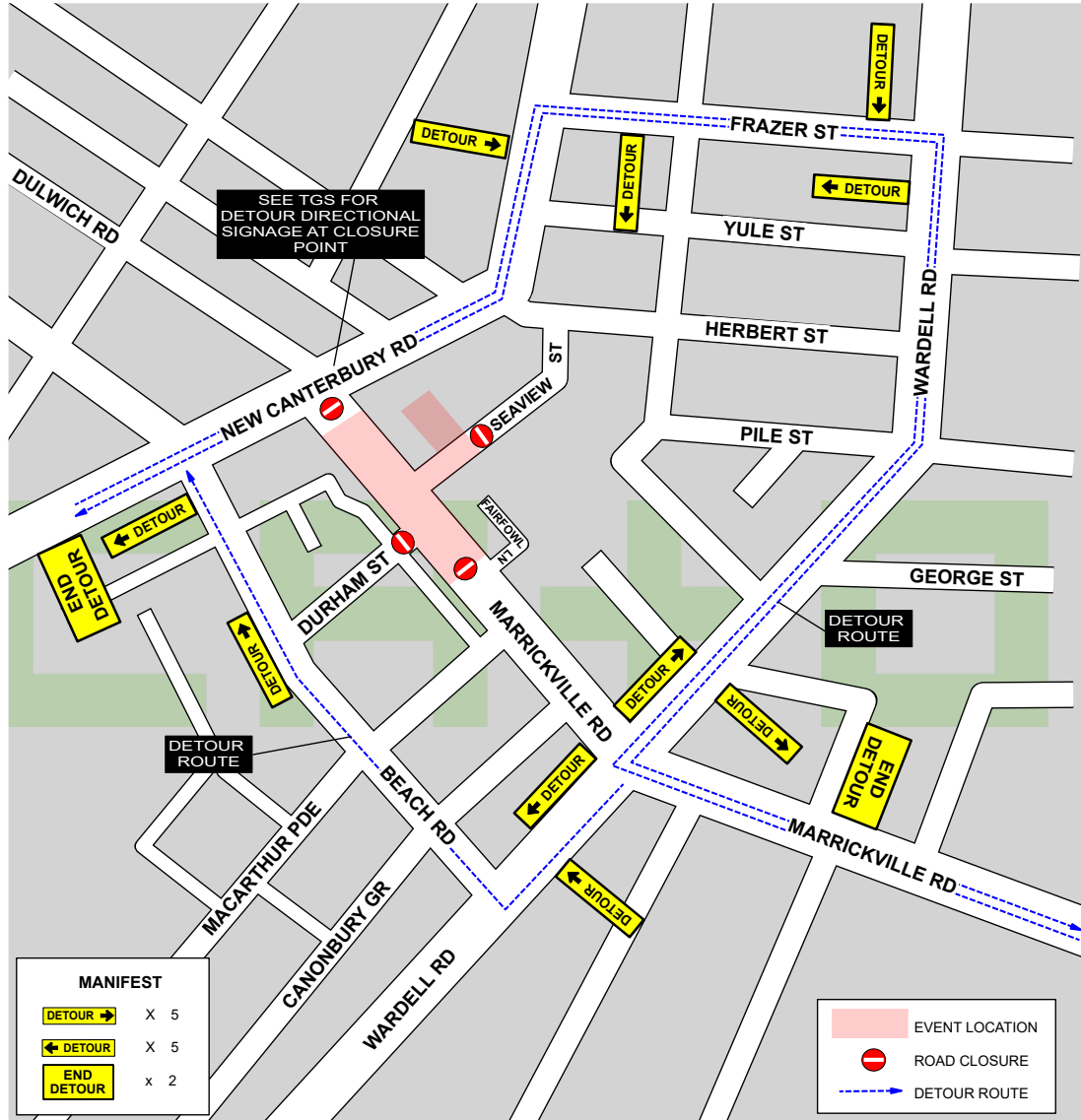
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DRAWN BY: MICHAEL PARKER	TCT 0050831	<input checked="" type="checkbox"/> DETOUR	<input type="checkbox"/> FENCING	<input type="checkbox"/> CLOSURE	PROJECT: DULWICH HILL FESTIVAL 2025	APPROVAL REQUIRED: LOCAL	EVENT TIMES: 1100 - 1600	PLAN No: DHF-3
APPROVED BY: KIERAN CATO	TCT 0040880	<input type="checkbox"/> STOP/STAY	<input type="checkbox"/> PEDESTRIAN	<input type="checkbox"/> CLOSURE	CLIENT: INNER WEST COUNCIL	STATE	SET UP: 60 MIN	VARIANT: (A)
POLICY: Cato Location Services Pty. do not accept responsibility of any traffic guidance scheme if the traffic management is not implemented by Cato Location Services Pty.					LOCATION: MARRICKVILLE RD	INSW	CLOSURE IN: 0300	TYPE: TGS
<input type="checkbox"/> LANE MERGE <input type="checkbox"/> CONTRAILLOW <input type="checkbox"/> VMS <input type="checkbox"/> VMP <input type="checkbox"/> SIGNAGE					CONTACT: JEN CRAMER	PHONE: 02 9392 5598	CLOSURE OUT: 2100	REV: 1.0
A. ALL SIGNS AND DEVICES USED MUST COMPLY WITH AUSTRALIAN STANDARDS (AS/NZS 4580:2001) AND BE PLACED IN ACCORDANCE WITH THE TGS TRAFFIC MANAGEMENT GUIDE (TGMG) AND/OR TGS TRAFFIC MANAGEMENT GUIDE (TGMG) FOR THE EVENT.					ORIGINAL SIZE: A4 LANDSCAPE	COUNCIL: INNER WEST	PACK DOWN: 45 MIN	EVENT DATE: SUN 21 SEP 2025
B. THIS DOCUMENT IS THE PROPERTY OF CTO LOCATION SERVICES PTY. LTD. IT IS TO BE USED ONLY FOR THE PURPOSES SPECIFIED AND IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM.					PLAN DATE: THU 24 APR 2025			

Document Set ID: 40549914
Version: 1, Version Date: 29/04/2025

Item No: LTC0525(1) Item 9

Subject: MARRICKVILLE ROAD, MARRICKVILLE – TEMPORARY FULL ROAD CLOSURE FOR MARRICKVILLE MUSIC FESTIVAL – SUNDAY 12 OCTOBER 2025 (MIDJUBURI - MARRICKVILLE WARD / SUMMER HILL ELECTORATE / INNER WEST PAC)

Prepared By: Jennifer Adams - Traffic Engineer

Authorised By: Jason Scoufis - Acting Traffic and Transport Planning Manager

RECOMMENDATION

1. That the proposed temporary full road closure of Marrickville Road (between Illawarra Road and Victoria Road), Central Lane (between Victoria Road and Meeks Road), Seymour Lane (between Garners Lane and Garners Avenue and between Frampton Avenue and Garners Lane), Garners Lane (north of Seymour Lane) along with short sections of Silver Street, Garners Avenue, Gladstone Street, and Frampton Avenue where these streets intersect with Marrickville Road, Marrickville be **APPROVED** for the purpose of holding the 'Marrickville Music Festival' Event on Sunday 12 October 2025 between 01:30am and 11:00pm as per the submitted TMP and TGSs and subject to the following conditions and all standard Council conditions for temporary full road closures.
2. That a Road Occupancy License application be obtained from the Transport Management Centre.
3. That notice of the proposed event be forwarded to the NSW Police Local Area Commander, Transit Systems, the NSW Fire Brigades and the NSW Ambulance Services.
4. That all residents and businesses in and around the affected area are to be notified of the temporary road closure in writing by the applicant in advance (at least 7 days prior to the event) with the applicant making reasonable provision for stakeholders.
5. That a minimum four (4) metre unencumbered passage be available for emergency vehicles through the closed sections.
6. That the occupation of the road carriageway must not occur until the road has been physically closed.

STRATEGIC OBJECTIVE

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

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

Inner West Council is presenting Marrickville Music Festival on Sunday 12 October 2025 from 12:00noon until 6:00pm. The event will feature multiple outdoor live music stages across the festival site. Including activation of Marrickville laneways through music and art. As part of the event there will be a temporary full road closure of Marrickville Road and Central Lane. This will require some road detours and bus diversions in surrounding streets. Event bump in will occur from 01:30am and bump out will conclude by 11:00pm. It is recommended that Council agree to the temporary full road closures subject to all standard Council conditions for a temporary full road closure.

BACKGROUND

Marrickville Festival is an annual event successfully held over numerous years. This year Marrickville Music Festival will be another celebration of live music in the Inner West. The event will run on Sunday 12 October 2025 from 12noon to 6pm and will feature multiple outdoor live music stages across the festival site.

Stages will be set up across the event site including the activation of Marrickville laneways through music and art. The Marrickville Music Festival will be a showcase of music talent from the Inner West, with over 40 acts to play in the one-day event. Stages will host both established and up and coming bands from the Inner West. Music venues in Marrickville will be also encouraged to participate in the festival program to highlight the vibrant array of venues that reside in the Marrickville area.

As part of the Marrickville Music Festival site furniture will be set up within the space created by the temporary road closure, allowing patrons to purchase food from local Marrickville businesses and enjoy the atmosphere while supporting local businesses and enhancing economic activity over the day. Visitors to the festival will be encouraged to engage with local businesses within their retail spaces increasing footfall, and as such experience the true Marrickville and embrace the precinct for its vast array of unique businesses and food experiences.

The Marrickville Music Festival will also host an Inner West Brewery showcase, with local breweries setting up stalls so patrons can taste Inner West offerings. Food and art stalls will be located in pockets around the site to showcase local Inner West product and creativity. Programming for families will be available along with cultural experiences from local creatives.

As part of the event there will be a partial road closure of Marrickville Road and Central Lane. This will require some road detours and bus diversions in surrounding streets. To facilitate the event the following roads will be affected from 01.30 hours to 23.00 hours Sunday 12 October 2025:

- Marrickville Road between Illawarra Road and Victoria Road
- Silver Street between Marrickville Road and 25 metres north of Marrickville Road
- Garners Avenue between Garners Avenue Carpark and Marrickville Road
- Seymour Lane between Garners Lane and Garners Avenue
- Frampton Avenue between Seymour Lane and Marrickville Road
- Gladstone Street between Marrickville Road and Marrickville Lane
- Silver Street between Sydenham Road and 25 metres north of Marrickville Road (Resident Access Excepted)
- Garners Avenue between Illawarra Road and Garners Avenue Carpark (Resident Access Excepted)
- Seymour Lane between Frampton Avenue and Garners Lane (Resident Access Excepted)
- Garners Lane north of Seymour Lane (Resident Access Excepted)
- Central Lane between Victoria Road and Meeks Road
- Victoria Lane between Sydenham Road and Central Lane (Resident Access Excepted)

OFFICER COMMENTS

The event area will be on Marrickville Road between Illawarra Road and Victoria Road (refer to the site map below – Marrickville Music Festival Area). This year Council's Event Coordinator has appointed 'Who Dares Pty Ltd' to prepare the Traffic Management Plan (TMP) and Traffic Guidance Schemes (TGS) for the event. A copy of the TMP and TGSs are attached at the end of this report.

Site map



Access around the event site will be maintained by a detour. The detour loop will include Illawarra Road, Sydenham Road, Victoria Road and Calvert Street.

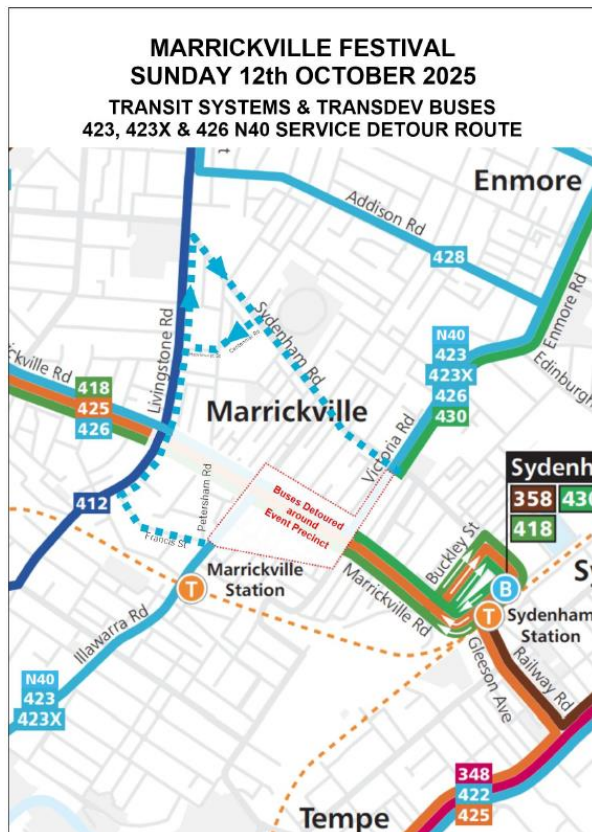
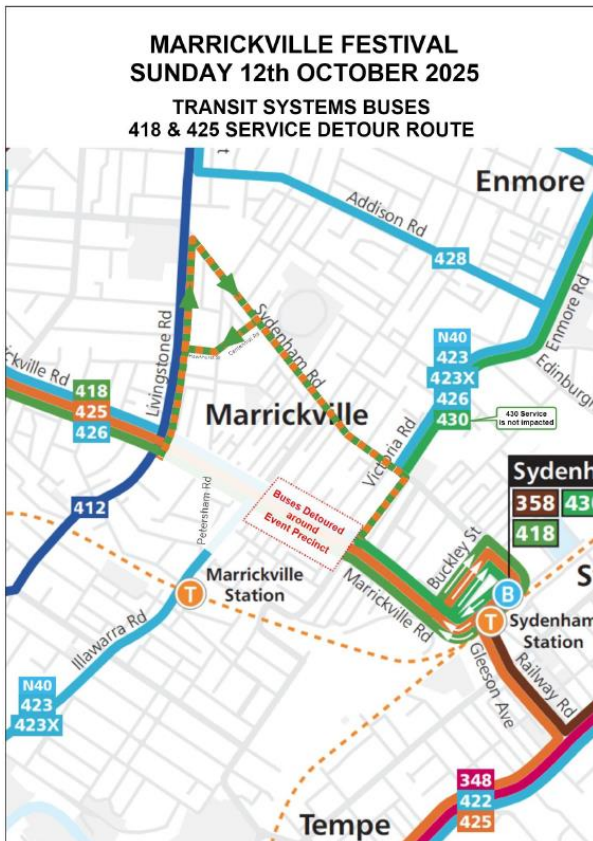
No special event clearways will be installed for this event. Inner West Council will instead install No Stopping signage throughout the event precinct prior to the event. Any remaining vehicles will be towed and parked in a nearby location on the morning of the event.

This event is classified as a Class 2 event under the TfNSW' Special Events Guide where it impacts local traffic and transport systems but does not impact major traffic and transport systems and it disrupts the non-event community in the area around the event but not over a wide area. The event requires the involvement of Police and Local Council and a detailed Transport Management Plan (TMP).

Adequate vehicular traffic control shall be provided for the protection and convenience of pedestrians and motorists including appropriate signage and flagging. Workers shall be specially designated for this role (and carry appropriate certificates), as necessary to comply with this condition. This is to be carried out in accordance with the Australian Standard AS 1742.3 - Traffic Control Devices for works on roads.

Impacts on buses - Transit Systems & Transdev NSW Buses amended route changes

Transit Systems services 418, 423, 423X, 425 & 426 & Transdev NSW N40 service will all be impacted by the event road closures. These services will be detoured around the event precinct. Council will arrange for signage will be placed at impacted bus stops to direct passengers to the nearest stop. Refer to Annex 1 of the attached TMP for Transit Systems and Transdev Bus detour maps at a larger scale and to Annex 2 for Bus Stop signage.



Bus stop closure

Marrickville Music Festival
Sunday 12 October 2025
1:30am – Midnight

While roads are closed for the event, buses will not run to or from this bus stop. Buses will detour around the road closures

Route affected	Service change
418	Sydenham to Burwood
423 / 423X	Kingsgrove Depot to City Martin Place
425	Tempe to Dulwich Hill
426	Dulwich Hill to City Martin Place
N40	East Hills to City Town Hall (Night Rider)
Nearest alternative bus stops	Marrickville Town Hall, Marrickville Rd (418, 425, 426)
	Marrickville Station, Illawarra Rd (423, 423X, N40)
	Marrickville Rd & Victoria Rd (418, 425)
	Victoria Rd & Sydenham Rd (423, 423X, 426)

Impacts Sydney Trains

The closest train station is Sydenham Station. It is approximately 680 metres walk from the event precinct.

The extension of Sydney Metro services from Sydenham to Bankstown will now be completed in 2026. During this time there is a temporary closure of the T3 Bankstown Line - Sydenham to Bankstown. Fare free *Southwest Link* buses are replacing trains between Sydenham and Bankstown.

The SW1, SW2 & SW3 routes are impacted by Marrickville Music Festival. Bus detour reroutes to be determined in conversation with Sydney Metro and will be included in a subsequent version of this TMP. For public transport information please visit <https://transportnsw.info/>

Impacts on pedestrians and cyclists

There will be no major effect to pedestrians in the area. Pedestrians will be able to use the existing pedestrian paths outside of and within the event area.

There are no cycleways directly impacted by this event. Cyclists entering the event site will be requested to dismount.

Impacts on Parking

Parking will only be available in surrounding residential streets and a few small public carparks around the event site. Parking will as such be limited, and the event organiser will be recommending public transport to all event patrons.

Impacts on traffic

The traffic diverted from Marrickville Road as a result of the proposed road closures, does not coincide with the peak traffic, as the festival will be held on a Sunday when lower than weekday traffic volumes are expected. Therefore, the traffic generated because of the proposed festival will not have a major impact on the surrounding traffic network during the event. Furthermore, the arrival and departure of attendees of the festival is expected to be staggered as it is every year when this event takes place.

At present, there is no indication of construction works that will be impact the event. There are no traffic calming devices or traffic generating developments along the route.

Heavy vehicles may experience slight delays due to increased traffic around the event precinct. Heavy vehicles should follow signposted detours.

A minimum four (4) metre emergency lane will be maintained along the entire closure. Traffic controllers will be onsite to assist emergency vehicles through the closure points.

Hostile Vehicle mitigation strategies may be undertaken within the road closure in accordance with the event risk assessment and NSW Police direction.

Traffic Management Plan and Traffic Guidance Schemes

An accredited Who Dares Traffic Manager will oversee implementation of the Traffic Guidance Schemes, including road closures.

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

A Traffic Management Plan (TMP) has been supplied by Who Dares Pty Ltd, the scope of which includes the provision for the safe movement of vehicular traffic in and out of the event areas at the Marrickville Festival on Sunday 12 October 2025. The TMP and Traffic Guidance Schemes (TGS) are reproduced in full at the end of this report.

TGS 01A Sydenham Road, Illawarra Road & Victoria Road MARRICKVILLE
TGS 01B Sydenham Road, Illawarra Road & Victoria Road MARRICKVILLE
TGS 01C Sydenham Road, Illawarra Road & Victoria Road MARRICKVILLE
TGS 02A Marrickville Road & Illawarra Road MARRICKVILLE
TGS 02B Marrickville Road & Illawarra Road MARRICKVILLE
TGS 02C Marrickville Road & Illawarra Road MARRICKVILLE
TGS 03A Marrickville Road & Victoria Road MARRICKVILLE
TGS 03B Marrickville Road & Victoria Road MARRICKVILLE

TGS 03C Marrickville Road & Victoria Road MARRICKVILLE
TGS 03D Marrickville Road & Victoria Road MARRICKVILLE
TGS 03E Marrickville Road & Victoria Road MARRICKVILLE
TGS 04 Calvert Street, Illawarra Road & Victoria Road MARRICKVILLE

The Traffic Management Plan is to be submitted to TfNSW for consideration and approval and a Road Occupancy License application is to be submitted to the Transport Management Centre by Who Dares Pty Ltd.

PUBLIC CONSULTATION

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

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

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

- *Letterbox drop will be conducted for impacted residents within and near the road closure precinct at least two weeks prior to the event.*
- *Date & time specific corflute "Special Event – Road Closed" signs to be placed around the event precinct 14 days prior to the event."*


There is no VMS placement for this event

FINANCIAL IMPLICATIONS

Funding of \$178,000 has been allocated by Council for organising the Marrickville Music Festival under the 2025/2026 Major Community Events Program.

CONCLUSION

It is recommended that Council agree to the temporary full road closures on Sunday 12 October 2025 subject to complying with the recommendations stated in this report along with all standard conditions for temporary full road closures.



EVENT NOTIFICATION

SPECIAL EVENT ROAD CLOSURE – MARRICKVILLE MUSIC FESTIVAL

Sunday 12 October 2025

Dear Resident,

Inner West Council is presenting Marrickville Music Festival on Sunday 12 October 2025 from 12pm (midday) to 6pm.

There will be free live music, community stalls, workshops and more.

The event includes a partial road closure of **Marrickville Road and Central Lane**. This will require some road detours and bus diversions in surrounding streets.


The following roads will be affected:

- Marrickville Road between Illawarra Road & Victoria Road
- Silver Street between Marrickville Road and 25 metres north of Marrickville Road
- Garners Avenue between Garners Avenue Carpark & Marrickville Road
- Seymour Lane between Garners Lane & Garners Avenue
- Frampton Avenue between Seymour Lane & Marrickville Road
- Gladstone Street between Marrickville Road & Marrickville Lane
- Silver Street between Sydenham Road and 25 metres north of Marrickville Road (Resident Access Excepted)
- Garners Avenue between Sydenham Road & Garners Avenue Carpark (Resident Access Excepted)
- Seymour Lane between Frampton Avenue & Garners Lane (Resident Access Excepted)
- Garners Lane north of Seymour Lane (Resident Access Excepted)
- Central Lane between Victoria Road and Meeks Road
- Victoria Lane between Sydenham Road and Central Lane (Resident Access Excepted)


Event operations will occur from **1:30am and 10:30pm**, vehicles parked on the above roads during this time may be towed.

For event information scan the QR Code or please contact the Council on 9392 5259.

Sincerely,



Michael Daly
Creative Communities Manager



Document Set ID: 40570249
Version: 1, Version Date: 05/05/2025

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ATTACHMENTS

1. [Marrickville Music Festival 2025 - TMP -](#)
2. [Marrickville Music Festival 2025 - TGS - Version 1.2](#)

MARRICKVILLE MUSIC FESTIVAL

TRANSPORT MANAGEMENT PLAN

Sunday 12th October 2025

PREPARED ON BEHALF OF

INNER WEST

Version 1.2
28th April 2025

TRAFFIC PLANNERS
SAFETY CONSULTANTS

By
WHO DARES PTY LTD
SHED 8 / 1 CANAL ROAD
LEICHHARDT 2040
P.O. BOX 187
FIVE DOCK 2046

Ph: 02 9569 9922

Document Set ID: 40549942
Version: 1, Version Date: 29/04/2025

Event Organiser: **Inner West Council**

Document Author: **Glenn Armstrong
Who Dares Pty Ltd
Prepare a Work Zone Traffic Management Plan
Safe Work TCT0026337
Phone: 02 9569 9922**

Version Control

Version	Date	Status	Comments
Version 1.0	24 April, 2025	DRAFT	First Draft
Version 1.1	28 April, 2025	DRAFT	Minor Amendments
Version 1.2	28 April, 2025	DRAFT	Minor Amendments

1. INTRODUCTION

1.1. Introduction

This plan has been prepared for the **Inner West Council**.

It has been prepared after discussions with Inner West Council and Who Dares.

The plan relates to road closures for the Marrickville Music Festival event held on Sunday 12th October 2025.

1.2. Objective

It is the objective of this report to set out the means and measures by which roads may be closed to through traffic so that the event described above may take place.

The plan will include a description and detailed plan of the proposed measures, will identify and assess the impact of the proposed measures, will discuss the impact of re-assigned traffic, the proposal's effect on public transport services and what provisions are to be made for Emergency Services vehicle, heavy vehicles, cyclists and pedestrians. Furthermore, the plan will assess the effect of the proposal on existing and future developments within the vicinity, the possible flow on effects for traffic in adjoining Council Areas and finally will include a discussion about the requirement for a public consultation process with respect to the proposal.

1.3. Authority of the TMP

This Transport Management Plan (TMP) when approved by the relevant authorities becomes the prime document detailing the traffic, transport and pedestrian arrangements under which the Marrickville Music Festival, will operate.

In case of emergencies, or for the management of incidents, the NSW Police are not subject to the conditions of this TMP but should endeavour to inform other agencies of the nature of the incident and the Police response.

2. EVENT DETAILS

2.1. Event summary

Event Name	Marrickville Music Festival
Event Date:	Sunday 12 th October 2025
Event Start Time:	12:00 hours
Event Finish Time:	18:00 hours
Event Set Up Time:	01:30 hours
Event Pack Down Finish Time:	23:00 hours
Event is:	Street Music Festival

2.2. Key Planning Contact Names

Inner West Council	
Michael Daly	Phone 02 9392 5294
Manager Creative Communities	Mobile
	E-mail michael.daly@innerwest.nsw.gov.au

NSW POLICE – Inner West Police Area Command	
Kayla Ross	Phone 02 9550 8139
	Mobile
	E-mail ross1kay@police.nsw.gov.au

Traffic Contractor – Who Dares Pty Ltd	
Glenn Armstrong	Phone 02 9569 9922
General Manager	Mobile 0499 071 499
	E-mail glenn@whodares.com.au

Transport for NSW - Buses	
Frankie Passarelli	Phone
Transport Planning	Mobile 0447 174 312
Project Manager	E-mail busapproval@transport.nsw.gov.au

2.3. Brief Description of the event

Marrickville Music Festival is a celebration of live music in the Inner West. The event will run on Sunday 12th October 2025 from 12pm to 6pm and will feature multiple outdoor live music stages across the festival site. Stages will be set up across the event site including the activation of Marrickville laneways through music and art. The Marrickville Music Festival will be a showcase of music talent from the Inner West, with over 40 acts to play in the one-day event. Stages will host both established and up and coming bands from the Inner West. Music venues in Marrickville will be also encouraged to participate in the festival program to highlight the vibrant array of venues that reside in the Marrickville area.

As part of the Marrickville Music Festival site furniture will be set up within the space created by the temporary road closure, allowing patrons to purchase food from local Marrickville businesses and enjoy the atmosphere while supporting local businesses and enhancing economic activity over the day. Visitors to the festival will be encouraged to engage with local businesses within their retail spaces increasing footfall, and as such experience the true Marrickville and embrace the precinct for its vast array of unique businesses and food experiences.

The Marrickville Music Festival will also host an Inner West Brewery showcase, with local breweries setting up stalls so patrons can taste Inner West offerings. Food and art stalls will be located in pockets around the site to showcase local Inner West product and creativity. Programming for families will be available along with cultural experiences from local creatives.

3. TRAFFIC AND TRANSPORT MANAGEMENT

3.1. Road closures 01:30 hours – 23:00 hours Sunday 12th October 2025

- Marrickville Road between Illawarra Road & Victoria Road
- Silver Street between Marrickville Road and 25 metres north of Marrickville Road
- Garners Avenue between Garners Avenue Carpark & Marrickville Road
- Seymour Lane between Garners Lane & Garners Avenue
- Frampton Avenue between Seymour Lane & Marrickville Road
- Gladstone Street between Marrickville Road & Marrickville Lane
- Silver Street between Sydenham Road and 25 metres north of Marrickville Road (Resident Access Excepted)
- Garners Avenue between Illawarra Road & Garners Avenue Carpark (Resident Access Excepted)
- Seymour Lane between Frampton Avenue & Garners Lane (Resident Access Excepted)
- Garners Lane north of Seymour Lane (Resident Access Excepted)
- Central Lane between Victoria Road and Meeks Road
- Victoria Lane between Sydenham Road and Central Lane (Resident Access Excepted)

3.2. Detours

Access around the event site will be maintained by a detour. The detour loop will include Illawarra Road, Sydenham Road, Victoria Road & Calvert Street.

3.3. Cleaning

Prior to the reopening of the roads at 23:00 hours Sunday 12th October 2025, the Inner West Council will undertake cleaning operations.

3.4. Modification to existing signage

Inner West Council will cover all existing parking signage within the event precinct with "No Stopping" signage on Sunday 12th October 2025. This will assist with clearing the precinct of parked vehicles. Any remaining vehicles will be towed and parked in a nearby location on the morning of the event.

3.5. Sydney Trains

The closest train station is Sydenham Station. It is approximately 680 metres walk from the event precinct.

3.6. Transit Systems & Transdev NSW Buses amended route changes

Transit Systems services 418, 423, 423X, 425 & 426 & Transdev NSW N40 service will all be impacted by the event road closures. These services will be detoured around the event precinct. Signage will be placed at impacted bus stops to direct passengers to the nearest stop.

The extension of Sydney Metro services from Sydenham to Bankstown will now be completed in 2026. During this time there is a temporary closure of the T3 Bankstown Line - Sydenham to Bankstown. Fare free *Southwest Link* buses are replacing trains between Sydenham and Bankstown.

The SW1, SW2 & SW3 routes are impacted by Marrickville Music Festival. Bus detour reroutes to be determined in conversation with Sydney Metro and will be included in a subsequent version of this TMP.

For public transport information please visit <https://transportnsw.info/>

Refer Annex 1 & Annex 2

3.7. Parking

Parking will only be available in surrounding residential streets and a few small public carparks around the event site. Parking will as such be limited, and the event organiser will be recommending public transport to all event patrons.

3.8. Construction, traffic calming and traffic generating developments

At present, there are no indication of construction works that will be impact the event. There are no traffic calming devices or traffic generating developments along the route.

3.9. Traffic Control

An accredited Who Dares Traffic Manager will oversee implementation of the Traffic Guidance Schemes, including road closures.

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

3.10. Pedestrians and Cyclists

There will be no major effect to pedestrians in the area. Pedestrians will be able to use the existing pedestrian paths outside of and within the event area.

There are no cycleways directly impacted by this event. Cyclists entering the event site will be requested to dismount.

3.11. Heavy Vehicle impacts

Heavy vehicles may experience slight delays due to increased traffic around the event precinct. Heavy vehicles should follow signposted detours.

3.12. Special Event Clearways

No special event clearways will be installed for this event. Inner West Council will instead install No Stopping signage throughout the event precinct prior to the event. Any remaining vehicles will be towed and parked in a nearby location on the morning of the event.

4. RISK MANAGEMENT - TRAFFIC

4.1. Occupational Health & Safety – Traffic Control

“Temporary traffic management (TTM) is one of the highest risk activities on a roadwork site.”*

Inner West Council are the Risk Managers for their event operations. It is Inner West Council policy to identify and treat hazards by endeavouring to prevent or eliminate health and safety risk as far as is reasonably practicable (SFAIRP).

Who Dares as the contracted Traffic Control Company engaged by Inner West Council is the Delivery Partner and will fulfill all its legal duty to advise during consultation to deliver traffic plans that reflect the joint efforts of Who Dares, Inner West Council and all agencies assigned to the process of devising a plan that creates traffic and other arrangements appropriate to the safe delivery of the event.

The appropriateness of the arrangements is directly linked to the desirability of the event to the community compared with what is reasonably practicable to ameliorate inconvenience and safety risks.

Any risk treatment measure implemented by Who Dares through the Traffic Guidance Systems (TGS)s that are added to this TMP will be consistent with their obligations in accordance with the Work Health and Safety Act 2011 (NSW), Work Health and Safety Regulations 2017 (NSW) and AS/NZS ISO 31000:2018 Risk Management- guidelines.

The risk methods in this TMP will adhere to a feasibility hierarchy firstly endeavouring to eliminate risk by detouring traffic around effected areas completely separating traffic from the event. Secondly if traffic is unable to be detoured around traffic will be planned to pass the event using engineering methods to isolate risk. Some through methods will be considered under very controlled methods such as limited crossover points or emergency access.

Inner West Council must develop with the help of Who Dares a plan that is appropriately resourced through accumulating sufficient data to evaluate options to produce a draft TMP for consultation and development that will create the best achievable outcome for all stakeholders.

Who Dares in its capacity as the traffic management specialist and will do all that is reasonably practicable to give advice for options to ameliorate risks that are identified.

* Transport for NSW Traffic Control at work sites, Technical Manual issue 6.1, 2022, 31.

5.1. Public Liability Insurance

Public liability insurance to the value of \$20,000,000 has been arranged.

A copy is included as **Annex 3**.

5.2. Police

Inner West Police Area Command is to be notified of the event.

5.3. Fire and Rescue NSW and NSW Ambulance

Fire and Rescue NSW and NSW Ambulance will be notified in writing of the event by the event organiser.

5.4. Trusts, authorities or Government Enterprises

The event uses roads and parklands within the Inner West Council Local Government Area.

5.5. Hostile Vehicle Mitigation

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

4.7. Risk & Contingency Plans

Inner West Council has compiled Risk Assessments and Site-Specific Safety Plans for the events that are not included in this Transport Management Plan

Item	Verified	Action Taken
All one-way streets are as described	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Road closures, barricade and signage installed. Point duty by NSW Police and or authorised Traffic Controllers.
Block access to local businesses	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Confirm list of letters to residents, businesses, and car parks. Advertisement of event to general public.
Block Police vehicle access	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Confirm access and consultation of routes to and within areas affected by closures with Emergency Services.
Block Ambulance access	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Confirm access and consultation of routes to and within areas affected by closures with Emergency Services.
Block fire station access	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	Normal access to fire station facilities are maintained Confirm access and consultation of routes to and within areas affected by closures with Emergency Services.
Block heavy vehicle access	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Advertisement of event to general public.
Restricted movements – banned turns, heavy/high vehicles	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	All vehicles are diverted before the closure.
Block Public facility (football oval, car park etc.)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Confirm list of letters to residents, businesses, and car parks. Advertisement of event to general public.
Block public transport access	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	Confirm access points affected from Buses, Sydney Rail, Ferries, and Taxis. Are public transport closures/arrangements communicated publicly?? Buses re-routed and temporary stops installed.
Can route use alternatives such as bicycle tracks, paths, parks, bush tracks etc.?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	
Construction – existing, proposed that may conflict	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Confirm list of letters to residents, businesses, and car-parks. There are no known planned road-works.
Numbers of lanes and their width are as described	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	

Item	Verified	Action Taken
Road signage – existing/temporary	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Council will install advanced warning Road Closure signage at least 14 days prior to the event. Other temporary signage will be installed and removed by Authorised Traffic Controllers.
Route impeded by traffic calming devices?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	
Signalised intersections (flashing yellow? Point duty?)	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	As required by NSW Police
Tidal flows	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	
Traffic generators – shopping centres, schools, churches, industrial area, hospitals	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<i>Advertisement of event to general public.</i>
Traffic movement contrary to any Notice	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	Under the direction of Police or traffic controllers
Traffic signals are as described	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Controlled by TMC
Turning lanes are as described	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Road closures, barricades and signage installed.
Letter Drop Zone Maps to indicate precincts mailed	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	

This section of the Transport Management Plan describes the contingency plans for the event. The contingency plan checklist identifies all possible issues/risks that may interfere with the event and the action to be taken to minimise the disturbance of the event.

Issues/Risks	Applicable	Action Taken
Heavy Weather	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	If heavy weather may cause crowds to depart early
Flood hazard on the route	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	TMC / TfNSW and Police provide diversions around flooded area.
Flood hazard at the parking area	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	TfNSW and Police provide diversions around flooded area. There is no event-specific parking for general public.
Parking during Wet weather	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	General public are encouraged to utilise public transport.
Bush fire hazard	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	For major local/regional bushfire hazard affecting general public health or transport to greater Sydney, take direction from NSW Police
Accident on the route	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	If CCTV monitored by TMC. Facilitate emergency response to area.
Breakdown	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	If CCTV monitored by TMC. Facilitate response to area.
Absence of marshals and volunteers	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Re-deploy existing staff as required.
Block public transport access	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Divert general public to next available transport, considering safety and circumstances. Relevant transport agency to employ appropriate steps to accommodate.
Slow participants	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Cut off time to be enforced.
Delayed Event	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Managed by event organiser
Cancellation of Event	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Cancellation of any aspect of the event will be communicated by the event organiser.
Security of participants/general public	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Provided by event organiser.
Security of very important persons (VIP's)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	As Required.

It shall be noted that Transport Management Plan (TMP) and particularly Traffic Guidance Schemes (TGS) are seen as risk control measures, but alone they cannot substitute for a compliant and detailed event Risk Assessment.

5.6. Regulatory Framework

This Transport Management Plan has been written in accordance with the following Act, Regulation, Australian Standards and Road Design Technical Direction

- WHS Act 2011
- WHS Regulation 2017
- Work Health and Safety Amendment Act 2023
- AS/NZS ISO 31000: Risk Management - Principles and Guidelines
- ISO 31000:2018 - Principles and Guidelines on Implementation
- ISO/IEC 31010:2019 - Risk Management - Risk Assessment Techniques
- ISO Guide 73:2009 - Risk Management – Vocabulary
- Traffic control at work sites – TfNSW Feb 2022 V6.1
- AS 1742.2-2019 Manual of uniform traffic control devices - Traffic control devices for general use
- AS 1743-2018 Road signs - Specifications
- AS/NZS 1906.4:2010 Retro-reflective materials and devices for road traffic control purposes - High-visibility materials for safety garments
- AS 3996-2006 Access covers and grates
- AS 1742.10-2019 Manual of uniform traffic control devices - Pedestrian control and protection
- AS 1742.13-2019 Manual of uniform traffic control devices - Local area traffic management
- AS 1742.3-2019 Manual of uniform traffic control devices - Traffic control for works on roads

6. MINIMISING IMPACT ON THE NON-EVENT COMMUNITY AND EMERGENCY SERVICES

6.1. Emergency Lane

A minimum four (4) metre emergency lane will be maintained along the entire closure. Traffic controllers will be onsite to assist emergency vehicles through the closure points.

6.2. Advertise the Traffic Management Arrangements

All affected residents will be notified of the event through:

- Letterbox drop will be conducted for impacted residents within and near the road closure precinct at least two weeks prior to the event.
- Date & time specific corflute "Special Event – Road Closed" signs to be placed around the event precinct 14 days prior to the event.

6.3. Permanent Variable Message Signs

Permanent overhead electronic boards will not be used for this event.

6.4. Portable Variable Message Signs

There will be no portable VMS boards utilised for this event.

7. PRIVACY NOTICE

The "Personal Information" contained in the completed Transport Management Plan may be collected and held by the NSW Police, Transport for NSW (TfNSW), or Local Government.

I declare that the details in this application are true and complete. I understand that:

The "personal information" is being collected for submission of the Transport Management Plan for the event described in Section 1 of this document;

I must supply the information under the Road Transport Legislation (as defined in the Road Transport (General) Act 1999) and the Roads Act 1993;

Failure to supply full details and to sign or confirm this declaration can result in the event not proceeding;

The "personal information" being supplied is either my own or I have the approval of the person concerned to provide his/her "personal information";

The "personal information" held by the Police, TfNSW or Local Government may be disclosed inside and outside of NSW to event managers or any other person or organisation required to manage or provide resources required to conduct the event or to any business, road user or resident who may be impacted by the event;

The person to whom the "personal information" relates has a right to access or correct it in accordance with the provisions of the relevant privacy legislation.

8. APPROVAL

TMP Approved by: Date:.....

Event Organiser – Inner West Council

9. AUTHORITY TO *REGULATE TRAFFIC

Council's traffic management requirements have been met. Regulation of traffic is therefore authorised for all non-classified roads described in the risk management plans attached to this TMP.

Regulation of traffic authorised by:..... Date:.....

Inner West Council

TfNSW's traffic management requirements have been met. Regulation of traffic is therefore authorised for all classified roads described in the risk management plans attached to this TMP.

Regulation of traffic authorised by:..... Date:.....

Transport for NSW

* "Regulate traffic" means restrict or prohibit the passage along a road of persons, vehicles or animals (Roads Act, 1993). Council and TfNSW require traffic to be regulated as described in the risk management plans with the layouts installed under the direction of a qualified person.

10. ATTACHMENTS

Annex 1 – Transit Systems & Transdev NSW Bus Detour Route Maps

Annex 2 – Bus Stop Signage

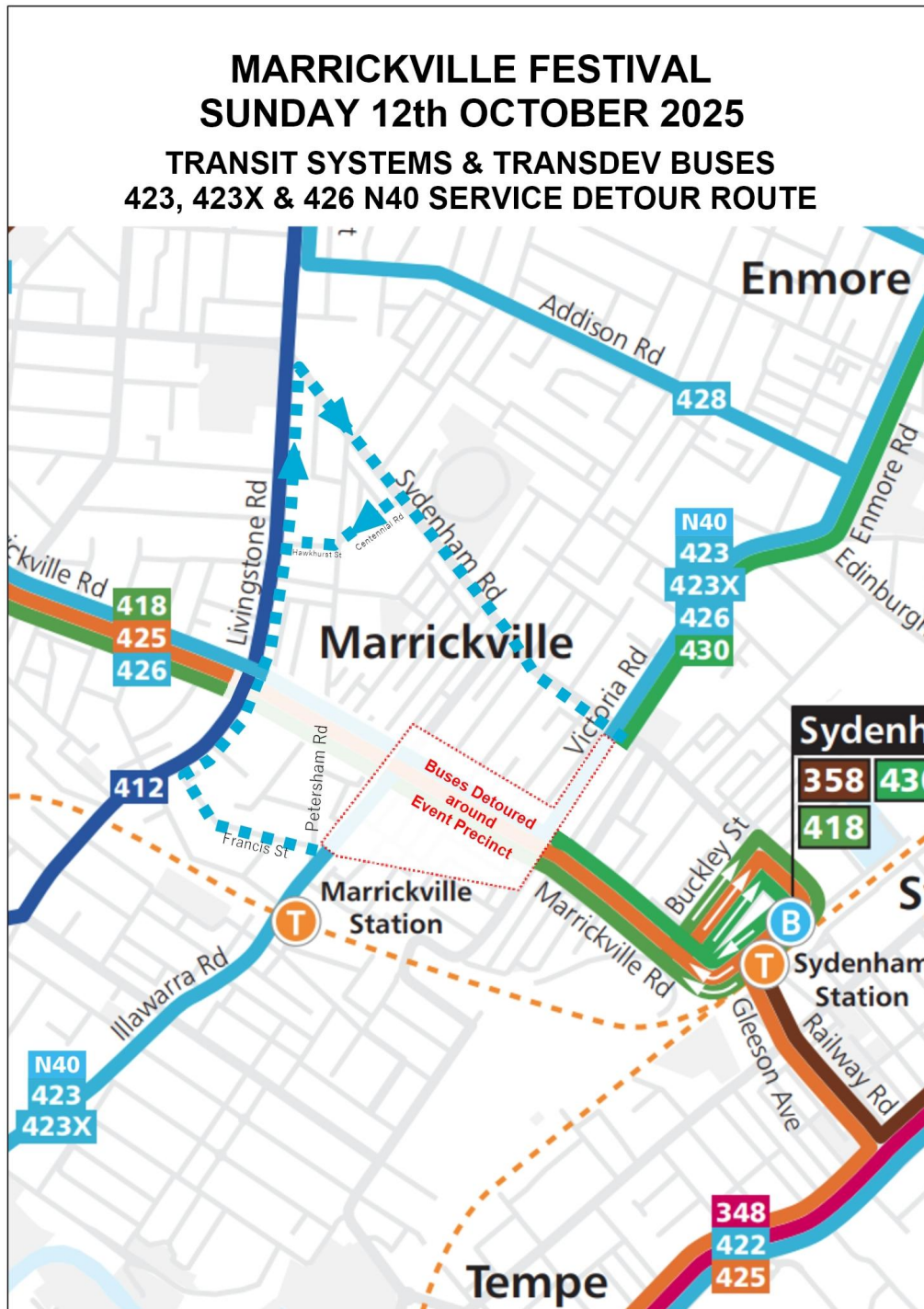
Annex 3 – Public Liability Insurance

11. TRAFFIC GUIDANCE SCHEMES

TGS 01A Sydenham Rd, Illawarra Rd & Victoria Rd MARRICKVILLE
TGS 01B Sydenham Rd, Illawarra Rd & Victoria Rd MARRICKVILLE
TGS 01C Sydenham Rd, Illawarra Rd & Victoria Rd MARRICKVILLE
TGS 02A Marrickville Rd & Illawarra Rd MARRICKVILLE
TGS 02B Marrickville Rd & Illawarra Rd MARRICKVILLE
TGS 02C Marrickville Rd & Illawarra Rd MARRICKVILLE
TGS 03A Marrickville Rd & Victoria Rd MARRICKVILLE
TGS 03B Marrickville Rd & Victoria Rd MARRICKVILLE
TGS 03C Marrickville Rd & Victoria Rd MARRICKVILLE
TGS 03D Marrickville Rd & Victoria Rd MARRICKVILLE
TGS 03E Marrickville Rd & Victoria Rd MARRICKVILLE
TGS 04 Calvert St, Illawarra Road & Victoria Road MARRICKVILLE

TRANSIT SYSTEMS & TRANSDEV NSW BUS DETOUR MAPS 2025

ANNEX 1



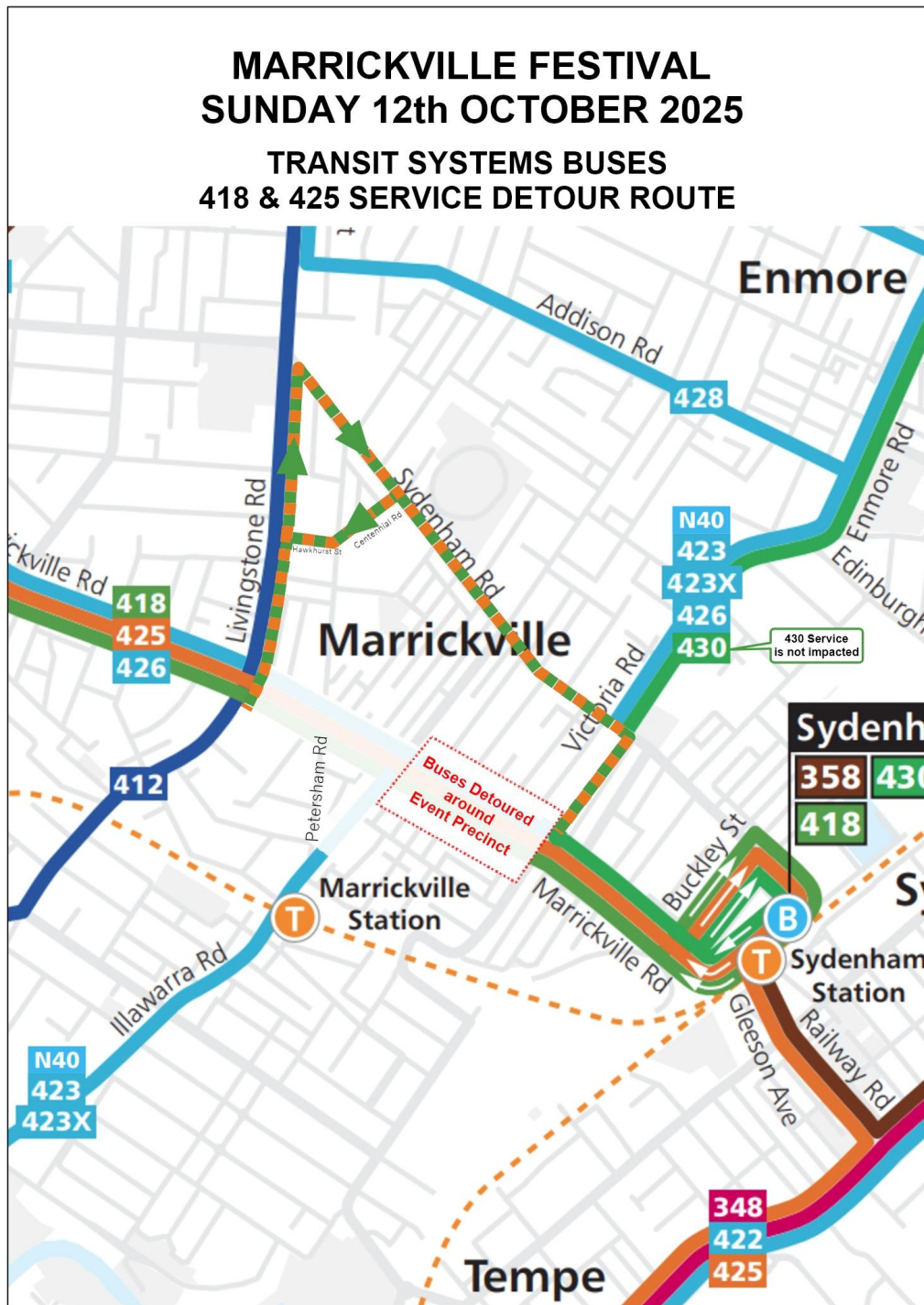
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Item 9

Attachment 1



Version 1.2 – 28th April 2025

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Version: 1, Version Date: 29/04/2025

BUS STOP SIGNAGE 2025

ANNEX 2

Item 9

Bus stop closure

Marrickville Music Festival

Sunday 12 October 2025

1:30am – Midnight

While roads are closed for the event, buses will not run to or from this bus stop. Buses will detour around the road closures

Route affected	Service change
418	Sydenham to Burwood
423 / 423X	Kingsgrove Depot to City Martin Place
425	Tempe to Dulwich Hill
426	Dulwich Hill to City Martin Place
N40	East Hills to City Town Hall (Night Rider)
Nearest alternative bus stops	Marrickville Town Hall, Marrickville Rd (418, 425, 426)
	Marrickville Station, Illawarra Rd (423, 423X, N40)
	Marrickville Rd & Victoria Rd (418, 425)
	Victoria Rd & Sydenham Rd (423, 423X, 426)

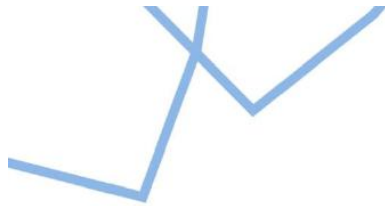


Visit transportnsw.info

Attachment 1

ANNEX 3

PUBLIC LIABILITY INSURANCE 2025



01 July 2024

Attention: Nova Bandian

The General Manager
Inner West Council
PO Box 45
LEICHHARDT NSW 2040

Dear Nova,

ABN 69 009 098 864
One International Towers,
100 Barangaroo Ave,
Sydney, NSW, 2000
Tel: (02) 9320 2700
Direct: (02) 9320 2726
Naamon.Eurell@jlta.com.au
www.statewidemutual.com.au

Certificate of Currency

This is to certify that membership is current, as at the date stated above. This certificate provides a summary of the cover and is not intended to amend, extend, replace or override the terms and conditions provided by the Statewide Mutual Liability Scheme.

CLASS	Public Liability/Professional Indemnity
MEMBER	Inner West Council
BUSINESS OF MEMBER:	Local Government Authority, as defined in wording
EXPIRY DATE	30 June 2025
GEOGRAPHICAL SCOPE	Anywhere in the World, excluding the Dominion of Canada and the United States of America.
LIMITS OF PROTECTION	Public Liability \$20,000,000 any one occurrence Products Liability \$20,000,000 any one occurrence and in the aggregate any one Period of Protection Professional Indemnity \$20,000,000 any one claim and in the aggregate any one Period of Protection
STATEWIDE CERTIFICATE NUMBER	002114

This certificate of currency is issued as a matter of information only and confers no rights upon the certificate holder.

Yours sincerely,

Naamon Eurell
Executive Officer

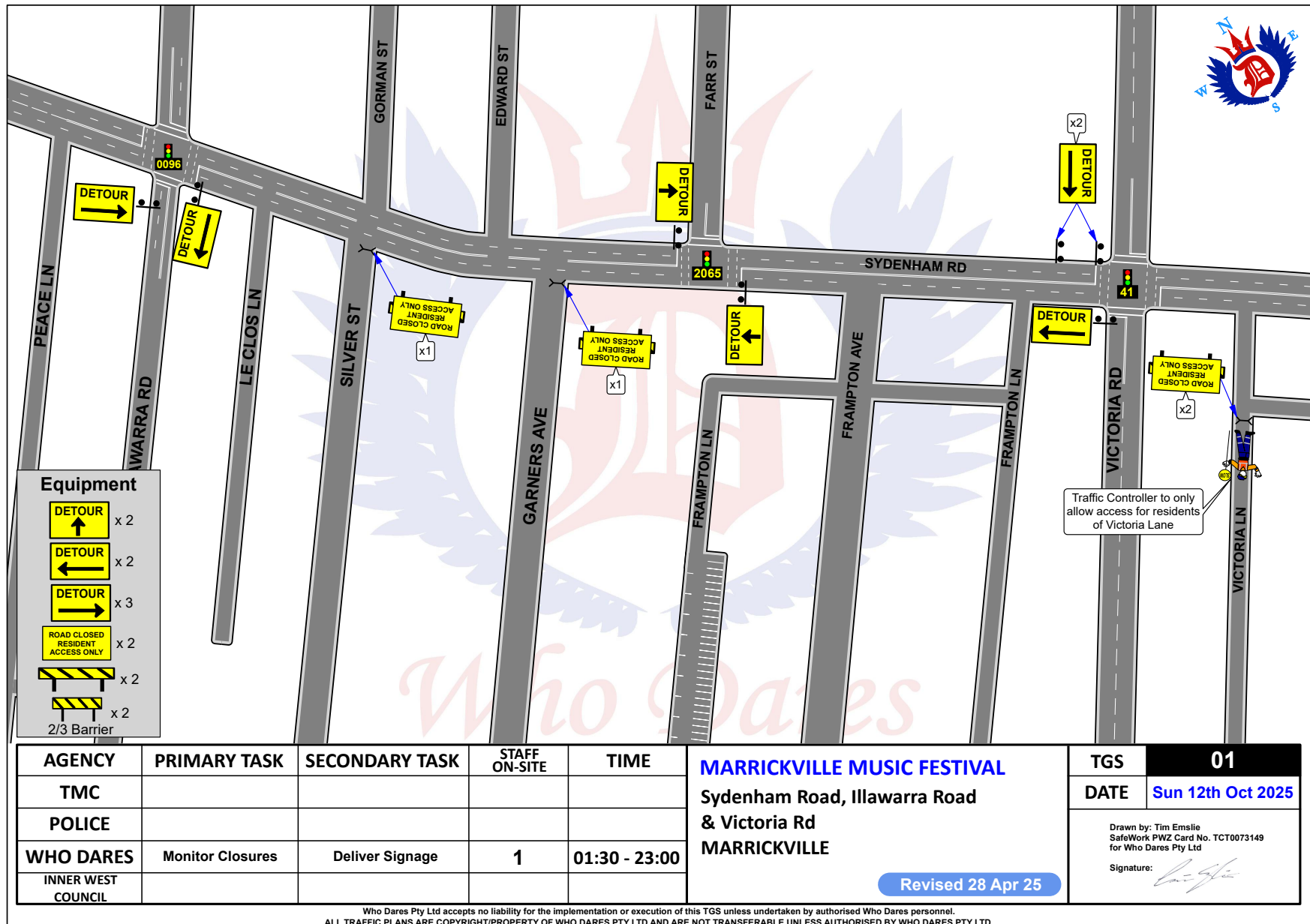
MARRICKVILLE MUSIC FESTIVAL SUNDAY 12th OCTOBER 2025 TRAFFIC GUIDANCE SCHEMES

TGS 01 Sydenham Rd, Illawarra Rd & Victoria Rd MARRICKVILLE
TGS 02A Marrickville Rd & Illawarra Rd MARRICKVILLE
TGS 02B Marrickville Rd & Illawarra Rd MARRICKVILLE
TGS 02C Marrickville Rd & Illawarra Rd MARRICKVILLE
TGS 03A Marrickville Rd & Victoria Rd MARRICKVILLE
TGS 03B Marrickville Rd & Victoria Rd MARRICKVILLE
TGS 03C Marrickville Rd & Victoria Rd MARRICKVILLE
TGS 04 Calvert St, Illawarra Road & Victoria Road MARRICKVILLE

Who Dares

Version 1.2

Revised 28 Apr 25

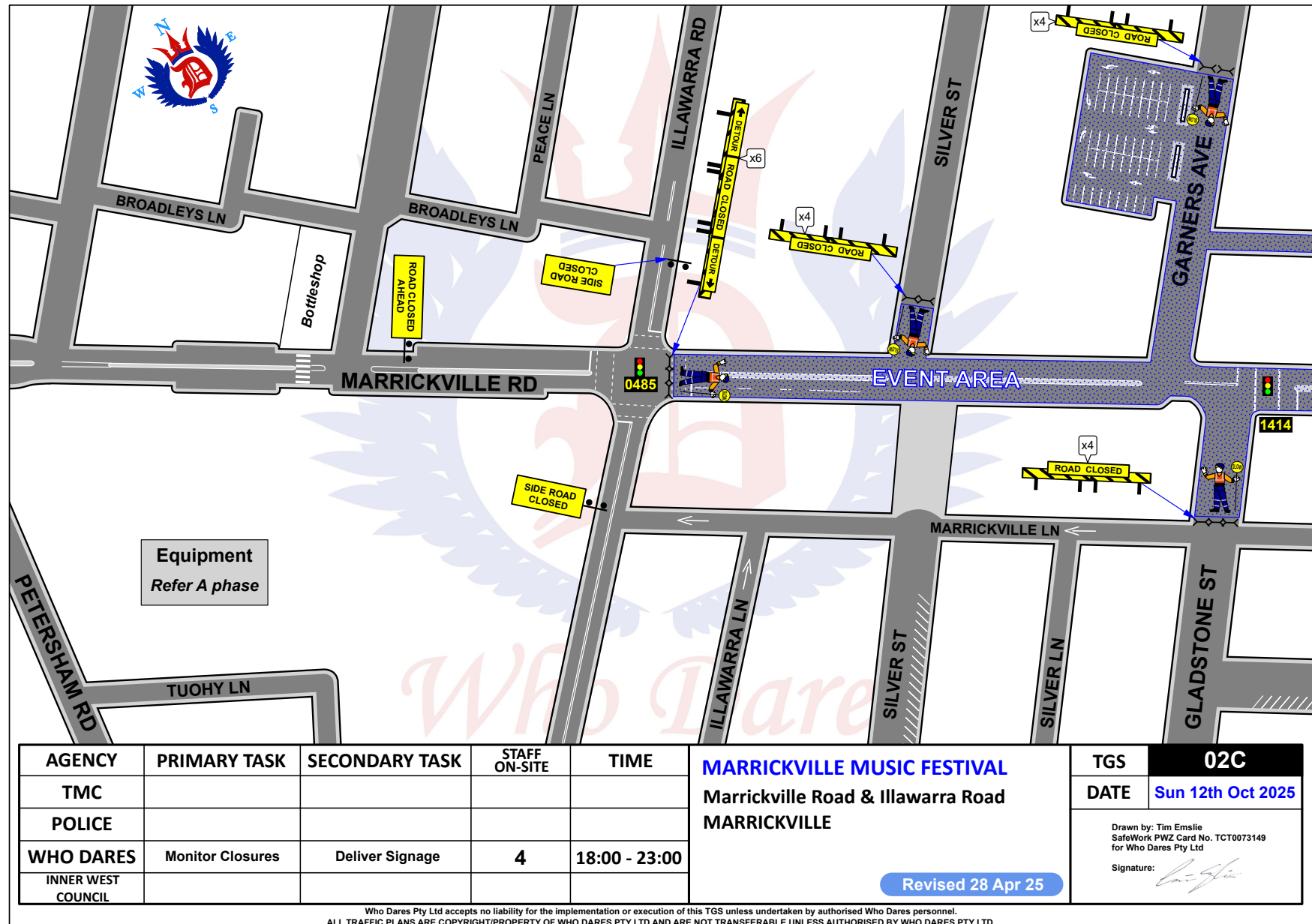


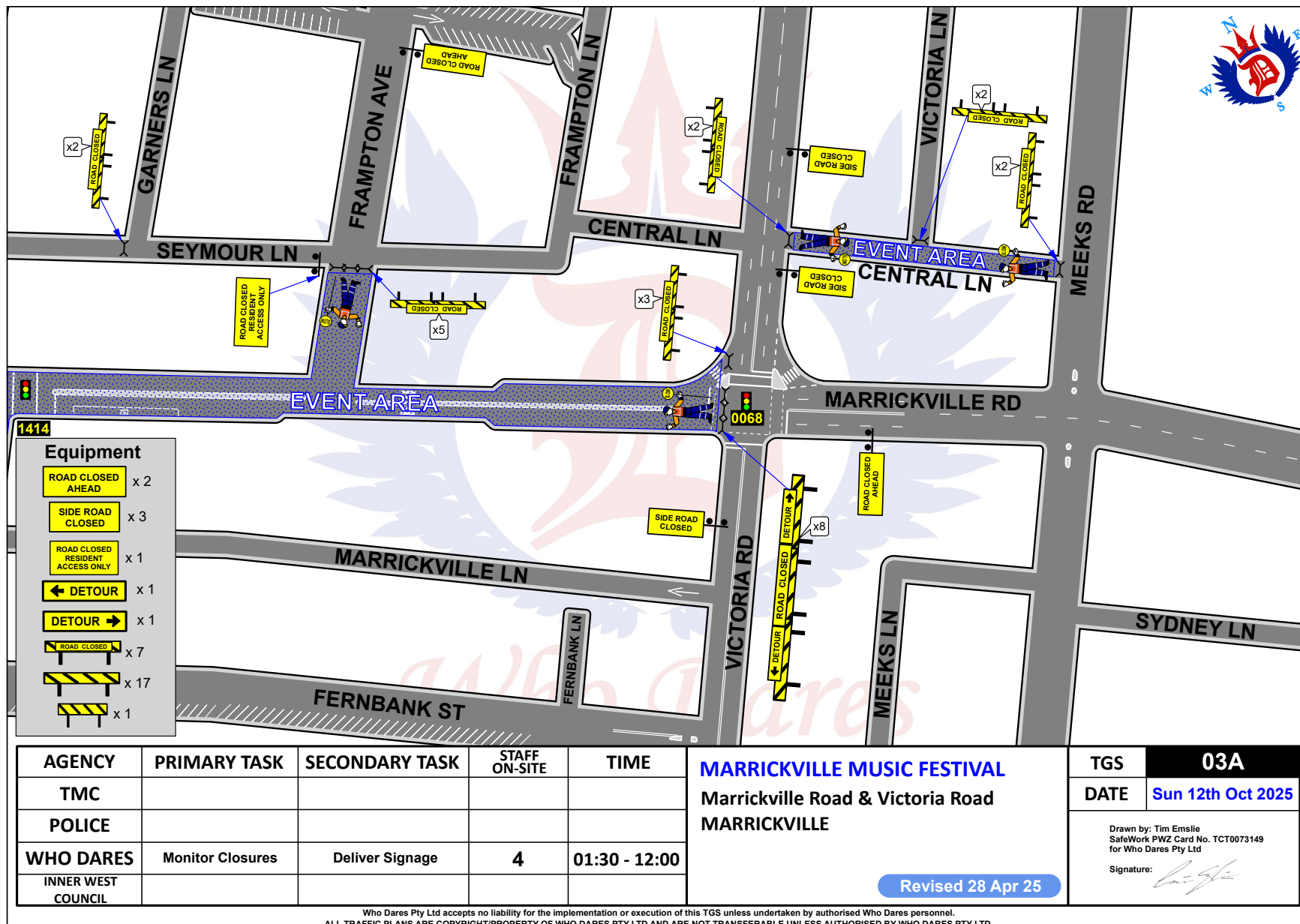
AGENCY	PRIMARY TASK	SECONDARY TASK	STAFF ON-SITE	TIME	MARRICKVILLE MUSIC FESTIVAL Marrickville Road & Illawarra Road MARRICKVILLE <div>Revised 28 Apr 25</div>	TGS	02A
TMC						DATE	Sun 12th Oct 2025
POLICE						<small>Drawn by: Tim Emslie SafeWork PW2 Card No. TCT0073149 for Who Dares Pty Ltd</small>	
WHO DARES	Monitor Closures	Deliver Signage	4	01:30 - 12:00		<small>Signature: </small>	
INNER WEST COUNCIL							

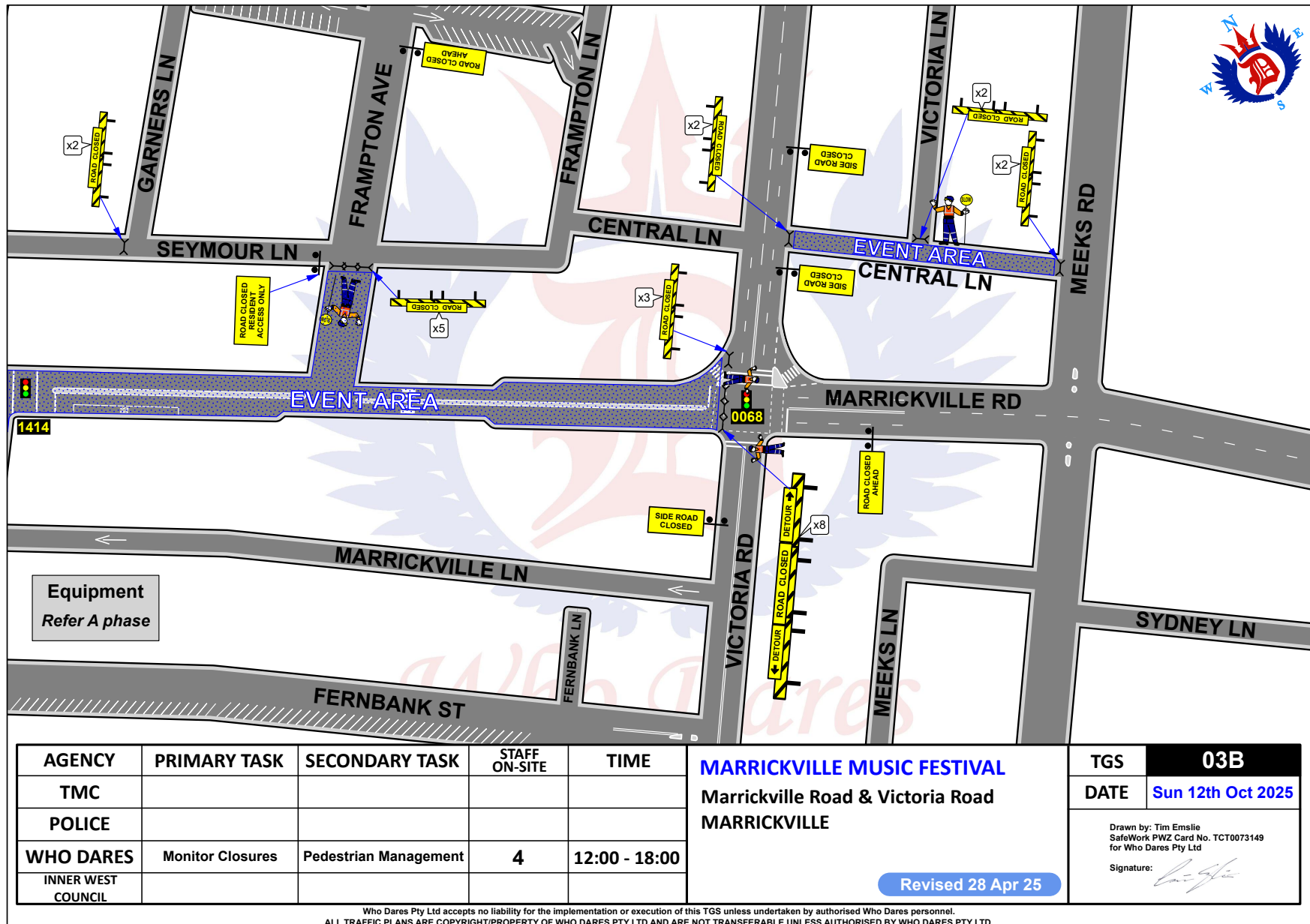
Who Dares Pty Ltd accepts no liability for the implementation or execution of this TGS unless undertaken by authorised Who Dares personnel.
ALL TRAFFIC PLANS ARE COPYRIGHT/PROPERTY OF WHO DARES PTY LTD AND ARE NOT TRANSFERABLE UNLESS AUTHORISED BY WHO DARES PTY LTD.

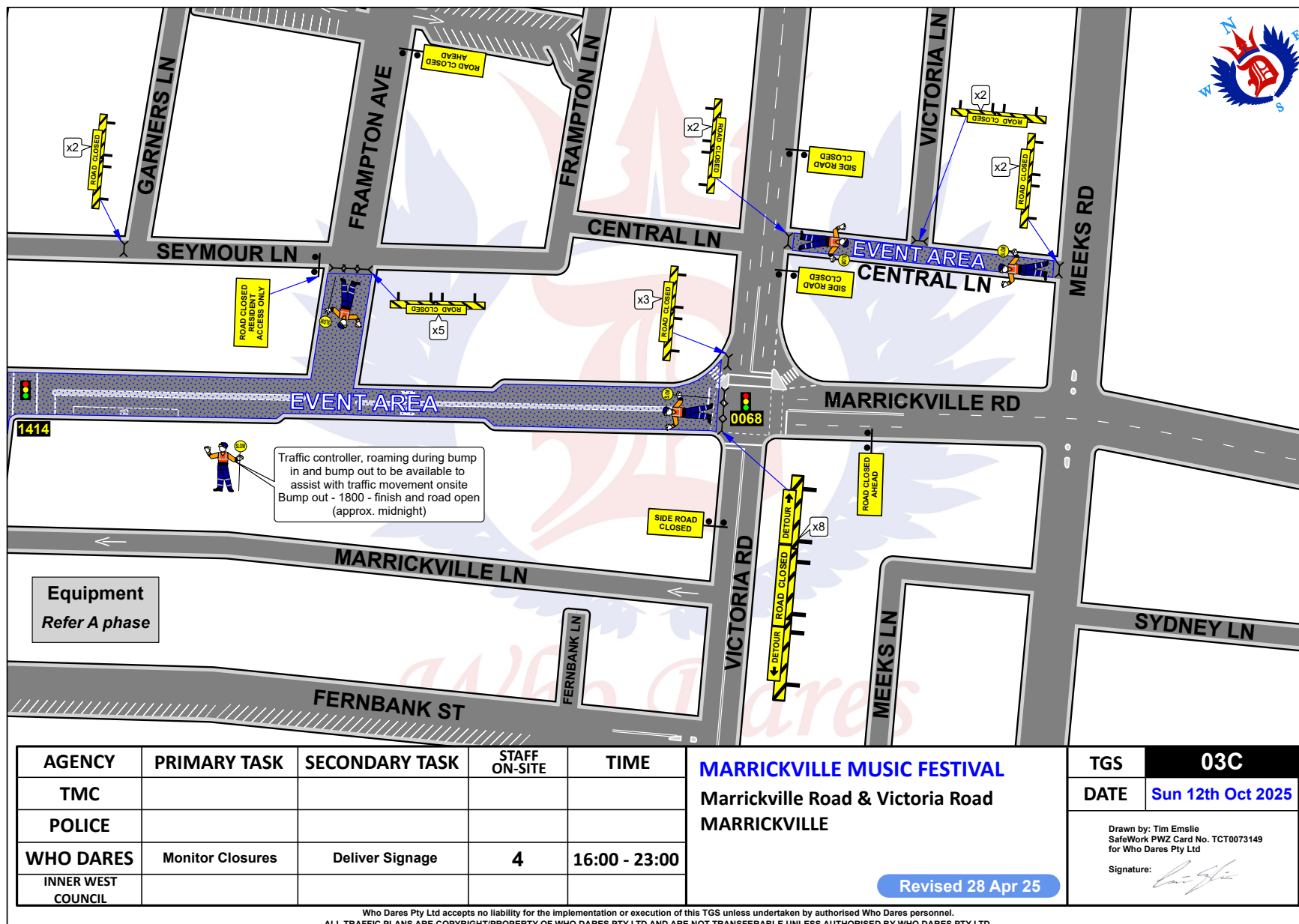
AGENCY	PRIMARY TASK	SECONDARY TASK	STAFF ON-SITE	TIME	MARRICKVILLE MUSIC FESTIVAL Marrickville Road & Illawarra Road MARRICKVILLE <div>Revised 28 Apr 25</div>	TGS	02B
TMC						DATE	Sun 12th Oct 2025
POLICE						<small>Drawn by: Tim Emslie SafeWork PWZ Card No. TCT0073149 for Who Dares Pty Ltd</small>	
WHO DARES	Monitor Closures	Pedestrian Management	4	12:00 - 18:00		<small>Signature:</small>	
INNER WEST COUNCIL							

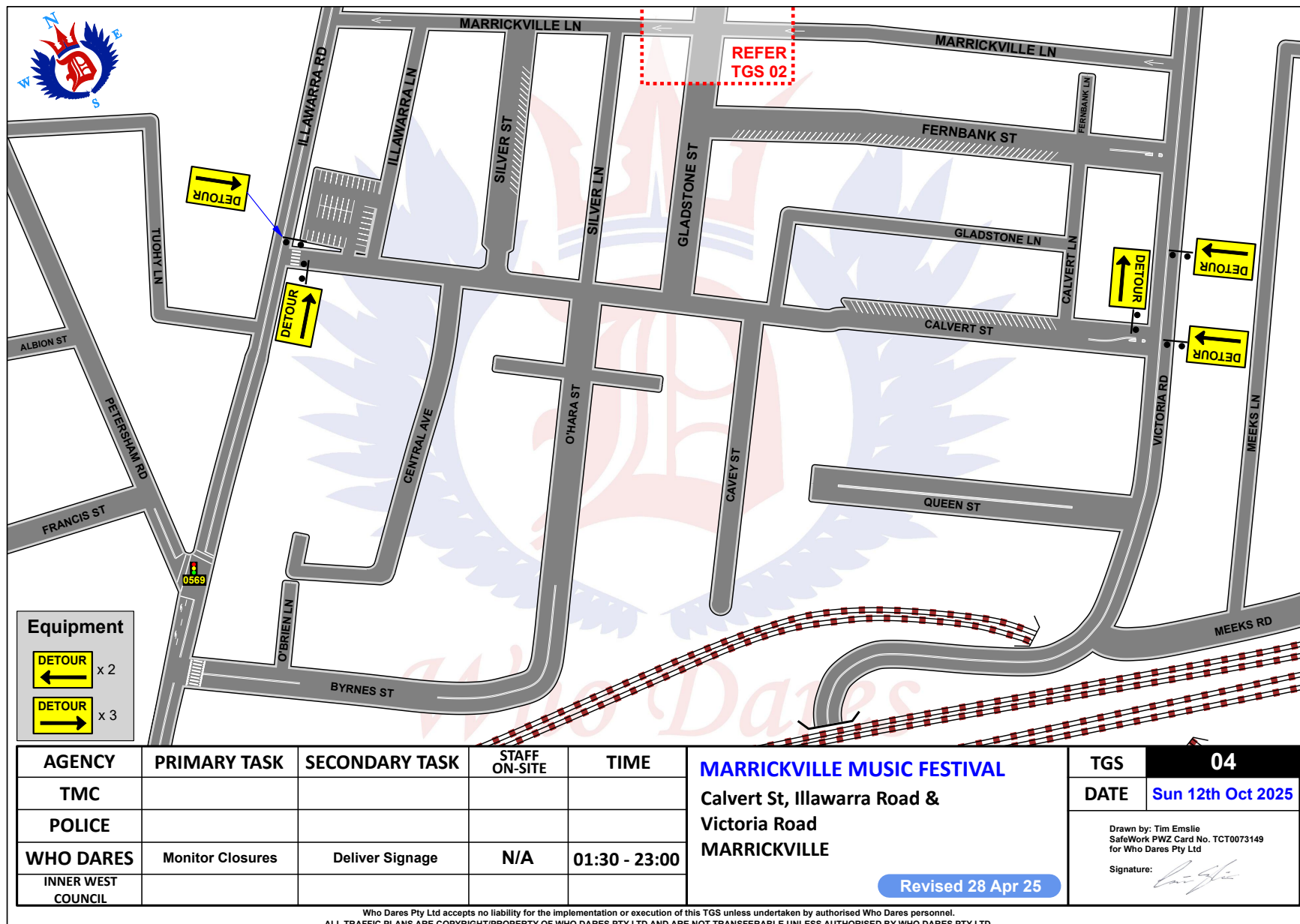
Who Dares Pty Ltd accepts no liability for the implementation or execution of this TGS unless undertaken by authorised Who Dares personnel.
ALL TRAFFIC PLANS ARE COPYRIGHT/PROPERTY OF WHO DARES PTY LTD AND ARE NOT TRANSFERABLE UNLESS AUTHORISED BY WHO DARES PTY LTD.











Item No: LTC0525(1) Item 10

Subject: HENSON STREET (AT HERBERT STREET), SUMMER HILL-PROPOSED NEW RAISED PEDESTRIAN CROSSING (DJARRAWUNANG-ASHFIELD WARD/SUMMER HILL ELECTORATE/BURWOOD PAC)

Prepared By: Boris Muha - Traffic Engineer

Authorised By: Jason Scoufis - Acting Traffic and Transport Planning Manager

RECOMMENDATION

That the detailed design plan (10314) for a proposed new raised crossing in Henson Street at Herbert Street, with associated signs and line marking (as shown in *Attachment 1*) be approved.

STRATEGIC OBJECTIVE

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

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

Council is planning to improve safety in Henson Street, Summer Hill by constructing a new raised pedestrian crossing near Herbert 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.

BACKGROUND

The proposed new raised crossing is captured under a Road Safety School program and Council's Pedestrian Access Mobility Plan (PAMP) to upgrade various at-grade pedestrian crossings to facilitate and improve pedestrian safety outside or near various schools (in this case Summer Hill Public Primary School) and similarly for the general community.

DISCUSSION

The following information is provided in discussion.

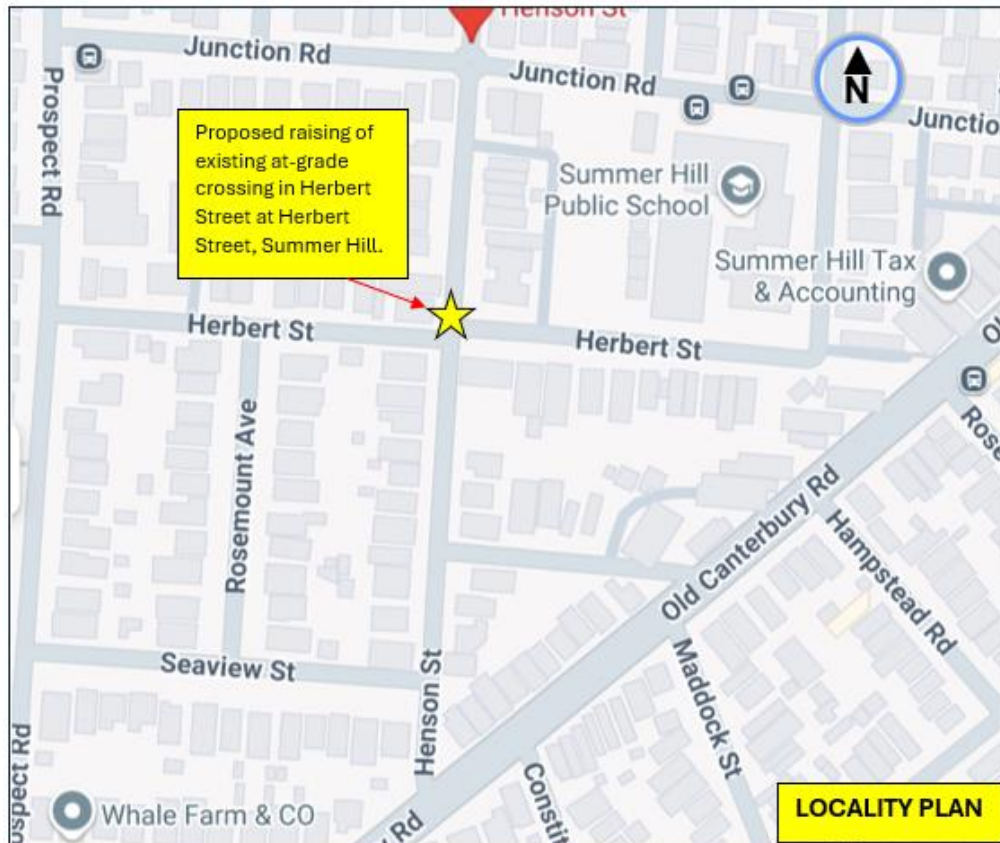


Figure 1. Locality Plan

Street Name	Henson Street
Carriageway width (m) kerb to kerb	12.8
Carriageway type	Two-way, one travel lane each direction.
Classification	Local
Speed Limit km/h	50
85 th percentile speed km/h	46
Vehicles per day (vpd)	2,500
TfNSW available reported crash history (last 5 years)	NIL in vicinity of the intersection.
Parking arrangements	Unrestricted parking both sides
Side intersecting street	Herbert Street

Table 1. Road Network detail.

The Plan

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

Henson Street (at Herbert Street), Summer Hill (Plan No. 10314):

- Construct a new raised concrete pedestrian crossing with “gutter bridge” crossings to replace the existing “at-grade” flat pedestrian crossing. (refer to attached Plans):
- Construct landscaped kerb blister islands.
- Construct kerb ramps
- Install associated signage associated with the works as required and where shown on the Plan.

Parking Changes

The proposal will not impact on existing parking arrangements in the street. Please refer to the attached plan.

Streetlighting

The new raised pedestrian crossing will require new flood lighting to be provided in order for it to comply with current standards. This will involve the provision of at least 1 (or 2) floodlight (s) on existing or new power poles typical of other locations with pedestrian crossings. At this stage, this design is not complete and will be undertaken by a specialist lighting consultant at a later stage.

FINANCIAL IMPLICATIONS

The project is listed in Council’s Traffic Facilities Capital Works program to be carried out in 2025/2026, subject to funding and programming. The work is estimated to be around \$85,000.

CONSULTATION

A letter outlining the proposal was mailed out to (22) properties (45 letters) including the Summer Hill Public School, in Henson and Herbert Street, Summer Hill. (see also map of consultation area Figure 2).

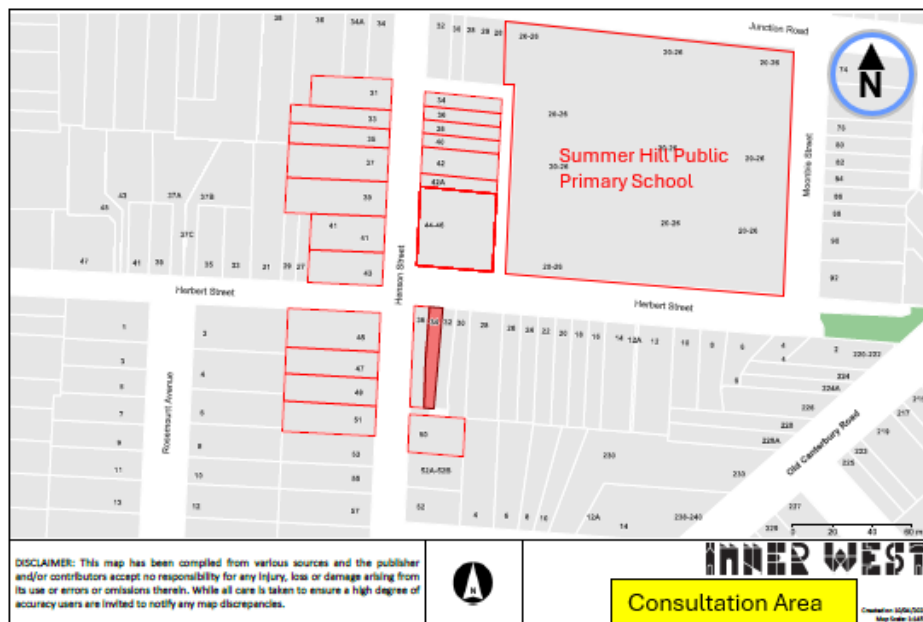


Figure 2- Consultation Area

Two (2) resident submission was received against the proposal.

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

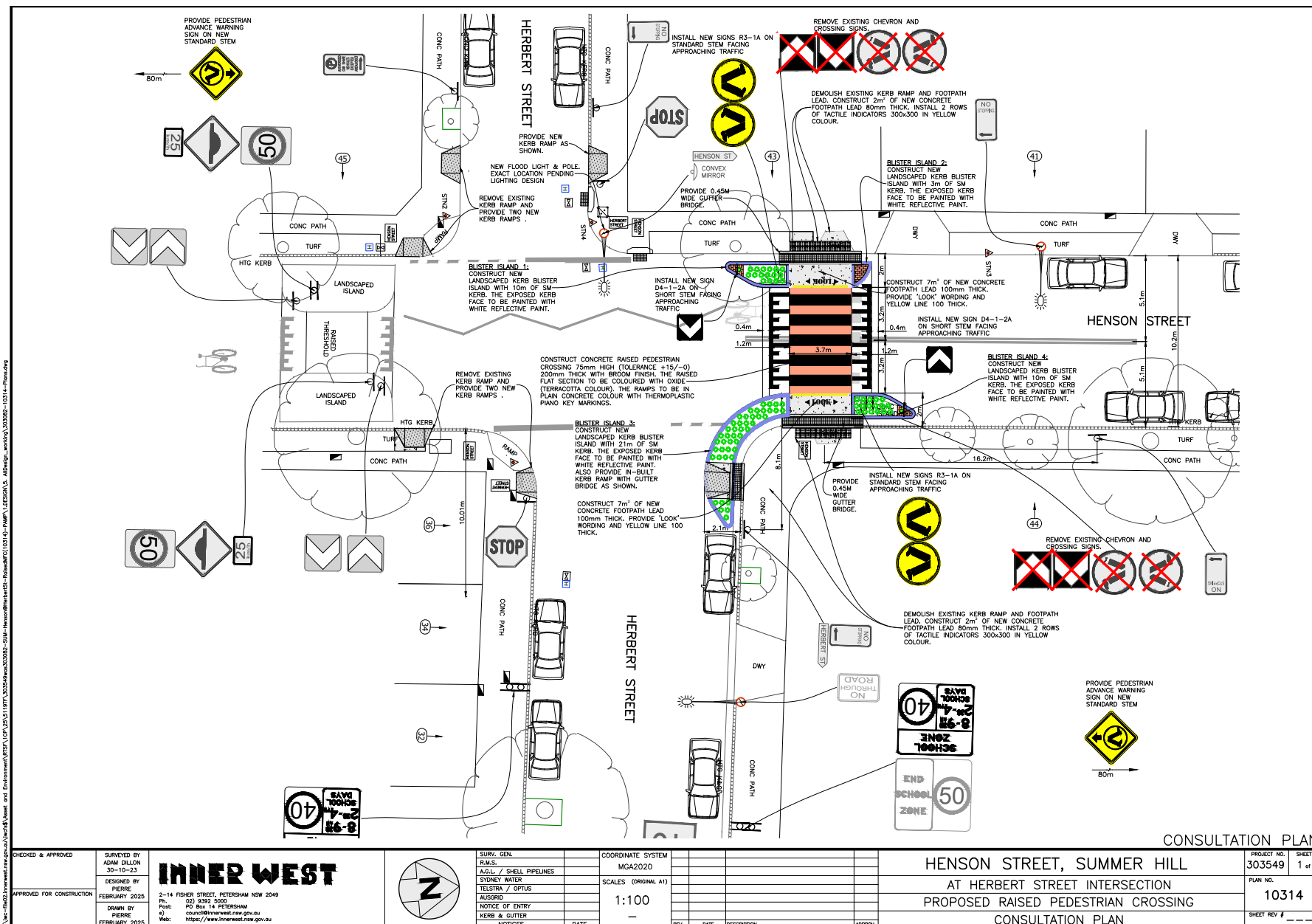
Residents Comments	Officers Response
<p>Two (2) residents provided similar comments.</p> <p>Against the proposal as doesn't think it's a good use of Council's money and has not witnessed any near misses. Would rather the money be spent on the dangerous Smith St crossing or other dangerous crossings.</p> <p>One of the residents added that he does not want additional lighting in the area</p>	<p>The proposal aims to improve safety for the school children who frequent the crossing, as well as providing additional traffic calming features in the area.</p> <p>The Smith Street crossing (east of Moonbie Street) is being investigated under a proposed pedestrian/ streetscape improvement treatment around Lackey Street and Hardie Avenue.</p> <p>Other crossings are regular monitored.</p> <p>Additional lighting is to make the pedestrian crossing compliant to standards.</p>

CONCLUSION

It is recommended that the detailed design plan (10314) for a proposed new raised crossing in Henson Street at Herbert Street, with associated signs and line marking (as shown in *Attachment 1*) be approved.

ATTACHMENTS

1. [↓](#) Proposed new raised crossing in Henson Street at Herbert Street, Ashfield.



Item No: LTC0525(1) Item 11

Subject: WARHAM LANE, MARRICKVILLE – NOTICE OF MOTION – PARKING TRAFFIC PLAN FOR HENSON PARK EVENTS (MIDJUBURI-MARRICKVILLE WARD /SUMMER HILL ELECTORATE /INNER WEST LAC)

Prepared By: Jennifer Adams - Traffic Engineer

Authorised By: Jason Scoufis - Acting Traffic and Transport Planning Manager

RECOMMENDATION

That a 15-metre length of “No Parking” restrictions along with statutory 10 metre ‘No Stopping’ restrictions be installed on the section of Warham Lane between Carew Lane and Malakoff Street, Marrickville in order to improve access to resident’s off-street parking.

STRATEGIC OBJECTIVE

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

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

At the Council Meeting held 12 November 2024 a Notice of Motion (NoM) for ‘Parking traffic plan for Henson Park events’ (C1124(1) Item 20) was resolved. Part 2 was for consideration of consulting local residents of Sydenham Road to determine whether ‘No Parking’ restrictions were required in Warham Lane. This report provides the outcome of the local consultation conducted.

BACKGROUND

At the Inner West Council meeting of 12 November 2024, Council acknowledged outcomes resulting from recent sporting events at Henson Park.

It was noted that the popularity of the Sydney Swans Women’s and Giants AFL at Henson Park attracts fans from all over Sydney. Many prefer to drive which is impacting surrounding residents due to limited parking. Game days start at 10am continuing through to 6pm, creating traffic and parking issues during these times.

The properties opposite Henson Park on Sydenham Road have rear lane access in Warham Lane but are often unable to enter/exit their properties on game days as spectators park in the lane, opposite their garages, obstructing access.

Subsequently, Council resolved the following:

That Council consult the residents of Sydenham Road (Warham Lane) that are impacted by the parking in the rear lane impeding access to their garages by signposting no parking signs.

Separately, in relation to this NoM, it is noted that Council has also requested that AFL ACT/NSW undertake the following:

1. *Provide a Traffic Management Plan (TMP) to close Centennial Street north to all traffic except for residents and Tennis Court/Restaurant users only, on game days (a TMP was provided for the same issue in nearby Woodlands Street in 2024).*
2. *Collaborate with Transport for NSW (TfNSW) to investigate options to provide shuttle bus services between Henson Park and both Sydenham Station and Stanmore Station to encourage patrons to travel by public transport*

Additionally, Council is also exploring options with Marrickville High School to allow pay-parking for spectators within the school grounds on game days.

This report, however, provides an outcome of the requested consultation survey conducted of the residents on Sydenham Road backing onto Warham Lane, Marrickville.

DISCUSSION

Warham Lane is a narrow lane 166 metres in length and 4.9 metres kerb to kerb. It runs north south parallel to Sydenham Road between Northcote Street and Despointes Street and is bisected mid-way by Malakoff Street on the western side, with each section being further bisected with Carew Lane and Convent Lane respectfully. It provides access to residential properties fronting Sydenham Road.



In 2021 Council received concerns of illegal parking at the intersection of Warham Lane and Convent Lane, Marrickville, resulting in access issues for waste collection vehicles and damage to private property. Community engagement at that time revealed that rear lane off-street parking issues were experienced by some residents, therefore additional restrictions

were recommended to alleviate issues. The following recommendations were proposed and installed (refer to diagram below):

- A 10m statutory 'No Stopping' zone on southern side of Warham Lane, Marrickville, west of its intersection with Convent Lane,
- A 10m statutory 'No Stopping' zone on western side of Convent Lane, Marrickville, south of its intersection with Warham Lane,
- A 10m statutory 'No Stopping' zone on southern side of Warham Lane, Marrickville, east of its intersection with Malakoff Street, and
- A 15m 'No Parking' zone on southern side of Warham Lane, Marrickville, between Malakoff Street and Convent Lane.



Consultation

As part of the investigation into parking requirements related to events at Henson Park consultation was conducted between 27 March 2025 and 18 April 2025. A letter outlining a proposal to install 'No Parking' restrictions on the southern side of Warham Lane, Marrickville

between Northcote Street and Despointes Street (not including the already 'No Parking' section between Malakoff Street and Convent Lane) to improve access to off-street parking for adjacent residents was sent to residents / businesses in the immediate locality. (Refer to the consultation plan below).



A total of 17 letters were distributed. There were three (3) responses a return rate of 18%. Resident's responses are discussed below.

Residents' Comments	Officer Comments
<p>I am a resident of Sydenham Road, Marrickville, where I have lived since 2017. Throughout this time, I have consistently parked my vehicle behind my house on Warham Lane.</p> <p>My property has two garage doors; however, these are not used for vehicle storage, so direct garage access is not a priority for me. That said, I have an arrangement with my neighbours, who do utilize their garages, to ensure there is sufficient space for them to enter and exit their parking areas without obstruction. Parking in the lane is particularly important to me, as the increasing use of Henson Park for events has significantly impacted the availability of on-street parking. Warham Lane has consistently provided a reliable parking option, which I rely on.</p> <p>If any parking restrictions are being considered, I believe they should be limited to event days, with exemptions for local residents to ensure continued access.</p> <p>I appreciate your time and consideration of this matter. Please let me know if any further information is</p>	<p>Comments noted.</p>

required.	
Resident wants to know if Warham Lane is going to be designated No Parking/ No Stopping. Resident says that he didn't receive notification and it is going to affect him badly as he lives alongside this lane.	Noted. The subject section of Warham Lane adjacent the resident's property is already designated 'No Parking' along with statutory 10 metre "No Stopping" restrictions.
<p>In addition to having 'No Parking' restrictions on the Southern Side of Warham Lane, is it possible to also have 'No Parking' restrictions on the Northern Side of Warham Lane?</p> <p>I ask this because as a resident, I use Warham Lane to access my car spot on my property via Warham Lane - however, on occasions, especially when there is a sporting event at Henson Park - people have parked in front of my garage and left it there for the day. When contacting police and council - their response is 'But does it say 'No Parking'? (I would assume having a garage there would mean no parking ???)</p>	<p>The subject section of Warham Lane between Carew Lane and Malakoff Street is at present unrestricted parking and 'No Parking' restrictions will be installed within this section along with statutory 'No Stopping' restrictions. Due to garages being along the northern side it is advocated that the restrictions at this time will only be on the southern side (opposite garages).</p>

Conclusion

At this time, it appears that some residents are impacted by parking in the laneway associated with events at Henson Park however there was no decisive endorsement for 'No Parking' restrictions along the whole southern side of Warham Lane, between Northcote Street and Despointes Street (not including the already 'No Parking' section between Malakoff Street and Convent Lane).

For the section of Warham Lane between Carew Lane and Malakoff Street it is recommended to install a 15-metre length of "No Parking" restrictions along with statutory 10 metre 'No Stopping' restrictions. (as per the diagram below) in order to improve access to resident's off-street parking.



ATTACHMENTS

Nil.

Item No: LTC0525(1) Item 12

Subject: THE ESPLANADE/MARKHAM PLACE, ASHFIELD-PROPOSED BICYCLE CONTRA-FLOW FACILITY (DJARRAWUNANG-ASHFIELD WARD/SUMMER HILL ELECTORATE/BURWOOD PAC)

Prepared By: Boris Muha - Traffic Engineer

Authorised By: Jason Scoufis - Acting Traffic and Transport Planning Manager

RECOMMENDATION

That the design plan (Option 3) of a contra-flow facility in the Esplanade/Markham Place, Ashfield, between Brown Street/Fox's Lane and Markham Lane with signs and markings along the road and use of a section of footway as shared path (as shown in Attachment 3) be approved.

STRATEGIC OBJECTIVE

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

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

Council is proposing a bicycle contra-flow facility in the one-way section of The Esplanade/Markham Place, Ashfield, to allow for bicycle path movement in the back lane areas of the Ashfield CBD from Liverpool Road/Cavill Avenue to Brown Street/Ashfield Station.

The contra-flow facility will prevent the un-safe need for cyclists to travel down Liverpool Road through the CBD to reach either Fox's Lane or Hercules Street to reach Brown Street or Ashfield Station.

BACKGROUND

A contra- low facility in the Esplanade/Markham Place has been requested by the Bicycle Users Group as part to providing various improved bicycle facility treatments throughout the Inner West Council.

The Esplanade/Markham Place (between Brown Street/Fox Lane and Markham Lane) measures in road width from approximately 3.7 along the Esplanade to 6.5m (at the dog leg-reverse kerb section of the laneway) down to approximately 4.9-5.2m in Markham Place.

The Esplanade/Markham Place (between Brown Street/Fox Lane and Markham Lane) is one-way westbound. This one-way westbound system has been well established over the years and prevents traffic from rat-running from Liverpool Road to Brown Street.

The subject section of the Esplanade/Markham Place is mainly 'No Stopping' on both sides with an indented loading zone bay to the eastern side of the dogleg, and section of 'No Parking' on the southern side of Marham Place closer to Markham Lane.

The existing road width conditions and traffic directions of the Esplanade/Markham Place and surrounding streets are shown in Figure1. Existing street view photos of the Esplanade/Markham Place are shown in Figure 2.

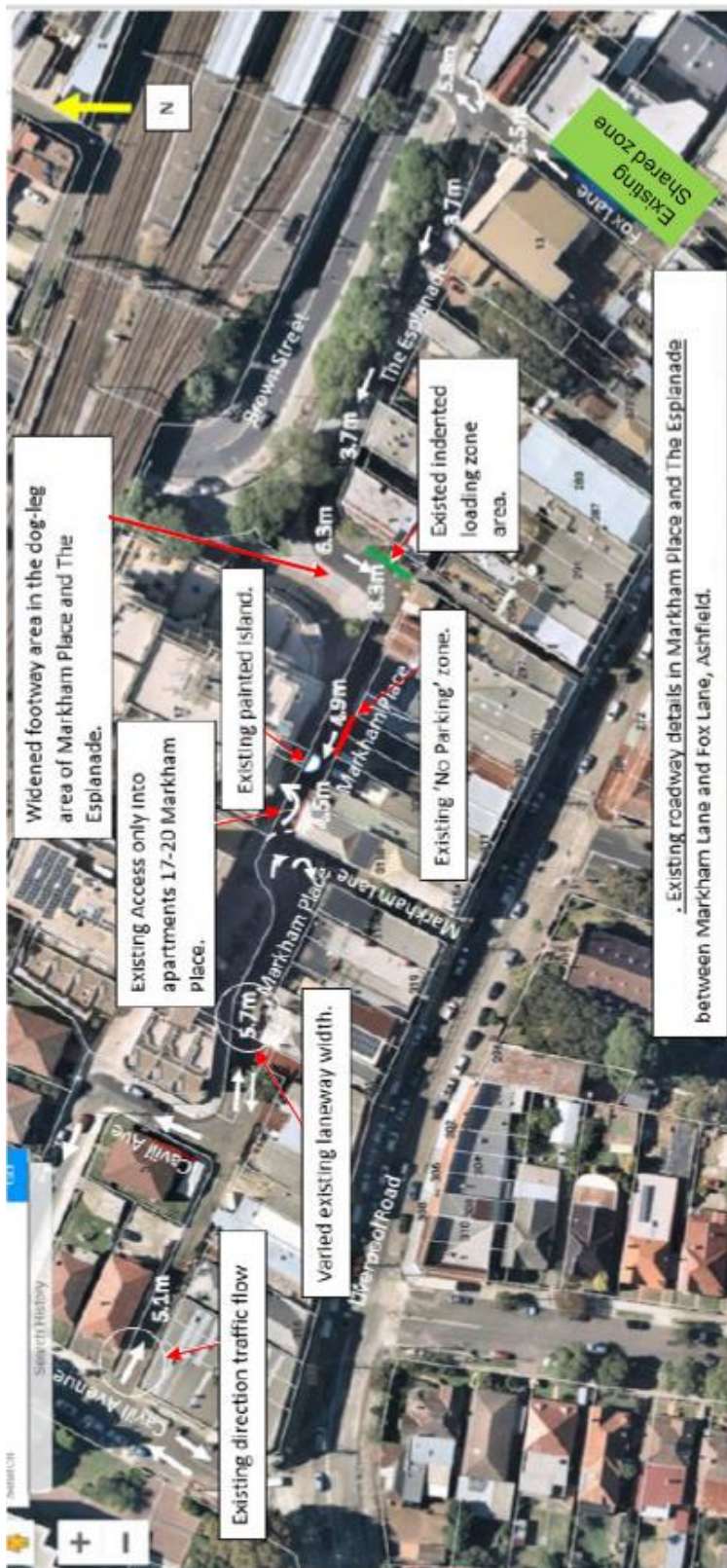


Figure 1- Existing road width conditions and travel direction in the Esplanade/Markham Place and surrounding streets.

Figure 2.1 Western end of the One-Way section



Figure 2.2 "Dog Leg" at the intersection of Markham Place and The Esplanade



Figure 2.3 Eastern section of The Esplanade



Figure 2.4 Eastern end of The Esplanade at Fox Lane and Brown Street





DISCUSSION

The following information is provided in discussion.

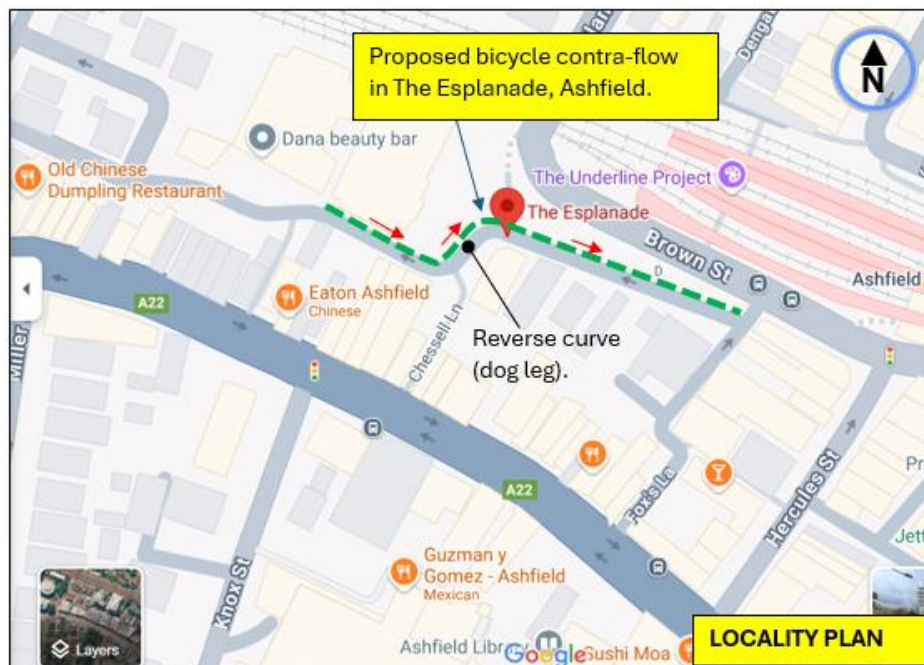


Figure 1. Locality Plan

Street Name	The Esplanade/Markham Place
Carriageway width (m) kerb to kerb	3.7m near Fox's Lane to 8.3m to 4.9m near Markham Place.
Carriageway type	One-way westbound.
Classification	Local
Speed Limit km/h	40 (high pedestrian activity area)
85 th percentile speed km/h	32
Vehicles per day (vpd)	Less than 1000
TfNSW available reported crash history (last 5 years)	NIL in the last 5 years, (1)x 2014- Pedestrian walking with Traffic RUM 4- minor injury. (1) x2010 vehicle turning left from intersection at Fox's Lane into object- non-casualty.
Parking arrangements	No Stopping/ No Parking. Indented Loading zone area eastern side of the dog-leg.
Side intersecting street	Fox's Lane and Markham Lane

Table 1. Road Network detail.

(2) design options were initially provided for under a report by Barros Van den Dool Active Transport Pty Ltd in reference to the TfNSW Technical Directions for Bicycle contra-flow facilities.

These were as follows:

Option 1-

Provide simply "Bicycles Excepted" (R9-3) signs at each end and in the reverse curve, supported by bicycle pavement stencil (PS2) – see plan in Attachment 1.

This may be suitable for a full straight section of road with clear vision of traffic and bicycles in the opposing direction under low speed and traffic volume conditions.

Option 2-

Option 1 plus green pavement contra-flow lane designation at each end and in the reverse curve of the lane to emphasise the educational strength of the facility and enforce bicyclists to keep to the left-hand side of the lane.

This would be more applicable when the sight distance of vehicles and bicyclists around a bend of a road is restricted. - see plan in Attachment 2.

Traffic counts and observations on site reveal that The Esplanade/Markham Place provides service vehicle access to the rear of various properties, with large vehicle movements up to 5% in volume of traffic. Swept path movements of a design garbage truck shows such vehicles needing to turn wide coming around the corner of the reverse curve (dog leg) from The Esplanade into Markham Place. Other vehicles are similar noted to turn out wide with restricted sight view of opposing bicycles. Bicyclists are then at risk with vehicles blindly turning into the path of any oncoming bicyclist at the dog leg.

In view of this, an alternate and preferred **Option 3** is therefore considered and shown in plan Attachment 3. This option provides design elements of Option 1 and 2 but allows for bicyclists to come off safely onto the western footway side of the dog leg section of the lane. Cyclists

can reemerge back onto to the road at the straight section of The Esplanade in view of opposing traffic.

The plan for option 3 is as follows:

- Provide 'Bicycles Excepted' signage under the existing 'No Entry' to the western side of Markham Place (east of Markham Lane) and under the one-way signs at the eastern end of The Esplanade.
- Provide 5 metres of short length green pavement bicycle lane marking and bicycle pavement stencils at the start on the western end of the Esplanade/Markham Place, and at the corner of the dog leg section of the Esplanade to keep cyclists to left hand side and direct them onto the footpath.
- Build bicycle ramps onto and out from the footpath at the corners to the dog leg section of the Esplanade/Markham Place.
- Define a shared path zone area for pedestrian and bicycles via way of signage in accordance with the Technical Directions/ NSW Bicycle guidelines. Note that the zone is identified on public land. The footpath or footway elsewhere is under private land to the adjoining property. The shared path zone area is also located away of any concentrated pedestrian traffic.
- Provide warning bicycle 'use footpath' and 'watch for' bicyclist signage.
- Provide bicycle pavement stencils along The Esplanade. A green pavement length of bicycle lane marking is not provided at the end of the Esplanade with Fox's Lane/Brown Street as vehicles turn close to the corner and there is insufficient road width to formally apply lane marking according to the TfNSW bicycle guidelines.

It should be noted that Council at its meeting on 25 February 2020 did adopt the following recommendation of its traffic committee that:

'A bicycle contra-flow treatment in Markham Place/The Esplanade, Ashfield, between Markham Lane and Fox Lane/Brown Street, be approved in principle and listed on Council's future Capital Works Program.'

This report however outlines further and detailed examination to reinforce and propose option 3.

FINANCIAL IMPLICATIONS

The project is listed in Council's Traffic Facilities Capital Works program to be carried out in 2025/2026, subject to funding and programming. The work is estimated to be around \$14,000.

CONSULTATION

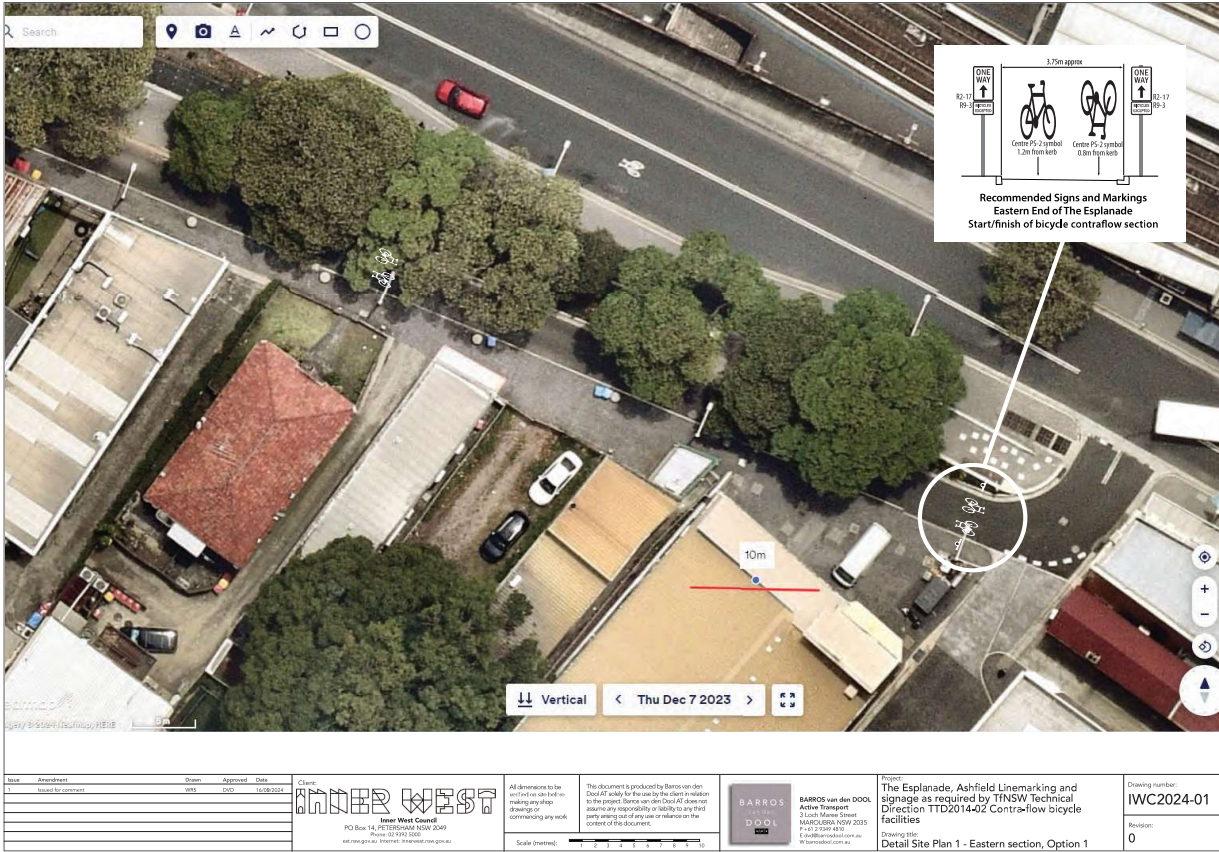
No consultation is required as the proposal does not impact on any parking or vehicle servicing off the lane. Residents will be notified accordingly.

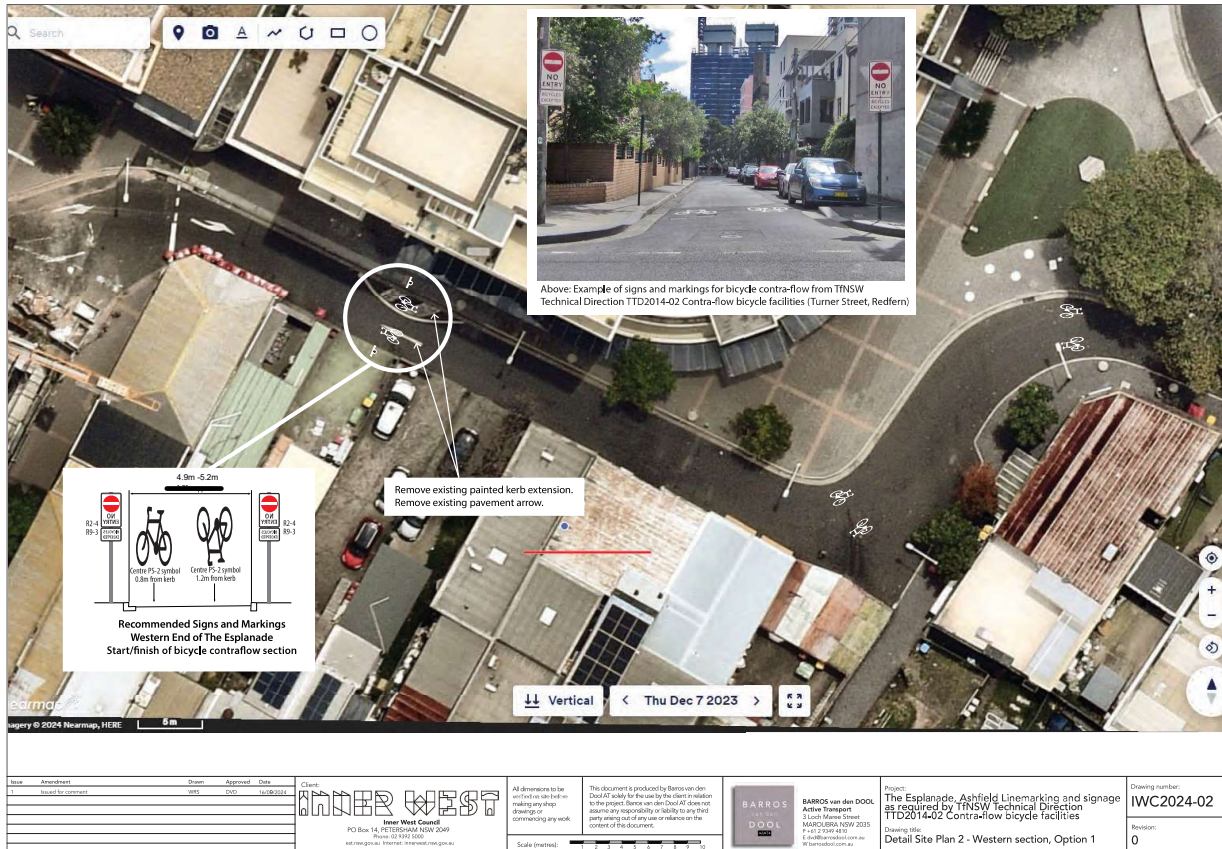
CONCLUSION

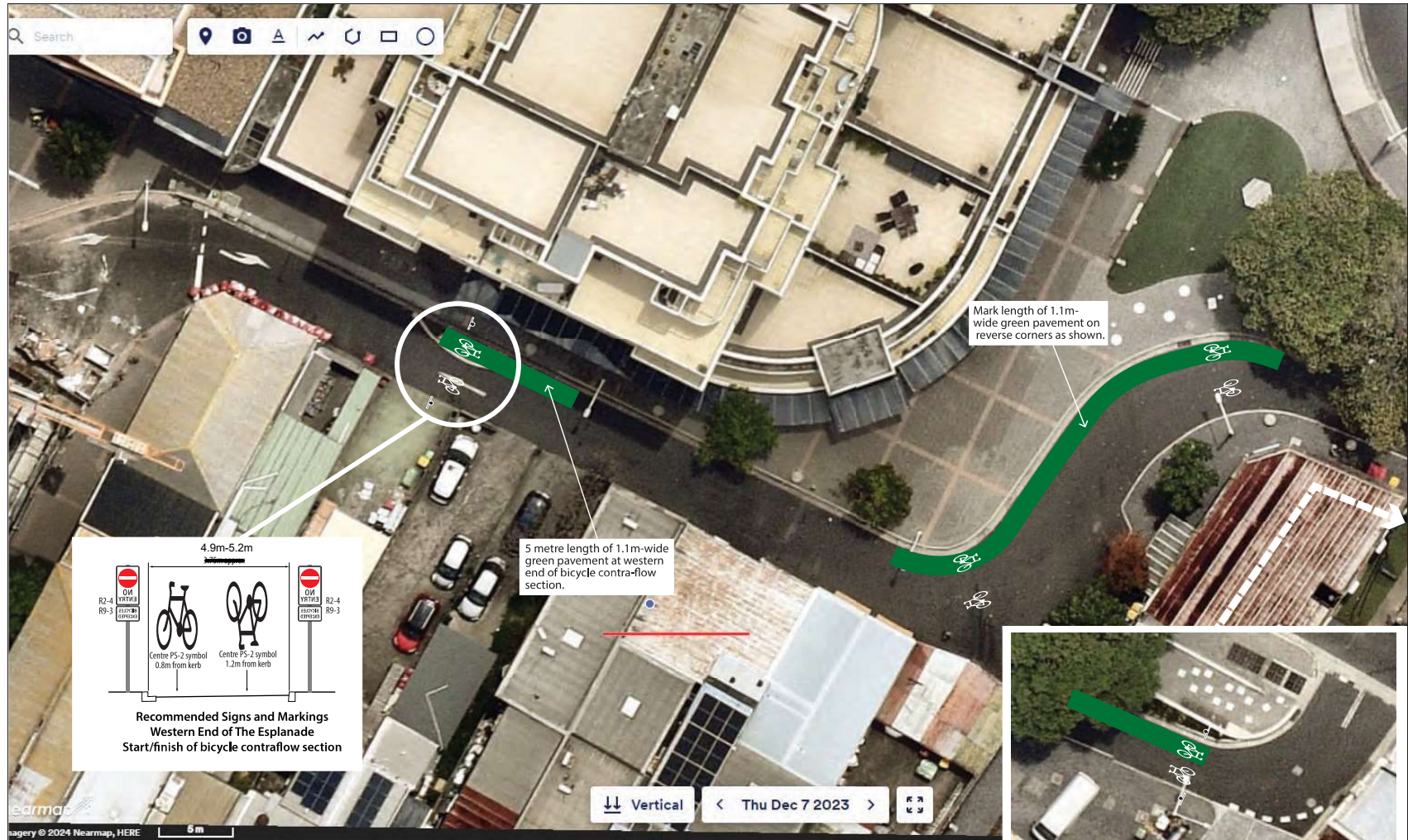
It is recommended that the design plan (Option 3) of a contra-flow facility in the Esplanade/Markham Place, Ashfield, between Brown Street/Fox's Lane and Markham Lane with signs and markings along the road and use of a section of footway as shared path (as shown in *Attachment 3*) be approved.

ATTACHMENTS

1. [↓](#) Plan Option 1 -Contra-flow bicycle facility- signs and bicycle logo markings. (2 plan sheets)
2. [↓](#) Plan Option 2- Contra-flow bicycle facility- signs, bicycle logos and bicycle pavement lane markings.
3. [↓](#) Plan Option 3- Contra-flow bicycle facility- signs, bicycle logos, bicycle pavement lane marking and footway shared path.

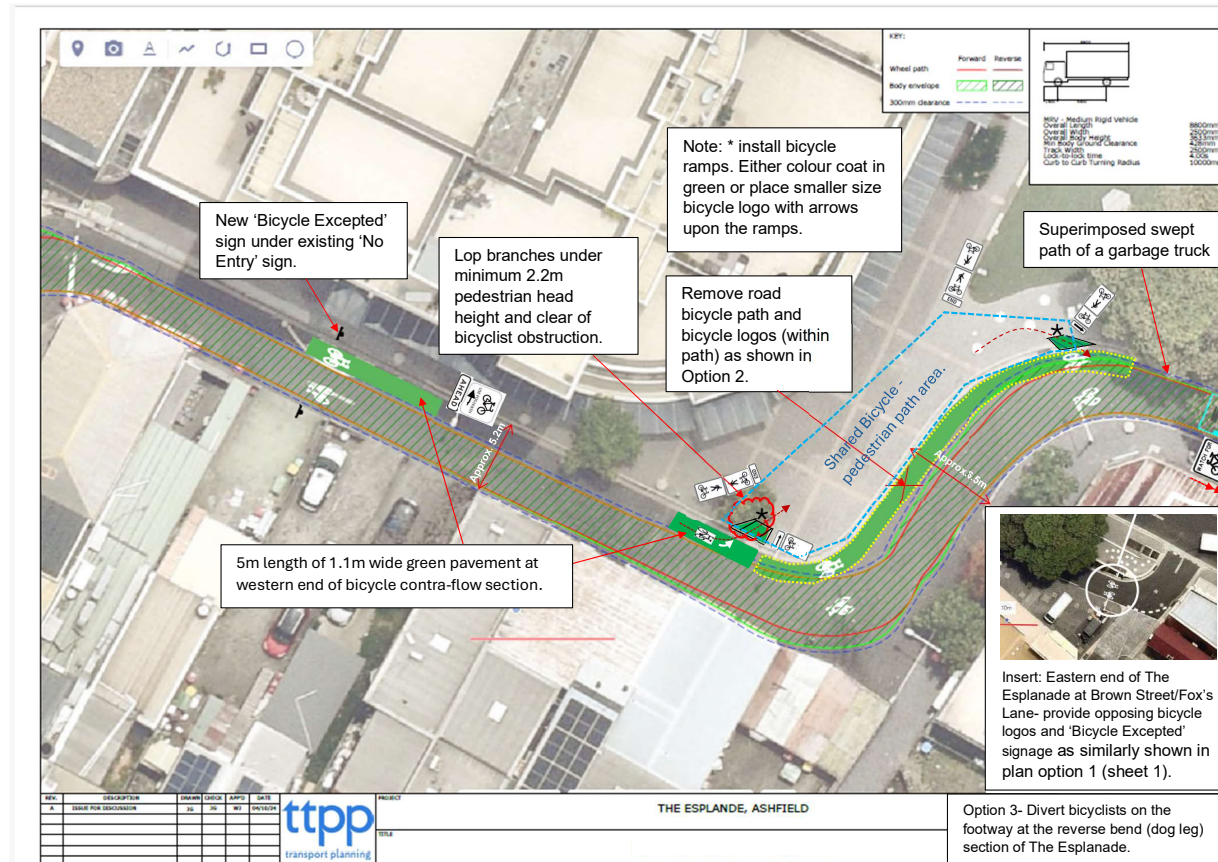






Inset photo: 5 metre length of 1.1m-wide green pavement at eastern end of bicycle contra-flow section.

Issue	Amendment	Drawn	Approved	Date	Client	Scale (metres)	Project	Drawing number:
1	Issued for comment	WRS	DVD	16/09/2024	INNER WEST Inner West Council PO Box 14, PETERSHAM NSW 2049 Phone: (02) 9392 5000 est.nsw.gov.au Internet: innerwest.nsw.gov.au	1 2 3 4 5 6 7 8 9 10	The Esplanade, Ashfield Linemarking and signage as required by TfNSW Technical Direction TTD2014-02 Contra-flow bicycle facilities	IWC2024-02
							Drawing title: Detail Site Plan 3 - Western section, Option 2	Revision: 0



Item No: LTC0525(1) Item 13
Subject: DOUGLAS STREET AND DOUGLAS LANE, STANMORE - RESIDENT PARKING SCHEME SURVEY RESULTS AND PROPOSED 'NO PARKING' AND 'NO STOPPING' RESTRICTIONS (DAMUN-STANMORE WARD/NEWTOWN ELECTORATE/INNER WEST PAC)
Prepared By: James Nguyen - Traffic Engineer
Authorised By: Jason Scoufis - Acting Traffic and Transport Planning Manager

RECOMMENDATION

1. That the proposal to implement Resident Parking Scheme restrictions '2P 8am-10pm Mon-Fri Permit Holders Excepted Area M17' along the northern side of Douglas Street between Percival Lane West and Bruce Lane East be approved.
2. That 'No Parking' restrictions on both sides of Douglas Lane between Percival Lane West and Bruce Lane East, Stanmore be approved.
3. That 'No Stopping' restrictions at the intersections on Douglas Lane and Bruce Lane East be approved.

STRATEGIC OBJECTIVE

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

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

This report outlines further investigations completed to improve parking conditions in Douglas Lane, Stanmore. A report was presented to the Local Traffic Committee at its meeting on 9 December 2024 proposing to install 'No Stopping' and 'No Parking' restrictions on both sides of Douglas Lane between Percival Lane West and Bruce Lane East.

The Local Traffic Committee representatives recommended that the proposed 'No Parking' and 'No Stopping' restriction in Douglas Lane, be deferred for further investigation, and investigate the extension of the Resident Permit Parking Scheme to Douglas Street.

Council officers have subsequently completed a community consultation on a proposal to install timed permit parking restrictions on the northern side of Douglas Street, Stanmore between Percival Lane West and Bruce Lane East.

Council received a response rate of 23 per cent, which is slightly under the 30 per cent response rate required for consideration of a Resident Parking Scheme. The support rate received was 86 per cent. Given Council received a high support rate, and the required response rate threshold of 30 per cent was short by two (2) responses, it is recommended that timed permit parking restrictions signposted as '2P 8am-10pm Mon-Fri Permit Holders Excepted Area M17' be installed on the northern side of Douglas Street.

BACKGROUND

A proposal to install 'No Parking' and 'No Stopping' restrictions on both sides of Douglas Lane, Stanmore between Percival Lane West and Bruce Lane East was referred to the Local Traffic Committee meeting of 9 December 2024. At the meeting, the Committee representatives recommended that this proposal be deferred for further investigation including investigating further a Resident Permit Parking Scheme expansion to Douglas Street.

Accordingly, Council officers have completed further investigations and carried out a community consultation on a proposal to install timed permit parking restrictions signposted as '2P 8am-10pm Mon-Fri Permit Holders Excepted Area M17' on the northern side of Douglas Street between Percival Lane West and Bruce Lane East to improve parking conditions on Douglas Lane.

The provision of timed permit parking restrictions on Douglas Street will improve parking opportunities on this street which may currently be occupied by commuter parking which subsequently pushes resident parking into Douglas Lane.

DISCUSSION

Council officer's completed a parking occupancy survey on Douglas Street between Percival Lane West and Bruce Lane East in August 2024. The parking survey results indicate high parking utilisation on Douglas Street, and exceeds the 85 per cent threshold utilisation to warrant consideration for a resident parking scheme (RPS). The results are shown in Table 1 below:

Street	Between	Side	Average occupancy rate (10am and 2pm)
Douglas Street	Percival Lane West and Bruce Lane East	North	79% (11/14)
		South	96% (13/14)
			88% (24/28)

To ensure consistency with the nearby streets which currently have timed permit parking restrictions, parking restrictions signposted as '2P 8am-10pm Mon-Fri Permit Holders Excepted Area M17' are proposed on the northern side of Douglas Street. Whilst the northern side had lower utilisation, the parking restrictions are proposed on the northern side to encourage less parking in Douglas Lane which is affecting garage/driveway and laneway access.

PUBLIC CONSULTATION

A total of 30 consultation letters were sent out households on Douglas Street between Percival Lane West and Bruce Lane East. The consultation plan is shown in *Attachment 1*.

There were six (6) responses received supporting and one (1) response opposing the proposal. The overall response rate was 23 per cent of which 86 per cent supported and 14 per cent opposed the proposal. The response rate is less slightly less than the 30 per cent response rate threshold, however this is two (2) responses short. Given the high support rate (86 per cent), combined with the current driveway/garage and laneway access issues faced within Douglas Lane, a Resident Parking Scheme could assist with addressing these issues. As such, it is recommended to proceed despite the response rate being slightly under 30 per cent.

No of properties	30
Responses	7

Response rate	23%
Support	6
Oppose	1
Support rate	86%

Resident's comments	Officer's response
Issues are with laneway access and not on-street parking on Douglas Street. Laneway access needs to be rectified first.	The proposed timed permit parking restrictions are intended to take parking pressure off Douglas Lane. 'No Parking' and 'No Stopping' restrictions are proposed Douglas Lane to ensure laneway and driveway/garage access.
Install on both sides of Douglas Street, not one side. Furthermore, Douglas Street on the southern side is the more problematic location.	Residential parking schemes have been generally placed on one side of the street. This approach aims to give eligible households in the scheme area, who take up a permit, a greater chance of finding parking closer to their property whilst still providing parking opportunities for other users such as businesses in the area, their patrons, visitors to the area and households that are not eligible to participate in the scheme. The proposed timed permit parking restrictions are installed on the northern side of Douglas Street due to current parking issues in Douglas Lane (at the rear of the properties on the northern side)
Difficulty finding parking on Douglas Street and have to park on Bruce Street	Noted.
Commuter parking is affecting the ability to park on Douglas Street. Some households have mobility parking permits and cannot walk long distances. Parking has become worse over time on Douglas Street due to commuter parking	Timed permit parking restrictions are proposed on the northern side of Douglas Street to assist households on Douglas Street find a parking space close to their premises and deter commuter parking.

FINANCIAL IMPLICATIONS

The installation of the signs is to be funded from the signs and line marking budget.

ATTACHMENTS

1. [↓](#) Resident parking scheme - consultation plan
2. [↓](#) Final parking proposal - Douglas Lane Stanmore





Legend

- No Stopping (proposed)
- No Parking (proposed)
- - - No Parking (existing)
- 2P 8am-10pm Mon-Fri Permit Holders Excepted Area M17 (proposed)
- Unrestricted parking (existing)

Item No: LTC0525(1) Item 14
Subject: ARTHUR STREET AT HOLBOROW STREET, ASHFIELD-PROPOSED 'NO STOPPING' AT THE CORNERS OF ARTHUR STREET (DJARRAWUNANG-ASHFIELD WARD/SUMMER HILL ELECTORATE/BURWOOD PAC)
Prepared By: Boris Muha - Traffic Engineer
Authorised By: Jason Scoufis - Acting Traffic and Transport Planning Manager

RECOMMENDATION

1. That 'No Stopping' in the length of 13.5m be signposted on the approach side corners of Arthur Street at Holborow Street, Ashfield.
2. That 'No Stopping' at the statutory length of 10m be signposted on the departure side corners of Arthur Street at Holborow Street, Ashfield.

STRATEGIC OBJECTIVE

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

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

'No Stopping' to the corners of Arthur Street, at the cross- street intersection with Holborow Street, Ashfield is part of remedial treatment to address concerns with accident or near miss vehicle incidences occurring at the intersection.

BACKGROUND

Residents have raised concerns with vehicles not stopping at Holborow Street under assigned STOP control. These concerns have been exacerbated owing to a recent accident with a courier motor/pedal cyclist being hit by a vehicle crossing from the southern side of Holborow Street.

Remedial action was undertaken to remark the STOP lines (which was observed to be faded) and other associated longitudinal line marking. Additional STOP and new advance warning signs have been placed to alert drivers ahead of time to slow down and stop at the intersection.

It is also revealed that sight lines out of Holborow Street are obstructed by vehicles parking close to the corners of Arthur Street.

DISCUSSION

To alleviate the issue of vehicles parking close to the corners of Arthur Street, it is proposed in this case, and in discussion with Police, that 'No Stopping' be signposted in Arthur Street 13.5 m on the critical right-hand corner (approach) sides to Holborow Street, and at a statutory distance of 10m to the left-hand corner sides to Holborow Street. This would improve sight view for vehicles coming out of Holborow Street and assist to regulate and control vehicle parking at the corners. The intersection would be monitored thereafter to determine if any other improvement or treatment of the intersection is required. See diagram below.



It should be noted that one car space is maintained on the southern side of Arthur Street, east of Holborow Street, by going back 13.5 m from the intersection. On occasions it has been observed that two vehicles have parked in this location up to a tree with the first vehicle infringing into the statutory 10 m parking zone from the intersection. Similarly, a large size truck has been observed to park in this area further limiting the sight view of a vehicle crossing from the southern side of Holborow Street.

Warning signs located on the northern kerbside area of Arthur Street adjacent to a speed hump near the intersection east of Holborow Street, have also been repositioned in attempt to provide an additional parking space in the area. Any net loss of legal parking is therefore considered minimal if not nil.

FINANCIAL IMPLICATIONS

Funding for the work will come out of the Council's signs and line marking budget.

CONSULTATION

Consultation letters were sent out to (20) household properties in Holborow Street seeking resident comments-see consultation area map below.



One (1) resident was in support and (2) against the proposal.

Those against were concerned in loss of parking commenting that sight view was not the issue, but with vehicles not stopping at the intersection, and suggested that a roundabout be best considered in this regard.

The proposal is an additional measure to improve the sight line distance at this cross-street intersection on road safety grounds. Other remedial measures have been incorporated as explained above. The loss of parking is considered minimal if not nil under this proposal.

Council does not typically favour roundabouts at intersections where one street has lower traffic volumes than the other. In this case Holborow Street is designated as the minor and quite street

(less than 900 vehicle per day), with the STOP control being assigned to this street. Roundabouts would require further removal of parking to allow clearance in traffic movement on all four legs of the intersection. Also, roundabouts can encourage traffic down the minor street thereby arousing resident complaints. The recorded accident history in the area (2 in the last 5 years) is considered low not to justify the inclusion of a roundabout at this point of time.

Council will seek the assistance of Police to monitor the area and determine if other improvements of treatment of the intersection is required.

ATTACHMENTS

Nil.