AGENDA

LOCAL TRAFFIC COMMITTEE MEETING

MONDAY 16 JUNE 2025

11:00 AM

Location Ashfield Service Centre, 260 Liverpool Road, Ashfield

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 **Page**

4 Matters Arising from Council's Resolution of Minutes

5 Part A – Items Where Council May Exercise Its Delegated Functions

Traffic Matters

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Parking Matters

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Late Items

Nil at time of printing.

6 Part B - Items for Information Only

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7 Part C - Items for General Advice

Nil at the time of printing.

8 General Business

9 Close of Meeting

Minutes of the Local Traffic Committee Meeting held on 19 May 2025

Meeting commenced at 11:05 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

Liz Atkins	Councillor – Damun - Stanmore Ward
Bill Holliday	Representative for Jamie Parker MP, Member for Balmain
Graeme McKay	Representative for Jo Haylen MP, Member for Summer Hill
Nina Fard	Transport for NSW (TfNSW)
Vinoth Srinivasan	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)
Miia Hynninen	IWC's Business Administration Officer

VISITORS

Fernando Guerreiro	Public Speaker (Item 13)
Marijke Tombs	Public Speaker (Item 13)

APOLOGIES:

Victor Macri	Councillor – Midjuburi - Marrickville Ward

DISCLOSURES OF INTERESTS:

Nil.

CONFIRMATION OF MINUTES

That the Minutes of the Local Traffic Committee held on Monday, 14 April 2025 be confirmed.

MATTERS ARISING FROM COUNCIL'S RESOLUTION OF MINUTES

Nil.

LTC0525(1) Item 1 12 Month Review of Pedestrian Crossing Warrant Policy (All Wards / All Electorates / All PACs)

SUMMARY

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.

Officers Recommendation:

That the report be received and noted.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the report be received and noted.

For Motion: Unanimous

LTC0525(1) Item 2 Eaton Street south of Gladstone Street, Balmain - Proposed Raised Pedestrian Crossing (BALUDARRI-BALMAIN WARD/BALMAIN ELECTORATE/LEICHHARDT PAC)

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.

Officers 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.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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.**

For Motion: Unanimous

LTC0525(1) Item 3 King Street, Birchgrove Road and Darling Street, Balmain - Proposed Intersection Improvements (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC)

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.

Officers 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.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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.

For Motion: Unanimous

LTC0525(1) Item 4 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)

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.

Officers 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.

DISCUSSION:

Council Officer stated that when consultation is undertaken that a "do nothing" case would be included to gauge the community support for the proposals and change.

The Committee members agreed with the Officer's recommendation with the addition of the do-nothing case being added to the options.

COMMITTEE 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**

For Motion: Unanimous

LTC0525(1) Item 5 The Boulevarde, Lilyfield - Proposed Streetscape Improvements and Civil Works (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC)

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.

Officers 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.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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.

For Motion: Unanimous

LTC0525(1) Item 6 Livingstone Road and Hill Street, Marrickville – Traffic safety Investigation (Midjuburi-Marrickville Ward /Summer Hill Electorate /Inner West LAC)

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.

Officers Recommendation:

That the report be received and noted.

DISCUSSION:

The Transit Systems Representative requested to be kept up to date with any changes and the outcome of this investigation.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the report be received and noted.

For Motion: Unanimous

LTC0525(1) Item 7 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)

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.

Officers 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.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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.**

For Motion: Unanimous

LTC0525(1) Item 8 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)

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.

Officers Recommendation:

That:

1. 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. A Road Occupancy License application be obtained from the Transport Management Centre;

3. 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. 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. A minimum four (4) metre unencumbered passage be available for emergency vehicles

through the closed section; and

5. The occupation of the road carriageway must not occur until the road has been physically closed.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That:

1. **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. **A Road Occupancy License application be obtained from the Transport Management Centre;**

3. **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. **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. **A minimum four (4) metre unencumbered passage be available for emergency vehicles through the closed section; and**

5. **The occupation of the road carriageway must not occur until the road has been physically closed.**

For Motion: Unanimous

LTC0525(1) Item 9 Marrickville Road, Marrickville – Temporary full road closure for Marrickville Music Festival – Sunday 12 October 2025 (Midjuburi - Marrickville Ward / Summer Hill Electorate / Inner West PAC)

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.

Officers Recommendation:

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.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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.**

For Motion: Unanimous

LTC0525(1) Item 10 Henson Street (at Herbert Street), Summer Hill-Proposed New Raised pedestrian crossing (Djarrawunang-Ashfield Ward/Summer Hill Electorate/Burwood PAC)

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.

Officers 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.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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.

For Motion: Unanimous

LTC0525(1) Item 11 Warham Lane, Marrickville – Notice of Motion – Parking traffic plan for Henson Park events (Midjuburi-Marrickville Ward /Summer Hill Electorate /Inner West LAC)

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.

Officers 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.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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.

For Motion: Unanimous

LTC0525(1) Item 12 The Esplanade/Markham Place, Ashfield-Proposed bicycle contra-flow facility (Djarrawunang-Ashfield Ward/Summer Hill Electorate/Burwood PAC)

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.

Officers 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.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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.

For Motion: Unanimous

LTC0525(1) Item 13 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)

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.

Officers 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.

DISCUSSION:

Public speaker Fernando Guerriero entered the meeting at 11:07am.

Mr Guerriero opposed the recommendation for 'No Parking' and 'No Stopping' restrictions on Douglas Lane. Mr Guerriero noted that the notification letter had no mention of the proposed restrictions to Douglas Lane. Mr Guerriero noted he attended the meeting in December 2024 and expressed concerns regarding the impact of having "No Parking" in Douglas Lane. He noted that the Resident Parking Scheme would improve the situation in the lane and deems restrictions to the lane unnecessary. Mr Guerriero noted that he believes the issue stems from one complainant in the lane who has had issues with obstructions to their driveway.

Public speaker Fernando Guerriero left the meeting at 11:13am.

Public speaker Marijke Tombs entered the meeting at 11:45am.

Mrs Tombs requested if Council can consider changing the Resident Parking Scheme restriction time from 8am-10pm to 8am-6pm.

Mrs Tombs opposed the restrictions to Douglas Lane and noted that the initial complaint had arisen from a parked caravan in the lane. She advised that the owner of said caravan is no longer a resident in the area. Mrs Tombs noted ongoing neighbour dispute between two residents with a blocked driveway, and advised that this could be remedied by placing the restrictions specifically in this parking space only.

Public speaker Marijke Tombs left the meeting at 11:52am.

Council Officers tabled correspondence from Marijke Tombs and Brett Tombs noting they support the Resident Parking Scheme on Douglas Street, however requesting times to be changed to 8am-6pm.

Council Officers tabled correspondence from Marijke Tombs and Brett Tombs opposing restrictions to Douglas Lane via a signed petition.

Council Officer indicated that the 2P parking restrictions in the adjacent streets are 8am-10pm and that the 2P parking restrictions for Douglas Street should match these restrictions.

Councillor Atkins advised that they cannot support the 'No Parking' and 'No Stopping' restrictions in Douglas Lane. Councillor Atkins noted that with implementation of the Resident Parking Scheme in Douglas Street, it may alleviate any issues in Douglas Lane.

COMMITTEE 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 and,**
2. **A 6-month review post installation of the Resident Parking Scheme be undertaken to determine whether any further consideration of 'No Parking' restrictions on both sides of Douglas Lane between Percival Lane West and Bruce Lane East be considered.**

For Motion: Unanimous

LTC0525(1) Item 14 Arthur Street at Holborow Street, Ashfield-Proposed 'No Stopping' at the corners of Arthur Street (Djarrawunang-Ashfield Ward/Summer Hill Electorate/Burwood PAC)

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.

Officers 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.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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.**

For Motion: Unanimous

LTC0525(1) General Business – Item 15 New Canterbury Road and Toothill Street Signalised Intersection – Road Safety Concerns

DISCUSSION:

Council Officers advised that a resident has raised concerns regarding pedestrian safety at the signalised intersection at New Canterbury Road and Toothill Street. The concerns will be forwarded to Transport for NSW for their consideration.

For Motion: Unanimous

Meeting closed at 12:02pm.

CHAIRPERSON

Jason Scoufis

Item No: **LTC0625(1) Item 1**

Subject: **RICHARDSON'S CRESCENT, MARRICKVILLE - TRAFFIC TREATMENTS AT THE INTERSECTION OF RICHARDSON'S CRESCENT AND CARRINGTON ROAD (MIDJUBURI-MARRICKVILLE WARD / SUMMER HILL ELECTORATE / INNER WEST PAC)**

Prepared By: Daniel Li - Student/Graduate Traffic Engineer

Authorised By: Sunny Jo - Acting Traffic and Transport Planning Manager

RECOMMENDATION

1. **That Council note the design of a proposed roundabout at the intersection of Richardson's Crescent and Carrington Road.**

2. **That Council note the design of a proposed seagull treatment at the intersection of Richardson's Crescent and Carrington Road.**

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 Council's Local Traffic Committee on the 17 March 2025, item 14 – Concerns regarding the vehicular access from Carrington Road, Marrickville was raised by the Chair as part of the General Business items for Local Traffic Committee. This item included correspondence from a resident noting concern regarding vehicular access at the intersection of Carrington Road onto Richardson's Crescent stating the difficulty of turning right from Carrington Road into Richardson's Crescent. As such, Council's Traffic Engineering team was tasked to investigate potential treatments to address the concern raised by the resident.

This report investigates two potential proposals to address the alleged turning delays associated with this intersection, including a roundabout treatment and a seagull treatment. The results of the analysis for a roundabout reveal that at this point in time efficiency of the intersection is satisfactory as well as a low accident history meaning that a proposed roundabout would not be the most cost effective solution for an intersection which is essentially operating at an acceptable level of service. Whilst a Seagull Island treatment is more cost effective and would provide the same benefit in terms of intersection efficiency as a roundabout, the fact the intersection is currently operating acceptable means that at present, the benefit provided in relation to the cost is debatable. It is recommended that Council note both proposals and that a Seagull Island treatment would be a better proposed option for this intersection.

BACKGROUND

Item 14 of Council's Local Traffic Committee held on the 17 March 2025 was raised by a Councillor of the Marrickville ward on behalf of local community members, Council's traffic engineering team has been tasked with investigating concerns regarding the vehicular access from Carrington Road, Marrickville and to investigate potential treatment options at this

junction. As noted by community members, it was observed that vehicles would have difficulty turning right from Carrington Road onto Richardson's Crescent.

DISCUSSION

Existing conditions

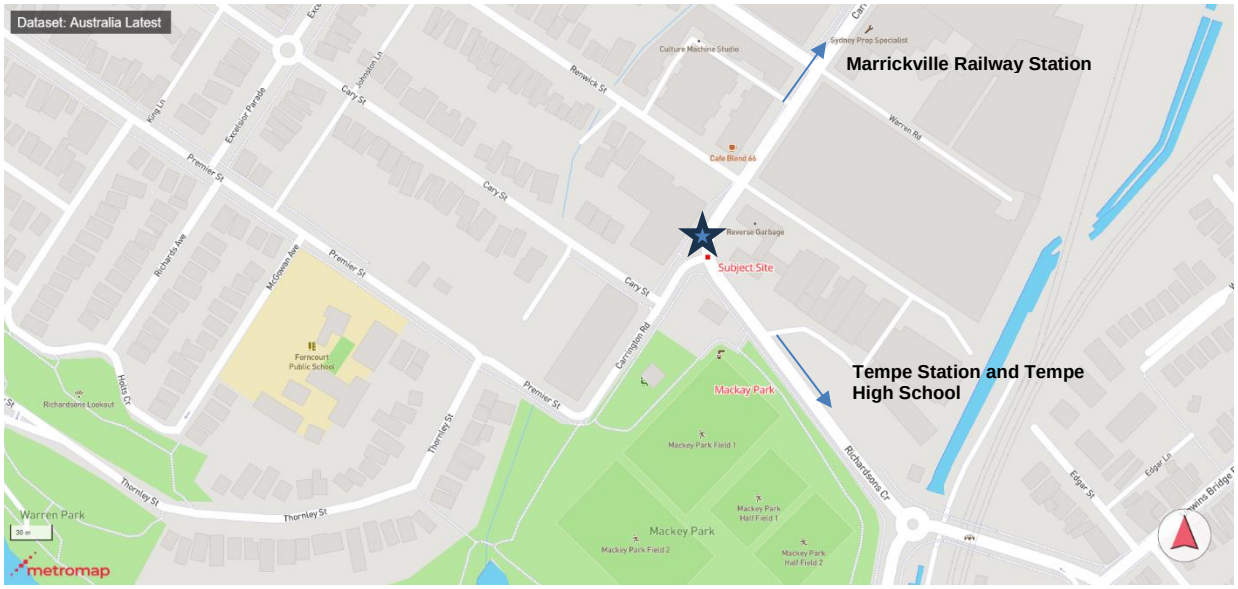


Figure 1 Subject site and locality plan

Street Name	Richardson's Crescent
Section	Bend at Carrington Road and Richardson's Crescent
Carriageway width (m) kerb to kerb	13.2
Carriageway Type	Two-way road with one travel lane in each direction. Kerb side parking is available on Richardson's Crescent between the raised pedestrian crossing and the intersection
Classification	Local
Speed limit	50
85th Percentile Speed (km/h)	56.2
Vehicles per day (vpd)	14,563
Reported Crash History (2020-2024)	1x Minor Injury – RUM 30 (Rear End) – July 2021
Parking arrangements	Unrestricted parking along both sides of Richardson's Crescent

Table 1. Summary of Richardson's Crescent

Using SIDRA, a traffic modelling software, the performance at each leg of the intersection was modelled based on the existing morning and afternoon peak hour conditions as seen in figure 2 and summary of the conditions is provided in table 2.

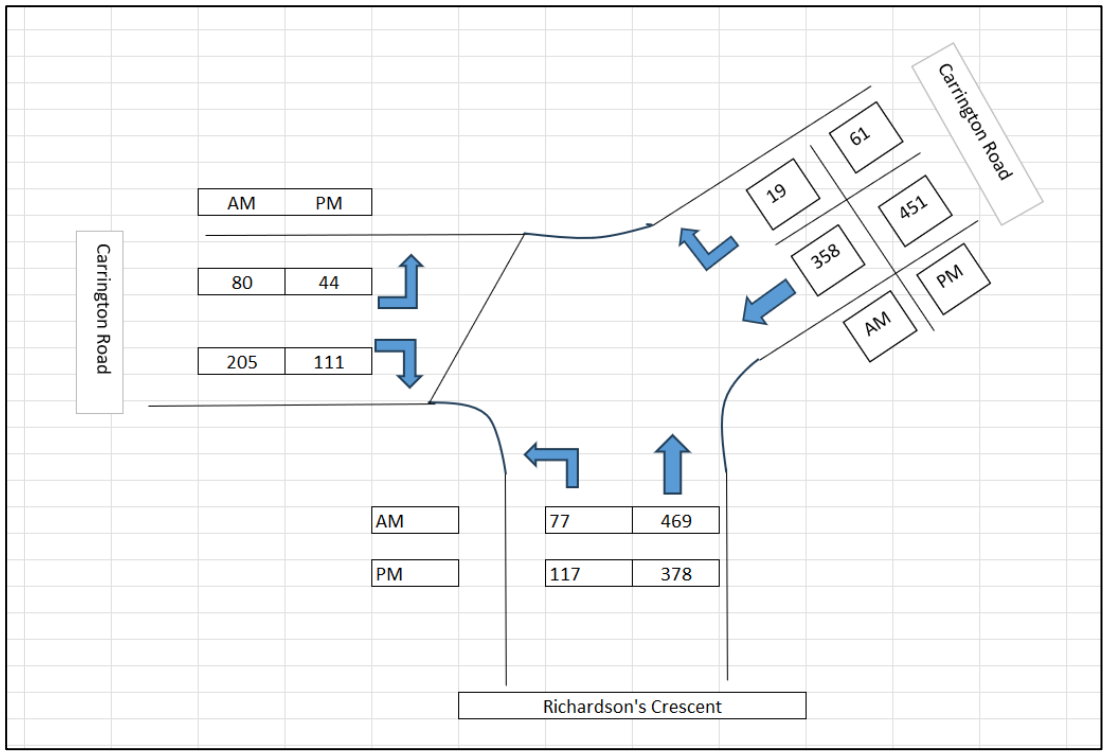


Figure 2 Intersection traffic counts at the intersection of Carrington Road and Richardson's Crescent.

The SIDRA model suggests that the average delay for each vehicle undertaking right-turning traffic movements was 26.6 seconds and 20.9 seconds respectively for the morning and afternoon peak hours, resulting in the overall intersection being graded as a Level of Service B. In accordance with *RTA's Guide to Traffic Generating Developments*, a Level of Service B indicates that the operating performance of the intersection is deemed to be acceptable with spare capacity

In comparison, as observed onsite at the location through traffic counts and queue analysis, the average delay was calculated to be 10.4 seconds with the longest delay being 50.2 seconds. While it is understood that there are concerns associated with the vehicle delays, the existing performance is considered to be satisfactory and would not require traffic improvements in accordance with Transport for NSW. Notwithstanding the above, the following observations were observed onsite during traffic counts:

- Vehicles that experienced significant delays would often become impatient and accelerate into the carriageway despite not achieving a safe turning gap and resulted in near collisions.
- As a result of traffic control devices (including traffic signals at Unwins Bridge Road, raised pedestrian crossing and roundabout facilities approximately 170m south from the current site), occasional gaps were created to assist with right turning traffic movements.
- Despite a gap being formed from northbound traffic from Richardson's Crescent, vehicles were unable to complete the right turning traffic movement from the minor road due to vehicle platooning from the intersection of Renwick Street and Carrington Road, further contributing to the delays of right turning movements.

	AM Peak (7:45am – 8:45am)	PM Peak (3:00pm – 4:00pm)
Richardson's Crescent Delay (seconds/vehicle) Level of Service	5.1 A	5.1 A
Carrington Road North Approach Delay (seconds/vehicle) Level of Service	4.4 A	4.8 A
Carrington Road West Approach Delay (seconds/vehicle) Level of Service	26.6 B	20.9 B

Table 2. Movement summary of existing conditions

1. **Proposal for a roundabout treatment**

In order to improve traffic flow for right-turning vehicle movements on Carrington Road onto Richardson's Crescent, a roundabout treatment could be considered to improve the situation. A concept plan showing the proposed roundabout can be seen in *Attachment 1* and further details of the SIDRA results can be seen in *Attachment 2***.** While the SIDRA results in *table 3* indicate an improvement to the road network, at present, Council officers cannot support a roundabout at this location due to the following reasons:

- This location does not meet the warrants required for a roundabout treatment as specified by Austroads and Transport for NSW in terms of crashes and an equal distribution of traffic across all legs of the junction;
- As observed onsite, the through lanes at each approach provides an approximate width of 6.7m each which is capable of facilitating two-lane traffic and is consistent with onsite investigations. The swept paths indicate that the intersection does not provide enough width for a two-lane roundabout to effectively circulate traffic from all vehicle lanes and would require wider kerb blisters to be installed to restrict the roundabout to single lane traffic only;
- Installation costs for the roundabout being approximately $150,000.

	AM Peak (7:45am – 8:45am)	PM Peak (3:00pm – 4:00pm)
Richardson's Crescent Delay (seconds/vehicle) Level of Service	 7.2 A	 7.7 A
Carrington Road North Approach Delay (seconds/vehicle) Level of Service	 9.6 A	 8.9 A
Carrington Road West Approach Delay (seconds/vehicle) Level of Service	 11.1 A	 9.8 A

Table 3. Projected conditions of the intersection with a roundabout proposal.

Option A: Roundabout treatment	
Advantages	**Disadvantages**
• Improves traffic safety and allows for right-turning movements to efficiently turn into the major carriageway. • No loss of on-street parking spaces • Reduced likelihood of potential collision points and accidents • Acts as a traffic calming device	• Cost of installation is high • Traffic on the major route will have increased delays and a lower level of service • Reduced sight visibility of the potential pedestrians and cyclists utilizing the existing refuges on Carrington Road. • Road curvature limits sight visibility of motorists from Renwick Street.

Table 4. Advantages and disadvantages of a roundabout treatment

Warrants for a roundabout

According to TfNSW guidelines, roundabouts are generally 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 this junction, it cannot be used as justification for such treatments as Council can only use recorded data provided by TfNSW which at this time has recorded a rear end accident with a minor injury in 2021.

In accordance with the Austroads Guide to Traffic Management Part 8 – Local Area Traffic Management (LATM), apart from the crash history, it is also noted that traffic volume data is an important factor to consider when investigating the feasibility of a roundabout treatment at an intersection. The Austroads guide states that a suitable intersection should ideally have approximately equal traffic flow from all approaches and be local streets in residential areas that have a high volume of unnecessary through traffic.

Accordingly, in conjunction with the lack of traffic accidents as well as the intersection counts in figure 2 which indicate an unequal amount of traffic volumes across all legs of the intersection, the warrants for a roundabout to be installed at this intersection have not been met. Should traffic volumes and the number of traffic accidents increase at

this junction, a roundabout could be considered as a traffic management treatment in the future.

2. **Proposal for a seagull treatment**

As the proposed roundabout treatment does not meet the required warrants by Transport for NSW and Austroads, an alternative proposed traffic treatment that could be considered at this intersection is a seagull treatment. A seagull treatment is typically used at intersections where the right turning traffic movements of a minor road experiences delays due to high traffic volumes experienced on the major route.

Typically, in a seagull treatment, there are two designs depending on the number of right-turning vehicles at an intersection. In this context where the right turning movements is relatively low compared to the high traffic volumes of a major road, a two-staged crossing treatment is preferred and has been proposed. This involves storing up to two (2) standard B85 vehicles along a median which would merge with through traffic where available. A concept plan and a swept path analysis of the proposed seagull treatment can be seen in *Attachments 3 and 4.*

In comparison to the existing intersection conditions modelled in SIDRA, the modelled seagull treatment in SIDRA is evidenced to also improve the conditions and level of service of the road network as seen in *Attachment 5.* Since the seagull treatment operates similarly to the roundabout treatment, Council officers are more supportive of this traffic treatment proposal due to the lower installation costs of approximately $30,000 and the intersection meeting the warrants for a seagull treatment. Additionally, if there are future developments with large volumes of traffic generation in the South Marrickville Area, the seagull treatment can easily be removed to allow for alternative and improved traffic treatments.

	AM Peak (7:45am – 8:45am)	PM Peak (3:00pm – 4:00pm)
Richardson's Crescent		
Delay (seconds/vehicle)	5.2	5.4
Level of Service	A	A
Carrington Road North Approach		
Delay (seconds/vehicle)	5.8	5.9
Level of Service	A	A
Carrington Road West Approach		
Delay (seconds/vehicle)	13.2	10.8
Level of Service	A	A

Table 5. Projected conditions of the intersection with a seagull treatment

Warrants for a seagull treatment

According to the Austroads Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings, seagull treatments are generally only provided at T-intersections where right-turning traffic from a minor road would be delayed for extended periods due to the small number of coincident gaps on the major road. Notwithstanding, the decision to implement a seagull treatment should be based on traffic analysis that demonstrates that the treatment

would operate satisfactorily and be advantageous in terms of safety. Generally, roundabouts where it is warranted are preferred over seagull treatments.

Accordingly, a seagull treatment is appropriate where:

- A substantial volume of traffic turns right from a minor road of a T-intersection to the extent that a two-stage right-turn through a conventional median opening would not operate satisfactorily.
- Traffic turning right from the minor road has adequate gaps in traffic on the nearer carriageway and is able to merge satisfactorily with the traffic on the other carriageway.
- It is unlikely that an access from a major traffic generator will be proposed adjacent to the major and opposite the minor road.

It should be noted that the proposed seagull treatment is located on a curve. According to Austroads, "where possible, overtaking lanes should be located so that merge tapers are not located on curves. Where this is not possible, care should be exercised with the location design of all merging tapers to ensure that there is adequate sight distance for the approaching driver to comprehend the existence of the merge and its geometry."

An analysis into the road geometry and sight distance indicates that vehicles on the bend of Carrington Road provides a line of sight of 6.5m and an overall sight distance of 40m to the vehicles on the merging lane of the seagull treatment and is therefore compliant with the Austroads design guidelines for a geometric design.

Option B: Seagull treatment at the junction of Richardson's Crescent and Carrington Road	
Advantages	**Disadvantages**
• Enables right-turning traffic from Carrington Road to merge onto Richardson's Crescent without extensive delays. • No loss of on-street parking spaces • Speeds may reduce as a result of the seagull treatment due to the introduction of a merging lane. • Low cost of installation and maintenance	• Implementation of a seagull treatment may confuse road users • Increased likelihood of vehicle side swiping • Could lead to reduced vehicle visibility

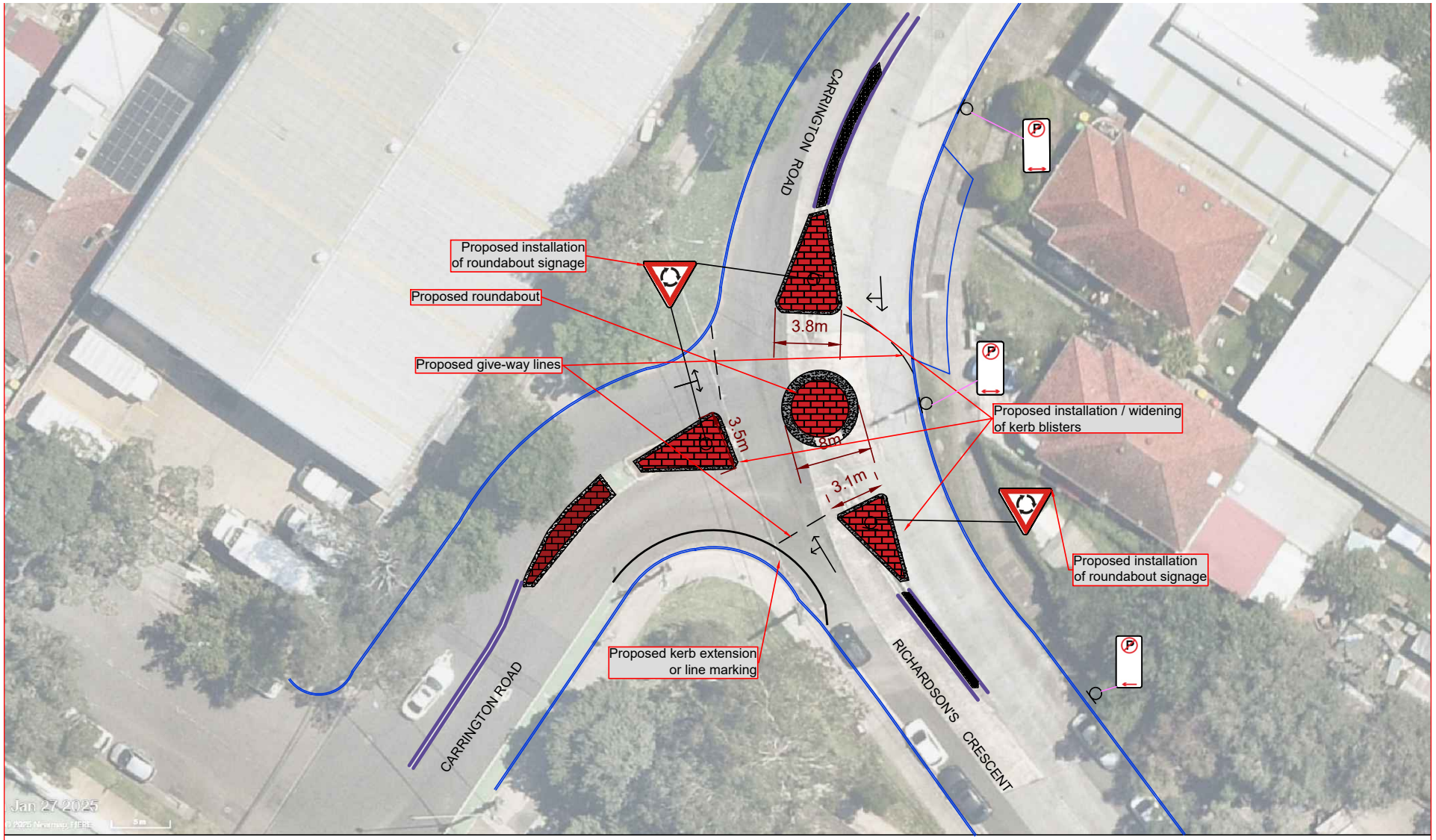
Table 6. Advantages and disadvantages of a seagull treatment

CONCLUSION

A feasibility analysis of the initially proposed roundabout treatment was carried out. Based on the traffic analysis within this report, the existing conditions of this intersection do not meet the required criteria to warrant the installation of a roundabout. However, while the existing conditions indicate that no further traffic management devices would be required at this intersection at this stage, as an alternative which would assist motorist in exiting Carrington Road right into Richardson Crescent is a Seagull Island treatment. This would be a lower cost solution which would provide similar efficiency benefits for right turning vehicles as a roundabout. It is recommended that the treatments within this report be received and noted.

ATTACHMENTS

1.⇩ Richardson's Crescent, Carrington Road - Concept of Proposed Roundabout
2.⇩ Projected SIDRA Conditions - Proposed Roundabout Treatment
3.⇩ Richardson's Crescent, Carrington Road - Concept of Proposed Seagull Treatment
4.⇩ Proposed Seagull Treatment - Swept Path
5.⇩ Projected SIDRA Conditions - Proposed Seagull Treatment



CHECKED & APPROVED	SURVEYED BY	INNER WEST	SURV. DATA	COORDINATE SYSTEM	CONCEPT DESIGN
APPROVED FOR CONSTRUCTION	DESIGNED BY	2-14 FISHER STREET, PETERSHAM NSW 2049 Ph: 02) 9392 5000 Post: PO Box 14 PETERSHAM e) council@innerwest.nsw.gov.au Web: https://www.innerwest.nsw.gov.au	DATE R.O.L. / SHELL PIPELINES SYDNEY WATER TELSTRA / OPTUS AUSGRID NOTICE OF ENTRY KERB & GUTTER NOTICES	SCALES (ORIGINAL A1) 1:100	PROPOSED ROUNDABOUT SWEPT PATH RICHARDSON'S CRESCENT, MARRICKVILLE
	DRAWN BY DL		DATE	REV. DATE DESCRIPTION APPROV.	PROJECT NO. SHEET NO. 1 of 1 PLAN NO. SHEET REV #

MOVEMENT SUMMARY

Site: 101 [Richardson's Crescent / Carrington Road - AM Peak (Site Folder: Proposed 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 [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Richardson's Crescent															
21a	L1	All MCs	81	5.0	81	5.0	0.385	4.4	LOS A	3.1	22.4	0.15	0.58	0.15	52.0
23a	R1	All MCs	494	5.0	494	5.0	0.385	7.2	LOS A	3.1	22.4	0.15	0.58	0.15	51.3
Approach			575	5.0	575	5.0	0.385	6.8	LOS A	3.1	22.4	0.15	0.58	0.15	51.4
North: Carrington Road															
7a	L1	All MCs	377	5.0	377	5.0	0.392	6.0	LOS A	2.8	20.3	0.55	0.57	0.55	52.3
9	R2	All MCs	20	5.0	20	5.0	0.392	9.6	LOS A	2.8	20.3	0.55	0.57	0.55	51.6
Approach			397	5.0	397	5.0	0.392	6.2	LOS A	2.8	20.3	0.55	0.57	0.55	52.3
West: Carrington Road															
10	L2	All MCs	84	5.0	84	5.0	0.376	8.8	LOS A	2.3	16.7	0.68	0.72	0.68	49.4
12a	R1	All MCs	216	5.0	216	5.0	0.376	11.1	LOS A	2.3	16.7	0.68	0.72	0.68	49.1
Approach			300	5.0	300	5.0	0.376	10.5	LOS A	2.3	16.7	0.68	0.72	0.68	49.1
All Vehicles			1272	5.0	1272	5.0	0.392	7.5	LOS A	3.1	22.4	0.40	0.61	0.40	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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MOVEMENT SUMMARY

Site: 101 [Richardson's Crescent / Carrington Road - PM Peak (Site Folder: Proposed 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 [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Richardson's Crescent															
21a	L1	All MCs	123	5.0	123	5.0	0.388	4.8	LOS A	2.9	20.9	0.29	0.56	0.29	51.8
23a	R1	All MCs	398	5.0	398	5.0	0.388	7.7	LOS A	2.9	20.9	0.29	0.56	0.29	51.1
Approach			521	5.0	521	5.0	0.388	7.0	LOS A	2.9	20.9	0.29	0.56	0.29	51.3
North: Carrington Road															
7a	L1	All MCs	475	5.0	475	5.0	0.440	5.3	LOS A	3.4	25.2	0.43	0.51	0.43	52.5
9	R2	All MCs	64	5.0	64	5.0	0.440	8.9	LOS A	3.4	25.2	0.43	0.51	0.43	51.8
Approach			539	5.0	539	5.0	0.440	5.7	LOS A	3.4	25.2	0.43	0.51	0.43	52.4
West: Carrington Road															
10	L2	All MCs	46	5.0	46	5.0	0.184	7.2	LOS A	1.0	7.4	0.56	0.67	0.56	50.4
12a	R1	All MCs	117	5.0	117	5.0	0.184	9.8	LOS A	1.0	7.4	0.56	0.67	0.56	50.1
Approach			163	5.0	163	5.0	0.184	9.0	LOS A	1.0	7.4	0.56	0.67	0.56	50.2
All Vehicles			1223	5.0	1223	5.0	0.440	6.7	LOS A	3.4	25.2	0.39	0.55	0.39	51.6

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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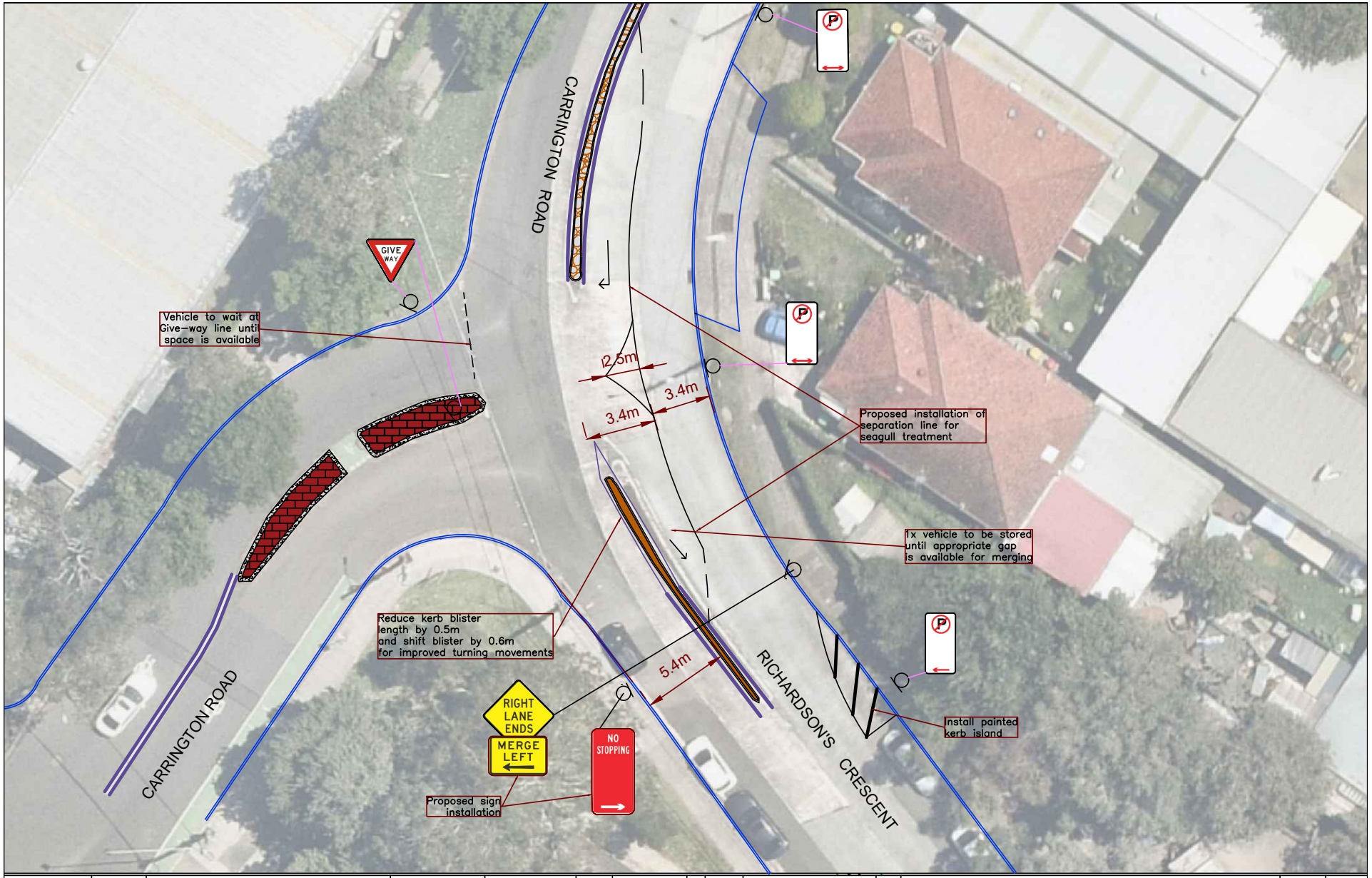
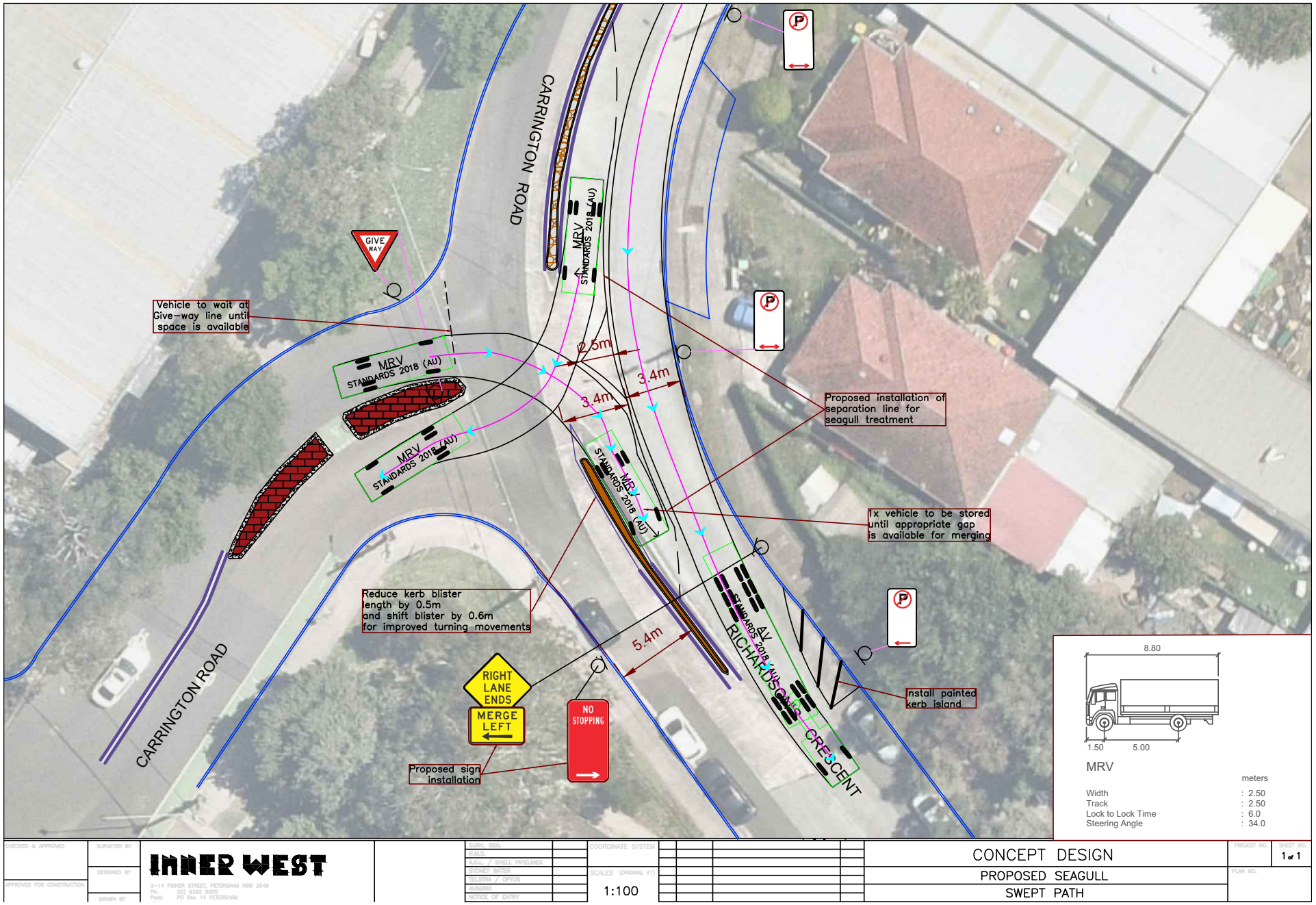


CHECKED & APPROVED	SURVEYED BY	INNER WEST	COORDINATE SYSTEM	CONCEPT DESIGN	PROJECT NO. / SHEET NO. 1 of 1
APPROVED FOR CONSTRUCTION	DESIGNED BY	2-14 FISHER STREET, PETERSHAM NSW 2049 Ph: 02) 9392 5000 Post: PO Box 14 PETERSHAM e) council@innerwest.nsw.gov.au Web: https://www.innerwest.nsw.gov.au	SCALES (ORIGINAL A1) 1:100	PROPOSED SEAGULL SWEPT PATH	PLAN NO.
	DRAWN BY DL		SURV. DEPT. / T.O.C. / SHELL PIPELINES / SYDNEY WATER / TELSTRA / OPTUS / ENDEAVOUR / NOTICE OF ENTRY / KERB & GUTTER NOTICES	RICHARDSON'S CRESCENT, MARRICKVILLE	SHEET REV. #


CARRINGTON ROAD
GIVE WAY
Vehicle to wait at Give-way line until space is available
MRV STANDARDS 2018 (AU)
2.5m
3.4m
3.4m
Proposed installation of separation line for seagull treatment
1x vehicle to be stored until appropriate gap is available for merging
Reduce kerb blister length by 0.5m and shift blister by 0.6m for improved turning movements
5.4m
RIGHT LANE ENDS
MERGE LEFT
NO STOPPING
Proposed sign installation
AV STANDARDS 2018 (AU)
RICHARDSON CRESCENT
Install painted kerb island
CARRINGTON ROAD
8.80
1.50
5.00
MRV
meters
Width : 2.50
Track : 2.50
Lock to Lock Time : 6.0
Steering Angle : 34.0
INNER WEST
CONCEPT DESIGN
PROPOSED SEAGULL
SWEPT PATH
1:100
1 of 1

MOVEMENT SUMMARY

Site: 101 [Richardson's Crescent / Carrington Road - AM Peak (Site Folder: Proposed Seagull)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

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

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Richardson's Crescent															
21a	L1	All MCs	81	5.0	81	5.0	0.330	5.2	LOS A	2.1	15.0	0.11	0.53	0.11	52.8
23a	R1	All MCs	494	5.0	494	5.0	0.330	4.9	LOS A	2.1	15.0	0.11	0.53	0.11	52.9
Approach			575	5.0	575	5.0	0.330	5.0	NA	2.1	15.0	0.11	0.53	0.11	52.9
North: Carrington Road															
7a	L1	All MCs	377	5.0	377	5.0	0.204	5.2	LOS A	0.0	0.0	0.00	0.58	0.00	52.8
9	R2	All MCs	20	5.0	20	5.0	0.012	5.8	LOS A	0.1	0.4	0.18	0.54	0.18	52.0
Approach			397	5.0	397	5.0	0.204	5.2	NA	0.1	0.4	0.01	0.57	0.01	52.8
West: Carrington Road															
10	L2	All MCs	84	5.0	84	5.0	0.414	7.9	LOS A	2.1	15.7	0.50	0.72	0.52	50.8
12a	R1	All MCs	216	5.0	216	5.0	0.414	13.2	LOS A	2.1	15.7	0.67	0.94	0.92	48.0
Approach			300	5.0	300	5.0	0.414	11.7	LOS A	2.1	15.7	0.62	0.87	0.81	48.8
All Vehicles			1272	5.0	1272	5.0	0.414	6.7	NA	2.1	15.7	0.20	0.63	0.24	51.8

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 [Richardson's Crescent / Carrington Road - PM Peak (Site Folder: Proposed Seagull)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

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

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Richardson's Crescent															
21a	L1	All MCs	123	5.0	123	5.0	0.307	5.4	LOS A	1.8	13.4	0.20	0.53	0.20	52.5
23a	R1	All MCs	398	5.0	398	5.0	0.307	5.1	LOS A	1.8	13.4	0.20	0.53	0.20	52.6
Approach			521	5.0	521	5.0	0.307	5.2	NA	1.8	13.4	0.20	0.53	0.20	52.6
North: Carrington Road															
7a	L1	All MCs	475	5.0	475	5.0	0.257	5.2	LOS A	0.0	0.0	0.00	0.58	0.00	52.8
9	R2	All MCs	64	5.0	64	5.0	0.041	5.9	LOS A	0.2	1.3	0.24	0.55	0.24	51.9
Approach			539	5.0	539	5.0	0.257	5.3	NA	0.2	1.3	0.03	0.57	0.03	52.7
West: Carrington Road															
10	L2	All MCs	46	5.0	46	5.0	0.208	7.2	LOS A	0.8	5.8	0.44	0.64	0.44	51.3
12a	R1	All MCs	117	5.0	117	5.0	0.208	10.8	LOS A	0.8	5.8	0.59	0.80	0.59	49.8
Approach			163	5.0	163	5.0	0.208	9.8	LOS A	0.8	5.8	0.54	0.75	0.54	50.2
All Vehicles			1223	5.0	1223	5.0	0.307	5.9	NA	1.8	13.4	0.17	0.58	0.17	52.3

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.

Organisation: INNER WEST COUNCIL | Licence: NETWORK / 1PC | Processed: Friday, 21 March 2025 4:12:09 PM
Project: \\iwc-file02.innerwest.nsw.gov.au\iwcfs$\Asset and Environment\RTSF\5 Traffic and Transport\Traffic South\Daniel\Projects\Richardson's Crescent, Marrickville - Proposed Roundabout\Richardson's Crescent and Carrington Road.sip9

Item No: **LTC0625(1) Item 2**

Subject: **SHEPHERD STREET AND CHAPEL STREET, MARRICKVILLE – PROPOSED TWO RAISED PEDESTRIAN CROSSINGS AND KERB EXTENSIONS - DESIGN PLAN 10339 (MIDJUBURI - MARRICKVILLE WARD / SUMMER HILL ELECTORATE / INNER WEST PAC)**

Prepared By: Jennifer Adams - Traffic Engineer

Authorised By: Sunny Jo - Acting Traffic and Transport Planning Manager

RECOMMENDATION

That the detailed design plan for the proposed raised pedestrian crossings in Shepherd Street and Chapel Street, Marrickville and associated signs and line markings (as per Design Plan No.10339) be APPROVED.

STRATEGIC OBJECTIVE

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

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

Council is planning to improve safety for pedestrians in Shepherd Street and Chapel Street, Marrickville by converting the 2 existing 'at-grade' pedestrian crossings to raised pedestrian crossings together with landscaped kerb blister islands. The proposal aims to improve pedestrian and motorist safety by better defining safe pedestrian crossing points; improve sight distances, reduce traffic speeds and conflicts with traffic movements at this location.

BACKGROUND

This report details the design plan for the pedestrian improvement works and its related consultation results. The works are expected to be undertaken during the 2024/2025 financial year, subject to final approvals, and budget allocations. Residents, businesses and other stakeholders will be notified prior to any work starts in the streets.

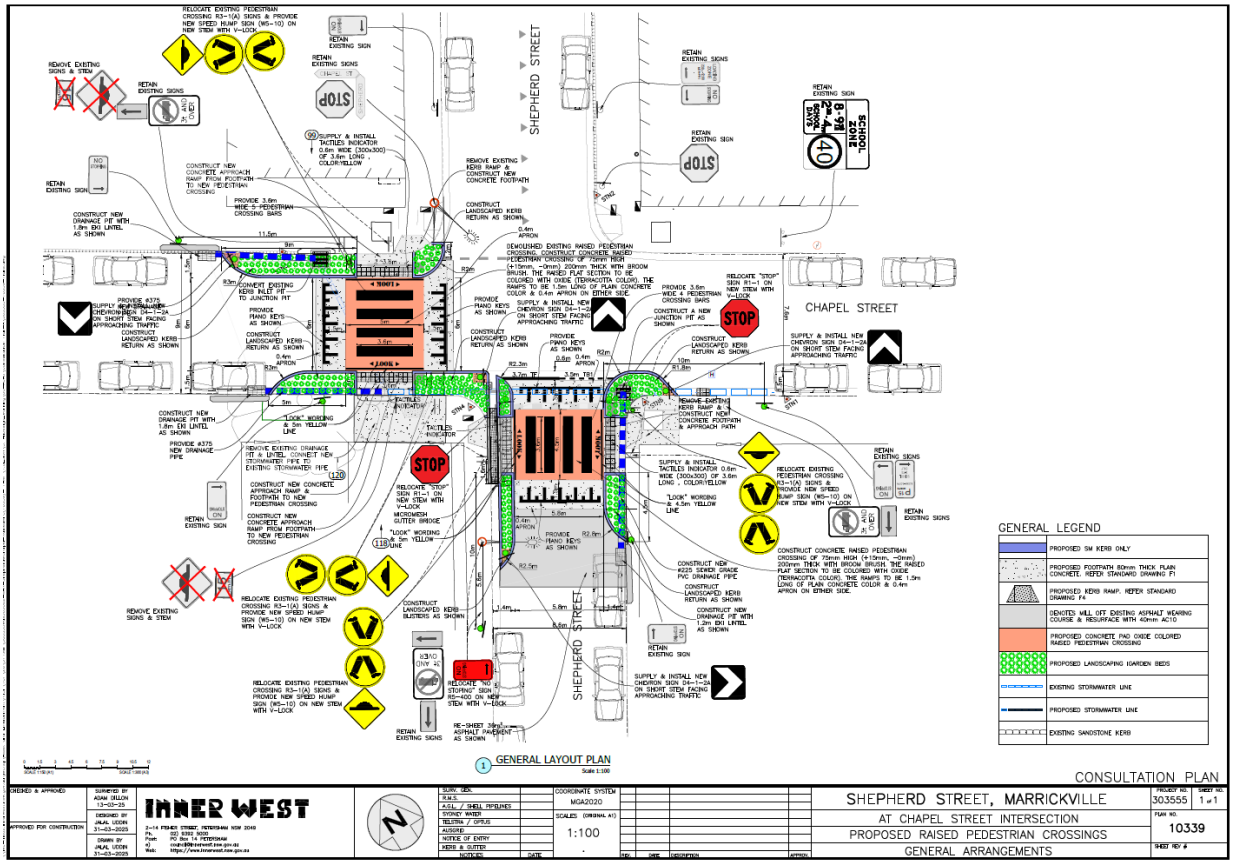
FINANCIAL IMPLICATIONS

The project is listed on Council's 2025/2026 Traffic Capital Program for construction and estimated cost is $190,000.

OTHER STAFF COMMENTS

The following works were proposed and are illustrated on the attached Consultation Plan (Plan No. 10339). The proposed works aims to improve pedestrian and motorist safety by better defining safe pedestrian crossing points; improving sight distances, reducing traffic speeds and conflicts with traffic movements at this location.

Specifically, the proposed scope of works includes the following:



Chapel Street

- Construct a new raised concrete pedestrian crossing, with cross over paths to provide safe access over existing the kerb and guttering to the new raised pedestrian crossing. Tactile indicators will also be provided either side of the new raised pedestrian crossing;
- Construct landscaped kerb blister islands on both sides of the road adjacent to the new raised pedestrian crossing. Landscaping to be suitable species of native grasses (subject to final design);
- Provide new stormwater drainage pits and pipes to cater for the stormwater flows towards the new raised pedestrian crossing;
- Reconstruct some sections of the concrete footpath with new concrete; and
- Install signage and line marking associated with the works as required and where shown on the Plan.

Shepherd Street

- Construct a new raised concrete pedestrian crossing, with cross over paths to provide safe access over the existing kerb and guttering to the new raised pedestrian crossing. Tactile indicators will also be provided either side of the new raised pedestrian crossing;
- Construct landscaped kerb blister islands on both sides of the road adjacent to the new raised pedestrian crossing. Landscaping to be suitable species of native grasses (subject to final design);
- Reconstruct some sections of the concrete footpath with new concrete
- Provide new stormwater drainage pits and pipes to cater for the stormwater flows towards the new raised pedestrian crossing;
- Resurface a small area of the road pavement on approach to the new raised pedestrian crossing;

- Adjust and relocate the existing “No Stopping’ and ‘Stop’ signs as shown on the plans to cater for the new raised pedestrian crossing and comply with minimum sight distance requirements (refer to Plans); and
- Install signage and line marking associated with the works as required and where shown on Plan.

The consultation Plan along with the turning path analysis are provided in the attachments at the end of this report.

Parking Changes
It is proposed to slightly adjust the existing “No Stopping” signage by approximately 2.1m on the south side of Shepherd Street to meet minimum requirements for pedestrian crossings. However, no existing on-street car parking spaces will be lost as a result of the proposed works.

Streetlighting
The existing flood lighting at the location is deemed adequate for the new raised pedestrian crossings. Therefore, no changes are proposed to the existing street lighting due to the works.

PUBLIC CONSULTATION

Consultation was conducted between 22 April 2025 and 16 May 2025. A letter along with a copy of the design plan was sent to residents / businesses in the immediate locality and also separately to Inner West Council Bike Group. A total of 32 letters were distributed.

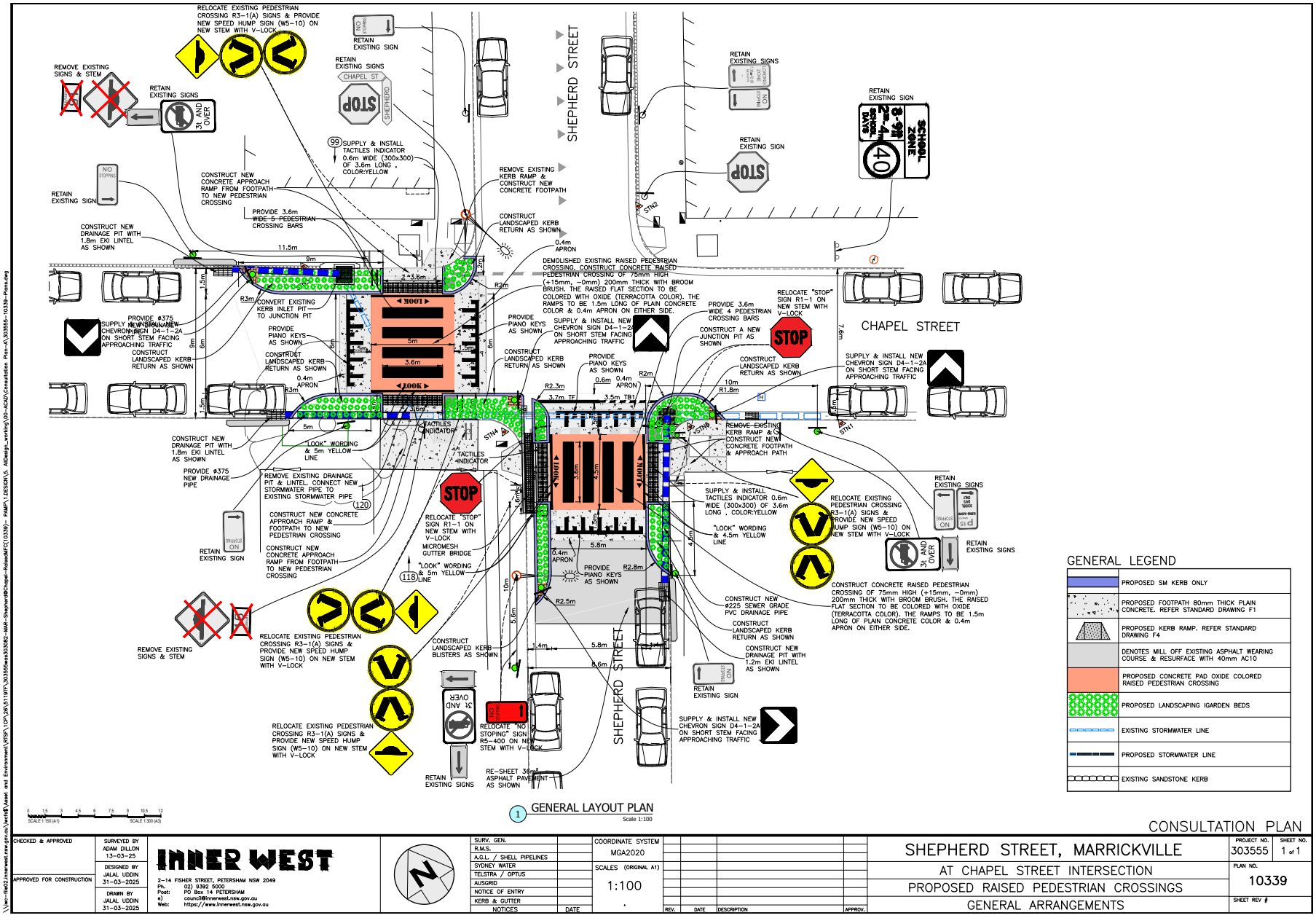
There were no responses.

CONCLUSION

It is recommended that the detailed design plan (10339) for the proposed new raised pedestrian crossings in Shepherd Street and Chapel Street, Marrickville (as shown in Attachment 1) be approved

ATTACHMENTS

1.⇩ 303555-10339-Consultation Plans Turning Path (002)


SHEPHERD STREET
CHAPEL STREET
SHEPHERD STREET
RETAIN EXISTING SIGN
RETAIN EXISTING SIGNS
REMOVE EXISTING SIGNS & STEM
RELOCATE EXISTING PEDESTRIAN CROSSING R3-1(A) SIGNS & PROVIDE NEW SPEED HUMP SIGN (W5-10) ON NEW STEM WITH V-LOCK
SUPPLY & INSTALL TACTILES INDICATOR 0.6m WIDE (300x300) OF 3.6m LONG , COLOR:YELLOW
CONSTRUCT NEW CONCRETE APPROACH RAMP FROM FOOTPATH TO NEW PEDESTRIAN CROSSING
PROVIDE 3.6m WIDE 5 PEDESTRIAN CROSSING BARS
CONSTRUCT LANDSCAPED KERB RETURN AS SHOWN
REMOVE EXISTING KERB RAMP & CONSTRUCT NEW CONCRETE FOOTPATH
CONSTRUCT NEW DRAINAGE PIT WITH 1.8m EKI LINTEL AS SHOWN
DEMOLISHED EXISTING RAISED PEDESTRIAN CROSSING. CONSTRUCT CONCRETE RAISED PEDESTRIAN CROSSING OF 75mm HIGH (+15mm, −0mm) 200mm THICK WITH BROOM BRUSH. THE RAISED FLAT SECTION TO BE COLORED WITH OXIDE (TERRACOTTA COLOR). THE RAMPS TO BE 1.5m LONG OF PLAIN CONCRETE COLOR & 0.4m APRON ON EITHER SIDE.
CONVERT EXISTING KERB INLET PIT TO JUNCTION PIT
PROVIDE PIANO KEYS AS SHOWN
SUPPLY & INSTALL NEW CHEVRON SIGN D4-1-2A ON SHORT STEM FACING APPROACHING TRAFFIC
PROVIDE 3.6m WIDE 4 PEDESTRIAN CROSSING BARS
RELOCATE "STOP" SIGN R1-1 ON NEW STEM WITH V-LOCK
CONSTRUCT A NEW JUNCTION PIT AS SHOWN
CONSTRUCT LANDSCAPED KERB RETURN AS SHOWN
"LOOK" WORDING & 5m YELLOW LINE
TACTILES INDICATOR
REMOVE EXISTING DRAINAGE PIT & LINTEL, CONNECT NEW STORMWATER PIPE TO EXISTING STORMWATER PIPE
PROVIDE ø375 NEW DRAINAGE PIPE
RELOCATE "STOP" SIGN R1-1 ON NEW STEM WITH V-LOCK
MICROMESH GUTTER BRIDGE
"LOOK" WORDING & 5m YELLOW LINE
SUPPLY & INSTALL TACTILES INDICATOR 0.6m WIDE (300x300) OF 3.6m LONG , COLOR:YELLOW
"LOOK" WORDING & 4.5m YELLOW LINE
RELOCATE EXISTING PEDESTRIAN CROSSING R3-1(A) SIGNS & PROVIDE NEW SPEED HUMP SIGN (W5-10) ON NEW STEM WITH V-LOCK
CONSTRUCT CONCRETE RAISED PEDESTRIAN CROSSING OF 75mm HIGH (+15mm, −0mm) 200mm THICK WITH BROOM BRUSH. THE RAISED FLAT SECTION TO BE COLORED WITH OXIDE (TERRACOTTA COLOR). THE RAMPS TO BE 1.5m LONG OF PLAIN CONCRETE COLOR & 0.4m APRON ON EITHER SIDE.
CONSTRUCT NEW #225 SEWER GRADE PVC DRAINAGE PIPE
CONSTRUCT LANDSCAPED KERB RETURN AS SHOWN
CONSTRUCT NEW DRAINAGE PIT WITH 1.2m EKI LINTEL AS SHOWN
CONSTRUCT LANDSCAPED KERB BLISTERS AS SHOWN
RELOCATE EXISTING PEDESTRIAN CROSSING R3-1(A) SIGNS & PROVIDE NEW SPEED HUMP SIGN (W5-10) ON NEW STEM WITH V-LOCK
RELOCATE EXISTING PEDESTRIAN CROSSING R3-1(A) SIGNS & PROVIDE NEW SPEED HUMP SIGN (W5-10) ON NEW STEM WITH V-LOCK
RELOCATE "NO STOPING" SIGN R5-400 ON NEW STEM WITH V-LOCK
RE-SHEET 30m² ASPHALT PAVEMENT AS SHOWN
SUPPLY & INSTALL NEW CHEVRON SIGN D4-1-2A ON SHORT STEM FACING APPROACHING TRAFFIC
REMOVE EXISTING KERB RAMP & CONSTRUCT NEW CONCRETE FOOTPATH & APPROACH PATH
RETAIN EXISTING SIGNS
GENERAL LEGEND
PROPOSED SM KERB ONLY
PROPOSED FOOTPATH 80mm THICK PLAIN CONCRETE. REFER STANDARD DRAWING F1
PROPOSED KERB RAMP. REFER STANDARD DRAWING F4
DENOTES MILL OFF EXISTING ASPHALT WEARING COURSE & RESURFACE WITH 40mm AC10
PROPOSED CONCRETE PAD OXIDE COLORED RAISED PEDESTRIAN CROSSING
PROPOSED LANDSCAPING IGARDEN BEDS
EXISTING STORMWATER LINE
PROPOSED STORMWATER LINE
EXISTING SANDSTONE KERB
1 GENERAL LAYOUT PLAN
Scale 1:100
CONSULTATION PLAN
CHECKED & APPROVED
APPROVED FOR CONSTRUCTION
SURVEYED BY ADAM DILLON 13-03-25
DESIGNED BY JALAL UDDIN 31-03-2025
DRAWN BY JALAL UDDIN 31-03-2025
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SURV. GEN.
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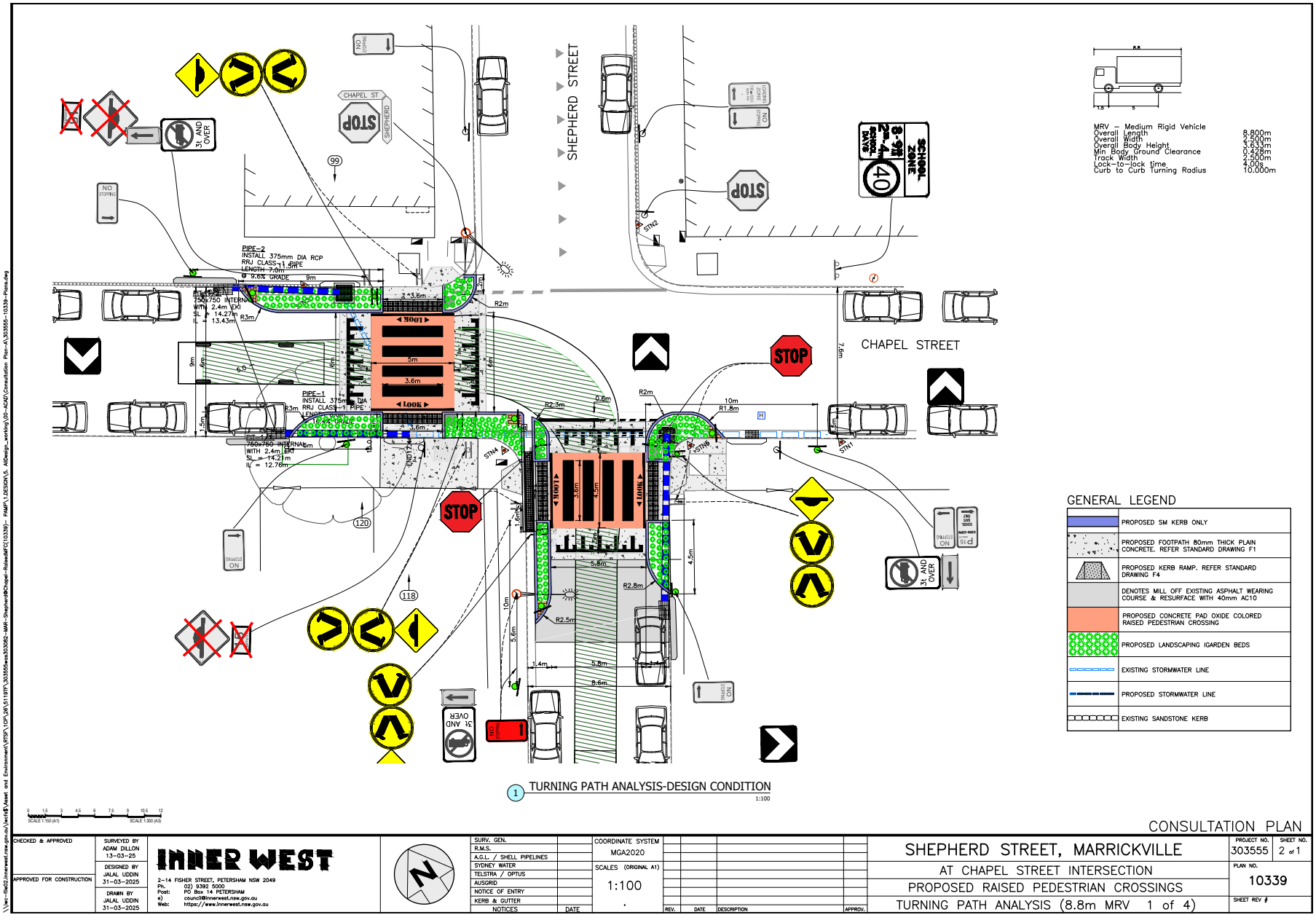
SYDNEY WATER
TELSTRA / OPTUS
AUSGRID
NOTICE OF ENTRY
KERB & GUTTER
NOTICES
DATE
COORDINATE SYSTEM MGA2020
SCALES (ORIGINAL A1) 1:100
REV. DATE DESCRIPTION APPROV.
SHEPHERD STREET, MARRICKVILLE
AT CHAPEL STREET INTERSECTION
PROPOSED RAISED PEDESTRIAN CROSSINGS
GENERAL ARRANGEMENTS
PROJECT NO. 303555
SHEET NO. 1 of 1
PLAN NO. 10339
SHEET REV #



1 TURNING PATH ANALYSIS-DESIGN CONDITION
1:100

MRV – Medium Rigid Vehicle

Overall Length	8.800m
Overall Width	2.500m
Overall Body Height	3.633m
Min Body Ground Clearance	0.428m
Track Width	2.500m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	10.000m

GENERAL LEGEND

	PROPOSED SM KERB ONLY
	PROPOSED FOOTPATH 80mm THICK PLAIN CONCRETE. REFER STANDARD DRAWING F1
	PROPOSED KERB RAMP. REFER STANDARD DRAWING F4
	DENOTES MILL OFF EXISTING ASPHALT WEARING COURSE & RESURFACE WITH 40mm AC10
	PROPOSED CONCRETE PAD OXIDE COLORED RAISED PEDESTRIAN CROSSING
	PROPOSED LANDSCAPING IGARDEN BEDS
	EXISTING STORMWATER LINE
	PROPOSED STORMWATER LINE
	EXISTING SANDSTONE KERB

CONSULTATION PLAN

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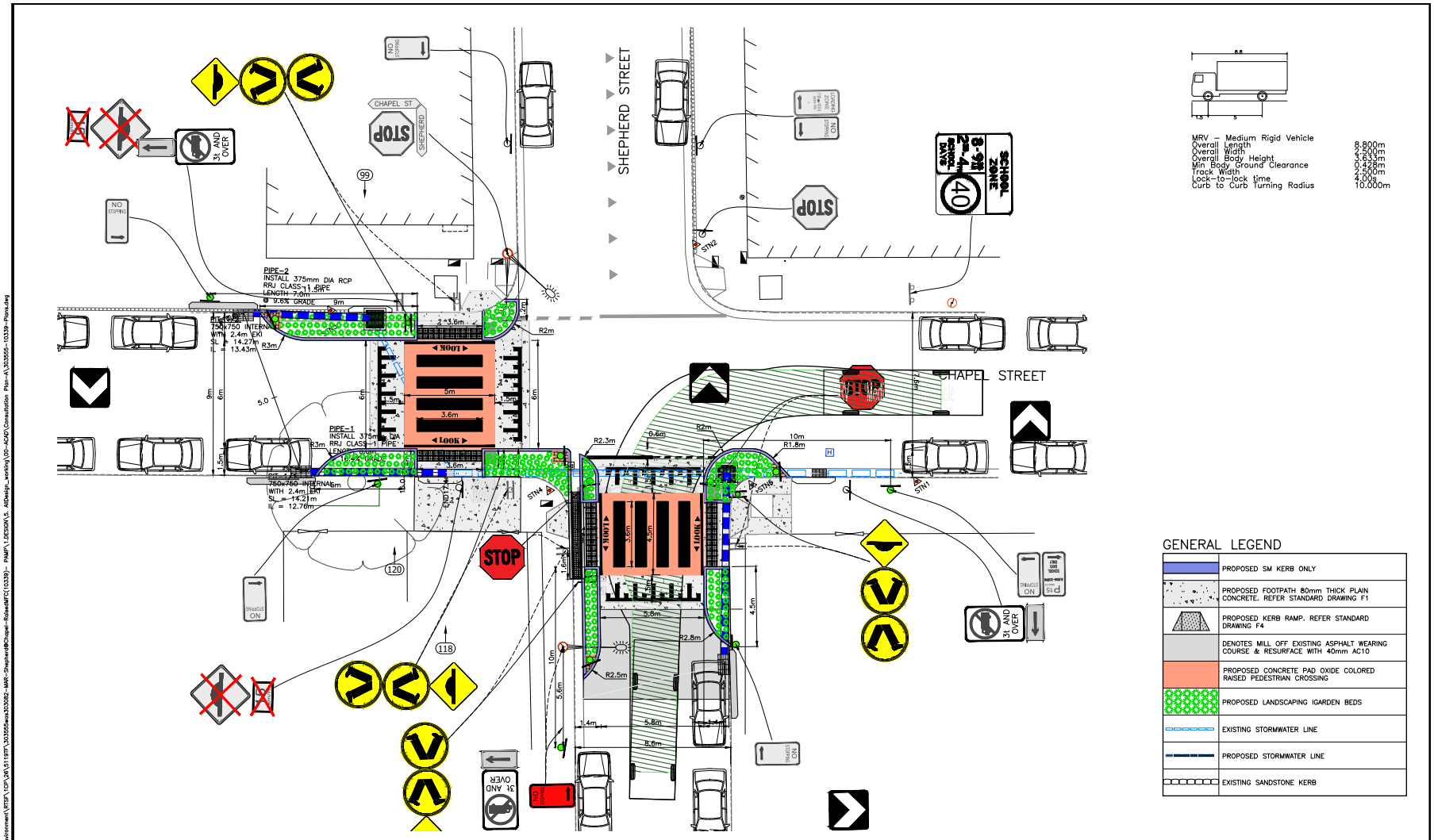
AUSGRID
NOTICE OF ENTRY
KERB & GUTTER
NOTICES DATE

COORDINATE SYSTEM MGA2020
SCALES (ORIGINAL A1) 1:100

REV. DATE DESCRIPTION APPROV.

SHEPHERD STREET, MARRICKVILLE
AT CHAPEL STREET INTERSECTION
PROPOSED RAISED PEDESTRIAN CROSSINGS
TURNING PATH ANALYSIS (8.8m MRV 1 of 4)

PROJECT NO. 303555
SHEET NO. 2 of 1
PLAN NO. 10339
SHEET REV #



MRV – Medium Rigid Vehicle

Overall Length	8.800m
Overall Width	2.500m
Overall Body Height	3.233m
Min Body Ground Clearance	0.428m
Track Width	2.500m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	10.000m

GENERAL LEGEND

	PROPOSED SM KERB ONLY
	PROPOSED FOOTPATH 80mm THICK PLAIN CONCRETE. REFER STANDARD DRAWING F1
	PROPOSED KERB RAMP. REFER STANDARD DRAWING F4
	DENOTES MILL OFF EXISTING ASPHALT WEARING COURSE & RESURFACE WITH 40mm AC10
	PROPOSED CONCRETE PAD OXIDE COLORED RAISED PEDESTRIAN CROSSING
	PROPOSED LANDSCAPING IGARDEN BEDS
	EXISTING STORMWATER LINE
	PROPOSED STORMWATER LINE
	EXISTING SANDSTONE KERB

2 TURNING PATH ANALYSIS-DESIGN CONDITION
1:100

CONSULTATION PLAN

CHECKED & APPROVED
APPROVED FOR CONSTRUCTION

SURVEYED BY ADAM DILLON 13-03-25
DESIGNED BY JALAL UDDIN 31-03-2025
DRAWN BY JALAL UDDIN 31-03-2025

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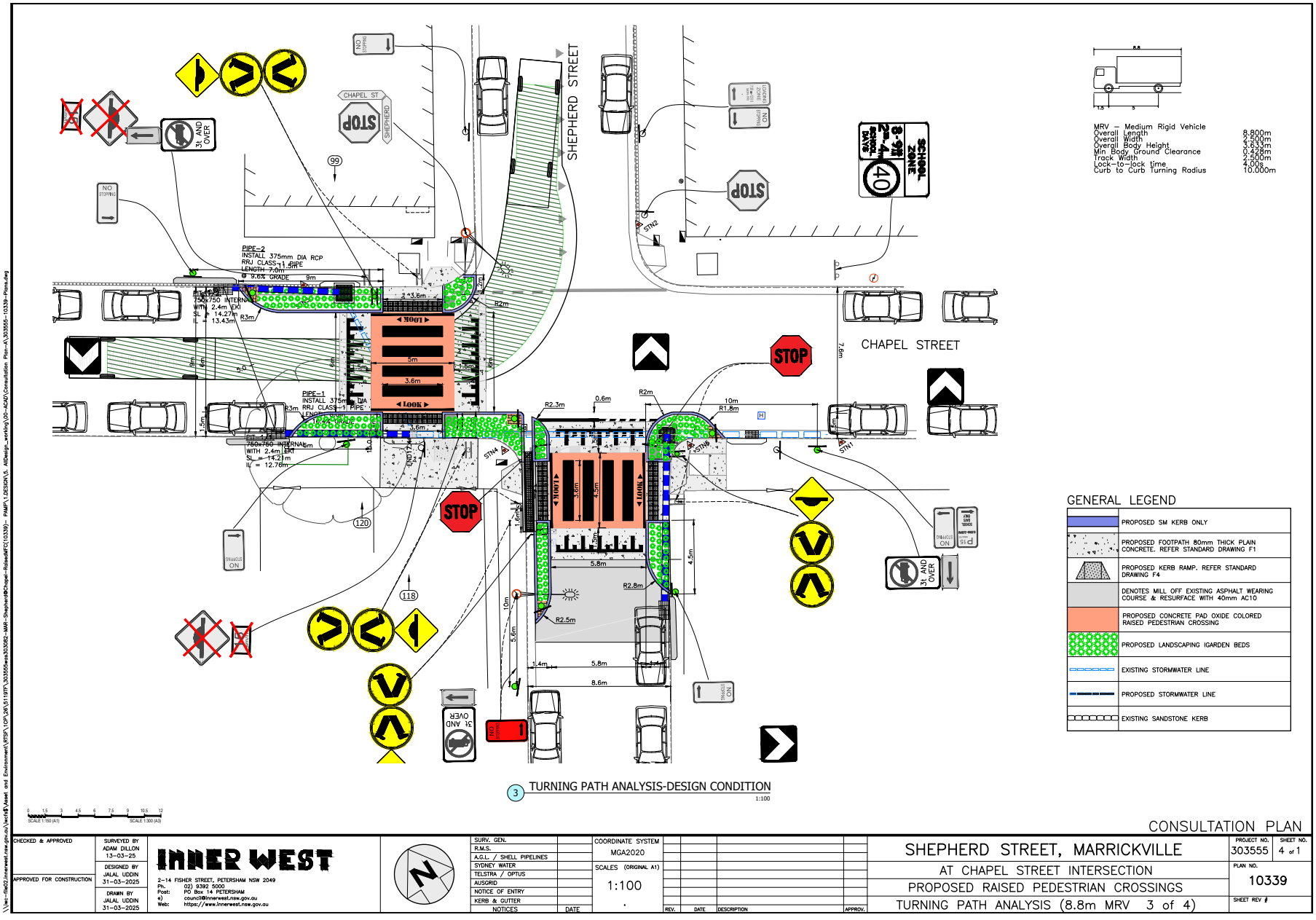
TELSTRA / OPTUS	
AUSGRID	
NOTICE OF ENTRY	
KERB & GUTTER	
NOTICES	DATE

COORDINATE SYSTEM MGA2020
SCALES (ORIGINAL A1) 1:100

REV.	DATE	DESCRIPTION	APPROV.

SHEPHERD STREET, MARRICKVILLE
AT CHAPEL STREET INTERSECTION
PROPOSED RAISED PEDESTRIAN CROSSINGS
TURNING PATH ANALYSIS (8.8m MRV 2 of 4)

PROJECT NO. 303555
SHEET NO. 3 of 1
PLAN NO. 10339
SHEET REV #



MRV – Medium Rigid Vehicle

Overall Length	8.800m
Overall Width	2.500m
Overall Body Height	3.633m
Min Body Ground Clearance	0.428m
Track Width	2.500m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	10.000m

GENERAL LEGEND

	PROPOSED SM KERB ONLY
	PROPOSED FOOTPATH 80mm THICK PLAIN CONCRETE. REFER STANDARD DRAWING F1
	PROPOSED KERB RAMP. REFER STANDARD DRAWING F4
	DENOTES MILL OFF EXISTING ASPHALT WEARING COURSE & RESURFACE WITH 40mm AC10
	PROPOSED CONCRETE PAD OXIDE COLORED RAISED PEDESTRIAN CROSSING
	PROPOSED LANDSCAPING IGARDEN BEDS
	EXISTING STORMWATER LINE
	PROPOSED STORMWATER LINE
	EXISTING SANDSTONE KERB

CONSULTATION PLAN

CHECKED & APPROVED

APPROVED FOR CONSTRUCTION

SURVEYED BY ADAM DILLON 13-03-25

DESIGNED BY JALAL UDDIN 31-03-2025

DRAWN BY JALAL UDDIN 31-03-2025

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NOTICES	DATE
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SYDNEY WATER	
TELSTRA / OPTUS	
AUSGRID	
NOTICE OF ENTRY	
KERB & GUTTER	

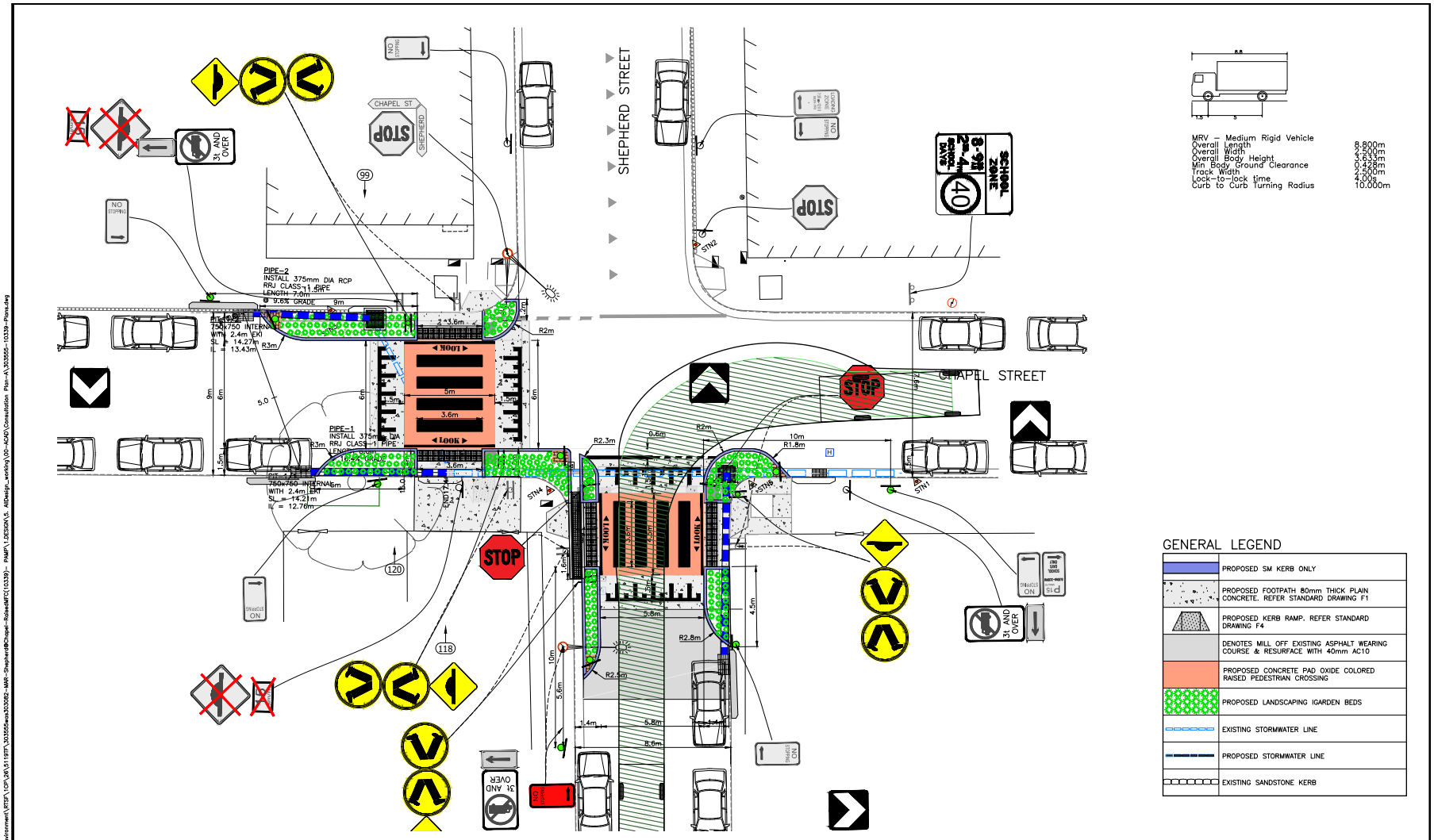
COORDINATE SYSTEM MGA2020

SCALES (ORIGINAL A1) 1:100

REV.	DATE	DESCRIPTION	APPROV.

SHEPHERD STREET, MARRICKVILLE
AT CHAPEL STREET INTERSECTION
PROPOSED RAISED PEDESTRIAN CROSSINGS
TURNING PATH ANALYSIS (8.8m MRV 3 of 4)

PROJECT NO. 303555
SHEET NO. 4 of 1
PLAN NO. 10339
SHEET REV #



4 TURNING PATH ANALYSIS-DESIGN CONDITION
1:100

CONSULTATION PLAN

CHECKED & APPROVED	SURVEYED BY ADAM DILLON 13-03-25	INNER WEST	SURV. GEN.		COORDINATE SYSTEM MGA2020				SHEPHERD STREET, MARRICKVILLE	PROJECT NO. 303555	SHEET NO. 5 of 1
APPROVED FOR CONSTRUCTION	DESIGNED BY JALAL UDDIN 31-03-2025	2-14 FISHER STREET, PETERSHAM NSW 2049	R.M.S.		SCALES (ORIGINAL A1) 1:100				AT CHAPEL STREET INTERSECTION	PLAN NO. 10339	
	DRAWN BY JALAL UDDIN 31-03-2025	Ph. 02) 9392 5000 Post: PO Box 14 PETERSHAM e) council@innerwest.nsw.gov.au Web: https://www.innerwest.nsw.gov.au	A.G.L. / SHELL PIPELINES						PROPOSED RAISED PEDESTRIAN CROSSINGS		
			SYDNEY WATER						TURNING PATH ANALYSIS (8.8m MRV 4 of 4)	SHEET REV #	
			TELSTRA / OPTUS								
			AUSGRID								
			NOTICE OF ENTRY								
			KERB & GUTTER								
			NOTICES	DATE		REV.	DATE	DESCRIPTION	APPROV.		

Item No: **LTC0625(1) Item 3**

Subject: **MCGILL STREET, LEWISHAM - PROPOSED SHARED ZONE (DAMUN-STANMORE WARD/NEWTOWN ELECTORATE/INNER WEST PAC)**

Prepared By: James Nguyen - Traffic Engineer

Authorised By: Sunny Jo - Acting Traffic and Transport Planning Manager

RECOMMENDATION

1. **That a Shared Zone on McGill Street between Old Canterbury Road and Hudson Street, Lewisham, as per plan no.10347, be supported in-principle and included in Council's Capital Works program subject to detailed design, support from Transport for NSW the community.**

2. **That the detailed design for the proposed Shared Zone in McGill Street, Lewisham 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

The adopted Inner West Council Pedestrian Access Management Plan (PAMP) recommends the investigation of a Shared Zone on McGill Street, Petersham, and pedestrian improvements at the intersection of Old Canterbury Road and Hudson Street. This report outlines further investigations completed along McGill Street and the nearby intersections, to assess the feasibility of the recommended treatments identified within the PAMP and develop them further. A concept plan has been developed proposing treatments which addresses some of these issues identified (some recommendations from the PAMP plan were unfeasible due to site constraints.

BACKGROUND

The adopted Inner West Council's PAMP in February 2022 recommends the investigation of a Shared Zone on McGill Street, Petersham. In addition, the PAMP has also identified crossing deficiencies on McGill Street at the intersection of Old Canterbury Road and Hudson Street.

DISCUSSION

McGill Street is approximately 6 metres wide and is a two-way street with parallel parking provided on both sides. Parking is staggered on the kerbside to allow a wider two-way through lane of approximately 4 metres. Whilst this is narrow for two-way movements, the traffic volumes on McGill Street are low and traffic flow impacts are considered low.

The street is located just north of Old Canterbury Road and south of the Lewisham West Light Rail station. The surrounding land use consists of medium to high density residential, and industrial buildings, and small businesses. McGill Street is a local street which provides access to residential and industrial buildings, including the Lewisham West Light Rail station.

Inner West Council's PAMP plan has identified the following deficiencies on McGill Street and is shown in *Figure 1* below:

1. Crossing deficiency with poor kerb ramp alignment on McGill Street at the intersection of Old Canterbury Road;
2. Crossing deficiency with poor kerb ramp alignment on the eastern side of McGill Street, south of Hudson Street;
3. Crossin deficiency with missing kerb ramp on the western side of McGill Street, south of Hudson Street; and
4. Missing footpath along McGill Street.

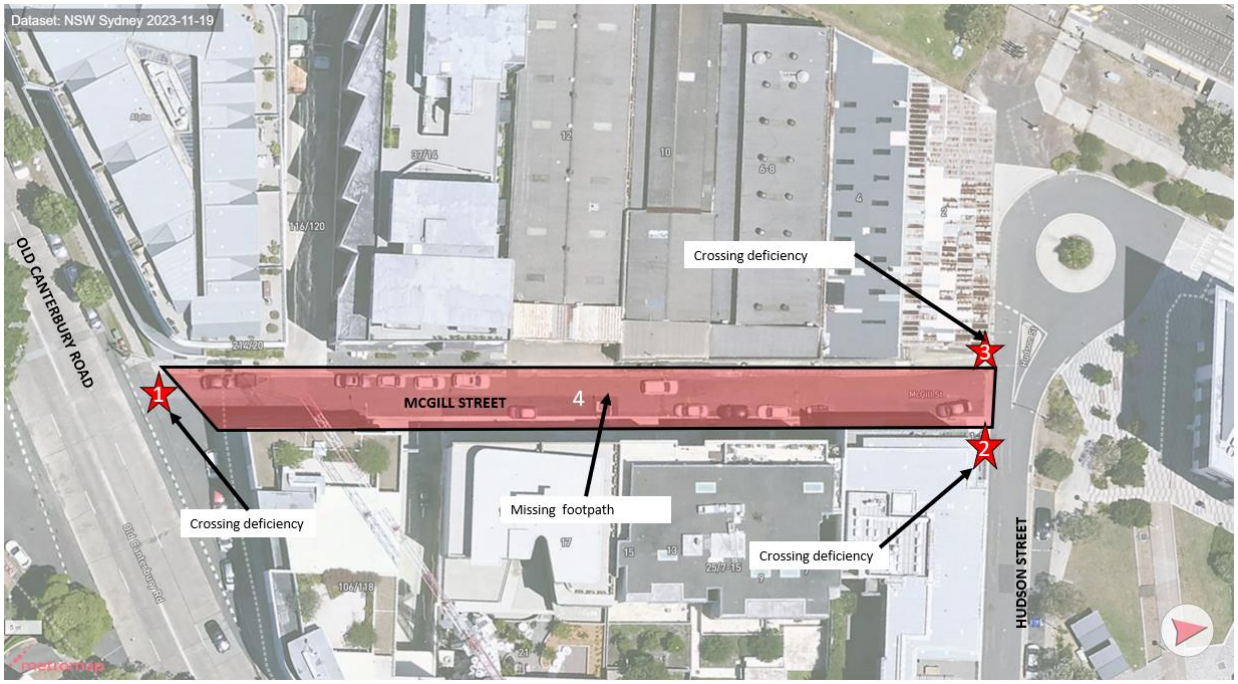


Figure 1 – McGill Street, Issues identified in the PAMP

Council has investigated these issues further and the findings are outlined below in *Figure 2* and *3* below:

- The kerb ramps at the intersection of McGill Street and Old Canterbury Road are poorly aligned, with a large crossing distance (11.0m) for pedestrians.
- There are no kerb ramps to assist pedestrians cross Hudson Street from the eastern side of McGill Street, south of Hudson Street.
- There is no setback from the existing building to facilitate a path or kerb ramp to provide a connection on the southern side of Hudson Street, west of McGill Street.
- The widths of the existing footpath on both sides of McGill Street vary, with the largest width being 1.4m, and the narrowest point being 0.8m. The reduction in footpath widths are due to existing service utility boxes and light poles that are located within the footpath which are cost prohibitive to relocate. Accordingly, the footpath width is less than the desirable minimum of 1.2 metres in some sections.

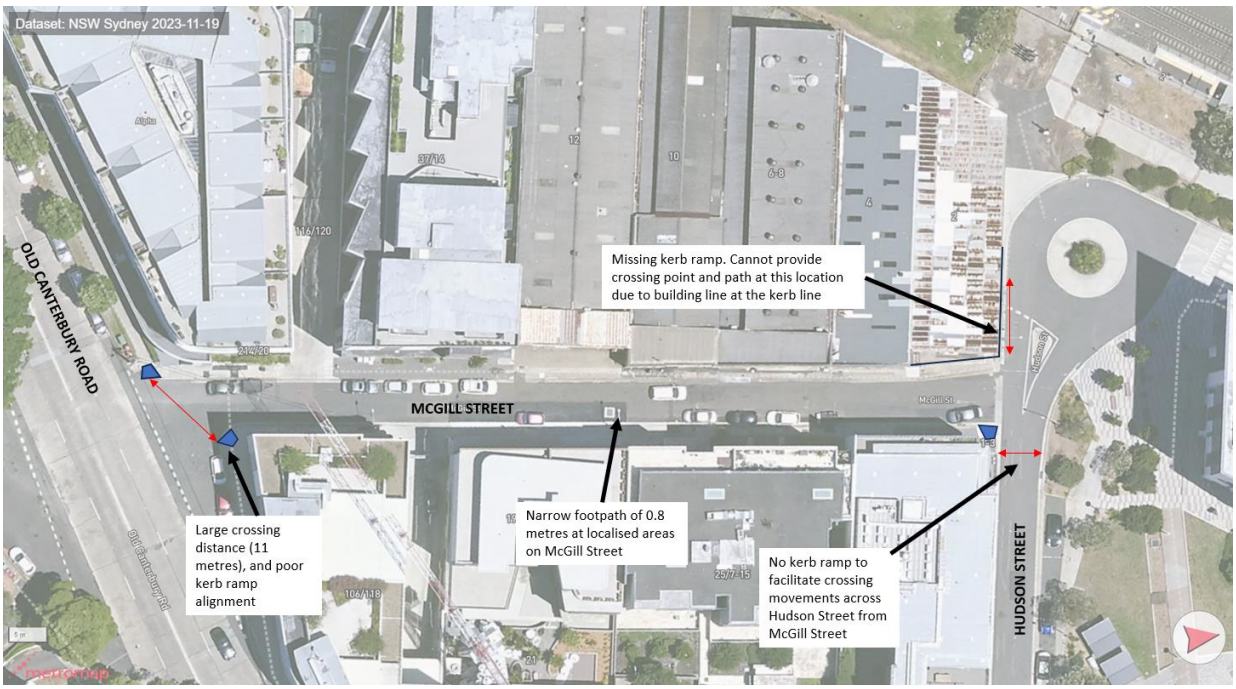


Figure 2 – McGill Street Site findings

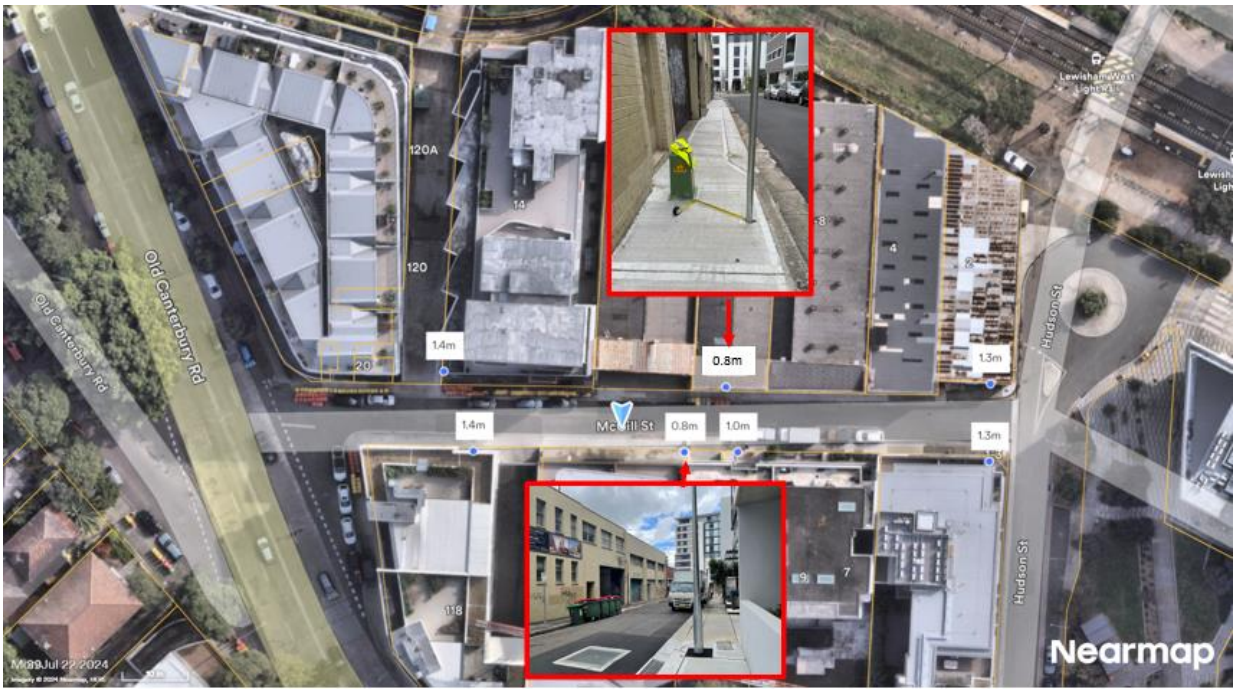


Figure 3 – McGill Street Footpath widths

Pedestrian crossing warrant assessment

Council officers have completed pedestrian and vehicle counts at the intersection of Old Canterbury Road and McGill Street to determine whether the pedestrian and vehicle volumes meet the minimum volumes required for consideration of a pedestrian crossing across McGill Street, just north of Old Canterbury Road. The results are presented in Table 1 below:

Table 1 - Pedestrian and vehicle movements across McGill Street, at Old Canterbury Road

Date	Time	Pedestrians (pedestrians per hour)	Vehicles (vehicles per hour)	Result
Wednesday 18 September 2024	8.15am-9.15am	64	111	• Vehicle volumes is less than the minimum 200 vehicles per hour warrant. • Pedestrian volumes exceeds the minimum 20 pedestrians per hour warrant
Tuesday 17 September 2024	4.30pm-5.30pm	112	130	• Vehicle volumes is less than the minimum 200 vehicles per hour warrant. • Pedestrian volumes exceeds the minimum 20 pedestrians per hour warrant

The recorded morning and evening peak hour volumes for vehicles is less than the 200 vehicles per hour required within Inner West Council's Pedestrian Crossing Warrant Policy.

Design proposal

Council officers have prepared a concept design to address the issues identified. The proposal consists of the following:

- Widen the existing footpath on the northern side of Old Canterbury Road, east of McGill Street and install a new kerb ramp. The existing parking spaces will be relocated to the northern side of Old Canterbury Road, east of McGill Street. It is proposed to install an edge line to clearly delineate the parking spaces and travel lane. The width of the parking spaces is approximately 2.3m.
- Install a raised Category 1 10km/h Shared Zone, with stamped asphalt pattern, and associated pavement line marking.
- New kerb ramps on Hudson Street, north of McGill Street.
- Line marking of existing parallel parking spaces within the proposed shared zone.
- Line marking to create five (5) new motorcycle parking spaces.

The following parking restrictions are also proposed as part of the proposal:

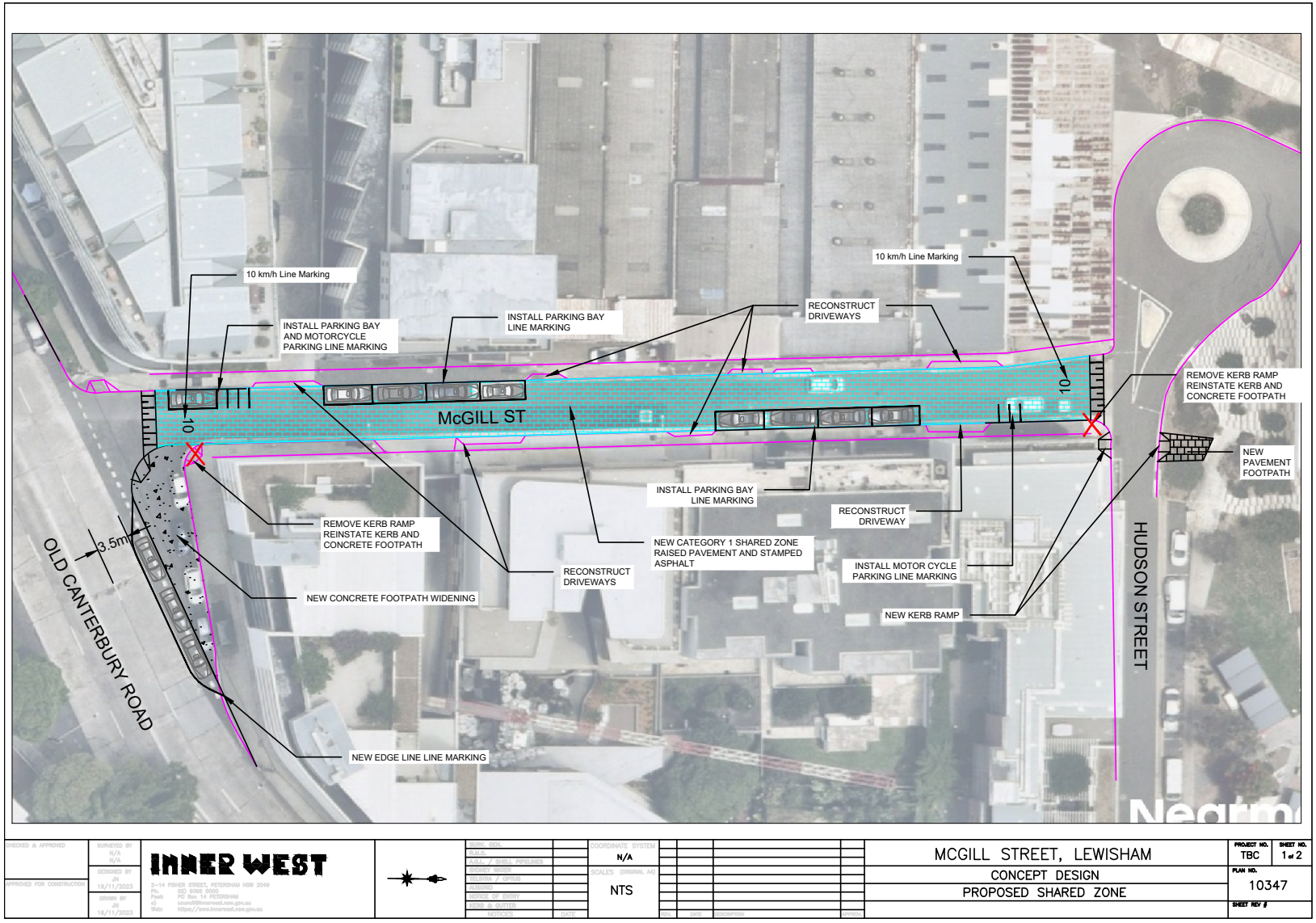
- 'No Stopping' restriction on the eastern side of McGill Street, north of Old Canterbury Road;
- Relocate the existing 'No Stopping' restriction on the eastern side of McGill Street, to extend the 'No Stopping' zone to 10m;
- 'P Motor Bikes Only' restrictions on the eastern side of McGill Street, south of Hudson Street; and
- 'P Motor Bikes Only' restrictions on the western side of McGill Street, north of Old Canterbury Road.

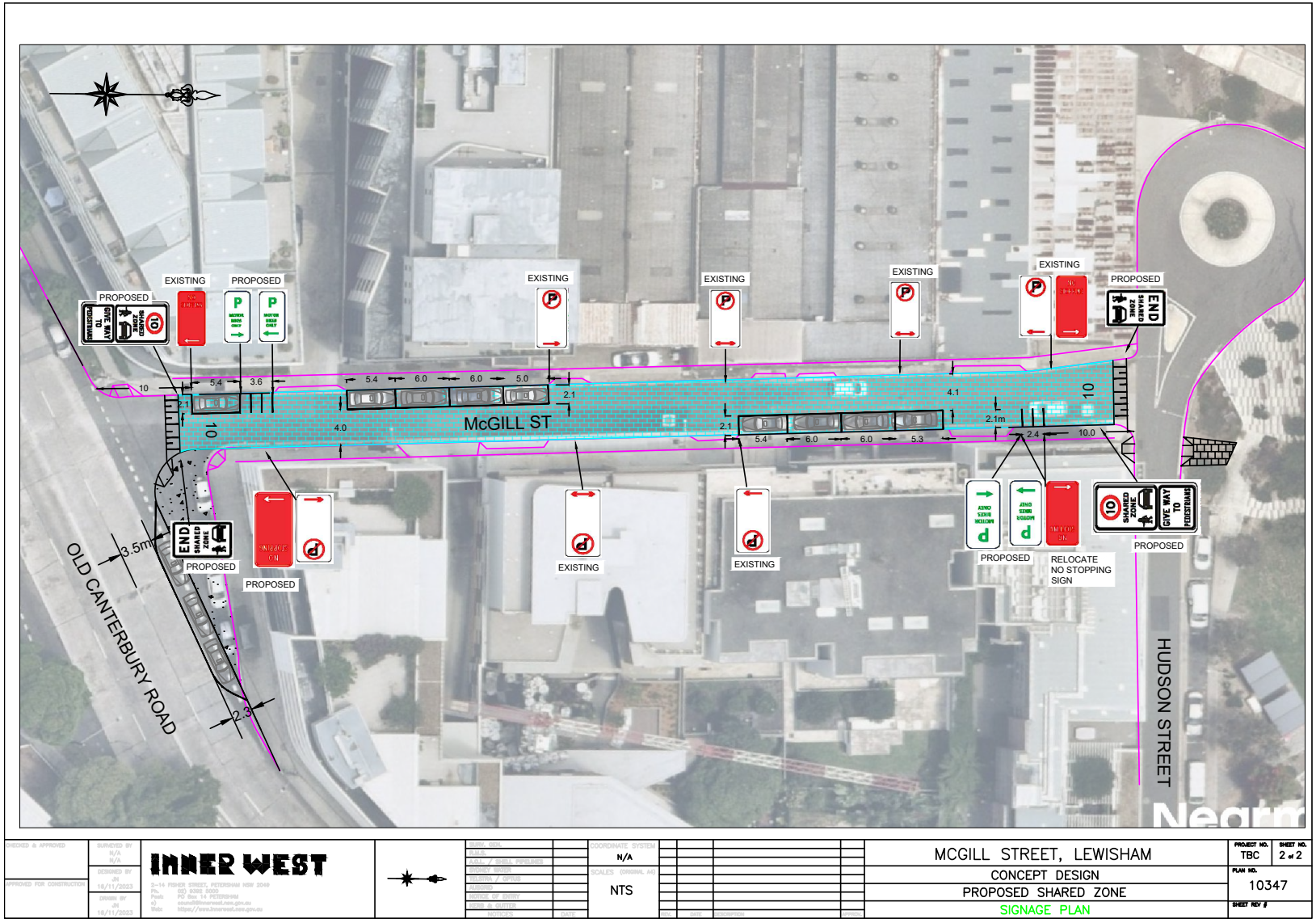
FINANCIAL IMPLICATIONS

A cost estimate and detailed design will be prepared during the design development of the proposal and referred to a future Local Traffic Committee meeting.

ATTACHMENTS

1.⇩ McGill Street Concept Plan
2.⇩ McGill Street Signage and line marking plan


10 km/h Line Marking
INSTALL PARKING BAY AND MOTORCYCLE PARKING LINE MARKING
INSTALL PARKING BAY LINE MARKING
RECONSTRUCT DRIVEWAYS
10 km/h Line Marking
McGILL ST
10
10
REMOVE KERB RAMP REINSTATE KERB AND CONCRETE FOOTPATH
NEW PAVEMENT FOOTPATH
INSTALL PARKING BAY LINE MARKING
RECONSTRUCT DRIVEWAY
REMOVE KERB RAMP REINSTATE KERB AND CONCRETE FOOTPATH
NEW CATEGORY 1 SHARED ZONE RAISED PAVEMENT AND STAMPED ASPHALT
INSTALL MOTOR CYCLE PARKING LINE MARKING
RECONSTRUCT DRIVEWAYS
NEW KERB RAMP
NEW CONCRETE FOOTPATH WIDENING
3.5m
OLD CANTERBURY ROAD
HUDSON STREET
NEW EDGE LINE LINE MARKING
INNER WEST
N/A
NTS
MCGILL STREET, LEWISHAM
CONCEPT DESIGN
PROPOSED SHARED ZONE
PROJECT NO. TBC
SHEET NO. 1 of 2
PLAN NO. 10347


McGILL ST
OLD CANTERBURY ROAD
HUDSON STREET
EXISTING
PROPOSED
RELOCATE NO STOPPING SIGN
3.5m
2.3
INNER WEST
MCGILL STREET, LEWISHAM
CONCEPT DESIGN
PROPOSED SHARED ZONE
SIGNAGE PLAN
NTS
N/A
TBC
2 of 2
10347

Item No: **LTC0625(1) Item 4**

Subject: **HOLBOROW STREET (AT LIVERPOOL ROAD), CROYDON.(DJARRAWUNANG-ASHFIELD WARD/SUMMER HILL ELECTORATE/BURWOOD PAC)**

Prepared By: Boris Muha - Traffic Engineer

Authorised By: Sunny Jo - Acting Traffic and Transport Planning Manager

RECOMMENDATION

That the detailed design plan (10329) for a proposed new landscaped kerb blister and extension re-alignment of the intersection of Holborow Street and Liverpool Road, Croydon, 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 has prepared a design plan to provide a new landscaped kerb blister and extension to re-align the intersection of Holborow Street and Liverpool Road, Croydon. The proposal aims to slow traffic and improve road safety for pedestrians and motorists at the intersection.

BACKGROUND

The proposal for kerb blister and extension re-alignment of the intersection is captured under Council's Pedestrian Access Mobility Plan (PAMP) to improve pedestrian cross-over facility and similarly aim to slow down and control traffic movement at the intersection.

DISCUSSION

The following information is provided in discussion.

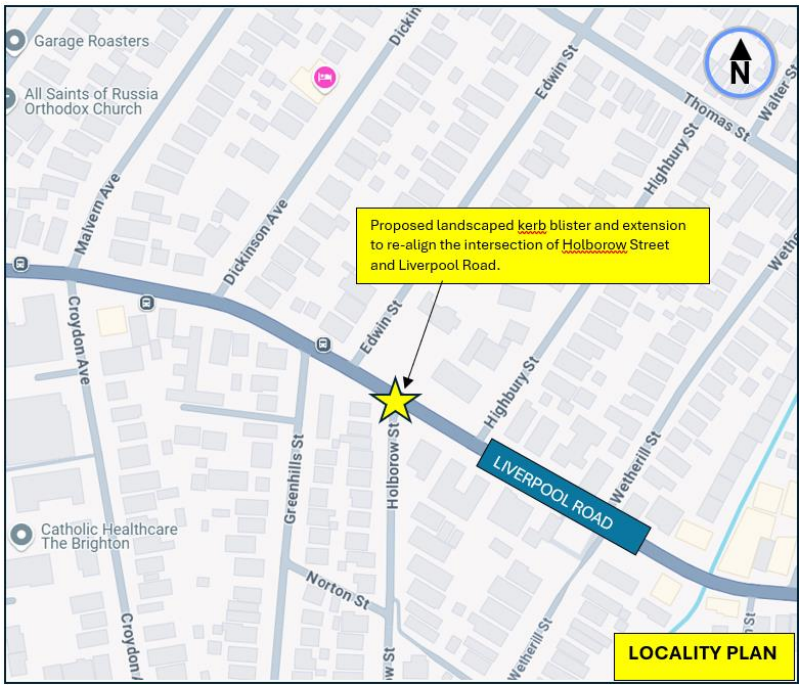


Figure 1. Locality Plan

Street Name	**Holborow Street**
Carriageway width (m) kerb to kerb	12.7
Carraigeway type	Two-way, one travel lane each direction.
Classification	Local
Speed Limit km/h	50
85th percentile speed km/h	49 (midblock-Arthur Street to Liverpool Road)
Vehicles per day (vpd)	700
TfNSW available reported crash history (last 5 years)	(1) x 2019- RUM 73, off right into object, near west of Holborow Street, vehicle travelling west in Liverpool Road. Non-casualty (2) x 2021- RUM 11, right far, vehicle turning right out of Holborow Street into vehicle heading east on Liverpool Road. Moderate injury.
Parking arrangements	Unrestricted parking both sides
Side intersecting street	Liverpool Road.

Table 1: Holborow Street Road Network Detail

The following works are proposed and are illustrated on the attached plan as shown in *Attachment 1*.

Holborow Street, Croydon (Plan No. 10329):

- Construct a new landscaped kerb blister (in front of 1 Holborow Street) with new concrete footpath and kerb ramp to reduce pedestrian crossover distance as shown in plan;
- Construct “gutter bridges” with heel safe grating to provide safe access over existing kerb and guttering to the new landscaped kerb blister (where required);
- Construct a new landscaped kerb extension (at Holborow Street frontage of 436 Liverpool Road) with new concrete footpath and kerb ramp to reduce pedestrian crossover distance as shown in plan;
- Construct new concrete gutter around new kerb extension (at Holborow Street frontage of 436 Liverpool Road) as shown in plan;
- Provide new edging treatment around an existing in-road street tree and landscape with groundcovers (where feasible);
- Resurface existing asphalt roadway as shown in plan;
- Install associated pavement line markings and signages as required.

A swept path analysis has been undertaken for both a service vehicle and garbage truck. Trucks of this size are permitted to turn left from the second lane of Liverpool Road under the road rules and can turn left out into the second lane of Liverpool Road. Trucks are shown to primarily turn in and out of Holborow Street from the correct side of the road.

This proposal will not result in the loss of any on-street parking spaces, except during construction where some street parking may be affected temporarily.

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 $68,200.

CONSULTATION

A letter outlining the proposal was mailed out to (6) properties (30 letters), in Holborow Street and Liverpool Road, Croydon. (see also map of consultation area *Figure 2*).

Figure 2- Consultation Area

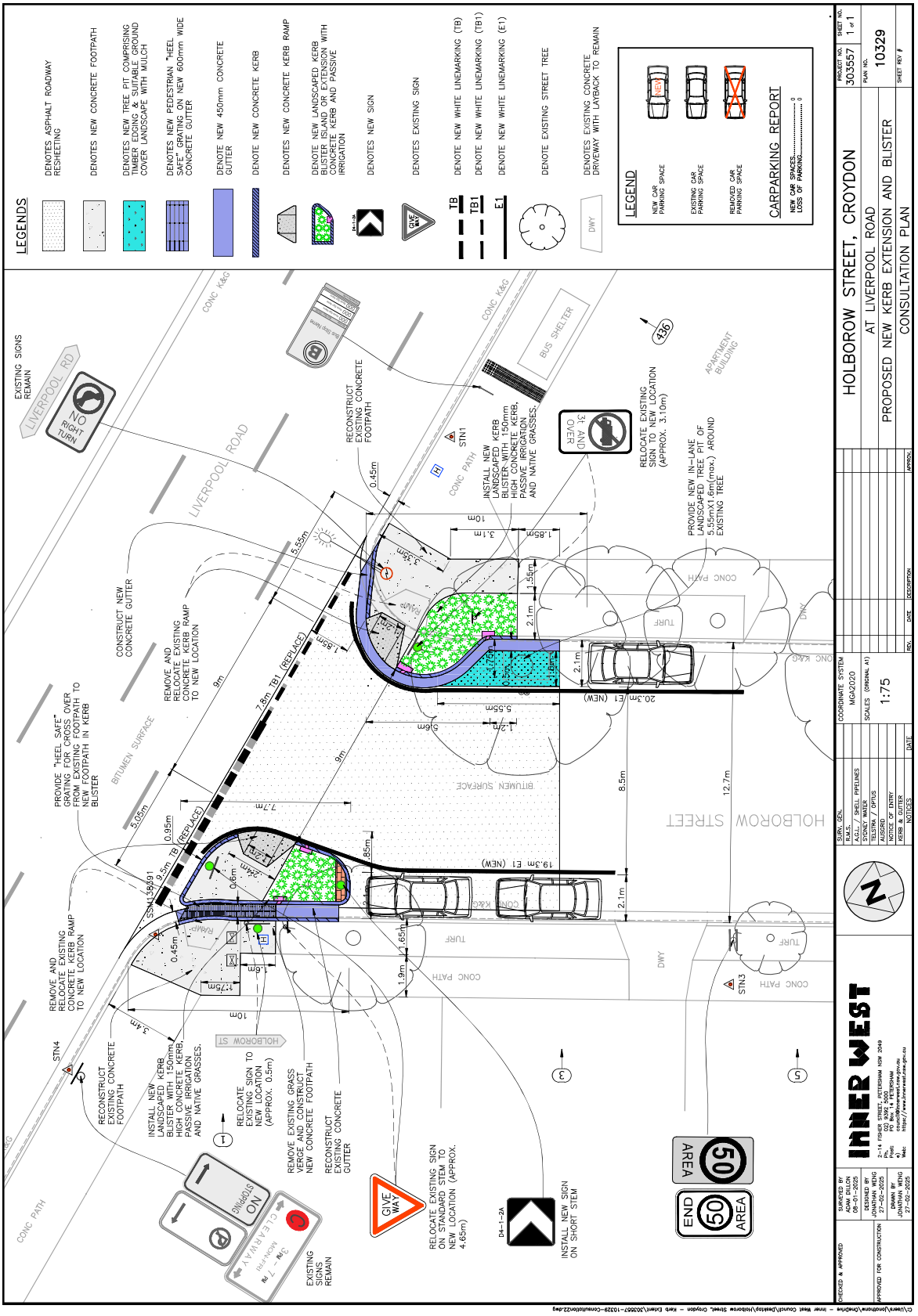
No Submissions were received at the close of the submissions.

CONCLUSION

It is recommended that the detailed design plan (10329) for a proposed new landscaped kerb blister and extension re-alignment of the intersection of Holborow Street and Liverpool Road, Croydon, with associated signs and line marking (as shown in *Attachment 1*) be approved.

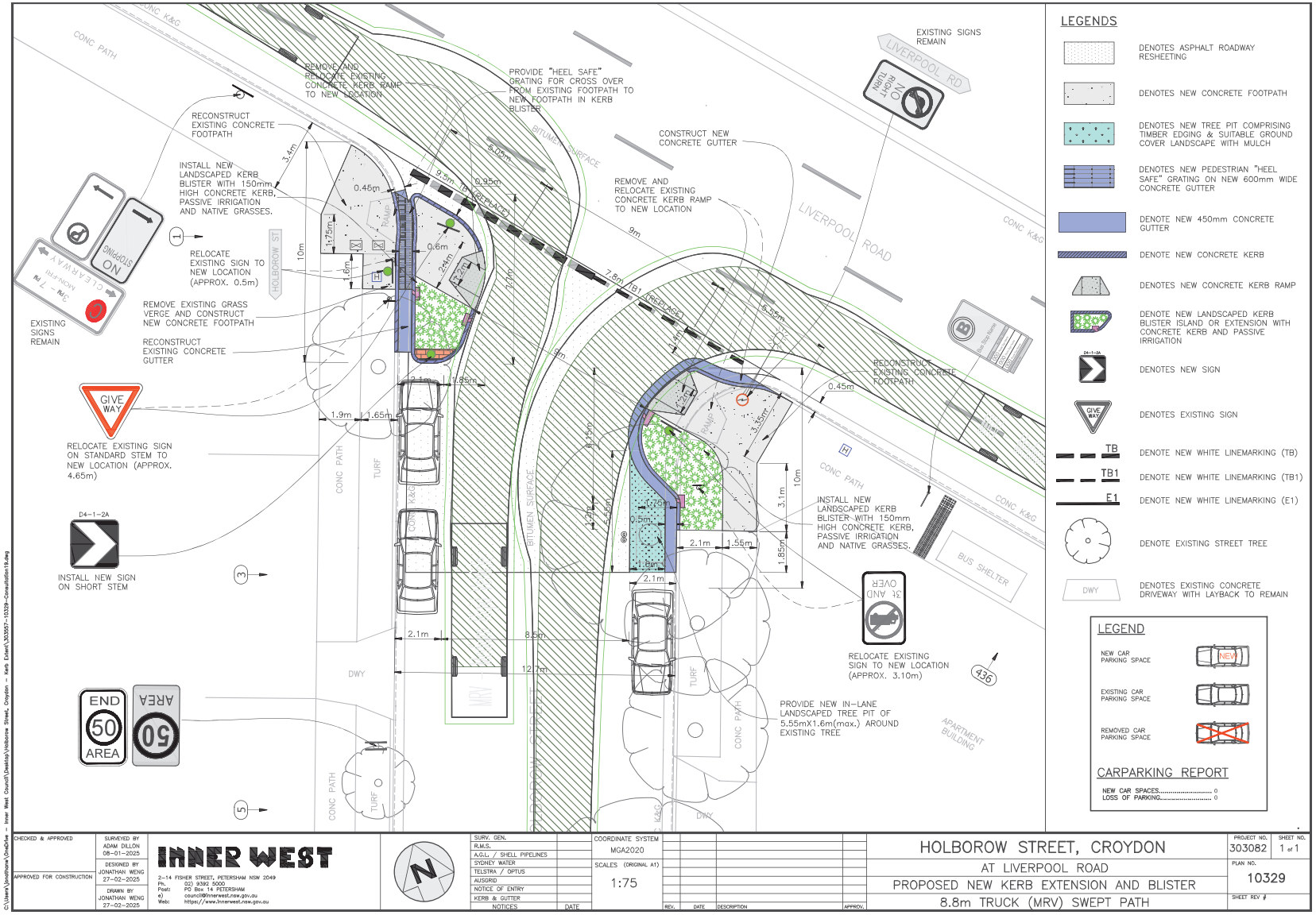
ATTACHMENTS

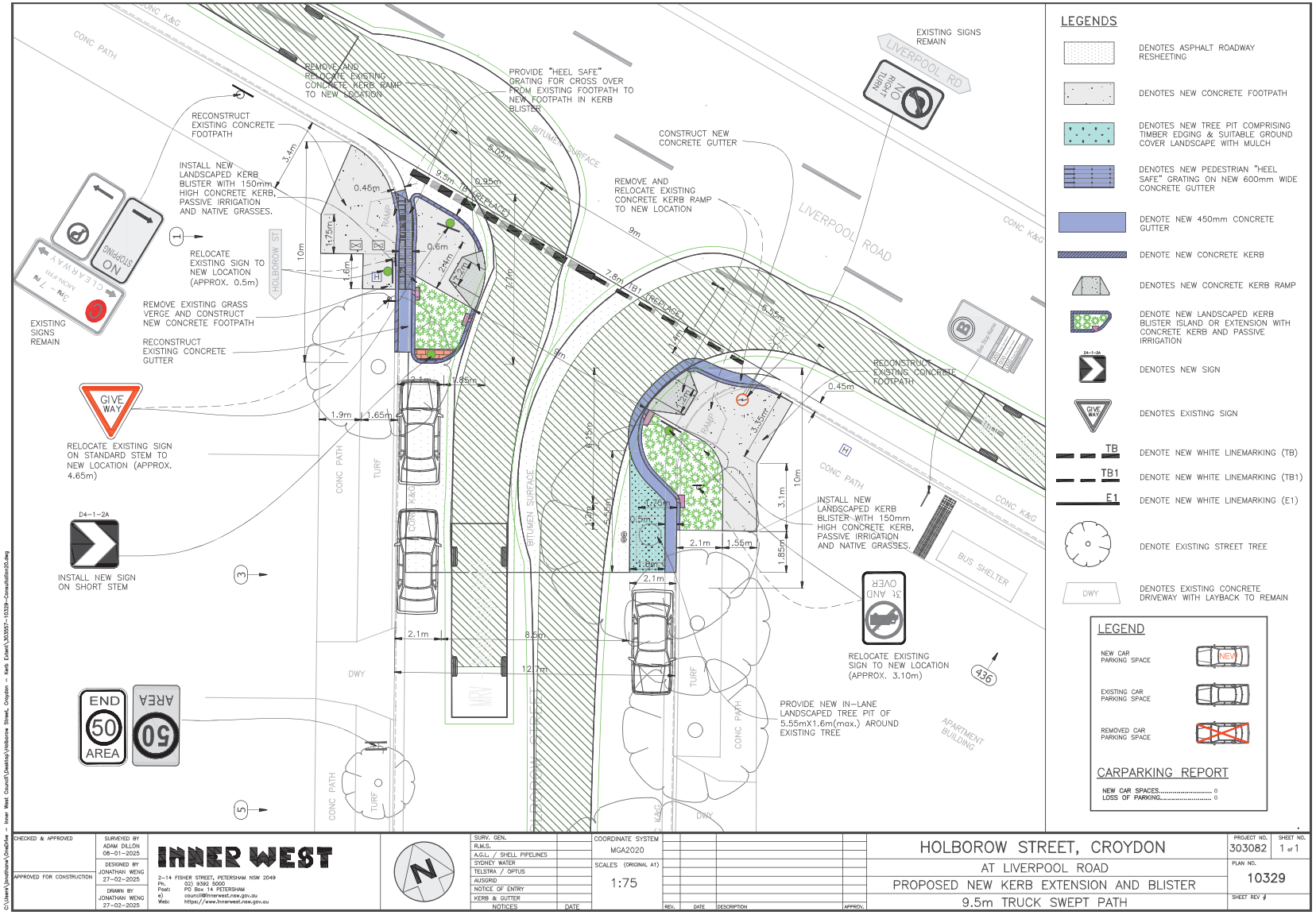
1.⇩ Proposed design plan- kerb blister, extension and re-alignment of Holborow Street at the intersection of Liverpool Road, Croydon.
2.⇩ Swept path 8.8m truck
3.⇩ Swept path 9.5m truck (garbage truck)



Item 4

Attachment 1


LEGENDS
DENOTES ASPHALT ROADWAY RESHEETING
DENOTES NEW CONCRETE FOOTPATH
DENOTES NEW TREE PIT COMPRISING TIMBER EDGING & SUITABLE GROUND COVER LANDSCAPE WITH MULCH
DENOTES NEW PEDESTRIAN "HEEL SAFE" GRATING ON NEW 600mm WIDE CONCRETE GUTTER
DENOTE NEW 450mm CONCRETE GUTTER
DENOTE NEW CONCRETE KERB
DENOTES NEW CONCRETE KERB RAMP
DENOTE NEW LANDSCAPED KERB BLISTER ISLAND OR EXTENSION WITH CONCRETE KERB AND PASSIVE IRRIGATION
DENOTES NEW SIGN
DENOTES EXISTING SIGN
DENOTE NEW WHITE LINEMARKING (TB)
DENOTE NEW WHITE LINEMARKING (TB1)
DENOTE NEW WHITE LINEMARKING (E1)
DENOTE EXISTING STREET TREE
DENOTES EXISTING CONCRETE DRIVEWAY WITH LAYBACK TO REMAIN
LEGEND
NEW CAR PARKING SPACE
EXISTING CAR PARKING SPACE
REMOVED CAR PARKING SPACE
CARPARKING REPORT
NEW CAR SPACES..... 0
LOSS OF PARKING..... 0
EXISTING SIGNS REMAIN
REMOVE AND RELOCATE EXISTING CONCRETE KERB RAMP TO NEW LOCATION
PROVIDE "HEEL SAFE" GRATING FOR CROSS OVER FROM EXISTING FOOTPATH TO NEW FOOTPATH IN KERB BLISTER
RECONSTRUCT EXISTING CONCRETE FOOTPATH
INSTALL NEW LANDSCAPED KERB BLISTER WITH 150mm HIGH CONCRETE KERB, PASSIVE IRRIGATION AND NATIVE GRASSES.
RELOCATE EXISTING SIGN TO NEW LOCATION (APPROX. 0.5m)
REMOVE EXISTING GRASS VERGE AND CONSTRUCT NEW CONCRETE FOOTPATH
RECONSTRUCT EXISTING CONCRETE GUTTER
CONSTRUCT NEW CONCRETE GUTTER
REMOVE AND RELOCATE EXISTING CONCRETE KERB RAMP TO NEW LOCATION
RECONSTRUCT EXISTING CONCRETE FOOTPATH
RELOCATE EXISTING SIGN ON STANDARD STEM TO NEW LOCATION (APPROX. 4.65m)
INSTALL NEW SIGN ON SHORT STEM
INSTALL NEW LANDSCAPED KERB BLISTER WITH 150mm HIGH CONCRETE KERB, PASSIVE IRRIGATION AND NATIVE GRASSES.
RELOCATE EXISTING SIGN TO NEW LOCATION (APPROX. 3.10m)
PROVIDE NEW IN-LANE LANDSCAPED TREE PIT OF 5.55mX1.6m(max.) AROUND EXISTING TREE
HOLBOROW STREET, CROYDON
AT LIVERPOOL ROAD
PROPOSED NEW KERB EXTENSION AND BLISTER
8.8m TRUCK (MRV) SWEPT PATH
INNER WEST
2-14 FISHER STREET, PETERSHAM NSW 2049
COORDINATE SYSTEM MGA2020
SCALES (ORIGINAL A1) 1:75
PROJECT NO. 303082
SHEET NO. 1 of 1
PLAN NO. 10329


REMOVE AND RELOCATE EXISTING CONCRETE KERB RAMP TO NEW LOCATION
PROVIDE "HEEL SAFE" GRATING FOR CROSS OVER FROM EXISTING FOOTPATH TO NEW FOOTPATH IN KERB BLISTER
RECONSTRUCT EXISTING CONCRETE FOOTPATH
CONSTRUCT NEW CONCRETE GUTTER
INSTALL NEW LANDSCAPED KERB BLISTER WITH 150mm HIGH CONCRETE KERB, PASSIVE IRRIGATION AND NATIVE GRASSES.
REMOVE AND RELOCATE EXISTING CONCRETE KERB RAMP TO NEW LOCATION
RELOCATE EXISTING SIGN TO NEW LOCATION (APPROX. 0.5m)
EXISTING SIGNS REMAIN
REMOVE EXISTING GRASS VERGE AND CONSTRUCT NEW CONCRETE FOOTPATH
RECONSTRUCT EXISTING CONCRETE GUTTER
RECONSTRUCT EXISTING CONCRETE FOOTPATH
RELOCATE EXISTING SIGN ON STANDARD STEM TO NEW LOCATION (APPROX. 4.65m)
INSTALL NEW SIGN ON SHORT STEM
INSTALL NEW LANDSCAPED KERB BLISTER WITH 150mm HIGH CONCRETE KERB, PASSIVE IRRIGATION AND NATIVE GRASSES.
RELOCATE EXISTING SIGN TO NEW LOCATION (APPROX. 3.10m)
PROVIDE NEW IN-LANE LANDSCAPED TREE PIT OF 5.55mX1.6m(max.) AROUND EXISTING TREE
HOLBOROW ST
LIVERPOOL ROAD
LIVERPOOL RD
BUS SHELTER
APARTMENT BUILDING
LEGENDS
DENOTES ASPHALT ROADWAY RESHEETING
DENOTES NEW CONCRETE FOOTPATH
DENOTES NEW TREE PIT COMPRISING TIMBER EDGING & SUITABLE GROUND COVER LANDSCAPE WITH MULCH
DENOTES NEW PEDESTRIAN "HEEL SAFE" GRATING ON NEW 600mm WIDE CONCRETE GUTTER
DENOTE NEW 450mm CONCRETE GUTTER
DENOTE NEW CONCRETE KERB
DENOTES NEW CONCRETE KERB RAMP
DENOTE NEW LANDSCAPED KERB BLISTER ISLAND OR EXTENSION WITH CONCRETE KERB AND PASSIVE IRRIGATION
DENOTES NEW SIGN
DENOTES EXISTING SIGN
DENOTE NEW WHITE LINEMARKING (TB)
DENOTE NEW WHITE LINEMARKING (TB1)
DENOTE NEW WHITE LINEMARKING (E1)
DENOTE EXISTING STREET TREE
DENOTES EXISTING CONCRETE DRIVEWAY WITH LAYBACK TO REMAIN
LEGEND
NEW CAR PARKING SPACE
EXISTING CAR PARKING SPACE
REMOVED CAR PARKING SPACE
CARPARKING REPORT
NEW CAR SPACES..... 0
LOSS OF PARKING..... 0
INNER WEST
2-14 FISHER STREET, PETERSHAM NSW 2049
Ph. 02) 9392 5000
Post: PO Box 14 PETERSHAM
e) council@innerwest.nsw.gov.au
Web: https://www.innerwest.nsw.gov.au
COORDINATE SYSTEM MGA2020
SCALES (ORIGINAL A1) 1:75
HOLBOROW STREET, CROYDON
AT LIVERPOOL ROAD
PROPOSED NEW KERB EXTENSION AND BLISTER
9.5m TRUCK SWEPT PATH
PROJECT NO. 303082
SHEET NO. 1 of 1
PLAN NO. 10329

Item 5

Item No: **LTC0625(1) Item 5**

Subject: **BEATTIE STREET, BALMAIN – PROPOSED LINEMARKING CHANGES BETWEEN ELLIOTT STREET AND EVANS STREET (BALDURRI-BALMAIN/BALMAIN ELECTORATE/LEICHHARDT PAC)**

Prepared By: Felicia Lau - Acting Coordinator Traffic Engineering Services North

Authorised By: Sunny Jo - Acting Traffic and Transport Planning Manager

RECOMMENDATION

That the proposed line marking changes for Beattie Street between Elliott Street and Evans Street, Balmain 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

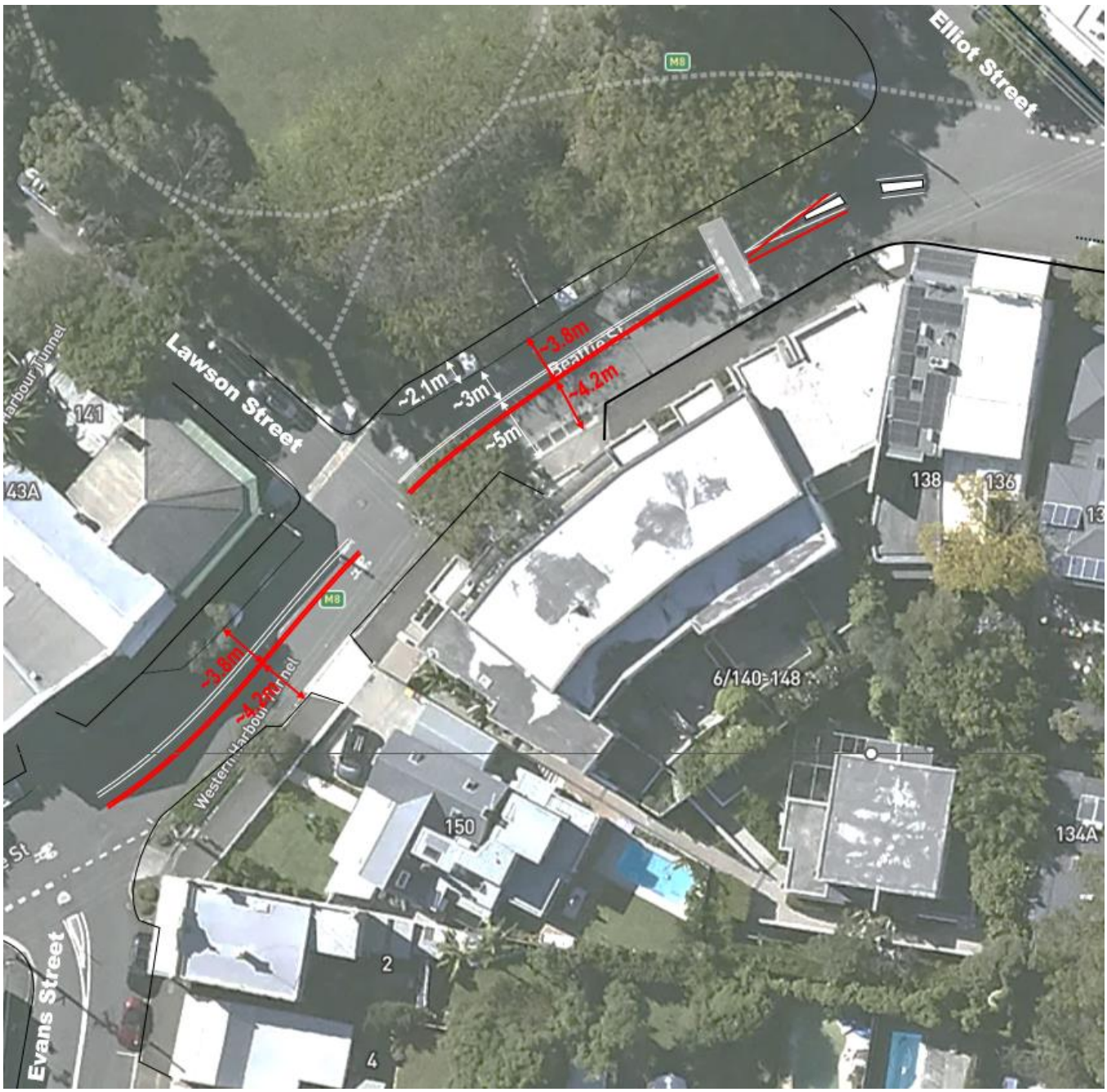
Council is planning to improve road safety along Beattie Street, Balmain between Elliott Street and Evans Street. The proposed realignment of the undivided centre lines is intended to encourage lower vehicle speeds and improve vehicle delineation.

BACKGROUND

Residents in Balmain has raised concerns regarding vehicle speeds in Beattie Street between Ann Cashman Reserve and Evans Street, which is a safety concern for pedestrians.

To improve road safety and improve vehicle delineation around the bend in Beattie Street between Elliott Street and Evans Street, it is proposed to realign the undivided centre line as shown below. The design proposes to widen the eastbound travel lane by 0.8m to reduce incidents of vehicles travelling over the existing lines and reducing the width of westbound travel lane to provide a visual narrowing that instinctively encourages lower vehicle speeds.

Item 5



DISCUSSION

Council has undertaken a review of the road width in Beattie Street between Elliott Street and Evans Street. The existing condition of this section of Beattie Street is outlined below:

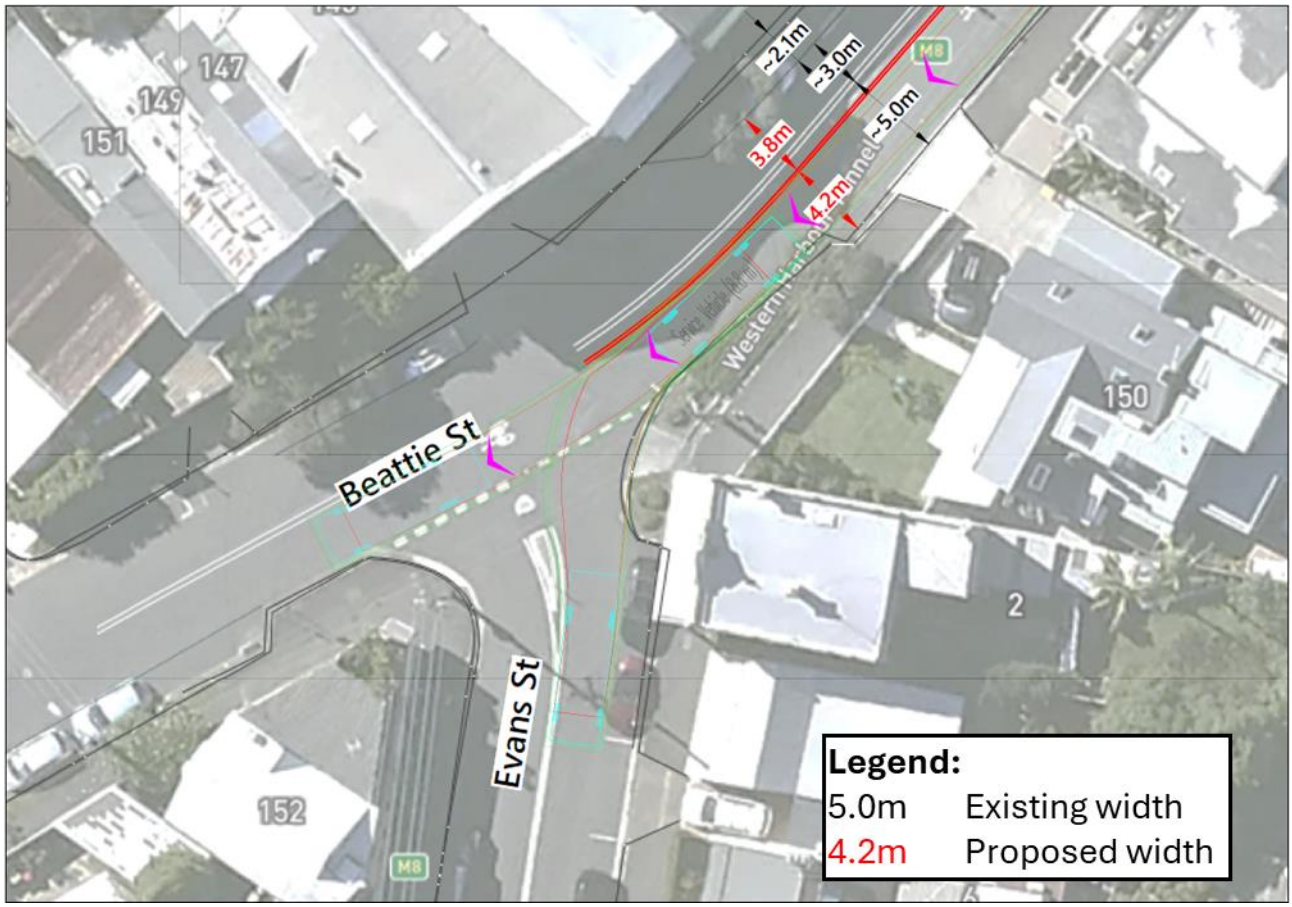
Street Name	Beattie Street, Balmain
Section	Elliott Street and Evans Street
Carriageway Width (m)	10.1m
Classification	collector road
Posted Speed Limit	40kmh
85th percentile speed	36.4km/h
Vehicles Per Day (vpd)	3,185
Heavy vehicle Volume (%)	2.4

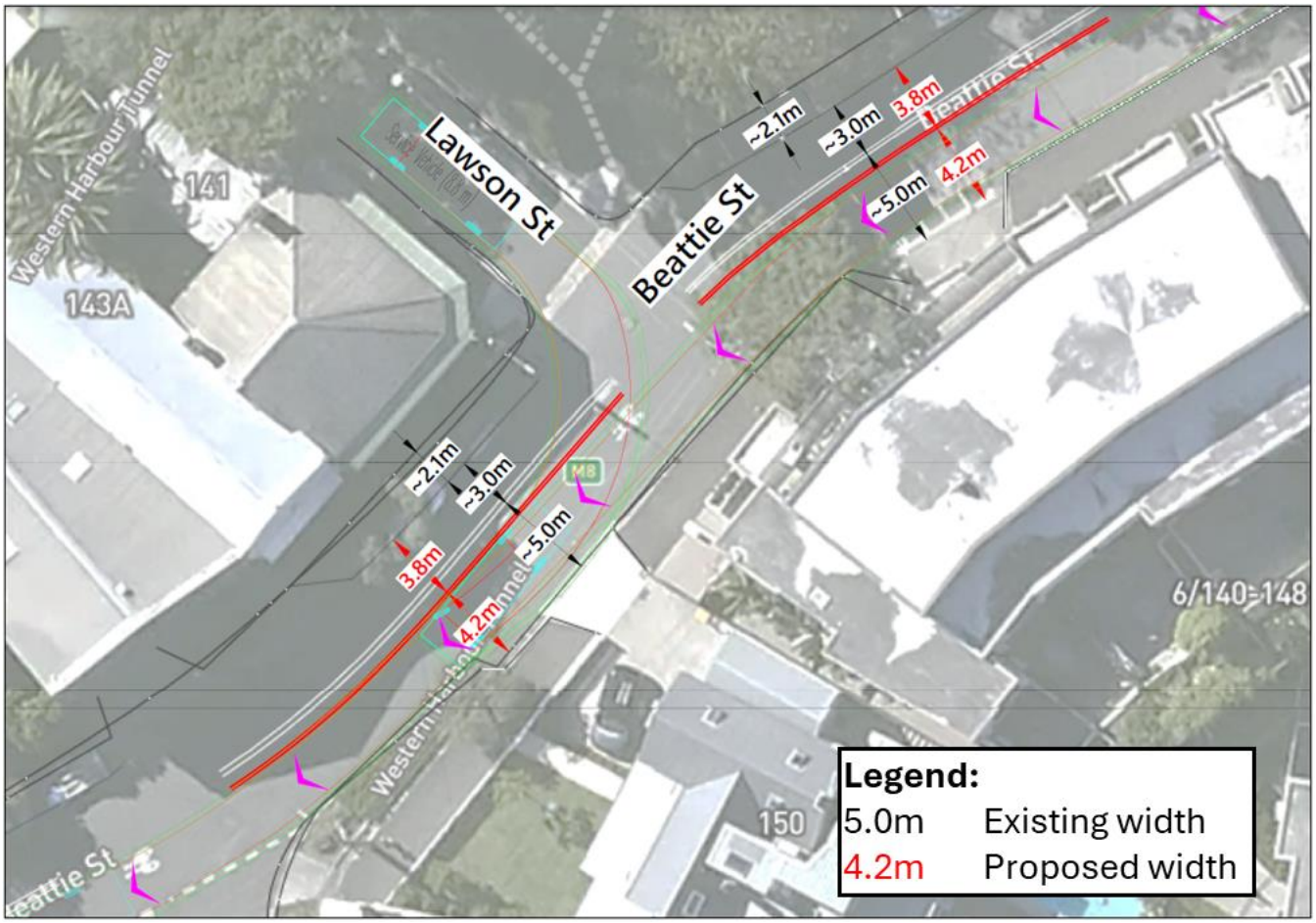
Reported Crash History	Nil for the last 5 years
Parking Arrangement	Parking is allowed on the northern side and 'No Parking' on the southern side

A review of the existing road configuration indicate that the westbound travel lane is 5.0m wide, with the eastbound travel lane is 3m wide, excluding the parking lane. Due to the wider eastbound travel lane, drivers were observed to be navigating the bend without slowing down, and hence this imposes a safety risk to pedestrians and vehicles at the Evans Street intersection. Therefore, to improve the current situation it is proposed to realign the centre line that provides a visual narrowing that instinctively encourages lower vehicle speeds.

Beattie Street is not a public bus route but is an on-road cycling route featuring bicycle logos placed throughout Elliott Street**.**

A medium rigid vehicle (MRV) swept path has been undertaken to test that the proposal does not have a significant impact to larger vehicle that requires to service the street such as a waste collection vehicle, shown in the diagram below.





FINANCIAL IMPLICATIONS

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

ATTACHMENTS

Nil.

Item 6

Item No: **LTC0625(1) Item 6**

Subject: **DARLING STREET, BALMAIN - GLOBAL TMP FOR BALMAIN STREET - (BALUDARRI-BALMAIN WARD BALMAIN ELECTORATE LEICHHARDT PAC)**

Prepared By: Amir Falamarzi - Traffic Engineer

Authorised By: Sunny Jo - Acting Traffic and Transport Planning Manager

RECOMMENDATION

That the proposed global multi-event Traffic Management Plan (TMP) for Darling Street between Montague Street and Booth Street, Balmain, be approved-in principle for a period of five (5) years, with this year's event to be held on a weekend during the month of November 2025, subject to the following conditions:

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

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 a grant to develop a global Traffic Management Plan (TMP) for events on Darling Street in Balmain.

The purpose of the program is to help secure a brighter future for our communities by unlocking more walkable, safer, and activated neighborhoods.

Preparation is underway for a multi-event on Darling Street between Booth Street and Montague Street, Balmain. The global TMP will be used for future events at this location, with the first expected to be held on a weekend during the month of November 2025.

The event components may include a variety of activities, such as market stalls, themed displays, food trucks, tables and chairs and entertainment. Local commercial cafes and

restaurants may have the opportunity to expand outdoor seating numbers to increase trading and enhance the specific event.

The event will impact surrounding streets within the Balmain area. The TMP was prepared to outline the effects on the road network, parking, pedestrian and bicycle routes, emergency routes and access to local properties and businesses.

BACKGROUND

Inner West Council has received a grant to develop a global TMP for events on Darling Street in Balmain.

The purpose of the program to help secure a brighter future for our communities by unlocking more walkable, safer, and activated neighborhoods.

The proposed global TMP aims to:

- Promote vibrant local communities with event-ready streets by activating streets and centres through streamlined temporary events, generating social, cultural, and economic benefits within local NSW communities, and supporting in-person social settings for all ages and genders.
- Support cultural industries and drive economic growth with event-ready streets by targeting reductions in event costs and complexities, aiming to boost local businesses' visibility and engagement, and leveraging the economic and cultural potential of street-based events.

The first event will take place on a weekend during November 2025. *Figure 1* shows the location of the event area and proposed road closures.

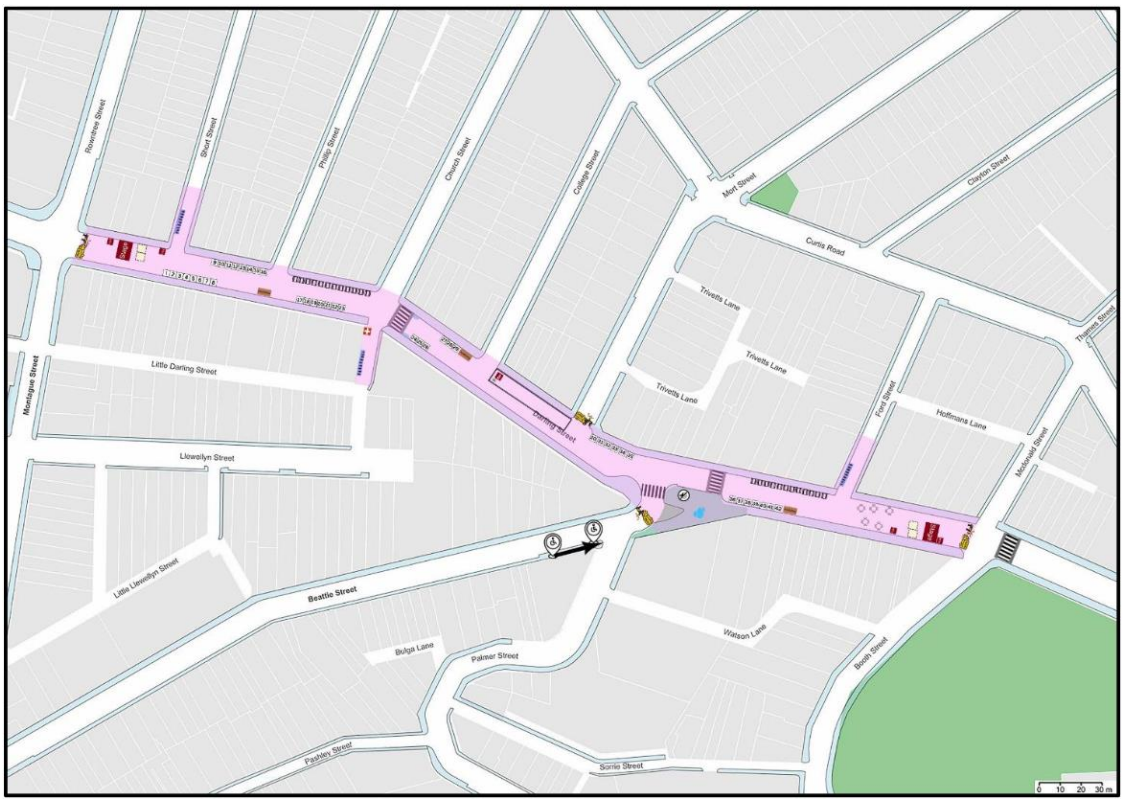


Figure 1: Event location and proposed road closures (in purple) in Darling Street, Balmain

DISCUSSION

The Multi-Event Global TMP (*Attachment 1*) provides details of the traffic and transport changes.

Event details
The event will take place on Darling Street, Balmain, between Montague/Rowntree Streets and Booth Street. Expected attendance ranges from approximately 5,000 to 15,000 people, depending on the implementation of the global TMP. The target market includes all demographics, which may vary based on the event theme, such as culture, age, activity, or other specific audiences.

Traffic Impact Summary
Street that will be closed via 'hard' road closure:

- Darling Street - between Montague/Rowntree Streets and McDonald/Booth Street;
- Short Street – between Darling Street and 28m from the intersection with Darling Street;
- Ford Street – between Darling Street and 28m from the intersection with Darling Street;
- Little Darling Street – between Darling Street and 28m from the intersection with Darling Street.

Street that will be closed via 'soft' road closure where local access will be permitted:

- Short Street – between the above mentioned 'hard' closure and Curtis Road,
- Phillip Street – between Darling Street and Curtis Road,
- Church Street – between Darling Street and Curtis Road,
- College Street – between Darling Street and Curtis Road, and
- Mort Street – between Darling Street and Curtis Road

Pedestrian access
Pedestrian access will be maintained along all existing footpaths in and around the event area. Pedestrian access to residences and local businesses will be maintained at all times.

Signalised Intersections
The road closures are not expected to impact traffic signal operations at Darling Street and Montague Street. There are no other signalised intersections in the local area.

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 are installed and the event commences, no vehicle access is permitted within the event area except for emergency vehicles.

Detours and Diversions
A detour plan will be in place and access around the closures will be via Rowntree Street, Curtis Road, and McDonald Street.
Detour signs will be implemented along these streets as outlined in the Traffic Guidance Scheme within the TMP.

Parking Management
Parking will be cleared on the following road section to allow the event to proceed on the closed portion of the road:

- Darling Street, between Montague Street and McDonald Street, both sides
- Church Street, between Darling Street and Little Darling Street, both sides
- Short Street, between Darling Street and No.4 Short Street, both sides
- Phillip Street, between Darling Street and No.8 Phillip Street, both sides
- Church Street, between Darling Street and No.2 Church Street, both sides
- College Street, between Darling Street and No.1 College Street, both sides
- Mort Street, between Darling Street and Trivetts Lane, both sides
- Ford Street, between Darling Street and Hoffmans Lane, both sides
- Beattie Street, 5 spaces west of Palmer Street, south side

Impact on Public Transport
No public bus services or bus stops will operate through the road closure area during the event. The route numbers affected by the TMP will be service 433, 442 and 445. The bus route of 441 will remain unchanged.

To maintain access to public transport between Balmain and East Balmain, Council will organise smaller shuttle bus services to run between Balmain East and Darling Street / Rowntree Street for Council-run events.

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.

Changes to Cycle Routes
The event road closures for the event is not expected to affect designated cycle routes. All cyclists that utilise any of the abovementioned routes will be redirected around the event location on the existing road or shared path network.

To encourage event patrons to utilise bicycles as a mode of transportation to and from the event, a designated bicycle parking area will be installed as part of the event.

Access for Local Residents
The road closures for the event in Balmain includes a number of businesses and residential premises around the area. Pedestrian access to residences and local businesses will be maintained at all times, however businesses and resident vehicle access will only be permitted during specified dates and times.

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.

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, security and event staff will be onsite to assist emergency vehicle through the closure points to access the required destination.

Advertisement of the TMP
The event organiser will advertise the road closures taking place using a variety of methods a minimum two (2) weeks preceding the event via Council's social media platforms, Council's website, and local signage where required.

The road closures may also be advertised by way of trailer mounted variable message signs (VMS) to warn other road users of the upcoming event, and the road closures that will be implemented.

NSW Police engagement
The Leichhardt Police Area Command (PAC) will be involved in the planning of the specific event at Balmain.

The 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 Vehicles Mitigation (HVM) and crowd management. Internal departments will be formally notified at least two weeks prior to the event taking place.

Hostile Vehicle Mitigation (HVM) Plan
The event organiser will, in conjunction with the nominated security advisor, produce a Hostile Vehicle Mitigation (HVM), and Target Hardening Plan for the event.

When the closures are installed, applicable HVM vehicles or barriers will be placed at each entry point to prevent access to the site by unauthorised or errant vehicles.

FINANCIAL IMPLICATIONS

The costs for the planning and execution of the event are expected to be funded from Transport for NSW's Open Streets Program grant.

ATTACHMENTS

1.⇩ Global Multi-Event TMP for Darling Street, Balmain

MULTI - EVENT

GLOBAL

TRAFFIC MANAGEMENT PLAN

DARLING ST BALMAIN NSW 2041

PREPARED FOR

by CATO Location Services

TABLE OF CONTENTS

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 complied 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 designated area can hold an event on a particular date as described in the Event Management Plan.

The proposed arrangements will provide a high-level plan for vehicular and pedestrian control measures within the Balmain 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 pedestrian and vehicular traffic by way of various traffic management treatments; and suitably manage general traffic around the Balmain 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, including bump in and bump out of event infrastructure.
- 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.
- Allow implementation of this Global TMP and relevant TGS for multiple events supported by the relevant Event Management Plan.

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	15/05/2025	First Draft	Kieran Cato / Kate Bennett
2.0	Michael Parker	19/05/2025	Updates: TMP [redacted] -Update event details -Other wording -Police PAC amended. TGS [redacted].	Kieran Cato / Kate Bennett
3.0	Michael Parker	25/05/2025	Updates: TMP -Michael Dalys Ph No updated. -Event frequency -Bicycle parking area notes -Accessibility Parking – Beattie St TGS -Accessibility Parking – Beattie St	Kieran Cato / 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

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

1. GENERAL EVENT INFORMATION

1.1. EVENT SUMMARY

Inner West Council has received a grant [redacted] to develop a Global Traffic Management Plan for events on Darling Street in Balmain.

The purpose of the program is [redacted] to help secure a brighter future for our communities by unlocking more walkable, safer, and activated neighbourhoods.

The Global Traffic Management Plan aims to:

- Promote vibrant local communities with event-ready streets – to activate streets and centres by facilitating streamlined temporary events, driving social, cultural, and economic benefits within local NSW communities, and supporting in-person social settings for all ages and genders, and
- Support cultural industries and drive economic growth with event-ready streets; to target reductions in event costs and complexities, aiming to boost local businesses' visibility and engagement, leveraging the economic and cultural potential of street-based events.

Darling St in Balmain will be the static event location which can be expanded or contracted within the overall road closure boundary. The event components may comprise of the following (but not limited to); market stalls, themed displays, food trucks, tables and chairs and entertainment. Local commercial cafes and restaurants may have the opportunity to expand outdoor seating numbers to increase trading and enhance the specific event.

The specific event will have an impact on surrounding streets within the Balmain area. 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 event.

For event elements, timings, and schedules, refer to the specific Event Management Plan compiled for each event. This TMP will be valid for a period of five (5) years, for an annual event, held on a weekend in the month of November.

This Traffic Management Plan will be implemented by an approved Traffic Management company at the discretion of Council and subject to normal application and approval processes.

Traffic management treatments at the event location 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 around the local area.

Various traffic management treatment options have been developed to compliment the chosen event footprint for the specific event. The relevant treatment options are detailed in the Traffic Guidance Schemes in Section 8.1 of this document.

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 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, NSW Police, Event Managers and CATO Location Services wish to acknowledge the Darug Clan as the Traditional Custodians of the local area, and pays respect to Elders past and present.

1.2. EVENT DETAILS

Event Location:	Darling St Balmain NSW 2041, between Montague/Rowntree Streets and Booth Street.
Expected Attendance:	Approximately 5,000 – 15,000 people – depending on the implementation of this Global TMP.
Target Market:	All demographics, or varied based on event theme (IE: Culture, age, activity, or other target audience).

For traffic management and event timings relating to the specific event, refer to the Event Management Plan, for the individual event, containing the following (but not limited to):

- Event date(s),
- Event day(s),
- Event start and finish times,
- Road closure times,
- Bump in / out times, and
- VMS Board install times and dates.

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 5259
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:	Leichhardt Police Area Command
Police Area Command Address:	1-3 Talfourd Street Glebe NSW 2037
Police Phone:	02 9552 8099
Police Fax:	02 9552 8050
Police Contact:	Chris Jensen
Contact Phone:	02 9552 8099
Contact Email:	jans1chr@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

The event will have an impact across various streets within the local council area. To support the event area the various streets will be closed, however, local access will be maintained in the surrounding streets as normal.

To support the event area the following road will be closed via a "hard" road closure:

- Darling Street - between Montague/Rowntree Streets and McDonald/Booth Street,
- Short Street – between Darling Street and 28m from the intersection with Darling Street,
- Ford Street – between Darling Street and 28m from the intersection with Darling Street, and
- Little Darling Street – between Darling Street and 28m from the intersection with Darling Street.

To further support the event area, residents and surrounding commercial operators, the following location will have local access permitted via a "soft" closure:

- Short Street – between the above mentioned "hard" closure and Curtis Road,
- Phillip Street – between Darling Street and Curtis Road,
- Church Street – between Darling Street and Curtis Road,
- College Street – between Darling Street and Curtis Road, and
- Mort Street – between Darling Street and Curtis Road,

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

2.2. SIGNALISED INTERSECTIONS (IE: TRAFFIC LIGHTS)

Darling Street at Montague Street, in the vicinity of the event road closures implemented has a signalised traffic light intersection. All traffic signalised intersections around the extended local area will function as normal.

Any changes to the operation of signals, or phasing shall only be altered under the direction of NSW Police, TfNSW or the nominated Traffic Management Provider.

2.3. TRAFFIC MANAGEMENT IMPLEMENTATION

The implementation of the Traffic Guidance Schemes (TGS'), including road closures, and overarching responsibility remains with CATO Location Services or other Traffic Management Provider.

Temporary traffic control equipment, barricades, and signage must be placed in accordance with the Traffic Guidance Schemes by authorised Traffic Controllers who possess a TfNSW execute traffic guidance schemes certification, formally known as "Implement Traffic Control" Licence.

Other qualifications that are required by the authorised Traffic Controllers include (but not limited to):

- General Construction Induction (also known as "White Card")
- Traffic Controller Licence (also known as "Blue Card")
- Implement Traffic Control Licence (also known as "Yellow Card")
- Prepare Work Zone TMP Licence (also known as "Orange Card")

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

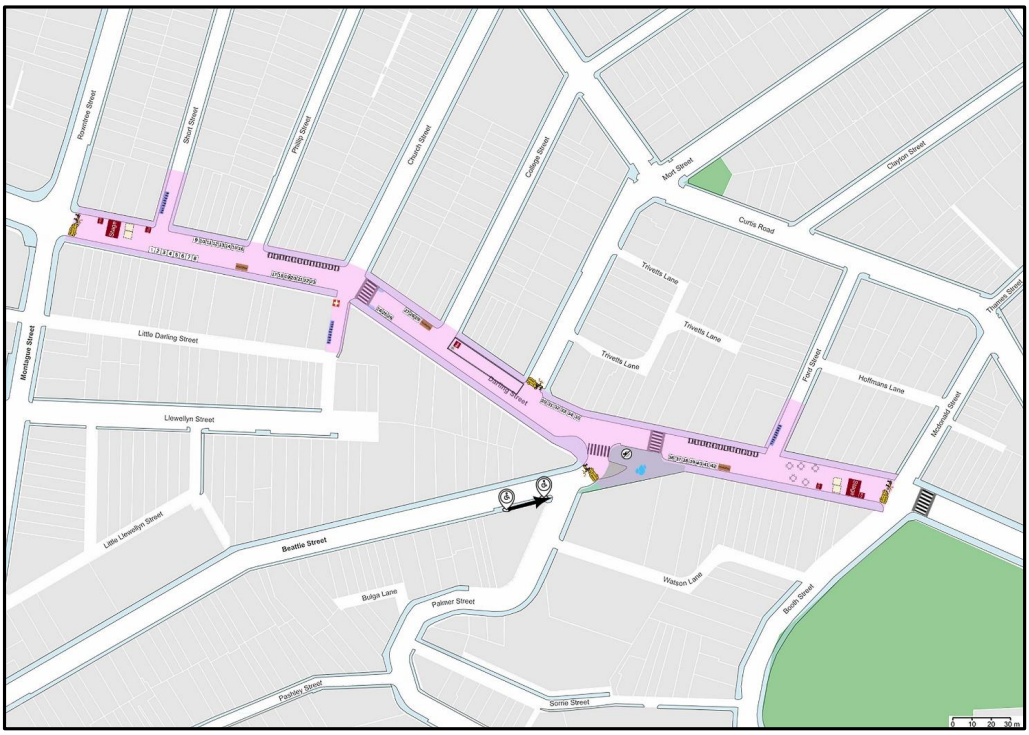
3.1. PRIMARY EVENT LOCATION

The specific event will be held within the boundaries of the following road closures as indicated in the below map.

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

3.2. EVENT SITE MAPS

Detailed event site plans are being prepared and will 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.

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 ensuring access to residential and commercial premises is not obstructed / closed. Access is also 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:

- Rowntree Street,
- Curtis Road, and
- Darling Street

Traffic Guidance Schemes (TGS) will be implemented for the closures and to manage the detour route of vehicles. Refer to the attachments to this TMP for copies.

4.3. PARKING SAVING / BARRICADING / SIGNAGE

The following road will have parking cleared and made vacant for the event to proceed on the closed section of the road:

Street Name	Cross Streets	Side
Darling Street	Between Montague Street and McDonald Street	Both Sides
Church Street	Between Darling Street and Little Darling Street	Both Sides
Short Street	Between Darling Street and No 4 Short Street	Both Sides
Phillip Street	Between Darling Street and No 8 Phillip Street	Both Sides
Church Street	Between Darling Street and No 2 Church Street	Both Sides
College Street	Between Darling Street and No 1 College Street	Both Sides
Mort Street	Between Darling Street and Trivetts Lane	Both Sides
Ford Street	Between Darling Street and Hoffmans Lane	Both Sides
Beattie Street	5 spaces west of Palmer Street	South Side

Appropriate signage will be installed prior to the event date event date to notify vehicles of changes to parking conditions during the event.

This measure may also be supported by barricading or parking saving by relevant personnel prior to the event start time to ensure spaces are cleared.

Should any vehicles be parked within the closure during the restricted parking times, the event organisers have engaged a third-party tow truck entity to provide support to remove vehicles as a safety measure for the event to proceed.

There is sufficient on and off street carparking available for event patrons, the event organiser will promote public transport as the best way of getting to the event due to its close proximity to regular bus services.

To maintain an all-inclusive event, additional parking will be reserved on Beattie Street, west of Palmer Street for the purposes of Accessibility requirements.

All specific details relating to signage, dates, and times can be located by contacting the Event Organiser or referring to the Event Management Plan.

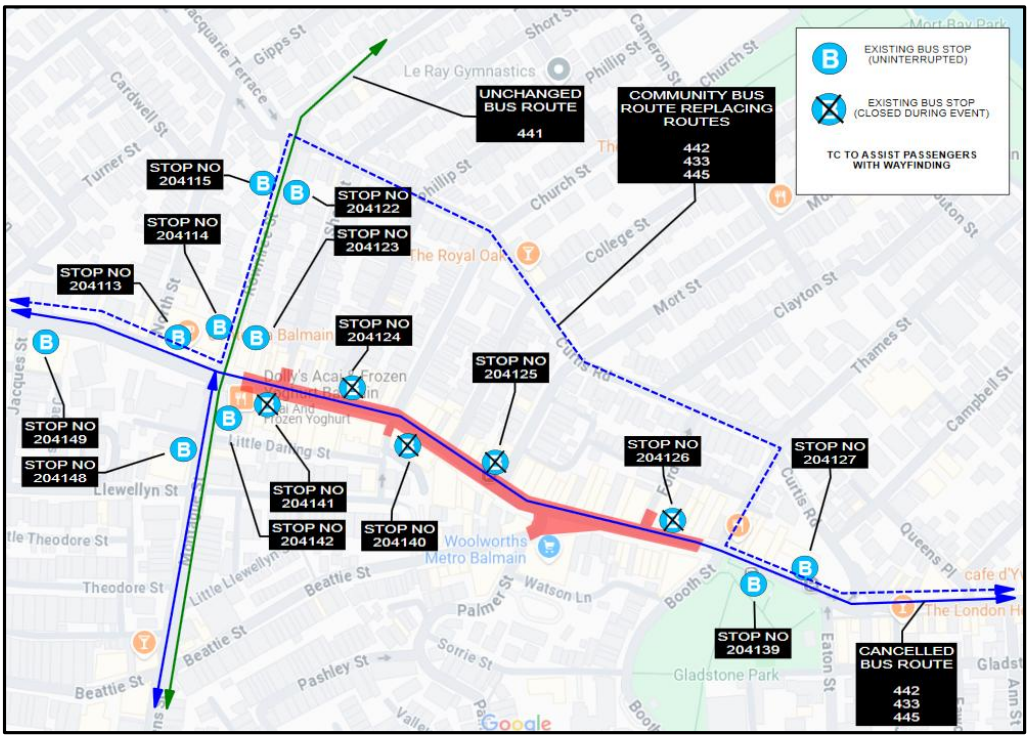
For more information: www.innerwest.nsw.gov.au

4.4. IMPACTS ON PUBLIC TRANSPORT

Based on the specific date and time of the event, 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 and the event location (noted in red)

The nearest bus stops to the event location are detailed above. The following arrangements apply to the applicable service routes for the event date.

Routes Affected	Inbound Diversion	Outbound Diversion
433	**Pitt St Central to Balmain** Service to Terminate at Darling St Balmain – Stop No 204113 Community Bus from Stop No 204113 to 204127 3 Bus Stops Missed.	**Balmain to Pitt St Central** Service to Start at Darling St Balmain – Stop No 204149 Community Bus from Stop No 204139 to 204149 2 Bus Stops Missed.
442	**QVB (Loop Service) to Balmain** Service to Terminate at Darling St Balmain – Stop No 204148 Community Bus from Stop No 204113 to Balmain Wharf 3 Bus Stops Missed.	**Balmain to QVB (Loop Service)** Service to Start at Montague St Balmain – Stop No 204142 Community Bus from Balmain Wharf to 204123 2 Bus Stops Missed.
445	**Campsie to Balmain** Service to Terminate at Darling St Balmain – Stop No 204113 Community Bus from Stop No 204113 to 204127 3 Bus Stops Missed.	**Balmain to Campsie** Service to Start at Darling St Balmain – Stop No 204149 Community Bus from Stop No 204139 to 204149 2 Bus Stops Missed.

To maintain transport services between East Balmain and Balmain, Council will organise shuttle bus services to run between Balmain East and Darling Street / Rowntree Street for Council-run events. The prescribed shuttle bus route is shown above in this document and on the TGS.

Following notification and approval of the implementation of this Global TMP, the Transit Systems representative will organise posting notifications at all bus stops on Darling Street between Beattie Street and Balmain Wharf to advise passengers to utilise Council's community shuttle bus services on the morning of the event.

All other services around the local government area will not be affected by the road closures. The bus service provider will advise public transport users via their websites and smart phone applications.

4.4.2. TRAIN SERVICES

There are no train stations in the vicinity of the event location and road closures.

4.4.3. LIGHT RAIL SERVICES

There are no light rail stations in the vicinity of the event location and road closures.

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.

To encourage event patrons to utilise bicycles as a mode of transportation to and from the event, a designated bicycle parking area will be installed as part of the event. Refer to the site map for the event for specific location and details.

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, 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.

4.7. RE-OPENING ROADS AFTER THE EVENT

The roads will open at the nominated times in the Event Management Plan; 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 re-opening procedure is identified below:

Crowds Disperse

- Once event has concluded.
- All crowds and patrons to be clear of the roadway.
- All patron vehicles are legally parked or removed from event vicinity.

Infrastructure removed

- Any on-road event infrastructure is removed from the road
- HVM barriers and vehicles removed/lifted
- Any waste on road is removed / cleared
- No obstructions are present

Roads Open

- Confirm no hazards or obstructions are present on the road
- Permission granted from Event Organiser to open roads,
- Black and gold barrier boards lifted
- Traffic signage and devices collected
- Roads reopened.
- Communication of roads reopened to Event Organiser.
- Relevent documentation completed
- Deactivation of Road Occupancy Licence by Licensee

5. MINIMISING IMPACT ON THE NON-EVENT COMMUNITY

5.1. ACCESS FOR LOCAL RESIDENTS AND BUSINESSES

The road closures for the event in Balmain includes a number of businesses and residential premises around the area. Pedestrian access to residences and local businesses will be maintained at all times, however businesses and resident vehicle access will only be permitted during specified dates and times.

'Local residents and businesses only' closures (Or "soft closures") will be implemented around the Balmain 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, Security 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 Supervisor on duty.

5.4. ADVERTISING TRAFFIC MANAGEMENT ARRANGEMENTS

The Event Organiser will advertise the road closures taking place using a variety of methods a minimum two (2) weeks preceding the event via:

- Council's social media platforms,
- Council's website, and
- Local signage where required.

The road closures may also be advertised by way of trailer mounted variable message signs (VMS) to warn other road users of the upcoming event, and the road closures that will be implemented.

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

The Event Organiser shall remain in close contact with the traffic management provider in regards 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.

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	No impact to surrounding churches.
Block access to local businesses	YES	Confirm list of letters to residents and businesses. Maintain access where possible.
Block access to local residences	YES	Confirm list of letters to residents and businesses. Maintain access where possible.
Block Police and Ambulance vehicle access (IE: Emergency services)	NO	Consultation with Emergency Services prior to event, and maintain access at all times.
Block fire station access	NO	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 diverted for the duration of the event.
Restricted movements banned turns, heavy/high vehicles	YES	All heavy vehicle routes are diverted for the duration of the event.
Block Public facility (football oval, car park etc.)	NO	Road closures in place. Car spaces around the road closures remain operational.

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.?	YES	Cyclists detoured, or dismount for access to event area.
Construction – existing, proposed that may conflict	NO	No nearby construction / developments idententifed.
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 Traffic Controllers.
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 Traffic Controllers if required.
Traffic signals are as described	NO	No traffic signals in the nearby vicinity
Turning lanes are as described	YES	Turning lanes depicted as described
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	YES	Monitor occurrences, notify emergency services, activate Emergency Management Plan.
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. (IE: Event staff or Security).
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 Security to have communication via 2-way radio.
Security of very important persons (VIP's)	YES	If required, Security contractor to co-ordinate with Event Organiser on times of arrival / departure, and discretion observed, should VIPs be attending the event.

6.2. CONSULTATION AND FEEDBACK

As part of the event life cycle, an integral part of event management is consultation and feedback with regards to the planning, operation and execution.

Throughout the planning process event management together with other stakeholders continually consult at each stage of the event in regards to the event preparation, its application and planned execution.

During the event, and after the event concludes, feedback is compiled from event staff, contractors, suppliers, patrons, and stakeholders to provide insight to identify areas for improvement. Compiled feedback can enhance future events, build trust, mitigate future risk, increase patron satisfaction, and create an enhanced event experience overall from a continuous improvement aspect.

6.3. 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.

6.4. NSW POLICE FORCE

The Leichhardt Police Area Command (PAC) will be involved in the planning of the specific event at Balmain.

The 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.

6.5. 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.

6.6. 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.

6.7. VARIABLE MESSAGE SIGNS

Two (2) VMS can be installed around the event site to inform road users of the changed traffic conditions on the day. The locations and messages are as follows:

Location 1	Messages		
	PRIOR TO EVENT	DURING EVENT TIMES	CONTINGENCY
Darling Street, near Adolphus St Southern Side (facing westbound traffic)	EVENT DARLING ST ROAD CLOSED _____ <INSERT DATE + TIMES>	EVENT DARLING ST CLOSED TODAY _____ DETOUR VIA CURTIS RD	EVENT CONGESTION AHEAD _____ USE ALTERNATE ROUTE

Location 2	Messages		
	PRIOR TO EVENT	DURING EVENT TIMES	CONTINGENCY
Darling Street, near Young St Northern Side (facing eastbound traffic)	EVENT DARLING ST ROAD CLOSED _____ <INSERT DATE + TIMES>	EVENT DARLING ST CLOSED TODAY _____ DETOUR VIA CURTIS RD	EVENT CONGESTION AHEAD _____ USE ALTERNATE ROUTE

Additional VMS Boards can be installed for the event based on Event duration, impact, and other factors. Refer to the Event Organiser and compiled documents for more details.

7. APPROVALS

7.1. ROAD OCCUPANCY LICENCE AND OTHER APPROVALS

The nominated traffic management provider will obtain a Road Occupancy License (ROL) from the Road Occupancy Unit within Transport for NSW for the road closure dates and times, which covers all traffic management activities taking part for the event.

The Licensee noted on the ROL remains responsible for the overall event traffic management activities.

Other approvals to be obtained by Event Management in respect to the event, road closures and stakeholders. They are (but not limited to:)

- Local Bus Services,
- Transport for NSW Events,
- Local Council Traffic Committee, and/or
- NSW Police.

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)

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)

8. ATTACHMENTS AND SUPPORTING DOCUMENTS

8.1. ATTACHED DOCUMENTS

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

- Overall road closure map, and
- Traffic Guidance Schemes (TGS')
- VMS Plans

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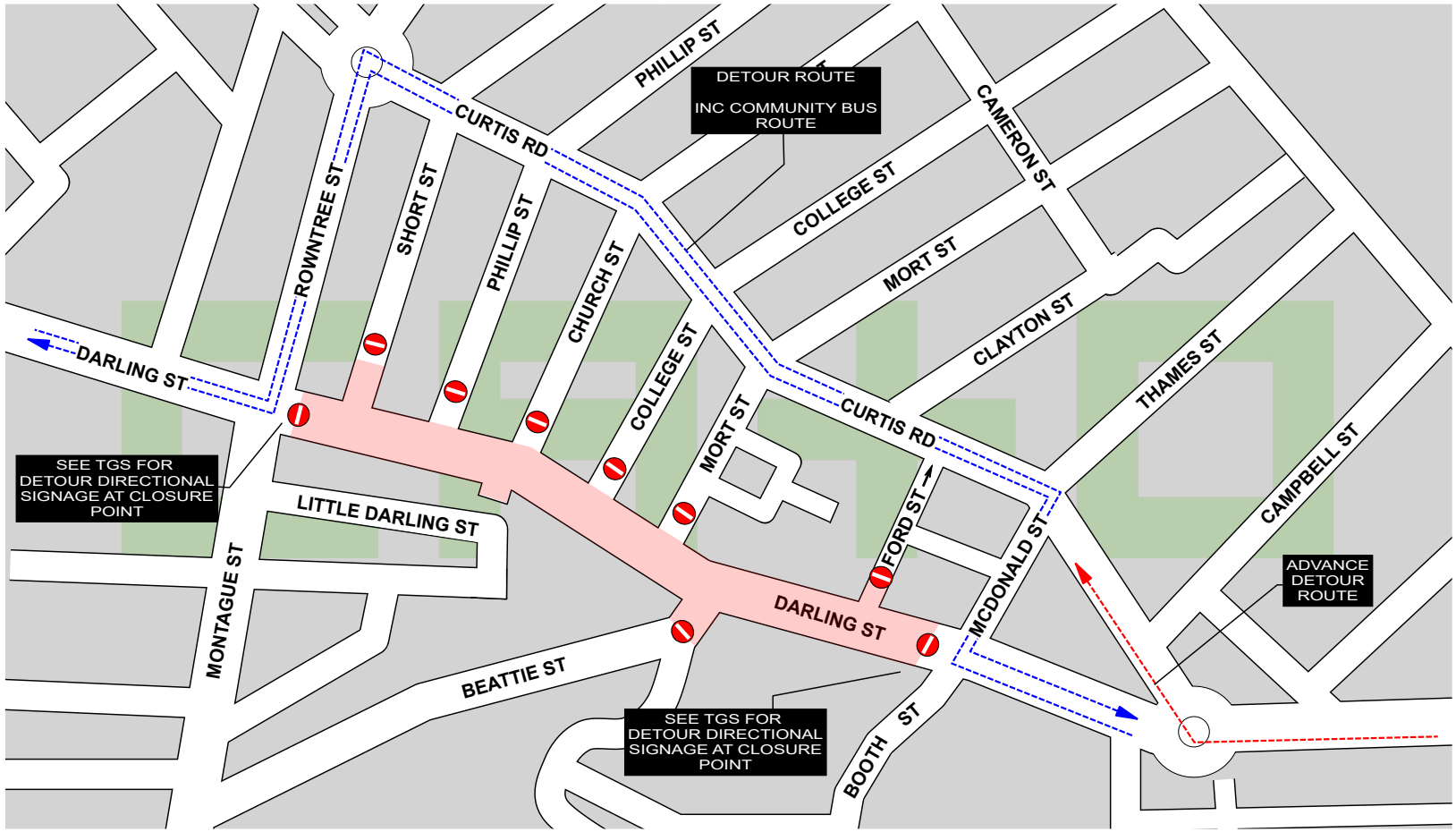
LOCAL GOVERNMENT PROCUREMENT APPROVED CONTRACTOR

TMAA TRAFFIC MANAGEMENT ASSOCIATION OF AUSTRALIA

Climate Active Carbon Neutral ORGANISATION

CA+O TGS FOR EVENTS



DRAWN BY:	MICHAEL PARKER	TCT 0050831	
APPROVED BY:	KIERAN CATO	TCT 0040880	

POLICY: Cato Location Services P/L do not accept responsibility of any traffic guidance scheme if the traffic management is not implemented by Cato Location Services P/L

CA+O

☒DETOUR ☐VMS ☐ROLLING BLOCK ☐LANE MERGE
☐STOP/SLOW ☐PEDESTRIAN ☐BARRICADING ☐BUS PLAN
☐VMP ☐CONTRA FLOW ☐PORTABLE SIGNS ☐SIGNAGE PLAN

1. THIS TRAFFIC GUIDANCE SCHEME HAS BEEN DRAWN IN ACCORDANCE WITH AS 1742.3 AND "TRAFFIC CONTROL AT WORKSITES" MANUAL V6.1.

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3. ALL SIGNS AND DEVICES USED MUST COMPLY WITH AUSTRALIA STANDARD AS1742.3

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PROJECT:	GLOBAL TGS - VARIOUS EVENTS
CLIENT:	INNER WEST COUNCIL
LOCATION:	DARLING ST BALMAIN
CONTACT:	JEN CRAMER
PHONE:	02 9392 5598
ORIGINAL SIZE:	A4 LANDSCAPE
COUNCIL:	INNER WEST

N NTS

APPROVAL REQUIRED:	
LOCAL	☒
STATE	☒
INSW	☐
OTHER	☐

TC TIMINGS	
SET UP:	60 MIN
PACKDOWN:	60 MIN
SEE EMP FOR SPECIFIC INSTALL DATES AND TIMES	

PLAN No:	DAR-3	
VARIANT:	TYPE:	REV:
(A)	TGS	1.0
EVENT DATE:	VARIOUS - REFER EMP	
DATE:	MON 19 MAY 2025	

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LOCAL GOVERNMENT PROCUREMENT APPROVED CONTRACTOR

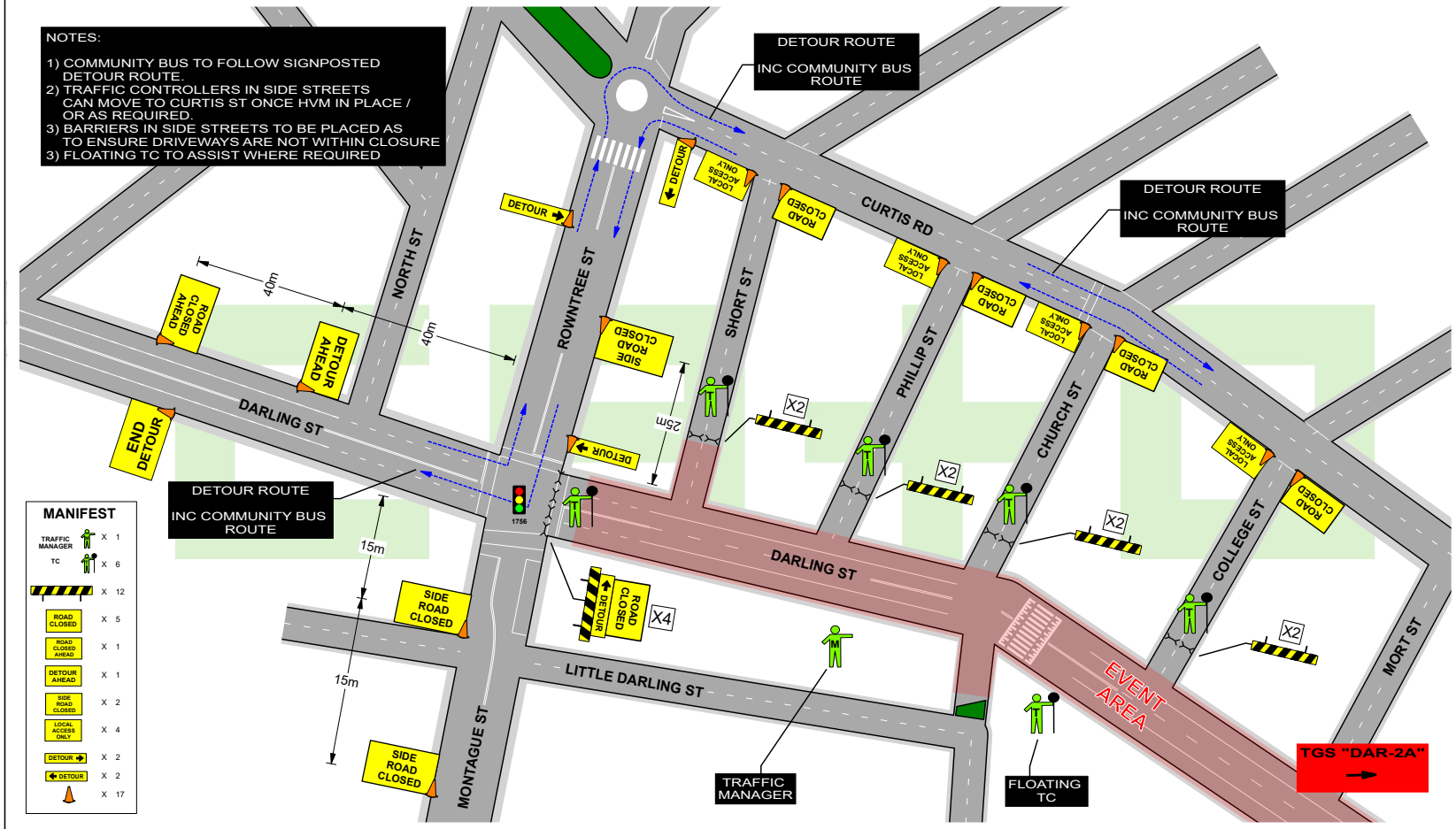
TMAA TRAFFIC MANAGEMENT ASSOCIATION OF AUSTRALIA

Climate Active Carbon Neutral ORGANISATION

CA+O TGS FOR EVENTS

NOTES:

1) COMMUNITY BUS TO FOLLOW SIGNPOSTED DETOUR ROUTE.
2) TRAFFIC CONTROLLERS IN SIDE STREETS CAN MOVE TO CURTIS ST ONCE HVM IN PLACE / OR AS REQUIRED.
3) BARRIERS IN SIDE STREETS TO BE PLACED AS TO ENSURE DRIVEWAYS ARE NOT WITHIN CLOSURE
3) FLOATING TC TO ASSIST WHERE REQUIRED



DRAWN BY:	MICHAEL PARKER	TCT 0050831	
APPROVED BY:	KIERAN CATO	TCT 0040880	

POLICY: Cato Location Services P/L do not accept responsibility of any traffic guidance scheme if the traffic management is not implemented by Cato Location Services P/L

CA+O

☒DETOUR ☐VMS ☐ROLLING BLOCK ☐LANE MERGE
☐STOP/SLOW ☐PEDESTRIAN ☐BARRICADING ☐BUS PLAN
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PROJECT: GLOBAL TGS - VARIOUS EVENTS
CLIENT: INNER WEST COUNCIL
LOCATION: DARLING ST + MONTAGUE ST BALMAIN
CONTACT: JEN CRAMER
PHONE: 02 9392 5598
ORIGINAL SIZE: A4 LANDSCAPE
COUNCIL: INNER WEST
NTS

APPROVAL REQUIRED:	
LOCAL	☒
STATE	☒
INSW	☐
OTHER	☐

TC TIMINGS	
SET UP:	60 MIN
PACKDOWN:	60 MIN
SEE EMP FOR SPECIFIC INSTALL DATES AND TIMES	

PLAN No: DAR-1
VARIANT: (A) TYPE: TGS REV: 1.0
EVENT DATE: VARIOUS - REFER EMP
DATE: MON 19 MAY 2025

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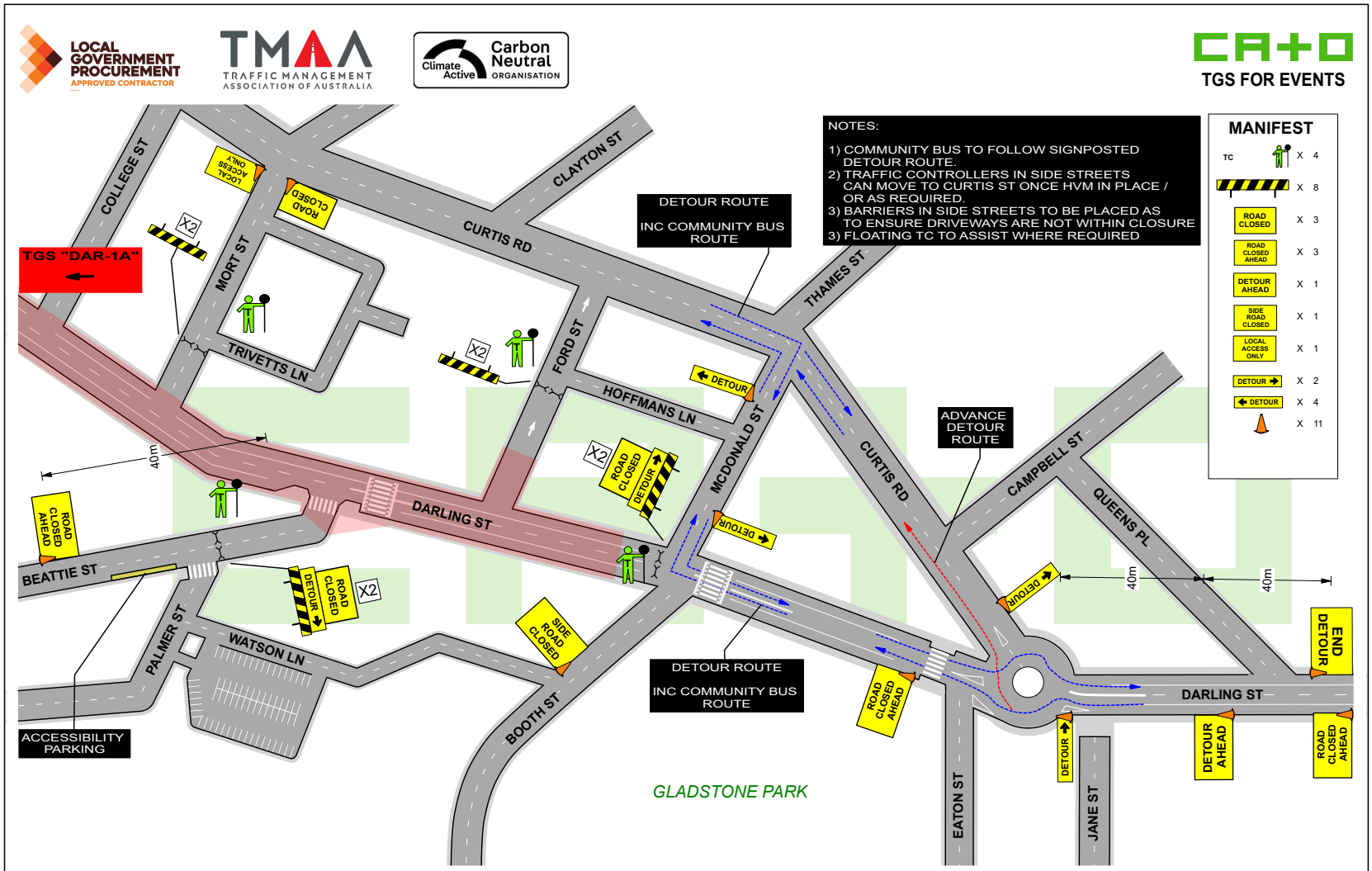
LOCAL GOVERNMENT PROCUREMENT APPROVED CONTRACTOR

TMAA TRAFFIC MANAGEMENT ASSOCIATION OF AUSTRALIA

Climate Active Carbon Neutral ORGANISATION

CA+O TGS FOR EVENTS



DRAWN BY:	MICHAEL PARKER	TCT 0050831	
APPROVED BY:	KIERAN CATO	TCT 0040880	

POLICY: Cato Location Services P/L do not accept responsibility of any traffic guidance scheme if the traffic management is not implemented by Cato Location Services P/L

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☒DETOUR ☐VMS ☐ROLLING BLOCK ☐LANE MERGE
☐STOP/SLOW ☐PEDESTRIAN ☐BARRICADING ☐BUS PLAN
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PROJECT: GLOBAL TGS - VARIOUS EVENTS
CLIENT: INNER WEST COUNCIL
LOCATION: DARLING ST + BOOTH ST BALMAIN
CONTACT: JEN CRAMER
PHONE: 02 9392 5598
ORIGINAL SIZE: A4 LANDSCAPE
COUNCIL: INNER WEST
NTS

APPROVAL REQUIRED:	
LOCAL	☒
STATE	☒
INSW	☐
OTHER	☐

TIMINGS	
SET UP:	60 MIN
IPACKDOWN:	60 MIN
SEE EMP FOR SPECIFIC INSTALL DATES AND TIMES	

PLAN No: DAR-2
VARIANT: (A) TYPE: TGS REV: 2.0
EVENT DATE: VARIOUS - REFER EMP
DATE: SUN 25 MAY 2025

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LOCAL GOVERNMENT PROCUREMENT APPROVED CONTRACTOR

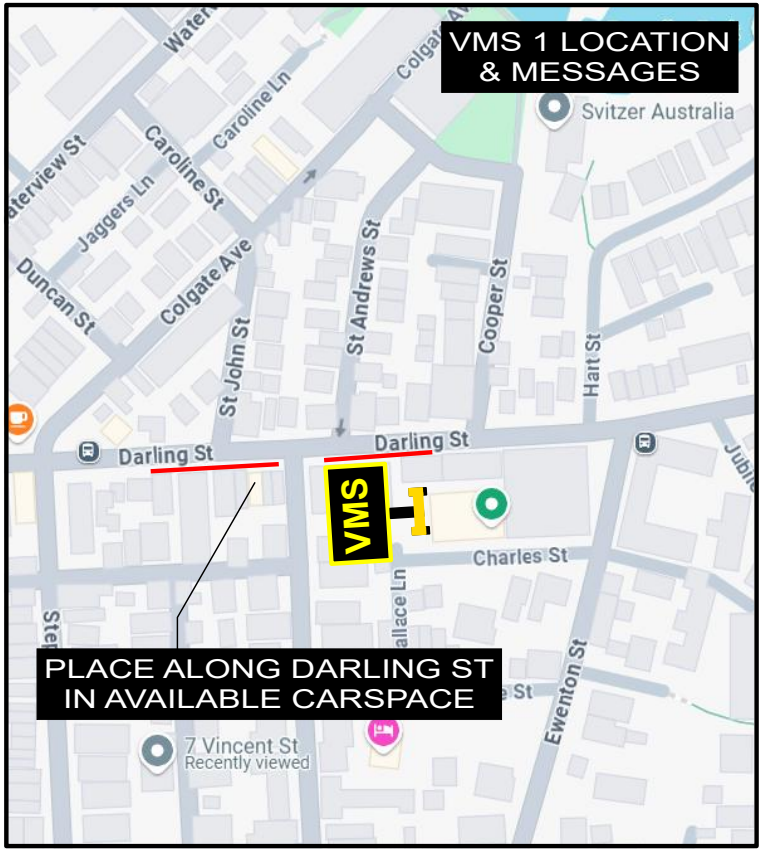
TMAA TRAFFIC MANAGEMENT ASSOCIATION OF AUSTRALIA

Climate Active Carbon Neutral ORGANISATION

VMS OPTIONAL (SEE EMP FOR DETAILS)

CA+O

TGS FOR VMS



PRIOR TO EVENT	DURING EVENT TIMES	CONTINGENCY
EVENT DARLING ST ROAD CLOSED	EVENT DARLING ST CLOSED TODAY	EVENT CONGESTION AHEAD
<INSERT DATE + TIMES>	DETOUR VIA CURTIS RD	USE ALTERNATE ROUTE

DRAWN BY:	MICHAEL PARKER	TCT 0050831	
APPROVED BY:	KIERAN CATO	TCT 0040880	

POLICY: Cato Location Services P/L do not accept responsibility of any traffic guidance scheme if the traffic management is not implemented by Cato Location Services P/L

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☐CLOSURE ☒VMS ☐ROLLING BLOCK ☐LANE MERGE
☐STOP/SLOW ☐PEDESTRIAN ☐BARRICADING ☐BUS PLAN
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PROJECT: GLOBAL TGS - VARIOUS EVENTS

CLIENT: INNER WEST COUNCIL

LOCATION: DARLING ST BALMAIN

CONTACT: JEN CRAMER

PHONE: 02 9392 5598

ORIGINAL SIZE: A4 LANDSCAPE

COUNCIL: INNER WEST

NTS

APPROVAL REQUIRED:		INSTALL:	REFER EMP
LOCAL	☒	DE INSTALL:	REFER EMP
STATE	☒		
INSW	☐		
OTHER	☐		

ROAD OCCUPANCY LICENCE:

TMC requires minimum 10 business days to assess and approve ROLs, this may change due to stake holders requirements

NOTE:

The event schedule will affect the pack-down estimate. Please be aware that these times could change due to vendor delays or an alteration of event plans.

PLAN No: DAR-4

VARIANT:	TYPE:	REV:
(A)	VMS	1.0

EVENT DATE: VARIOUS - REFER EMP

DATE: MON 19 MAY 2025

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LOCAL GOVERNMENT PROCUREMENT APPROVED CONTRACTOR

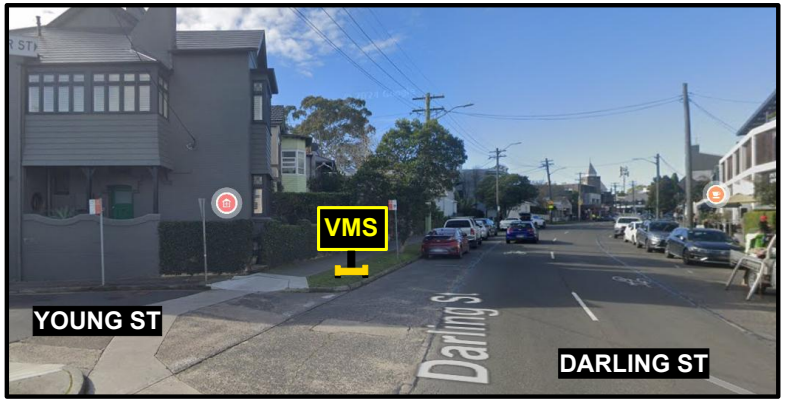
TMAA TRAFFIC MANAGEMENT ASSOCIATION OF AUSTRALIA

Climate Active Carbon Neutral ORGANISATION

VMS OPTIONAL (SEE EMP FOR DETAILS)

CA+O

TGS FOR VMS



PRIOR TO EVENT	DURING EVENT TIMES	CONTINGENCY
EVENT DARLING ST ROAD CLOSED	EVENT DARLING ST CLOSED TODAY	EVENT CONGESTION AHEAD
<INSERT DATE + TIMES>	DETOUR VIA CURTIS RD	USE ALTERNATE ROUTE

DRAWN BY:	MICHAEL PARKER	TCT 0050831	
APPROVED BY:	KIERAN CATO	TCT 0040880	

POLICY: Cato Location Services P/L do not accept responsibility of any traffic guidance scheme if the traffic management is not implemented by Cato Location Services P/L

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☐CLOSURE ☒VMS ☐ROLLING BLOCK ☐LANE MERGE
☐STOP/SLOW ☐PEDESTRIAN ☐BARRICADING ☐BUS PLAN
☐DETOUR ☐CONTRA FLOW ☐PORTABLE SIGNS ☐SIGNAGE PLAN

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PROJECT: GLOBAL TGS - VARIOUS EVENTS
CLIENT: INNER WEST COUNCIL
LOCATION: DARLING ST BALMAIN

CONTACT: JEN CRAMER
PHONE: 02 9392 5598
ORIGINAL SIZE: A4 LANDSCAPE
COUNCIL: INNER WEST

NTS

APPROVAL REQUIRED:	
LOCAL	☒
STATE	☒
INSW	☐
OTHER	☐

ROAD OCCUPANCY LICENCE:
TMC requires minimum 10 business days to assess and approve ROLs, this may change due to stake holders requirements

INSTALL:	REFER EMP
DE INSTALL:	REFER EMP

NOTE:
The event schedule will affect the pack-down estimate. Please be aware that these times could change due to vendor delays or an alteration of event plans.

PLAN No: DAR-5

VARIANT:	TYPE:	REV:
(A)	VMS	1.0

EVENT DATE: VARIOUS - REFER EMP

DATE: MON 19 MAY 2025

Item No: **LTC0625(1) Item 7**

Subject: **DARLING STREET, BALMAIN - PROPOSED MOTOR BIKE PARKING RESTRICTION (BALUDARRI-BALMAIN/BALMAIN ELECTORATE/LEICHHARDT PAC)**

Prepared By: Felicia Lau - Acting Coordinator Traffic Engineering Services North

Authorised By: Sunny Jo - Acting Traffic and Transport Planning Manager

RECOMMENDATION

1. **That the installation of a 5m length 'Motor Bikes Only' parking zone on the northern side of Darling Street 10m west of Duke Street, Balmain East be approved.**

2. **That a Give Way (R1-2A) sign be installed in Duke Street at its intersection with Darling Street, with Give Way (TB and TB1) lines across Duke Street.**

STRATEGIC OBJECTIVE

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

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

To improve intersection safety at the Duke Street and Darling Street intersection, Balmain East, the following are proposed:

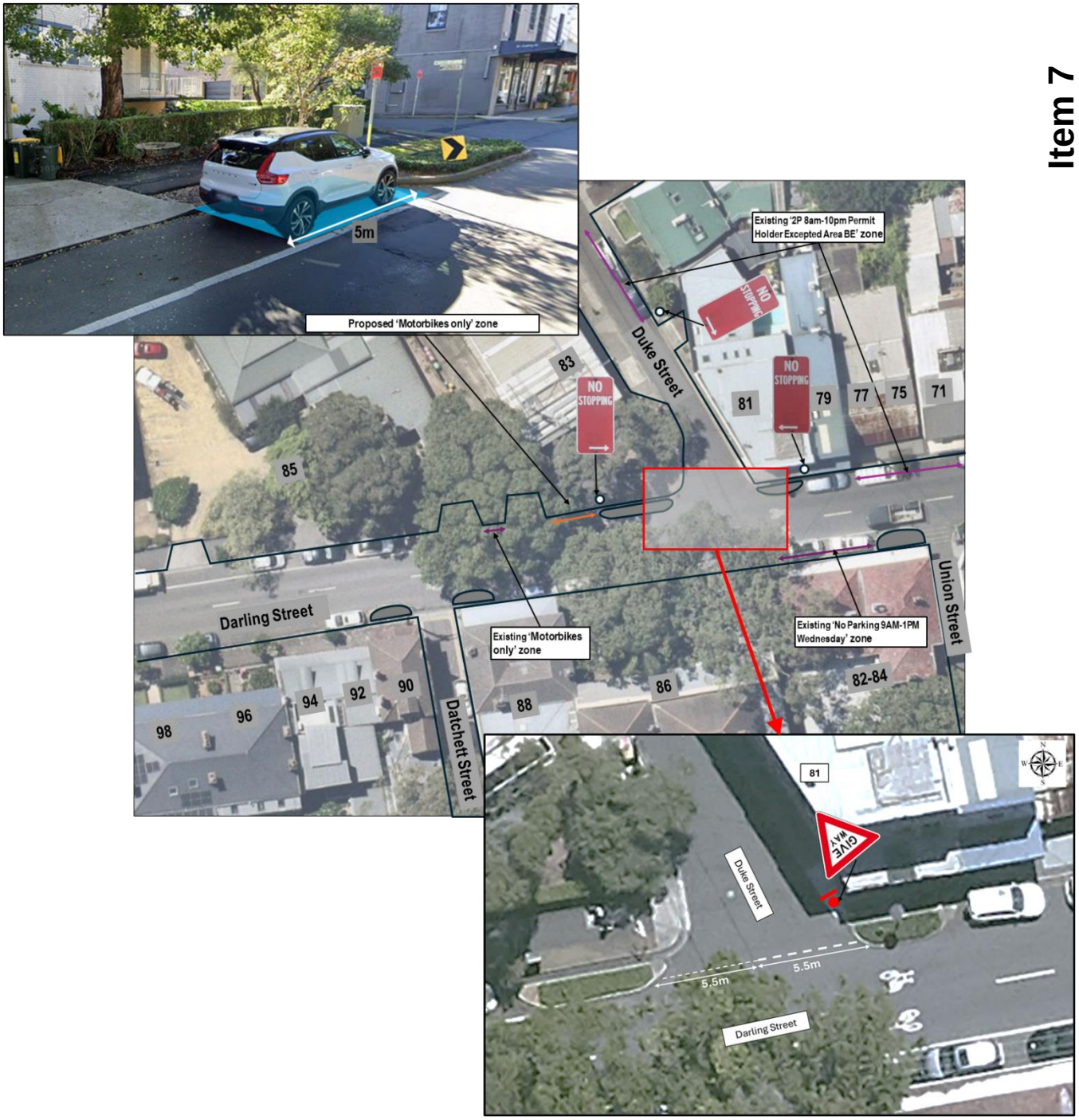
- Converting a 5m unrestricted parking space in Darling Street, west of Duke Street to 'Motor Bikes Only' parking zone;
- Formalising give-way treatment with sign and line marking at Duke Street; and
- Consideration of a variable speed radar to be installed along the frontage of St. Mary's Balmain Anglican Church facing eastbound traffic in Darling Street.

BACKGROUND

Council has received correspondence from several residents regarding the intersection of Darling Street and Duke Street, Balmain East. There are concerns of limited driver visibility in Darling Street for vehicles exiting Duke Street.

DISCUSSION

To improve visibility, it is proposed to convert the existing 5m unrestricted parking space in Darling Street, west of Duke Street to a 'Motor Bike Only' parking zone. Additionally, it is proposed that transverse Give Way (TB and TB1) lines be installed as shown in the figure below.



Council will also consider implementing including a variable speed radar to be installed along the frontage of St. Mary's Balmain Anglican Church facing eastbound traffic in Darling Street. This will visually inform drivers travelling above speed limit to slow down as they approach the subject intersection.

A letter outlining the proposal to convert the 5m unrestricted parking space in Darling Street, west of Duke Street to 'Motor Bikes Only' parking zone was mailed out to all affected residents accessing Duke Street, including Gilchrist Place and Duke Place. A total of 128 letters were distributed.

At the end of the consultation period, 20 submissions were received and 14 were in support of the proposal, representing a support rate of 70%. A summary of the response comments provided below.

Residents Comments	Officers Comments
Make the space a no parking for vehicles at all times, ideally a garden bed to restrict illegal parking.	The intersection already has the minimum 10m length 'No Stopping' zones in both directions at Darling Street. The proposal is to further improve sight distance for drivers exiting Duke Street. As the subject parking space is highly utilised, and there is high demand of on-street parking in the area, there is a need to balance the parking needs and improve visibility. Hence, it is proposed to convert the space to a motorbike parking as the height of motorbikes generally allow for drivers to see further onto oncoming vehicles in Darling Street.
A few years ago, Council converted a small space next to the space in question, into 'motorbike only' parking, as a response to resident concerns about the same issue. Unfortunately, it has helped only marginally, I would not like to see the same mistakes repeated.	The installation of motorbike parking in this location was to assist in maintaining vehicular access due to parked vehicle encroaches adjacent driveway access to properties.
Consider traffic calming to slow down traffic in Darling Street.	The existing posted speed limit in Balmain East is 40km/h and with parked vehicles on both side of Darling Street, it provides a visually narrower road environment that encourages lower traffic speed. However, Council is also assessing the site for a variable speed radar to be installed along the frontage of St. Mary's Balmain Anglican Church. This will visually inform drivers travelling above speed limit to slow down in Darling Street.
Consider a pedestrian crossing in Darling Street.	Initial assessment indicate that the location may not be along pedestrian desire lines. A crossing also would result in additional loss of on-street parking and should be carefully considered. This is currently being considered in the Balmain East and Birchgrove Precinct Local Area Traffic Management (LATM) Study.

FINANCIAL IMPLICATIONS

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

ATTACHMENTS

Nil.

Item 8

Item No: **LTC0625(1) Item 8**

Subject: **ELLIOTT STREET, BALMAIN - PROPOSED RESIDENT PARKING SCHEME (BALUDARRI-BALMAIN WARD/BALMAIN ELECTORATE/LEICHHARDT PAC)**

Prepared By: Charbel El Kazzi - Traffic Engineer

Authorised By: Sunny Jo - Acting Traffic and Transport Planning Manager

RECOMMENDATION

That the proposed resident parking scheme '2P 8am-10pm Permit Holders Excepted Area B1' on the north side of Elliott Street between Rosieville Lane and Glassop Street, and south side of Elliott Street in between Claremont and Terry Street, Balmain as per below plan be approved.

STRATEGIC OBJECTIVE

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

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

Several residents in Elliott Street, Balmain have expressed concerns regarding long-term non-resident parking and requested a Resident Parking Scheme (RPS) for their street.

In response, preliminary investigation and community engagement were undertaken by Council on a '2P 8am-10pm Permit Holders Excepted Area B1' proposal on the north side of Elliott Street between Rosieville Lane and Glassop Street, and south side of Elliott Street in between Claremont and Terry Street, Balmain.

The results of the community engagement indicated adequate support for the implementation of the proposed Resident Parking Scheme.

BACKGROUND

Council has received several concerns from residents in Elliott Street regarding long-term non-resident parking and have requested a resident parking scheme for their street. In response a parking occupancy survey was undertaken, and high parking occupancy levels (above 85%) were found in several sections of Elliott Street. A resident parking scheme was deemed suitable and proposed within the high occupancy sections as illustrated in figure 1. Council's resident parking scheme policy requires a minimum of 50% support from properties in the subject section with each property entitled to a single preference.

On-street parking demand in Elliott Street was reported to be exacerbated due to the Casa Esquina restaurant, along with restaurant staff parking, local retail stores and cafes along Darling Street. Residents have also flagged that parking demand would be expected to increase with the opening of the Balmain West Ferry Wharf later this year.

Figure 1: Proposed Resident Parking Scheme area in Elliott Street, Balmain

DISCUSSION

A letter outlining the proposal was issued to the affected properties seeking resident's views. It is worth noting that no residents within the subject section opposed the proposal. During consultation period, council received a petition in support of the proposal and this has been included within the results shown in the below table.

Number of properties	Number of properties in support	Number of properties in objection	Response rate	Support rate
20	12	0	60%	60%

As the above results exceeded the 50% support rate, it is recommended that a RPS be supported in the proposed sections of Elliott Street, Balmain.

FINANCIAL IMPLICATIONS

The funding for the proposed signage is available within Council's sign and linemarking budget.

ATTACHMENTS

Nil.

Item No: **LTC0625(1) Item 9**

Subject: **INNER WEST LGA - PROPOSAL FOR FLEXICAR CAR SHARE PARKING SPACES (ALL WARDS/ALL ELECTORATES/ALL PACS)**

Prepared By: James Nguyen - Traffic Engineer

Authorised By: Sunny Jo - Acting Traffic and Transport Planning Manager

RECOMMENDATION

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

a) **A 2.5m wide space in the Edgeware Road Council car park, Enmore next to the existing car share space.**

b) **A 5.5m restriction on the southern side of Arthur Street, Marrickville east of Ann Street outside no.10 Arthur Street.**

c) **A 5.5m restriction on the northern side of Salisbury Road, Stanmore east of Percival Road.**

d) **A 5.5m restriction on the southern side of Railway Avenue, Newtown west of Liberty Street.**

e) **A 5.5m restriction on the eastern side of Regent Street, Petersham south of Trafalgar Street.**

f) **A 5.5m restriction on the western side of Barwon Park Road, St Peters south of Princes Highway.**

g) **A 2.5m wide space in the Seaview Street Council car park, Dulwich Hill to the existing car share space.**

h) **A 5.5m restriction on the southern side of Guihen Street, Camperdown west of Booth Street.**

STRATEGIC OBJECTIVE

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

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

A request has been received from Flexicar to install 12 on-street dedicated 'Car Share' parking spaces for existing floating car share vehicles around the Inner West.

BACKGROUND

Car sharing has been well established in the Inner West and provide an additional transport option for the growing population in the Inner West LGA.

One of the benefits of a car share scheme is that one shared vehicle can replace several private vehicles that would otherwise compete for local parking. The scheme also reduces overheads for residents who don't need to own a car. Other benefits align to Council's Integrated Transport Strategy by supporting sustainable transport as a part of its drive to:

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

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

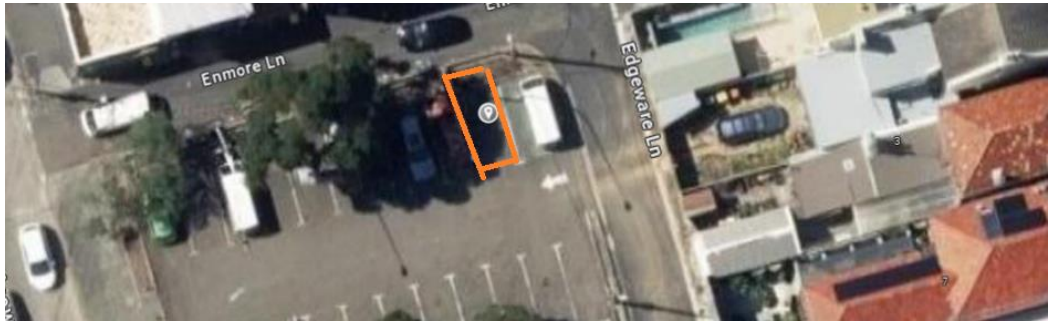
The following hierarchy of preferred locations for designated car share spaces has been applied when assessing suitability of locations:

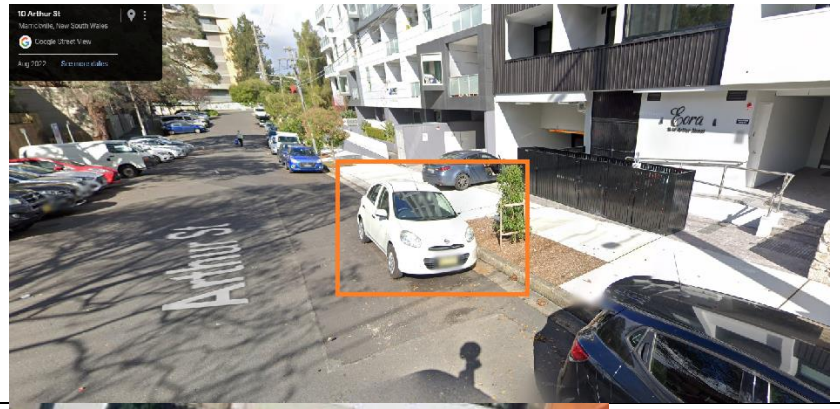
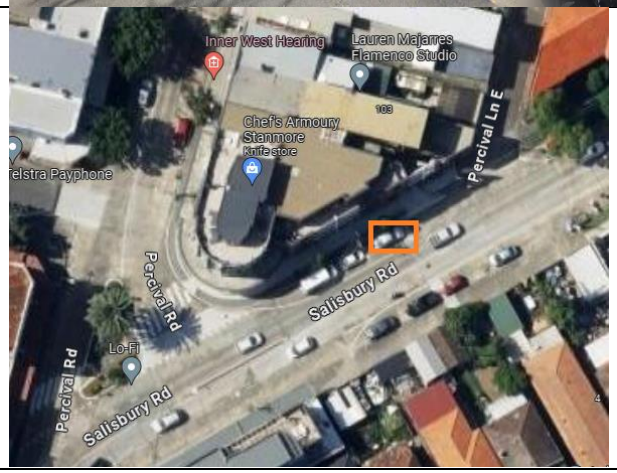
a) Within immediate proximity to public transport services such as a rail/metro station/stop;
b) Adjacent to public land such as a park;
c) Adjacent to a public facility such as a leisure centre or library;
d) Within high/medium density residential areas;
e) In or immediately adjacent to retail / commercial streets;
f) Adjacent to the side boundary of single dwellings;
g) Other locations.

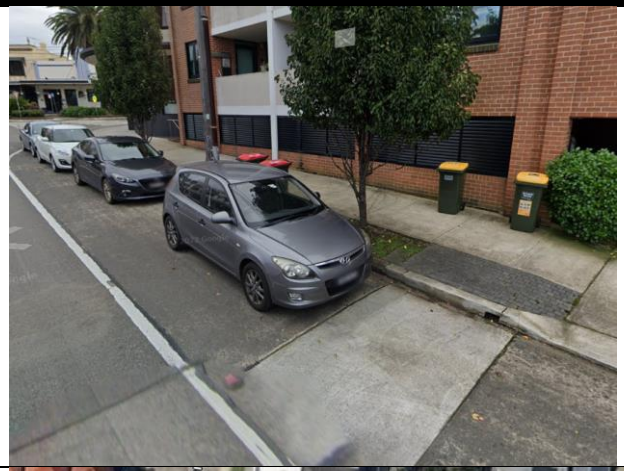
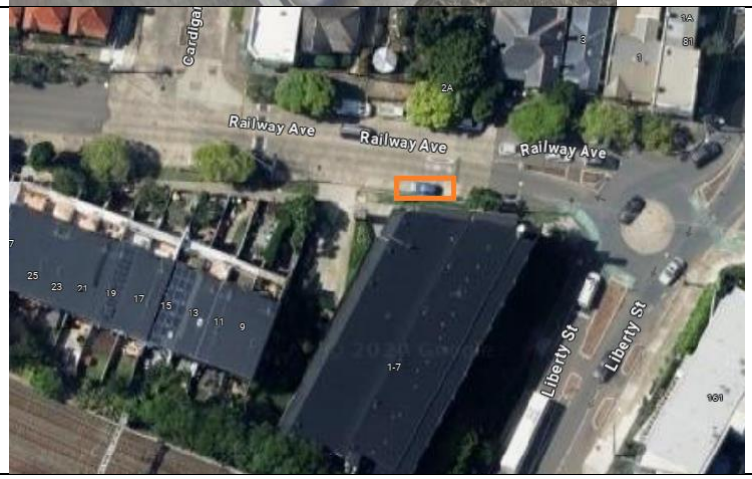
Car share parking spaces located in front of single dwellings will be given low priority and avoided in most circumstances. Consultation will be carried out with residents and businesses in the immediate vicinity of a proposed parking space.

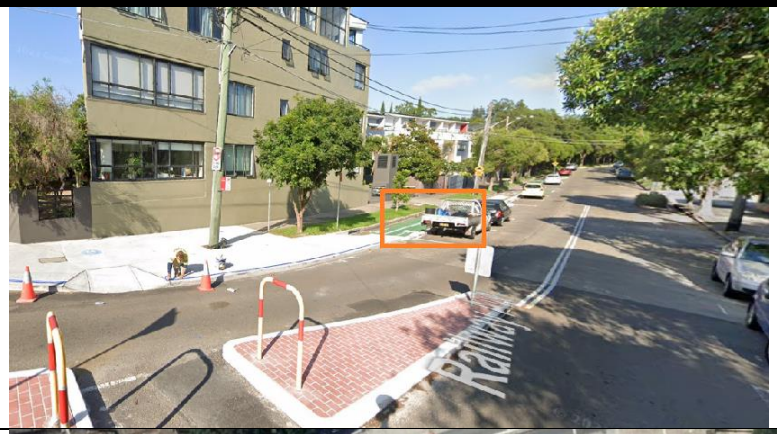
Inner West Council reserves the right to reject, or determine by refusal, any application for a car share parking space.

DISCUSSION

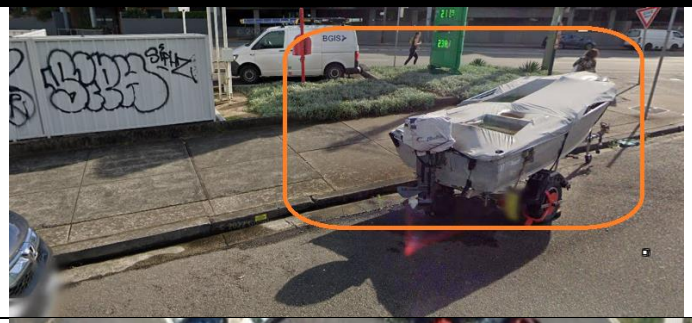
Street	Suburb	Specific Location	Image
Edgeware Road	Enmore	Edgeware Road Car Park next to exiting car share space	 
Arthur Street	Marrickville	Southern side of Arthur Street, east of Ann Street outside no. 10.	

Street	Suburb	Specific Location	Image
			
Salisbury Road	Stanmore	Northern side of Salisbury Road, east of Percival Street.	

Street	Suburb	Specific Location	Image
			
Railway Avenue	Newtown	Southern side of Railway Avenue, west of Liberty Street	

Street	Suburb	Specific Location	Image
			
Regent Street	Petersham	Eastern side of Regent Street, south of Trafalgar Street	

Street	Suburb	Specific Location	Image
			
Barwon Park Road	St Peters	Western side of Barwon Park Road, south of Princes Highway	

Street	Suburb	Specific Location	Image
			
Seaview Street	Dulwich Hill	Seaview Street, car park, next to existing car share space	

Street	Suburb	Specific Location	Image
			Seaview Street Dulwich Hill  
Guihen Street	Camperdown	Southern side of Guihen Street, west of Booth Street	 

PUBLIC CONSULTATION

Community consultation was led by Flexicar representatives between 11 March 2025 and 18 April 2025. Letters were distributed to local residents within 100 metres of each proposed space.

Location	No. of responses	Resident comments	Officer comments	Recommendation
Edgeware Road, Enmore; **Edgeware Road Car Park next to exiting car share space**	• One (1) response • One (1) objection	Objection due to limited parking in the street	The proposal is located within the Council public car park at no.2 Edgeware Road. There are no changes to on-street parking. Car share will also reduce the number of private vehicle ownership that may otherwise occupy on-street parking	Install
Arthur Street, Marrickville; **Southern side of Arthur Street, east of Ann Street outside no. 10.**	• Six (6) responses • Six (6) objections	The six (6) submissions objecting to the proposal noted the following concerns: Parking is in high demand and already competitive for residents and guests who visit. Households with no parking permits will be affected. The location is well serviced by public transport. Council should reconsider this proposal and explore alternative locations. It is encouraged that Council make public transport more effective and efficient.	Whilst this is adjacent to medium-high density units, this is considered suitable as a car share location. There is already an existing car share space nearby, however the vehicle is a van. This proposed car share proposal will provide a passenger vehicle.	Install

Location	No. of responses	Resident comments	Officer comments	Recommendation
		There is already a GoGet car share space on Arthur Street and Francis Street There are concerns about the increased commercialisation of public space The location is used for bin collection each week on Tuesday. There is limited off-street parking in the adjacent apartment. The location is in front of a building that houses elderly and disabled residents, who require accessible parking near their homes.		

Location	No. of responses	Resident comments	Officer comments	Recommendation
Salisbury Road, Stanmore; **Northern side of Salisbury Road, east of Percival Street.**	• One (1) response • One (1) supportive	Request for driveway line marking, 3 metres from the driveway to improve sight lines of approaching traffic on Salisbury Road.	Proposal is located near medium-density residential units and train station and is considered suitable as a car share location. Driveway line markings are permitted at a maximum of 1m from the edge of the property access line. The space can be installed approximately 1m from the edge of the nearby property access line.	Install
Railway Avenue, Newtown; **Southern side of Railway Avenue, west of Liberty Street**	Nil responses	Nil responses	Proposal is located near medium-density residential units, and is considered suitable as a car share location. The existing car share spaces nearby on Trade Street have high utilisation.	Install
Regent Street, Petersham; **Western side of Regent Street, south of Trafalgar Street**	• Two (2) responses • Two (2) objections	The two (2) responses opposing the proposal raised concerns about the lack of parking and it was suggested to relocate the space to another location.	The car share space is proposed in an existing timed restricted parking space signposted as '1P 8.30am-6pm Mon-Fri; 8.30am-12.30pm Sat' and will impact short term parking for nearby businesses and residents. It is recommended to relocate the car share space to the other side (eastern side) of Regent Street to the unrestricted parking space. Proposal on Regent Street is located near	Install on eastern side of Regent Street, in the unrestricted parking space. 

Location	No. of responses	Resident comments	Officer comments	Recommendation
			medium-density residential units, near Petersham Station and is considered suitable as a car share location. There are no existing car share spaces on Regent Street. It is not recommended to relocate this space to another street.	
Barwon Park Road, St Peters; **Western side of Barwon Park Road, south of Princes Highway**	• One (1) response • One (1) objection	Unsupportive due to loss of on-street parking spaces for residents.	Proposal is adjacent to Sydney Park and near medium-high density residential units, and is considered suitable as a car share location. There are no existing car share spaces on Barwon Park Road.	Install
Seaview Street, Dulwich Hill; **Seaview Street, car park, next to existing car share space**	Nil responses	Nil	Proposal is located in an off-street car park, near shops, Dulwich Hill Library, medium-high density units, and is considered suitable as a car share location.	Install
Guihen Street, Camperdown; **Southern side of Guihen Street, west of Booth Street**	Nil responses	Nil	Proposal is located near high-density residential units, is considered suitable as a car share location. No existing car share space on Giuhen Street.	Install

FINANCIAL IMPLICATIONS

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

ATTACHMENTS

Nil.

Item 10

Item No: **LTC0625(1) Item 10**

Subject: **CAMDENVILLE PARK, ST PETERS - PROPOSED PARKING CHANGES TO THE CAMDENVILLE PARK CARPARK AT COUNCIL STREET, ST PETERS (MIDJUBURI - MARRICKVILLE WARD / HEFFRON ELECTORATE / INNER WEST PAC)**

Prepared By: Daniel Li - Student/Graduate Traffic Engineer

Authorised By: Sunny Jo - Acting Traffic and Transport Planning Manager

RECOMMENDATION

That the carpark design and signage plan of the Camdenville Park Amenities Refurbishment be approved by Council.

STRATEGIC OBJECTIVE

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

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

A concept plan which included upgrades to the existing amenities building and existing car parking area at Council Street, St Peters was proposed as part of the Camdenville Park Amenities Refurbishment project. This report is provided to formalize the car parking area including relevant line marking of parking bays and parking signage. It is recommended that Council approve the design of the car park at Camdenville Park fronting Council Street, St Peters.

BACKGROUND

In July 2016 under former Marrickville Council, a proposal including community engagement and concept designs was submitted by Council to upgrade the playground, facilities, sporting fields and amenities at Camdenville Park. The proposed upgrade works were put on hold due to the temporary leasing and acquisition of the site by Transport for NSW for the completion of the WestConnex project. Following completion of the WestConnex project in 2022, Transport for NSW has handed the site of Camdenville Park back to Inner West Council as a park asset, in which proposed upgrade works were able to resume. During the temporary acquisition by Transport for NSW, Council's Capital Projects team has developed further designs for community feedback and construction in May 2025. As the final design includes changes to the car parking area of Camdenville Park, a report to the Local Traffic Committee is required for the approval of traffic and parking changes.

DISCUSSION

Currently, the car parking area of Camdenville Park at Council Street, St Peters provides 13 non-compliant car parking spaces. As part of the upgrades, the proposed carpark refurbishment will include:

- Nine (9) formalized parking bays
- One (1) motorbike space

- One (1) mobility space including an adjacent shared space; and
- An emergency vehicle access area accessible at all times.

A detailed design plan of the proposed carpark works can be seen in *Attachment 1*.
While there is a reduction in car parking spaces, by line marking parking bays and formalizing parking spaces, it improves compliance to Table 2.2 of AS2890.5 which requires a minimum width of 2.4m for on-street parking spaces. This will also allow for improved vehicle accessibility from the passenger doors.

Furthermore, due to the existing car park not having any signage installed previously, it was recommended by Council that outside of regulatory signage as shown in *Attachment 2*, no further parking restrictions were to be introduced after the completion of the project. Notwithstanding, while it is currently proposed to be unrestricted parking, parking restrictions could be introduced similar to the restrictions on Goodsell Street, Council Street and May Street if the car parking spaces are misused for extended long term parking.

As the proposed car park changes are related to Camdenville Park, an asset of Inner West Council, no consultation was undertaken on the car parking area due to the lack of impact on residential on-street parking. However, it should be noted that prior to the construction phase of Camdenville Park, community consultation was undertaken with respect to the master concept designs associated with other proposed park facilities for Camdenville Park. Having considered this report, it is recommended that the carpark design adjacent to the Camdenville Park Amenities Building be approved for installation.

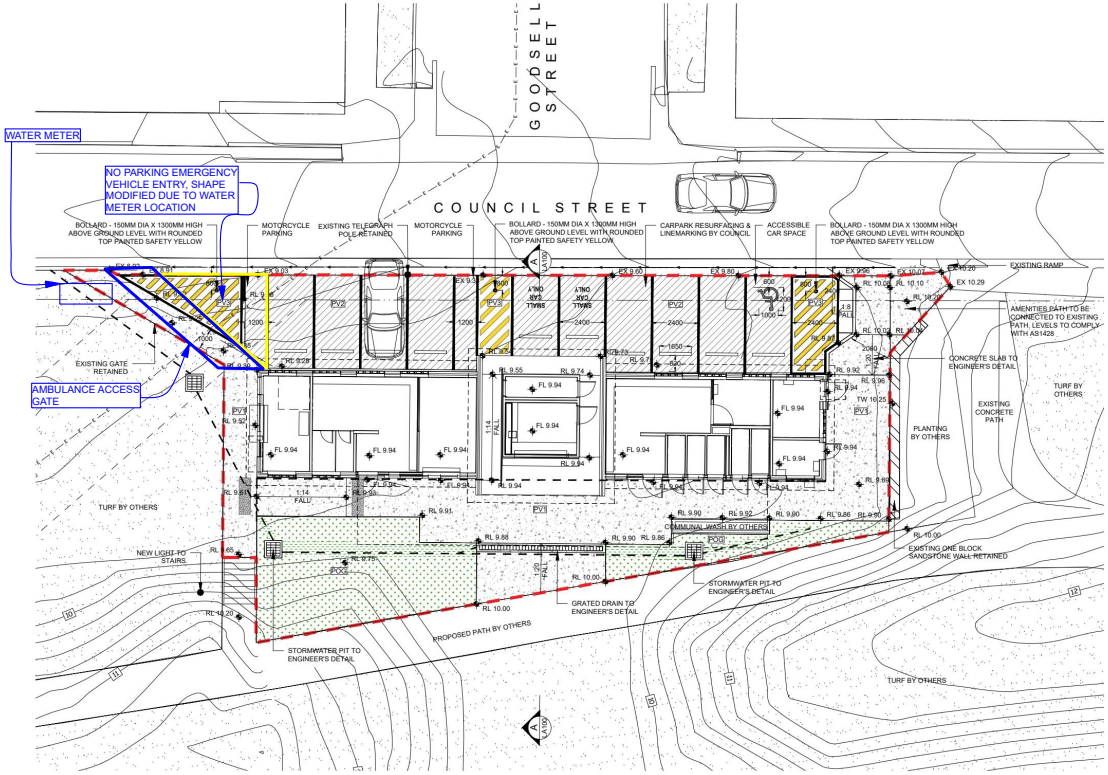
FINANCIAL IMPLICATIONS

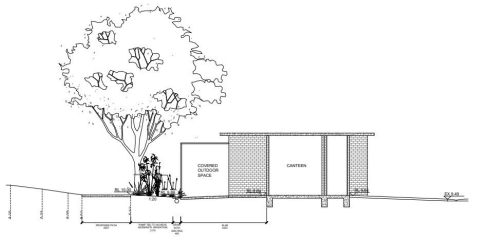
The proposed sign installations will cost approximately $30,000 and will be funded with the Capital Projects – Carpark Cost Centre.

ATTACHMENTS

1.⇩ Carpark Design Plan by TaylorBrammer Pty Ltd
2.⇩ Camdenville Park - Proposed Carpark Signage Plan

www.invarion.com





A LANDSCAPE SECTION
SCALE 1:100

HARDWORKS PLAN & LANDSCAPE SECTION

HARDSCAPE LEGEND

SCALE 1:100 @ A1
0 1 2 4 6m

SITE BOUNDARY
AWNING OVER
STORMWATER DRAIN
HIGH VOLTAGE CABLE UNDER
PLANTING ON GRADE
PLANTED SWALE
PLANTING ON SLAB
RESURFACED CONCRETE
RESURFACED ASPHALT
LINEMARKED RE-SURFACED ASPHALT 'SHARED AREA'

TERROIR

project name: Binalong Recreation Ground
project location: Binalong
project number: 24-087a
client: Inner West Council

date: 08.11.2024
revision: G
drawn: OTJ
checked: JH

TaylorBrammer
TAYLOR BRAMMER LANDSCAPE ARCHITECTS PTY LTD

LA100

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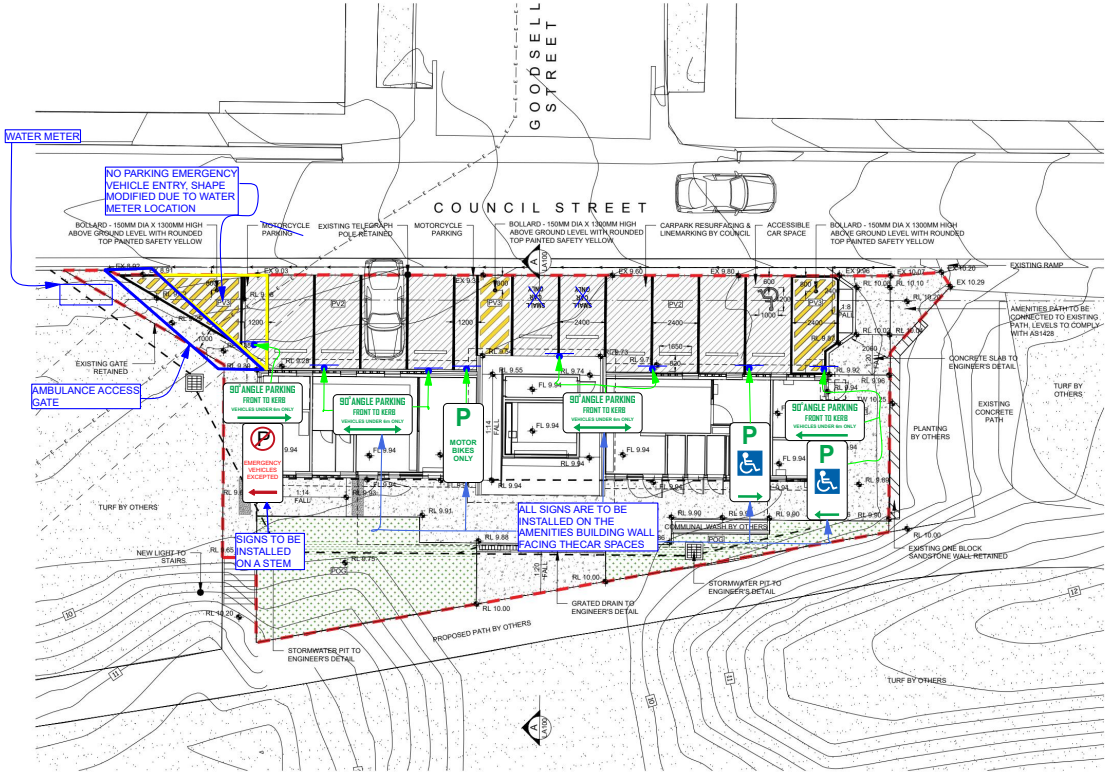

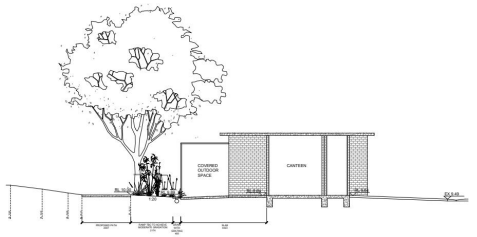

A LANDSCAPE SECTION
SCALE 1:100

HARDWORKS PLAN & LANDSCAPE SECTION

HARDSCAPE LEGEND

SCALE 1:100 @ A1
0 1 2 4 6m

SITE BOUNDARY
AWNING OVER
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PLANTING ON GRADE
PLANTED SWALE
PLANTING ON SLAB
RESURFACED CONCRETE
RESURFACED ASPHALT
LINEMARKED RE-SURFACED ASPHALT 'SHARED AREA'

TERROIR

project name: Binalong Recreation Ground
project location: Binalong
project number: 24-087a
client: Inner West Council

date: 08.11.2024
revision: G
drawn: OTJ
checked: JH

TaylorBrammer
TAYLOR BRAMMER LANDSCAPE ARCHITECTS PTY LTD

LA100

Item 11

Item No: **LTC0625(1) Item 11**

Subject: **GOWER STREET, ASHFIELD - PROPOSED RESIDENT PARKING SCHEME AT GOWER STREET BETWEEN LIVERPOOL ROAD AND ORMOND STREET (DJARRAWUNANG-ASHFIELD WARD) / SUMMER HILL ELECTORATE / BURWOOD PAC)**

Prepared By: Daniel Li - Student/Graduate Traffic Engineer

Authorised By: Sunny Jo - Acting Traffic and Transport Planning Manager

RECOMMENDATION

That the proposal to implement Resident Parking Scheme restrictions '2P 8am – 6pm Mon – Fri Permit Holders Excepted Area 10' along the western side of Gower Street between Liverpool Road and Ormond Street, Ashfield be approved.

STRATEGIC OBJECTIVE

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

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

Upon receiving a petition from residents of Gower Street, Ashfield, Council initiated an investigation for implementing residential parking restrictions in Gower Street, Ashfield. A parking occupancy survey was carried out and it was found that there are high parking occupancies in Gower Street during the morning and evening periods.

Accordingly, Council officer's proposed timed permit parking restrictions on the western side of Gower Street, signposted as '2P 8am – 6pm Mon – Fri Permit Holders Excepted Area 10', and consulted on this proposal with surrounding households and businesses. This report provides the results of this survey and consultation with owners and occupiers in Gower Street indicated that there was sufficient support to implement the proposed restrictions.

BACKGROUND

A petition signed by 10 residents in Gower Street, Ashfield between Liverpool Road and Ormond Street was received requesting for consideration of a Resident Parking Scheme in Gower Street. This petition was submitted to Council due to concerns about high on-street parking demands from Ashfield Park users and residents/businesses residing on Liverpool Road being subjected to limited off-street parking spaces as well as clearway restrictions. As per Council's resident parking scheme policy, on-street parking studies at Gower Street were conducted and the results indicate high parking occupancy levels, typically above 85%.

DISCUSSION

Council officers have completed two parking occupancy surveys on Gower Street between Liverpool Road and Ormond Street in February 2025. On both occasions, the parking survey results indicate high parking utilization on both sides of Gower Street and exceeds the 85% threshold utilization to warrant consideration for a Resident Parking Scheme (RPS). The results are show in *Table 1* below:

Parking occupancy survey: Gower Street between Liverpool Road and Ormond Street				
Date of Survey	**Side**	**10:00 AM**	**2:00 PM**	**Average occupancy rate**
11 February 2025	West	88% (14/16)	81% (13/16)	84%
	East	93% (13/14)	93% (13/14)	93%
18 February 2025	West	88% (14/16)	94% (15/16)	91%
	East	93% (13/14)	93% (13/14)	93%
				90%

Table 1. Parking occupancy surveys at Gower Street between Liverpool Road and Ormond Street, Ashfield

To ensure consistency with the nearby streets namely Gower Street (between Liverpool Road and Sloane Street) which currently have timed permit parking restrictions, parking restrictions signposted as '2P 8am – 6pm Mon – Fri Permit Holders Excepted Area 10' are proposed on the western side of this section of Gower Street. While the eastern side had high parking utilisations, a RPS on the western side of Gower Street would allow for more parking as there were less driveways on the western side in comparison to the eastern side.

It should be noted that at the time of the surveys, Council officers could not verify if Ashfield Park users were a contributing factor to high parking demands along Gower Street. However, Council officers were able to verify that there were multiple businesses and unrated residential properties along Gower Street and Liverpool Road which contributed to the high parking demands.

PUBLIC CONSULTATION

A total of 35 letters were sent out to households and businesses on Gower Street between Liverpool Road and Ormond Street on 20 March 2025. It should also be noted that based on the mailing list, majority of the properties in Gower Street and Liverpool Road consisted of residential standalone buildings which were leased to tenants, hence resulting in a larger number of letters sent out compared to properties in the area.

There was a total of nine (9) responses received with eight (8) responses supporting and one (1) response opposing the proposal. The overall response rate was 26% of which 89% of the received responses were in support and 11% opposed. The response rate does not meet Council's minimum requirement for a Resident Parking Scheme which requires a 30% response rate with 65% of the responses being in support of the proposal. For a response rate to reach the required 30%, at least eleven (11) responses would be needed to generate an overall response rate of 31%.

Despite the proposed RPS falling short be two (2) responses, given the high support rate from the received responses and high occupancy rates observed during the parking studies, it is recommended that Council approve the proposed resident parking scheme on the western side of Gower Street between Liverpool Road and Ormond Street, Ashfield.

No of properties	21
Responses	9
Response rate	26%
Support	8
Oppose	1
Support rate	89%

Resident's comments	Officer's response
Resident would like to have on-street parking for relatives and friends when visiting the property.	The proposed parking restrictions will be installed on only one side of Gower Street. There will be an unrestricted side which can be used by relatives and friends when visiting the property. It should also be noted that if the restrictions are approved to be installed, Council offer visitor permits which can be purchased and used by visiting guests of a property.
Difficulty in finding parking on Gower Street due to the presence of Ashfield Park and residential / business properties on Liverpool Road which have clearway restrictions	Noted. At the time of Council's parking surveys, Council officers could not identify Ashfield Park as a major contributor to the high parking levels at Gower Street.

FINANCIAL IMPLICATIONS

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

ATTACHMENTS

1.⇩ Gower Street, Ashfield - Resident Parking Scheme Proposed Plan

www.invarion.com

Item 12

Item No: **LTC0625(1) Item 12**

Subject: **HOLBEACH AVENUE, TEMPE – TEMPORARY FULL ROAD CLOSURE FOR MS SYDNEY TO THE GONG BIKE RIDE ON SUNDAY 2 NOVEMBER 2025 – (MIDJUBURI-MARRICKVILLE WARD / HEFFRON ELECTORATE / INNER WEST PAC)**

Prepared By: Jennifer Adams - Traffic Engineer

Authorised By: Sunny Jo - Acting Traffic and Transport Planning Manager

RECOMMENDATION

That the Local Traffic Committee receive and note the 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

Council has received an application under Section 68 of the Local Government Act 1993 to use Holbeach Avenue and Tempe Recreation Reserve to hold the annual 'MS Sydney to the Gong Bike Ride' supported by Multiple Sclerosis (MS) Australia on Sunday 2 November 2025. This event will necessitate the temporary full road closure of Holbeach Avenue, Tempe and southbound lane closures on Princes Highway from the car park entrance of IKEA to Cooks River along with closures (Residents Excepted) of South Street, Hart Street, Bay Street and Old Street, Tempe between the hours 0400 to 1000 hours on Sunday 2 November 2025.

The comments of the Local Traffic Committee will be referred to Council's Development Assessment Section for consideration in determining the Development Application.

BACKGROUND

Council has received notice under an amended Section 68 application (S68201800006) of the Local Government Act 1993 to use Holbeach Avenue and Tempe Recreation Reserve to hold the annual 'MS Sydney to the Gong Bike Ride' supported by Multiple Sclerosis (MS) Australia on Sunday 2 November 2025.

The application is required to be referred to the Local Traffic Committee for consideration under State Environmental Planning Policy (Infrastructure) 2007.

The S68201900006 approval dated 27 September 2019 approves the holding of the MS Sydney to Gong bike ride event at Tempe Recreation Reserve annually on every first Sunday of November from 2019 – 2023 between 5.00am to 9.00am. This has been extended to 2025 due to Covid, as the event was cancelled in 2020 and 2021 and ran again in 2022 on 6 November 2022, on 5 November in 2023 and on 3 November in 2024.

This years' course will mostly follow that of previous years with the 82Km start location in Tempe Recreation Reserve Tempe, and the 58Km start location in Cooper Reserve Engadine. The riders then join the 82Km riders on Princes Highway following the traditional course

through the Royal National Park, traveling south along the coast to Thirroul, riding over Sea Cliff Bridge then following Sandon Point Reserve, at the end of the cycle way through Woonona, East Corrimal, Towradgi, Fairy Meadow, North Wollongong to Finish in W. A. Lang Park, Wollongong.

The number of participant registrations for the 2025 Gong Bike Ride will remain capped at 10,000.

OFFICER COMMENTS

MS Australia will ultilise the IKEA car park as a drop off zone and riders will ride down Princes Highway (southbound) to the starting location at Tempe Recreation Reserve. The traffic management company will put in an access lane along Princes Highway to keep riders safe while entering the event at Tempe Recreation Reserve where this location will be the start of the cycling course.

The event will start at Tempe Recreation Reserve, Tempe. On departing, cyclists will ride west on Holbeach Avenue and then turn left onto Princes Highway. Cyclists will then ride along the southbound lanes on Princes Highway as they make their way south over the Cooks River Bridge and beyond.

The applicant advised that support of the NSW Police and RMS will be sought, and a detailed Traffic Management Plan has been forwarded to TfNSW, NSW Police and relevant Councils and authorities.

NSW Police and the MS Australia Course Marshals will be at critical locations to ensure that participants and motorists follow all proposed traffic management measures. The event will be held on a Sunday morning where traffic volumes are expected to be lower than average.

It is proposed that the traffic control measures would be in place between 4:00am and no later than 10:00am as the event commences at 6.00am and is expected to be concluded by 9.00am. Affected residents and businesses will be allowed access at Police discretion.

PUBLIC CONSULTATION

The applicant advised that the traffic control management on the day of the event will be controlled by NSW Police and MS Australia Course Marshals. The draft Traffic Control Plans for relevant Inner West locations are reproduced at the end of this report.

A Traffic Management Plan will be submitted to Transport for New South Wales (TfNSW) for consideration and approval as well as a Road Occupancy License application will be submitted to the Transport Management Centre.

CONCLUSION

The following traffic related comments be forwarded to Council's Development Assessment section.

Based on the information presented in the applicant's submission to Council with regards to the proposed cycling event on Sunday 2 November 2025 with the inclusion of a temporary full road closure of Holbeach Avenue, Tempe, it is acknowledged that the event will be controlled by NSW Police and the MS Australia Course Marshals. Therefore, Council supports the temporary full road closure of Holbeach Avenue, Tempe during the course of the event subject to:

- the applicant submitting a Traffic Management Plan to TfNSW for consideration and approval;
- a Road Occupancy License be obtained from the Transport Management Centre: and
- advice of the proposed event being forwarded all affected properties and to the appropriate authorities including emergency services.

FINANCIAL IMPLICATIONS

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

Item 12

MS GONG RIDE

The 42nd MS Gong Ride 2nd Nov 2025
TRAFFIC GUIDANCE SCHEMES

SECTOR A
TGS 001 Princes Highway & IKEA Car Park TEMPE
TGS 002 IKEA Car Park TEMPE
TGS 003 Princes Highway & Brooklyn St TEMPE
TGS 003.1 Princes Highway & Smith St TEMPE
TGS 004 Princes Highway & Gannon St TEMPE
TGS 005 Princes Highway & Holbeach Ave TEMPE
TGS 006 A Holbeach Ave roundabout TEMPE
TGS 006 B Holbeach Ave roundabout TEMPE
TGS 007 South St & Station St TEMPE
TGS 008 South St to Golf Driving Range TEMPE
TGS 009 Tempe Reserve Car Park TEMPE
TGS 10 Tempe Station to Tempe Reserve TEMPE
TGS 11 Princes Highway & Brodie Spark Dr WOLLI CREEK
TGS 12 Princes Highway & Gertrude St WOLLI CREEK
TGS 13 Princes Highway & West Botany St WOLLI CREEK
TGS 14 West Botany St & Marsh St ARNCLIFFE
TGS 15 West Botany St & Wickham St ARNCLIFFE
TGS 16 A West Botany St & Bestic St ROCKDALE
TGS 16 B West Botany St & Bestic St ROCKDALE
TGS 16 C West Botany St & Bestic St ROCKDALE
TGS 17 Bestic St & Francis Ave KYEEMAGH
TGS 18 Bestic St & Occupation Rd KYEEMAGH
TGS 19 Bestic St & General Holmes Dr KYEEMAGH
TGS 20 General Holmes Dr & The Grand Parade BRIGHTON LE SANDS
TGS 21 The Grand Parade & Bay St BRIGHTON LE SANDS
TGS 22 The Grand Parade & President Ave MONTEREY
TGS 23 The Grand Parade & Barton St MONTEREY
TGS 23.1 The Grand Parade & Emmaline St MONTEREY Cut Off 08:45
TGS 24 The Grand Parade & Ramsgate Rd RAMSGATE BEACH

SECTOR B
TGS 26 Sandringham St & Napoleon St SANS SOUCI
TGS 27 Sandringham St & Rocky Point Rd SANS SOUCI
TGS 28 Rocky Point Rd & Russell Ave SANS SOUCI
TGS 29 Rocky Point Rd & Fontainbleau St SANS SOUCI
TGS 30 Rocky Point Rd & Frates Ave SANS SOUCI
TGS 31 Taren Point Rd & Toorak Ave TAREN POINT
TGS 32 Taren Point Rd & Box Rd CARINGBAH
TGS 33 Taren Point Rd & Parraweena Rd CARINGBAH
TGS 34 Taren Point Rd & Koonya Cct CARINGBAH
TGS 35 Taren Point Rd & Captain Cook Dr CARINGBAH
TGS 36 Taren Point Rd & Kingsway CARINGBAH
TGS 37 Kingsway & Port Hacking Rd MIRANDA
TGS 38 Kingsway & Jackson Ave MIRANDA
TGS 39 Kingsway & Kiora Rd MIRANDA
TGS 40 Kingsway & Wandella Rd MIRANDA
TGS 41 Kingsway & Sylvania Rd MIRANDA
TGS 42 Kingsway & Manchester Rd GYMEA
TGS 43 Kingsway & Gymea Bay Rd GYMEA
TGS 44 Kingsway & Hotham Rd GYMEA
TGS 45 Kingsway & Princes Highway KIRRAWEE
TGS 45.1 Princes Highway & South Village entry KIRRAWEE
TGS 46 Princes Highway & Oak Rd KIRRAWEE
TGS 47 Princes Highway & Acacia Rd KIRRAWEE
TGS 48 Acacia Rd & President Ave KIRRAWEE
TGS 49 Acacia Rd & Minerva St KIRRAWEE

SECTOR C
TGS 50 Princes Highway & Rawson Ave SUTHERLAND
TGS 51 Princes Highway at Loftus Oval Rest Area LOFTUS Cut Off 10:00
TGS 52 A Princes Highway & Farnell Ave LOFTUS
TGS 52 B Princes Highway & Farnell Ave LOFTUS
TGS 53 Princes Highway & Old Bush Rd ENGADINE
TGS 54 Princes Highway & Old Princes Highway ENGADINE
TGS 54.1 Princes Highway & Engadine Ave ENGADINE
TGS 54.2 Engadine Ave & Preston Ave ENGADINE
TGS 54.3 Engadine Ave & Old Princes H'way ENGADINE
TGS 55 Old Princes Highway & Cooper St ENGADINE
TGS 56 Old Princes Highway & Princes Highway ENGADINE
TGS 57 Princes Highway & Heathcote Rd HEATHCOTE
TGS 58 Princes Highway & Oliver St HEATHCOTE Cut Off 10:45
TGS 59 Princes Highway & Jennings Rd HEATHCOTE

SECTOR D
TGS 60 Princes Highway & Waterfall Off Ramp WATERFALL
TGS 61 A Waterfall Off Ramp & McKell Ave WATERFALL
TGS 61 B Waterfall Off Ramp & McKell Ave WATERFALL Cut Off 11:05
TGS 62 McKell Ave outside Waterfall Public School WATERFALL Cut Off 11:30
TGS 62.1 McKell Ave WATERFALL
TGS 63 Sir Bertram Stevens Dr & Game Road ROYAL NP
TGS 64 A McKell Ave & Lady Wakehurst Dr RNP
TGS 64 B McKell Ave & Lady Wakehurst Dr RNP

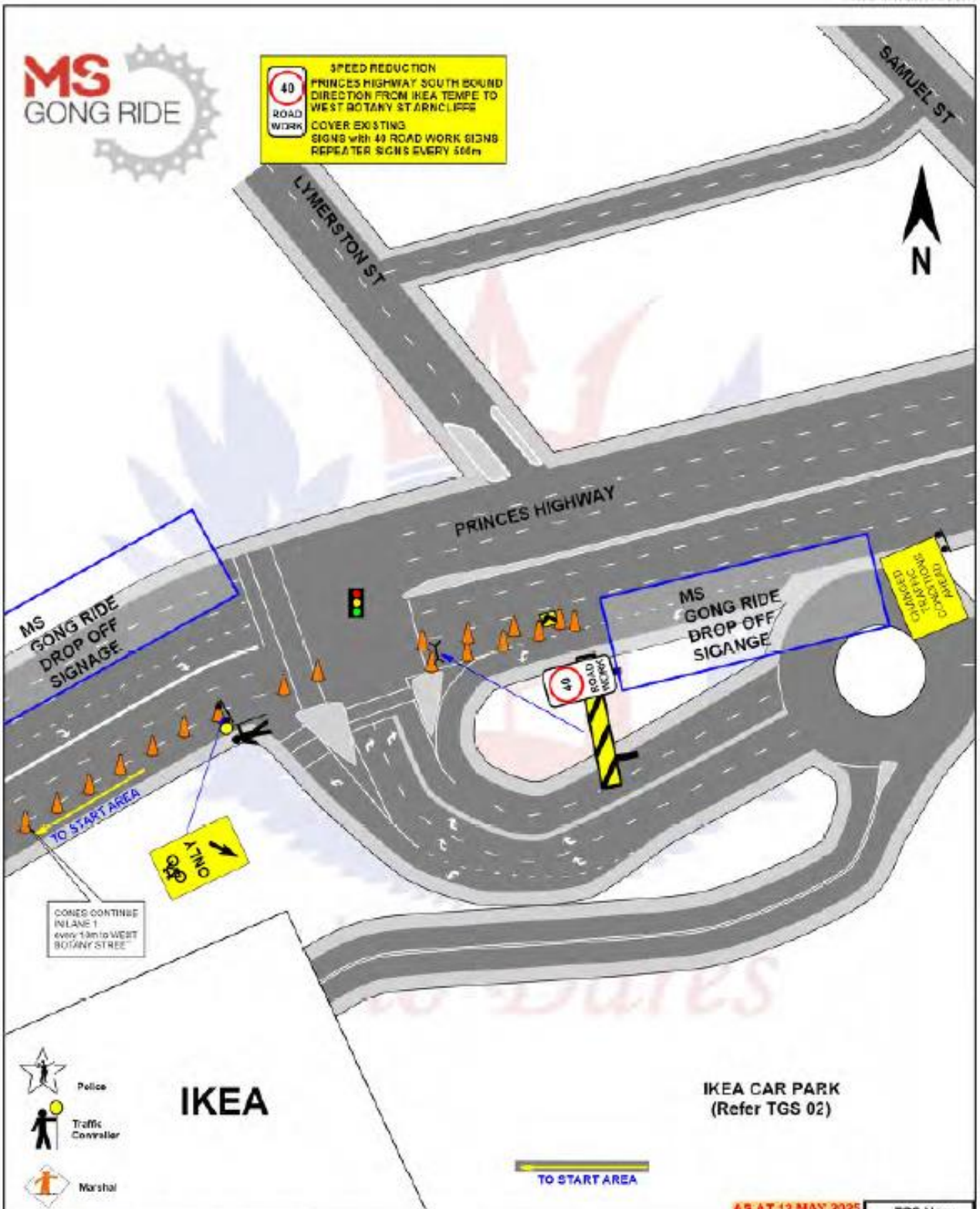
SECTOR E
TGS 65 Lady Wakehurst Dr & Dornville Rd OTFORD
TGS 66 Dornville Rd & Otford Rd OTFORD
TGS 67 Lady Wakehurst Dr & Otford Rd OTFORD
TGS 68 Lady Wakehurst Dr at Lawrence Hargrave Lookout STANWELL TOPS CIO 13:20
TGS 69 Lawrence Hargrave Dr & Stonehaven Rd STANWELL TOPS
TGS 70 Lawrence Hargrave Dr & Otford Rd STANWELL TOPS
TGS 71 Lawrence Hargrave Dr & Charlow Dene Ave STANWELL PARK
TGS 72 Lawrence Hargrave Dr & Station St STANWELL PARK
TGS 73 Lawrence Hargrave Dr & The Grove AUSTINMER
TGS 74 Lawrence Hargrave Dr & Henley Rd THIRROUL
TGS 75 Lawrence Hargrave Dr & The Esplanade THIRROUL
TGS 76 The Esplanade & Cliff Pde THIRROUL
TGS 77 Surfers Pde, Craig St & Hamilton Rd THIRROUL
TGS 78 Hamilton Rd and Bike Path THIRROUL

SECTOR F
TGS 79 Bike Path & Blackall St BULLI
TGS 80 Trinity Row & Goldolphin St BULLI
TGS 81 Farnell Rd & Carrington St BULLI
TGS 82 Carrington St & Campbell St WOONONA
TGS 83 Kulgoa Rd & Park Rd WOONONA
TGS 84 Park Rd & Railway Pde WOONONA
TGS 85 Dorrigo Ave & Railway Pde WOONONA
TGS 86 Railway Pde & Harriet Spearing Dr WOONONA
TGS 87 Pioneer Dr & Charlotte Harrison Dr WOONONA
TGS 88 Pioneer Dr & Bellambi La BELLAMBI
TGS 89 Pioneer Rd & Rothery St BELLAMBI
TGS 90 Pioneer Rd, Railway St & Murray St EAST CORRIMAL
TGS 91 Pioneer Rd & Towradgi Rd TOWRADGI
TGS 92 Carters Lane & Thomas Dalton Park Car Park FAIRY MEADOW
TGS 93 A Carters La & Elliotts Rd FAIRY MEADOWS
TGS 93 B Carters La & Elliotts Rd FAIRY MEADOWS
TGS 94 Elliotts Rd and Surf Club Car Park FAIRY MEADOW
TGS 95 Elliotts Rd & Cowper St FAIRY MEADOW
TGS 96 Bourke St & Montague St FAIRY MEADOW
TGS 97 Montague St & Fairy Meadow Station FAIRY MEADOW

NSW AMBULANCE STAGING AREA

AS AT 12 MAY 2025

Item 12



AS AT 12 MAY 2025

MS Sydney to the Gong Bike Ride	Princes Highway & IKEA Car Park TEMPE			Sector: Z	TGS No.: 01
AGENCY	PRIMARY TASK	SECONDARY TASK	STAFF ON-SITE	TIMES	TCS: N/A
TfNSW	Supply & set up traffic control devices	Monitor traffic flow and signal operations		0400 - 0930	Date: Sun 2 Nov 25
WHO DARES	Monitor traffic and lane closure bikes excepted		1	0430 - 0900	Scale: Not to Scale
MARSHAL					Drawn By: Greg Mooney PIYZ cert. 0027718

Item 12

AS AT 12 MAY 2025

MS Sydney to the Gong Bike Ride	IKEA Car Park TEMPE				Sector: A	TGS No.: 02
AGENCY	PRIMARY TASK	SECONDARY TASK	STAFF ON-SITE	TIMES	TCS:	N/A
TfNSW					Date:	Sun 2 Nov 25
WHO DARES					Scale:	Not to Scale
MARSHAL	Ensure motorists don't park and leave their cars for the day		5+	0500 - 0800	Drawn By:	Greg Mooney PWZ Cert. 0027114

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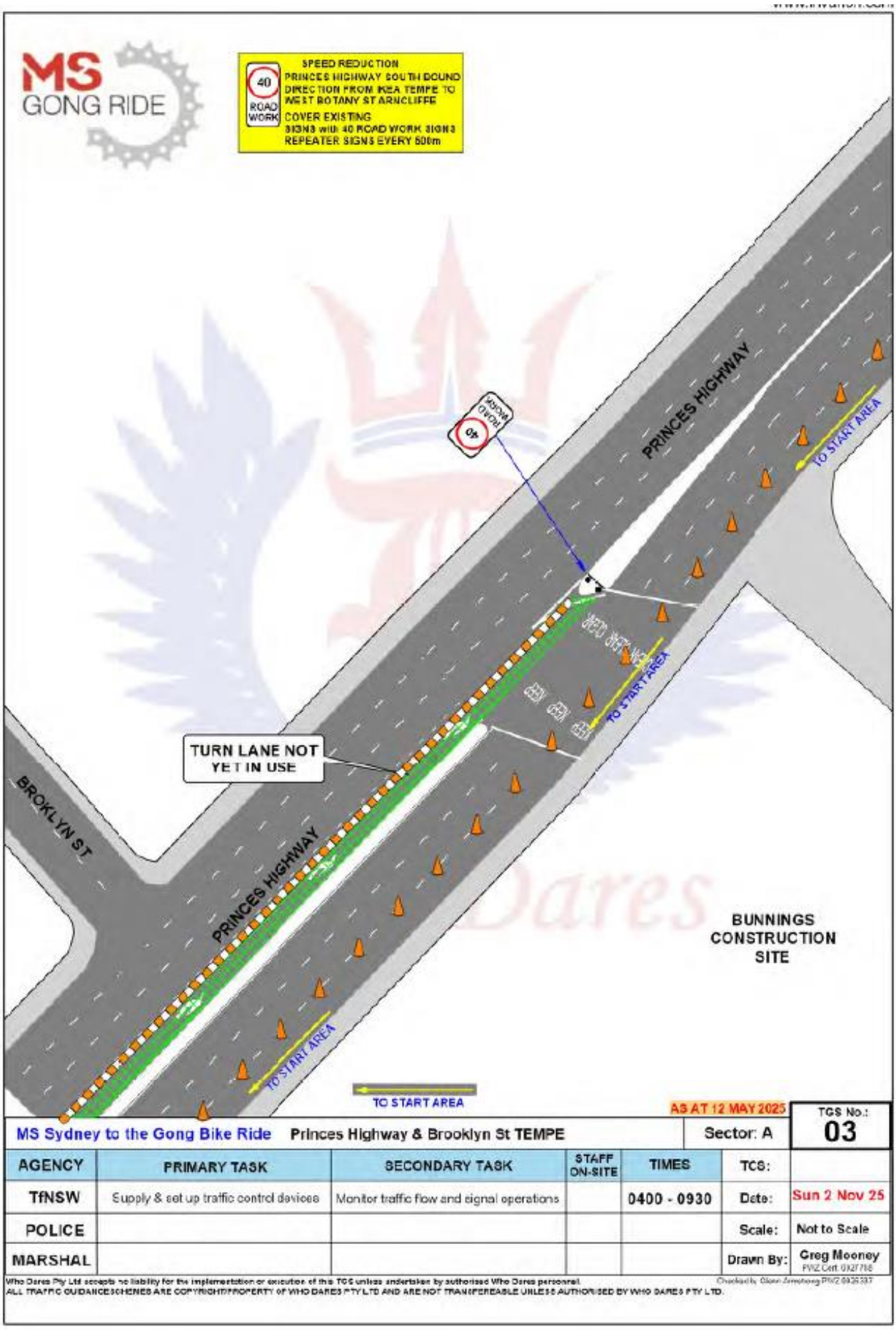
Item 12


MS GONG RIDE
SPEED REDUCTION
PRINCES HIGHWAY SOUTH BOUND
DIRECTION FROM IKEA TEMPE TO
WEST BOTANY ST ARNCLIFFE
COVER EXISTING
SIGNS with 40 ROAD WORK SIGNS
REPEATER SIGNS EVERY 500m
40
ROAD WORK
PRINCES HIGHWAY
TO START AREA
TURN LANE NOT
YET IN USE
BROKLYN ST
PRINCES HIGHWAY
BUNNINGS
CONSTRUCTION
SITE
TO START AREA
TO START AREA
TO START AREA
AS AT 12 MAY 2025
MS Sydney to the Gong Bike Ride
Princes Highway & Brooklyn St TEMPE
Sector: A
TGS No.:
03
AGENCY
PRIMARY TASK
SECONDARY TASK
STAFF ON-SITE
TIMES
TCS:
TfNSW
Supply & set up traffic control devices
Monitor traffic flow and signal operations
0400 - 0930
Date:
Sun 2 Nov 25
POLICE
Scale:
Not to Scale
MARSHAL
Drawn By:
Greg Mooney
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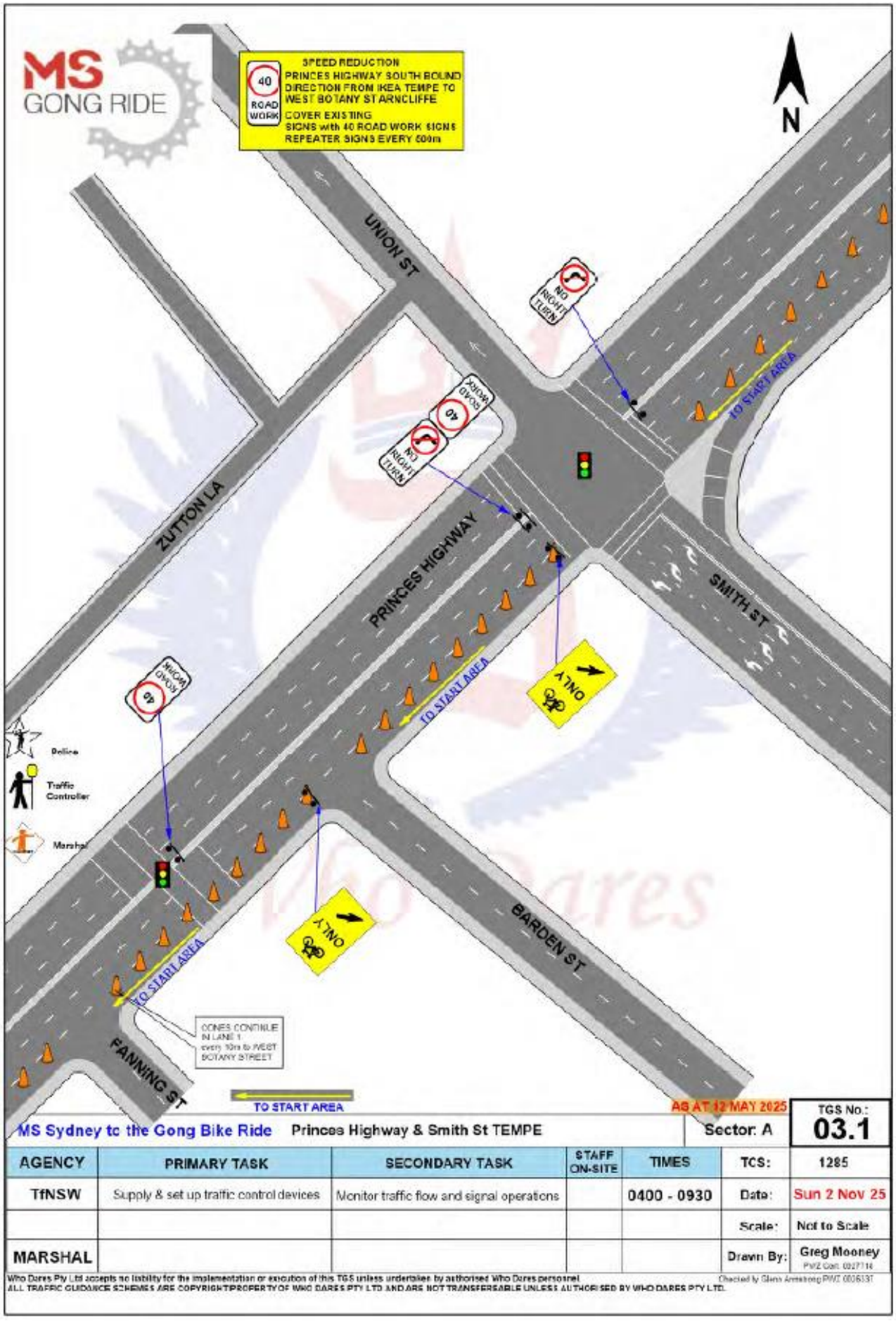
MS GONG RIDE
SPEED REDUCTION
PRINCES HIGHWAY SOUTH BOUND DIRECTION FROM IKEA TEMPE TO WEST BOTANY ST ARNCLIFFE
COVER EXISTING SIGNS with 40 ROAD WORK SIGNS
REPEATER SIGNS EVERY 500m
40 ROAD WORK
N
UNION ST
ZUTTON LA
PRINCES HIGHWAY
SMITH ST
BARDEN ST
FANNING ST
NO RIGHT TURN
TO START AREA
ONLY
Police
Traffic Controller
Marshal
CONES CONTINUE IN LANE 1 every 10m to WEST BOTANY STREET
TO START AREA
AS AT 12 MAY 2025
MS Sydney to the Gong Bike Ride
Princes Highway & Smith St TEMPE
Sector: A
TGS No.: 03.1
AGENCY
PRIMARY TASK
SECONDARY TASK
STAFF ON-SITE
TIMES
TCS: 1285
TfNSW
Supply & set up traffic control devices
Monitor traffic flow and signal operations
0400 - 0930
Date: Sun 2 Nov 25
Scale: Not to Scale
MARSHAL
Drawn By: Greg Mooney
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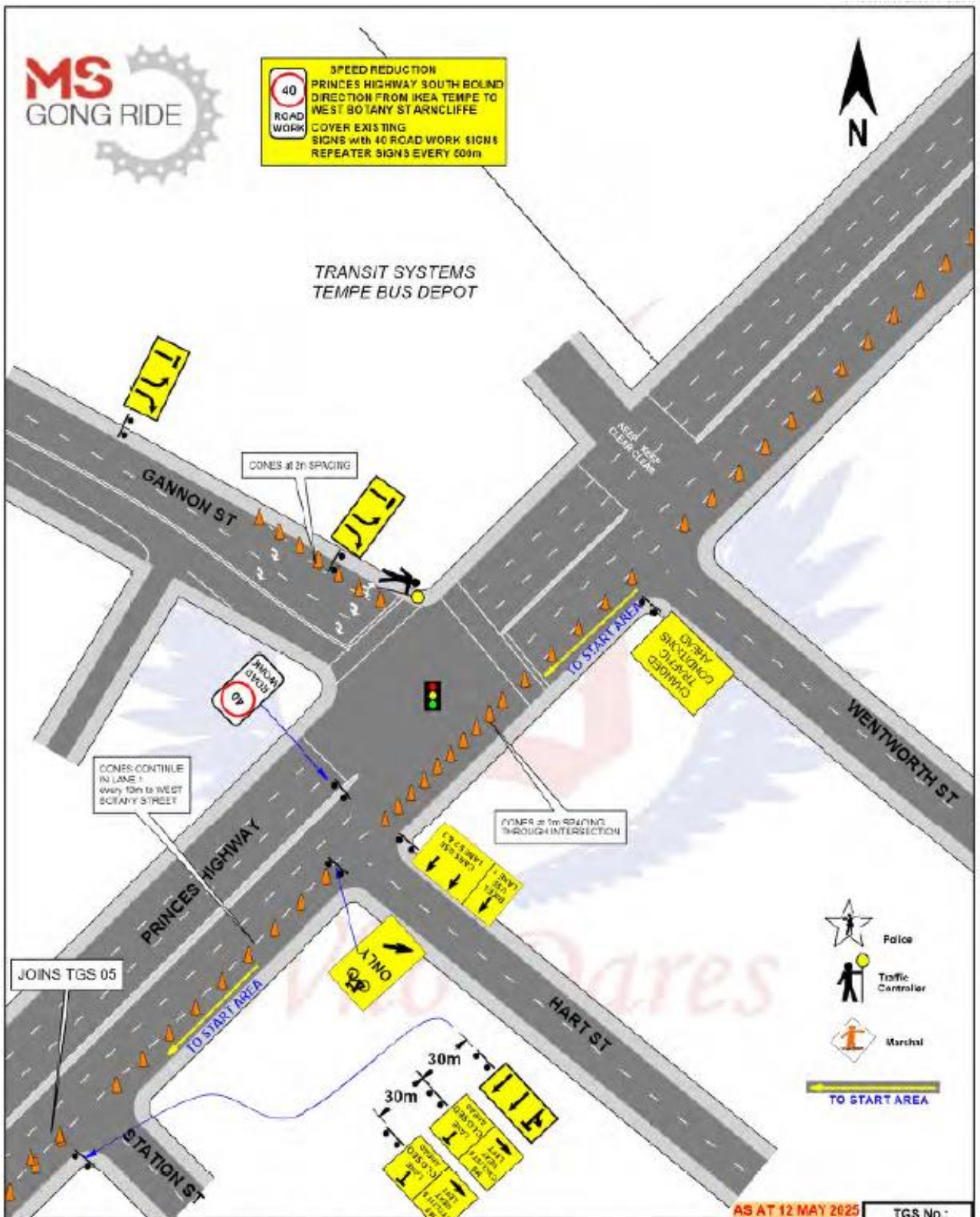

AS AT 12 MAY 2025

MS Sydney to the Gong Bike Ride — Princes Highway & Gannon St TEMPE — Sector: A — TGS No.: 04

AGENCY	PRIMARY TASK	SECONDARY TASK	STAFF ON-SITE	TIMES	TCS:	399
TfNSW	Supply & set up traffic control devices	Monitor traffic flow and signal operations		0400 - 0930	Date:	Sun 2 Nov 25
WHO DARES	Monitor traffic and lane closure		1	0430 - 0900	Scale:	Not to Scale
MARSHAL					Drawn By:	Greg Mooney PWZ Cert: 0027114

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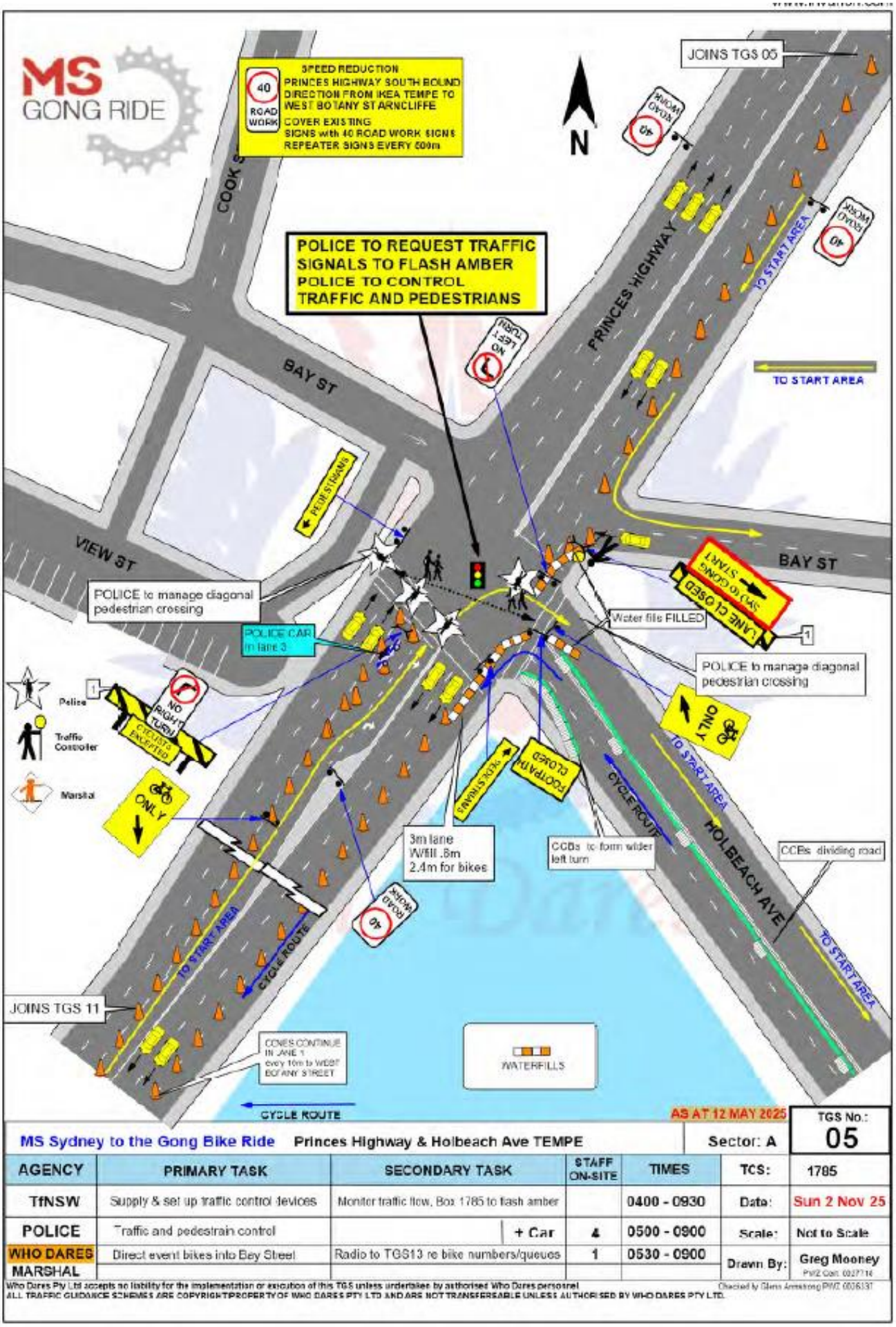
Checked by Glenn Armstrong PWZ 0036337

Item 12


MS GONG RIDE
SPEED REDUCTION
PRINCES HIGHWAY SOUTH BOUND
DIRECTION FROM IKEA TEMPE TO
WEST BOTANY ST ARNCLIFFE
COVER EXISTING
SIGNS with 40 ROAD WORK SIGNS
REPEATER SIGNS EVERY 500m
40
ROAD WORK
JOINS TGS 05
N
COOK ST
PRINCES HIGHWAY
POLICE TO REQUEST TRAFFIC
SIGNALS TO FLASH AMBER
POLICE TO CONTROL
TRAFFIC AND PEDESTRIANS
BAY ST
TO START AREA
PEDESTRIANS
VIEW ST
POLICE to manage diagonal
pedestrian crossing
POLICE CAR
in lane 3
Water fills FILLED
LANE CLOSED
STG TO CONE START
POLICE to manage diagonal
pedestrian crossing
Police
Traffic Controller
Marshal
NO RIGHT TURN
CYCLISTS EXCEPTED
ONLY
FOOTPATH CLOSED
PEDESTRIANS
CYCLE ROUTE
HOLBEACH AVE
3m lane
With .8m
2.4m for bikes
CCDs to form wider
left turn
CCDs dividing road
JOINS TGS 11
CONES CONTINUE
IN LANE 1
every 10m to WEST
BOTANY STREET
WATERFILLS
CYCLE ROUTE
AS AT 12 MAY 2025
MS Sydney to the Gong Bike Ride
Princes Highway & Holbeach Ave TEMPE
Sector: A
TGS No.: 05
AGENCY
PRIMARY TASK
SECONDARY TASK
STAFF ON-SITE
TIMES
TCS: 1785
TfNSW
Supply & set up traffic control devices
Monitor traffic flow, Box 1785 to flash amber
0400 - 0930
Date: Sun 2 Nov 25
POLICE
Traffic and pedestrain control
+ Car
&
0500 - 0900
Scale: Not to Scale
WHO DARES
Direct event bikes into Bay Street
Radio to TGS13 re bike numbers/queues
1
0530 - 0900
Drawn By: Greg Mooney
MARSHAL
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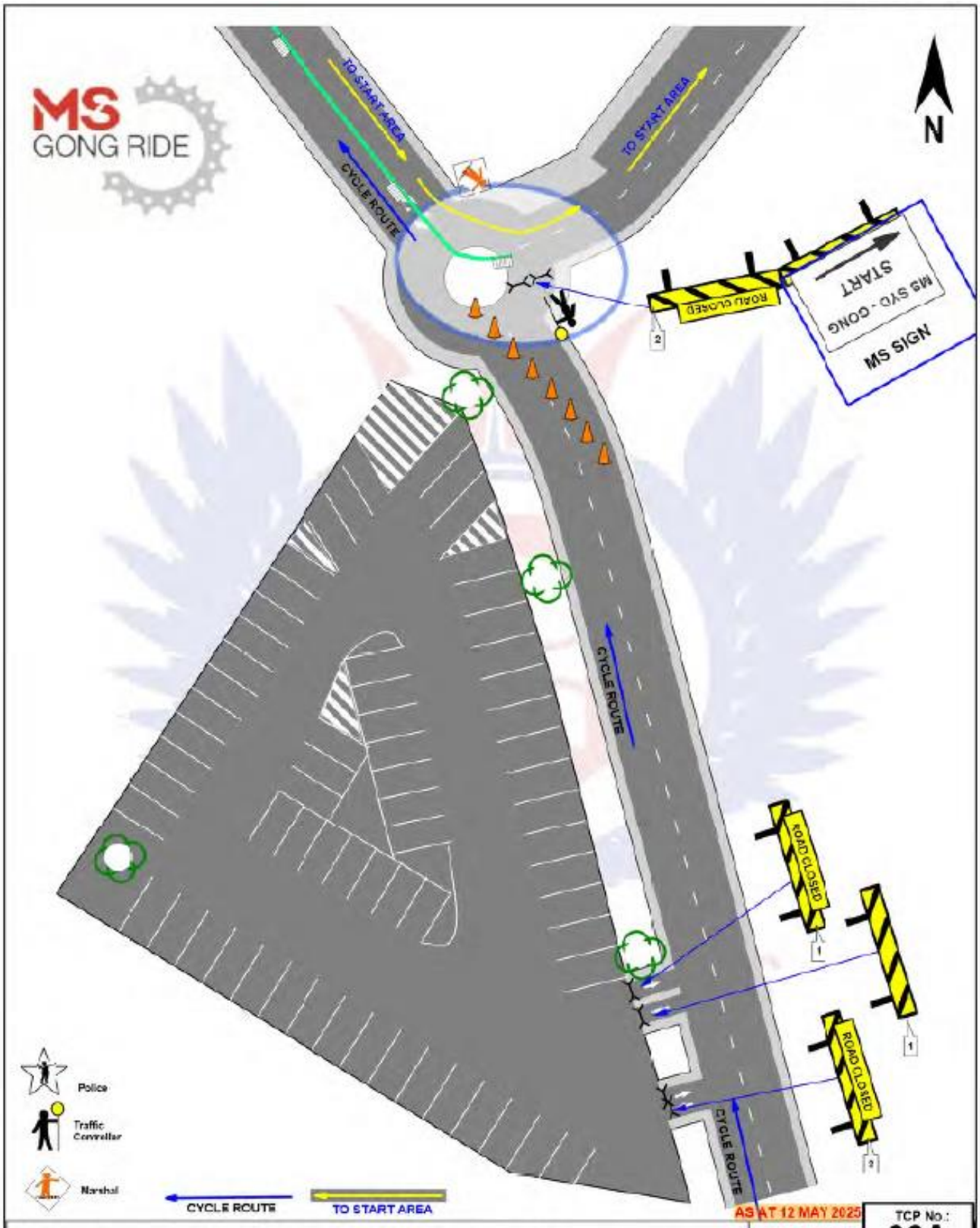

MS Sydney to the Gong Bike Ride	Holbeach Rd roundabout TEMPE				Sector: A	TCP No.: 06A
AGENCY	PRIMARY TASK	SECONDARY TASK	STAFF ON-SITE	TIMES	TCS:	N/A
TfNSW					Date:	Sun 2 Nov 25
WHO DARES	Supply equipment and set up road closure	Maintain road closure	1	0400 - 0930	Scale:	Not to Scale
MARSHAL					Drawn By:	Greg Mooney PWZ Cert: 0027114

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Checked by Glenn Armstrong PWZ 0006137

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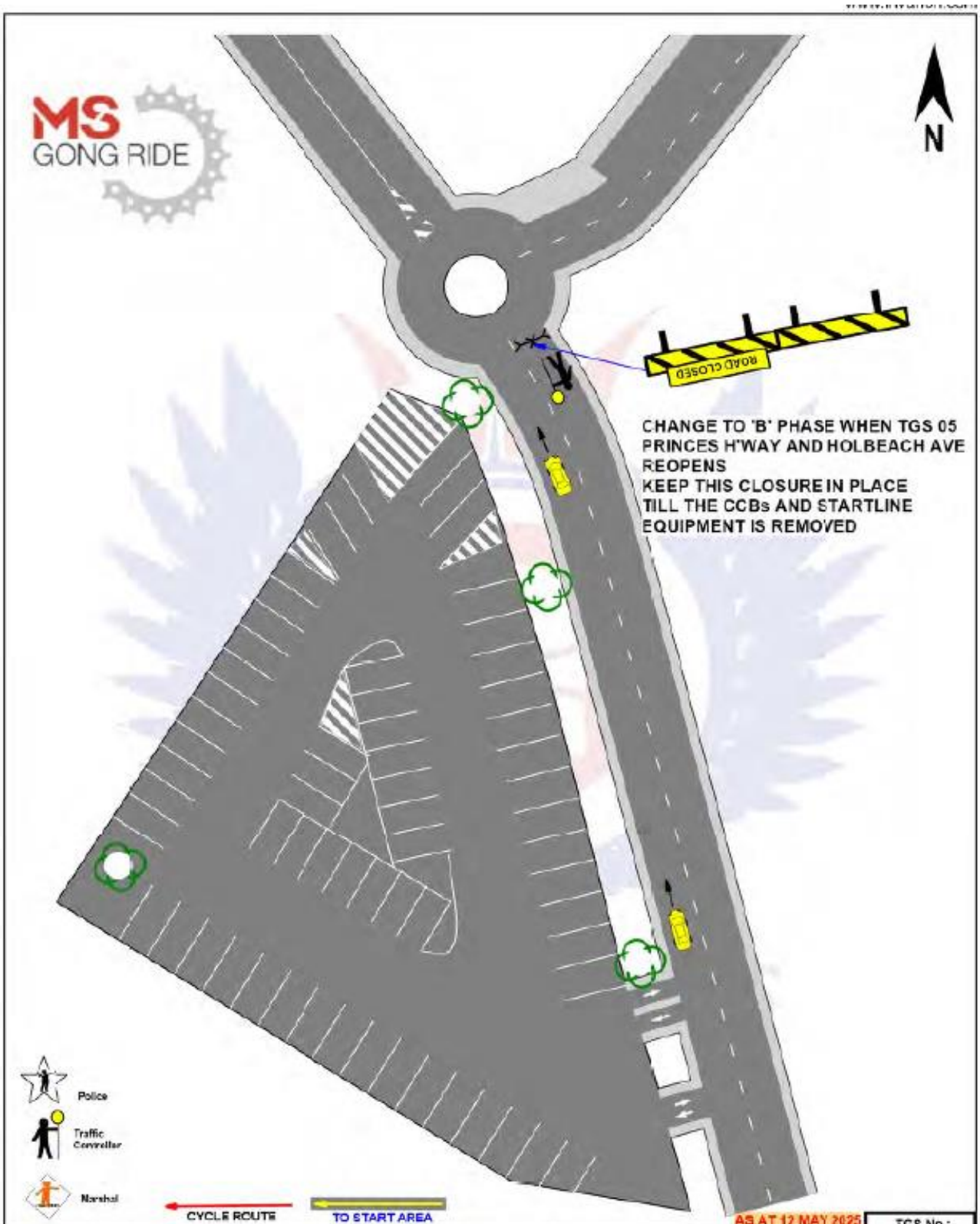

AS AT 12 MAY 2025

MS Sydney to the Gong Bike Ride	Holbeach Rd roundabout TEMPE				Sector: A	TGS No.: 06B
AGENCY	PRIMARY TASK	SECONDARY TASK	STAFF ON-SITE	TIMES	TCS:	N/A
TfNSW					Date:	Sun 2 Nov 25
WHO DARES	Supply equipment and set up road closure	Maintain road closure	1	0930 - 1030	Scale:	Not to Scale
MARSHAL					Drawn By:	Greg Mooney PWZ Cert: 0027116

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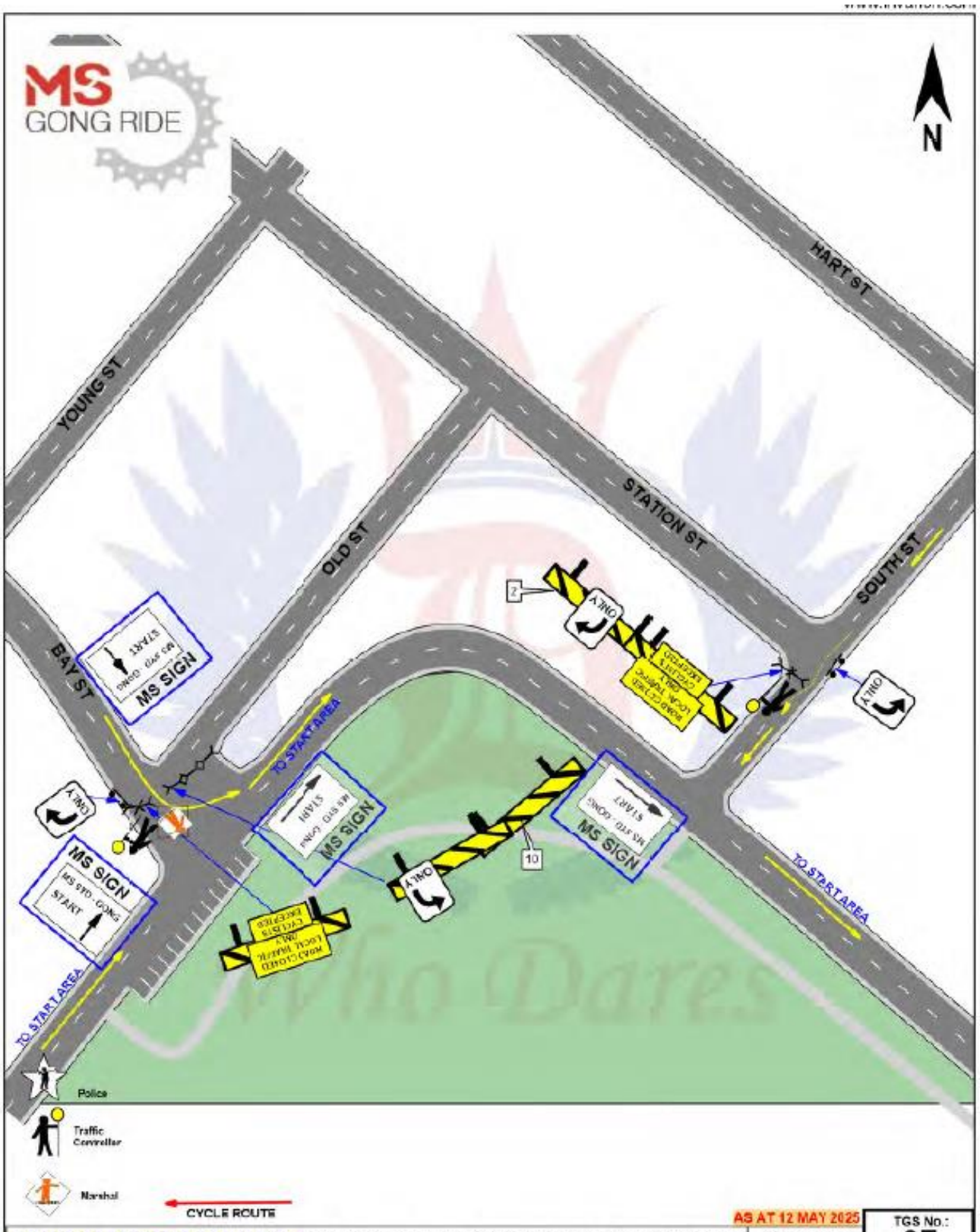

AS AT 12 MAY 2025

MS Sydney to the Gong Bike Ride	Bay St closed at Old St- South St closed at Station St TEMPE			Sector: A	TGS No.: 07
AGENCY	PRIMARY TASK	SECONDARY TASK	STAFF ON-SITE	TIMES	TCS: N/A
TfNSW					Date: Sun 2 Nov 25
WHO DARES	Supply equipment and set up road closure	Maintain road closure	2	0500 - 0930	Scale: Not to Scale
MARSHAL					Drawn By: Greg Mooney

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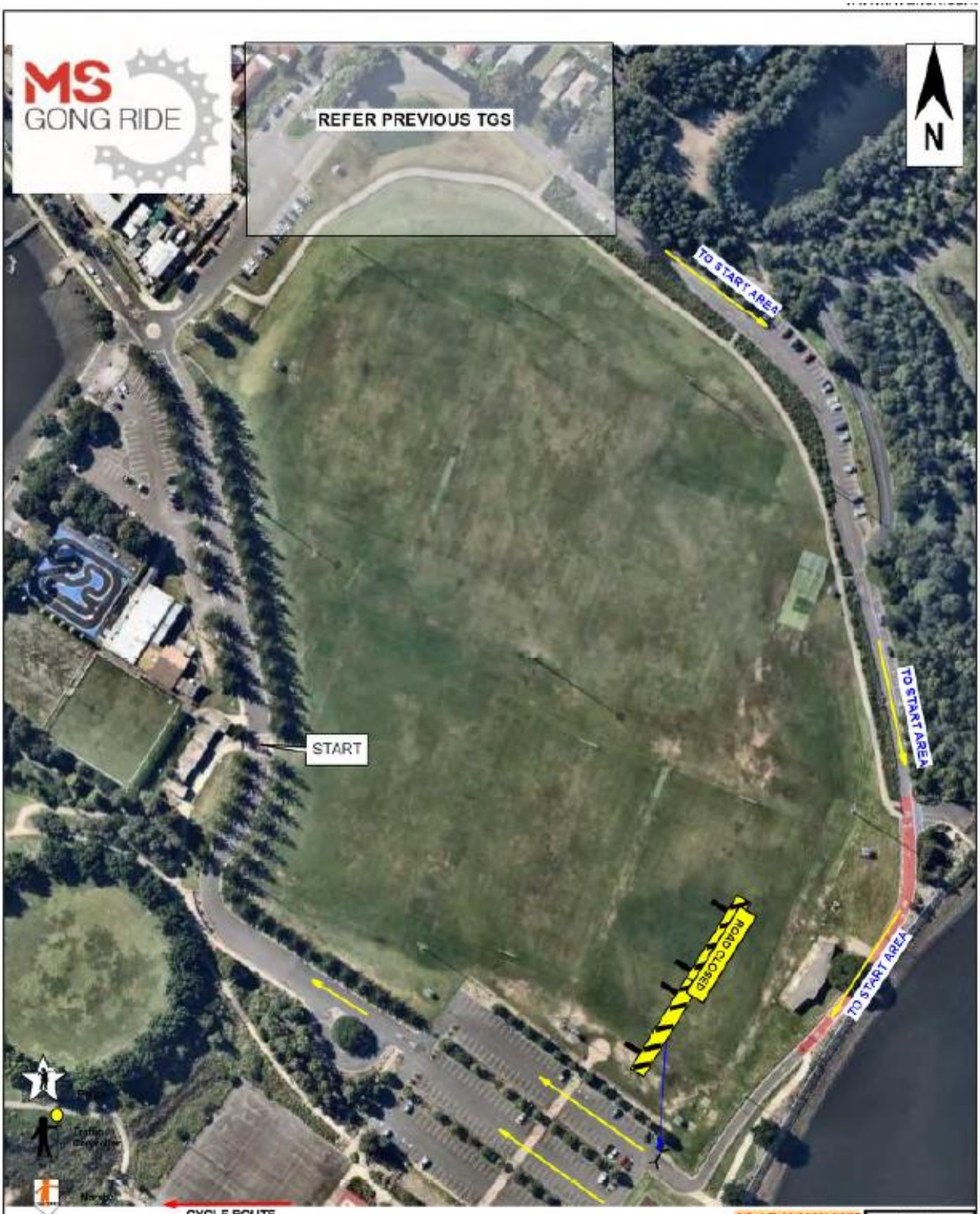
Checked by Glenn Armstrong PWZ 0006137

Item 12



AS AT 12 MAY 2025

MS Sydney to the Gong Bike Ride	Tempe Recreation Reserve TEMPE			Sector: A	TGS No.: 08
AGENCY	PRIMARY TASK	SECONDARY TASK	STAFF ON-SITE	TIMES	TCS: N/A
TfNSW					Date: Sun 2 Nov 25
WHO DARES	Supply equipment and set up road closure			0400 - 0930	Scale: Not to Scale
MARSHAL					Drawn By: Greg Mooney PMZ Cert: 0027116

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Checked by Glenn Armstrong PMZ 0006137

Item 12

MS GONG RIDE

START SITE LAYOUT (TBC)

N

AS AT 12 MAY 2025

MS Sydney to the Gong Bike Ride	Holbeach Ave Start Area Tempe Recreation Reserve TEMPE			Sector: A	TGS No.: 09
AGENCY	PRIMARY TASK	SECONDARY TASK	STAFF ON-SITE	TIMES	TCS: N/A
TfNSW					Date: Sun 2 Nov 25
WHO DARES	Monitor traffic and lane closure bikes excepted		1	0500 - 0930	Scale: Not to Scale
MARSHAL					Drawn By: Greg Mooney PWZ Cert. 0027116

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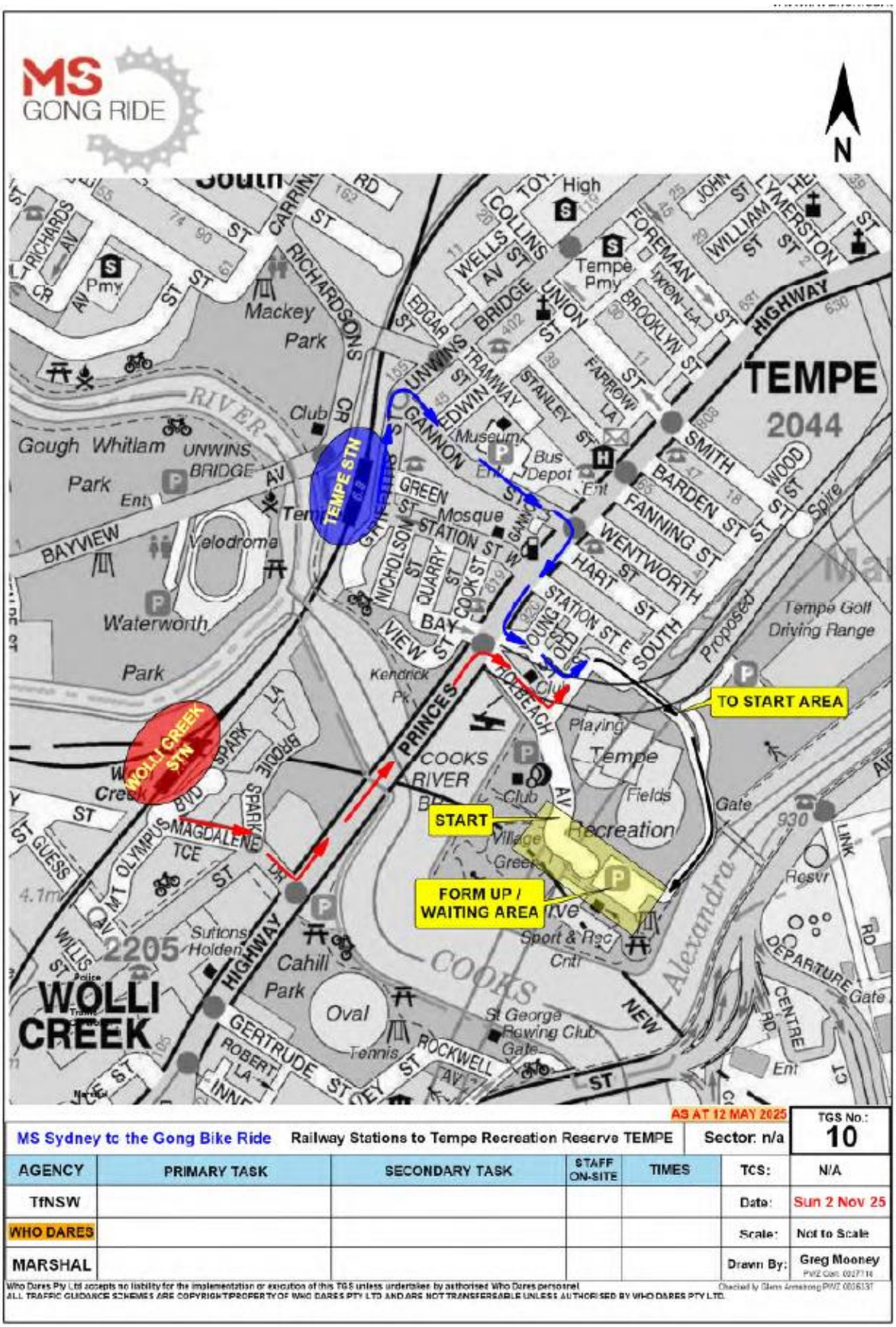
Item 12



ATTACHMENTS
Nil.