

AGENDA



LOCAL TRANSPORT FORUM MEETING

MONDAY 18 AUGUST 2025

11:00 AM

Function of the Local Transport Forum

Background

Transport for NSW (Transport) is legislated as the Authority responsible for the control of traffic on all NSW Roads. Transport has delegated certain aspects of the control of traffic on local roads to councils. Transport's (2025) *Authorisation and Delegation Instrument* authorises councils to use prescribed traffic control devices under [s122](#) of the *Road Transport Act 2013* and delegates Transport's power under [s115](#) of the *Roads Act 1993* to regulate traffic for any purpose.

The (2025) *Authorisation and Delegation Instrument* revokes and replaces both the (2011) *Delegation to Councils* and the (2023) *Temporary Delegation to Councils No.2*.

One of the conditions of the Instrument is that councils establish a Local Transport Forum (LTF - formerly known as Local Traffic Committee). The LTF provides advice, technical review, and coordination of works and events. It does not vote, issue approvals, or make decisions.

Role of the Local Transport Forum

The LTF is primarily a technical review and advisory forum which considers the technical merits of proposals and ensures that current technical guidelines are considered. It provides advice 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.

In addition to its formal role as the LTF, Forum members 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.

LTF Delegations

The LTF has no decision-making powers. Council must refer all relevant traffic related matters to the LTF 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 Transport or relevant organisation.

The LTF provides advice to Council. Where Transport has concerns about a proposal and the concerns are not resolved in discussion, Transport may inform the LTF that it intends to issue a Statement of Concern (SoC) within seven days.

Forum Membership

The LTF comprises the following Members:

- 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 Transport for NSW ; and
- State Members of Parliament (MP) for the electorates of Summer Hill, Newtown, Heffron, Canterbury, Strathfield and Balmain or their nominees.
- Operator of any public passenger service likely to be affected by the proposal.

Informal advisors from within Council or external authorities may also attend the LTF to provide expert advice.

LTF Chair

Council's representative will chair the meetings.

Public Participation

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

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Late Items

Nil at time of printing.

6 Part B - Items for Information Only

Nil at the time of printing.

7 Part C - Items for General Advice

Nil at the time of printing.

8 General Business

9 Close of Meeting

Minutes of Meeting held on 21 July 2025

Meeting commenced at 11:02 AM

ACKNOWLEDGEMENT OF COUNTRY BY CHAIRPERSON

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

COMMITTEE REPRESENTATIVES PRESENT

Victor Macri	Councillor –Midjuburi - Marrickville Ward (Chair)
Liz Atkins	Councillor – Damun - Stanmore Ward
Sgt Charles Buttrose	NSW Police – Leichhardt Police Area Command
Todd Leach	NSW Police – Inner West Police Area Command
Ben Simpson	NSW Police – Inner West Police Area Command
Bill Holliday	Representative for Kobi Shetty MP, Member for Balmain
Graeme McKay	Representative for Jo Haylen MP, Member for Summer Hill
Miriama Tamata	Representative for Jenny Leong MP, Member for Newtown
Nina Fard	Transport for NSW (TfNSW)

NON VOTING MEMBERS IN ATTENDANCE

Michael Takla	Representative for Transit Systems
Julius Villanueva	Representative for Transit Systems
George Tsaprounis	IWC's Acting Traffic and Transport Planning Manager
Felicia Lau	IWC's Acting Coordinator Traffic Engineering Services (North)
Jason Scoufis	IWC's Coordinator Traffic Investigations & Road Safety
Kurt Henkel	IWC's Team Leader Public Domain Planning
Christy Li	IWC's Business Administration Officer

VISITORS

Avryl Lattin	Public Speaker – Item 10
Bryony Weiss	Public Speaker – Item 12
Kathryn Welch	Public Speaker – Item 12
James Buckman	Public Speaker – Item 12
Norma Speechley	Public Speaker – Item 12
Doug Rosser	Public Speaker – Item 12
Nick Rippon	Public Speaker – Item 12

APOLOGIES:

Nil

DISCLOSURES OF INTERESTS:

Nil.

CONFIRMATION OF MINUTES

That the Minutes of the Local Traffic Committee held on Monday, 16 June 2025 be confirmed.

MATTERS ARISING FROM COUNCIL'S RESOLUTION OF MINUTES

Nil.

LTC0725(1) Item 1 Tempe Station - Proposed shared path (Midjuburi-Marrickville Ward/Inner West PAC/Summer Hill Electorate)

SUMMARY

This report outlines a proposal to install a shared path within the Tempe Station car park to provide separation for cyclists and pedestrians. There is no loss of parking, and a gain of one (1) additional parking space. The proposal will improve safety and connectivity within the car park, whilst also minimising impacts to the existing car parking spaces.

Officers Recommendation:

1. That a concept shared path within the Tempe Station car park as per plan no.10352, be supported in-principle and included in Council's Capital Works program subject to support from Transport for NSW and/or relevant rail authority body.
2. That the detailed design for the proposed shared path in Tempe Station car park be brought back to the Traffic Committee for consideration.

DISCUSSION:

The Representative for Transport for NSW advised that the land on which the shared path is proposed to be installed is owned by Transport for NSW and is currently being leased out to Council. The Representative for Transport for NSW advised Council will have to prepare a separate submission outside the Local Traffic Committee to obtain permission to undertake the works before the proposal can proceed.

The Representative for Transport for NSW suggested that the report be moved to part b of the agenda – for information only instead of voting, as relevant authority approvals need to be received before the recommendation can be considered.

The Committee members agreed with the amended recommendation.

COMMITTEE RECOMMENDATION:

That Council receives and notes this report.

For Motion: Unanimous

LTC0725(1) Item 2 Renwick Street at Illawarra Road, Marrickville - Proposed raised pedestrian crossing (Midjuburi-Marrickville Ward/Inner West PAC/Summer Hill Electorate)

SUMMARY

This report outlines the pedestrian crossing investigation completed at the intersections of Illawarra Road and Renwick Street, and Renwick Street and Excelsior Parade, Marrickville. The pedestrian and vehicle volumes were assessed, and it was found that the volumes were met at the intersection of Illawarra Road and Renwick Street, and the volumes were not met at the intersection of Renwick Street and Excelsior Parade.

Accordingly, a pedestrian crossing is proposed at the intersection of Illawarra Road and Renwick Street. It is recommended that, if possible, the design development of the proposed pedestrian crossing across Renwick Street be integrated with the Marrickville Town Centre Master Plan.

Furthermore, it is also recommended that a pedestrian crossing be investigated across the northern leg of Illawarra Road and reported back to the Local Traffic Committee for consideration.

Officers Recommendation:

1. That a raised pedestrian crossing on Renwick Street, just east of Illawarra Road, Marrickville, as per plan no.10350, be supported in-principle, and included in Council's Capital Works program subject to community consultation.
2. That the detailed design for the proposed raised pedestrian crossing on Renwick Street, just east of Illawarra Road, Marrickville be brought back to the Traffic Committee for consideration.
3. That a raised pedestrian crossing across Renwick Street at Excelsior Parade, Marrickville not be supported.
4. That a raised pedestrian crossing across Illawarra Road, north of Renwick Street be investigated and brought back to the Traffic Committee for consideration.

DISCUSSION:

The Representative for Transport for NSW (TfNSW) advised that the crossing needs to be at least a car length clear of the stop line or that amend the 'Stop' control to a 'Giveway' control to meet the Australian Standard requirements. The TfNSW representative also stated that if the 'Stop' control was to be changed to a 'Giveway' control, then a traffic safety assessment on the change would need to be undertaken and submitted to TfNSW as part of the proposal. Council Officer advised that this is the conceptual design stage and that a submission to change the current controls can be submitted with the detailed design. The Committee members agreed with the amended recommendation.

COMMITTEE RECOMMENDATION:

1. That a raised pedestrian crossing on Renwick Street, just east of Illawarra Road, Marrickville, as per plan no.10350, be supported in-principle, subject to the 'Giveway' controls replacing the current 'Stop' controls and included in Council's Capital Works program subject to community consultation.
2. That the detailed design for the proposed raised pedestrian crossing on Renwick Street, just east of Illawarra Road, Marrickville be brought back to the Traffic Committee for consideration including an assessment to change the current 'Stop' controls to 'Giveway'
3. That a raised pedestrian crossing across Renwick Street at Excelsior Parade, Marrickville not be supported.
4. That a raised pedestrian crossing across Illawarra Road, north of Renwick Street be investigated and brought back to the Traffic Committee for consideration.

For Motion: Unanimous

LTC0725(1) Item 3 Woodland Street, Holmesdale Street and Centennial Street, Marrickville – Temporary Road Closures for up to eight (8) separate weekend days to hold AFLW matches at Henson Park - (Midjumburi-Marrickville Ward /Summer Hill Electorate /Inner West LAC)

SUMMARY

An application has been received from AFL NSW/ACT to hold up to eight (8) AFLW matches at Henson Park Oval. The events require the temporary full road closure of Woodland Street, between Illawarra Road and dead-end; Holmesdale Street, between Sydenham Road and Woodland Street, and Centennial Street, between Sydenham Road and the entrance to Henson Park and Marrickville & District Hardcourt Tennis Club car park, Marrickville to allow for pedestrian entry to Henson Park on the AFLW match days. It is recommended that Council agree to the temporary full road closures subject to the applicant complying with Council conditions and obtaining concurrence from Transport for NSW as the closure of Centennial Street is adjacent to a signalised intersection on Sydenham Road, Marrickville (a State Road).

Officers Recommendation:

1. That the proposed temporary full road closure (ENRC/2025/0043) of Woodland Street between Illawarra Road and dead-end; Holmesdale Street between Sydenham Road and Woodland Street, and Centennial Street between Sydenham Road and the entrance to Henson Park and Marrickville & District Hardcourt Tennis Club car park, Marrickville on the following dates and times:
 - a) Saturday 30 August 2025, 10:45 – 15:45;
 - b) Sunday 07 September 2025, 08:45 – 13:45;
 - c) Sunday 21 September 2025, 08:45 – 13:45;
 - d) Saturday 04 October 2025, 08:45 – 13:45;
 - e) Sunday 12 October 2025, 08:45 – 13:45;
 - f) Saturday 18 October 2025, 10:45 – 15:45;
 - g) Saturday 25 October 2025, 08:45 – 13:45; and
 - h) Saturday 01 or Sunday 02 November 2025,
 - i) Date & Time TBC (contingency period of one month) for the purpose of holding up to eight (8) AFLW matches at Henson Park be approved, subject to the applicant complying with, but not limited to, the following conditions:
2. That a Road Occupancy License application be obtained by the applicant from the Transport Management Centre.
3. That 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.
4. That notification signs advising of the proposed road closures and new traffic arrangements to be strategically installed and maintained by the applicant at each end of each street at least 7 days prior to the closure.
5. That the occupation of the road carriageway must not occur until the road has been physically closed.
6. That subject to written concurrence from Transport for New South Wales.

DISCUSSION:

- The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

1. That the proposed temporary full road closure (ENRC/2025/0043) of Woodland Street between Illawarra Road and dead-end; Holmesdale Street between Sydenham Road and Woodland Street, and Centennial Street between Sydenham Road and the entrance to Henson Park and Marrickville & District Hardcourt Tennis Club car park, Marrickville on the following dates and times:
 - a) Saturday 30 August 2025, 10:45 – 15:45;
 - b) Sunday 07 September 2025, 08:45 – 13:45;
 - c) Sunday 21 September 2025, 08:45 – 13:45;
 - d) Saturday 04 October 2025, 08:45 – 13:45;
 - e) Sunday 12 October 2025, 08:45 – 13:45;
 - f) Saturday 18 October 2025, 10:45 – 15:45;
 - g) Saturday 25 October 2025, 08:45 – 13:45; and
 - h) Saturday 01 or Sunday 02 November 2025,
 - i) Date & Time TBC (contingency period of one month) for the purpose of holding up to eight (8) AFLW matches at Henson Park be approved, subject to the applicant complying with, but not limited to, the following conditions:
2. That a Road Occupancy License application be obtained by the applicant from the Transport Management Centre.
3. That 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.
4. That notification signs advising of the proposed road closures and new traffic arrangements to be strategically installed and maintained by the applicant at each end of each street at least 7 days prior to the closure.
5. That the occupation of the road carriageway must not occur until the road has been physically closed.
6. That subject to written concurrence from Transport for New South Wales.

For Motion: Unanimous

LTC0725(1) Item 4 Burrows Avenue, Sydenham - Proposed installation of 'No Parking' restrictions to provide one drop-off space on the southern side opposite Sydenham Station (Midjuburi - Marrickville Ward / Heffron Electorate / Inner West PAC)

SUMMARY

Council is proposing to install a short 5 metre length drop-off zone (in the form of 'no Parking' restrictions) on the southern side of Burrows Avenue to compliment the main 'drop-off' zone on the northern side of Burrows Avenue adjacent to Sydenham Station, Sydenham

Officers Recommendation:

That the installation of a short 5 metre length of full-time 'No Parking drop off/pick up zone' restrictions on the southern side of Burrows Avenue, west (of existing No Stopping restrictions in Burrows Ave) and of Hogan Avenue, Sydenham be approved, to provide a drop-off space opposite Sydenham Station.

DISCUSSION:

- The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the installation of a short 5 metre length of full-time 'No Parking drop off/pick up zone' restrictions on the southern side of Burrows Avenue, west (of existing No Stopping restrictions in Burrows Ave) and of Hogan Avenue, Sydenham be approved, to provide a drop-off space opposite Sydenham Station.

For Motion: Unanimous

LTC0725(1) Item 5 Permit Plug Play Project – Global TMPs - Temporary Full Time Road Closures for community events - up to six Sunday events per year at three locations (Midjuburi-Marrickville Ward and Djarrawunang-Ashfield Ward /Summer Hill Electorate / Inner West LAC and Burwood PAC)

SUMMARY

The Permit/Plug/Play Pilot Program is a coordinated effort by Transport for NSW, state partners, and local councils to develop tailored, local solutions that address the complexity of approval processes, and the high costs associated with street-based events. It aims to help streamline approval processes for temporary road-closure enabled events and deliver enabling place infrastructure.

Inner West Council received \$500,000 grant from Transport for NSW to simplify temporary road closures and promote local street events. The program seeks to activate public spaces by supporting community events, enhancing local business, and fostering social and cultural connections.

The primary goal of the project is to make it easier for councils and event organisers to host street events in urban areas by means of the creation of standard TMPs valid for 5 years across three locations that will be enacted during events, plus the provision of infrastructure improvements such as bollards, lighting, and signage to support these events.

Approval is requested from the Local Traffic Committee for the endorsement of the standard use of the three attached TMPs with a validity of 5 years to enable the program's objectives of creating active and engaging public spaces through regular community events by reducing the burden, responsibility and expense of individual event holders having to obtain individual TMP's for each event held at these specific locations.

Officers Recommendation:

THAT the Local Traffic Committee supports the approval of the Global Traffic Management Plans for up to six Sunday events for a period of five years at the following three locations: Illawarra Lane and the Calvert Street carpark in Marrickville; on Railway Parade (Lower), Marrickville and Hercules Street, Ashfield subject to (1) approval of the TMPs by TfNSW, (2) the applicant complying with the submitted TMPs and TGSs, (3) Council standard and specific (if required) conditions for a road closure and (4) the following conditions as listed below:

- a) A temporary full road closure application is lodged with Council in a timely manner for each proposed road closure.

- b) A Road Occupancy License be obtained by the applicant from the Transport Management Centre;
- c) 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 14 days prior to the event, with the applicant making reasonable provision for residents and businesses;
- d) Notification signs advising of the proposed road closures and new traffic arrangements to be strategically installed and maintained by the applicant at each end of each street at least 7 days prior to the closure;
- e) A 4-metre-wide emergency vehicle access be maintained through the area during the course of the event; and
- f) The occupation of the road carriageway must not occur until the road has been physically closed.

DISCUSSION:

Council Officers tabled in comments from the Public Domain team noting that the Pitagones barriers are no longer included in the TMP; however, Council will still have the Pitagones barriers stored in a Council depot so event organisers can hire if required.

The Representative for Transport for NSW noted that no road closures for the events are to occur at Railway Parade (lower) during the conversion of Railway Parade (lower) to a one-way west-to-eastbound movement and during rail shutdown periods as the environment will be different from the Traffic Management Plan submitted.

The Representative for Transport for NSW also suggested that the closure of Railway Parade be at Sydenham Road and Marrickville Road, as opposed to being set back from the intersections. The reason is that there would be insufficient turning area for vehicles

The Representative for Transit Systems requested that they be provided 28 days' notice prior to works commencing.

Council Officers suggested the recommendation be amended to include that no events are held during rail works are being undertaken at Railway Parade and that the closure of Railway Parade be done at Sydenham Road and Marrickville Road.

The Committee members agreed with the amended recommendation.

COMMITTEE RECOMMENDATION:

THAT the Local Traffic Committee supports the approval of the Global Traffic Management Plans for up to six Sunday events for a period of five years at the following three locations: Illawarra Lane and the Calvert Street carpark in Marrickville; on Railway Parade (Lower), Marrickville and Hercules Street, Ashfield subject to (1) approval of the TMPs by TfNSW, (2) the applicant complying with the submitted TMPs and TGSs, (3) Council standard and specific (if required) conditions for a road closure and (4) the following conditions as listed below:

- a) A temporary full road closure application is lodged with Council in a timely manner for each proposed road closure.
- b) A Road Occupancy License be obtained by the applicant from the Transport Management Centre;
- c) 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 14 days prior to the event, with the applicant making reasonable provision for residents and businesses;
- d) Notification signs advising of the proposed road closures and new traffic

arrangements to be strategically installed and maintained by the applicant at each end of each street at least 7 days prior to the closure;

- e) A 4-metre-wide emergency vehicle access be maintained through the area during the course of the event; and
- f) The occupation of the road carriageway must not occur until the road has been physically closed.
- g) The road closure of Railway Parade (Lower) must not occur during TTP works on Railway Parade or rail shutdown periods
- h) The Traffic Management Plan be updated so that the road closure of Railway Parade (Lower) be set to the intersection of Railway Parade at Sydenham Road and Marrickville Road.

For Motion: Unanimous

LTC0725(1) Item 6 Victoria Street, Ashfield - Installation of a 'Keep Clear' zone at the front of Ashfield Fire Station (Djarrawunang-Ashfield Ward / Summer Hill Electorate / Burwood PAC)

SUMMARY

This report outlines current emergency vehicle accessibility issues at Victoria Street between Liverpool Road and Norton Street and proposes the appropriate road treatment to improve emergency response operations of Ashfield Fire Station

Officers Recommendation:

That the installation of a 'Keep Clear' zone on Victoria Street, Ashfield at the main driveway for Ashfield Fire Station be approved.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the installation of a 'Keep Clear' zone on Victoria Street, Ashfield at the main driveway for Ashfield Fire Station be approved.

For Motion: Unanimous

LTC0725(1) Item 7 Railway Parade, Annandale - Proposed Road and Streetscape Upgrade (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC)

SUMMARY

Council is planning to undertake works to upgrade the existing road and streetscape along Railway Parade, Annandale between Brenan Street and Bayview Crescent. The project intends to formalise the existing 90-degree angle parking and reduce localised flooding by improving stormwater drainage. Additionally, upgrades and renewals including a new footpath, existing road and footpath works, driveway and layback reconstruction, and landscaping works will improve the overall amenity of the street.

The proposed upgrades will result in no loss of existing on-street parking spaces.

Officers Recommendation:

That the attached detail design plan (No. 10283) for the proposed road and streetscape upgrade along Railway Parade, Annandale be approved.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the attached detail design plan (No. 10283) for the proposed road and streetscape upgrade along Railway Parade, Annandale be approved.

For Motion: Unanimous

LTC0725(1) Item 8 Anthony Street, Croydon - Proposed installation of statutory 'No Stopping' restrictions at the junction of the unnamed laneway and Anthony Street between Robinson Street and Edwin Street, Croydon (Gulgadya - Leichhardt Ward / Strathfield Electorate / Burwood PAC)

SUMMARY

Residents of Edwin Street, Croydon, have raised concerns with vehicles using the pickup / drop off zone associated with PLC School and obstructing residential access to the unnamed laneway. To address the large volumes associated with PLC School during the peak pickup / drop off times and preventing residential access to the laneway, Council proposes to signpost the departure and approaching corners with statutory 10m 'No Stopping' signs. Council also proposes to relocate the 'No Stopping' sign on Burwood Council's boundary to create an additional parking space.

Officers Recommendation:

1. That Anthony Street next to the unnamed laneway between Robinson Street and Edwin Street, Croydon be signposted with statutory 10m 'No Stopping' restrictions on both corners.
2. That the 'No Stopping' sign on the northern side of Anthony Street at Burwood Council's boundary be relocated 3m west to create an additional parking space.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

1. That Anthony Street next to the unnamed laneway between Robinson Street and Edwin Street, Croydon be signposted with statutory 10m 'No Stopping' restrictions on both corners.
2. That the 'No Stopping' sign on the northern side of Anthony Street at Burwood Council's boundary be relocated 3m west to create an additional parking space.

For Motion: Unanimous

LTC0725(1) Item 9 Carrington Street, Lilyfield - Temporary full road closure and associated construction Traffic Management Plan (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC)

SUMMARY

Inner West City Council has received a Temporary Road Closure and Traffic Management Plan (TMP) application from Modscape (*Attachment 1*) seeking an approval for delivering a modular building to No.12 Carrington Street, Lilyfield in the week commencing 11 August 2025. As part of this road closure, there will be full road closure on Carrington Street (between Joseph Street and Balmain Road), The Boulevard (between Joseph Street and Balmain Road) and partial temporary on-street parking removal along Balmain Road (between Helena Street and Grove Street).

This TMP and road closure application was previously considered and approved by the Local Traffic Committee on 18 November 2024.

Officers Recommendation:

That the temporary full road closure of Carrington Street (between Joseph Street and Balmain Road), The Boulevard (between Joseph Street and Balmain Road) and partial temporary on-street parking removal along Balmain Road (between Helena Street and Grove Street), be approved for the purpose of the installation of a modular building at No.12 Carrington Street, Lilyfield for a two-day period in the week commencing 11 August 2025, with a four week contingency period, subject to the following conditions and all standard Council conditions for temporary full road closures:

- a) A Road Occupancy License application be obtained from the Transport Management Centre for road closure on Balmain Road.
- b) Temporary parking arrangements must be provided for the existing disabled parking bays on Balmain Road, Carrington Street and The Boulevard which will be affected during the work and should be located as close as possible to their original locations.
- c) NHVR permit to be obtained prior to the work.
- d) 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.
- e) 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.
- f) On-street parking to be maintained for residents along the east side of The Boulevard (between Joseph Street and the laneway south of Balmain Road).
- g) Vehicular access to the laneway south of Balmain Road to be maintained within the road closure zone.
- h) Authorised pilot vehicles to accompany and manage the trucks at major intersections including City West Link Road at Balmain Road, Balmain Road at Perry Street, Balmain

Road at The Boulevarde and Balmain Road at Carrington Road.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the temporary full road closure of Carrington Street (between Joseph Street and Balmain Road), The Boulevarde (between Joseph Street and Balmain Road) and partial temporary on-street parking removal along Balmain Road (between Helena Street and Grove Street), be approved for the purpose of the installation of a modular building at No.12 Carrington Street, Lilyfield for a two-day period in the week commencing 11 August 2025, with a four week contingency period, subject to the following conditions and all standard Council conditions for temporary full road closures:

- a) A Road Occupancy License application be obtained from the Transport Management Centre for road closure on Balmain Road.
- b) Temporary parking arrangements must be provided for the existing disabled parking bays on Balmain Road, Carrington Street and The Boulevarde which will be affected during the work and should be located as close as possible to their original locations.
- c) NHVR permit to be obtained prior to the work.
- d) 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.
- e) 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.
- f) On-street parking to be maintained for residents along the east side of The Boulevarde (between Joseph Street and the laneway south of Balmain Road).
- g) Vehicular access to the laneway south of Balmain Road to be maintained within the road closure zone.
- h) Authorised pilot vehicles to accompany and manage the trucks at major intersections including City West Link Road at Balmain Road, Balmain Road at Perry Street, Balmain Road at The Boulevarde and Balmain Road at Carrington Road.

For Motion: Unanimous

**LTC0725(1) Item 10 College Street, Balmain - Proposed One Way Restriction
(Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC)**

SUMMARY

Council has received concerns from several residents about the narrow road width with frequent reports of near miss incidents in College Street between Cameron Street and Curtis Road. In response investigation and consultation was undertaken for a one-way westbound traffic flow, including associated signage and line marking in College Street, between Cameron Street and Curtis Road as illustrated in *Attachment 1*.

Officers Recommendation:

That the proposed one-way westbound traffic in College Street, Balmain between Cameron Street and Curtis Road, be supported in-principle, subject to Transport for NSW approval of the Traffic Management Plan.

DISCUSSION:

Public Speaker Avryl Lattin entered the meeting at 11.22am

Ms Lattin supported the proposal noting that the proposal will improve safety in the area. Ms Lattin noted that there was strong support from the community in favour of the proposal, and if the Committee were to disagree with the proposal, that the outdoor dining area at the Dry Dock Hotel be reviewed as it impedes sightlines for vehicles turning left onto Cameron Street.

Public Speaker Avryl Lattin left the meeting at 11.25am

The Representative for the Member for Balmain requested that the one-way restriction on College Street be made 'Bicycles excepted' and that Council investigate 'Bicycles excepted' when Council proposes to turn two-way streets into one-way.

Council Officers noted the Representative for the Member for Balmain's request to investigate 'Bicycles excepted' signs for one-way streets and advised that a safety review will need to be undertaken prior to the installation of the 'Bicycles excepted' signage being installed to ensure it is compliant with the safety regulations.

Council Officers suggested amending the recommendation to include that Council investigate the implementation of a 'Bicycles excepted' sign, subject to the safety review being undertaken.

The Committee members agreed with the amended recommendation.

COMMITTEE RECOMMENDATION:

1. That the proposed one-way westbound traffic in College Street, Balmain between Cameron Street and Curtis Road, be supported in-principle, subject to Transport for NSW approval of the Traffic Management Plan.
2. That a 'Bicycles excepted' sign be included, subject to a safety review being undertaken.

For Motion: Unanimous

LTC0725(1) Item 11 Percival Road and Temple Street, Stanmore – Temporary full road closure for Stanmore Music Festival – Saturday 15 November 2025 (Damun-Stanmore Ward / Newtown Electorate / Inner West PAC)

SUMMARY

Inner West Council is presenting Stanmore Music Festival on Saturday 15 November 2025 from 12:00noon until 7:00pm. To facilitate the event there will be a temporary full road closure of Percival Road, between Salisbury Road and Myrtle Street and Temple Street between Percival Lane West and Percival Road, Stanmore (ENRC/202/0041). This will require some road detours in surrounding streets. Road closure and event bump in will occur from 6:00am and bump out will conclude by 9:30pm.

Officers Recommendation:

1. That the proposed temporary full road closure of Percival Road, between Salisbury Road and Myrtle Street, and Temple Street between Percival Lane West and Percival Road, Stanmore be APPROVED for the purpose of holding the 'Stanmore Music Festival' Event on Saturday 15 November 2025 between 6.00am and 9.30pm 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 Percival Road, between Salisbury Road and Myrtle Street, and Temple Street between Percival Lane West and Percival Road, Stanmore be APPROVED for the purpose of holding the 'Stanmore Music Festival' Event on Saturday 15 November 2025 between 6.00am and 9.30pm 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

LTC0725(1) Item 12 London Street and Simmons Street, Enmore - Updated Report for the Proposed Temporary Road Closure and Part Road Closure (Damun-Stanmore Ward / Newtown Electorate / Inner West PAC)

SUMMARY

On 18 March 2024, a Local Traffic Committee report was submitted to Council for the proposed temporary road closure and part road closure of London Street and Simmons Street, Enmore. Council's decision at the time included the deferral of approval of the closures subject to the approval of the Traffic Management Plan (TMP) was by Transport for NSW for full/part road closure London Street and Simmons Street, Enmore.

Since the adoption of the Traffic Committee recommendation in March 2024, Transport for NSW has provided their approval for Council's proposed temporary road closure and part road closure for London Street and Simmons Street, Enmore. Council has addressed the further requirements that were provided as a condition of the TfNSW approval. Therefore, Council officers are proposing to undertake the implementation of the road closure trial with a Council officer being nominated for any community enquiries during the notification and work period.

Officers Recommendation:

1. That Council note the approval of the Traffic Management Plan by Transport for NSW.
2. That Council approve the implementation of the proposed temporary road closure at London Street and the temporary part road closure at Simmons Street for a trial period of 6 months.
3. That the amended signs and linemarking plan for London Street (Parking changes plan) be approved.
4. That the amended signs and linemarking plan for Simmons Street (Parking changes plan) be approved.

DISCUSSION:

Public speakers, Bryony Weiss, Kathryn Welch, James Buckman, Norma Speechley, Doug Rosser, and Nick Rippon entered the meeting at 11.05 am

Ms Welch raised concerns regarding the impacts on the traffic in the neighbouring streets and the limited plans currently in place to mitigate current and proposed traffic issues in the area. Ms Welch noted that the concerns raised by various residents regarding rat running in the area tabled at the 18 March 2024 Local Traffic Committee meeting still persist. Ms Welch noted that Council's traffic study acknowledges that the street closures will redistribute much

of the traffic that would utilise London Street into nearby local streets. It was also noted that the Council's traffic study concludes that 90% of the traffic passing through the neighbourhood is through traffic, highlighting the residents' concerns regarding rat running. Ms Welch requested that Council review potential traffic calming measures and develop a comprehensive traffic management plan for the triangle bounded by Liberty Street, Enmore Road, and the railway line to address the rat-running issues in the neighbourhood.

Ms Weiss advised that she supported the vision of the London and Simmons Streets projects; however, she raised concerns regarding the traffic and safety impacts this project will have on Belmore Street. Ms Weiss noted that motorists regularly speed down Belmore Street, and with Council's studies and traffic data showing that 30% of the London Street traffic is predicted to flow through Belmore Street, she is concerned that the additional traffic will add to the existing issues currently experienced in the street. Ms Weiss noted her concerns that Belmore Street being excluded from the current rollout of the InnerWest@40 program will make Belmore Street more attractive to speeding motorists seeking to bypass the slower surrounding streets. Ms Weiss requested that the Council include Belmore Street in the InnerWest@40 speed reduction program, incorporate traffic calming measures to physically slow down vehicles and improve pedestrian safety, as well as commit to monitoring traffic impacts and implementing additional measures where needed.

Ms Welch also tabled in comments on behalf of resident Andrew Kennelly noting his concerns for the proposal. It was noted that the disadvantages to residents are considerable, including pollution from increased emissions and noise, which will impact the mental and physical health of residents. It was noted that there are existing traffic issues in Belmore Lane and the surrounding areas, which will be amplified with the road closures.

Mr Rosser raised concerns noting the traffic data provided from the studies were not detailed enough advised that further investigation and studies should be undertaken to address the issues raised at the 18 March 2024 Local Traffic Committee meeting. It was noted that there was no data provided on traffic during morning and afternoon peak hours, and that was when most of the traffic concerns arose.

Ms Speechley raised concerns regarding the parking and traffic issues that would arise from this proposal, given the existing traffic issues during events at Enmore Theatre.

Mr Rippon agreed with the concerns raised by Ms Welch, Ms Weiss, Mr Rosser and Ms Speechley and noted that the traffic is projected to increase by 63% in the AM peak hour and 106% during the PM peak hour, and that the traffic studies previously undertaken do not consider those predictions. Mr Rippon advised that he is not opposed to the objective of the proposal to create additional community spaces but does not want that to come at the cost of safety in the neighbourhood. Mr Rippon requested that Belmore Street and Phillip Street be included in the initial phase of the InnerWest@40 project that had recently commenced and noted there were very few traffic calming measures put forward in the proposal. Mr Rippon also noted the proposal should include additional signage in surrounding streets to advise motorists of the change in traffic conditions and to shift traffic movements around the proposed closure in London Street.

The Chairperson advised that the InnerWest@40 project will be implemented across the whole Inner West Council LGA, and that Belmore Street and Phillip Street will be included as part of that project.

Public speakers, Bryony Weiss, Kathryn Welch, James Buckman, Norma Speechley, Doug Rosser, and Nick Rippon left the meeting at 11.20 am

Council Officers advised that this report reflects some minor changes to the Transport Management Plan (TMP) and parking controls and responds to the points made by Transport for NSW. It was noted that there were objections from residents due to concerns about changes in traffic movements in the local area and in response to that Council did change

the proposal for Simmons Street from a full road closure to a one-way exit. It was noted that the original report had gone through the Local Traffic Committee and has been endorsed by Council and that this report addresses TfNSW matters raised through the TMP approval and brings in line the minor traffic and parking changes.

Council Officers advised that a study had been undertaken to investigate the redistribution of traffic in the local areas and the impacts on the wider road network with the proposed closure, which was tabled at the previous meeting. Council Officers advised they will be looking into additional measures to stop rat running and will undertake another study a couple of months into implementation, to gather data for review of the closures

Councillor Atkins noted that the residents weren't necessarily objecting to the road closures, but they would like Council to have a careful look into the potential implications that may arise from this project. Councillor Atkins suggested that additional wayfinding signage be implemented, and that Council note the concerns of residents and review the area for potential traffic calming treatments to reduce traffic issues in the area.

Council Officers noted that the next phase of the InnerWest@40 rollout will be implemented in the section of Newtown that the residents previously raised concerns about, and that Council is currently developing signage for the InnerWest@40 project in this area which will be submitted to Transport for NSW for review and approval. Council Officers could not provide an estimated date of implementation owing to the involvement of external agency in the approval process.

Council Officers tabled correspondence from a resident advising they supported the proposal.

The Committee members agreed with the amended recommendation.

COMMITTEE RECOMMENDATION:

- 1. That Council note the approval of the Traffic Management Plan by Transport for NSW.**
- 2. That Council approve the implementation of the proposed temporary road closure at London Street and the temporary part road closure at Simmons Street for a trial period of 6 months.**
- 3. That the amended signs and linemarking plan for London Street (Parking changes plan) be approved.**
- 4. That the amended signs and linemarking plan for Simmons Street (Parking changes plan) be approved.**
- 5. That Council notes the concerns of residents and investigates potential traffic calming treatments in the surrounding streets of London and Simmons Streets.**
- 6. That additional advisory signs be placed on Liberty Street advising that London Street is closed and to use Stanmore Road to Access Enmore Road.**

For Motion: Unanimous

LTC0725(1) Item 13 Salisbury Road, Stanmore - Request for a residential parking scheme (Damun-Stanmore Ward / Newtown Electorate / Inner West PAC)

SUMMARY

Upon receiving a petition from residents of Salisbury Road, Stanmore Council initiated an investigation for implementing residential parking restrictions on the southern side of Salisbury Road, between properties No.75 and No.101 Salisbury Road. Recent parking occupancy surveys conducted by Council Officers have indicated a high parking demand in the above-mentioned section of Salisbury Road during peak hours of the day.

This report provides the results of the recent resident parking scheme investigation in Salisbury Road, Stanmore.

Officers Recommendation:

That the proposal to implement Resident Parking Scheme restrictions '2P 8.30am to 6pm Monday – Friday Permit Holders Excepted Area M15' in Salisbury Road, Stanmore on the southern side between No.75 and No.101 Salisbury Road not be supported at this time due to insufficient resident support.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the proposal to implement Resident Parking Scheme restrictions '2P 8.30am to 6pm Monday – Friday Permit Holders Excepted Area M15' in Salisbury Road, Stanmore on the southern side between No.75 and No.101 Salisbury Road not be supported at this time due to insufficient resident support.

For Motion: Unanimous

LTC0725(1) Item 14 Baltic and Bedford Streets, Newtown- Proposed 'No Stopping' restrictions (Damun-Stanmore Ward/Inner West PAC/Newtown Electorate)

SUMMARY

This report outlines a 'No Stopping' restriction proposal to improve access to Baltic Street at the intersection of Bedford Street. The proposal will improve parking compliance and ensure vehicles park away from the intersection. Community consultation revealed strong objection to the proposal due to loss of parking. Accordingly, Council officers are proposing a reduced 6-metre 'No Stopping' restriction which will require the completion of a risk assessment, that will subsequently be referred to Transport for NSW for approval.

Officers Recommendation:

1. That the proposed 'No Stopping' restrictions on both sides of Baltic Street, 6 metres north from the intersection of Bedford Street be approved subject to the completion risk assessment by Council and approval of a risk assessment by TfNSW.
2. That the proposed 'No Stopping' restriction on the northern side of Bedford Street, 6

metres west of Bedford Street be approved, subject to the completion risk assessment by Council and approval of a risk assessment by TfNSW.

3. That the 'No Stopping' restriction on the northern side, east of Bedford Street be approved.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

1. That the proposed 'No Stopping' restrictions on both sides of Baltic Street, 6 metres north from the intersection of Bedford Street be approved subject to the completion risk assessment by Council and approval of a risk assessment by TfNSW.
2. That the proposed 'No Stopping' restriction on the northern side of Bedford Street, 6 metres west of Bedford Street be approved, subject to the completion risk assessment by Council and approval of a risk assessment by TfNSW.
3. That the 'No Stopping' restriction on the northern side, east of Bedford Street be approved.

For Motion: Unanimous

LTC0725(1) Item 15 Allen Street, Leichhardt - Safety at Driveway of 141-143 Allen Street (Gulgadya-Leichhardt Ward/Balmain Electorate/ Leichhardt PAC)

SUMMARY

The strata management of 141-143 Allen Street, Leichhardt has reported that drivers exiting the site driveway located in Flood Street, Leichhardt are having difficulty exiting the driveway as sight lines are obstructed due to parked vehicles. They further requested 4-5m sections of 'No Parking' restrictions each side of the driveway which result in a loss of two (2) on-street parking spaces.

A review has been undertaken on the subject driveway at Flood Street. As on-street parking is highly utilised and valued by the community, the installation of parking restrictions is not supported. Alternate possible measures to improve safety would be to install a speed hump inside of the property boundary, and additional signs for vehicles exiting the ramp and driveway would be recommended, which is a standard measure undertaken at other similar driveways within the Inner West. It is also recommended to relocate the existing '2P 8am-6pm Permit Holders Excepted Area L1' (L) sign located approximately 4.5m north of the subject driveway closer to this driveway to prevent vehicles partially obstructing the driveway and attempting to park within the unrestricted section.

Officers Recommendation:

1. That Council write to the Strata Management at 141-143 Allen Street, Leichhardt advising of the outcome of this report and requesting the Strata Management to consider the installation of a speed hump inside the property boundary with 'Giveaway to Pedestrians'

- and 'Stop' signage leading up to and at the exit of the driveway.
2. That the existing '2P 8am-6pm Permit Holders Excepted Area L1' (L) signage north of the driveway be relocated south by approximately 3.9m.

DISCUSSION:

Council Officers noted that there was an error in the recommendation that the second point on the recommendation should read "That the existing '2P 8am-6pm Permit Holders Excepted Area L1' (R) signage north of the driveway be relocated south by approximately 3.9m."

The Committee members agreed with the amended recommendation.

COMMITTEE RECOMMENDATION:

1. That Council write to the Strata Management at 141-143 Allen Street, Leichhardt advising of the outcome of this report and requesting the Strata Management to consider the installation of a speed hump inside the property boundary with 'Giveaway to Pedestrians' and 'Stop' signage leading up to and at the exit of the driveway.
2. That the existing '2P 8am-6pm Permit Holders Excepted Area L1' (R) signage north of the driveway be relocated south by approximately 3.9m.

For Motion: Unanimous

Meeting closed at 11.59pm.

CHAIRPERSON

Councillor Victor Macri

Item No: LTF0825(1) Item 1
Subject: INTERSECTION OF MONTAGUE STREET AND THEODORE STREET ,
BALMAIN - PROPOSED KERB EXTENSIONS (BALUDARRI-BALMAIN
WARD/BALMAIN ELECTORATE/LEICHHARDT PAC)
Prepared By: Jackie Ng - Graduate Traffic Engineer
Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

That the proposed kerb extensions on Montague Street at Theodore Street, Balmain be supported in principle and listed for consideration in Council's Capital Works Program.

STRATEGIC OBJECTIVE

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

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

In October 2023, Council adopted the Balmain Local Area Traffic Management (LATM) Study for the Balmain precinct. One of the recommendations from the study was to further investigate the provision of kerb extensions at the intersection of Montague Street and Theodore Street, Balmain. The proposed kerb extensions have safety benefits including improved sight distances for pedestrians crossing Theodore Street, improved sight distances for drivers existing Theodore Street and opportunities for landscaping.

BACKGROUND & DISCUSSION

In October 2023, Council adopted the Balmain LATM study making several recommendations to improve safety in the Rozelle and Balmain area. The Balmain LATM study area is bounded by Victoria Road, Robert Street, Mullens Street, Montague Street and Darling Street. One of the recommendations from the study was to further investigate kerb extensions on Montague Street at Theodore Street, Balmain to improve intersection safety.

The proposed kerb extensions have safety benefits including improved sight distances for pedestrians crossing Theodore Street, improved sight distances for drivers existing Theodore Street and opportunities for landscaping. A concept plan of the proposed treatment has now been prepared and is shown in *Attachment 1*.

CONSULTATION

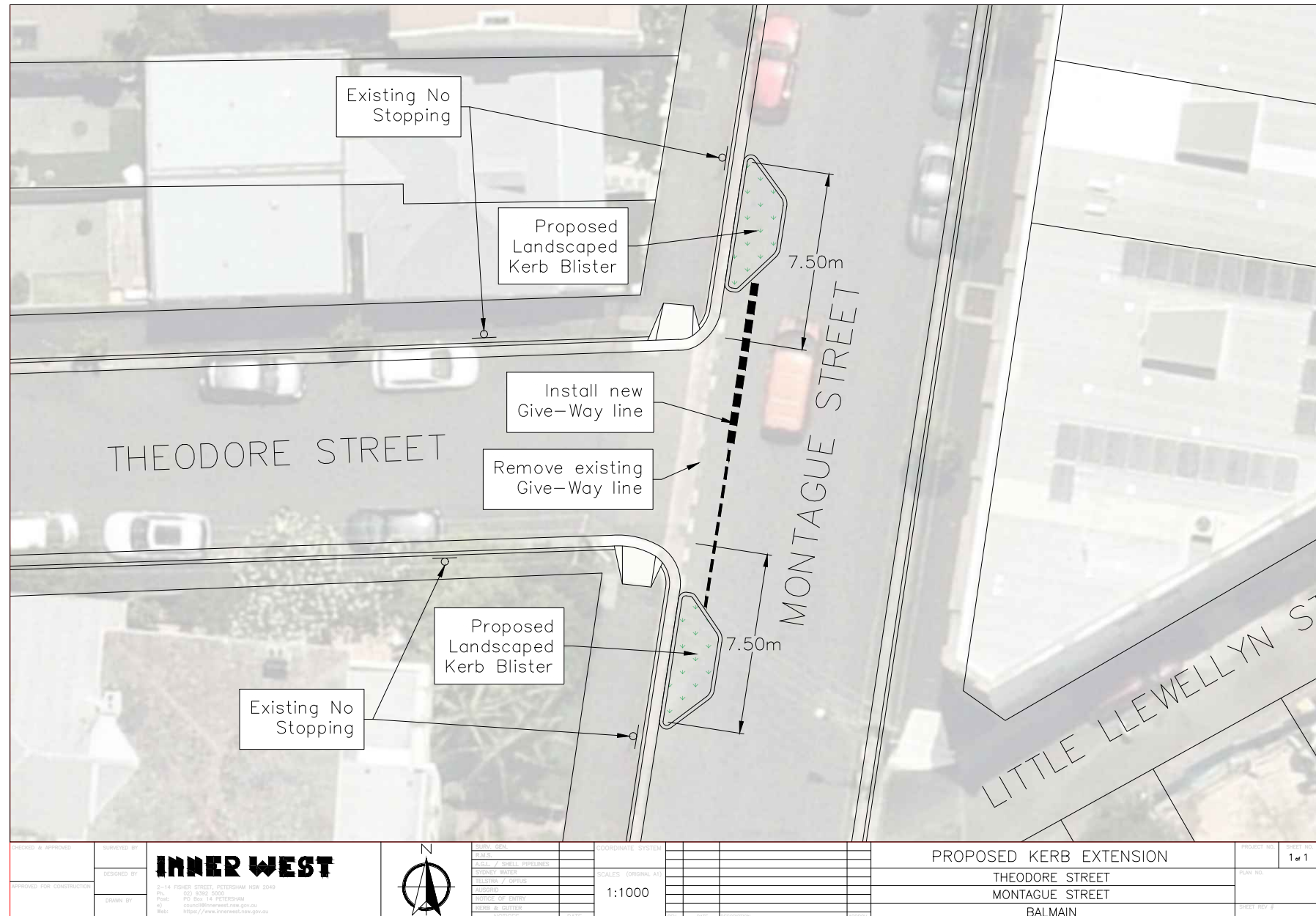
A total of thirty (30) letters outlining the proposal was distributed to residents in the surrounding area. No responses were received.

FINANCIAL IMPLICATIONS

Initial strategic cost estimate of the proposed kerb extensions and supplementary line marking work is estimated at \$15,000. Works are to be considered as part of Council's Capital Works Program for Traffic Facilities.

ATTACHMENTS

1. [Download](#) Proposed Kerb Extensions at the intersection of Montague Street and Theodore Street, Balmain



Item No: LTF0825(1) Item 2
Subject: NORTON STREET, LEICHHARDT - TEMPORARY ROAD CLOSURE - ITALIAN FESTA (GULGADYA - LEICHHARDT ELECTORATE/LEICHHARDT PAC)
Prepared By: Amir Falamarzi - Traffic Engineer
Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

That that the road closure application for the 'Norton Street Italian Festa 2025' on Sunday, 26 October 2025 be approved subject to the following conditions:

1. The road closures be restricted to occur on Sunday, 26 October 2025 at the following locations in Leichhardt between 3:00am and 9:00pm:
 - a) Norton Street between William Street and Marion Street
 - b) Allen Street between Derbyshire Road and Norton Street
 - c) Arthur Street between Short Street and Allen Street
 - d) Short Street between Derbyshire Road and Norton Street
 - e) Wetherill Street between Derbyshire Road and Norton Street
2. The road closures be restricted to occur on Sunday, 26 October 2025 at the following locations in Leichhardt between 6:00am and 9:00pm:
 - a) Allen Street between James Street and Norton Street
 - b) Macauley Street between Cromwell Street and Norton Street
 - c) Carlisle Street between Cromwell Street and Norton Street
 - d) Marlborough Street between Cromwell Street and Norton Street
 - e) Lou Street between Marion Street and Allen Street
 - f) Derbyshire Road at William Street
3. Approval from Transport for NSW for the TMP and TGS and to install a 'Special Event Clearway' restriction in Norton Street be obtained prior to the event;
4. Wetherill Street (Norton Street to Balmain Road) and Macauley Street (Cromwell Street to Norton Street) function as two-way roads when Norton Street is closed to provide access for residents etc;
5. In case of an emergency, vehicle access entry/exit point will be available at Allen Street, Macauley Street, Carlisle Street and Marlborough Street;
6. Approval to conduct a public assembly be obtained from the NSW Police prior to the event. A copy of the NSW Police approval must be forwarded to Council's Traffic Section prior to the event;
7. All affected residents and businesses, including the NSW Police Local Area Commander, Fire and Rescue NSW, NSW Ambulance Services and Transit Systems (Leichhardt Bus Depot) be notified in writing, by the organiser, of the proposed temporary road closure at least 2 weeks in advance of the closure with the applicant making reasonable provision for stakeholders; and
8. Temporary 'Bus Zones' be installed to accommodate two buses on both sides of William Street between Norton Street and James 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

Annual Italian Festa is recurring a family and community event that will be held on 26 October 2025 on Norton Street between Marion Street and William Street and surrounding streets.

The attached Traffic Management Plan (TMP) has been prepared to provide the location of road closures and proposed traffic management strategies, stallholder access plan, the event clearway zone, emergency vehicle access plan, bus stop closures/available public transport, available public car parks and resident/local business access.

BACKGROUND

The 34th Annual Italian Festa is planned to be held on Norton Street, Leichhardt on 26 October 2025. It is expected that up to 140,000 visitors join the event. Italian Festa is a special family and community day that will start at 10am and ends at 5pm.

This annual event involves the temporary closure of Norton Street between Marion Street and William Street, including associated side streets. The organiser has submitted the Traffic Management Plan (TMP) for approval (*Attachment 1*). This event is a Class 2 special event under the Transport for NSW's *Guide to Traffic and Transport Management for Special Events*.

DISCUSSION

Traffic Management

As part of this event, the following street will be closed as outlined below:

Table 1: Streets with road closure during the event

Street	Between	Hours
Norton Street	William Street and Marion Street	03:00-21:00hrs
Allen Street	Derbyshire Road and Norton Street	03:00-21:00hrs
Arthur Street	Short Street and Allen Street	03:00-21:00hrs
Short Street	Derbyshire Road and Norton Street	03:00-21:00hrs
Wetherill Street	Derbyshire Road and Norton Street	03:00-21:00hrs
Allen Street	James Street and Norton Street	06:00-21:00hrs
Macauley Street	Cromwell Street and Norton Street	06:00-21:00hrs
Carlisle Street	Cromwell Street and Norton Street	06:00-21:00hrs
Marlborough St	Cromwell Street and Norton Street	06:00-21:00hrs
Lou Street	Marion Street and Allen Street	06:00-21:00hrs
Derbyshire Road	at William Street	06:00-21:00hrs

Other Arrangements

- Macaulay Street from Norton Street to Cromwell Street and Wetherill Street from Norton Street to Balmain Road are to function as temporary two-way roads to provide access for residents.
- There will be various entry and exit routes based purely on the location of the relevant stall/holder, these will be communicated with the occupant prior to arrival.
- In case of an emergency, vehicle access entry/exit point will be available at Allen Street, Macauley Street, Carlisle Street and Marlborough Street.
- Public Parking shall be in located local streets and carparks in and around the event site such as Marion Street Carpark, Renwick Street Carpark, Secure Parking - 99 Norton Street Carpark and Secure Parking - Italian Forum Car Park.

Public Transport

For the duration of the road closures, public transport will be available within the area, there will be several changes to the bus network due to the closure of Norton Street, the following Bus Stops will cease operation between 03:00 am and 09:00 pm on the event day:

Stop ID: 204020, 204021, 204022, 204029, 204030, 204044 and 204045

There are various alternative services available:

- Bus Network
- Light Rail (closest station is Leichhardt North approx. 750m from site taking approx. 10 minute walk)

To facilitate the bus service closures there will be additional Bus Zones implemented on William Street between Norton and James Streets.

Resident and Local Business Access

Local residents and businesses will be granted access via Macauley Street (Norton Street to Cromwell Street) and Wetherill Street (from Norton Street to Balmain Road), these will operate as two-way traffic flow during the event.

Hostile Vehicle Mitigation

A Hostile Vehicle Mitigation Plan (HVMP) has been prepared by the event organisers.

Public Consultation

All affected businesses, residents and other occupants will be notified of the road closures, activities, parking changes and changes to public transport arrangements. The notification will be distributed at least two weeks prior to the commencement of the event. The proposed information, distribution area and distribution period will be reviewed and approved by Inner West Council one week prior to distribution.

The proposed temporary full road closures will be advertised on Council's website in accordance with the *Roads Act* 1993 for a period of 28 days from 11 August 2025 to 8 September 2025.

FINANCIAL IMPLICATIONS

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

ATTACHMENTS

1. [Download](#) Norton Street Italian Festa, Leichhardt - TMP

TRAFFIC MANAGEMENT PLAN

Version 1.1

Prepared By: **Pedr Danks**
Managing Director

SafeWork NSW Certified Planner No: **TCT0057732**

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Dip. Management, Cert IV Training

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NORTON STREET FESTA

26th OCTOBER 2025

Norton Street, Leichardt



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TRAFFIC MANAGEMENT PLAN

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Item 2



Attachment 1

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1 DOCUMENT AUTHOR

Prepared By	Pedr Danks, Managing Director. Traffic Plan Professionals Pty Ltd		
Signature	 		
Date	15 th March 2025		

2 DOCUMENT HISTORY

Reviewed By	Version	Date	Comments
Zacc French	1.0	15.03.2025	Original document creation
Zacc French	1.1	19.05.2025	Update to Stallholder Access

3 DISTRIBUTION

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Item 2

5 CONFIDENTIALITY STATEMENT

All information, concepts, ideas, strategies, commercial data and all other information whatsoever contained within this document as well as any and all ideas and concepts described during the presentation are provided on a commercial in confidence basis and remain the intellectual property and copyright of Traffic Plan Professionals Pty Ltd and affiliated entities.

6 TERMS AND DEFINITIONS

Terms	Definitions
ADT	Average Daily Traffic
AS/NZS	Australian Standards/New Zealand Standards
HVA	Hostile Vehicle Attack
HVMP	Hostile Vehicle Mitigation Plan
LGA	Local Government Area
PAC	Police Area Command
PAX	Person Amount X
PWZTMP	Prepare a Work Zone/Traffic Management Plan
TfNSW	Transport for NSW
TGS	Traffic Guidance Scheme
THD	Target Hardening Device
TMP	Traffic Management Plan
VMS	Variable Message Sign

7 EXECUTIVE SUMMARY

The Norton Street Italian Festa – Where You Can Be Italian for a Day.

On the last Sunday in October more than 140,000 visitors are expected to fill Norton Street in Leichardt, the heart of Sydney's 'Little Italy', for Italian food and entertainment, and enjoy being Italian for a day at the 34th annual Norton Street Italian Festa.

Festa is a special Family and Community Day for people of all backgrounds. Italians say, 'There are only two kinds of people – Italians and those that wish they were'. Both will be at Festa.

From 10am to 5pm Norton Street will be completely transformed by colour, sound and the cooking aromas of great Italian food, and by street activities and on-stage entertainment celebrating all things Italian.



Attachment 1

TRAFFIC MANAGEMENT PLAN NORTON STREET FESTA 25 v1.1 Traffic Plan Professionals Page 6 of 28

Item 2

8 SCOPE

This plan addresses traffic management for the proposed works only and the document has been prepared following consultation and assessments from the respective stakeholders listed in this document.

The document includes the provision for the safe movement of vehicular and pedestrian traffic, the protection of workers from passing traffic, the design, installation and removal of any necessary temporary detours, the provision of traffic controllers, the installation of temporary advance warning signs and safety barriers.

Various traffic control devices/measures have been used whilst creating the relevant Traffic Control Plan.

This document should be read in conjunction with the following:

#	Document	Version
1	RMS Guide to Transport & Management for Special Events	3.5
2	RMS Traffic Control at Worksites Manual	6.1
3	AS/NZS	2890.6-2009.
4	Local Government Act 1993	No 30
5	Roads Act 1993	No 33
6	Australian Standard	1742
7	The Use of Variable Message Sign (VMS) RMS Policy	10.408
8	Risk Management - Guidelines	ISO31000:2018
9	Safework Australia – Traffic Management: Guide for events	April 2021
10	Safework Information Sheet – Traffic Management	April 2021

9 OBJECTIVES

The core objectives with respect to the Traffic Management Plan are to:

1. Ensure the safety of its employees, contractors, the public, TfNSW personnel, pedestrians, cyclists and traffic,
2. Keep traffic delays to a minimum,
3. Maintain satisfactory property access,
4. Minimise disruption to businesses,
5. For works near speed cameras, traffic lights & traffic counters etc:
 - a) Inform the RMS Representative and
 - b) Not damage the equipment,
 - c) Make suitable arrangements where required.
 - d) When required, obtain approvals and licenses such as Road Occupancy and Traffic Signals,
6. Design temporary roadways and detours in accordance with TfNSW Road Design Guide and
7. Meet the requirements of TfNSW Traffic Control at Worksites Manual.



Attachment 1

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Item 2

10 MANAGEMENT OF THE TMP

Traffic Plan Professionals Pty Ltd has undertaken that it will provide the Traffic Guidance Schemes for the event. It is required by Council/TfNSW and/or consenting authorities that all traffic control works to be carried out by SafeWork NSW certified and accredited personnel.

11 IMPLEMENTATION

Traffic Management for work and/or events sites will be in accordance with the TfNSW Traffic Control at Work Sites Manual as modified to site conditions.

The implementation of these plans is the responsibility of the event organiser and shall be carried out by SafeWork NSW certified and accredited personnel.

12 PLANNING STRATEGIES

Following preparation of the final draft plans, assessment and approvals is required by the following:

Agency	Area
NSW Police	PAC
Council	Inner West Council
TfNSW	Koo Barbi

13 EVENT DETAILS

Event Name	NORTON STREET FESTA
Event Dates & Times	26 th October 2025 10:00 – 17:00hrs
Bump In Dates/Times	26 th October 2025 03:00 – 09:59hrs
Bump Out Date/Time	26 th October 2025 17:01 – 21:00hrs
Venue(s)	Norton Street (between Marion & William Streets)
Pax/Capacity	180,000 (anticipated) throughout the day
RMS Class	2



Attachment 1

TRAFFIC MANAGEMENT PLAN NORTON STREET FESTA 25 v1.1 Traffic Plan Professionals Page 8 of 28

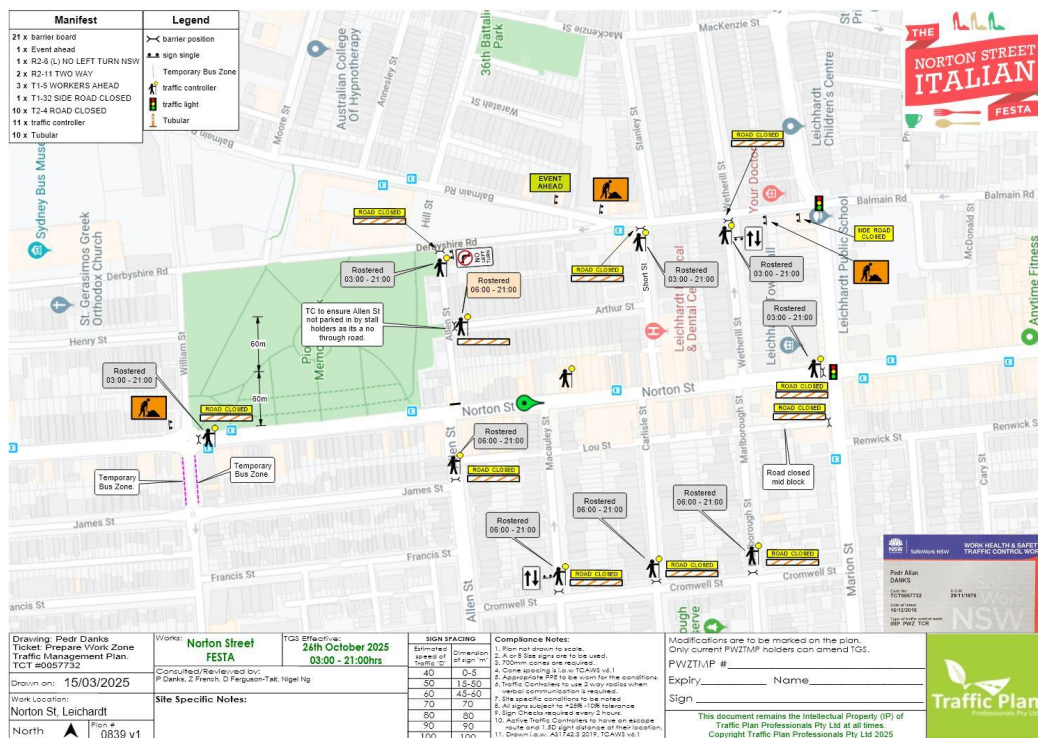
14 TRAFFIC MANAGEMENT

During the event traffic safety will be managed by the implementation of specifically tailored TGS's that have been designed to meet with event specific operations. This plan has been prepared to safely manage traffic with minimal impact on non-event stakeholders as recommended in the TfNSW Guide to Traffic and Transport Management for Special Events.

At its core the prepared TGS's implement various short-term road closures to safety manage vehicular and pedestrian flow within the precinct.

14.1 TRAFFIC GUIDANCE SCHEMES

The below TGS provides an overview of how the traffic management will be implemented to regulate traffic.



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NORTON STREET FESTA 25 v1.1

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14.2 ROAD CLOSURES

03:00 – 21:00hrs

- Norton Street (between William St & Marion St)
- Allen Street (between Derbyshire Rd & Norton St)
- Arthur Street (between Short St & Allen St)
- Short Street (between Derbyshire Rd & Norton St)
- Wetherill Street (between Derbyshire Rd & Norton St)

06:00 – 21:00hrs

- Allen Street (between James St & Norton St)
- Macauley Street (between Cromwell St & Norton St)
- Carlisle Street (between Cromwell St & Norton St)
- Marlborough St (between Cromwell St & Norton St)
- Lou Street (between Marion St & Allen St)
- Derbyshire Road at William St.

14.3 DELIVERIES

There will be various entry & exit routes based purely on the location of the relevant stall/holder, these will be communicated with the occupant prior to arrival (colour matrix is utilised). Traffic controllers will have copies of the relevant information to assist with directions if/when required.

Entry: Marlborough Street & Macauley St

Exit: Norton Street (north & south direction) & Short St



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14.4 SPECIAL EVENT CLEARWAY

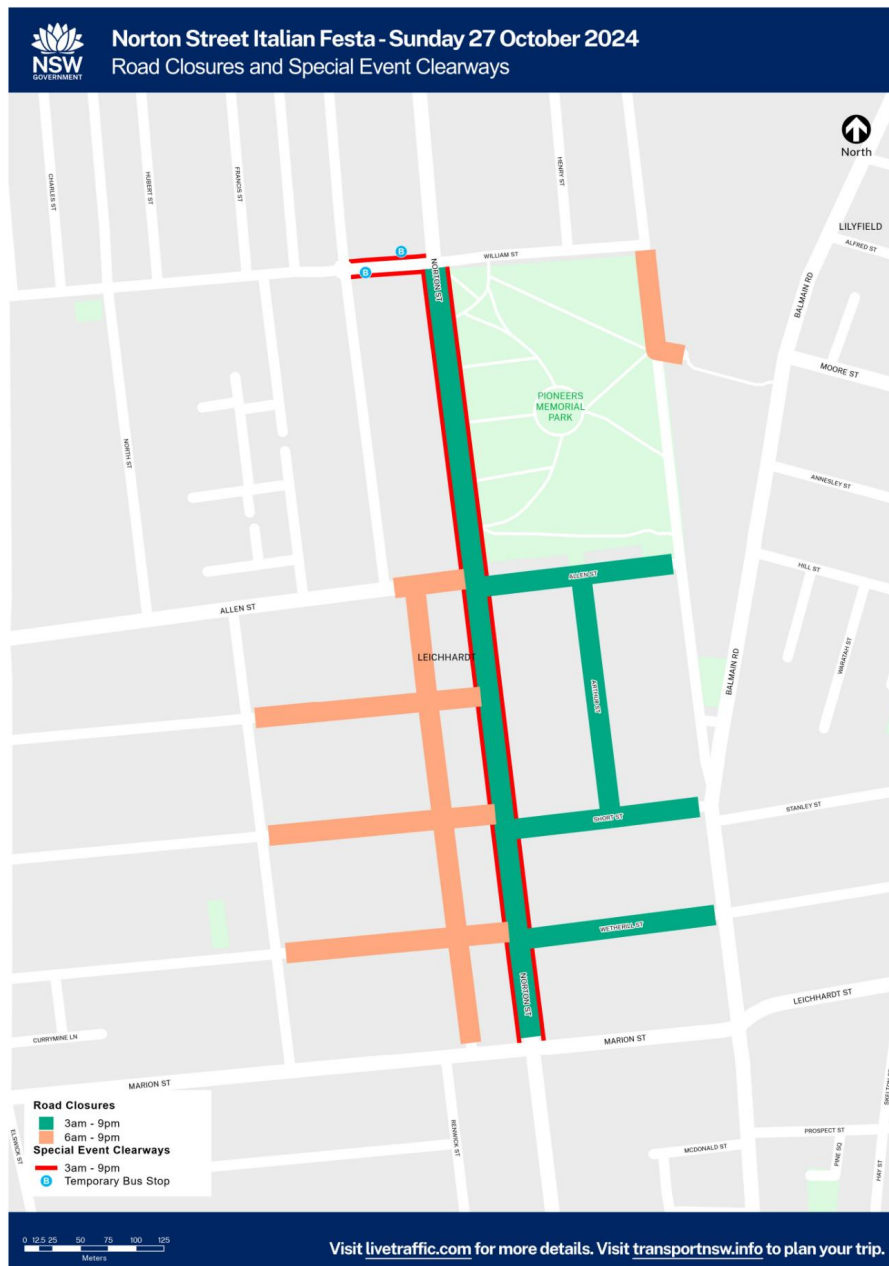
As part of the overall event operation the event organisers will request the implementation of a "Special Event Clearway" on Norton Street between Marion & William Streets.

TfNSW have been engaged to implement and operate same, there will be one tow truck onsite and will relocate any vehicles within the designated area.

Towing will occur between 03:00 & 07:00hrs on the event day.



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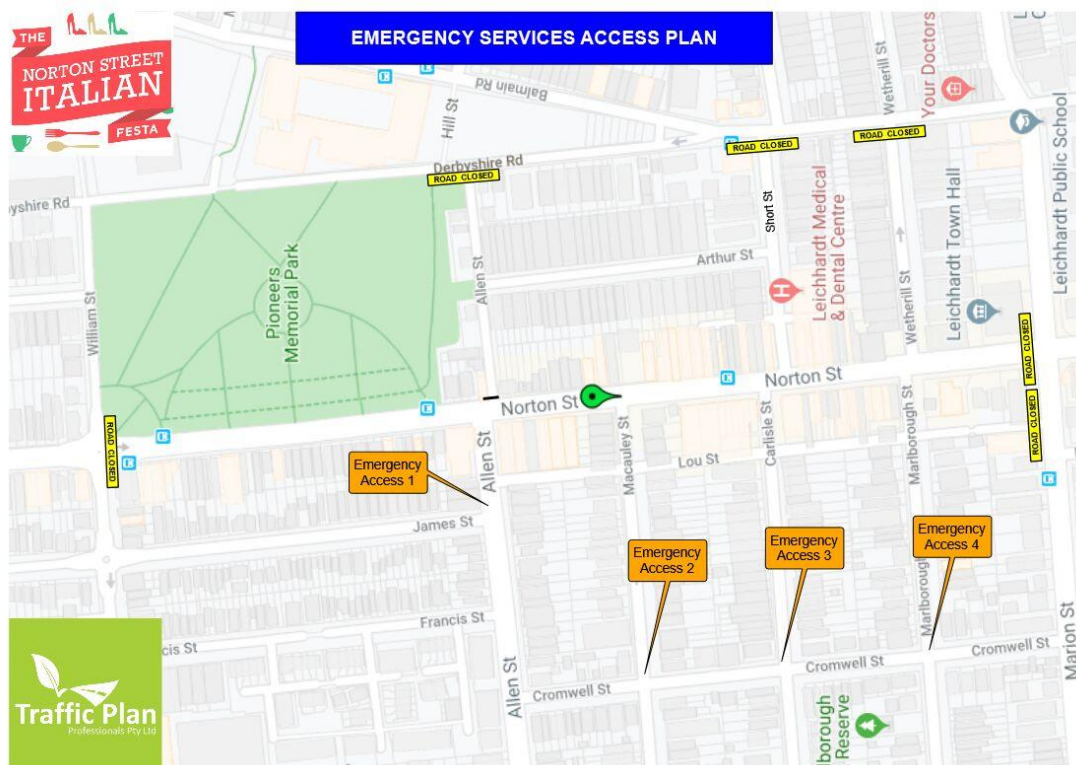
Attachment 1

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14.5 VEHICLE EMERGENCY ACCESS

In the case of an emergency, vehicle access entry/exit points shall be in the following locations.

- 1) Allen St
- 2) Macauley St
- 3) Carlisle St
- 4) Marlborough St



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14.6 PUBLIC TRANSPORT

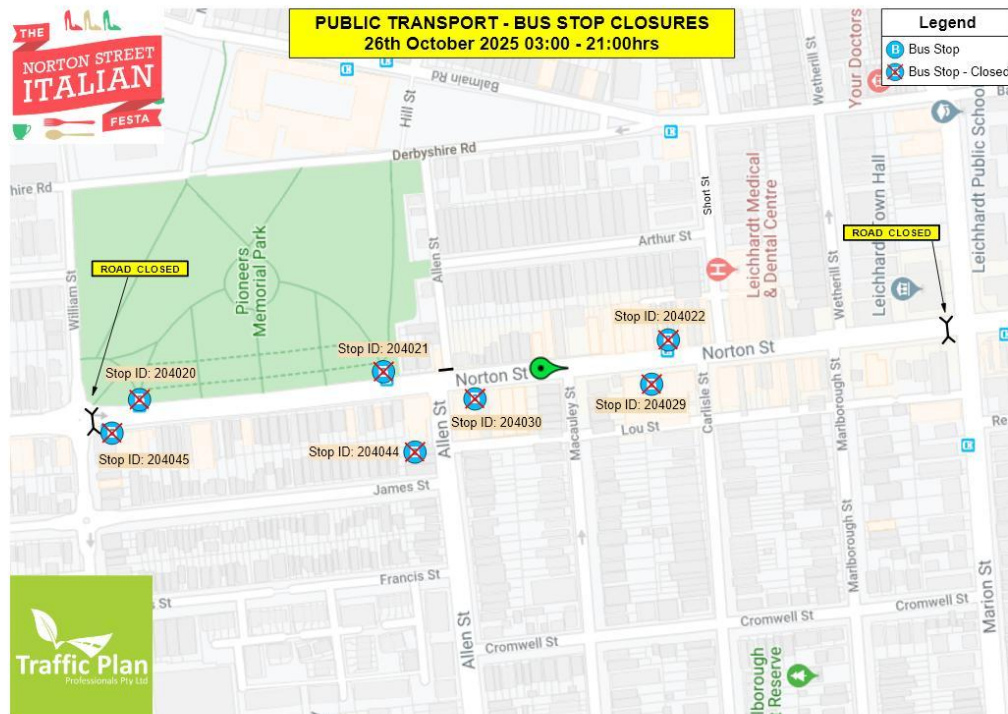
Public Transport will be available within the area, there will be several changes to the bus network due to the closure of Norton Street, the following Bus Stops will cease operation between 03:00 - & 21:00hrs on the event day.

Stop ID: 204020, 204021, 204022, 204029, 204030, 204044 & 204045

There are various services available:

- Bus Network
- Light Rail (closes station is Leichhardt North approx. 750m from site taking approx. 10minutes walk)

For public transport timetables and planning visit: <http://www.transportnsw.info/>



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To facilitate the bus service closures there will be additional Bus Zones implements on William Street between Norton & James St as per the following plan, we will deploy two traffic controllers to man the location to ensure it remains clear from 06:00 – 20:00hrs.



14.7 PUBLIC PARKING

Public Parking shall be in located local streets and carparks in and around the event site such as some of the following:

- Marion Street Carpark
- Renwick Street Carpark
- Secure Parking - 99 Norton Street Car Park
- Secure Parking - Italian Forum Car Park

14.8 TAXI ZONE(S)

No additional Taxi Zones are proposed for this event.



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14.9 PUBLIC DROP OFF ZONE(S)

No dedicated Public Drop Off Zones have been implemented for this event.

14.10 ACCESSIBLE PARKING

Accessible Parking is available in various locations around the immediate area.

14.11 RESIDENT & LOCAL BUSINESS ACCESS

Local residents and businesses will be granted access via Macauley St (Norton St to Cromwell St) & Wetherill Street (from Norton St to Balmain Rd), these will operate as 2-way flow during the event.

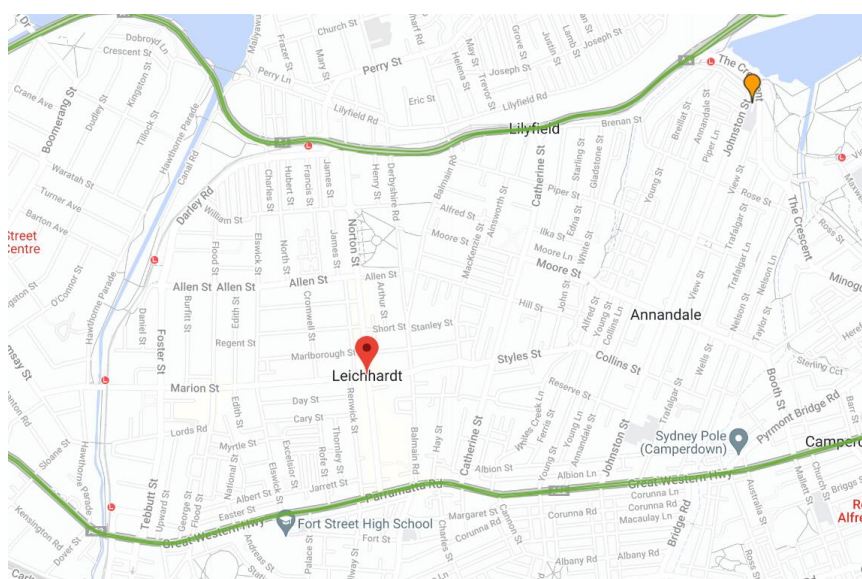
14.12 TARGET HARDENING

See the Hostile Vehicle Mitigation Plan (HVMP) for further information.

14.13 HEAVY VEHICLE IMPACTS

Based on information provided we do not anticipate any impact on heavy vehicles. For heavy vehicle routes please refer to:

<https://roads-waterways.transport.nsw.gov.au/business-industry/heavy-vehicles/maps/restricted-access-vehicles-map/map/index.html>

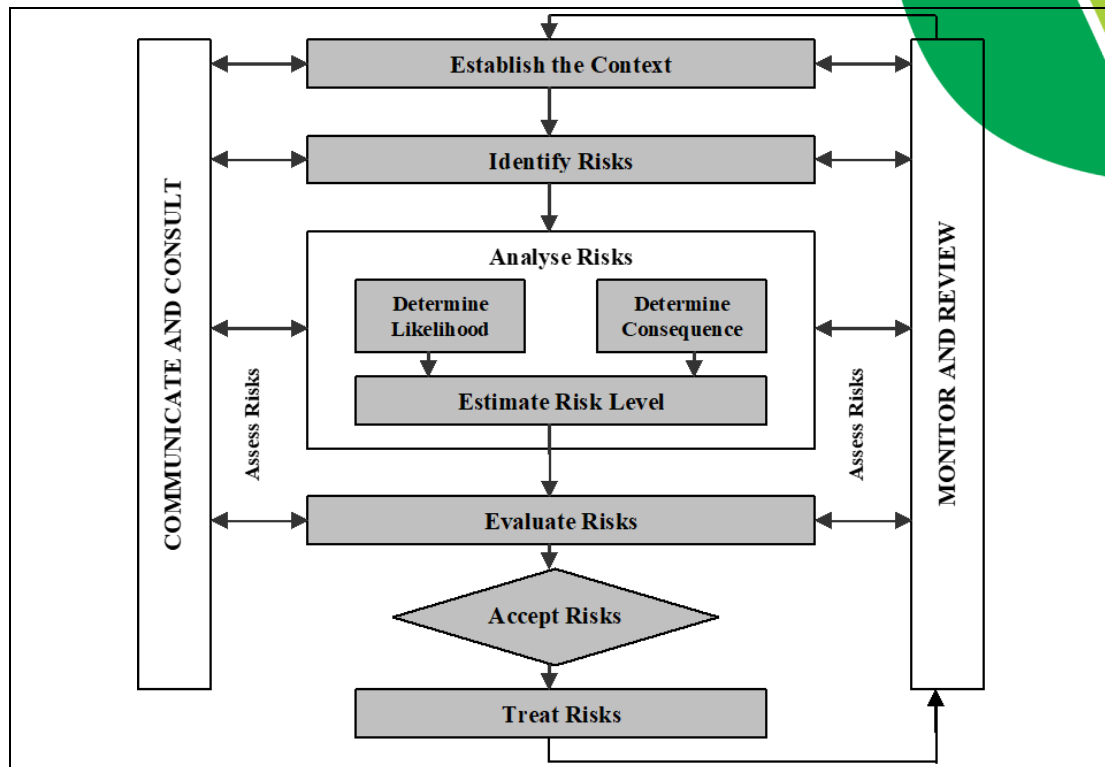


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15 RISK MANAGEMENT

15.1 RISK MANAGEMENT PROCESS

Throughout the Risk Management process, we will link activities to AS ISO 31000-2018. These standards provide a systematic approach to the Risk Management.



15.2 RISK TOLERANCE

A risk rating determined to be higher than a “low” or a “moderate” level (see: “Risk Assessment Tool” below for descriptions of these terms) should result in senior management assessing the viability of implementing the suggested additional control measures.

Even where a residual risk of a “low” or moderate” level exists, senior management should evaluate, where it is viable, to further reduce the likelihood or consequences of that stated risk.



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15.3 RISK ASSESSMENT TOOL

The risk assessment tool acts as a guide to determine an appropriate rating for each risk. It is important to note that risk is subjective, and therefore, any ratings applied considered in this context.

Likelihood	Consequences				
	Insignificant (1) <i>(Minor problem easily handled by normal day to day processes)</i>	Minor (2) <i>(Some disruption possible, e.g. damage equal to \$500k)</i>	Moderate (3) <i>(Significant time/resources required, e.g. damage equal to \$1 million)</i>	Major (4) <i>(Operations severely damaged, e.g. damage equal to \$10 million)</i>	Catastrophic (5) <i>(Business survival is at risk damage equal to \$25 million)</i>
Rare (1) <i>(e.g. <3% chance)</i>	2	3	4	5	6
Unlikely (2) <i>(e.g. between 3% and 10% chance)</i>	3	4	5	6	7
Moderate (3) <i>(e.g. between 10% and 50% chance)</i>	4	5	6	7	8
Likely (4) <i>(e.g. between 50% and 90% chance)</i>	5	6	7	8	9
Almost certain (5) <i>(e.g. >90% chance)</i>	6	7	8	9	10

15.4 RISK SCORE EVALUATION

Risk Score	Risk Level	Response
2-4	Low	Manage through routine procedures
5-6	Moderate	Specific procedures and monitoring required, specify management responsibility
7-8	High	Action plan required, specific senior management attention and specify responsibility
9-10	Extreme	Immediate action required, senior management required with detailed plan and Senior Management responsibility noted



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15.5 RISK TREATMENTS

Treatment of the risks associated with hazards identified will involve appropriately selecting a treatment option as indicated below.

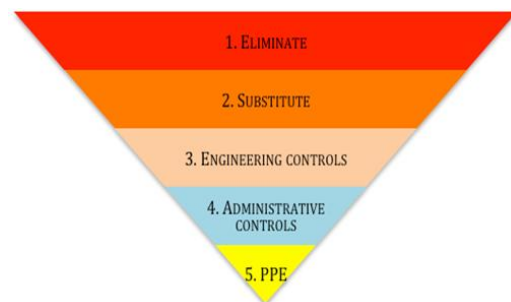
The Hierarchy of Hazard Controls is recommended as the best-practice approach to addressing the source of real/safety risks and thus eliminating or minimising such risks. When a hazard is identified it shall be:

1. Eliminated (designed out, eliminated),
2. Substituted (i.e. if a hazardous work practice exists it should be replaced with non-hazardous or less hazardous work practice),
3. Isolated (if nothing could be done in short term the hazard should be isolated, so it does not impose a risk to a person),
4. Controlled through engineering methods (guarded away using covers etc.),
5. Controlled through Administrative means (procedures/practices, inductions, instructions, workplace training etc.),
6. Persons protected by PPE (Personal Protective Equipment).

The controls should be used in order as indicated - starting from Eliminate as the best approach and then working down the options. A combination of hazard controls from the list above could be used to address any one hazard at one time - a hazard control on its own is not exhaustive and can be used in a combination with one or more other controls.

The primary aim of risk control is to eliminate the risk; the best way of achieving this is to eliminate the hazard. If this is not possible the risk must be minimised by utilising the ALARP principle;

Nomination	Multiplier	Outcome
A	=	As
L	=	Low
A	=	As
R	=	Reasonably
P	=	Practicable



SA/SNZ HB 205:2017 states that the most effective form of risk control is to eliminate the hazard. However, suppose this is not reasonably practicable to eliminate the hazard. In that case, the risk must be minimised to the lowest reasonably practicable level by taking the following measures in the order and as determined by the risk assessment (Hierarchy of Controls).

If no single control is appropriate, a combination of the above controls will be taken to minimise the risk to the lowest reasonably practicable level.



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15.6 RISK ASSESSMENT PLAN (RISK REGISTER)

A list of potential causes, consequences and control measures are provided. This should not be considered an exhaustive list.

#	HAZARD	RISK	CURRENT			CONTROL MEASURES	RESIDUAL			RESPONSIBILITY
			LIKELIHOOD	CONSEQUENCE	RISK RATING		LIKELIHOOD	CONSEQUENCE	RISK RATING	
TRAFFIC RISKS										
1	Cyclist and/or Pedestrian interaction	Short Term Injury Long Term Injury	2	3	M	Road Closure during live event to allow safe area for all. First aid trained person onsite. Traffic controllers to be mindful of same when working on network.	2	2	L	Contractors Vendors Event Organiser Traffic Control
2	Illegal Parking	Short Term Injury Financial Delay	3	1	L	Stall holders/Vendors advised as to their responsibility to parking in compliant/allocated location. Rangers responsible for non-compliant parking & regulatory enforcement.	2	1	L	All staff Contractors Event Organiser Traffic Control
3	Overcrowding on roads	Death Short Term Injury Long Term Injury Delay	2	3	M	Road closures sufficient to cater for the anticipated patronage. Traffic controller to assist police if requested. Traditionally event has not had an issue with same.	1	2	L	First Aid Event Organiser Police Traffic Controller
4	Traffic Jam in surrounding area	Short Term Injury Long Term Injury Delay	2	2	L	Custom TGS's for event. Consultation will relevant stakeholders as part of planning. Traffic Manager onsite during live event to monitor areas and liaise with nominated rep.	2	2	L	Police Site Manager LGA
5	Vehicle/Pedestrian interaction	Death Short Term Injury Long Term Injury Delay	3	4	H	Road closures to reduce potential of interaction & to minimize possibility. Residential street with existing lighting. First aid onsite during event. All staff should be in hi-vis vest when working around traffic.	2	3	M	First aid Event Organiser Traffic Controller All staff



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6	Vehicle Breakdown	Financial Delay	2	2	L	Alternate routes to be utilised. Contingency routes considered as part of planning. RMS/Police to be advised of same for assistance.	2	1	L	Event Organiser Traffic Controller Police/RMS
WEATHER RISKS										
7	Exposure to Cold	Short Term Injury Financial Reputation	2	3	M	Thermal first aid sheets in all first aid kits, first aid onsite. Staff to be provided with relevant PPE. Call Emergency Services 000 Ambulance.	1	2	L	Event Organiser First aid Traffic Control
8	Exposure to Sun	Short Term Injury Financial Reputation	4	2	M	All staff to wear Sun rated caps/hats where possible. Sunscreen available to staff from supervisor. TC's reminded to use sunscreen and protective clothing.	2	2	L	First aid Event Organiser Traffic Control
9	Heavy Rain	Death Short Term Injury Long Term Injury Delay	2	4	M	Supply wet weather gear for crew if required. Trained first aiders onsite during event, security at other times during bump in & out. Unsafe areas to be barricaded off.	2	2	L	First aid Event Organiser LGA Traffic Control
10	Lightning	Death Short Term Injury Long Term Injury	1	6	M	Refer AS1768 Monitor BOM for any change in weather. Do not hold stop/slow bat during lightning. Where possible seek shelter if safe to do so.	1	4	L	Event Organiser Traffic Control
11	Strong Wind	Death Short Term Injury Financial	4	4	H	BOM to be monitored throughout event-by-Event Organiser. All signs to be weighted in high wind areas. Trained first aiders onsite during event, security at other times during bump in & out. If injury call Emergency Services 000 Ambulance / Police.	6	5	M	First Aid Event Organiser Traffic Control



Item 2

Attachment 1

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Item 2

HEALTH RISKS										
12	Medical Emergency	Death Short Term Injury Long Term Injury Financial Reputation	2	3	M	Communications to ensure all parties are abreast. Emergency services to be contact 000. Dedicated Emergency Services routes & access points planned, TC's at each closure to assist.	2	2	L	Medical Manager Event Organiser Traffic Control
13	Staff Fatigue	Short Term Injury Delay	4	2	M	TPP Fatigue Management Plan implemented. Team leader to monitor staff and ensure fatigued staff replaced. Rostering manager to ensure rosters compliant with FMP.	2	2	L	Roster Manager Team leader Traffic Control
SITE RISKS										
14	Slip/Trip/Falls	Short Term Injury Long Term Injury	3	2	M	Site inspection to identify hazards & remove/treat same in the immediate work area. Good housekeeping. Production to be advised of any spills/potential slip hazards that may exist.	2	2	L	Cleaners Event Organiser First Aid Traffic Control
15	Terrorism	Death Long Term Injury Financial Reputation	3	5	H	HVMP implemented. UP Police onsite during event. TC's at key entry points controlling access.	3	2	M	Police Traffic Control
MISCELLANEOUS										
16	Communication Failure	Death Short Term Injury Financial Reputation	3	2	M	Monitor/report any issues with radios. Radio check on commencement of shift. Contract only reliable radio supplier with proven record. Backup radios to replace any faulty radios.	3	1	L	Telecommunications Provider Two Way Radio Provider Event Organiser Emergency Services



Attachment 1

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16 CONSULTATION & CONTACT LIST

The below list are the practitioners consulted as documents owners, stakeholders and/or approval authorities for this document.

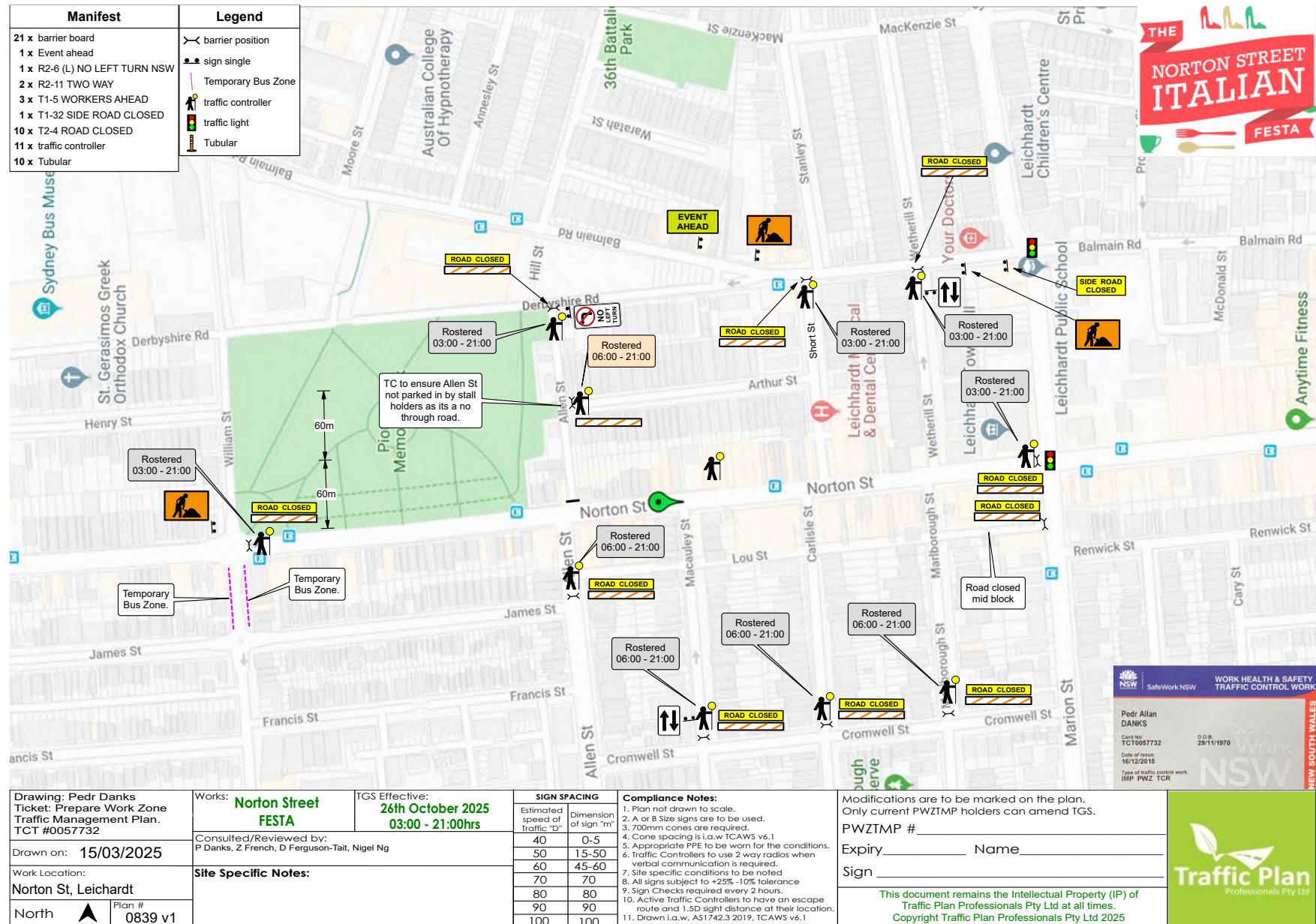
NAME	ORGANISATION
Pedr Danks	Traffic Plan Professionals Pty Ltd
Drew Ferguson-Tait	Traffic Plan Professionals Pty Ltd
Zacchary French	Traffic Plan Professionals Pty Ltd
Phil Smith	Traffic Plan Professionals Pty Ltd
Nigel Ng	Advance Audio
Adam Allgaier	Advance Audio
Michael Daly	Inner West Council
Koo Barbi	TfNSW
Kenneth Seeto	TfNSW
Senior Constable Shannon Burns	Police Leichardt PAC
	Buses

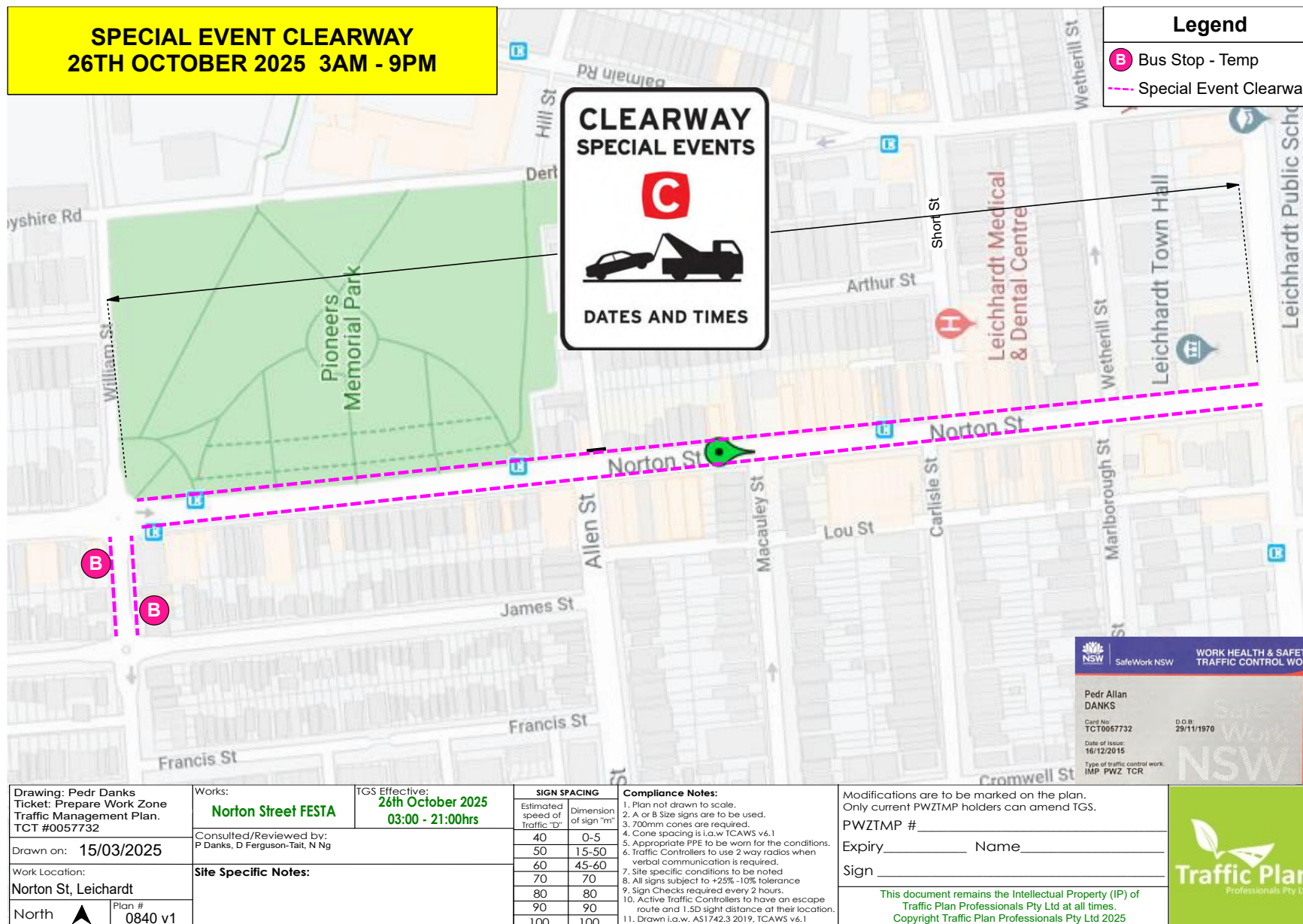
17 APPENDIX

The below appendices form part of the TMP and should be read in part or/and in whole when reviewing the above information.

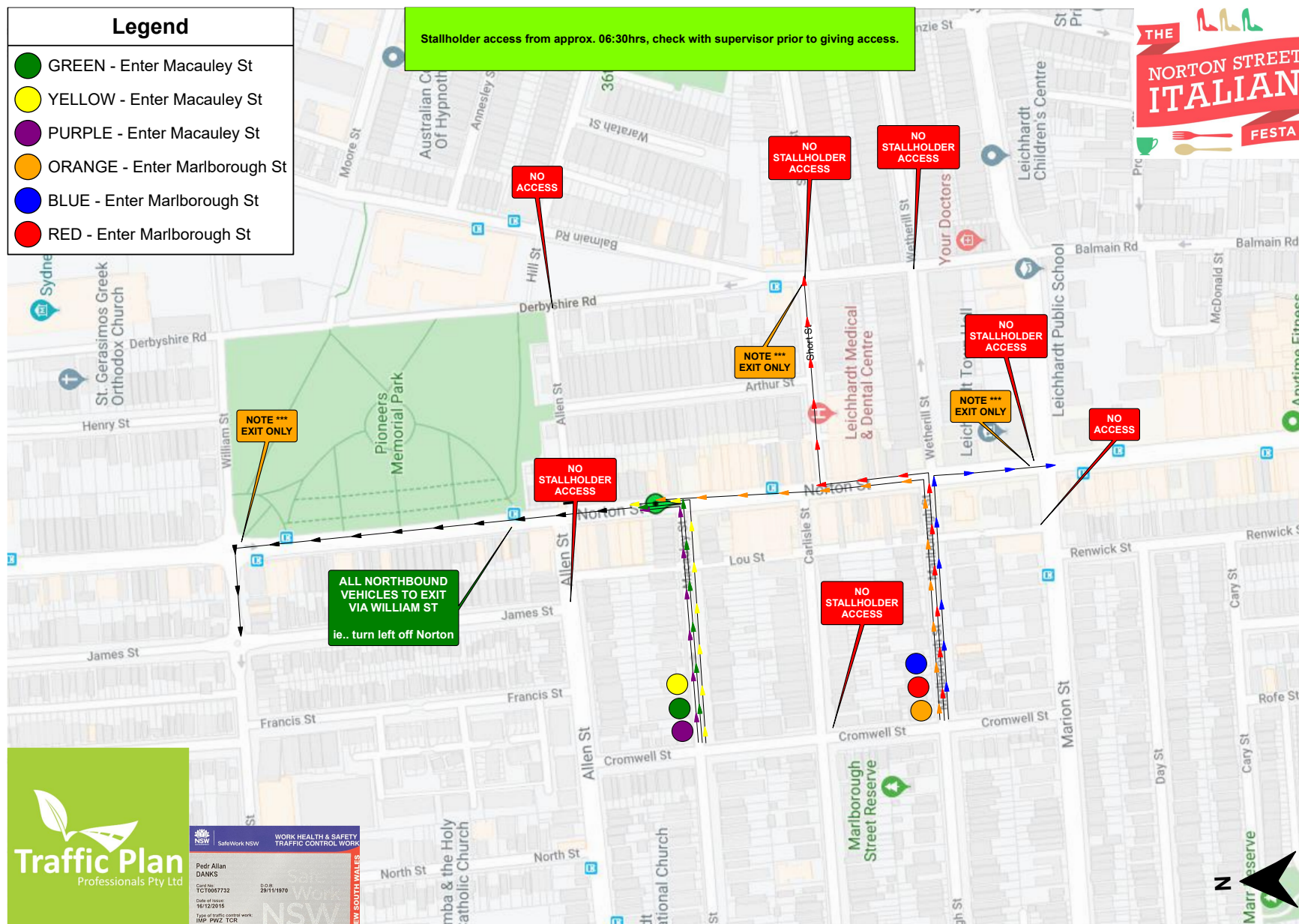
#	Document Name
1	TGS0839 v1 - Event
2	TGS0840 v1 – Special Event Clearway
3	TGS0842 v1 Temporary Bus Stops
4	Festa Access Plan
5	Emergency Services Access

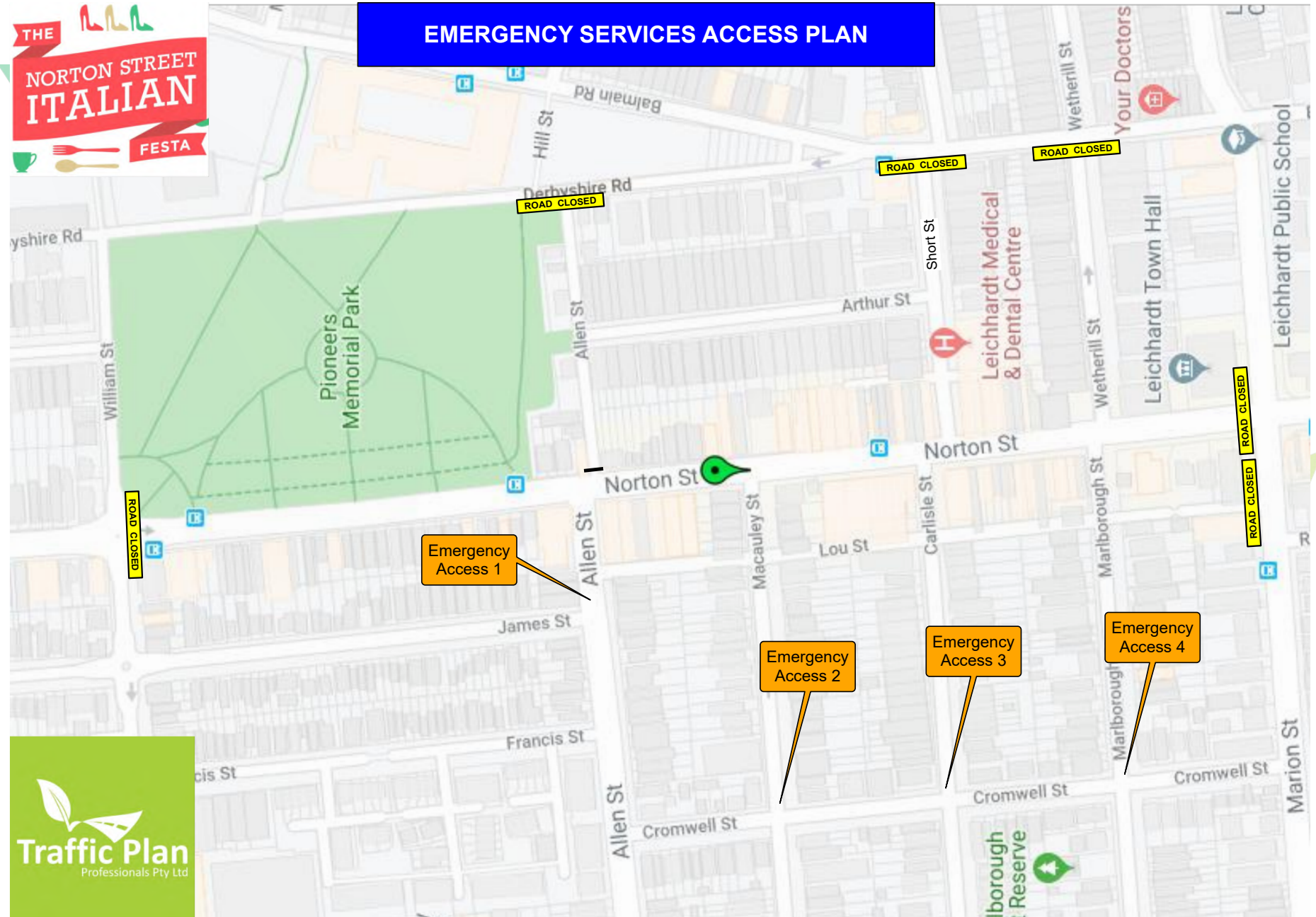














Item 2

Attachment 1

Item No: LTF0825(1) Item 3
Subject: JUNCTION ROAD (AT MOONBIE STREET), SUMMER HILL - PROPOSED UPGRADE TO NEW RAISED PEDESTRIAN CROSSING (DJARRAWUNANG-ASHFIELD WARD/SUMMER HILL ELECTORATE/BURWOOD PAC)
Prepared By: Boris Muha - Traffic Engineer
Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

That the detailed design plan (10343) to up-grade an existing road level crossing to a proposed new raised pedestrian crossing, with associated kerb blister islands, drainage works, signs and line marking in Junction Road at Moonbie Street, Summer Hill (as shown in *Attachment 1*) be approved.

STRATEGIC OBJECTIVE

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

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

Council is planning to improve safety for pedestrians in Junction Road at Moonbie Street, Summer Hill by converting the existing road level pedestrian crossing to a raised pedestrian crossing together with landscaped kerb blister islands and associated drainage works. The proposal 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.

BACKGROUND

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

DISCUSSION

The following information is provided in discussion.



Figure 1. Locality Plan

Street Name	Junction Road
Carriageway width (m) kerb to kerb	10.2m
Carriageway type	Two-way, one travel lane each direction.
Classification	Local
Speed Limit km/h	50
85 th percentile speed km/h	-
Vehicles per day (vpd)	3700-4000
TfNSW available reported crash history (last 5 years)	NIL around the intersection.
Parking arrangements	Unrestricted parking both sides and bus zones
Side intersecting street	Moonbie Street

Table 1. Road Network detail.

The Plan

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

Junction Road at Moonbie Street, Summer Hill (Plan No. 10343):

- Construct a new raised concrete pedestrian crossing to replace the existing road level pedestrian crossing. New landscaped kerb blister islands with 'gutter bridge' crossings leading to a new raised concrete pedestrian crossing will also be provided both sides. Tactile indicators will be installed on both sides of the new raised pedestrian crossing;
- Provide new stormwater drainage pits and pipes to improve stormwater drainage in the vicinity of the new raised pedestrian crossing;
- Reconstruct some kerb and gutter with new concrete kerb & gutter (generally where shown on the plans);
- Reconstruct two kerb ramps and some sections of the damaged concrete footpath with new concrete footpath;
- Undertake some minor returfing works in the grass verge area to match new works;
- Resurface the road pavement with new asphalt as shown in the plan (final extent of any resurfacing will be subject final decision and funding allocations);
- Install signage and line marking associated with the works as required and where shown on Plans;

Parking Changes

The works are fully contained within the existing 'No Stopping' zones of Junction Road. Therefore, the proposal will not result of any loss of parking.

Streetlighting

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

Additional Information

The new landscaped kerb blister islands replace the existing kerb blister islands to the crossing at similar widths out from the kerb line.

Relevant design vehicle (MRV 8.8m waste collection and B99 car) swept path movements are provided in *Attachment 2* (3 sheets).

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 programing. The work (including drainage works) is estimated to be around \$324,000.

CONSULTATION

A letter outlining the proposal was mailed out to (12) properties (14 letters) including the Summer Hill Public school, in Junction Road and Moonbie Street, Summer Hill. (see also map of consultation area *Figure 2*).

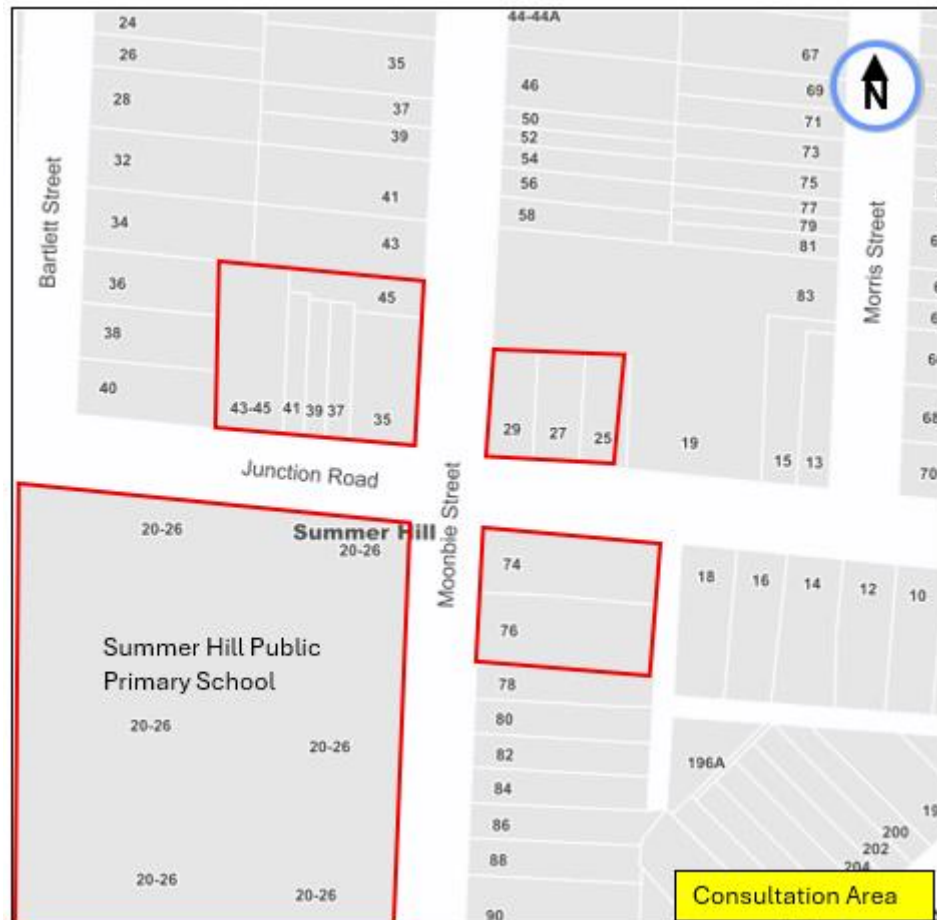


Figure 2- Consultation Area

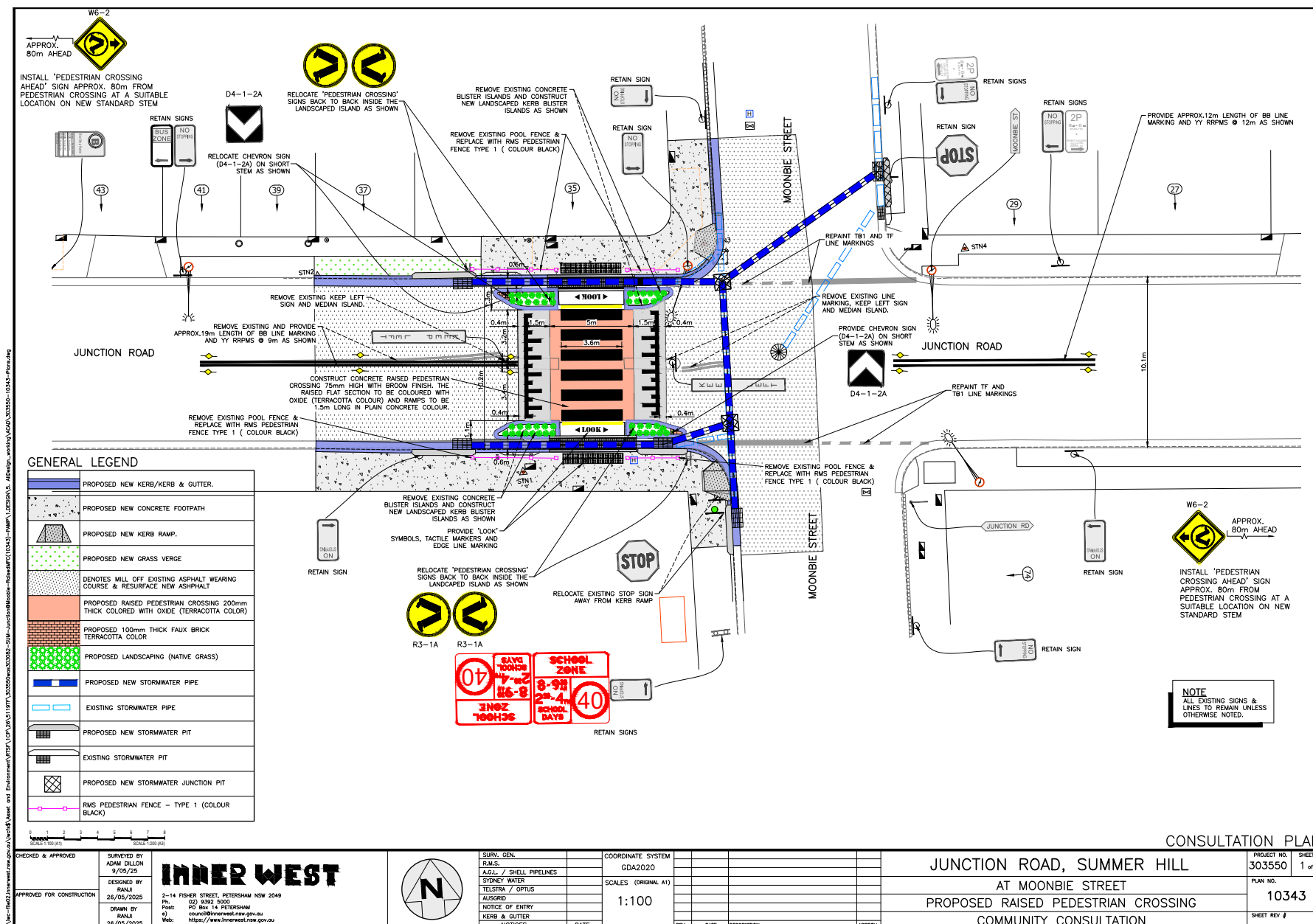
No responses were received.

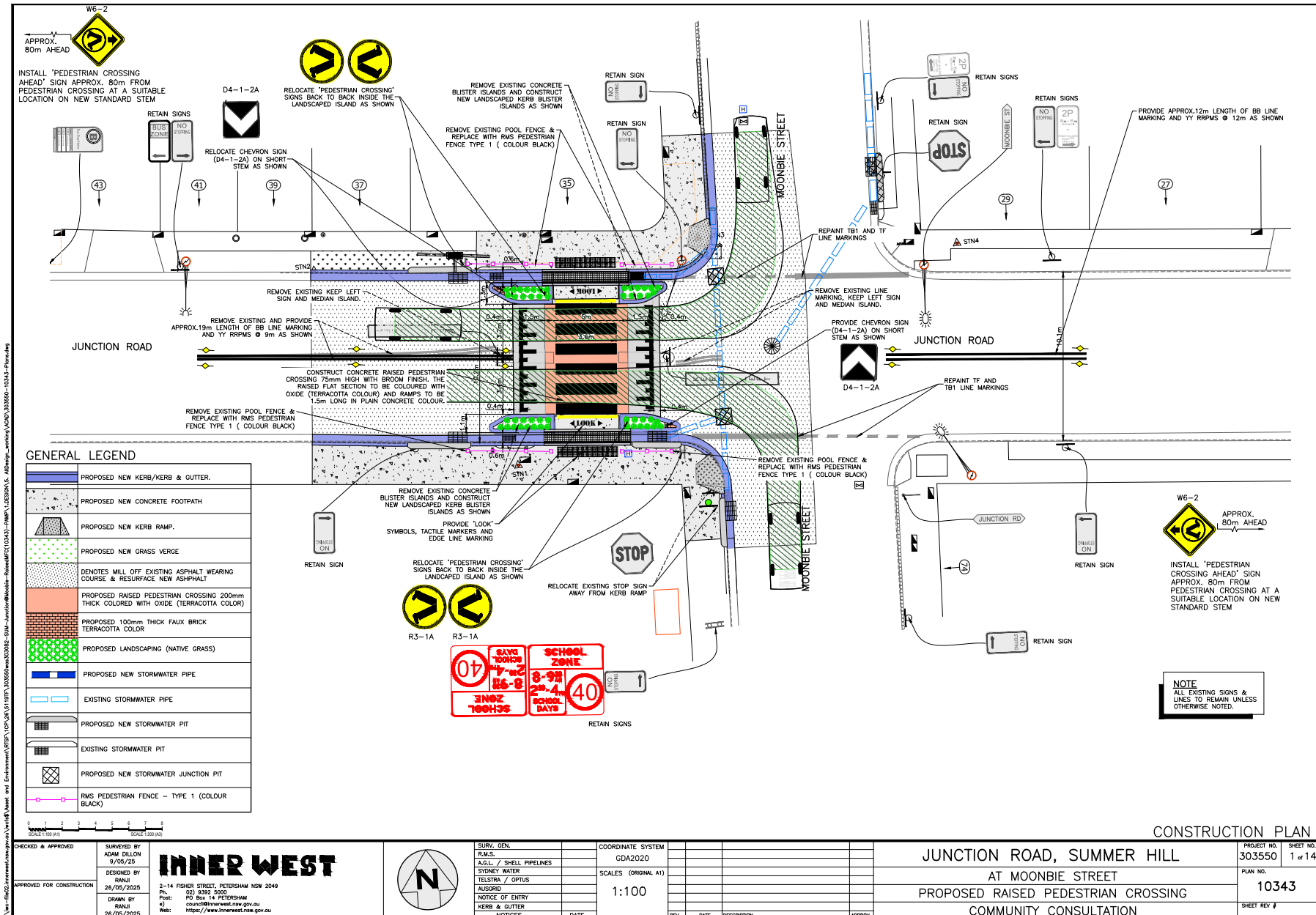
CONCLUSION

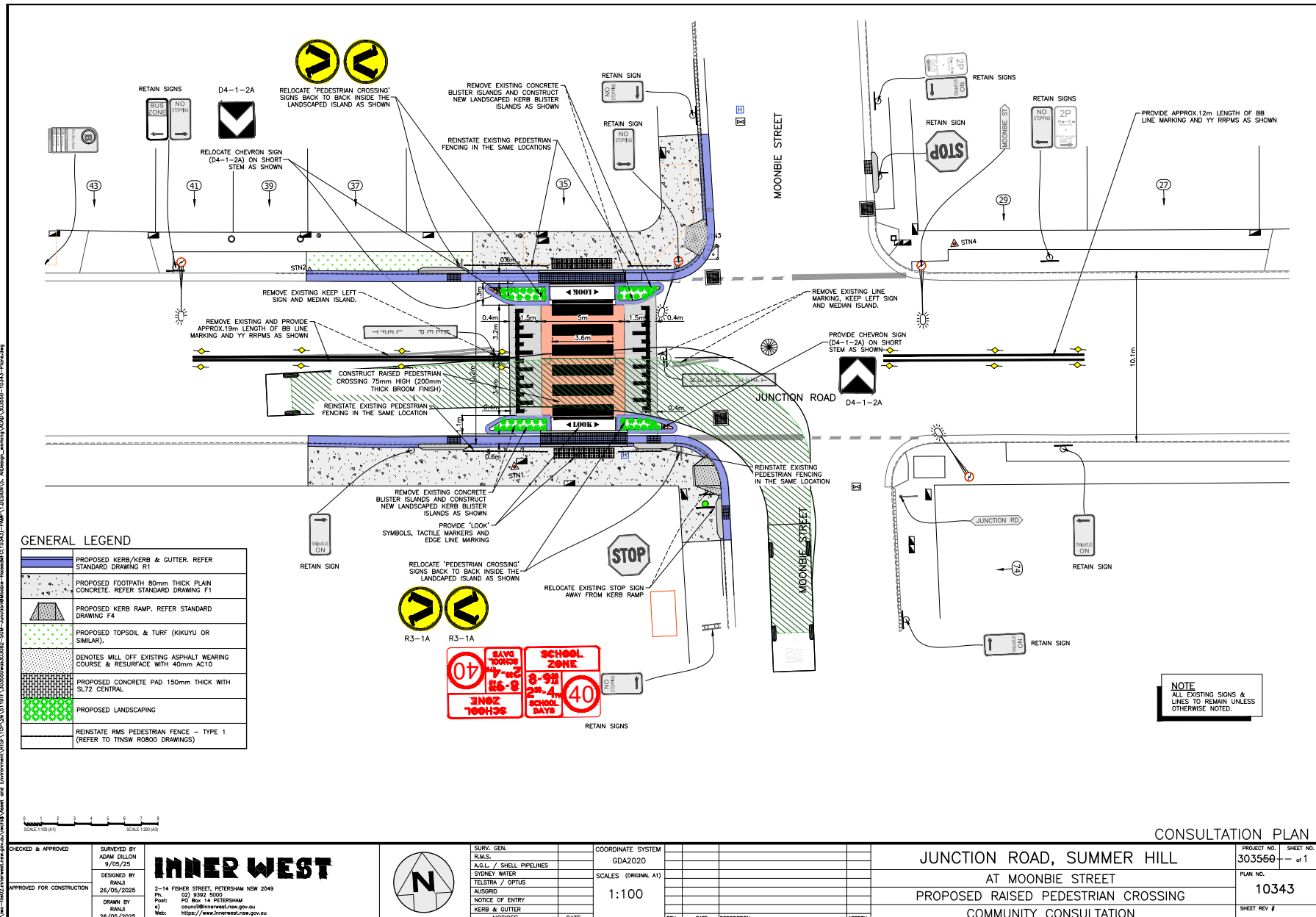
It is recommended That the detailed design plan (10343) to up-grade an existing road level crossing to a proposed new raised crossing, with associated kerb blister islands, drainage, signs and line marking in Junction Road at Moonbie Street, Summer Hill (as shown in *Attachment 1*) be approved.

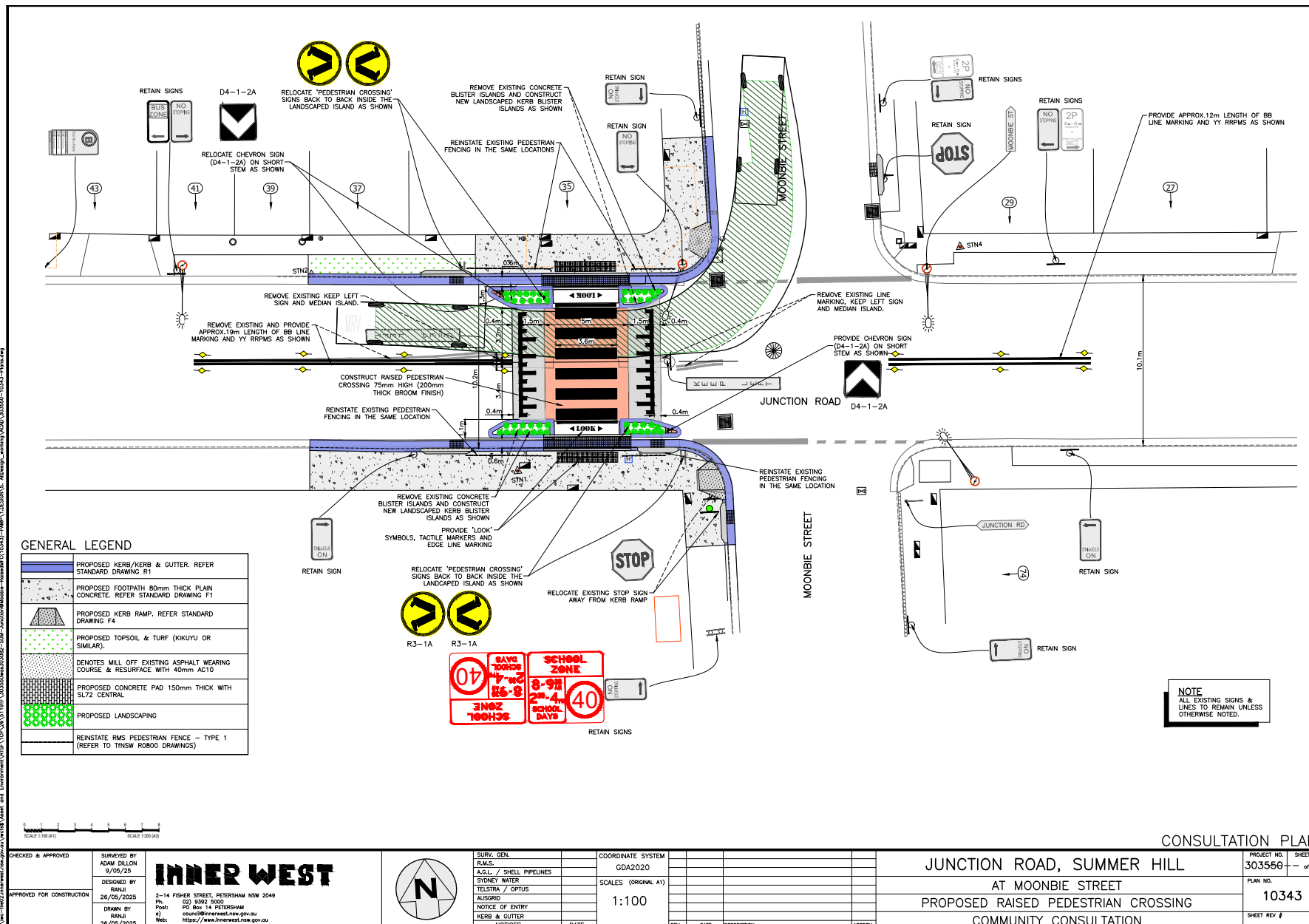
ATTACHMENTS

1. [↓](#) Proposed new raised pedestrian crossing.
2. [↓](#) Relevant design vehicle (MRV 8.8m waste collection and B99 car) swept path movement plans - 3 sheets.









Item No: LTF0825(1) Item 4
Subject: PROSPECT ROAD (BETWEEN NORTON STREET AND SMITH STREET),
SUMMER HILL - PROPOSED NEW RAISED PEDESTRIAN CROSSING
(DJARRAWUNANG-ASHFIELD WARD/SUMMER HILL
ELECTORATE/BURWOOD PAC)
Prepared By: Boris Muha - Traffic Engineer
Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

That the detailed design plan (10348) to construct a new raised pedestrian crossing in place of an existing pedestrian refuge, with associated kerb blister islands, drainage works, signs and line marking in Prospect Road (between Norton Street and Smith Street, Summer Hill (as shown in Attachment 1) be approved.

STRATEGIC OBJECTIVE

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

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

Council is planning to improve safety for pedestrians in Prospect Road between Norton and Smith Streets, Summer Hill by converting the existing mid-block median island (refuge) to a raised pedestrian crossing together with landscaped kerb blister islands and minor drainage works. The proposal 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.

BACKGROUND

The existing pedestrian refuge was approved and constructed in 2004-2005 under a former Ashfield Council Pedestrian Access and Mobility (PAMP) program in reference to previous DMR/RTA guidelines. Concerns regarding near miss incidences and a pedestrian fatality in June 2024, has prompted the proposal for the removal of the pedestrian refuge and construction of a raised pedestrian crossing in place of the refuge for improved pedestrian safety and enhanced traffic calming in the area.

The proposal also addresses the need for improved pedestrian safety under the current Council PAMP.

DISCUSSION

The following information is provided in discussion.

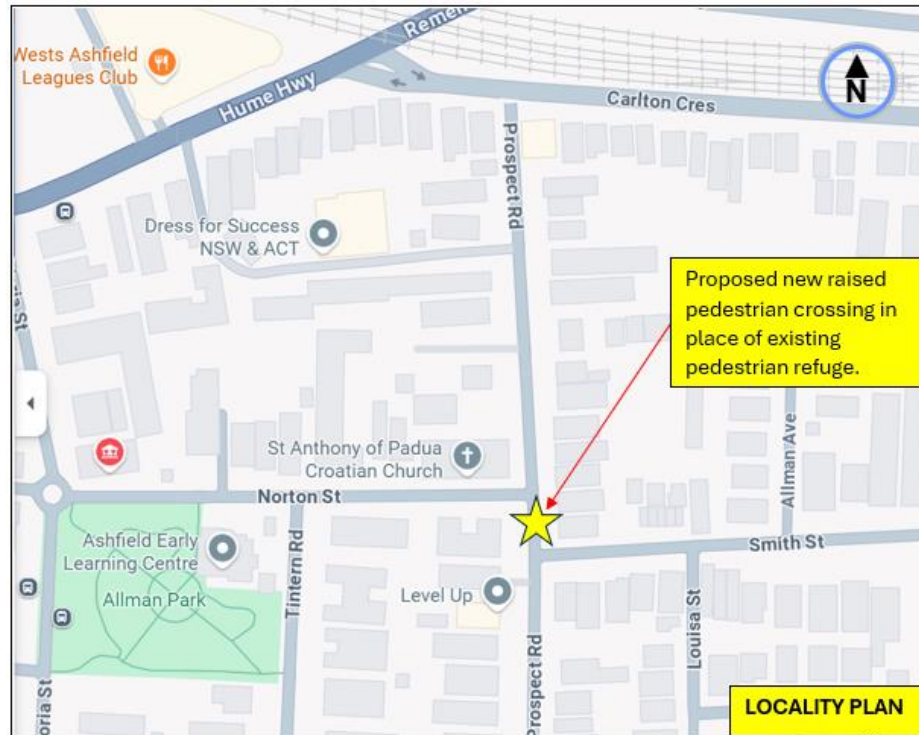


Figure 1. Locality Plan

Street Name	Junction Road
Carriageway width (m) kerb to kerb	10.2m
Carraigeway type	Two-way, one travel lane each direction.
Classification	Local
Speed Limit km/h	50
85 th percentile speed km/h	38.4
Vehicles per day (vpd)	4700
TfNSW available reported crash history (last 5 years)	<p>(1) X 2024 (June)- RUM 0, ped hit near side at refuge. Vehicle turing right out of Smith Street- Fatal</p> <p>(2) X 2019- RUM14, two vehicles right turning at Smith Street and Prospect Road- Moderate injury, and</p> <ul style="list-style-type: none"> • RUM 1, north of Norton Street, ped merging, minor/other injury. <p>Prior to 5 years</p> <p>(1) x 2014, RUM 49, south of Smith Street (o/s No 25) parking/U turn- injury.</p> <p>(2) x2012, RUM 13, right near at Smith Street & Prospect Road intresection-serious injury, and RUM 71, south of Smith Street (o/s No.27), off-road left into object-non casualty.</p>
Parking arangements	Unrestricted parking both sides and bus zones
Side intersecting street	Moonbie Street

Table 1. Road Network detail.

The Plan

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

Prospect Road between Norton and Smith Streets, Summer Hill (Plan No. 10348):

- Construct a new raised concrete pedestrian crossing comprising landscaped kerb blister islands with a 'gutter bridge' and landscaped kerb extensions together with lead in footpaths to the new raised crossing. Tactile indicators will be installed on both sides of the new raised pedestrian crossing;
- Provide new stormwater drainage pits and pipes to cater for the stormwater flows and improve drainage in the vicinity of the new raised pedestrian crossing;
- Reconstruct kerb and gutter with new concrete kerb & gutter (generally where shown on the plans);
- Reconstruct some sections of the concrete footpath with new concrete;
- Install signage and line marking associated with the works as required and where shown on Plans.

Parking Changes

The works are fully contained within the existing 'No Stopping' zones of Prospect Road. Therefore, the proposal will not result of any loss of parking.

Streetlighting

The new raised pedestrian crossing will require new lighting for it to meet the minimum lighting safety and compliance standards. This may involve 2 new flood lights provided on either side the new raised pedestrian crossing (on either existing or new power poles). *The attached plan indicatively shows the locations of the proposed new flood lights and power poles, with the final location to be confirmed during the lighting design development phase of the project by qualified Electrical Consultant.*

Additional Information

Pedestrian and volume counts were conducted to determine by warrant the inclusion of a crossing under Council's recent 'Pedestrian Crossing Warrant Policy'. A minimum count of 20 pedestrians and minimum traffic volumes of 200 vehicles per hour is required in 2 one- hour periods of the day under the policy.

A typical weekday peak period revealed in the morning (8.30am-9.30am) that around 53 pedestrians were observed to cross at the location, and in the afternoon (3.00pm-4.00pm) around 52 pedestrian were observed to cross. Traffic volumes from 8.30am-9.30am (under two separate occasions) ranged from 272- 392 vehicles per hour, while from 3.00pm-4.00pm traffic volumes ranged from 345-404 vehicles per hour.

Notwithstanding the above, there is also a recognisable pedestrian desire path movement and link connectivity at this location to reach various community destinations (e.g. parklands, Ashfield and Summer Hill shopping centres and train stations).

It should be further noted that the median island refuge was constructed within the narrow constraints of the road in aim to separate opposing traffic movements. The refuge many times has been ridden over and signage on the median refuge has been frequently damaged. Relevant vehicle design swept path movements in *Attachment 2* show adequate opposing traffic separation at slow speed over the new raised crossing.

Prospect Road has an array of speed humps to control speeding. The traffic calming benefit of the raised crossing will further assist to control the speed profile through the street.

Prospect Road in this vicinity is not a Bus Route but occasional school bus services may travel down from Carlton Crescent (e.g. Trinity Grammar buses).

FINANCIAL IMPLICATIONS

The project is to be listed in Council's Traffic Facilities Capital Works program to be carried out in 2025/2026, subject to TfNSW Australian Government Black spot funding and work programing. The work is estimated to be around \$135,000.

CONSULTATION

A letter outlining the proposal was mailed out to (16) properties (42 letters) in Prospect Road and Smith Street, Summer Hill. (see also map of consultation area *Figure 2*).

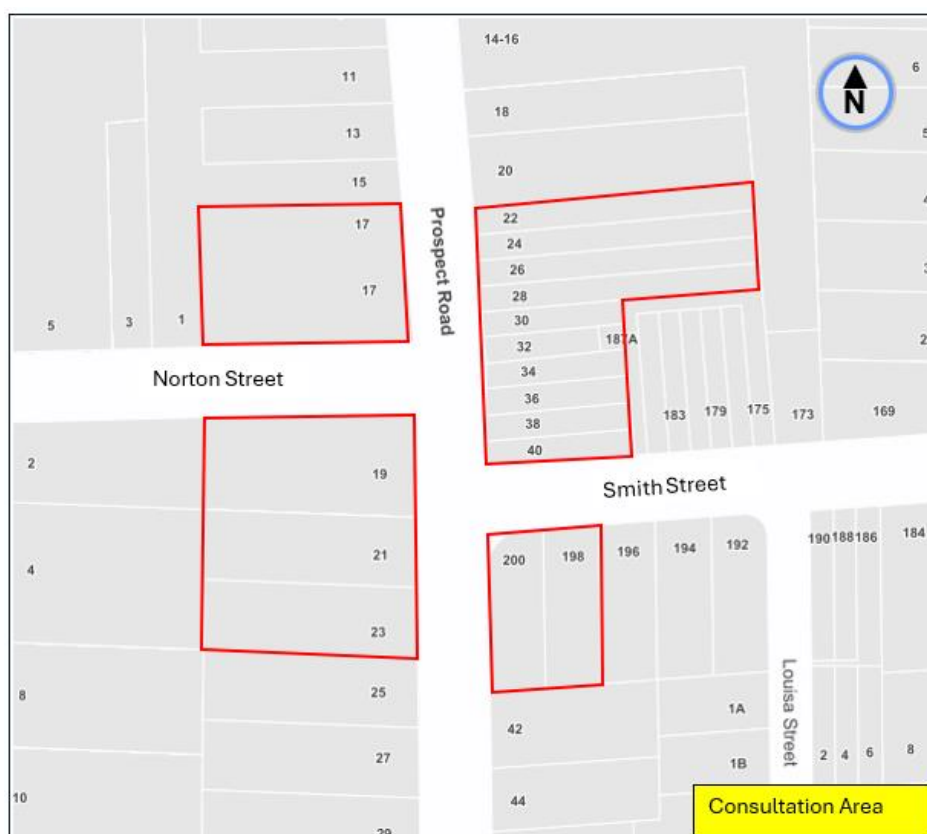


Figure 2. Consultation Area

(2) responses were received with concerns (in key point form) shown tabled below together with officer's response.

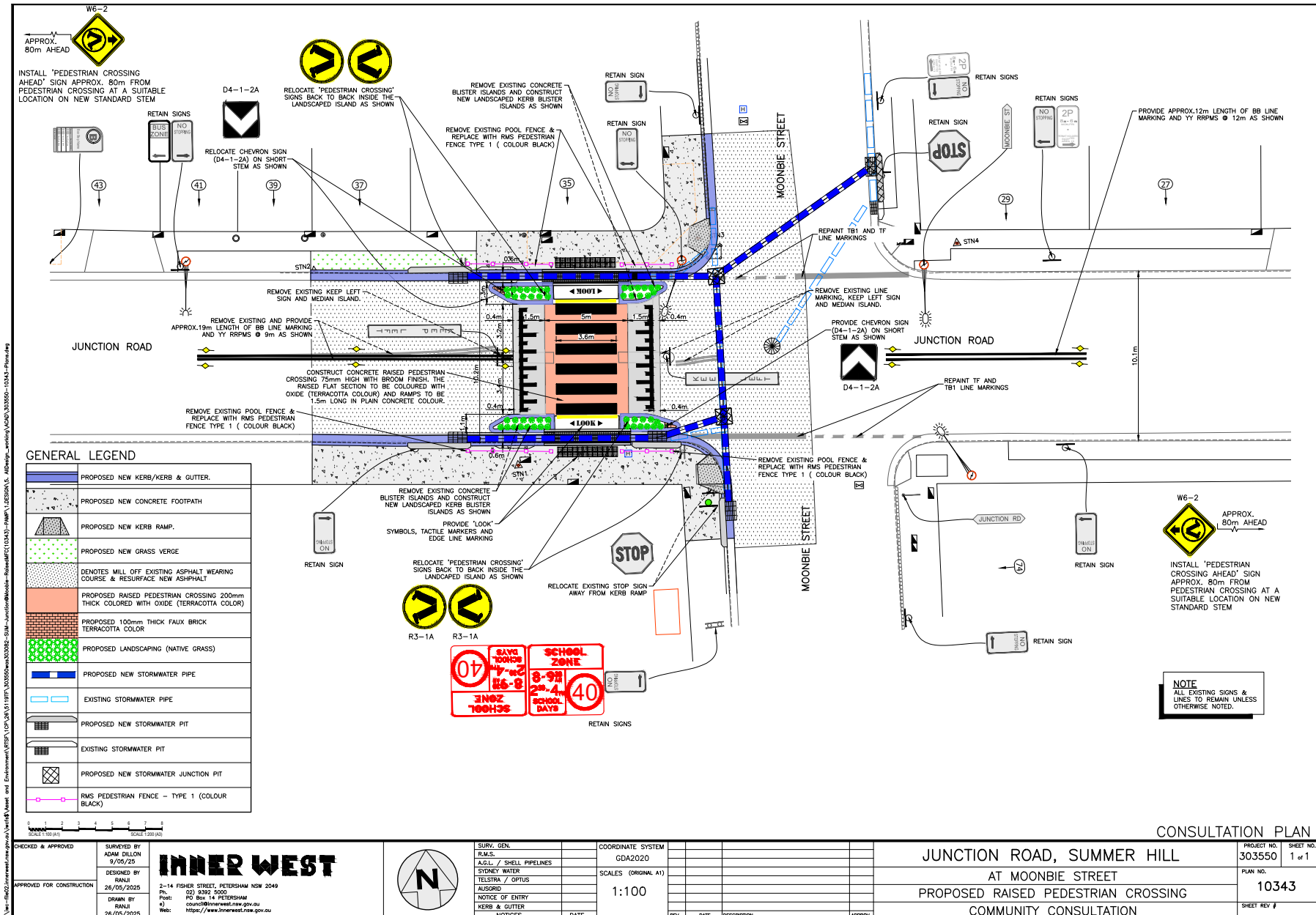
Residents Comments	Officers Response
<p>Concerns raised by Resident No.1.</p> <ol style="list-style-type: none"> 1. Potential light spillage from the additional proposed floodlights. 2. Increase noise by vehicles travelling over the raised pedestrian crossing. 	<ul style="list-style-type: none"> • The proposed new raised pedestrian crossing requires to be illuminated with the standard level of lighting in compliance with Australian standard AS/NZS 1158.4:2024 Lighting for roads and public spaces, Part 4: Lighting of pedestrian crossings. The lighting will be directed specifically onto the pedestrian crossing, with measures taken to limit any light spill to surrounding residential properties. • The Pedestrian Access and Mobility Plan (PAMP) considered the priority of pedestrian crossing upgrades across Inner West local area and categorised this existing mid-block median refuge island, along with many others, as high priority for upgrade to a raised pedestrian crossing. <p>Noise impact is considered during the design phase. The new crossing will be raised approximately 75mm from the existing road surface, which is the minimum required under current standards. In addition, the design features a wide flat top area and long approach ramps, will ensure noise is kept to a minimum as vehicles pass over this new facility.</p>
<p>Concerns raised by Resident No.2.</p> <ol style="list-style-type: none"> 1. Potential impact to the front wall, garden access and front door 2. Impact on the front bedroom due to the proposed new floodlight. 3. Concerns regarding impacts on privacy. 4. Construction impacts on boundaries, property footings and access. 	<ul style="list-style-type: none"> • Access to the property and front garden is maintained throughout the works. Any damage (if any) that occurs as result of construction works will be rectified by the contractor. • See above response to resident 1 for floodlighting. • Pedestrians are already using the existing mid-block central refuge island facility. The proposed upgrade to a raised pedestrian crossing is intended to improve safety and does not alter the current pedestrian movement in a way that would result in any additional impact on existing privacy. • Same as first dot point above.

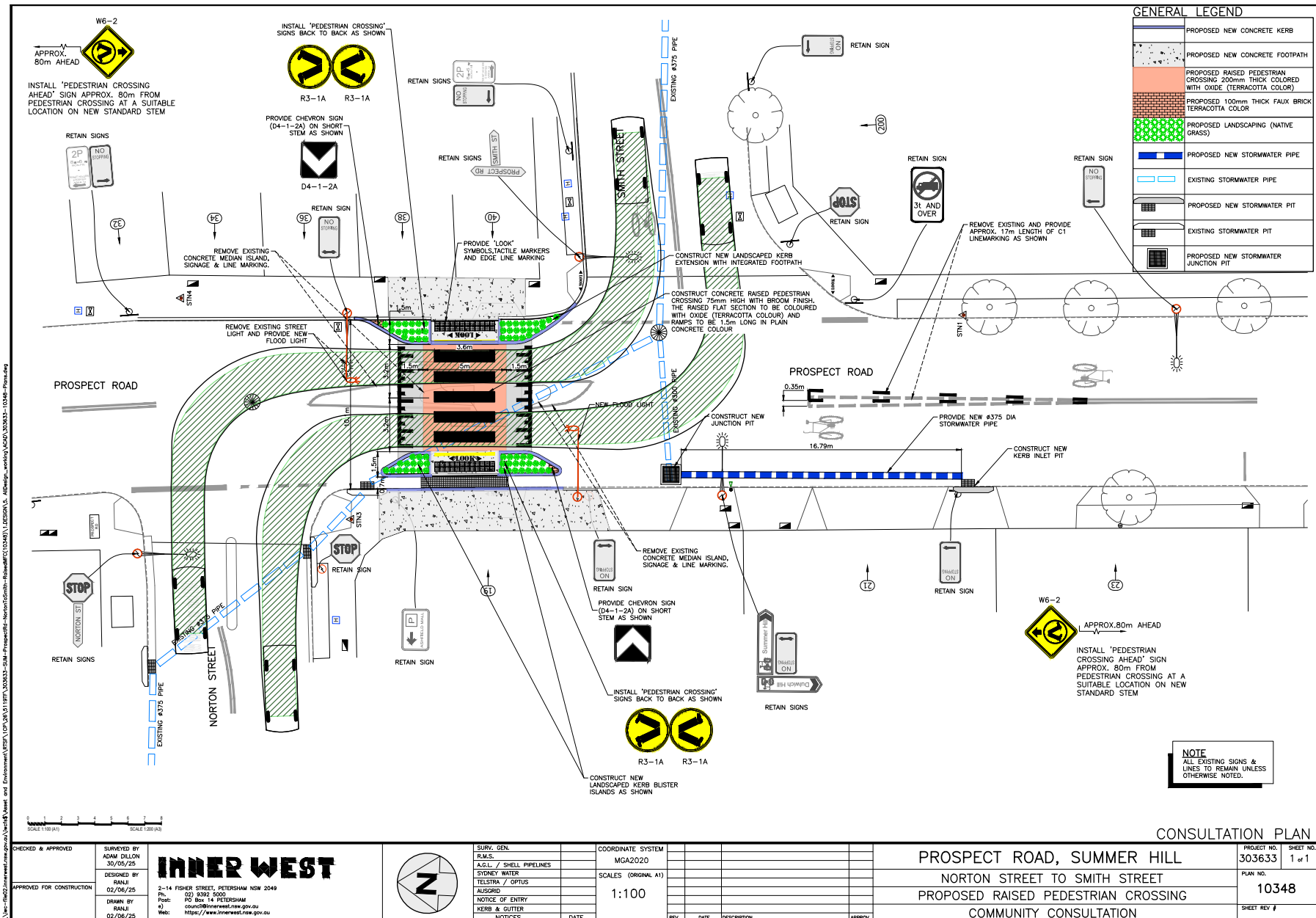
CONCLUSION

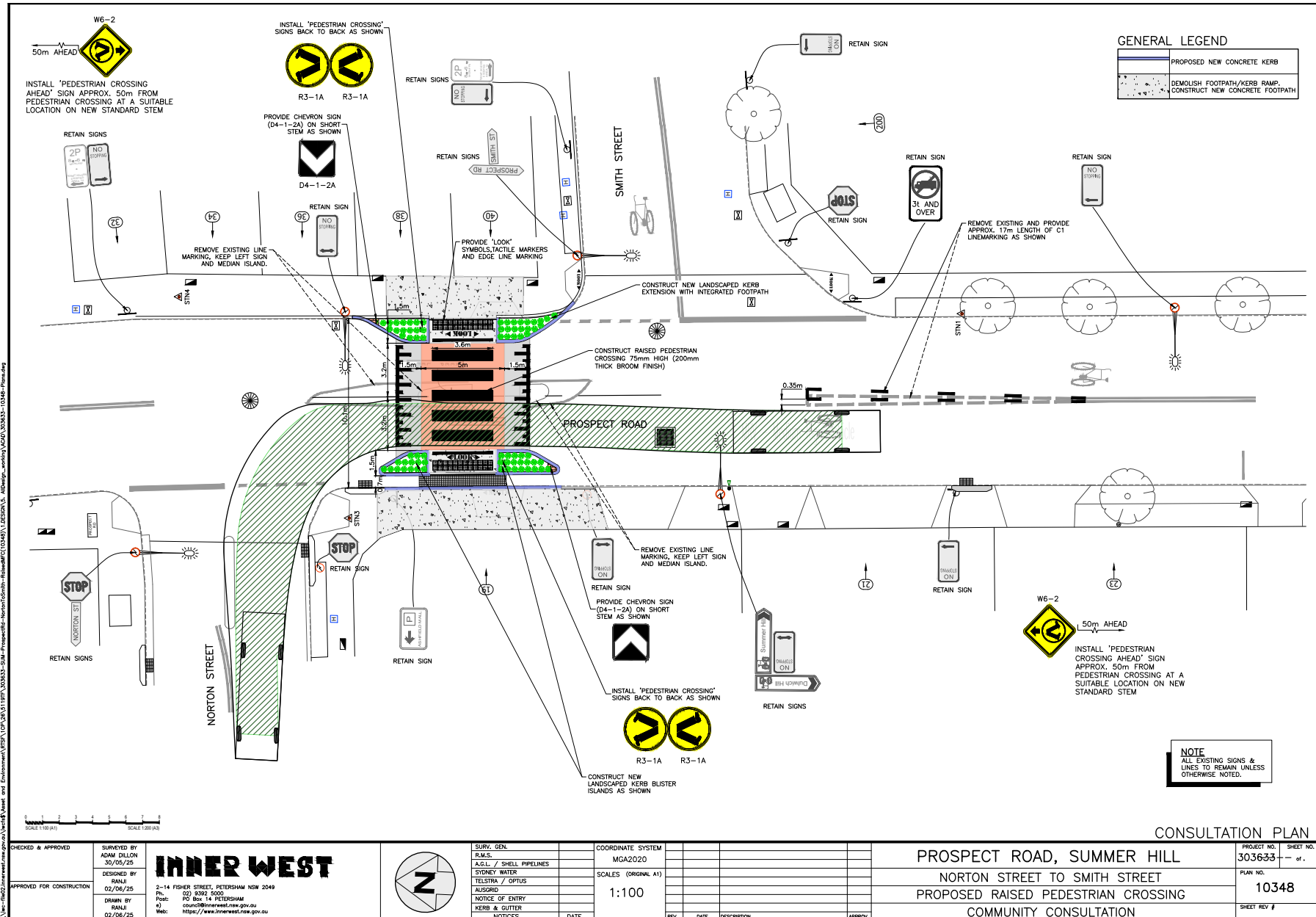
It is recommended that the detailed design plan (10348) to construct a new raised pedestrian crossing in place of an existing pedestrian refuge, with associated kerb blister islands, drainage works, signs and line marking in Prospect Road (between Norton Street and Smith Street, Summer Hill (as shown in *Attachment 1*) be approved.

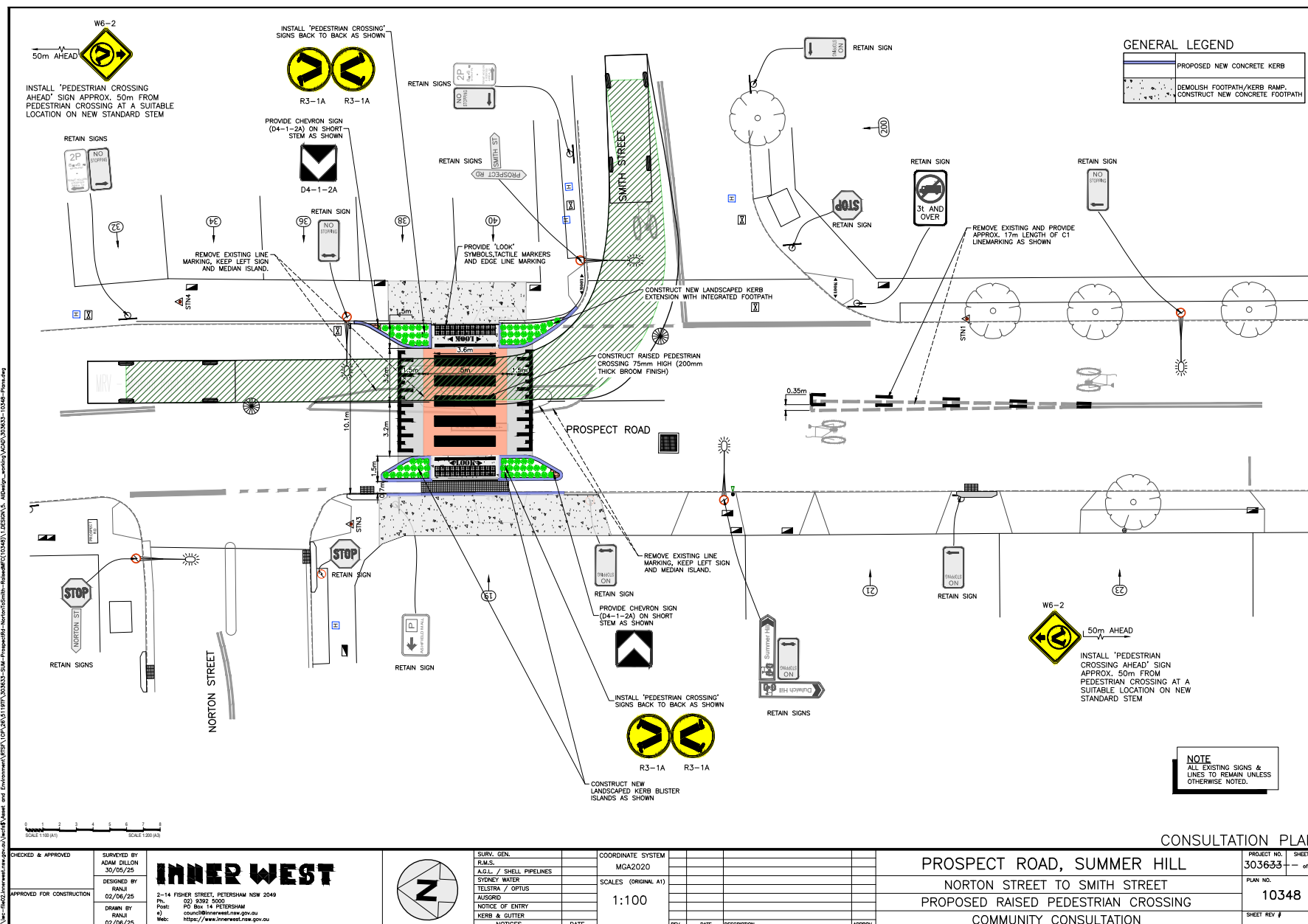
ATTACHMENTS

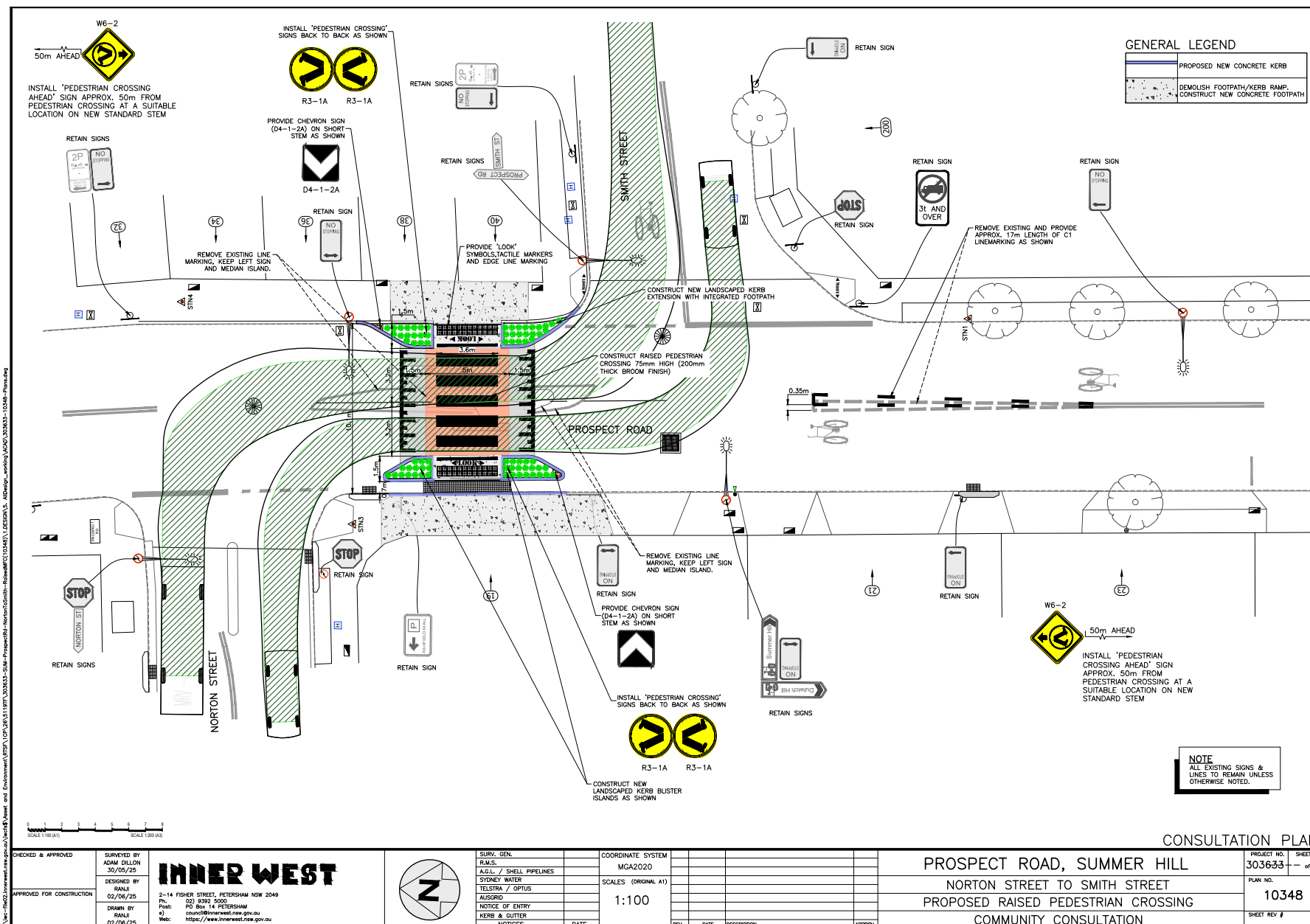
1. [↓](#) Proposed new raised pedestrian crossing in lieu of existing pedestrian refuge.
2. [↓](#) Various design vehicle (8.8m waste collection and B99 car) swept path movement plans- 5 sheets.

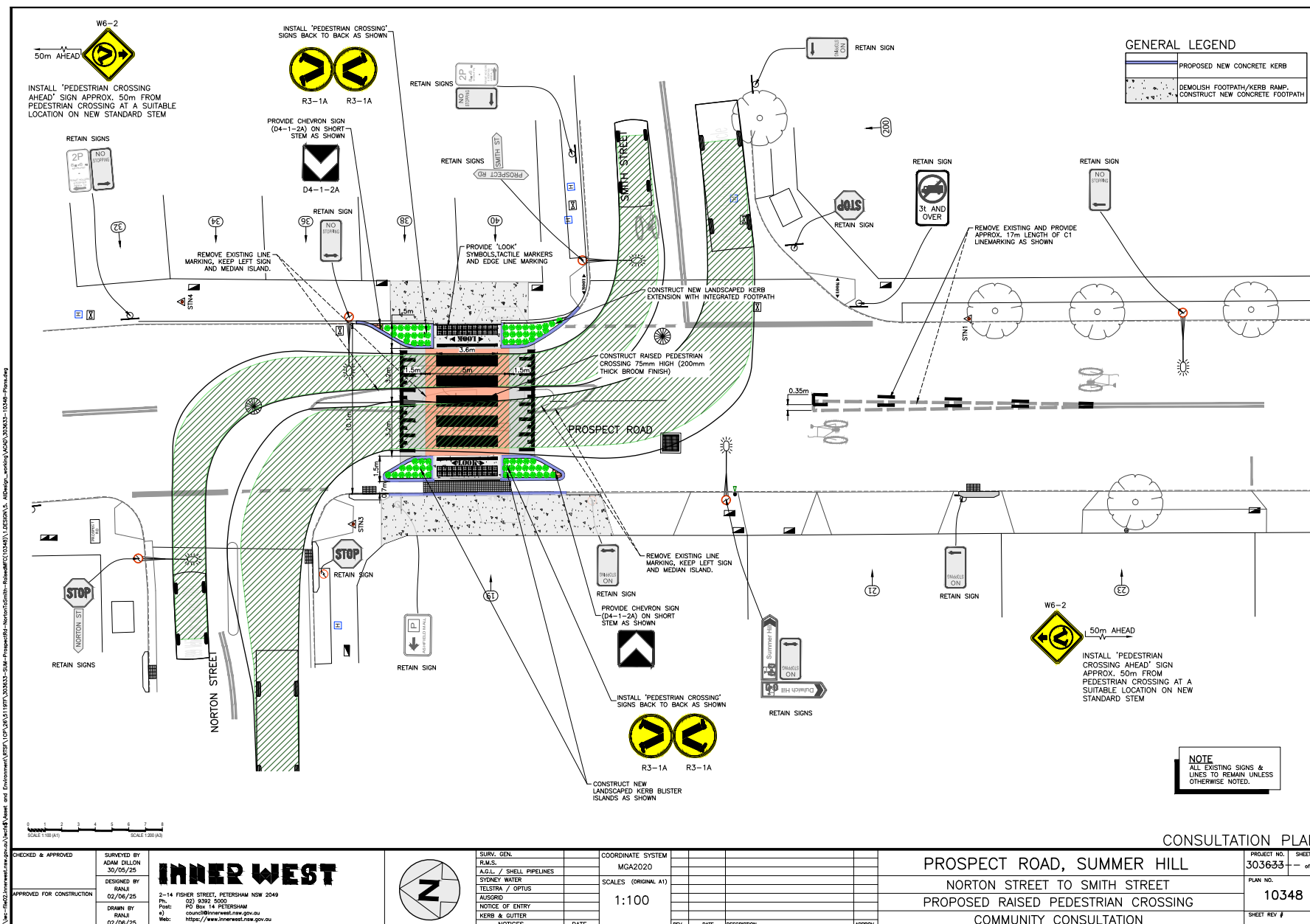












Item No: LTF0825(1) Item 5

Subject: HILL STREET AT BEAUCHAMP STREET, MARRICKVILLE - PROPOSED
RAISED PEDESTRIAN CROSSING (MIDJUBURI-MARRICKVILLE
WARD/INNER WEST PAC/SUMMER HILL ELECTORATE)

Prepared By: James Nguyen - Traffic Engineer

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

1. That a raised pedestrian crossing on Hill Street, just east of Beauchamp Street, Marrickville, as per plan no. 10359, be supported in-principle, and included for consideration in Council's Capital Works program subject to community consultation.
2. That the detailed design for the proposed raised pedestrian crossing on Hill Street, just east of Beauchamp Street, Marrickville 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

This report outlines the pedestrian crossing investigation completed at the intersection of Hill Street and Beauchamp Street, Marrickville. The pedestrian and vehicle volumes assessed met the volume warrants of the Inner West Council's Pedestrian Crossing Warrant Policy. The pedestrian counts also revealed high levels of children crossing Hill Street.

Accordingly, a pedestrian crossing is proposed across Hill Street, just east of Beauchamp Street, Marrickville. A concept design has been prepared, and it is recommended that a detailed design be prepared and brought back to the Traffic Committee for consideration.

BACKGROUND

Council has received a request for a pedestrian crossing at the across Hill Street at the intersection of Beauchamp Street, Marrickville.

DISCUSSION

Council officers completed pedestrian and vehicle counts at both intersections to determine if the pedestrian and vehicle volumes meet the warrants stipulated in the Inner West Council Pedestrian Crossing Warrant Policy.

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

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

The pedestrian and vehicle counts were completed at both intersections on Wednesday 26 February 2025 between 8am-9am and 3pm-4pm. The peak hour results are presented below.

Vehicle counts

Table 1 - AM Peak – Vehicle volumes

AM	1	2	3	4	5	6	Total
8.00 - 8.15	5	18	45	4	29	0	101
8.15 - 8.30	8	26	57	1	34	2	128
8.30 - 8.45	8	22	38	5	30	3	106
8.45 - 9.00	7	10	42	3	31	3	96
8am - 9am	28	76	182	13	124	8	431

Table 2 - PM Peak – Vehicle volumes

PM	1	2	3	4	5	6	Total
3.00 - 3.15	7	7	25	1	29	4	73
3.15 - 3.30	12	12	28	2	37	2	93
3.30 - 3.45	11	5	32	2	35	5	90
3.45 - 4.00	6	7	32	2	42	2	91
3pm - 4pm	36	31	117	7	143	13	347

Table 3 - AM Peak – Pedestrian volumes

AM	Pedestrian	Children	Elderly	Total
8.00 - 8.15	15	17	3	35
8.15 - 8.30	6	4	4	14
8.30 - 8.45	5	0	1	6
8.45 - 9.00	3	4	2	9
8am-9am	29	25	10	64

Table 4 - PM Peak - Pedestrian volumes

PM	Pedestrian	Children	Elderly	Total
3.00 - 3.15	5	1	0	6
3.15 - 3.30	2	1	0	3
3.30 - 3.45	7	11	1	19
3.45 - 4.00	3	4	2	9
3pm-4pm	17	17	3	37

Table 5 - Total vehicle and pedestrian volumes

Period	Vehicles	Pedestrians	Warrant met (Y/N)
8am-9am	327	70	Y
3pm-4pm	280	57	Y

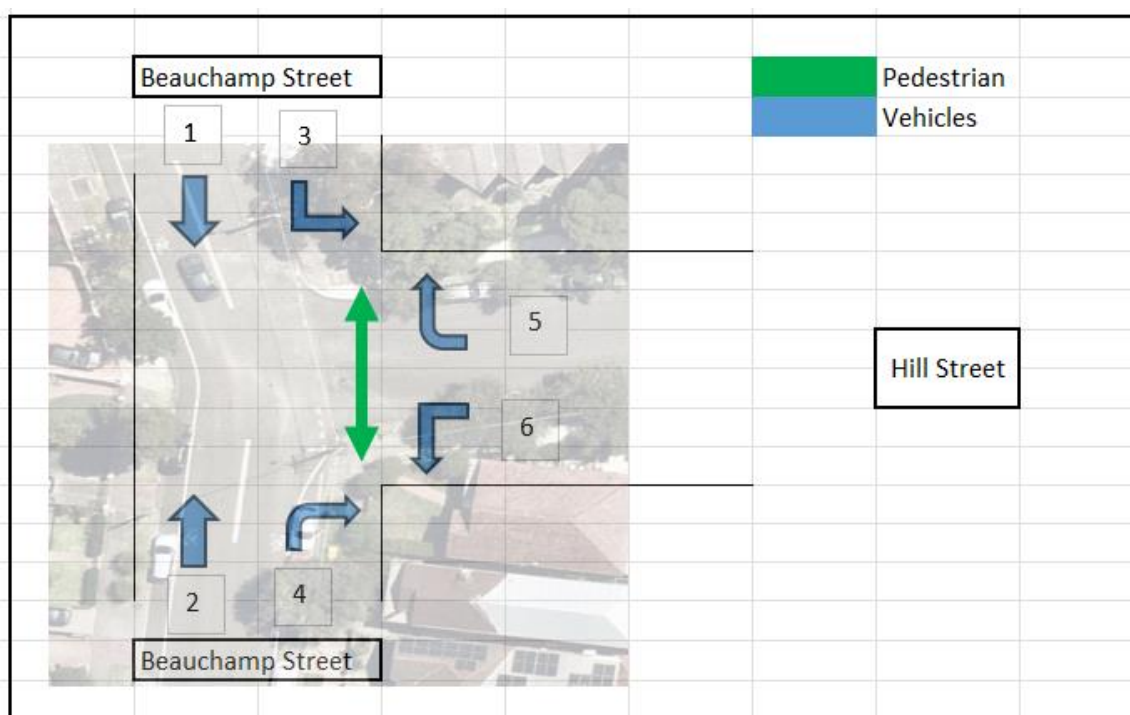


Figure 1 - Intersection count map

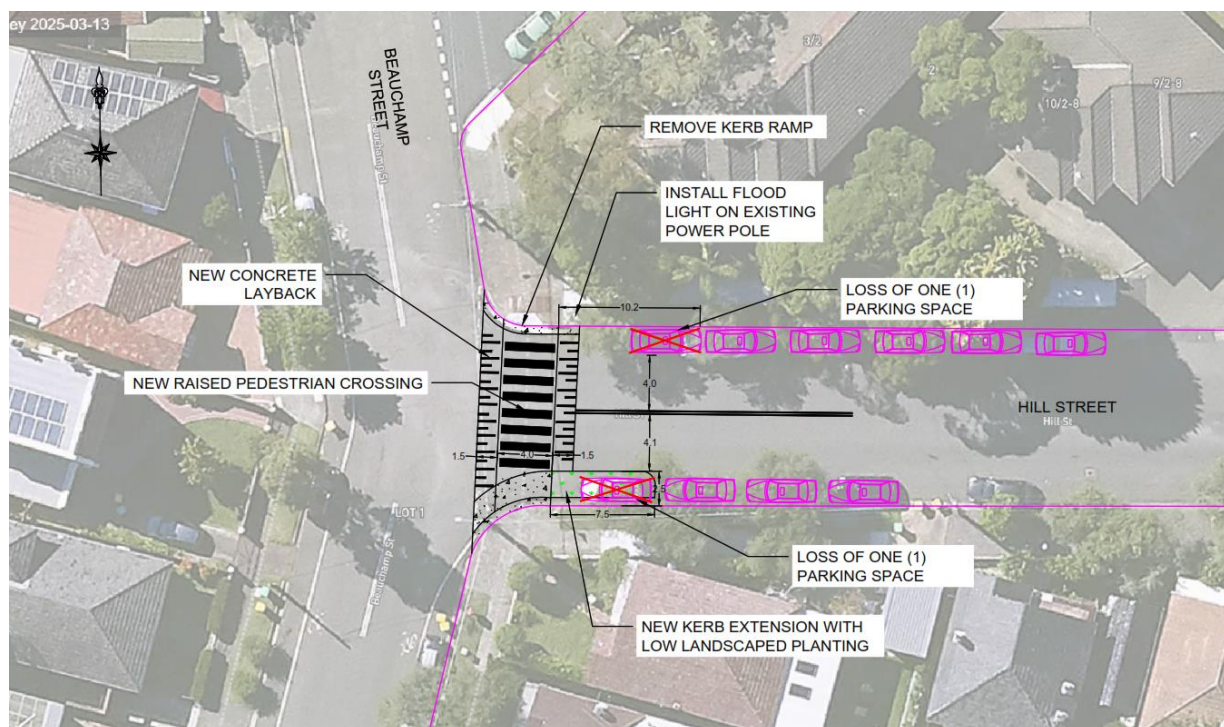
Table 5 shows both the vehicle and pedestrian volumes met Inner West Council's Pedestrian Crossing Warrants during both the AM and PM peak periods for consideration of a pedestrian crossing.

Design Development

Council officers have prepared a concept design which is shown in *Figure 2* below and *Attachment 1*.

The proposed pedestrian crossing consists of the following:

- New raised pedestrian crossing across Hill Street, east of Beauchamp Street; approximate 4.0 metre wide flat top hump, and 1.5 metre concrete ramps.
- Approximate 7.5 metre long, 2.5-metre-wide kerb extension on the southern side of Hill Street.
- New flood lighting on existing power pole.
- Loss of two (2) parking spaces.



The pedestrian crossing has been designed to accommodate the following vehicle turn movements:

- Right turn for a 14.5 metre bus from Hill Street to Beauchamp Street.
- Left turn for a 14.5 metre bus from Beauchamp Street to Hill Street.
- Right turn of an 8.8 metre service vehicle from Beauchamp Street to Hill Street.
- Left turn of an 8.8 metre service vehicle from Hill Street to Beauchamp Street.

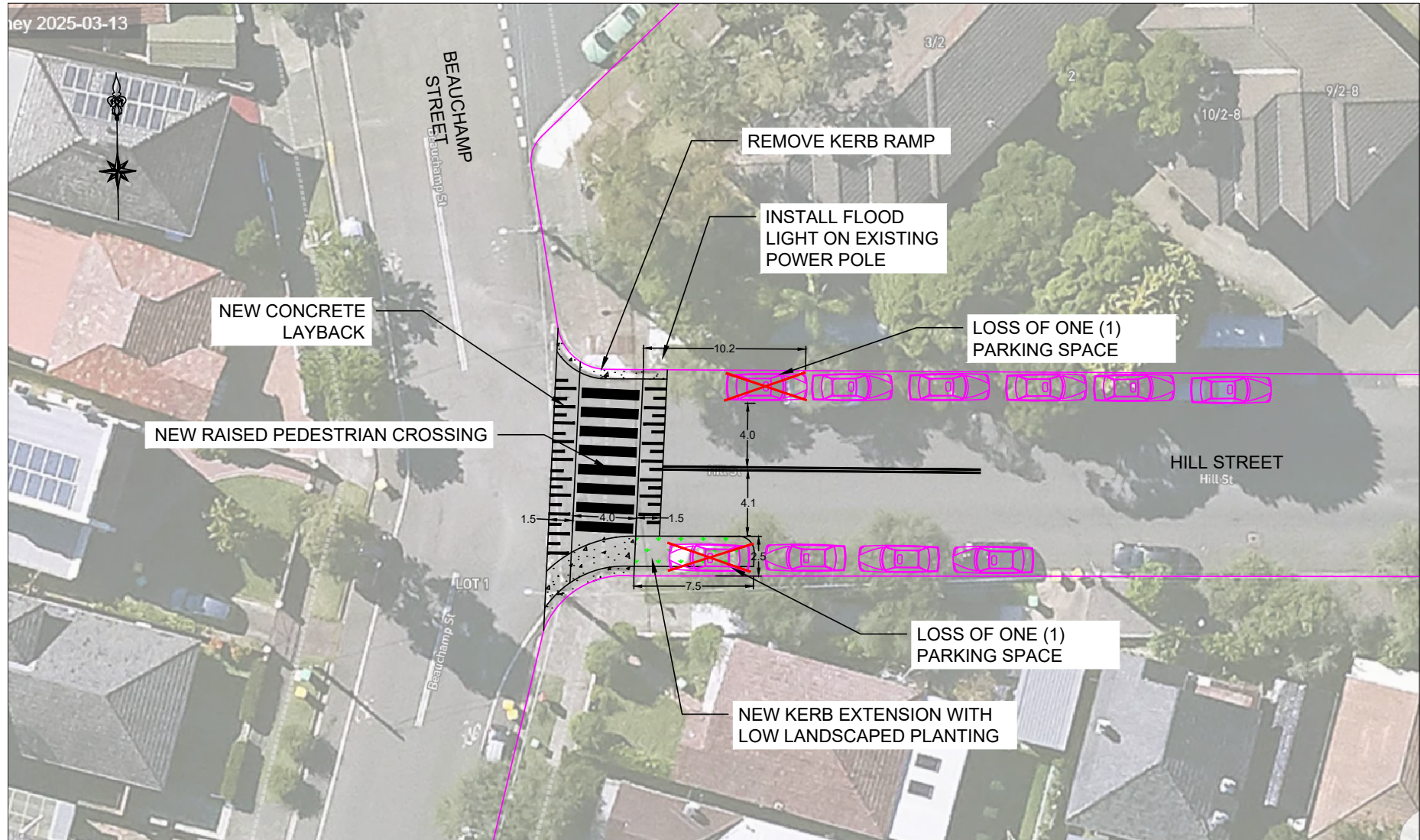
Swept paths are provided in the attachments.

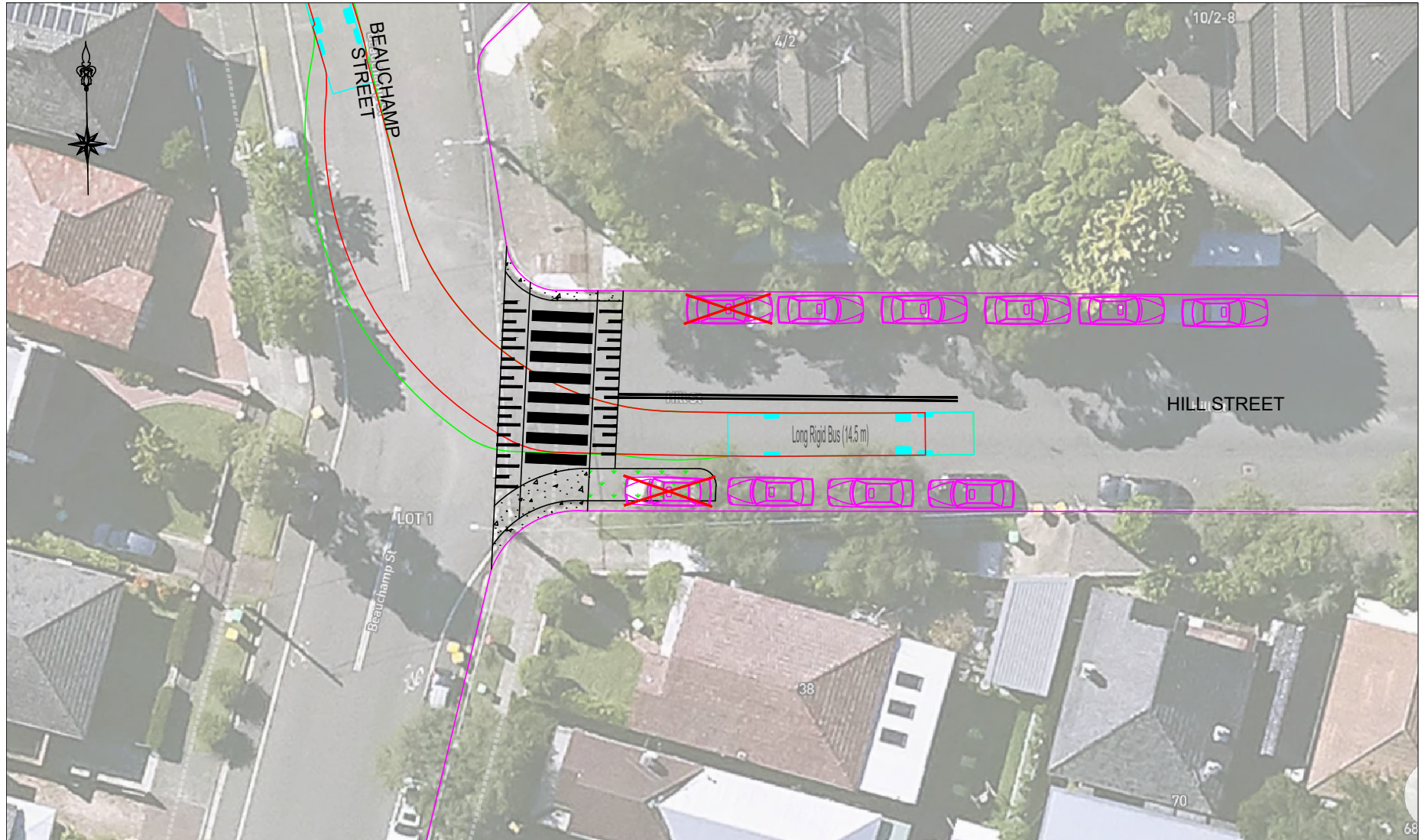
FINANCIAL IMPLICATIONS

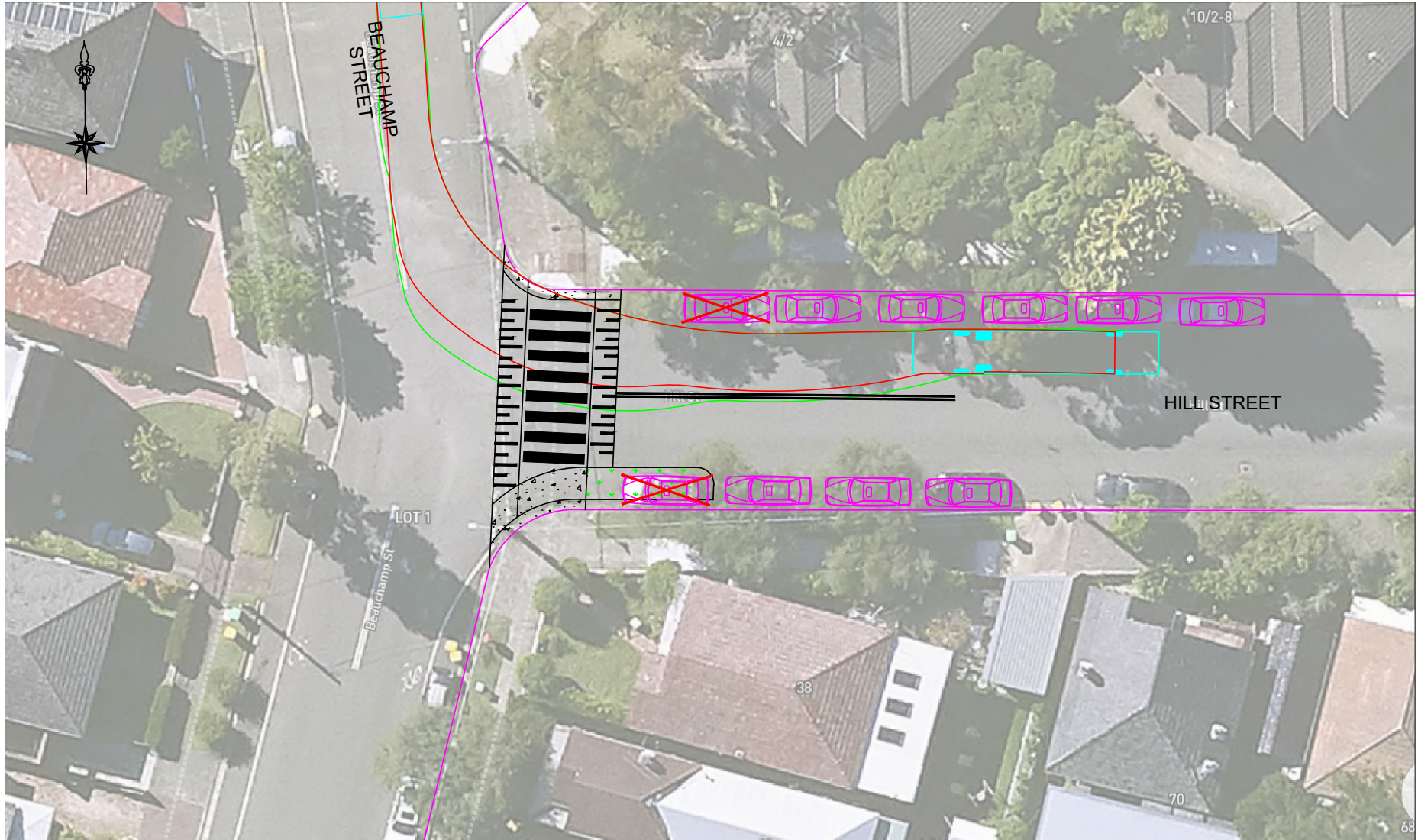
A cost estimate and detailed design will be prepared during the design development of the proposal and referred to a future Local Traffic Committee meeting.

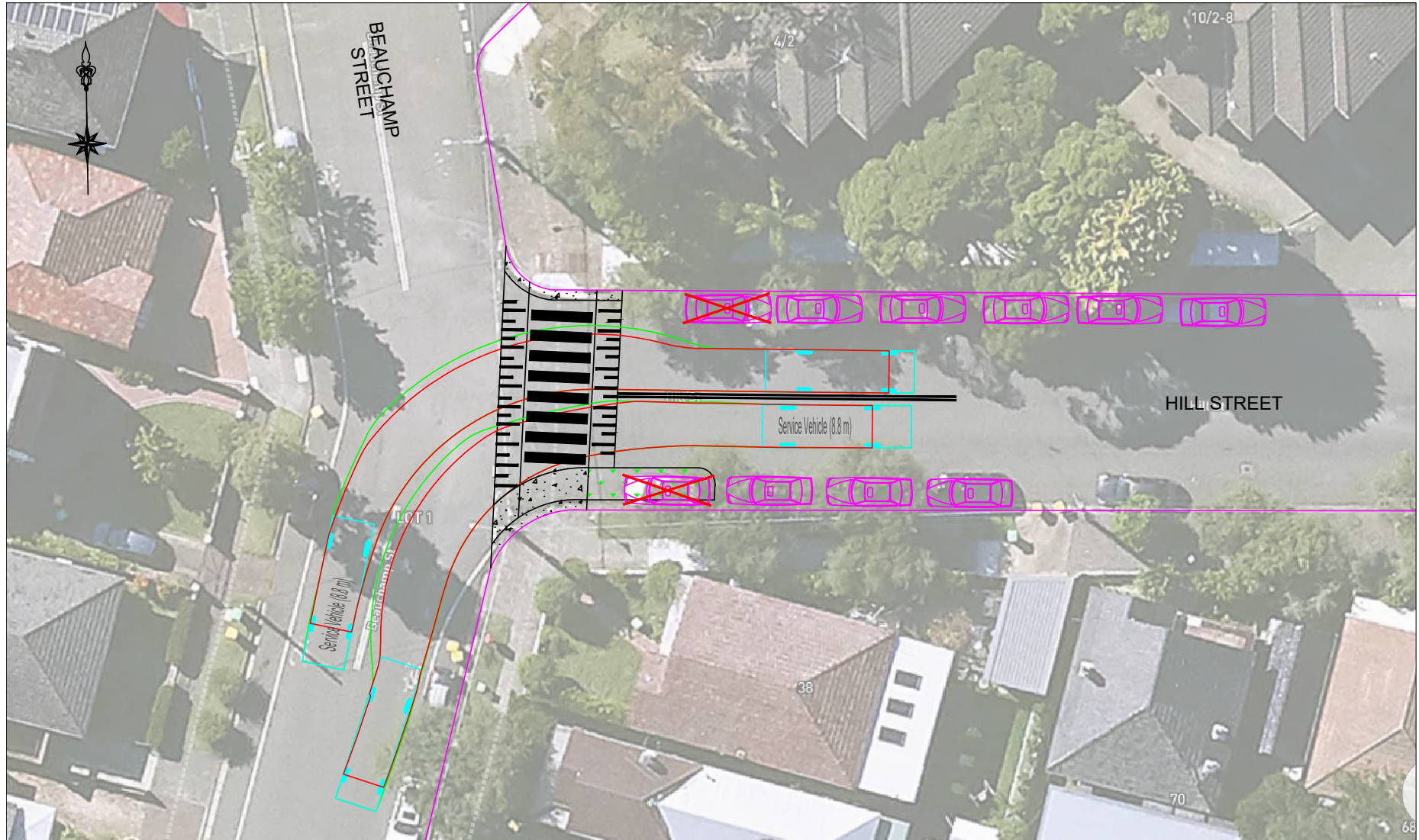
ATTACHMENTS

1. [↓](#) Concept plan
2. [↓](#) 14.5m Bus Swept Path 1
3. [↓](#) 14.5m Bus Swept Path 2
4. [↓](#) 8.8m Service Vehicle Swept Paths









Item No: LTF0825(1) Item 6

Subject: SHAW STREET, PETERSHAM - PEDESTRIAN CROSSING
INVESTIGATION (DAMUN-STANMORE WARD/NEWTOWN
ELECTORATE/INNER WEST PAC)

Prepared By: James Nguyen - Traffic Engineer

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

That a raised pedestrian crossing on Shaw Street, just north of Oxford Street, Petersham, as per plan no.10344, be supported in-principle, and included in Council's Capital Works program subject to community consultation and support.

STRATEGIC OBJECTIVE

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

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

This report outlines an investigation completed to assess consideration of a pedestrian crossing treatment on Shaw Street, Petersham. It includes traffic and pedestrian counts, an assessment of crashes, and design options. A potential pedestrian crossing in across Shaw Street is expected to consolidate pedestrian movements and improve safety in the street. A pedestrian crossing is estimated to cost approximately \$150,000 to construct.

BACKGROUND

At the Council meeting held on 11 March 2025, Council resolved the following:

1. *That Council prepare a report on estimated costings for a Pedestrian Crossing in Shaw Street Petersham with safety inclusions for persons with mobility devices and prams.*
2. *That Council include in the report an analysis of vehicle traffic in addition to pedestrian traffic estimates from Shaw Street and surrounding streets.*
3. *That Council determine a pedestrian crossing design that would also act as a traffic calming measure.*
4. *That Council consider the location of the pedestrian crossing to be between James and Oxford Streets as a midway point on Shaw Street, which would:*
 - a) *provide residents from surrounding streets easier access to cross Shaw Street safely; and*
 - b) *allow shortcuts for pedestrians to either Illawarra Road or Newington from Shaw Street.*
5. *That Council refer the matter to the Local Traffic Committee for consideration with a recommendation to be tabled to Council following the next Committee meeting.*

DISCUSSION

Shaw Street is a two-way, 9 metre wide street with parallel parking provided on both sides. Parking occurs intermittently at various locations along Shaw Street. It is likely informal parking arrangements have been made by households along Shaw Street given the narrow width. Furthermore, motorists are parking on the footpath in some sections of Shaw Street to allow for two-way traffic flow. Currently, there are no existing pedestrian crossing facilities on Shaw Street between Chester and Belgrave Streets to allow for pedestrians to cross Shaw Street. In addition, there are currently no existing pram/kerb ramps to assist pedestrians cross Shaw Street in the east-west direction. The existing kerb ramps are provided on Shaw Street to assist pedestrians cross each intersection in the north-south direction.

Crash history

Between July 2019 and June 2024, there were five (5) recorded crashes on Shaw Street between Oxford Street and Addison Road. None of the crashes involved pedestrians. The highest concentration of crashes (three crashes) occurred at the intersection of Shaw and Belgrave Streets. Council officers have developed a concept design to convert this 'GIVE WAY' intersection to a 'STOP' control intersection. In addition to this, kerb ramps and kerb extensions are also proposed to improve sight lines and pedestrian accessibility. Council officers have made a project submission to Transport for NSW seeking funding for the delivery of this proposal under the Australian Government Black Spot program.



Figure 1 - Crash map

Note, the cross traffic crash at the intersection of Shaw and Oxford Streets may have occurred due to a vehicle disobeying the 'Left Only' controls at the intersection of Shaw Street, which prohibits through-movements from Oxford Street across Shaw Street.

Traffic and pedestrian volumes

The traffic volume on Shaw Street is considered high, with Council traffic counts recording an average annual daily traffic (AADT) volume of 10,000 vehicles per day (vpd)

Council officers also commissioned traffic and pedestrian intersection counts at various intersections and midblock locations on Shaw Street to assess whether the volumes meet the warrants for a pedestrian crossing.

The intersection and midblock counts were completed on Wednesday 2 April 2025 during the morning (7.30am-9.30am) and evening (3pm-6pm) peak periods and is shown in Figure 2, 3, 4 and 5 below:

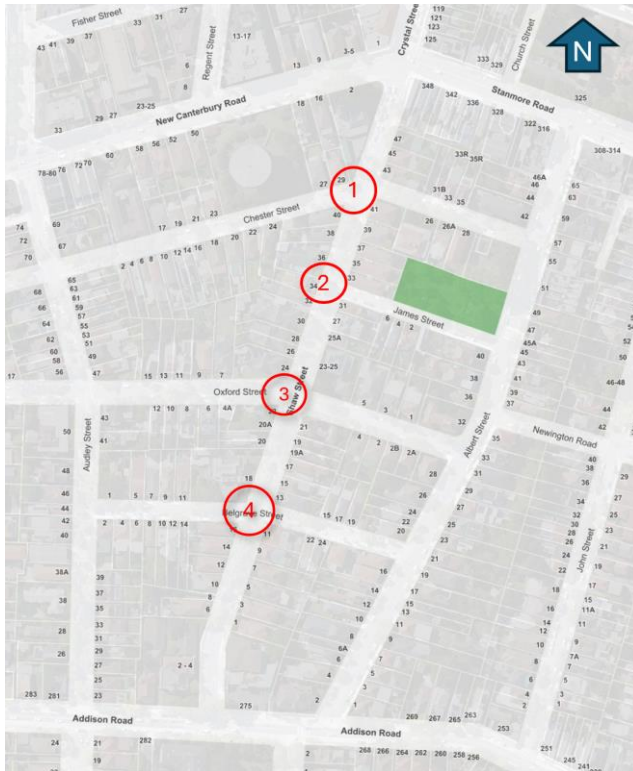


Figure 2 - Intersection count locations



Figure 3 - Midblock count locations



Figure 4 - Pedestrian volumes, AM Peak



Figure 5 - Pedestrian volumes, PM Peak

Figures 3 and 4 above show the following trends:

- High proportion of pedestrians travelling northbound on Shaw Street towards New Canterbury Road during the morning peak period.
- High proportion of pedestrians travelling southbound on Shaw Street, away from New Canterbury Road during afternoon/evening peak period.
- Low volumes of pedestrian's crossing Shaw Street during both peak periods. Highest locations recorded were at Oxford Street and James Street for both peak periods.

The pedestrian and traffic volumes are recorded in *Tables 1* and *2* below:

Table 1 - Intersection counts

Intersection	#ID	Mode	NORTHERN APPROACH		SOUTHERN APPROACH		TOTAL		Warrant met (Yes/No)
			AM*	PM*	AM*	PM*	AM*	PM*	
Shaw and Chester Streets	1	Pedestrians	8	6	3	1	11	7	No
		Vehicles	255	439	415	316	670	755	Yes
Shaw and James Streets	2	Pedestrian	9	3	2	1	11	4	No
		Vehicles	257	432	422	322	679	754	Yes
Shaw and Oxford Streets	3	Pedestrian	8	9	5	5	13	14	No
		Vehicles	242	427	404	300	642	727	Yes
Shaw and Belgrave Streets	4	Pedestrian	2	3	1	1	3	4	No
		Vehicles	240	395	401	314	441	842	Yes

AM* = 8am-9am, PM* = 5pm-6pm

The pedestrian volumes recorded at each four (4) intersections on Shaw Street do not meet the minimum 20 pedestrians required for consideration of a pedestrian crossing. The vehicle volumes exceed the minimum 200 vehicles per hour at all four (4) intersections.

Table 2 - Midblock counts

Street	#ID	Time period	Pedestrians (pedestrians per hour)	Vehicles (vehicles per hour)	Pedestrian warrant met (Yes/No)	Vehicle warrant met (Yes/No)
Shaw Street (midblock between Chester and James Streets)	1	8am-9am	4 (0 children)	672	No	Yes
		5pm-6pm	6 (0 children)	730	No	Yes
Shaw Street (midblock between James and Oxford Streets)	2	8am-9am	8 (1 child)	676	No	Yes
		5pm-6pm	7 (0 children)	725	No	Yes
Shaw Street (midblock between Oxford and Belgrave Streets)	3	8am-9am	1 (0 children)	644	No	Yes
		5pm-6pm	2 (0 children)	693	No	Yes

The pedestrian volumes recorded at each three (3) midblock location on Shaw Street do not meet the minimum 20 pedestrians required for consideration of a pedestrian crossing. The vehicle volumes exceed the minimum 200 vehicles per hour at all three (3) midblock locations.

Table 1 and 2 show the pedestrian volumes at the surveyed intersections and midblock locations on Shaw Street during the AM and PM peak periods does not meet the pedestrian warrants of 20 pedestrians per hour for consideration of a pedestrian crossing.

The dispersed crossing scenario may be occurring due to no existing pedestrian crossing facility, with pedestrians crossing when there is a suitable gap and break in vehicle traffic flow. Site inspections completed indicate traffic flow arrives in 'bunches' due to the existing traffic lights. This creates an extended period where there is no traffic flow and allows for pedestrians to cross.

A potential scenario can be explored where, if a pedestrian crossing facility is provided, that the existing scattered pedestrian crossing patterns on Shaw Street, may be concentrated at one location due to this facility. Accordingly, combining the pedestrian volumes recorded at multiple intersections may give an indication of utilisation of any future potential pedestrian crossing on Shaw Street. Furthermore, given the current traffic conditions, a pedestrian

crossing facility may encourage walking and increase usage. The combined volumes for each four (4) locations on Shaw Street for the AM and PM peak period is shown below. The combined volumes are greater than the minimum 20 per hour required.

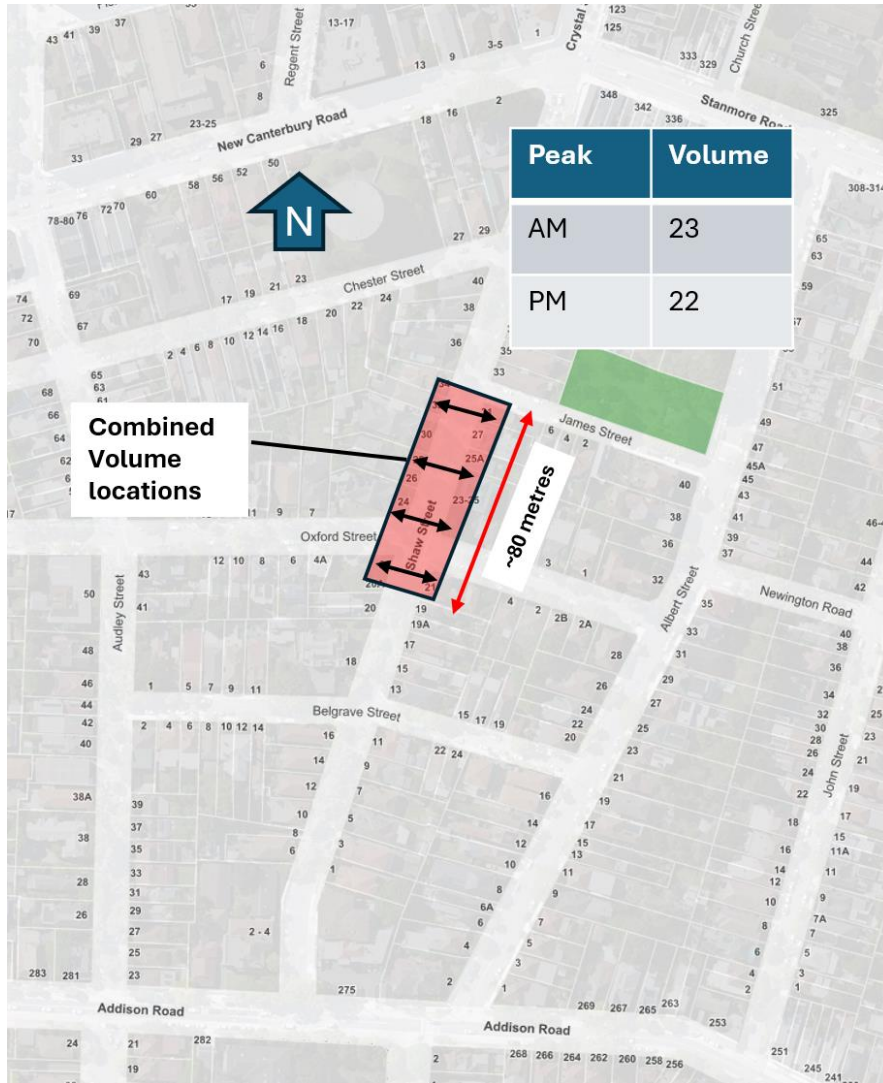


Figure 6 - Combined pedestrian volumes

Design proposal

Figure 7 below shows the proposed pedestrian facilities on Shaw Street to improve crossing opportunities. The proposal consists of:

- A raised pedestrian crossing on Shaw Street, north of Oxford Street with 1.5 metre wide kerb extensions. The concept design is shown in Figure 8 and Attachment 1.
- Kerb extensions and kerb ramps on Shaw Street, south of Belgrave Street

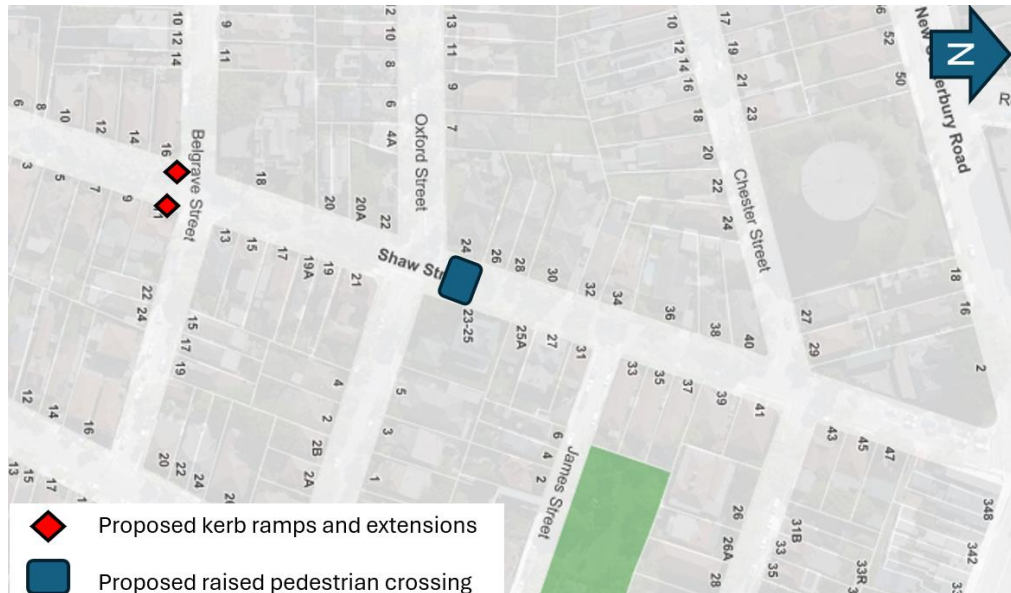


Figure 7 - Proposed pedestrian improvements

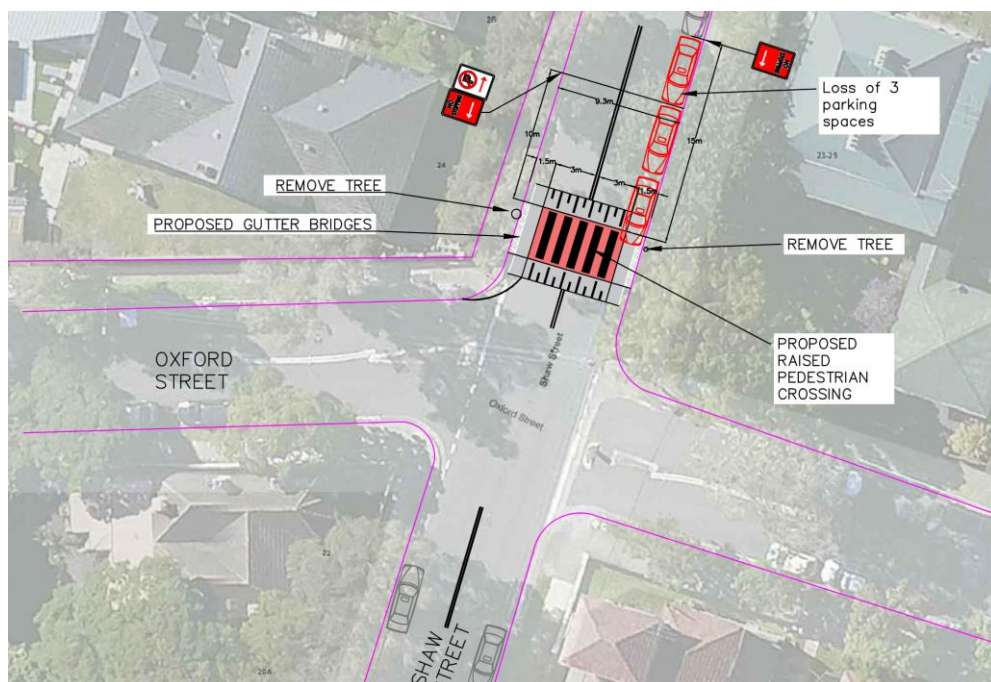


Figure 8 - Proposed raised pedestrian crossing

Installing a raised pedestrian crossing on Shaw Street, north of Oxford Street will have the following impacts:

- Removal of two (2) trees adjacent to where the crossing is proposed.
- Removal of three (3) parking spaces to provide acceptable sight lines.
- Obstructing stormwater flow, requiring the installation of gutter bridges.
- Noise and possible vibration impacts. The daily volume on Shaw Street is approximately 10,000 vehicles per day which is a high volume of traffic. Accordingly, a

raised device at this location will generate noise and possible vibration impacts to nearby households.

- Lighting requirements – new flood lighting will need to be installed

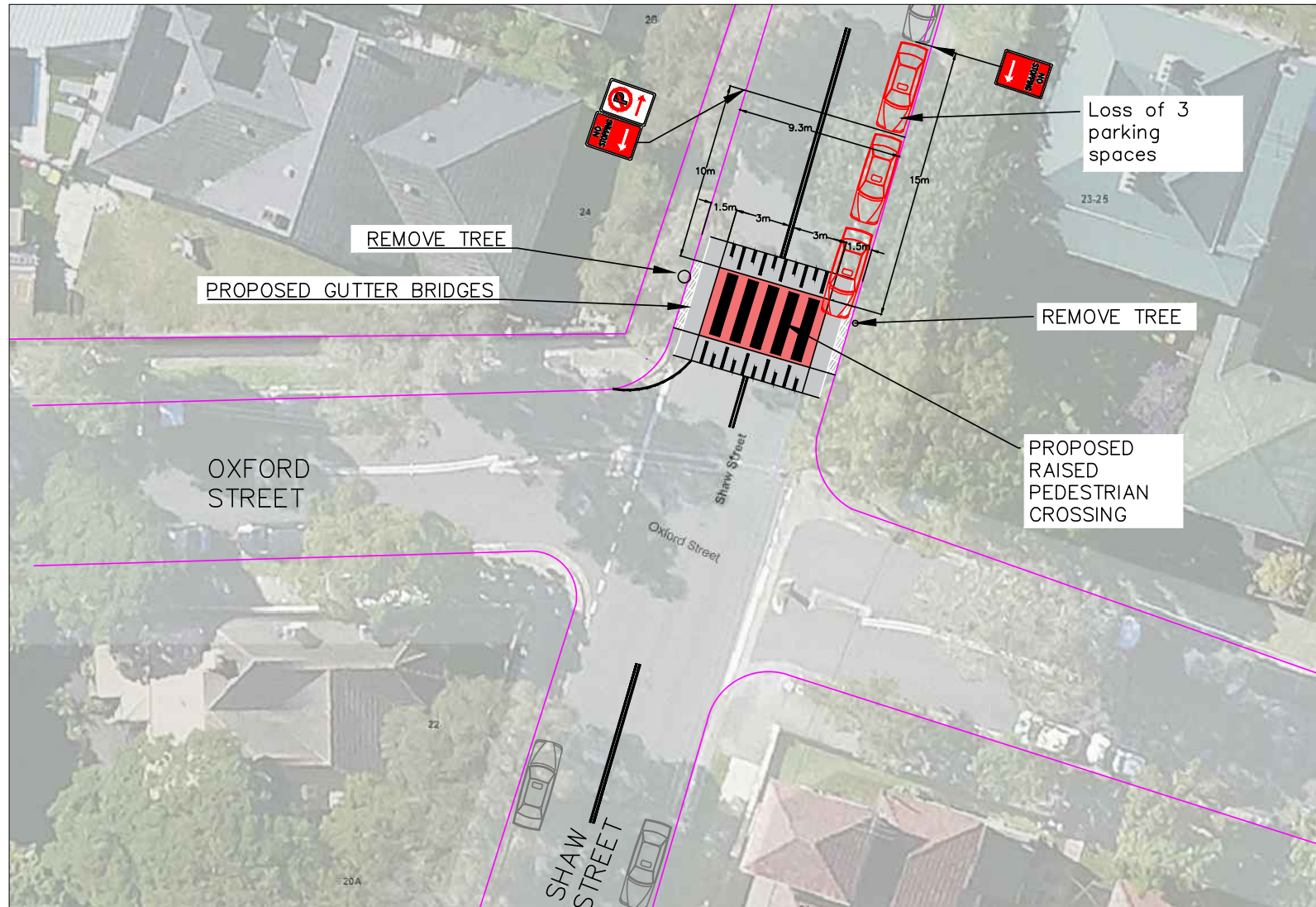
FINANCIAL IMPLICATIONS

\$70,000. Council officers have made a Transport for NSW Blackspot grant submission to fund the construction of the kerb extensions and kerb ramps at the intersection of Belgrave and Shaw Street due to the existing crashes recorded at this intersection within the last five (5) years.

The proposal at the intersection of Oxford and Shaw Streets has no recorded crashes and will not qualify for funding under the Transport for NSW Blackspot program. Accordingly, this proposal will be allocated to a future Capital Works Program. The raised pedestrian crossing is estimated to cost \$150,000.

ATTACHMENTS

1. [↓](#) Concept plan - Shaw Street at Oxford Street, Petersham - Plan no.10344



Item No: LTF0825(1) Item 7
Subject: FERNBANK LANE, MARRICKVILLE - PROPOSED INSTALLATION OF 'NO PARKING' RESTRICTIONS (MIDJUBURI - MARRICKVILLE WARD / SUMMER HILL ELECTORATE / INNER WEST PAC)
Prepared By: Jennifer Adams - Traffic Engineer
Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

That installation of full-time 'No Parking' restrictions on the western side of Fernbank Lane, Marrickville be approved, in order to improve vehicular access to off-street parking spaces.

STRATEGIC OBJECTIVE

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

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

Council has received concerns that vehicles are parking in a manner that limits the ability of residents accessing their driveways. In order to alleviate this issue, it is proposed to signpost an additional section of 'No Parking' restrictions along the western side of Fernbank Lane, Marrickville.

BACKGROUND & DISCUSSION

A request has been received for the provision of additional 'No Parking' signage along the western side of Fernbank Lane, Marrickville to improve vehicular access to residents' off-street parking facilities.

Fernbank Lane is classified as a local road that provides single lane access to residential garages. The northern end of Fernbank Lane is closed off at Marrickville Lane creating a dead-end.

Given the high demand for parking in this area, it is recommended that 'No Parking' restrictions be approved along the western side of Fernbank Lane, Marrickville to improve access to off-street parking for adjacent residents (as shown on the following plans).



PUBLIC CONSULTATION

A notification letter was sent out on 16 July 2025 to owners and occupiers of properties abutting Fernbank Lane, Marrickville regarding the proposal to install an additional section of full-time 'No Parking' restrictions along the western side of the laneway. The closing date for submissions ended on 8 August 2025. Ten (10) letters were distributed.

A total of two (2) responses were received both in support of the proposal.



FINANCIAL IMPLICATIONS

The costs of installation of the 'No Parking' restrictions as recommended can be funded within Council's signs and line marking budget.

ATTACHMENTS

Nil.

Item No: LTF0825(1) Item 8

Subject: WEMYSS AND HARRINGTON STREETS, ENMORE - PROPOSED 'NO STOPPING' RESTRICTIONS (DAMUN - STANMORE WARD/INNER WEST PAC/NEWTOWN ELECTORATE)

Prepared By: James Nguyen - Traffic Engineer

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

1. That proposed 'No Stopping' restrictions on both sides of Harrington Street, extending 6 metres from the intersection of Wemyss Street (both east and west) be approved subject to the completion risk assessment by Council and approval of a risk assessment by TfNSW.
2. That proposed 'No Stopping' restriction on the eastern side of Wemyss Street, 6 metres, north of Harrington Street be approved, subject to the completion risk assessment by Council and approval of a risk assessment by TfNSW.
3. That 'No Stopping' restriction on the western side Wemyss Street, 10 metres north of Harrington Street be approved.
4. That 'No Stopping' restriction on the western side Wemyss Street, 10 metres south of Harrington Street be approved.
5. That 'No Stopping' restriction on the eastern side of Wemyss Street, 10 metres south of Harrington Street be approved.

STRATEGIC OBJECTIVE

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

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

This report outlines a 'No Stopping' restriction proposal to improve parking compliance at the intersection of Wemyss and Harrington Streets, Enmore. The intersection has ongoing issues with parking compliance. The proposal will improve parking compliance and ensure vehicles park away from the intersection. Accordingly, it is recommended to install 'No Stopping' restrictions 10m from each intersecting road.

BACKGROUND

Council has received a request for 'No Stopping' restrictions at the intersection of Wemyss and Harrington Streets, Enmore due to motorists parking within 10m of the intersection.

DISCUSSION

The intersection of Wemyss and Harrington Street, Enmore is a 'STOP' control intersection with Wemyss Street allocated as the priority road (motorists on Harrington Street must stop and give way to motorists on Wemyss Street). The intersection is currently not signposted.

Both Harrington and Wemyss Street are approximately 7m wide with two-way traffic flow. There is an existing 'No Parking' restriction on the western side of Wemyss Street, north and south of Harrington Street which restricts parking on the western side; the eastern side is currently unrestricted for parking. The 'No Parking' restriction commences approximately 10m from the intersection of Harrington Street. Both sides of Harrington Street have unrestricted parking.

Council officers have been provided with photos as shown in *Figures 1* and *2* below, that show motorists parking close to the intersection and crossing the existing kerb ramps. Furthermore, Council's parking officers have advised of repeated call outs and infringements issued on all corners at this intersection.

Council's parking services unit have advised there is high levels of non-compliance at this intersection with many callouts for enforcement.

Accordingly, Council officers proposed for the installation of 'No Stopping' restrictions at the intersection of Wemyss and Harrington Streets may assist in improving parking compliance in accordance with the NSW Road Rules which prohibits stopping within 10m of the intersection. This is shown in *Figure 3* below.



Figure 1 - Harrington Street parking conditions

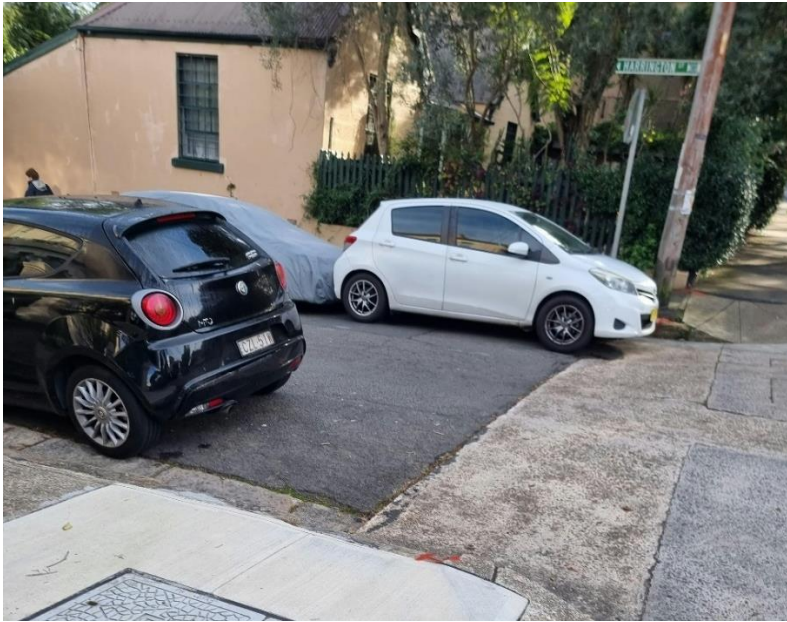


Figure 2 - Harrington Street parking conditions



Figure 3 - Proposed 'No Stopping' restrictions – consultation plan

PUBLIC CONSULTATION

Council consulted with affected residents on the proposal between Wednesday 7 May 2025 and Friday 23 May 2025. There were seven (7) letters sent with no responses supporting the proposal and one (1) response opposing the proposal.

Residents' Comments	Officer Comments
<p>The response opposing the proposal noted concerns that the 'No Stopping' restrictions will increase parking congestion on nearby streets.</p> <p>There are also several residents who run commercial businesses, with vans and trucks occupying parking spaces.</p> <p>The response has advised that their driveway has been obstructed on several occasions as people park within 20cm of the driveway, and are concerned this proposal will make this issue worse, and that clear markings for 'No Parking' will need to be provided for driveways if this proposal proceeds</p>	<p>The NSW Road Rules prohibits motorists from stopping 10m within an intersection. This intersection appears to have repeated ongoing parking compliance issues and 'No Stopping' signs may assist to improve access and safety. Council officers will assess whether a reduced 6 metre 'No Stopping' restriction can be considered to increase kerb space for parking.</p> <p>To improve parking opportunities for residents, households on Harrington and Wemyss Street may request Council officers to investigate further the expansion of the Resident Parking Scheme Area M8 to these streets to improve parking opportunities for households with limited to no off-street parking.</p> <p>Council permits households that experience driveway obstruction issues to paint driveway line markings to delineate the extent of where motorists should park to prevent driveway obstructions. This feedback has been provided to the household.</p>

A reduction of the 'No Stopping' restriction from 10 metres to 6 metres, as shown in *Figure 4* below, will be investigated further by Council officers. A risk assessment will be completed to consider potential road safety and network efficiency issues that may arise by reducing the 'No Stopping' distance below the statutory minimum. The risk assessment will be referred to Transport for NSW for consideration once complete.



Figure 4 - Revised 'No Stopping' proposal

FINANCIAL IMPLICATIONS

The cost of the signs is to be funded in Councils Signs and line marking budget.

ATTACHMENTS

1. [↓](#) Signage plan - No Stopping restrictions - Wemyss and Harrington Streets, Enmore
2. [↓](#) Final signage plan - Reduced No Stopping restrictions - Wemyss and Harrington Streets, Enmore





Item No: LTF0825(1) Item 9
Subject: EDGEWARE LANE, ENMORE - PROPOSED INSTALLATION OF 'NO PARKING' ZONE IN EDGEWARE LANE BETWEEN ENMORE LANE AND CROSS LANE (DAMUN - STANMORE WARD / NEWTOWN ELECTORATE / INNER WEST PAC)
Prepared By: Daniel Li - Student/Graduate Traffic Engineer
Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

That the 'No Parking' zone on the eastern side of Edgeware Lane between 31-33 Metropolitan Road, Enmore be approved.

STRATEGIC OBJECTIVE

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

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

This report outlines a 'No Parking' restriction proposal to improve residential access to Edgeware Lane between Enmore Lane and Cross Lane, Enmore. This proposal will improve parking compliance and vehicle maneuverability within the laneway. Community consultation revealed strong support for the proposal with one response being opposed due to a lack of on-street parking in adjacent streets. Accordingly, it is recommended that the proposed 'No Parking' signs on the eastern side of Edgeware Lane between Cross Lane and Enmore Lane be approved.

BACKGROUND

Council has received concerns from residents regarding vehicles being parked within Edgeware Lane, Enmore and inhibiting residential access to the off-street parking space for properties in Edgeware Road and Metropolitan Road.

To ensure compliance to the NSW Road Rules which prohibits vehicles from parking across driveways and preventing residential access, Council is proposing to install 18m of 'No Parking' in Edgeware Lane between No.29 and No.31 Metropolitan Road, Enmore. Currently, this section of Edgeware Lane is not signposted which often results in vehicles parking in the laneway and preventing driveway access for extensive periods.

DISCUSSION

Edgeware Lane provides an approximate pavement width of 4.5 metres and primarily functions as a rear lane access to properties fronting Edgeware Road and Metropolitan Road.

Currently there are no restrictions within this laneway which has frequently resulted in vehicles parking in this laneway and obstructing access to residential driveways. Council's parking officers have also advised that there have been infringements issued to unattended vehicles in this laneway which primarily stem from visitors to the Enmore Road precinct. Additionally, in accordance with Council's Public Domain Parking Policy, parking restrictions will generally be implemented in trafficable laneways having carriageway widths less than five (5) metres.

It should be noted that there is a history of 'No Parking' signage being requested in the laneway, however, due to insufficient support, the signs were not implemented due to opposition to a loss of on-street parking.



Figure 1. Consultation Plan

Consultation:

Six (6) letters were mailed out to the surrounding residents of this proposal. Four responses were received with three (3) responses being in support of the proposed 'No Parking' signage and one (1) response being opposed to the proposal.

Residents' Comments	Officer Comments
Concerns were raised about the lack of on-street parking at Metropolitan Road, Enmore for visitors and family and that rear entry to the property was required for convenience.	Noted. Council offers visitor parking permits to eligible properties within a resident parking scheme. It should also be noted that in accordance to NSW Road Rules, it is an offence to obstruct the driveways of other residential properties.

FINANCIAL IMPLICATIONS

The proposed 'No Parking' signs will be funded with Council's signs and line marking budget.

ATTACHMENTS

Nil.