

Minutes of Meeting held on 18 August 2025

Meeting commenced at 11:00 AM

ACKNOWLEDGEMENT OF COUNTRY BY CHAIRPERSON

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

FORUM REPRESENTATIVES PRESENT

Liz Atkins	Councillor – Damun - Stanmore Ward (Chair)
Bill Holliday	Representative for Kobi Shetty MP, Member for Balmain
Graeme McKay	Representative for Jo Haylen MP, Member for Summer Hill
Miriama Tamata	Representative for Jenny Leong MP, Member for Newtown
Vinoth Srinivasan	Transport for NSW (TfNSW)
Anthony Mifsud	Transport for NSW (TfNSW)
Van Le	Transport for NSW (TfNSW)
Colin Jones	Representative for Inner West Bicycle Coalition (IWBC)
Julius Villanueva	Representative for Transit Systems
Manod Wickramasinghe	IWC's Traffic and Transport Planning Manager
Sunny Jo	IWC's Coordinator Traffic Engineering Services (North)
George Tsaprounis	IWC's Coordinator Traffic Engineering Services (South)
Christy Li	IWC's Business Administration Officer

VISITORS

Vesna Kerr	Public Speaker – Item 9
Murray Kerr	Public Speaker – Item 9

APOLOGIES:

Victor Macri	Councillor –Midjuburi - Marrickville Ward (Chair)
Todd Leach	NSW Police – Inner West Police Area Command
Ben Simpson	NSW Police – Inner West Police Area Command

DISCLOSURES OF INTERESTS:

Nil.

CONFIRMATION OF MINUTES

That the Minutes of the Local Transport Forum held on Monday, 21 July 2025 be confirmed.

MATTERS ARISING FROM COUNCIL'S RESOLUTION OF MINUTES

Nil.

LTF0825(1) Item 1 Intersection of Montague Street and Theodore Street, Balmain - Proposed Kerb Extensions (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC)

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.

Officers 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.

DISCUSSION:

No advice provided by LTF members.

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.

LTF0825(1) Item 2 Norton Street, Leichhardt - Temporary Road Closure - Italian Festa (Gulgadya - Leichhardt Electorate/Leichhardt PAC)

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.

Officers 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.

DISCUSSION:

No advice provided by LTF members.

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
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 - a) Allen Street between James Street and Norton Street
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- 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.

LTF0825(1) Item 3 Junction Road (at Moonbie Street), Summer Hill - Proposed upgrade to new raised pedestrian crossing (Djarrawunang-Ashfield Ward/Summer Hill Electorate/Burwood PAC)

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.

Officers 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.

DISCUSSION:

No advice provided by LTF members.

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.

LTF0825(1) Item 4 Prospect Road (between Norton Street and Smith Street), Summer Hill- Proposed new raised pedestrian crossing. (Djarrawunang-Ashfield Ward/Summer Hill Electorate/Burwood PAC)

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.

Officers 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.

DISCUSSION:

The Representative for the Member for Summer Hill questioned if the proposed location for the pedestrian crossing was suitable and if other locations were considered.

Council Officers advised that the proposed location of the pedestrian crossing is on the pedestrian desire line and that if the crossing were to be relocated, it is less likely people would use the facility. Council Officers noted that the location also minimises the loss of parking as there are already 'No Stopping' zones in existence. Council Officers also noted that turning movements for relevant larger vehicles were reviewed and can make the turns safely. Council Officers stated that there was a fatality at this intersection a few years ago so the proposed upgrade gives priority and improves visibility to pedestrians using that crossing point.

No further advice provided by LTF members.

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.

LTF0825(1) Item 5 Hill Street at Beauchamp Street, 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 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.

Officers 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.

DISCUSSION:

No advice provided by LTF members.

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.

LTF0825(1) Item 6 Shaw Street, Petersham - Pedestrian crossing investigation (Damun-Stanmore Ward/Newtown Electorate/Inner West PAC)

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.

Officers 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.

DISCUSSION:

No advice provided by LTF members.

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.

LTF0825(1) Item 7 Fernbank Lane, Marrickville - Proposed installation of 'No Parking' restrictions (Midjuburi - Marrickville Ward / Summer Hill Electorate / Inner West PAC)

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.

Officers 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.

DISCUSSION:

No advice provided by LTF members.

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.

LTF0825(1) Item 8 Wemyss and Harrington Streets, Enmore - Proposed 'No Stopping' restrictions (Damun - Stanmore Ward/Inner West PAC/Newtown Electorate)

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.

Officers 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.

DISCUSSION:

No advice provided by LTF members.

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.

LTF0825(1) Item 9 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)

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 manoeuvrability 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.

Officers Recommendation:

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

DISCUSSION:

Public speakers Vesna Kerr and Murray Kerr entered the meeting at 11.02am.

Mr and Mrs Kerr supported the recommendation to install a 'No Parking' zone on the eastern side of Edgeware Lane. Mr Kerr responded to the objection submitted to the proposal Council received. It was noted that their driveway is located directly opposite to Mr and Mrs Kerrs property, resulting in frequent obstruction and restricted access to their property. Mr Kerr requested that Council take his circumstances into account when considering the objection received.

The Representative for the Inner West Bicycle Coalition questioned if there was a reason for proposing a 'No Parking' zone instead of a 'No Stopping' zone. Council Officers advised that 'No Parking' can be used for drop off/picks up, which is more appropriate for people using the laneway and would have minimal impact to accessibility, whereas 'No Stopping' zones are reserved to address matters related to safety such as at an intersection or a pedestrian crossing and are more restrictive as compared to 'No Parking'.

No further advice provided by LTF members.

RECOMMENDATION:

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

General Business

Item 10 – Changes to the Local Traffic Committee to the Local Transport Forum

A Representative for Transport for NSW (TfNSW) Anthony Mifsud came to provide the forum members with a presentation of the changes to the Local Transport Forum.

It was noted that

- The 2025 Instrument replaces the 2011 Delegation to Councils and the 2023 Temporary Delegation
- Councils have more options when regulating traffic and using prescribed traffic control devices
- Councils can simplify their practices if (and when) they choose
- 'Local Traffic Committee' is replaced by 'Local Transport Forum'

Key changes from the 2011 Delegation to Councils

- Local Traffic Committee is renamed Local Transport Forum (LTF) to better reflect its purpose/function
- In many cases, councils can manage their network (unclassified roads and all regional roads), including for events, without prior LTF review
- Councils can sub-delegate functions to staff
- Traffic Management Plans are no longer required at LTF
- Regional Traffic Committee has been discontinued
- Restrictions relating to 'nominated' train stations have been discontinued

- Simplified rules for use of portable traffic control lights and roadwork speed limit signs
- Pre-approvals or advance expressions of support are not required from Council in order to refer to LTF

Consultation and referral of proposals

- Generally, Council may decide which proposals to send to the LTF for advice or coordination
- Prior referral to the LTF is only required where:
 - regulation of traffic exceeds 6 months in duration
 - public transport is negatively affected for more than 24 hours
- For proposals affecting buses, consultation with bus operators is required
- Transport and NSW Police must be given 7 days' notice of on-road public events

Local Transport Forum (LTF)

- Core membership is unchanged: Council, Transport, Police, local Member(s) of NSW Parliament
- Bus operators may be given a standing invite or invited where relevant proposals are on agenda
- Council has discretion to invite any others as observers or participants
- There is no voting and no requirement for unanimity

Resolving disagreement

- Councils are responsible for decisions on their network
- Transport may issue a 'Statement of Concern' following discussion at the LTF; this will document risks and make time (up to 14 days) for further discussion
- In rare cases, serious disagreements can be managed under existing legislation

Item 11 – Update on the safety review on College Street, Balmain to determine whether a 'Bicycles excepted' sign could be implemented into the One-way proposal.

The Representative for the Member for Balmain requested an update on the safety review on College Street, Balmain to determine whether a 'Bicycles excepted' sign could be implemented into the One-way proposal. Council Officers advised that the minutes are waiting for Council decision at the upcoming Council meeting, and that should Council adopt the recommendations, Council Officers will be able to undertake the safety review.

Item 12 – Lighting at pedestrian crossings

The Representative for the Inner West Bicycle Coalition questioned if there were any mandates for minimum lighting at pedestrian crossings as he noticed that at night, the visibility of pedestrians using the crossings are diminished especially when pedestrians wear darker coloured clothing. Council Officers advised that there are requirements for pedestrian crossing to be floodlit on each approach and that Council usually review this when upgrading the pedestrian crossing. Council Officers requested that the Representative for the Inner West Bicycle Coalition forward the locations of the pedestrian crossings of concern for Council to investigate.

Item 13 – Review of 'Bicycles Excepted' signs on 'One Way' streets in the LGA.

The Representative for the Member of Balmain requested that a review of 'Bicycle Excepted' signs on 'One Way' streets in the LGA be undertaken. Council Officers requested the

Representative for the Member of Balmain to send through a list of streets he would like Council to review for potential 'Bicycles Excepted' signs.

Meeting closed at 12.19pm.

CHAIRPERSON

Councillor Liz Atkins