AGENDA

LOCAL TRANSPORT FORUM MEETING

MONDAY 16 MARCH 2026

11:00 AM

Location Ashfield Service Centre, 260 Liverpool Road, Ashfield

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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Traffic Matters

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Late Items

Nil at time of printing.

6 Part B - Items for Information Only

Nil at the time of printing.

7 Part C - Items for General Advice

Nil at the time of printing.

8 General Business

9 Close of Meeting

Minutes of Meeting held on 16 February 2026

Meeting commenced at 11:01 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 MEMBERS PRESENT

Clr Victor Macri	Councillor –Midjuburi - Marrickville Ward (Chair)
Clr Liz Atkins	Councillor – Damun - Stanmore Ward
Rebecca Fernandez	Representative for Kobi Shetty MP, Member for Balmain
Graeme McKay	Representative for Jo Haylen MP, Member for Summer Hill
Colin Jones	Representative for Inner West Bicycle Coalition (IWBC)
Vinoth Srinivasan	Transport for NSW (TfNSW)
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)
Jason Scoufis	IWC's Coordinator Traffic Investigations & Road Safety
Christy Li	IWC's Business Administration Officer

VISITORS

Kim Shi	Public Speaker – Item 2
Gino Odelli	Public Speaker – Item 17
Stephen Odelli	Public Speaker – Item 17

APOLOGIES:

Miriama Tamata	Representative for Jenny Leong MP, Member for Newtown

DISCLOSURES OF INTERESTS:

Nil.

CONFIRMATION OF MINUTES

That the Minutes of the Local Transport Forum held on Monday, 8 December 2025 be confirmed.

MATTERS ARISING FROM COUNCIL'S RESOLUTION OF MINUTES

The Minutes of the Local Transport Forum held on 17 November 2025 were adopted at Council's meeting held on 09 December 2026 with the following amendments:

a) An additional point 4 be added to the recommendations for Item 3: St Peters Triangle-Proposed reversal of traffic flows at Applebee Street and Lackey Street, St Peters that reads, "The General Manager seek an urgent meeting with the NSW Secretary for Transport expressing significant concern at the removal of the right hand turn from Princes Highway to May Street, outlining the adverse impacts for residents in St Peters, and demanding an

urgent review that balances road safety improvements with resident access to their neighbourhood."

b) An additional point 5 be added to the recommendations for Item 4: Schwebel Street - Proposed one-way eastbound treatment at Schwebel Street between Station Street/Leofrene Avenue and Junction Road, that reads, "That Council investigate and consult with residents and businesses about installing angle parking on the north side of Schwebel Street between Station Street and Leofrene Avenue and report back to a future Local Transport Forum."

LTF0226(1) Item 1 Inner West LGA - Proposal for GoGet car share parking spaces (All wards, all electorates, all PACs)

SUMMARY

A request has been received from a GoGet Car Share representative for the installation of Fifteen (15) on-street dedicated 'Car Share' parking spaces for existing floating car share vehicles around the Inner West. Due to community feedback and opposition to two locations only thirteen of the fifteen nominated car share spaces are recommended for installation.

Officers Recommendation:

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

1. A 5.5m restriction in the first parking space after statutory 10m 'No Stopping' restriction distance on the eastern side of Young Street north of Reserve Street, Annandale;

2. A 5.5m restriction in the first parking space after the statutory 10m 'No Stopping' restriction sign on the western side of Trafalgar Street south of Booth Street, Annandale;

3. A 5.5m restriction in the last parking space before the statutory 10m 'No Stopping' restriction sign on the eastern side of Lapish Avenue (southbound one-way) north of Norton Street, Ashfield;

4. A 5.5m restriction in the first legal parking space after the statutory 10m 'No Stopping' distance on northern side of Palace Street east of Shepherd Lane, Ashfield;

5. A 5.5m restriction in the first parking space after the statutory 10m 'No Stopping' restriction sign on the northern side of Hercules Street east of Beach Road, adjacent to side boundary of No.7 Beach Road, Dulwich Hill;

6. A 5.5m restriction in the first parking space adjacent to Salvation Army's driveway on the southern side of Lewisham Street east of The Boulevarde, Dulwich Hill;

7. A 5.5m restriction in the first parking space just north of the 'Bus Zone' on the western side of Myra Road north of Myra Lane, outside 36-40 Myra Road, Dulwich Hill;

8. A 5.5m restriction in the first parking space after the statutory 10m 'No Stopping' sign on the northern side of Charles Street west of Phillip Street, outside 36-38 Phillip Street, Enmore;

9. A 5.5m restriction in the first space adjacent to the eastern end of Louisa Lawson Reserve (westward from the power pole) on the northern side of Harnett Avenue, Marrickville;

10. A 5.5m restriction in the first legal parking space after the statutory 10m 'No Stopping' distance on the eastern side of John Street north of Lord Street, Newtown;

11. A 5.5m restriction in the first parking space after the statutory 10m 'No Stopping' sign on the northern side of Trade Street west of St Marys Street, Newtown;

12. A 5.5m restriction in the first parking space just east of the speed hump on the northern side of Chester Street adjacent to mid-point of Petersham Reservoir west of Shaw Street, Petersham; and

13. A 5.5m restriction in the first parking space on the southern side of Clarendon Road west of Northumberland Avenue, Stanmore (measured back from the power pole to the awning of the adjacent commercial premises). The statutory 10m 'No Stopping' sign will also be included 10m from the intersection of Clarendon Road and Northumberland Avenue.

LTF Advice:

The Representative for the Member of Summer Hill noted that currently Council is not charging Carshare operators a commercial rate for the spots and noted that Council should establish a rate for the carshare spots. The Chairperson advised that a report on car share charging fees will be going to the next Council meeting for consideration.
The Representative for the Member of Summer Hill questioned whether placing the Car Share into restricted time parking areas instead of untimed spaces would alleviate the impacts of parking in the area. Council Officers advised that placing them into the unrestricted parking zones has lesser impact to residents as this provides more opportunities for residents in the restricted zones where fewer long stays occur by visitors and others.
Council Officers also advised that they undertake a preliminary assessment on the proposed locations and that theys do provide the Car Share operators with comments on whether they believe the proposed space would be suitable in terms of its possible impact to the surrounding area

The Representative for the Member of Summer Hill questioned if Council should have a limit on how many Carshare spaces are allowed in the LGA. Council Officers noted that carshare models have a natural limitator as carshare companies only provide spaces where there is resident demand, as they need usage to offset the cost to maintain their fleet in the area, so they would not usually apply for more spots than they need due to the associated costs.

No further advice provided by LTF members.

RECOMMENDATION:

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

1. **A 5.5m restriction in the first parking space after statutory 10m 'No Stopping' restriction distance on the eastern side of Young Street north of Reserve Street, Annandale;**

2. **A 5.5m restriction in the first parking space after the statutory 10m 'No Stopping' restriction sign on the western side of Trafalgar Street south of Booth Street, Annandale;**

3. **A 5.5m restriction in the last parking space before the statutory 10m 'No Stopping' restriction sign on the eastern side of Lapish Avenue (southbound one-way) north of Norton Street, Ashfield;**

4. **A 5.5m restriction in the first legal parking space after the statutory 10m 'No Stopping' distance on northern side of Palace Street east of Shepherd Lane, Ashfield;**

5. **A 5.5m restriction in the first parking space after the statutory 10m 'No**

Stopping' restriction sign on the northern side of Hercules Street east of Beach Road, adjacent to side boundary of No.7 Beach Road, Dulwich Hill;

6. **A 5.5m restriction in the first parking space adjacent to Salvation Army's driveway on the southern side of Lewisham Street east of The Boulevarde, Dulwich Hill;**

7. **A 5.5m restriction in the first parking space just north of the 'Bus Zone' on the western side of Myra Road north of Myra Lane, outside 36-40 Myra Road, Dulwich Hill;**

8. **A 5.5m restriction in the first parking space after the statutory 10m 'No Stopping' sign on the northern side of Charles Street west of Phillip Street, outside 36-38 Phillip Street, Enmore;**

9. **A 5.5m restriction in the first space adjacent to the eastern end of Louisa Lawson Reserve (westward from the power pole) on the northern side of Harnett Avenue, Marrickville;**

10. **A 5.5m restriction in the first legal parking space after the statutory 10m 'No Stopping' distance on the eastern side of John Street north of Lord Street, Newtown;**

11. **A 5.5m restriction in the first parking space after the statutory 10m 'No Stopping' sign on the northern side of Trade Street west of St Marys Street, Newtown;**

12. **A 5.5m restriction in the first parking space just east of the speed hump on the northern side of Chester Street adjacent to mid-point of Petersham Reservoir west of Shaw Street, Petersham; and**

13. **A 5.5m restriction in the first parking space on the southern side of Clarendon Road west of Northumberland Avenue, Stanmore (measured back from the power pole to the awning of the adjacent commercial premises). The statutory 10m 'No Stopping' sign will also be included 10m from the intersection of Clarendon Road and Northumberland Avenue.**

LTF0226(1) Item 2 InnerWest@40 - Area 4 Leichhardt and Annandale; Area 9 Dulwich Hill North and Lewisham; Area 10 South Ashfield and Summer Hill West - Proposed speed limit reduction from 50km/h to 40km/h (Damun - Stanmore, Djarrawunang – Ashfield, Baludarri - Balmain and Gulgadya - Leichhardt Wards / Balmain, Summer Hill, Newtown and Strathfield Electorates / Burwood, Leichhardt and Inner West PAC)

SUMMARY

At Council's meeting on Tuesday 5 March 2024, Council adopted the InnerWest@40 "Investigation in Potential Local Road Speed Limit Reductions" Study and requested that Council officers seek approval and funding from Transport for NSW to expedite the implementation of 40km/h speed limits on local streets within the Local Government Area (LGA).

As part of the Australian Government Blackspot Program (AGBS), Council received funding to implement the reduced speed limits in Area 6 (Enmore & Marrickville East) and Area 7

(Marrickville & Tempe). Both areas were completed in mid-2025 with the subsequent Area 5 (Stanmore & Petersham) and Area 8 (Dulwich Hill South and Marrickville West) being scheduled for implementation in early 2026.

Funding has been approved to continue the implementation of reduced speed limits in 2025/26 with Area 4 (Leichhardt & Annandale), Area 9 (Dulwich Hill North and Lewisham) and Area 10 (South Ashfield and Summer Hill West) currently proposed for a speed limit reduction. The remaining areas of the Inner West including Area 1 (Haberfield), Area 2 (Rozelle and Lilyfield) and Area 11 (Ashfield North) is also scheduled to be reviewed this financial year.

Officers Recommendation:

That the proposed signage and line marking plans to support the reduction in posted speed limit from 50km/h to 40km/h in local roads in Areas 4, 9 and 10 of the Innerwest@40 study including areas of Leichhardt, Annandale, Dulwich Hill, Lewisham, Ashfield and Summer Hill, be approved.

LTF Advice:

Mr Kim Shi entered the meeting at 11.11am.

Mr Shi raised concerns that the proposed signage and line marking plans to reduce the speed limit from 50km/h to 40km/h in the South Ashfield and Summer Hill west precincts will cause greater confusion for motorists and will not reduce rat running in the area. Mr Shi noted that the South Ashfield precinct does not have state or regional roads between the North and South of the precinct. Mr Shi believes that the North-South routes in the within the South Ashfield precinct are not self-enforcing and the proposed speed reduction treatments are not sufficient to make them self-enforcing. It was noted that Holden, Armstrong, Queen and Griffith Streets were popular routes for residents in neighbouring areas to get to Ashfield and suggested that Council investigate keeping a designated North-South route in the South Ashfield precinct at 50km/h to establish a primary movement corridor through the precinct.

Mr Kim Shi left the meeting at 11.14am.

Council Officers noted that Council does not consider a 50km/h North-South route to be necessary at this current time. It was noted that Council are also working with Transport for NSW in reviewing whether some regional and state roads within the LGA can have their speeds reduced. Council Officers noted Council will be reviewing the streets after implementation through the usual LATM process to assess whether additional traffic calming measures need to be investigated.

The Chairperson queried how long it usually takes for the old signage to be updated to reflect the new restrictions. Council Officers advised that existing speed control signs in the area will be removed and replaced at the time of the speed limit reduction. Council Officers noted that incorrect signage can be reported to Council, and the relevant team will rectify.

The Representative for the Inner West Bicycle Coalition questioned whether it was more effective to notify motorists of speed limit changes via road markings or signage. Council Officers advised that the combination of using both road marking and signage was the most effective way, but it would depend on the circumstances.

The Representative for Transport for NSW advised that where you enter a speed zone change, there will often be both road marking and signage to notify motorists of the changes, but after that, signage is usually used to remind motorists of the speed limit.

The Representative for the Member of Summer Hill questioned if there would be various speed limits along a street (i.e. a part of Wardell Road is classified as a regional road, and a

part is classified as a local road). The Representative for Transport for NSW noted that they are looking to have consistent speed limits along the road where possible to prevent confusion for motorists.

No further advice provided by LTF members.

RECOMMENDATION:

That the proposed signage and line marking plans to support the reduction in posted speed limit from 50km/h to 40km/h in local roads in Areas 4, 9 and 10 of the Innerwest@40 study including areas of Leichhardt, Annandale, Dulwich Hill, Lewisham, Ashfield and Summer Hill, be approved.

LTF0226(1) Item 3 College Street, Balmain - Proposed Bicycles Excepted Signage (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC)

SUMMARY

Council has received requests from several residents in College Street, Balmain for a 'bicycle excepted' signage for the recently implemented one-way westbound restriction within College Street between Cameron and Curtis Road, Balmain. Under the NSW Road Rules, it is illegal for cyclists to travel against the one-way restriction.

Due to the low traffic volume and speeds within College Street, it is proposed that 'bicycles excepted' signage to supplement the existing one-way restriction be supported.

Officers Recommendation:

That 'bicycles excepted' signage be installed under the existing one-way westbound signs at College Street between Cameron Street and Curtis Road, Balmain as shown in the attached plan.

LTF Advice:

The Representative for the Inner West Bicycle Coalition noted that the cyclists are supportive of the recommendation.

No further advice provided by LTF members.

RECOMMENDATION:

That 'bicycles excepted' signage be installed under the existing one-way westbound signs at College Street between Cameron Street and Curtis Road, Balmain as shown in the attached plan.

LTF0226(1) Item 4 Thornley Street, Leichhardt - Proposed Kerb Extension (Leichhardt-Gulgadya Ward / Balmain Electorate / Leichhardt PAC)

SUMMARY

Council is planning to improve the intersection of Thornley Street at Cary Street, Leichhardt by constructing a kerb extension.

The proposal will improve pedestrian safety by reducing the pedestrian crossing distance

and will also provide sufficient space for replacement tree planting at the location.

Officers Recommendation:

That the design plan for the kerb extension on Thornley Street at Cary Street, Leichhardt (Attachment 1) be APPROVED.

LTF Advice:

The Representative for the Member of Balmain expressed disappointment in Council for cutting down the tree prior to building the kerb extension and urged Council to consider alternative solutions in future plans so that existing trees and vegetation can be retained.

Council Officers noted that the tree was removed to address access issues and that the construction of this kerb extension was not possible whilst the previous mature tree was in place. The kerb extension will be constructed prior to the replacement tree planting to allow for the tree to be planted in the appropriate location, to allow sufficient space for the tree to establish without impacting the footpath in future.

No further advice provided by LTF members.

RECOMMENDATION:

That the design plan for the kerb extension on Thornley Street at Cary Street, Leichhardt (Attachment 1) be APPROVED.

LTF0226(1) Item 5 Kingston Street, Haberfield - Proposed Traffic Calming Works (Gulgadya-Leichhardt Ward/Summer Hill Electorate/Burwood PAC)

SUMMARY

Council is planning to improve safety for all road users on Kingston Street, Haberfield, at Deakin Avenue by constructing kerb blister islands and pedestrian refuge islands. The proposal aims to enhance safety by better defining pedestrian crossing points, reducing conflicts between vehicles and pedestrians, and encourages a low-speed environment. These measures will help address concerns regarding pedestrian and motorist behaviour in the area, particularly during busy periods.

Officers Recommendation:

That the proposed two (2) pedestrian refuge islands on Kingston Street at Deakin Avenue, including four (4) kerb blister islands, kerb ramps, and signage as shown in the attached design plan No.10382.

LTF Advice:

No advice provided by LTF members.

RECOMMENDATION:

That the proposed two (2) pedestrian refuge islands on Kingston Street at Deakin Avenue, including four (4) kerb blister islands, kerb ramps, and signage as shown in the attached design plan No.10382.

LTF0226(1) Item 6 Wells Street, Newtown - Proposed Raised Continuous Footpath Treatment (Damun - Stanmore Ward / Newtown Electorate / Inner West PAC)

SUMMARY

Council has prepared a design plan to provide a continuous footpath for the intersection of Wells Street and King Street, Newtown. The intention of the proposal is to improve safety for pedestrians and motorists by better defining and prioritising movements across Wells Street whilst also reducing traffic speeds. The proposal will also address concerns regarding pedestrian and driver behaviour at this location.

Officers Recommendation:

That the detailed design plan (10366) for a proposed continuous footpath treatment on Wells Street intersecting with King Street, Newtown be approved.

LTF Advice:

The Representative for Transport for NSW noted that Council may want to consider removing the first parking spot on Wells Street at the corner of King Street to provide more room for vehicles to turn into the street.

Council Officers advised that they are comfortable retaining the parking spot as the truck movement was clear of the space and that this design does not affect the existing kerb alignment and turning movement of vehicles.

No further advice provided by LTF members.

RECOMMENDATION:

That the detailed design plan (10366) for a proposed continuous footpath treatment on Wells Street intersecting with King Street, Newtown be approved.

LTF0226(1) Item 7 Terminus Street, Petersham - Proposed Raised Pedestrian Crossing - Design Plan No.10368 - (Danum-Stanmore Ward / Newtown Electorate / Inner West PAC)

SUMMARY

This report details the design plan (No. 10368) for the construction of a raised pedestrian crossing and result of community consultation at the intersection of Terminus Street and Palace Street, Petersham. The Local Area Traffic Management (LATM) study in 2023 for the Petersham North Precinct indicated through collected data that a significant pedestrian desire line exists at this location. The study recommended that a raised pedestrian crossing be installed on Terminus Street to improve pedestrian connectivity to local businesses, Fort Street High School and Petersham Station. The design and construction of the proposed raised pedestrian crossing has received fifty percent contribution from the Federal Government Active Transport Fund and is included in Council's Traffic Facilities Capital Works Program for the 2025/2026 financial year.

Officers Recommendation:

That the detailed design plan (No. 10368) for the construction of a raised pedestrian crossing

at the intersection of Terminus Street and Palace Street, Petersham be approved in order to improve pedestrian safety at this location.

LTF Advice:

No advice provided by LTF members.

RECOMMENDATION:

That the detailed design plan (No. 10368) for the construction of a raised pedestrian crossing at the intersection of Terminus Street and Palace Street, Petersham be approved in order to improve pedestrian safety at this location.

LTF0226(1) Item 8 Dickson Street at King Street, Newtown – Redesign of existing refuge island - Design Plan 10365 (Damun-Stanmore Ward / Newtown Electorate / Inner West PAC)

SUMMARY

Council is planning to improve safety of pedestrians and motorists in Dickson Street (at King Street), Newtown by re-constructing the existing pedestrian refuge island to meet current standards. The proposal aims to improve pedestrian safety by providing a more effective and compliant pedestrian refuge island to ensure pedestrian movements across Dickson Street are made safer whilst also reducing traffic speeds. The proposal will address concerns regarding pedestrian and driver behaviour at this location.

Officers Recommendation:

That the detailed design plan for the proposed redesign of the existing refuge island in Dickson Street at King Street, Newtown and associated signs and line markings (as per Design Plan No.10365) be APPROVED.

LTF Advice:

No advice provided by LTF members.

RECOMMENDATION:

That the detailed design plan for the proposed redesign of the existing refuge island in Dickson Street at King Street, Newtown and associated signs and line markings (as per Design Plan No.10365) be APPROVED.

LTF0226(1) Item 9 Hardie Avenue (at Smith Street), Summer Hill-Proposed upgrade of an existing at level road crossing to a new raised pedestrian crossing.
(Djarrawunang-Ashfield Ward/Summer Hill Electorate/Burwood PAC).

SUMMARY

Council is planning to improve safety in Hardie Avenue, Summer Hill by constructing a new Raised Pedestrian Crossing near Smith Street to replace the existing 'at-grade' flat pedestrian crossing. The proposal aims to improve pedestrian and motorist safety by better

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

Officers Recommendation:

That the detailed design plan (10335) to up-grade an existing road level crossing to a proposed new raised crossing, with associated signs and line marking in Hardie Avenue at Smith Street, Summer Hill be approved.

LTF Advice:

No advice provided by LTF members.

RECOMMENDATION:

That the detailed design plan (10335) to up-grade an existing road level crossing to a proposed new raised crossing, with associated signs and line marking in Hardie Avenue at Smith Street, Summer Hill be approved.

LTF0226(1) Item 10 Robert Street at Queen Street, Ashfield- Proposed short-term road safety improvements. (Djarrawunang-Ashfield Ward/Summer Hill Electorate/Burwood PAC).

SUMMARY

Council has received varying concerns from residents regarding road safety around the Queen Street Early Learning Child-Care Centre in Robert Street at Queen Street. These concerns/requests range from changed traffic conditions (e.g. one-way), traffic conflict/sight view from the intersection, child/pedestrian safety to that of parking in the area.

The extent of these concerns and requests for improvements for road safety can have a broader wide impact upon the community and would normally be addressed under a Local Area Traffic Management (LATM) scheme. It is proposed in the short term that the following safety improvements be implemented in Robert Street as per the recommendation and shown in figure 1.

Officers Recommendation:

1. That the existing ‘No Stopping’ on the northern side of Robert Street, east of Queen Street, be extended 6 metres in length to an approximate distance of 19.0 metres east of Queen Street,

2. That ‘No Parking’ be sign posted across the dual driveway of 44 Queen Street and 21 Robert Street,

3. That the existing ‘GIVE WAY’ line marking at the Robert Street (east)/Queen Street intersection be removed and a new ‘STOP’ line be marked out and bought forward from the intersection.

4. That a painted island be marked out on the northern side of the Robert Street (east)/Queen Street intersection to align with the new ‘STOP’ line (item2), and

5. That additional ‘children’ warning signs be provided in Queen Street on the approaches to the intersection of Queen Street and Robert Street (east).

LTF Advice:

The Representative for the Member of Summer Hill questioned why the proposed road safety improvements were short-term.

Council Officers advised that they will also be investigating the potential for a 'One Way' restriction in the proposed treatment area.

No further advice provided by LTF members.

RECOMMENDATION:

1. **That the existing 'No Stopping' on the northern side of Robert Street, east of Queen Street, be extended 6 metres in length to an approximate distance of 19.0 metres east of Queen Street,**

2. **That 'No Parking' be sign posted across the dual driveway of 44 Queen Street and 21 Robert Street,**

3. **That the existing 'GIVE WAY' line marking at the Robert Street (east)/Queen Street intersection be removed and a new 'STOP' line be marked out and bought forward from the intersection.**

4. **That a painted island be marked out on the northern side of the Robert Street (east)/Queen Street intersection to align with the new 'STOP' line (item2), and**

5. **That additional 'children' warning signs be provided in Queen Street on the approaches to the intersection of Queen Street and Robert Street (east).**

LTF0226(1) Item 11 Arthur Street, Marrickville - Proposed Raised Continuous Footpath Treatment - Design Plan No.10361 (Midjuburi-Marrickville Ward / Summer Hill Electorate / Inner West PAC)

SUMMARY

This report details the design plan (No. 10361) for the construction of a raised continuous footpath treatment, redesign of garden beds, adjustment to existing parking arrangements and result of community consultation at the intersection of Arthur Street and Illawarra Road, Marrickville. Council's Pedestrian Access and Mobility Plan (PAMP) identified a 'high' priority opportunity to install a raised continuous footpath treatment across Arthur Street, Marrickville. The intersection is located along a key pedestrian link connecting pedestrians to the Marrickville Train Station and Marrickville Town Centre. Council has subsequently completed detail design and community consultation for the proposal.

Officers Recommendation:

That the detailed design plan (No. 10361) for the construction of a raised continuous footpath treatment, redesign of garden beds, and adjustment to existing parking arrangements at the intersection of Arthur Street and Illawarra Road, Marrickville be approved in order to improve pedestrian safety at this location.

LTF Advice:

No advice provided by LTF members.

RECOMMENDATION:

That the detailed design plan (No. 10361) for the construction of a raised continuous footpath treatment, redesign of garden beds, and adjustment to existing parking arrangements at the intersection of Arthur Street and Illawarra Road, Marrickville be approved in order to improve pedestrian safety at this location.

LTF0226(1) Item 12 Fishers Reserve, Petersham - Proposed Raised Continuous Footpath Treatment (Damun - Stanmore Ward / Newtown Electorate / Inner West PAC)

SUMMARY

Council has prepared a design plan to provide a continuous footpath for the intersection of Fishers Reserve and Palace Street, Petersham. The intention of the proposal is to improve safety for pedestrians and motorists by better defining and prioritising movements across Fishers Reserve whilst also reducing traffic speeds. The proposal will also address concerns regarding pedestrian and driver behaviour at this location.

The design and construction of the proposed continuous footpath treatment has received fifty percent contribution from the Federal Government Active Transport Fund and is included in Council's Traffic Facilities Capital Works Program for the 2025/2026 financial year.

Officers Recommendation:

That the detailed design plan (10367) for a proposed continuous footpath treatment in Fishers Reserve at its intersection with Palace Street, Petersham be approved.

LTF Advice:

No advice provided by LTF members.

RECOMMENDATION:

That the detailed design plan (10367) for a proposed continuous footpath treatment in Fishers Reserve at its intersection with Palace Street, Petersham be approved.

LTF0226(1) Item 13 Bunnings Tempe Local Area Traffic Management - Design Plan No. HD202 (Midjuburi-Marrickville Ward / Heffron Electorate / Inner West PAC)

SUMMARY

The 2021 Tempe South Local Area Traffic Management (LATM) study was re-exhibited in 2022 due to safety and amenity concerns raised by the community regarding the study and the Bunnings Tempe development. Further examination on alternate access arrangements from the Bunnings Tempe development have been conducted and in September 2022, Council approved the Local Area Traffic Management study. Subsequently, design plans were finalised with consideration of community feedback.

This report details the design plans for traffic treatments in the Tempe South Precinct and recommends approval with changes due to the results of community consultation.

Officers Recommendation:

1. That the detailed design plans (No. HD202, revision 4) be approved for the:
   a) Construction of landscaped kerb blisters and speed cushions on Holbeach Avenue, Tempe (Drawing No. LATM4).
   b) Construction of a raised concrete threshold with the inclusion of bollards and chains (on footpath) near South Street on Wentworth Street, Tempe (Drawing No. LATM5).
   c) Construction of a raised concrete threshold with the exclusion of bollards and chains (on footpath) near Princes Highway on Wentworth Street, Tempe (Drawing No. LATM6).
   d) Construction of a raised concrete threshold and renewal of linemarking with the exclusion of rumble bars on Edwin Street, Tempe (Drawing No. LATM9 and LATM11).
   e) Construction of a raised concrete threshold, installation of an at-grade contrasting pavement treatment, and renewal of linemarking with the exclusion of rumble bars on Tramway Street, Tempe (Drawing No. LATM10 and LATM11).
   f) Installation of an at-grade contrasting pavement treatment on Barden Street, Tempe (Drawing No. LATM12).
   g) Installation of an at-grade contrasting pavement treatment on Fanning Street, Tempe (Drawing No. LATM13).
   h) Installation of an at-grade contrasting pavement treatment on Hart Street, Tempe (Drawing No. LATM14).
   i) Installation of an at-grade contrasting pavement treatment on Station Street, Tempe (Drawing No. LATM15).

2. That Council in principle support a 10km/h shared zone on Union Street, Tempe between Princes Highway and School Lane (Drawing No. LATM7 and LATM8) subject to approval from TfNSW.

LTF Advice:

The Chairperson raised concerns from residents regarding Brooklyn Street and Brooklyn Lane becoming a rat run due to the inability to enter Union Street from Smith Street and requested that Council signpost Brooklyn Lane as ‘Local Traffic Only’. Council Officers noted that a 40km/hr sign will be implemented on Brooklyn Street and Lane and that a review on the Tempe South LATM scheme will be undertaken 6 months after the opening of the Tempe Bunnings development to determine if any additional changes are required. It should be noted that likely “rat runners” are more likely to use Brooklyn Street to School Lane and then the remaining section of Union Street as Brooklyn Street is a much wider street.

The Chairperson also requested that the ‘Left and Right Only to Princes Highway’ sign at the intersection of Princes Highway and Union Street be made larger, and that a green left and right arrows at the existing traffic signals. Council Officers advised that there are two signs advising left and right movements only from Smith Street onto the Princes Highway. The first is at the signals and there is a second on Smith Street some 10m from the traffic signals. In order to further reinforce the left and right only movements Council Officers will be adding signage further south on Smith Street to advise they cannot enter Union Street from Smith Street. Council Officers advised that in relation to the traffic signal lanterns, they have forwarded the suggestion to Transport for NSW for consideration, as they have jurisdiction over the traffic signals.

The Chairperson noted that, should the ‘10km/h Shared Zone’ be approved in Union Street, it will then go into the existing ‘40km/h School Zone’ near School Lane and questioned if it would be possible to make the whole section a ‘10km/h Shared Zone’ instead of having cars driving at 10km/h then 40km/h. Council Officers noted that converting the whole section into a ‘10km/h Shared Zone’, would likely require the removal of the existing pedestrian crossing as well as potential complications associated with cars parking near the school gate blocking

access as well as having young students walking between parked vehicles within the shared zone. Council officers will discuss this proposal further with TfNSW to develop a suitable treatment for Union Street.

The Chairperson noted that there were no proposed traffic calming treatments for Stanley Street, Tempe and noted that this may turn the street into a rat run. Council Officers advised that there was low community support, as well as low speed and traffic volumes, which is why traffic calming treatments are no longer proposed. It was also noted that Stanley Street was recently signposted as a 40km/h zone.

No further advice provided by LTF members.

RECOMMENDATION:

1. **That the detailed design plans (No. HD202, revision 4) be approved for the:**
   a) **Construction of landscaped kerb blisters and speed cushions on Holbeach Avenue, Tempe (Drawing No. LATM4).**
   b) **Construction of a raised concrete threshold with the inclusion of bollards and chains (on footpath) near South Street on Wentworth Street, Tempe (Drawing No. LATM5).**
   c) **Construction of a raised concrete threshold with the exclusion of bollards and chains (on footpath) near Princes Highway on Wentworth Street, Tempe (Drawing No. LATM6).**
   d) **Construction of a raised concrete threshold and renewal of linemarking with the exclusion of rumble bars on Edwin Street, Tempe (Drawing No. LATM9 and LATM11).**
   e) **Construction of a raised concrete threshold, installation of an at-grade contrasting pavement treatment, and renewal of linemarking with the exclusion of rumble bars on Tramway Street, Tempe (Drawing No. LATM10 and LATM11).**
   f) **Installation of an at-grade contrasting pavement treatment on Barden Street, Tempe (Drawing No. LATM12).**
   g) **Installation of an at-grade contrasting pavement treatment on Fanning Street, Tempe (Drawing No. LATM13).**
   h) **Installation of an at-grade contrasting pavement treatment on Hart Street, Tempe (Drawing No. LATM14).**
   i) **Installation of an at-grade contrasting pavement treatment on Station Street, Tempe (Drawing No. LATM15).**

2. **That Council in principle support a 10km/h shared zone on Union Street, Tempe between Princes Highway and School Lane (Drawing No. LATM7 and LATM8) subject to approval from TfNSW.**

LTF0226(1) Item 14 Wardell Road, Marrickville - Proposed Raised Pedestrian Crossing (Midjuburi-Marrickville Ward and Djarrawunang-Ashfield Ward / Summer Hill Electorate / Inner West PAC)

SUMMARY

At the Council Meeting held on 18 November 2025, a Notice of Motion (NoM) for “Wombat Crossing or Other Pedestrian Improvements for Wardell Road” (C1025(1) Item 31) was considered. The subsequent resolution stated that Council review pedestrian and cyclist safety at the crossing point on Wardell Road, just north of the Cooks River Bridge, and to assess the feasibility of installing a wombat crossing or other appropriate pedestrian safety measures.

Council has collected traffic, and pedestrian counts at the location, and the results reveal that a pedestrian crossing facility at this location would comply with Council's Pedestrian Crossing Warrant Policy. The location of the proposal is located along a straight stretch of Wardell Road and there are no geometric concerns with the location. Therefore, it is recommended that a raised pedestrian crossing be approve in principle on Wardell Road, Marrickville just north of the Cooks River Bridge and that a detailed design be undertaken and brought back to the Local Transport Forum for consideration.

Officers Recommendation:

1. That a raised pedestrian crossing be approved in principle on Wardell Road to replace the existing pedestrian refuge island on Wardell Road near Riverside Crescent, Marrickville.
2. That the proposed raised pedestrian crossing on Wardell Road be included for consideration in Council's Traffic Facilities Capital Works Program for funding in 2026/2027 financial year.
3. That a detailed design for the proposed pedestrian crossing be brought back to the Local Transport Forum for consideration, including the results of community engagement.

LTF Advice:

No advice provided by LTF members.

RECOMMENDATION:

1. **That a raised pedestrian crossing be approved in principle on Wardell Road to replace the existing pedestrian refuge island on Wardell Road near Riverside Crescent, Marrickville.**
2. **That the proposed raised pedestrian crossing on Wardell Road be included for consideration in Council's Traffic Facilities Capital Works Program for funding in 2026/2027 financial year.**
3. **That a detailed design for the proposed pedestrian crossing be brought back to the Local Transport Forum for consideration, including the results of community engagement.**

LTF0226(1) Item 15 Tempe Station Parking Study (Midjuburi-Marrickville Ward / Heffron Electorate / Inner West PAC)

SUMMARY

This report outlines the investigation completed in the residential streets surrounding Tempe Station to assess parking impacts due to the opening of the Metro at Sydenham Station and closure of the T3 Bankstown Line. It provides an assessment of parking occupancy rates on a typical weekday and weekend, and if the results warrant any further parking restrictions in the area.

Officers Recommendation:

That the Local Transport Forum Committee receive and note the report.

LTF Advice:

The Representative for the Inner West Bicycle Coalition questioned why the Concordia Club car park in Tempe was not included in the Tempe Station Parking Study.

Council Officers advised that this particular study focused on parking in residential streets and whether additional residential parking restrictions needed to be provided. It was also noted that there are existing restrictions within the Concordia Club car park.

No further advice provided by LTF members.

RECOMMENDATION:

That the Local Transport Forum Committee receive and note the report.

LTF0226(1) Item 16 Mackey Park Resident Parking Scheme (Midjuburi - Marrickville Ward / Summer Hill Electorate / Inner West PAC)

SUMMARY

Council resolved to undertake community consultation to extend the Resident Parking Scheme Area M2 to the industrial precinct around Carrington Road, Cary Street and Renwick Street. This report presents the results of the first phase of consultation completed in the following streets:

- Thornley Street, south of Premier Street;
- Richardson Crescent, east of Carrington Road;
- Carrington Road between Premier Street and Richardson Crescent; and
- Cary Street between Carrington Road and Johnston Lane

The results from the community consultation between July and August 2024 indicated a low response rate from the area of consultation with a high support rate for resident parking schemes within the area. Due to the low response rate, the proposed parking restrictions were not recommended for installation. To address concerns regarding the low response rate but high support rate received from the respondents, Council officers have followed up with a separate community consultation that focuses on the streets that provided a high support rate for a resident parking scheme and to ensure that the response rate was not affected by neighbouring streets.

Based on the breakdown of support rate, it is recommended that parking restrictions with angled parking be approved in Cary Street and that no parking restrictions be installed in Thornley Street, Richardson's Crescent and Carrington Road at this time.

Officers Recommendation:

1. That the proposed '2P 8am-6pm Monday-Friday, Permit Holders Excepted Area M2' restrictions on Thornley Street not be supported.

2. That the proposed 90-degree angled parking between no. 89 and no.103a Cary Street with Resident Parking Scheme restrictions stating '2P 8am-6pm Mon-Fri, Permit Holders Excepted Area M2' on the northern side of Cary Street (between Carrington Road and Johnston Lane) be approved.

3. That the community engagement results for the proposed '2P 3pm-9pm Monday-Friday; 6P 8am-6pm Saturday-Sunday' restrictions on the southern side of Carrington Road be noted and that these results be combined with further community engagement to be undertaken with residents north of Cary Street.

4. That the community engagement results for the proposed '2P 3pm-9pm Monday-Friday;

6P 8am-6pm Saturday-Sunday' restrictions on the western side of Richardson's Crescent be noted and that these results be combined with further community engagement to be undertaken with residents north of Cary Street.

LTF Advice:

The Chairperson noted a resident's concerns regarding difficulty in finding parking near to drop her children off at the Child Care on Premier Street. Council Officers advised that they could investigate potential short-term parking restrictions specific to the Child Care's needs.

No further advice provided by LTF members.

RECOMMENDATION:

1. **That the proposed '2P 8am-6pm Monday-Friday, Permit Holders Excepted Area M2' restrictions on Thornley Street not be supported.**

2. **That the proposed 90-degree angled parking between no. 89 and no.103a Cary Street with Resident Parking Scheme restrictions stating '2P 8am-6pm Mon-Fri, Permit Holders Excepted Area M2' on the northern side of Cary Street (between Carrington Road and Johnston Lane) be approved.**

3. **That the community engagement results for the proposed '2P 3pm-9pm Monday-Friday; 6P 8am-6pm Saturday-Sunday' restrictions on the southern side of Carrington Road be noted and that these results be combined with further community engagement to be undertaken with residents north of Cary Street.**

4. **That the community engagement results for the proposed '2P 3pm-9pm Monday-Friday; 6P 8am-6pm Saturday-Sunday' restrictions on the western side of Richardson's Crescent be noted and that these results be combined with further community engagement to be undertaken with residents north of Cary Street.**

LTF0226(1) Item 17 Unnamed Laneway, Marrickville rear of Church Street and Warren Road - Adjustment to No Parking Restriction (Midjuburi-Marrickville Ward / Summer Hill Electorate / Inner West PAC)

SUMMARY

This report outlines the existing parking challenges within an unnamed laneway at the rear of Church Street and Warren Road, Marrickville. Concerns have been raised regarding access to the rear garage of No.12 Church Street in the northbound direction when cars are parked partially across the driveway No.43 Warren Road. Vehicles parked in this arrangement block access to the rear garage of No.12 Church Street due to insufficient road width to accommodate the turning circle of a car. Two options have been proposed to alleviate the access issue at the location with a preference for Option 1, and further consideration be given to Option 2 should access issues continue. Option 1 proposes extending the existing 'No Parking' restriction on the southern side of the unnamed laneway by a further 2m to the rear gate of No.43 Warren Road. Option 2 proposes extending the 'No Parking' restriction a further 9m to the power pole at the rear of No.43 Warren Road.

Officers Recommendation:

1. That the existing 'No Parking' restriction on the southern side of the laneway (at the rear of Church Street and Warren Road, Marrickville) be extended west by 2m, up to the gate of No.43 Warren Road (Option 1).

2. That if access issues continue, further consideration be given to extending the 'No Parking' restriction on the southern side of the laneway by a further 9m (Option 2).

LTF Advice:

Mr Gino Odelli and Mr Stephen Odelli entered the meeting at 11.03am.

Mr G Odelli and Mr S Odelli opposed the recommendation, noting that this will compromise their ability to park in the laneway and preferred that no changes be made to the current parking arrangements in the laneway. Mr S Odelli noted that it is difficult to park on Warren Road due to the road being relatively narrow, and oftentimes parking on Warren Road has led to damage to his vehicle. Mr S Odelli noted that the current parking arrangements allow him to securely park his work vehicle, which contains his expensive work tools as well as allows his car insurance premium to remain affordable. Mr S Odelli noted the laneway is tight and narrow, and that all the driveways and garages on this lane have to manoeuvre carefully to access their homes due to the limited space in the area. Mr S Odelli noted that neighbouring properties are still able to access their properties from one direction.

Mr Gino Odelli and Mr Stephen Odelli left the meeting at 11.10am.

Council Officers tabled comments from a resident opposing the recommendation noting that Option 1 will not provide full access to their property, given the activity and parking in the laneway and noted that they would like full access to fulfil their carer role for their parents. It was also queried why the residents of 43 Warren Road are given 2 additional on-street parking spaces when they have off-street parking.

Council Officers also advised that there was an error in the background section of the report, noting that No.19 Church Street, Marrickville should read as No.12 Church Street, Marrickville.

Council Officers noted that there have been reports of residents having difficulty accessing the laneway due to cars being parked illegally right on the corner of the streets as well as cars being parked close to the bend of the laneway, making it difficult to access the lane.

The Chairperson suggested that no changes be made to the existing 'No Parking' in the laneway at the rear of Church Street and Warren Road, Marrickville, noting that either party would not be satisfied with the proposed option. The Chairperson also suggested that Council Officers review potential 'No Parking' restrictions at the bend in the laneway as well as the intersection of Church Street and the Unnamed Lane, to see if that would alleviate the issue without having to remove parking.

No further advice provided by LTF members.

RECOMMENDATION:

1. **That no changes be made to the existing 'No Parking' at the rear of No.43 Warren Road, Marrickville,**
2. **Council Officers investigate upgrading parking restrictions at bend in the laneway as well as the intersection of Church Street and the Unnamed Lane.**

General Business

Item 18: Rat Running on Illawarra Road (northern part), Marrickville

The Chairperson noted that many residents have raised concerns regarding rat running and safety issues on Illawarra Road (northern section), noting that cars often get swiped due to the narrowness of the road. It was noted that the resident would like Council to consider putting in parklets on the northern part of Illawarra Road to reduce traffic volumes and alleviate the current issues. Council Officers advised that they would investigate the matter noting that a supporting traffic study would be required to consider the impacts of such a proposal.

Item 19: Investigate the potential for a footpath on South Street, Tempe

The Chairperson noted that there is currently no footpath on South Street that leads to the Tempe Recreation Reserve. It was noted that South Street is quite a narrow street, and that with the upcoming opening of the Bunnings Tempe store, traffic in the area is likely to increase which may create a safety risk for pedestrians in the area. It was also noted that there are some large trees that impede the access of people wanting to walk on the grass verge. Council Officers advised that they would investigate the matter.

Item 20: Electricity pillar on Union Street, Tempe impeding footpath access

The Chairperson advised that an electrical pillar has recently been installed on Union Street, Tempe, blocking access for pedestrians to walk past on the footpath safely. Council Officers advised that they have written to the relevant stakeholder. It was noted that once the area gets redeveloped, Council will write to the developer to seek to get some land dedicated back to Council so that the footpath can be widened.

Item 21: Request for Red Light Camera on Princes Highway, Tempe

The Representative for the Member of Balmain queried if a ‘Red light camera’ could be installed on Princes Highway, Tempe as there was a recent fatality in the area. The Representative for Transport for NSW advised that community members can make a submission to the Centre of Road Safety for review and consideration.

Item 22: Investigate the potential for a pedestrian crossing on Anthony Street at Edwin Street, Croydon

The Representative for the Inner West Bicycle Coalition requested that Council investigate the potential of a pedestrian crossing on Anthony Street at the intersection of Edwin Street, Croydon, in light of the recently adopted ‘Pedestrian Crossing Warrant Policy.’ The Member for the Inner West Bicycle Coalition noted that motorists often use Anthony Street as a rat run. Council Officers advised that they would investigate the matter.

Item 23: Review of ‘One Way Bicycles Excepted’ signage on John Street, Colgate Street and Little Darling Street, Balmain

The Representative for the Inner West Bicycle Coalition requested the Council review the suitability of implementing ‘One Way Bicycles Excepted’ restrictions on John Street, Colgate Street and Little Darling Street, Balmain. Council Officers advised they would investigate this

matter.

Item 24: Review of the footpath on Victoria Road, between Quirk Street and Robert Street, Rozelle

The Representative for the Member of Balmain raised concerns from a resident regarding the safety of the footpath on Victoria Road, between Quirk Street and Robert Street, Rozelle and questioned if anything can be done to improve the safety of the area such as trimming vegetation. The Representative for Transport for NSW advised the Representative for the Member of Balmain to forward the details to him so he can pass on the information to the relevant team to review.

Item 25: Advertisement flag blocking pedestrian sightlines in Ramsay Street, Haberfield

The Representative for the Member of Summer Hill noted that at the intersection of Ramsay Street and Kingston Street, Haberfield, a business has put up an advertisement feather flag in one of the planter boxes on the road and that it is impeding pedestrian sightlines. The Representative for the Member of Summer Hill requested that Council review the signage and request that it be removed. Council Officers advised that they would pass on the information to the relevant team to review.

Meeting closed at 12.41pm.

CHAIRPERSON

Clr Victor Macri

Item 1

Item No: **LTF0326(1) Item 1**

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

Prepared By: Jennifer Adams - Traffic Engineer

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

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

1. **A 5.5m restriction in the first parking space after the 10m 'No Stopping' zone (near turning area) on the northern side of Orchard Crescent west of Murrell Street, Ashfield.**

2. **A 5.5m restriction in the first parking space after the existing 'No Stopping' restriction on the northern side of Salisbury Road outside No.182-184 Salisbury Road east of Mallett Street, Camperdown.**

3. **A 5.5m restriction on the eastern side of McGill Street (after the driveway to No.1-3 McGill Street) south of Hudson Street, Lewisham.**

4. **A 5.5m restriction in the first parking space (after the 'No Parking' sign) on the eastern side of Livingstone Road north of Marrickville Road, Marrickville outside No.178-180 Livingstone Road.**

5. **A 6m restriction in the first parking space between the garden beds on the southern side of Nagurra Place (east of the speed hump and outside the playground), Rozelle.**

6. **A 5.5m restriction in first parking space after the 'No Stopping' sign on the eastern side of Edward Street south of Flour Mill Way, Summer Hill.**

STRATEGIC OBJECTIVE

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

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

A request has been received from Flexicar to install 6 on-street dedicated 'Car Share' parking spaces for existing floating car share vehicles around the Inner West.

BACKGROUND

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

One of the benefits of a car share scheme is that one shared vehicle can replace several private vehicles that would otherwise compete for local parking. The scheme also reduces

overheads for residents who don't need to own a car. Other benefits align to Council's Integrated Transport Strategy by supporting sustainable transport as a part of its drive to:

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

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

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

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

It should be noted that car share parking spaces located in front of single dwellings are given low priority and avoided in most circumstances. Consultations are also carried out with residents and businesses in the immediate vicinity of the proposed parking space.

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

DISCUSSION

A report went to Local Traffic Committee at its 16 June 2025 meeting detailing 8 locations for dedicated Flexicar car share parking spaces, 7 locations were recommended by the Committee and installed in late 2025. Those locations were:

1. Regent Street at Trafalgar Street Petersham
2. Railway Avenue at Liberty Street Stanmore
3. 2 Edgeware Road Enmore
4. Salisbury Road at Percival Road Stanmore
5. 26 Seaview Street Dulwich Hill
6. Barwon Park Road at Princes Highway St Peters
7. Guihen Street at Booth Street Annandale

Proposed new Locations

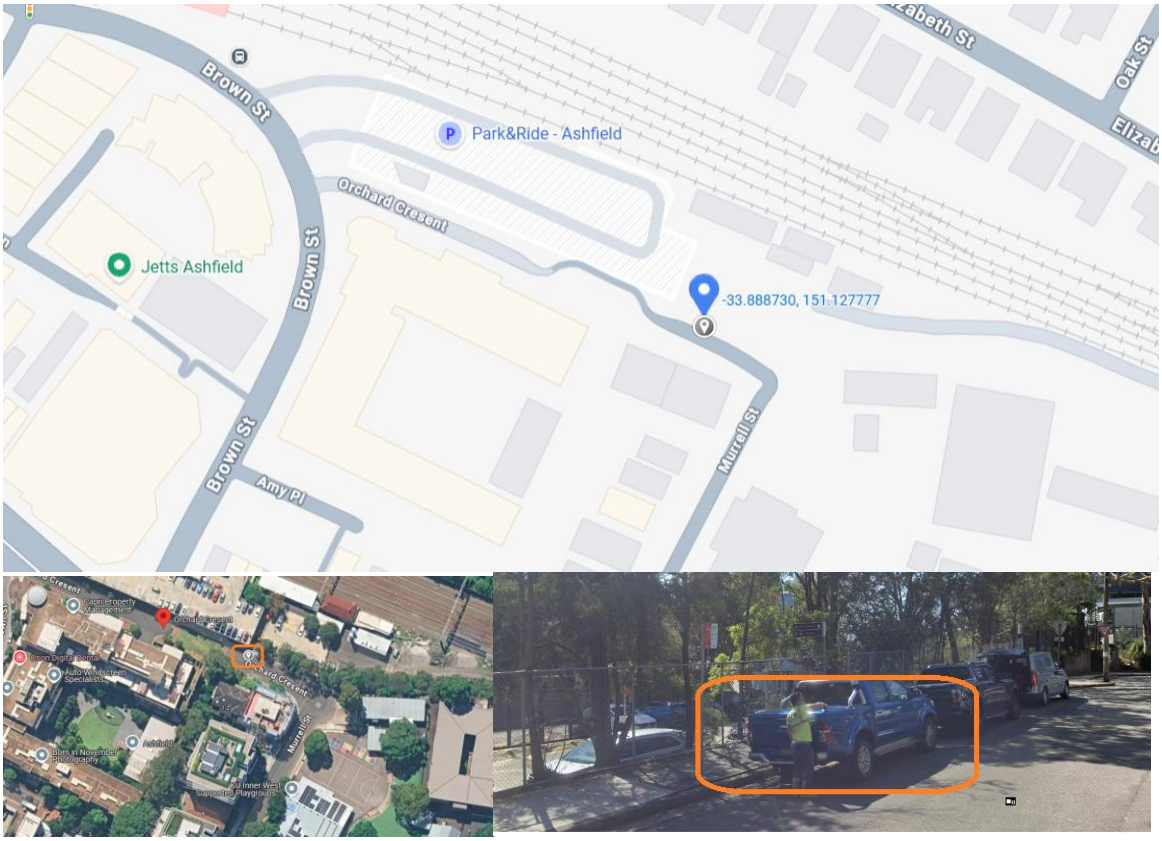
A request has been received from Flexicar for the installation of on-street dedicated car share parking spaces within Inner West. The locations given are:

1. Ashfield - Orchard Crescent
2. Camperdown - 182-184 Salisbury Road
3. Lewisham - McGill Street
4. Marrickville - 159 Livingstone Road

5. Rozelle - Nagurra Place
6. Summer Hill - Edward Street (South of Flour Mill Way)

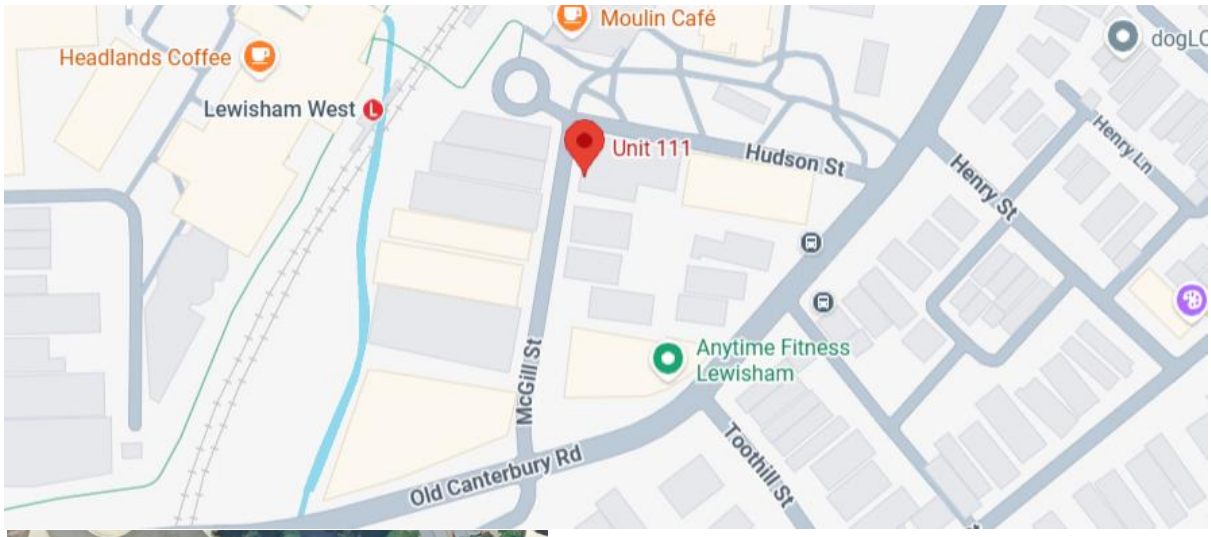
The nominated Flexicar locations are detailed below:

1. **Ashfield - Orchard Crescent**
   First '1P 8.30am-6pm Mon-Fri 8.30am-12.30pm Sat' space after the 'No Stopping' zone sign (after turning area) on northern side Orchard Crescent west of Murrell Street (-33.8887, 151.127716). Currently there is no data for usage in Ashfield for the 24 local members.



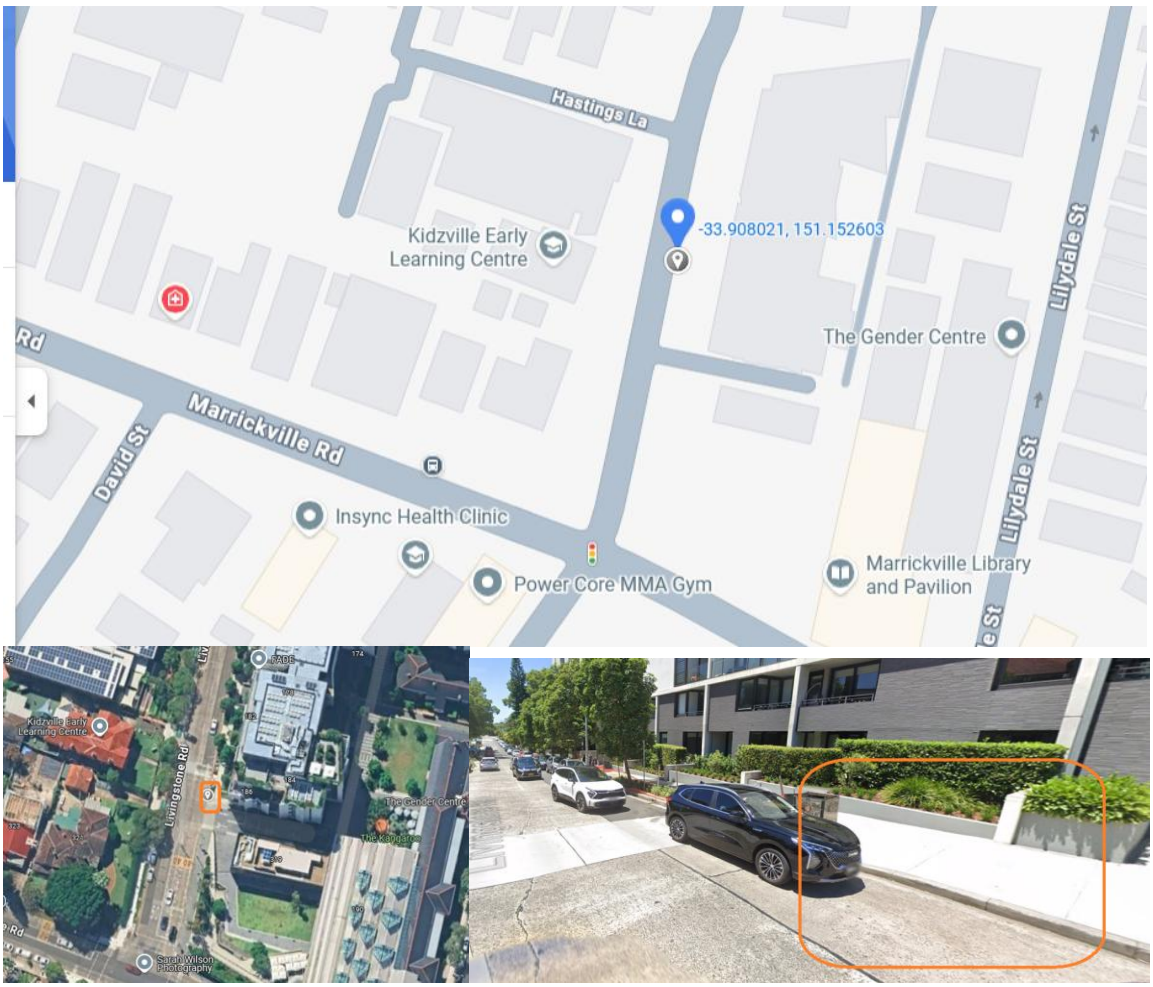
2. **Camperdown - 182-184 Salisbury Road**
   First unrestricted space after the existing 'No Stopping' zone sign (on power pole) on the northern side of Salisbury Road east of Mallett Street (-33.891202, 151.178193). Provided data indicates that there are 7 members in postcode 2048 with an average of 2 bookings per month.

3. **Lewisham - McGill Street**
   Unrestricted parking space on the eastern side (after the driveway to No.1-3 McGill Street) south of Hudson Street (-33.894190, 151.143956). There are 19 members in the postcode 2049 and no data for average bookings per month in the locality.



4. **Marrickville – No.178-180 Livingstone Road**
   First unrestricted parking space (after the 'No Parking' zone sign) on eastern side of Livingstone Road north of Marrickville Road (-33.908021, 151.152603). There are 26 members listed for postcode 2204 and no data on bookings in the area.

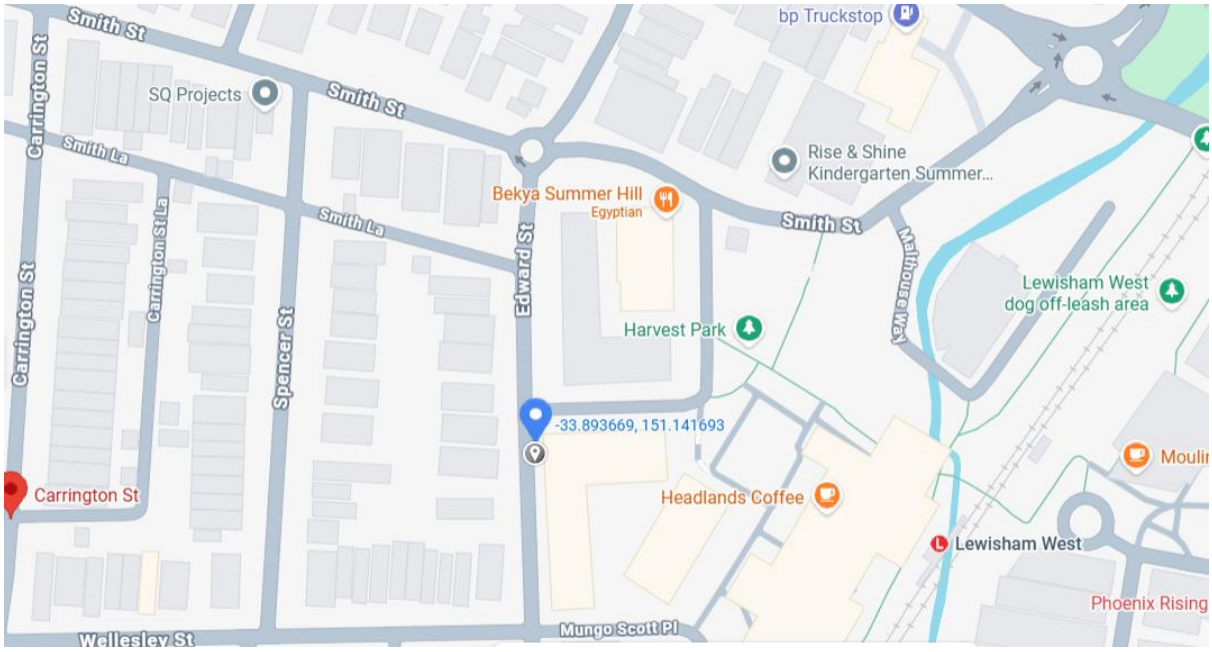
Item 1

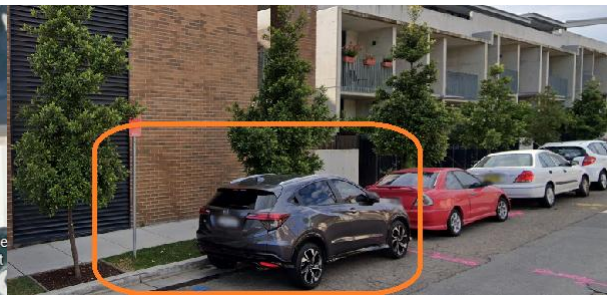


5. **Rozelle - Nagurra Place**
First '2P 8am-10pm Mon-Fri' parking space (between garden beds) on the southern side of Nagurra Place east of the speed hump (-33.861297, 151.168269). There is no data for usage for the 8 members in postcode 2039

6. Summer Hill - Edward Street (South of Flour Mill Way)

Unrestricted parking space on the eastern side of Edward Street south of Flour Mill Way in first parking space after the 'No Stopping' zone sign (-33.893669, 151.141693). There are 7 members in the postcode 2130 and no data for average bookings per month in the locality.





OFFICERS COMMENTS

Community consultation was led by Flexicar representatives between 7 August and 31 October 2025. Letters were distributed to local residents within 100 metres of each proposed space.

A summary of each location is presented below.

	Location	Letters sent - Responses	Resident comments	Supported / not supported
1	**Ashfield - Orchard Crescent -** northern side Orchard Crescent west of Murrell Street -33.8887 151.127716 Currently '1P 8.30am-6pm Mon-Fri 8.30am-12.30pm Sat' restrictions	Consultation 1-26 September 2025 98 letters sent 0 responses Response rate = 0% 		Proposed site meets Council's car share Policy – Within immediate proximity to public transport services such as a rail/metro station/stop and within medium high density residential area **Supported** – first space after the 'No Stopping' sign (after turning area) on northern side Orchard Crescent west of Murrell Street
2	**Camperdown - 182-184 Salisbury Road** -33.891202 151.178193 Currently unrestricted	Consultation 1-26 September 2025 124 letters sent 0 responses 		Proposed site meets Council's car share Policy – within medium density residential area **Supported** - First space after the existing "No Stopping' sign (on power pole) on the northern side of Salisbury Road east of Mallett Street
3	**Lewisham - McGill Street** -33.894190 151.143956 Currently unrestricted	Consultation 7-31 August 2025 210 letters sent 1 response 1 objection (100%) 	*does not think the proposed car share space is a good idea and viable option for the long term prospects of the neighbourhood as parking on McGill is already incredibly sparse. The installation of a car space would be taking away from some residents ability to park (not all of the residents living in apartments have designated car spaces) and with the building of*	Proposed site meets Council's car share Policy – within medium high density residential area **Supported** - First space on eastern side (after the driveway to 1-3 McGill Street) south of Hudson Street

			more apartments on McGill st, the parking is only going to get more limited in the not-too-distant future.	
4	**Marrickville – 178-180 Livingstone Road** -33.908021 151.152603 Currently unrestricted	Consultation 7-31 October 2025 252 letters sent 4 responses 1 support (25%) 3 objections (75%) 	*this space is already used by vehicles to park illegally; it is the apartment bin collection area; line of sight will be affected for left turning vehicles;busy imntersection;already GoGet spaces nearby; better situated at Robert Street in order not to impede on an intersection* *Location is not suitable for carshare;location is currently the buildings rubbish pick up and deliveries;car spaces are limited;already 2 x GoGet spaces in library parking along with uber and lime bikes;too close to driveway; suggest to relocate to centre of Marrickville with lots of open car spaces* *The proposal is in the same location as a former 'no'parking' sign, yet to be replaced.The proposal does not provide a benefit for everyone;resident is disabled and unable to drive and required these zones for pick up*	Proposed site meets Council's car share Policy – Adjacent to a public facility such as a leisure centre or library and within medium high density residential area. The location will not be within the existing 'No Parking' area. **Supported** – The location will be the first legal parking space (after the 'No Parking' sign) on eastern side of Livingstone Road north of Marrickville Road
5	**Rozelle - Nagurra Place** -33.861297 151.168269 Currently '2P 8am-10pm Mon-Fri' restrictions	Consultation 7-31 August 2025 108 letters sent 5 responses 1 support (20%) 1 support but in alternative location (20%) 3 objections (60%)	*I encourage the Inner West Council to approve and actively support the rollout of Flexicar and Carshare services within Rozelle.* *The proposed space in my view is permissible in Nagurra Place however the selected space is in the wrong location….position selected is adjacent to the playground and this specific carspace is excellent for parents, young children and strollers.*	Proposed site meets Council's car share Policy – Adjacent to public land such as a park and within medium high density residential area. **Supported** - First parking space in between garden beds on the southern side of Nagurra Place east of the speed hump

			Parking is difficult enough for the shop, cafe, children's playground, and restaurants in the street without taking up a permanent place for a car share veichcle which would be better suited in Terry St, maybe closer to the corner of Victoria Rd. *Does not support car share spaces as parking is an absolute premium on Nagurra Place given the retail and residential density. The retail relies on turn over of the parking spaces. There are only 20 limited time parking spaces in the street. (2 similar comments)*	
6	**Summer Hill - Edward Street (South of Flour Mill Way)** -33.8887 151.127716 Currently '1P 8.30am-6pm Mon-Fri 8.30am-12.30pm Sat' restrictions	Consultation 7-31 August 2025 75 letters sent 4 responses 1 support but in alternative location (25%) 3 objections (75%) 	*..prefer if the spot was on the other side of the street where it has a 2hr parking limit, not on the all day parking side. It's hard enough to park in Summer Hill. Around the Flour Mill precinct there is already car share parking. (2 similar comments)* *The chosen proposed space…on the wrong side of the Street to begin with. It needs to be on the opposite side of the street being the Mon-Fri 8am-5pm restriction. The proposed space dedicated to a Flexicar would then not reduce the long term parking space that is currently proposed……. placement of the flexi-car spot would be more suitable in the existing 2-hour times spots of which there are many.* *Does not support car share spaces as parking in Edward Street is often*	Proposed site meets Council's car share Policy – on side boundary and within medium density residential area. There are two other car share spaces in the locality one in Flour Mill Way and the other in Wellesley Street. **<u>Supported</u>** – first space after statutory 10m 'No Stopping' sign on the eastern side of Edward Street south of Flour Mill Way

			impossible, particularly on those Sunday mornings when markets are held on the old Flour Mill's… Contributing to the problem during the week is the scarcity of patrols by Council's parking officers, and the apparent impunity with which some business vehicles regularly park in the parking permit areas for well in excess of the 2 hours limit. …parking permits are of limited utility under current parking rules…. There is no need for additional parking reservation for car share businesses, as there are two sites in Flour Mill Drive …. We believe the onus for finding car hire/share sites is the responsibility of the car share business, not council, and certainly not at the expense and inconvenience of residents…. To improve the parking situation in Edward Street, Council should consider making changes to improve resident parking, and two suggestions are put forward • Council to extend the permit area hours for Area 13 to operate 24 hours a day, 7 days a week. • Council to increase regular parking patrols .	

A location map of existing and proposed Flexicar car share parking spaces is provided in *Attachment 1*.

Concept diagrams of the proposed nominated locations are provided in *Attachment 2*.

FINANCIAL IMPLICATIONS

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

ATTACHMENTS

1.⇩ Location map of existing and proposed Flexicar car share parking spaces
2.⇩ Concept diagrams of the proposed car share parking locations

Attachment 1

Location map of existing and proposed Flexicar car share parking spaces

RED – Flexicar's existing designated bays within Inner West Council

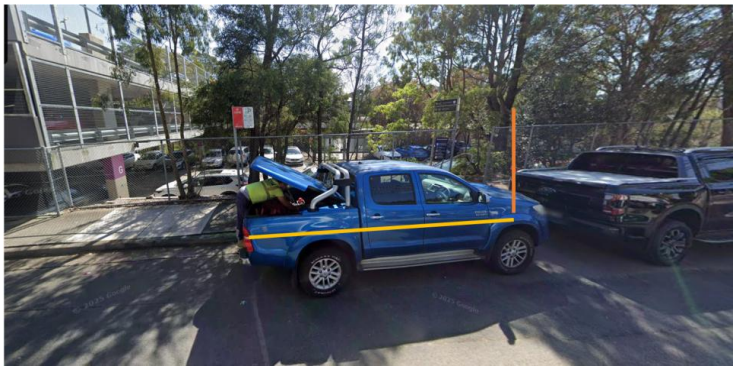
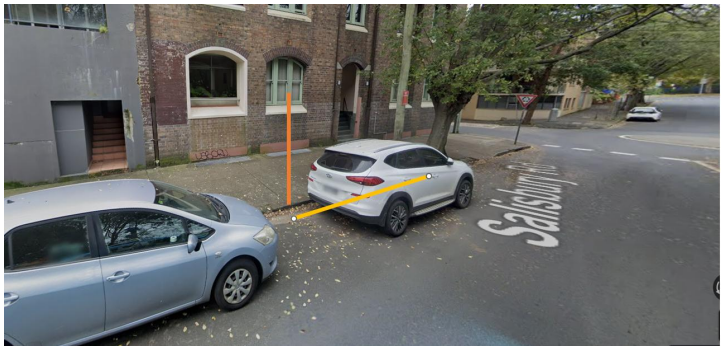
1. Regent Street at Trafalgar Street, Petersham
2. Railway Avenue at Liberty Street, Stanmore
3. No.2 Edgeware Road, Enmore
4. Salisbury Road at Percival Road, Stanmore
5. No.26 Seaview Street, Dulwich Hill
6. Barwon Park Road at Princes Highway, St Peters
7. Guihen Street at, Booth Street, Annandale

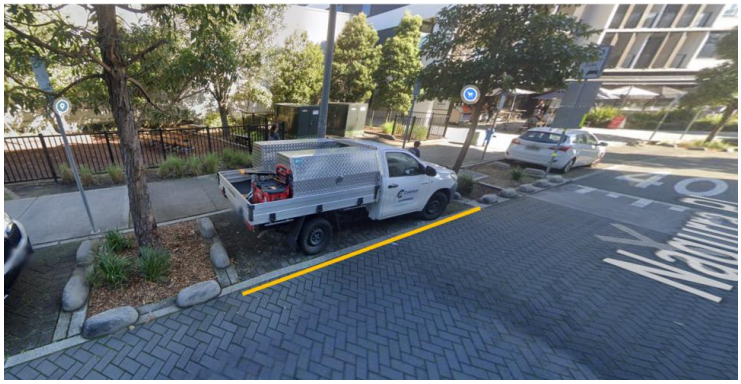
BLUE – proposed designated bays

1. Ashfield - Orchard Crescent
2. Camperdown - No.182-184 Salisbury Road
3. Lewisham - McGill Street
4. Marrickville - No.159 Livingstone Road
5. Rozelle - Nagurra Place
6. Summer Hill - Edward Street (South of Flour Mill Way)

CONCEPT DIAGRAMS

Supported locations are shown graphically below:

Location	Concept Diagram for signage location
Location 1 - Ashfield - Orchard Crescent - northern side west of Murrell Street -first space after the 'No Stopping' zone sign (after turning area) on northern side Orchard Crescent	
Location 2 - Camperdown – No.182-184 Salisbury Road - First space after the existing 'No Stopping' sign (on power pole) on the northern side of Salisbury Road east of Mallett Street	
Location 3 – Lewisham - McGill Street – on eastern side (after the driveway to No.1-3 McGill Street) south of Hudson Street	

Location 4 - Marrickville – No.178-180 Livingstone Road - first parking space (after the 'No Parking' zone sign) on eastern side of Livingstone Road north of Marrickville Road	
Location 5 - Rozelle - Nagurra Place First parking space between garden beds on the southern side of Nagurra Place, east of the speed hump	
Location 6 – Summer Hill - Edward Street (South of Flour Mill Way) - on the eastern side of Edward Street south of Flour Mill Way in first parking space after the 'No Stopping' zone sign	

Item No: **LTF0326(1) Item 2**

Subject: **VICTORIA STREET, ASHFIELD - PROPOSED RAISED PEDESTRIAN CROSSING (DJARRAWUNANG - ASHFIELD WARD / SUMMER HILL ELECTORATE / BURWOOD PAC)**

Prepared By: Daniel Li - Student/Graduate Traffic Engineer

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

That the detailed design plan (10376) for a proposed raised pedestrian crossing treatment on Victoria Street intersecting with Robert Street, Ashfield be approved.

STRATEGIC OBJECTIVE

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

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

Council is planning to improve safety for pedestrians in Victoria Street at Robert Street, Ashfield by converting the existing splitter island and kerb blister crossing to a raised pedestrian crossing. 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

Council has been investigating pedestrian safety improvements on streets surrounding the Cardinal Freeman Retirement Village. The investigation identified the intersection of Victoria Street and Robert Street as a location of interest to improve pedestrian accessibility near Cardinal Freeman Village. An initial concept design for this was submitted to the December 2023 Local Traffic Committee which was later approved in principle at the March 2024 Council meeting.

DISCUSSION

The Plan:

Council proposes to undertake the following works in Victoria Street, Ashfield (Plan No. 10376)

- Construct a new raised concrete pedestrian crossing with 'gutter bridge' crossings. Tactile indicators will be installed on both sides of the new raised pedestrian crossing;
- Reconstruct kerb and gutter with new concrete kerb and gutter (generally where shown on the plans);
- Remove existing kerb ramps and provide concrete footpath;
- 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 funding allocations);
- Install signage and line marking associated with the works as required and where shown on Plans.

Parking Changes:

New 'No Stopping' zones will be provided adjacent to the new raised pedestrian crossing to enable its construction. This will result in the loss of one (1) existing on-street parking space in Victoria Street.

Streetlighting:

The new pedestrian crossing will require new lighting for it to meet the minimum lighting safety and compliance standards. This may involve either 1 or 2 new flood lights provided on either side each of the new raised pedestrian crossings (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.*

Transit Buses:

Victoria Street has been identified as a bus route for the 406 Five Dock to Hurlstone Park service. A swept path as shown in *Attachment 2* has been provided to Transit Systems and indicates that the bus movements are not affected by the proposed crossing. As such, Transit Systems has not raised any objections to the proposal.

Consultation:

A letter outlining the above proposal was distributed to the directly affected properties (11 properties) in Victoria Street and Roberts Street as shown in Figure 2. Two (2) responses were received in relation to this proposal with one (1) support from Transit Systems and one (1) response opposing the pedestrian crossing. The comments raised by the resident can be seen below:

Resident Comments	Officers Response
1. Resident claims that this proposal is not an optimal use of resources and will have minimal impact in improving the safety for pedestrians on Victoria Street. 2. This intersection is safe and Council should focus on having a raised pedestrian crossing at the intersection of Victoria Street and Norton Street. 3. There is high parking demand due to the nearby hospital, and the proposal will result in a loss of parking. 4. If possible, the pedestrian crossing should be relocated closer to the Cardinal Freeman Village as opposed to in front of the residents property.	1. This pedestrian crossing acts as a traffic calming device and improves pedestrian access from the Sydney Private Hospital to Bus Stop(s) on the eastern side of Victoria Street. 2. The suggested location is outside the current scope of works and would need to be separately considered. 3. It is acknowledged that new pedestrian crossing or traffic calming devices will often result in a loss of parking, however, this loss of parking is required to maintain adequate sightlines in accordance with TfNSW guidelines. Kerb blisters have been provided to reduce the loss in parking. 4. The proposed crossing is part of a series of pedestrian crossings being provided within walking distance of Cardinal

	Freeman Village but also improves access for local residents and businesses.

Table 1. Consultation comments

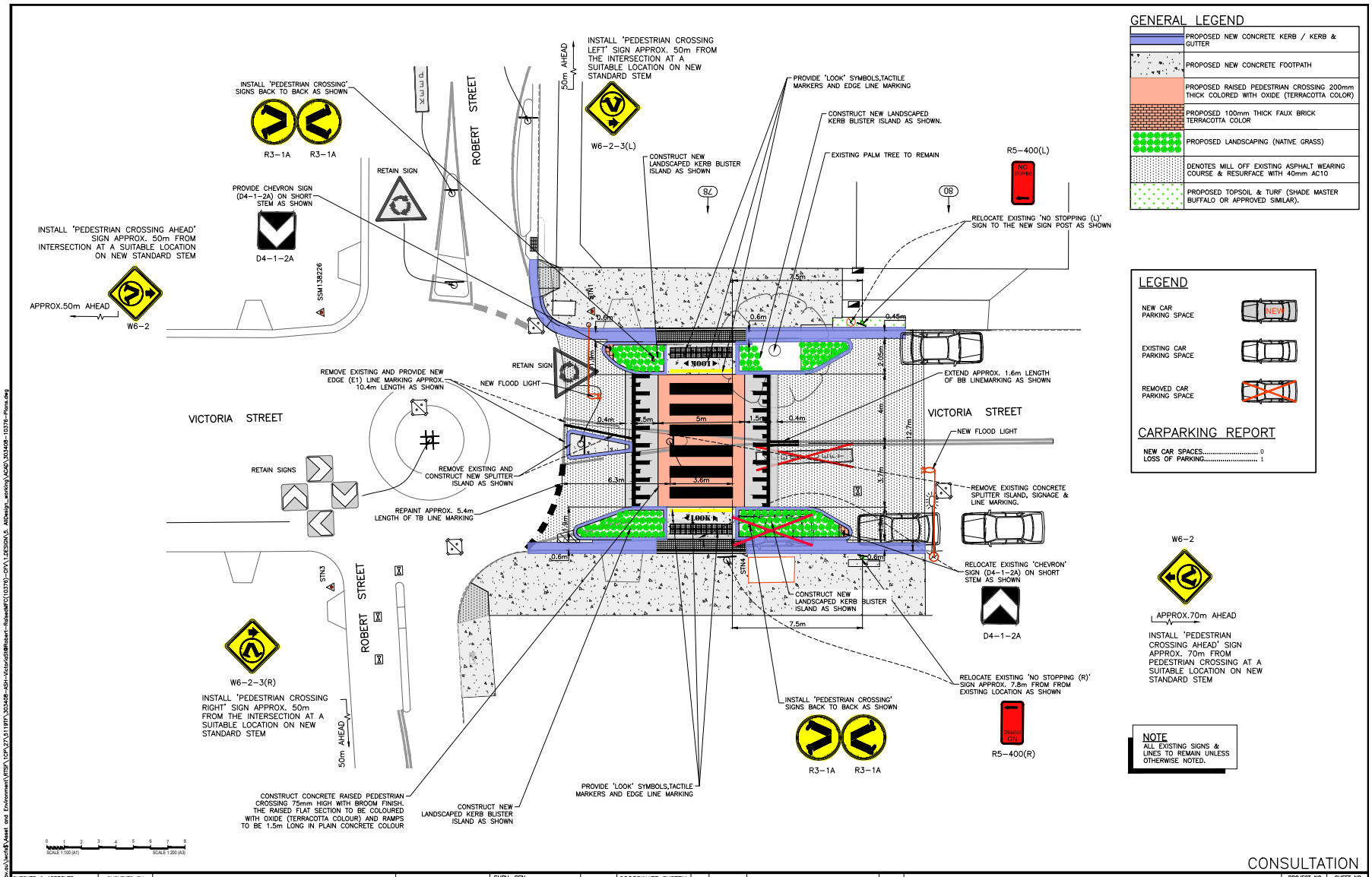
Figure 1. Consultation area

FINANCIAL IMPLICATIONS

The project is estimated to be around $158,900 and will be listed for construction as part of the 2026/2027 Traffic Facilities Capital Program.

ATTACHMENTS

1.⇩ Detailed Design Plan (10376)
2.⇩ Swept Path Diagrams


GENERAL LEGEND
PROPOSED NEW CONCRETE KERB / KERB & GUTTER
PROPOSED NEW CONCRETE FOOTPATH
PROPOSED RAISED PEDESTRIAN CROSSING 200mm THICK COLORED WITH OXIDE (TERRACOTTA COLOR)
PROPOSED 100mm THICK FAUX BRICK TERRACOTTA COLOR
PROPOSED LANDSCAPING (NATIVE GRASS)
DENOTES MILL OFF EXISTING ASPHALT WEARING COURSE & RESURFACE WITH 40mm AC10
PROPOSED TOPSOIL & TURF (SHADE MASTER BUFFALO OR APPROVED SIMILAR).
LEGEND
NEW CAR PARKING SPACE
EXISTING CAR PARKING SPACE
REMOVED CAR PARKING SPACE
CARPARKING REPORT
NEW CAR SPACES..... 0
LOSS OF PARKING..... 1
NOTE
ALL EXISTING SIGNS & LINES TO REMAIN UNLESS OTHERWISE NOTED.
INSTALL 'PEDESTRIAN CROSSING' SIGNS BACK TO BACK AS SHOWN
R3-1A
R3-1A
INSTALL 'PEDESTRIAN CROSSING LEFT' SIGN APPROX. 50m FROM THE INTERSECTION AT A SUITABLE LOCATION ON NEW STANDARD STEM
50m AHEAD
W6-2-3(L)
PROVIDE 'LOOK' SYMBOLS,TACTILE MARKERS AND EDGE LINE MARKING
CONSTRUCT NEW LANDSCAPED KERB BLISTER ISLAND AS SHOWN.
EXISTING PALM TREE TO REMAIN
CONSTRUCT NEW LANDSCAPED KERB BLISTER ISLAND AS SHOWN
R5-400(L)
RELOCATE EXISTING 'NO STOPPING (L)' SIGN TO THE NEW SIGN POST AS SHOWN
RETAIN SIGN
PROVIDE CHEVRON SIGN (D4-1-2A) ON SHORT STEM AS SHOWN
D4-1-2A
INSTALL 'PEDESTRIAN CROSSING AHEAD' SIGN APPROX. 50m FROM INTERSECTION AT A SUITABLE LOCATION ON NEW STANDARD STEM
APPROX.50m AHEAD
W6-2
SSM138226
ROBERT STREET
VICTORIA STREET
RETAIN SIGN
NEW FLOOD LIGHT
REMOVE EXISTING AND PROVIDE NEW EDGE (E1) LINE MARKING APPROX. 10.4m LENGTH AS SHOWN
EXTEND APPROX. 1.6m LENGTH OF BB LINEMARKING AS SHOWN
NEW FLOOD LIGHT
RETAIN SIGNS
REMOVE EXISTING AND CONSTRUCT NEW SPLITTER ISLAND AS SHOWN
REPAINT APPROX. 5.4m LENGTH OF TB LINE MARKING
REMOVE EXISTING CONCRETE SPLITTER ISLAND, SIGNAGE & LINE MARKING.
RELOCATE EXISTING 'CHEVRON' SIGN (D4-1-2A) ON SHORT STEM AS SHOWN
CONSTRUCT NEW LANDSCAPED KERB BLISTER ISLAND AS SHOWN
D4-1-2A
W6-2
APPROX.70m AHEAD
INSTALL 'PEDESTRIAN CROSSING AHEAD' SIGN APPROX. 70m FROM PEDESTRIAN CROSSING AT A SUITABLE LOCATION ON NEW STANDARD STEM
W6-2-3(R)
INSTALL 'PEDESTRIAN CROSSING RIGHT' SIGN APPROX. 50m FROM THE INTERSECTION AT A SUITABLE LOCATION ON NEW STANDARD STEM
50m AHEAD
RELOCATE EXISTING 'NO STOPPING (R)' SIGN APPROX. 7.6m FROM FROM EXISTING LOCATION AS SHOWN
INSTALL 'PEDESTRIAN CROSSING' SIGNS BACK TO BACK AS SHOWN
R3-1A
R3-1A
R5-400(R)
CONSTRUCT CONCRETE RAISED PEDESTRIAN CROSSING 75mm HIGH WITH BROOM FINISH. THE RAISED FLAT SECTION TO BE COLOURED WITH OXIDE (TERRACOTTA COLOUR) AND RAMPS TO BE 1.5m LONG IN PLAIN CONCRETE COLOUR
CONSTRUCT NEW LANDSCAPED KERB BLISTER ISLAND AS SHOWN
PROVIDE 'LOOK' SYMBOLS,TACTILE MARKERS AND EDGE LINE MARKING
CONSULTATION
CHECKED & APPROVED
APPROVED FOR CONSTRUCTION
SURVEYED BY ADAM DILLON DEC 2025
DESIGNED BY RANJI DEC 2025
DRAWN BY RANJI DEC 2025
INNER WEST
2-14 FISHER STREET, PETERSHAM NSW 2049
Ph. 02) 9392 5000
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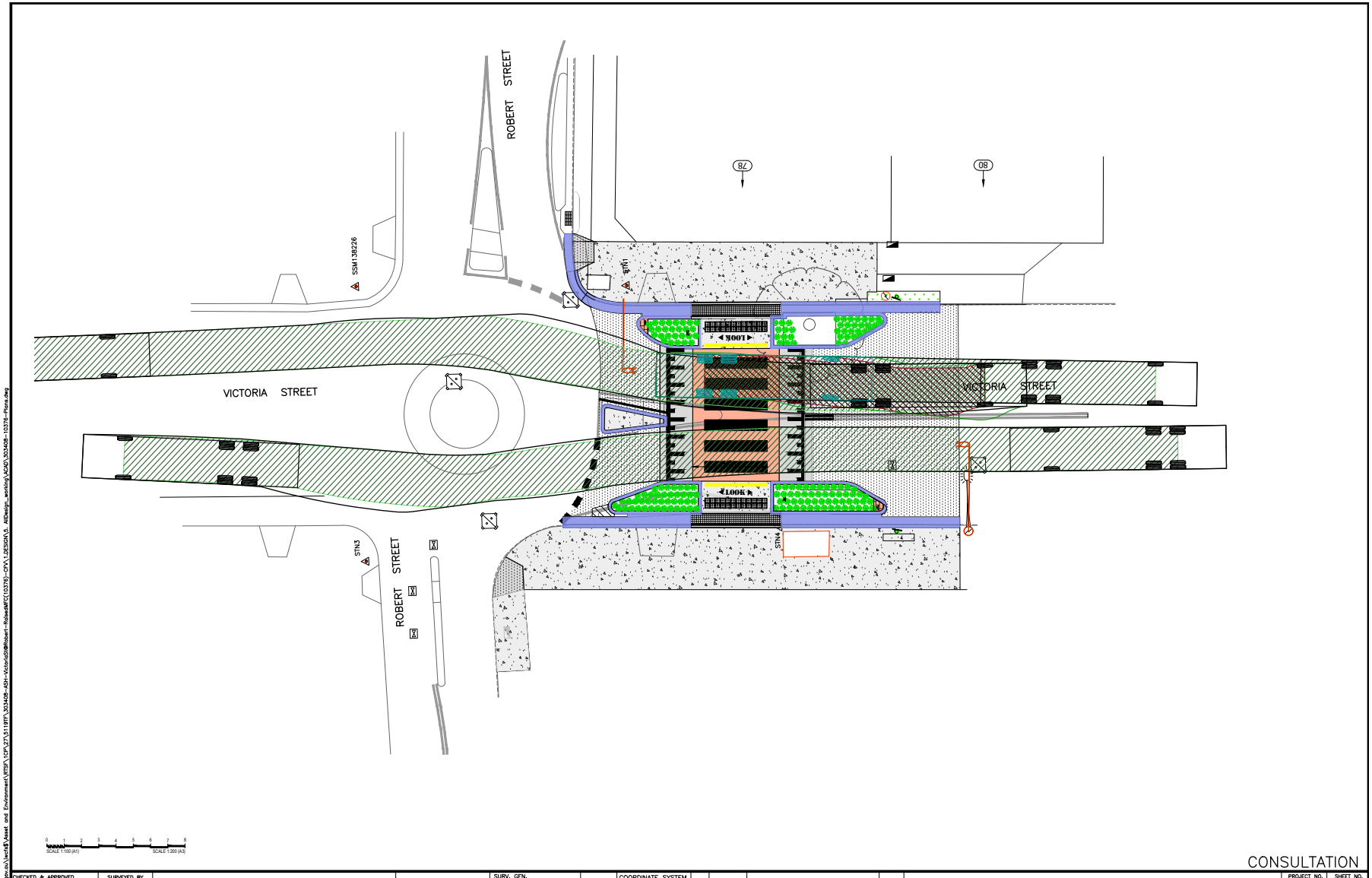
e) council@innerwest.nsw.gov.au
Web: https://www.innerwest.nsw.gov.au
SURV. GEN.
R.M.S.
A.G.L. / SHELL PIPELINES
SYDNEY WATER
TELSTRA / OPTUS
AUSGRID
NOTICE OF ENTRY
KERB & GUTTER
NOTICES
DATE
COORDINATE SYSTEM MGA2020
SCALES (ORIGINAL A1)
1:100
REV.
DATE
DESCRIPTION
APPROV.
VICTORIA STREET, ASHFIELD
AT ROBERT STREET
PROPOSED RAISED PEDESTRIAN CROSSING
COMMUNITY CONSULTATION PLAN
PROJECT NO. 303408
SHEET NO. 1 of 2
PLAN NO. 10376
SHEET REV #
Plotted By: (RANJI NADARAJAH), Plotted on: (February 5, 2026)



CONSULTATION

CHECKED & APPROVED	SURVEYED BY ADAM DILLON DEC 2025	INNER WEST		SURV. GEN.	COORDINATE SYSTEM MGA2020	VICTORIA STREET, ASHFIELD	PROJECT NO. 303408	SHEET NO. 2 of 2
APPROVED FOR CONSTRUCTION	DESIGNED BY RANJI DEC 2025	2-14 FISHER STREET, PETERSHAM NSW 2049 Ph. 02) 9392 5000 Post: PO Box 14 PETERSHAM e) council@innerwest.nsw.gov.au Web: https://www.innerwest.nsw.gov.au		R.M.S.		AT ROBERT STREET	PLAN NO. 10376	
	DRAWN BY RANJI DEC 2025			A.G.L. / SHELL PIPELINES	SCALES (ORIGINAL A1) 1:100	PROPOSED RAISED PEDESTRIAN CROSSING		
				SYDNEY WATER		TURNING PATH 12.5m BUS	SHEET REV #	
				TELSTRA / OPTUS				
				AUSGRID				
				NOTICE OF ENTRY				
				KERB & GUTTER				
				NOTICES	DATE	REV. DATE DESCRIPTION APPROV.		

\\sec-file02.innerwest.nsw.gov.au\sectf\Asset and Environment\PTSP\1CPA\27\511919\303408-ASH-VictoriaSt@Robert-ReleaseIFC(10376)-CPA\1.DESIGN\5. AllDesign_working\ACAD\303408-10376-Plans.dwg

Plotted By: (RANJI NADARAJAH), Plotted on: (February 5, 2026)

Item No: **LTF0326(1) Item 3**

Subject: **OXFORD STREET & PARK STREET, ROZELLE - PROPOSED ONE-WAY TRAFFIC PROPOSAL (BALUDARRI-BALMAIN WARD/ BALMAIN ELECTORATE/ LEICHHARDT PAC)**

Prepared By: Amir Falamarzi - Traffic Engineer

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

That the proposed signage and linemarking plan for the one-way (bicycles excepted) northbound traffic on Park Street, Rozelle and one-way (bicycles excepted) southbound traffic on Oxford Street, Rozelle between Darling Street and Moodie 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

On 17 February 2026, Council adopted the Iron Cove Traffic Review which included the introduction of one-way traffic on Park Street and Oxford Street, Rozelle. This proposal received strong levels of support during the community engagement undertaken in 2025. Following Council's approval, a detailed signage and linemarking plan for the one-way traffic arrangement has been prepared for approval and implementation.

BACKGROUND

Council adopted the Iron Cove Traffic Review on 17 February 2026, which included several treatments including the introduction of one-way traffic on Park Street and Oxford Street, Rozelle. This proposal received strong levels of support during the community engagement undertaken between June and July 2025.

Both Oxford Street and Park Street, Rozelle are local streets and are surrounded mostly by residential properties. Park Street and Oxford Street have an approximate kerb to kerb width of 5.9m and 8.4m respectively. Both streets currently operate as two-way roads and are approximately 200m in length from Darling Street to Moodie Street. Oxford Street is listed as a 'Priority cycling access' road in Council's Cycling Strategy routes.

Traffic surveys conducted in 2024 recorded a 7-day average daily traffic volume of 451 vehicles on Park Street and 1,065 vehicles on Oxford Street. The 85th percentile speeds were 37.3 km/h and 40.7 km/h respectively. On-street parking is permitted only on the western side of Park Street due to its narrow width, whilst parking is generally permitted on both sides of Oxford Street.

DISCUSSION

Council undertook initial community consultation with residents of both Park Street and Oxford Street as part of the Iron Cove Traffic Review between August and September 2024. During the initial consultation, residents expressed concerns about rat-running, vehicle speeds, and the limited carriageway width available for two-way traffic movements, particularly in Park Street.

With existing permissible on-street parking, the remaining available trafficable carriageway width is approximately 3.9m in Park Street and 4.4m in Oxford Street. These widths are insufficient to accommodate two vehicles to safely pass in opposing directions without the use of driveways or vacant parking spaces as passing bays.

The Iron Cove Traffic Review recommended the introduction of a one-way pair road system encompassing Park Street and Oxford Street. The proposal involved converting Oxford Street to one-way southbound traffic, and Park Street to one-way northbound traffic.

The proposed one-way traffic pair arrangement for Park Street and Oxford Street is expected to redistribute 79 vehicles per day in Park Street to Oxford Street and redistribute 374 vehicles per day in Oxford Street to parallel streets including Park Street, Cambridge Street and Waterloo Street. This redistribution of traffic is not considered significant and can be accommodated by the local road network.

The draft plan for the Iron Cove Traffic Review was exhibited for public feedback between June and July 2025. Engagement outcome indicated support for the one-way proposal in Park Street and Oxford Street, with 52% of respondents from the Iron Cove precinct supporting the one-way proposal. Support levels in Park Street and Oxford Street were higher at 75% and 82% respectively.

It should be noted that the original proposals under the Iron Cove draft plans to introduce two speed humps near No.22 Park Street and No.18 Oxford Street were excluded in the final recommendations due to low level of community support.

In February 2026 Council reached out to residents of both streets as well as Moodie Street, Manning Street and Cambridge Street regarding one-way changes in Park Street and Oxford Street as shown in *Figure 1*.

The proposed changes includes:

- Installation of ‘One Way’, and ‘No Entry’ signs at each end of Park Street and Oxford Street
- Installation of ‘Bicycles Excepted’ signs at both ends of each street to retain bicycle access in both directions.
- Road pavement arrows reinforcing the one-way direction

Figure 1. One-Way Traffic Proposals in Park Street and Oxford Street, Rozelle
Bicycle access in both directions will be retained on both streets.

On-street parking on both streets will not be impacted by the proposed changes.

A copy of the Traffic Management Plan outlining the proposed one-way changes is provided in *Attachment 1*.

A total of 272 letters were distributed to properties shown in the distribution map below.

Resident comments and officer feedback are outlined in *Table 1*:

Table1. Community comments and officer feedback on One Way proposal in Park Street and Oxford Street, Rozelle

Resident comment	Officer feedback
I support the changes however I request additional signage, in addition to the “One Way” signs, there should be “Local Traffic Only” signs. This is because this is a well known rat run and there should be discouraging signs and measures such as speed bumps, kerb adjustments, lower speed limits and signs to prevent this.	The proposed speed humps on Park Street and Oxford Street were excluded from the final recommendations in the Iron Cove Traffic Review due to a low level of community support. In addition the Review proposes Continuous Footpath Treatments have been proposed at the intersections of Park Street and Oxford Street with Darling Street to improve pedestrian visibility and reduce vehicle speeds at pedestrian crossing points. Park Street and Oxford Street are also part of Council’s InnerWest@40 program which will include the introduction of ‘40 Local Traffic Area signs’ in local streets.

FINANCIAL IMPLICATIONS

Installation of the proposed signage and pavement markings will be funded from Council’s signs and line marking budget.

ATTACHMENTS

1.⇩ Oxford Street & Park Street, Rozelle Proposed One-Way Traffic Management Plan

Traffic Management Plan

Park Street and Oxford Street, Rozelle

One Way Traffic Loop Proposal

Description or detailed plan of proposed treatment

Both Oxford Street and Park Street in Rozelle are local streets and surrounded mostly by residential properties. Park Street has an approximate kerb to kerb width of 5.9m, while Oxford Street is approximately 8.4m. Both streets currently operate as two-way roads and connect Darling Street to Moodie Street. They are approximately 202m in length from Darling Street to Moodie Street. Both streets have a 4t GVM Truck Load Limit.

Oxford Street is listed as a 'Priority cycling access' in Council's Cycling Strategy routes.

Traffic surveys conducted in 2024 recorded a 7-day average daily traffic volume of 451 vehicles per day on Park Street and 1,065 vehicles per day on Oxford Street. The 85th percentile speeds were 37.3 km/h and 40.7 km/h respectively. On-street parking is permitted only on the western side of Park Street due to its narrow width, whilst parking is generally permitted on both sides of Oxford Street.

Council undertook community consultation with residents of both Park Street and Oxford Street as part of the Iron Cove Traffic Review, between August and September 2024. Letters were distributed to stakeholders and residents within the study area, inviting feedback on existing issues and opportunities to improve safety and calm traffic within the precinct. Responses were received through the Your Say Inner West (YSIW) platform, direct emails from individuals, and phone enquiries.

During the consultation, residents expressed concerns about rat-running, vehicle speeds, and the limited carriageway width available for two-way traffic movements, particularly in Park Street. With existing permissible on-street parking, the remaining available trafficable carriageway width is approximately 3.9m in Park Street and 4.5m in Oxford Street. These widths are insufficient to accommodate two vehicles to safely pass in opposing directions.

The Iron Cove Traffic Review recommended the introduction of a one-way pair roads encompassing Park Street and Oxford Street. The proposal involved converting Oxford

Street to one-way southbound traffic, and Park Street to one-way northbound traffic, as shown in Figure 1.

The draft plan was exhibited for public feedback between June and July 2025, with majority support from the surrounding area, including a 75% support rate for Park Street and an 82% support rate for Oxford Street.

Figure 1. One-Way Traffic Proposals in Park Street and Oxford Street, Rozelle

Identification and assessment of impact of proposed measures

Traffic surveys were undertaken in Park Street and Oxford Street in August 2024, with traffic speed and volumes recorded over a 7-day survey period. This is summarised in Table 1.

Table1. Existing traffic volume on Park Street and Oxford Street

Streets	7-day average Northbound traffic volume (vehicles/day)	7-day average Southbound traffic volume (vehicles/day)
Park Street	372	79
Oxford Street	374	691

The proposed one-way traffic pair arrangement for Park Street and Oxford Street is expected to redistribute 79 vehicles per day in Park Street to Oxford Street and redistribute 374 vehicles per day in Oxford Street to parallel Streets including Park Street, Cambridge Street and Waterloo Street. This redistribution of traffic is not considered significant and can be accommodated by the local road network.

In addition:

- Vehicular access to all existing properties on both streets will remain unaffected under the proposal
- There will be no changes to pedestrian access
- Bicycle access in both directions will be retained on both streets.
- The proposal will not affect the existing on street parking on either street.

Measures to ameliorate the impact of re-assigned traffic

As noted above, the traffic diversion resulting from the proposed one-way changes on the existing traffic patterns within the surrounding network is not expected to be significant.

To ensure drivers are clearly informed of the new arrangements, 'One Way' and 'No Entry' signs will be installed at appropriate entry points, supported by arrow line markings throughout both streets to reinforce the required direction of travel. In addition, "Bicycles Excepted" signs will be installed at both ends of each street to retain bicycle access in both directions.

Assessment of public transport services affected

Both streets are not a public bus route, and the proposal should not affect public transport.

Details of provision made for emergency vehicles, heavy vehicles, cyclists and pedestrians

The proposed one-way arrangement will not affect pedestrian access. Bicycle access in both directions will be retained on both streets.

With both streets having an existing 4t GVM Truck Load Limit, any trucks accessing commercial properties fronting Darling Street would need to travel through Park Street, Moodie Street, and Oxford Street.

Assessment of effect on existing and future developments with transport implications in the vicinity of proposed measures

Between Waterloo Street and Darling Street, Rozelle Village developing was approved as a State Significant Development, comprising of a 16 storey mixed-use development with 227 dwellings (inclusive of 59 affordable housing dwellings), commercial and retail uses, a registered club, public open space and site preparation, earthworks and landscaping. Traffic generation is not expected to impact either Park Street or Oxford Street as the main access points would be through Waterloo Street, Victoria Road and Moodie Streets.

It is understood that there are currently no significant proposed developments in the short term within Park Street and Oxford Street that would be adversely impacted by proposed measures.

Assessment of effect of proposed measures on traffic movements in adjoining Council areas

The proposed one-way arrangements will not result in any adverse impact on adjoining Council areas.

Public consultation process

In addition to the broader community consultation undertaken in 2025 for the proposed one-way traffic arrangement, another consultation letter has been distributed to affected residents on Manning Street, Park Street, Oxford Street, Cambridge Street and Moodie Street during February 2026. The letter outlined the 2025 engagement outcomes, as well as the proposed signage plan and associated pavement markings required to implement the one-way system.

Item No: **LTF0326(1) Item 4**

Subject: **SPRING STREET, BIRCHGROVE - REVISED 'NO STOPPING' ZONES (BALUDARRI-BALMAIN WARD/ BALMAIN ELECTORATE/ LEICHHARDT PAC)**

Prepared By: Amir Falamarzi - Traffic Engineer

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

1. **That the existing 'No Stopping' zone on the northern side of Spring Street west of Thomas Street, Birchgrove be reduced to 6.4m.**

2. **That the existing 'No Stopping' zones on the northern side of Spring Street east of Thomas Street, Birchgrove be reduced to 5m.**

STRATEGIC OBJECTIVE

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

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

Council has received requests to review the recent installation of 10m 'No Stopping' zones in Spring Street, west and east of Thomas Street, with a view to improving on-street parking opportunities in the area.

A risk assessment has been undertaken at this location, and reduced 6.4m and 5m 'No Stopping' zones are proposed on Spring Street, west and east of Thomas Street respectively. This provides appropriate sight distances for drivers exiting Thomas Street while also retaining some kerbside parking for the local community. This proposal was consulted with the affected residents in January and February 2026, with the feedback outlined in Table 1.

BACKGROUND

In July 2025, Council consulted nearby residents and introduced 'No Stopping' zones on the north side of Spring Street 10m east and west of Thomas Street, Birchgrove, to address visibility concerns, shown in Figure 1.

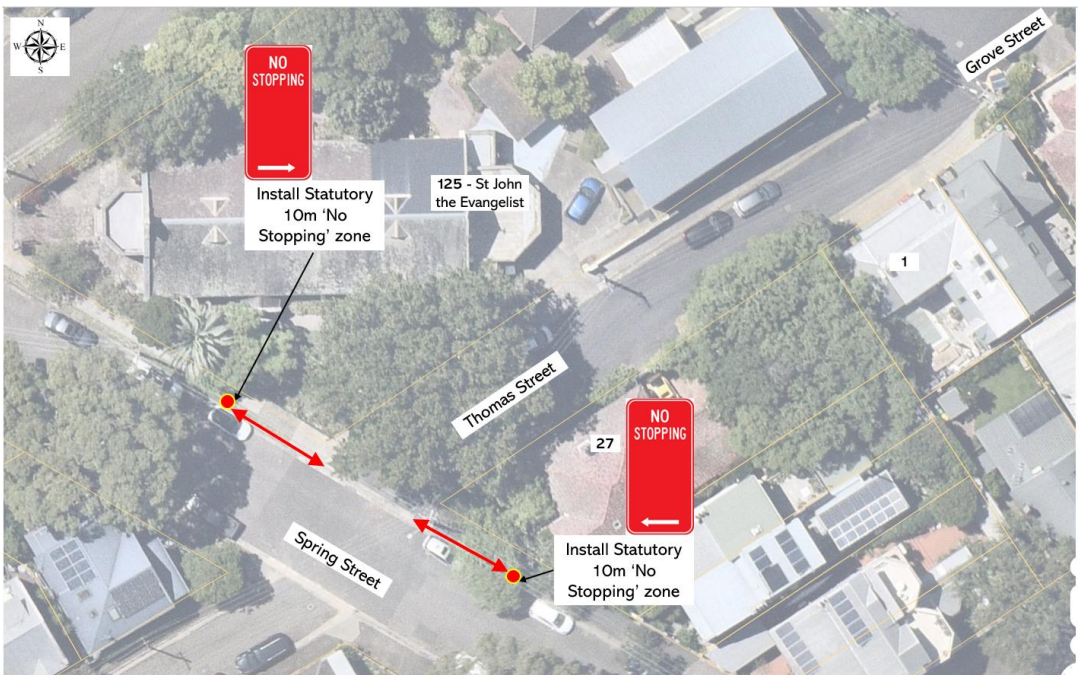


Figure 1: Existing 10m Statutory 'No Stopping' zones on Spring Street

Following installation of these restrictions a request was received to review the 'No Stopping' with a view to improving on-street parking opportunities in the area.

DISCUSSION

A risk assessment was undertaken at the subject intersection, taking into consideration prevailing road and traffic conditions and recommended that the existing 'No Stopping' zones west and east of Spring Street could be reduced to 6.4m and 5m respectively. It was noted that the prevailing traffic speeds in Spring Street were observed to be low provided suitable visibility for drivers exiting Thomas Street.

In late January 2026, 46 letters proposing reduced 'No Stopping' zones as shown in *Figure 2* was sent to the affected residents as shown in the distribution area map in Figure 3.

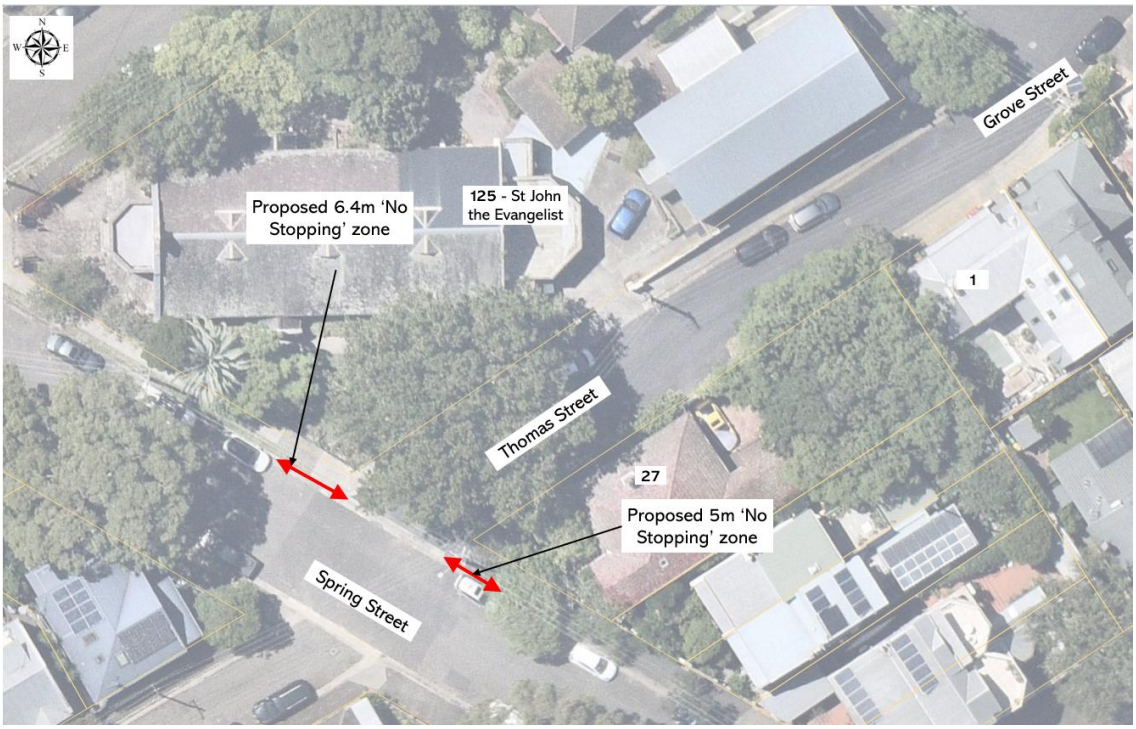


Figure 2: Revised 'No Stopping' zones on Spring Street at Thomas Street

Figure 3: Distribution area map for the revised No Stopping Zones

At the close of the consultation, four (4) comments were received, and outlined along with the officer's responses in *Table 1*:

Table 1: Community feedback with officer responses

Resident concerns	Officer responses
The priority should be toward the installation of 'No Stopping' zone on the east side of Thomas Street along the side boundary of 27 Spring Street where high fence is installed and vegetations are overgrown.	The eastern side of Thomas Street at Spring Street feature a high fence close to the intersection that obstructs visibility. As such, restricting parking along the side of Thomas Street would not provide additional safety benefits.
With reference to the revised no stopping zones on Spring Street at Thomas Street Birchgrove, I would like to suggest that it would make more sense to make Thomas Street between Spring Street and Cove Street a one-way street going down the hill. This would solve most of the problems, as well as making that part of Thomas Street safer for everybody.	An ongoing Balmain East & Birchgrove Local Area Traffic Management studies will consider this.
We're concerned about Council's proposal to reduce the existing 10-metre 'No Stopping' zones at Spring and Thomas Streets, because the conditions that justified those controls in July 2025 haven't changed. Parked cars still affect visibility, and the intersection's geometry, traffic patterns, and sightlines remain exactly the same. Before any reduction is made, we believe Council should provide clear, updated engineering analysis showing that safety will not be compromised. This submission requests that reasoned analysis be visible to those most directly affected, allowing prudence to guide	The proposed amendment maintains an appropriate level of safety while enabling the retention of additional on-street parking for the benefit of the local community. A risk assessment was undertaken to determine the appropriate 'No Stopping' distances.

the exercise of discretion without rendering safety provisional.	
Residents still do not believe any No Stopping zones are needed here. They say there was no evidence of a safety problem to justify removing long-standing parking. Some nearby intersections have new No Stopping zones, others do not. Residents have relied on this parking for years. No crash history or traffic data has been shared to justify the change.	This installation of the 'No Stopping' zones were instigated by resident requests, to remove illegal parking at the intersection. It should be noted that it is illegal to park within 10m of an unsignalized intersection unless otherwise signposted.

FINANCIAL IMPLICATIONS

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

ATTACHMENTS

Nil.

Item No: **LTF0326(1) Item 5**

Subject: **DRYNAN STREET AT PROSPECT ROAD, SUMMER HILL – PROPOSED RAISED PEDESTRIAN CROSSING – DESIGN PLAN 10377 (DJARRAWUNANG-ASHFIELD WARD / SUMMER HILL ELECTORATE / BURWOOD PAC)**

Prepared By: Jennifer Adams - Traffic Engineer

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

That the detailed design plan for the proposed Raised Pedestrian Crossing in Drynan Street at Prospect Road, Summer Hill and associated signs and line markings (as per Design Plan No.10377) 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 Drynan Street at Prospect Road, Summer Hill by providing a raised pedestrian crossing approximately 6.3m away from the intersection. 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

Council at its meetings on the 18 March 2024 approved in principle, subject to detailed design, a series of proposed pedestrian (zebra) crossings and kerb extension treatments (under concept) for improved pedestrian and road safety around and near to the Cardinal Freeman (Retirement) Village, Ashfield.

This report focuses on the prepared detailed design plan of one of the proposed treatments, i.e. "*Install new raised pedestrian (zebra) crossing in Drynan Street, east of Prospect Road. This will result in loss of approximately 1-2 parking spaces to the north side of Drynan Street, and loss of 1-2 spaces to relocate part of the 'No Parking' (school times) drop-off and pick up zone towards the east.*"

This report details the design plan for the improvement works and its related consultation results. These works are programmed and envisaged to be constructed in the 2025/2026 financial year, subject to funding.

FINANCIAL IMPLICATIONS

The project is listed on Council's Traffic Facilities Capital Works budget for works to be carried out in 2025/2026, subject to funding. The work is estimated to be around $144,862.

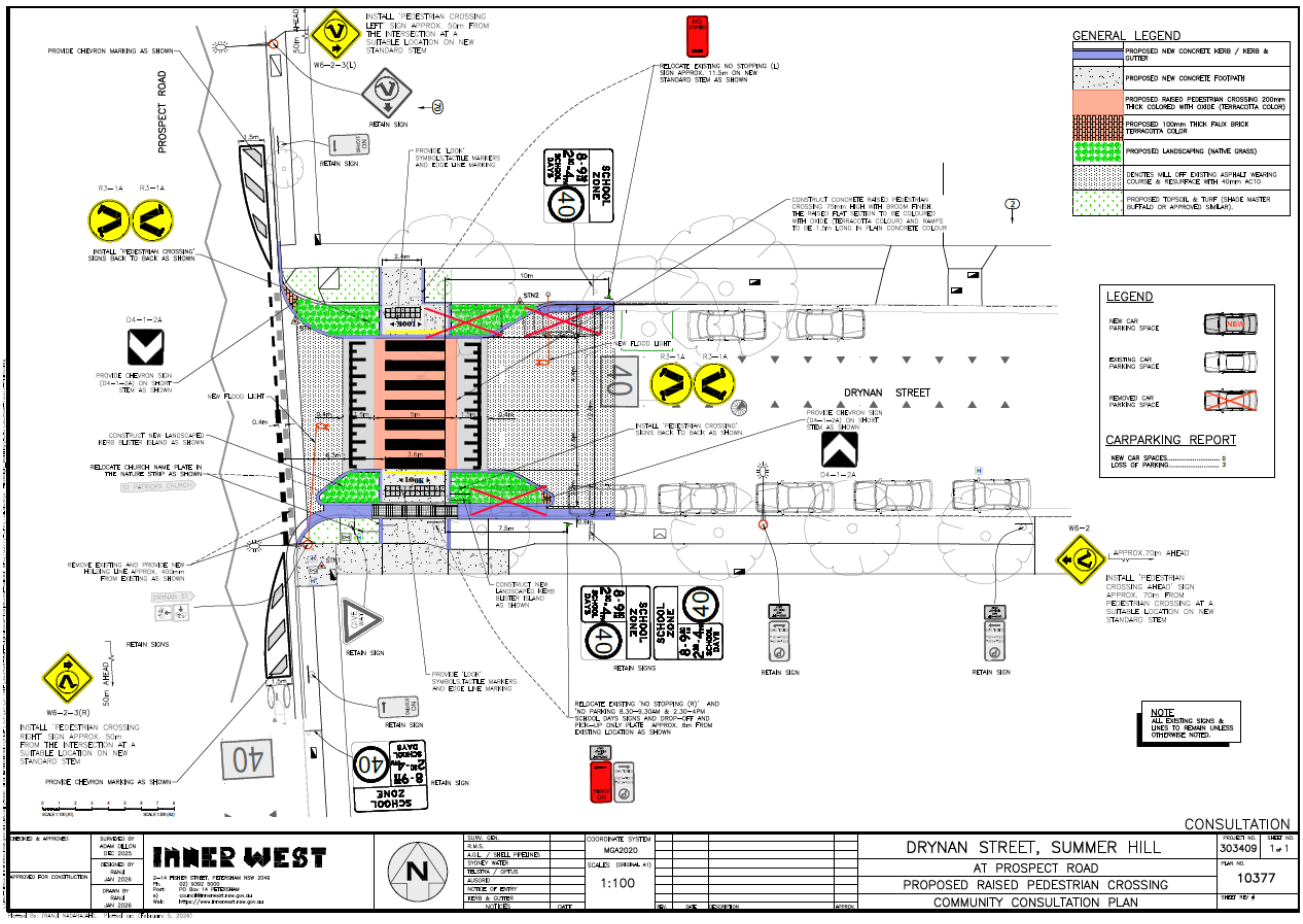
Item 5

OTHER STAFF COMMENTS

The following works are proposed for Drynan Street at Prospect Road, Summer Hill and are illustrated on the attached Consultation Plan (Plan No. 10377). The proposed works aim to improve pedestrian safety by better defining and prioritising pedestrian movements across Authur Street whilst also reducing traffic speeds.

Specifically, the proposed scope of work includes the following:

- 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;
- Reconstruct kerb and gutter with new concrete kerb and gutter (generally where shown on the plan);
- Provide concrete footpaths to match gutter bridge and kerb extension;
- Install chevron line markings on Prospect Road and relocate the holding line to improve sight distance for vehicles on Drynan Street;
- Remove existing kerb ramps and install turf;
- 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 funding allocations);
- Install signage and line marking associated with the works as required and where shown on the Plan.



Parking changes

New 'No Stopping' zones will be provided adjacent to the new raised pedestrian crossing to enable its construction. This will result in loss of three (3) existing on-street parking space in Drynan Street. Please refer to the attached plan.

Streetlighting

The new pedestrian crossing will require new lighting for it to meet the minimum lighting safety and compliance standards. This may involve either 1 or 2 new flood lights provided on either side each of the new raised pedestrian crossings (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.*

PUBLIC CONSULTATION

Consultation was conducted between 5 February 2026 and 25 February 2026. A letter along with a copy of the design plan was sent to residents / businesses in the immediate locality. A total of 13 letters were distributed.

There was one response.

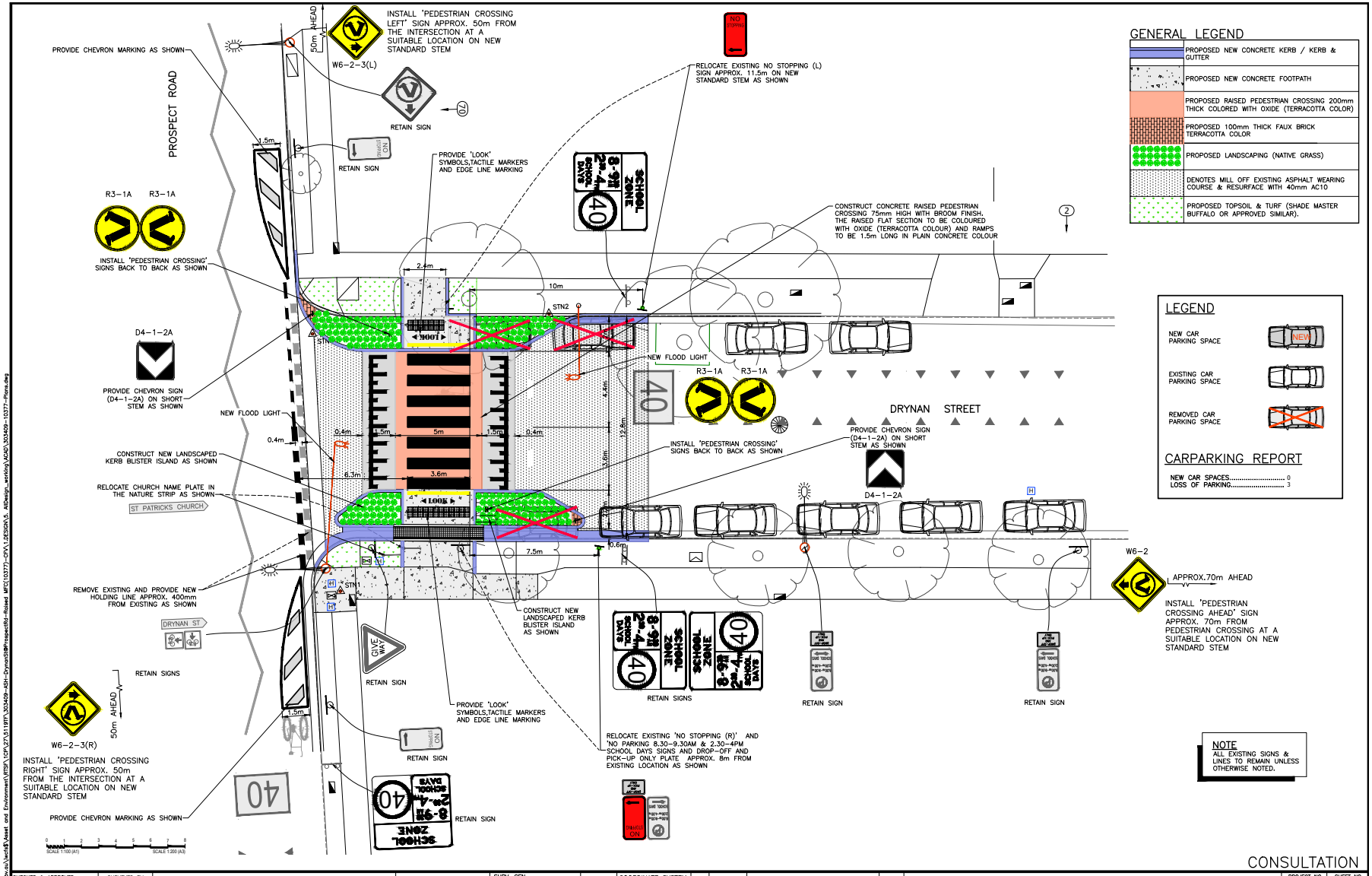
Resident's Comments	Officer's response
The crossing is a bit close to the intersection and should be shifted a bit further away from Prospect Road down Drynan Street. The resident mentioned that Prospect Road is often busy so vehicles could be held up on the approaching side from Prospect Road while waiting for pedestrians to pass on the crossing. He suggests having longer space for more than one waiting vehicle on the approaching side of the crossing from Prospect Road.	This new crossing requires 'No Stopping' zones (on the eastern side of the crossing) for sight view of pedestrians and traffic in accordance with TfNSW guidelines /technical directions. Shifting the crossing east down Drynan Street will result in additional loss of parking space and move the crossing away from the pedestrian desire line. It should be noted that this proposal allows a vehicle to wait on the approaching side of the crossing from Prospect Road.

CONCLUSION

It is recommended that the detailed design plan of the proposed traffic treatment and associated signs and line markings be supported to improve pedestrian safety at this location.

ATTACHMENTS

1.⇩ 303409-10377-ConsultationPlan


PROSPECT ROAD
DRYNAN STREET
PROVIDE CHEVRON MARKING AS SHOWN
INSTALL 'PEDESTRIAN CROSSING LEFT' SIGN APPROX. 50m FROM THE INTERSECTION AT A SUITABLE LOCATION ON NEW STANDARD STEM
W6-2-3(L)
50m AHEAD
RETAIN SIGN
RELOCATE EXISTING NO STOPPING (L) SIGN APPROX. 11.5m ON NEW STANDARD STEM AS SHOWN
PROVIDE 'LOOK' SYMBOLS,TACTILE MARKERS AND EDGE LINE MARKING
R3-1A
INSTALL 'PEDESTRIAN CROSSING' SIGNS BACK TO BACK AS SHOWN
CONSTRUCT CONCRETE RAISED PEDESTRIAN CROSSING 75mm HIGH WITH BROOM FINISH. THE RAISED FLAT SECTION TO BE COLOURED WITH OXIDE (TERRACOTTA COLOUR) AND RAMPS TO BE 1.5m LONG IN PLAIN CONCRETE COLOUR
D4-1-2A
PROVIDE CHEVRON SIGN (D4-1-2A) ON SHORT STEM AS SHOWN
NEW FLOOD LIGHT
CONSTRUCT NEW LANDSCAPED KERB BLISTER ISLAND AS SHOWN
RELOCATE CHURCH NAME PLATE IN THE NATURE STRIP AS SHOWN
ST PATRICKS CHURCH
REMOVE EXISTING AND PROVIDE NEW HOLDING LINE APPROX. 400mm FROM EXISTING AS SHOWN
DRYNAN ST
RETAIN SIGNS
W6-2-3(R)
INSTALL 'PEDESTRIAN CROSSING RIGHT' SIGN APPROX. 50m FROM THE INTERSECTION AT A SUITABLE LOCATION ON NEW STANDARD STEM
PROVIDE CHEVRON MARKING AS SHOWN
SCHOOL ZONE
8-9AM 2PM-4PM SCHOOL DAYS
40
RELOCATE EXISTING 'NO STOPPING (R)' AND 'NO PARKING 8.30-9.30AM & 2.30-4PM SCHOOL DAYS SIGNS AND DROP-OFF AND PICK-UP ONLY PLATE APPROX. 8m FROM EXISTING LOCATION AS SHOWN
W6-2
APPROX.70m AHEAD
INSTALL 'PEDESTRIAN CROSSING AHEAD' SIGN APPROX. 70m FROM PEDESTRIAN CROSSING AT A SUITABLE LOCATION ON NEW STANDARD STEM
GENERAL LEGEND
PROPOSED NEW CONCRETE KERB / KERB & GUTTER
PROPOSED NEW CONCRETE FOOTPATH
PROPOSED RAISED PEDESTRIAN CROSSING 200mm THICK COLORED WITH OXIDE (TERRACOTTA COLOR)
PROPOSED 100mm THICK FAUX BRICK TERRACOTTA COLOR
PROPOSED LANDSCAPING (NATIVE GRASS)
DENOTES MILL OFF EXISTING ASPHALT WEARING COURSE & RESURFACE WITH 40mm AC10
PROPOSED TOPSOIL & TURF (SHADE MASTER BUFFALO OR APPROVED SIMILAR).
LEGEND
NEW CAR PARKING SPACE
EXISTING CAR PARKING SPACE
REMOVED CAR PARKING SPACE
CARPARKING REPORT
NEW CAR SPACES..... 0
LOSS OF PARKING..... 3
NOTE
ALL EXISTING SIGNS & LINES TO REMAIN UNLESS OTHERWISE NOTED.
CONSULTATION
INNER WEST
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CHECKED & APPROVED
APPROVED FOR CONSTRUCTION
SURVEYED BY ADAM DILLON DEC 2025
DESIGNED BY RANJI JAN 2026
DRAWN BY RANJI JAN 2026
SURV. GEN.
R.M.S.
A.G.L. / SHELL PIPELINES
SYDNEY WATER
TELSTRA / OPTUS
AUSGRID
NOTICE OF ENTRY
KERB & GUTTER
NOTICES
DATE
COORDINATE SYSTEM MGA2020
SCALES (ORIGINAL A1)
1:100
REV.
DATE
DESCRIPTION
APPROV.
DRYNAN STREET, SUMMER HILL
AT PROSPECT ROAD
PROPOSED RAISED PEDESTRIAN CROSSING
COMMUNITY CONSULTATION PLAN
PROJECT NO. 303409
SHEET NO. 1 of 1
PLAN NO. 10377
SHEET REV #
Plotted By: (RANJI NADARAJAH), Plotted on: (February 5, 2026)

Item No: **LTF0326(1) Item 6**

Subject: **MARRICKVILE ROAD EAST, MARRICKVILLE - CYCLE PATH (MIDJUBURI - MARRICKVILLE WARD / SUMMER HILL ELECTORATE / INNER WEST PAC)**

Prepared By: Jackie Ng - Traffic Engineer

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

1. **That the detailed concept design drawings (drawing no.s 21106-01 to 21106-06 revision H) for the Marrickville Road East Cycle Path between Sydenham Station and Meeks Road be approved.**

2. **That Council write Transport for NSW to remove the bus zone along Railway Parade between Gleeson Avenue and Marrickville Road following the completion of the Sydenham to Bankstown Metro project.**

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 Marrickville Road East Cycle Path project including the findings of the community engagement report. As part of the Marrickville Road East Masterplan, the Marrickville Road East Cycle Path is a project aimed to provide an integrated streetscape which is highly functional, well designed, visually appealing, accessible to all, safe and sustainable.

Council undertook public consultation on the Marrickville Road East Cycle Path through YourSay Inner West between 17 November to 19 December 2025 and the response results indicate that a majority of the community supported the proposed changes.

Detailed design is scheduled for completion by mid-2026, with construction expected to commence in late 2026 and finish by mid-2027, subject to funding approval.

BACKGROUND

The Marrickville Road East Cycle Path between Gleeson Avenue (Sydenham Station) and Meeks Road was publicly exhibited by Council in 2018 as part of the Marrickville Road East Masterplan. Through consultation with the relevant authorities, stakeholders and the community, a detailed concept design has been produced.

The aim of the Marrickville Road East Cycle Path is to provide an integrated streetscape which is highly functional, well designed, visually appealing, accessible to all, safe and sustainable. Once completed, cyclists and pedestrians will have a continuous and safe route to travel along Marrickville Road between Sydenham Station and Meeks Road that is separated from traffic, while managing, access, traffic and parking needs for surrounding businesses and residents.

The path links to the St Peter's Cycle Path to the east and Regional route 5 plus the proposed South West Active Transport Link to the north as well as the proposed South West Active Transport Link to the south via Meeks Road to Dulwich Hill and Bankstown.

DISCUSSION

Marrickville Road between Gleeson Avenue and Buckley Street is a state road and between Buckley Street and Meeks Road is a regional road. Marrickville Road has a road width that is approximately 12.8m with an average daily traffic volume of 14,164 vehicles per day (2024) comprising of 88.6% light vehicles and 11.4% heavy vehicle, and 85th percentile speed of 42.8km/h (2024) along this section.

The following works are proposed and are illustrated on the attached detailed concept plan (Project No. 21106). The proposed works aim to provide integrated streetscape, which is highly functional, well designed, visually appealing, accessible to all, safe and sustainable.

Generally, the proposed scope of the works (*Attachment 2*) includes the following:

- Two-way separated cycle path along the southern side of Marrickville Road between Gleeson Avenue (Sydenham Station) and Meeks Road, Marrickville.
- Pavement to be marked in green with bicycle logos at transition points, driveways and intersections along the cycle path on the southern side.
- Separation kerb to be provided along the cycle path on the southern side between the parking lane and cycle path.
- Parking lanes are to be provided on both sides of the road, 2.2m on the southern side, 2.3m on the northern side, and 3.0m for bus zones.
- Shared path along the northern side of Marrickville Road between Railway Street and Barclay Street.
- New raised pedestrian crossing approximately 75mm in height with landscaped kerb blisters on Gerald Street. This design will cater for truck movements.
- Landscaped kerb extensions approximately 150mm in height at Marrickville Road, Meeks Road, Sydney Street, Gerald Street, Barclay Street, Railway Street, and Railway Parade.
- Shared path areas within the kerb extensions/footpaths at Meeks Road, Sydney Street, Barclay Street, Buckley Street, Railway Street, and Railway Parade.
- Proposed motorcycle parking arrangement along the frontage of 45-49 Marrickville Road, to address access issues to the property and to cater for loading and unloading movements.
- Widening of laybacks as required and where necessary to cater for large vehicle movements into properties.
- New trees and planting to be provided in landscaped kerb extensions.
- Installation of signage and linemarking associated with the works as required and where shown on the plans.

ADDITIONAL RAISED PEDESTRIAN CROSSING

An investigation on the merit of a proposed raised pedestrian crossing on Marrickville Road at Sydney Street was undertaken based on feedback received by the community. The numerical warrants of Council's Pedestrian Crossing Warrant have been met and subsequently a concept design has been completed. A separate community consultation will be completed for the proposed raised pedestrian crossing on Marrickville Road and will be brought back to a future Local Transport Forum. The proposed height of the crossing will be approximately 75mm designed for buses and trucks.

PARKING CHANGES

Initially there was a total loss of three (3) parking spaces along the length of the Marrickville Road East Cycle Path project. Further analysis of vehicle swept paths for large vehicles entering and exiting businesses was conducted due to concerns raised about delivery and access. There was an additional loss of two (2) parking spaces as a result of associated driveway widening.

Council has requested external designers to modify the plans to include a proposed section of motorcycle parking along the frontage of 45-49 Marrickville Road, Marrickville to minimise the loss of parking.

Additionally, Council will approach Transport for NSW to remove the bus zone along Railway Parade between Gleeson Avenue and Marrickville Road following the completion of the Sydenham to Bankstown Metro project. The bus zone was a temporary arrangement installed to accommodate layover of buses servicing the Sydney Metro buses. It should be noted that a new bus layover area has been constructed in Railway Parade accommodating up to six (6) buses. In this respect, Council will write to Transport for NSW, requesting that the bus zone between Gleeson Avenue and Marrickville Road be returned back to parking to reduce the loss of parking as a result of this project and the bus layover project. There will be a neutral change in parking spaces subject to agreement for the removal of the temporary bus zone from Transport for NSW.

The proposal for a pedestrian crossing on Marrickville Road at Sydney Street (if adopted in future), will result in a loss of an additional two (2) spaces.

STREETLIGHTING

The new raised pedestrian crossing will require new lighting for it to meet the minimum lighting safety and compliance standards. This may involve either 1 or 2 new flood lights provided on either side of the new raised pedestrian crossing (on either existing or new power poles). The final location of poles and lights will be confirmed during the lighting design development phase of the project by a Lighting Design Consultant.

PUBLIC CONSULTATION

Council undertook public consultation through Council's YourSay website, two face to face drop-in sessions, emails, letters and social media with invitation letters mailed out to stakeholders and residents within the study area in November 2025.

Some 732 letters were delivered to all property owners, residents and businesses of Marrickville Road between Railway Ave and Victoria Road, Meeks Road, Garnet St, Sydney St, Barclay St, Buckley St, Lower Railway Ave and Railway Ave. Emails were sent to local bicycle user groups, Local Democracy Group members and 1416 registered members of Your Say Inner West as well as 537 downloads on YourSay and 206 online survey competed. It should be noted that the two face-to-face engagement sessions were also held at the intersection of Marrickville Road and Gerald Street, Marrickville on Monday 1 December 2025 (10am – 2pm) and on Thursday 4 December 2025 (4pm – 7pm) with 45 community members attending the sessions.

A total of 231 participants provided feedback through the YourSay project page or via email. Majority of the participants (210) supported the proposed cycle path, 14 participants opposed and 7 were unsure or didn't know.

Key suggestions/feedback raised from the community engagement are listed in the table below. A Council officer response is also provided to the suggestions/feedback.

Community feedback provided	Council Officer response
Addition of pedestrian crossings, particularly across Marrickville Road.	Council will be proposing a pedestrian crossing across Marrickville Road east of Sydney St. As a crossing in this location will result in the loss of parking spaces, the immediately impacted community will be consulted separately on this additional proposal. Transport for NSW have indicated their upgrade of the intersection of Marrickville Road and Buckley St will include a pedestrian crossing across Marrickville Road. However, as this intersection is within a State Road the decision to proceed and the timing to do so is a Transport for NSW matter. Council has advised Transport for NSW of the community's desire for a crossing in this location. Council is prioritising pedestrian and cyclist movements along the southern side of Marrickville Road where there are fewer side streets for pedestrians and cyclists to cross and where a direct connection can be provided to Sydenham Station rather than prioritising these movements on the northern side of where there are more streets to cross, and these side streets experience higher heavy vehicle volumes, including the very busy intersection of Buckley St. The southern side of Marrickville Road in contrast has one street to cross between Sydenham Station and Meeks Road whereas the northern side of Marrickville Road has four (Sydney St, Barclay St, Buckley St and Lower Railway Parade).
Amending the design as needed to ensure continuation of industrial vehicle access to existing businesses along Marrickville Road.	Swept path analysis has been undertaken for properties along Marrickville Road and on side streets. Swept path analysis for side streets considers semi-trailer movements. Swept path analysis of vehicle movements to the commercial properties along Marrickville Road and in the side streets confirms that large vehicle access will be maintained. Some adjustment to localised parking restrictions may be required. Council is currently sharing this information with businesses and determining where parking restrictions may be needed.
Continuing the cycle path further along Marrickville Road into Marrickville Town Centre and amending the cycle path design at Meeks Road accordingly.	Continuation of the cycle path beyond Sydenham Station and Meeks Road is outside the scope of this project. Community feedback has been noted and will be used to

	inform future consideration of expansion of the cycle path network.
Widening the cycle path.	The cycle path has been designed to be as wide as possible within the existing constraint of the available road reserve (boundary to boundary) of Marrickville Road while maintaining vehicle lanes, parking and pedestrian access on both sides of Marrickville Road.
Reconsider the amount and use of shared areas and Removal of the shared areas from the northern side of Marrickville Road.	The extent of shared paths has been minimised as much as possible within the constraints of the built surrounds and fixed infrastructure. This condensed urban area creates limited options to provide separation at all locations, and a shared facility is considered acceptable at the bus stop as this is not a high-frequency bus route. At the kerb extension crossing points near Sydney Street and Barclay Street the design will be amended to remove the shared path area, continue the cycle path and give priority to pedestrians crossing the bicycle path through installation of a pedestrian crossing across the cycle path. The shared path on the northern side of Marrickville Road between Lower Railway Parade and Barclay St provides connection between the existing shared path in Lower Railway Parade and the proposed cycle path on the southern side of Marrickville Road. The overall width of the road reserve precludes construction of a separated cycle path on the northern side of Marrickville Road. Should Transport for NSW's upgrade of the intersection of Marrickville Road and Buckley Street include installation of a crossing across Marrickville Road, the extent of shared path on the northern side of Marrickville Road can be reconsidered.
Reduce the speed limit in Marrickville Road	The speed limit on all local road within the Inner West Council LGA is being reduced to 40kph as part of the InnerWest@40 project. Council will continue discussions with TfNSW on speed limit reductions on Marrickville Road with TfNSW noting this has sections road classified as regional and state.
Longitudinal design of the cycle path, particularly at driveways	The detailed design will investigate and implement as much as possible methods to smooth the cycle path longitudinally, while recognising that access to properties needs to be maintained.

The results of the consultation are included in the Engagement Outcome Report as provided in *Attachment 1*.

FINANCIAL IMPLICATIONS

The cost of the works is initially estimated at $3,900,000 and a component of funding has been included in Council's 2026/2027 Capital Work budget for initial works. The project has also been summitted for State Government funding (TfNSW) through the Get NSW Active program.

ATTACHMENTS

1.⇩ Marrickville Road East Cycle Path - Engagement Outcome Report
2.⇩ Marrickville Road East Cycle Path - Detailed Concept Design
3.⇩ Marrickville Road East Cycle Path - Swept Path Analysis
4.⇩ Marrickville Road East Cycle Path - Parking Comparison

Marrickville Road East Cycle Path

Engagement Outcomes Report

17 November – 19 December 2025

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Executive Summary

From 17 November to 19 December 2025, the community was invited to provide feedback on the proposed Marrickville Road East Cycle Path.

During the engagement period 2,959 people visited the Your Say project page.

537 participants downloaded the draft concept design and 45 participants attended at least one of the two on site drop-in information sessions.

231 participants provided feedback through the Your Say project page or via email.

Majority of participants (210) supported the proposed Cycle Path, 14 participants opposed and 7 were unsure or didn't know.

Key suggestions for amendments included:

- addition of pedestrian crossings, particularly across Marrickville Road
- amending the design as needed to ensure continuation of industrial vehicle access to existing businesses along Marrickville Road
- continuing the cycle path further along Marrickville Road to Marrickville town centre and amending the cycle path design at Meeks Road accordingly
- reconsider the amount and use of shared areas
- widening the cycle path.

Project background

The Marrickville Road East Cycle Path is a cycle path on Marrickville Road East, between Gleeson Avenue (Sydenham Station) and Meeks Road.

In 2018, the Marrickville Road East Masterplan was publicly exhibited and adopted which included the Marrickville Road East Cycle Path. Through consultation with the relevant authorities and stakeholders a concept design has been created. This stage of the project is to seek feedback from the community on the concept design.

The aim of the Marrickville Road East Cycle Path is to provide an integrated streetscape which is highly functional, well designed, visually appealing, accessible to all, safe and sustainable.

The path links east to the St Mary's Cycle Path at St Peters and north to the upgraded Sydenham–Newtown route. A separate Council–Sydney Metro project will extend the route south from Meeks Road to Dulwich Hill and Bankstown.

Promotion and engagement methods

Promotion method	Stakeholders engaged
Project page on Your Say Inner West	**2,959** people viewed the project page **537** downloads of the draft document
Letters	732 letters were delivered to all property owners, residents and businesses of: • Marrickville Road between Railway Ave and Victoria Road • Meeks Road • Garnet St • Sydney St • Barclay St • Buckley St • Lower Railway Ave • Railway Ave
Emails	4 emails to local bicycle user groups 12 emails to Local Democracy Group members 1416 registered members of Your Say Inner West
Council's social media	**2** Facebook posts: • **51,942** views • **281** likes/reactions • **13** shares **2** Instagram reels: • **30,927** views • **398** likes/reactions • **69** shares
Posters and postcards	24 posters along the route

Engagement method	Stakeholders engaged
Online survey	**206** surveys completed
Direct email	**17** emails from individuals **3** emails from business owners including 1 jointly sent of behalf of 7 businesses **5** emails from bicycle user groups
Face to Face drop-in information sessions	**45** people attended at least one of the two on site drop-in information sessions. **10** pieces of feedback were received across the 2 sessions

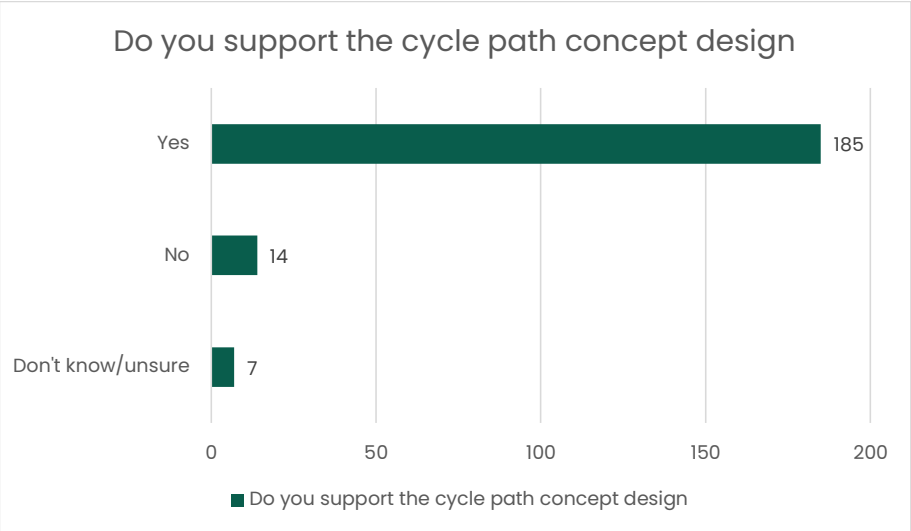
Who did we hear from?

Council gathers basic demographic information as part of the participant registration process online at Your Say Inner West. We use this information to understand who has responded and whether we need to engage further on the proposal. Below is a presentation of the key demographic information.

Demographics	Total number of respondents
Gender	134 respondents were man or male and 45 were female.
Age	38 respondents were between 35-39 33 respondents were between 30-34 27 respondents were between 25-29
Location	62 respondents were from Marrickville 27 respondents were from Dulwich Hill

Summary of feedback

Engagement method - Online survey



The below table summarises the individual feedback received from community members via Your Say Inner West. Council received 176 open text responses.

You said	Council response
Pedestrian crossings Pedestrian crossings across Marrickville Road and across side streets are needed instead of the proposed kerb extensions. It is too far between the traffic lights at Sydenham Station and the traffic lights at Victoria Road to not have a pedestrian crossing between,	Council will be proposing a pedestrian crossing across Marrickville Road east of Sydney St. As a crossing in this location will result in the loss of parking spaces, the immediately impacted community will be consulted separately on this additional proposal. Transport for NSW have indicated their upgrade of the intersection of Marrickville Road and

particularly as the traffic island near Sydney Street is being removed. Pedestrian crossings of the side streets should be raised to create continuous footpaths. *Subject raised 45 times*	Buckley St will include a pedestrian crossing across Marrickville Road. However, as this intersection is within a State Road the decision to proceed and the timing to do so is a Transport for NSW matter. Council has advised Transport for NSW of the community's desire for a crossing in this location. Council is prioritising pedestrian and cyclist movements along the southern side of Marrickville Road where there are fewer side streets for pedestrians and cyclists to cross and where a direct connection can be provided to Sydenham Station rather than prioritising these movements on the northern side of where there are more streets to cross, and these side streets experience higher heavy vehicle volumes, including the very busy intersection of Buckley St. The southern side of Marrickville Road in contrast has one street to cross between Sydenham Station and Meeks Road whereas the northern side of Marrickville Road has four (Sydney St, Barclay St, Buckley St and Lower Railway Parade). It should be noted that Marrickville Road is subject to flooding. Construction of raised devices on the northern side of Marrickville Road will adversely impact the flood characteristics of the intersections and of the properties along Marrickville Road. Flooding impacts resulting from raising the intersection at Gerald St can be addressed relatively economically. However, addressing flooding by upgrading the piped drainage system at and in the side streets north of Marrickville Road cannot be as economically achieved due to the flat nature of the ground.

	Significant upgrade of the downstream systems would be required by Sydney Water. Council will include upgrade of the existing stamped asphalt treatment at the intersections of the side streets on the northern side of Marrickville Road during the detailed design phase.
Width of the cycle path The cycle path is too narrow. *Subject raised 9 times*	The cycle path has been designed to be as wide as possible within the existing constraint of the available road reserve (boundary to boundary) of Marrickville Road while maintaining vehicle lanes, parking and pedestrian access on both sides of Marrickville Road.
Large vehicle access to commercial properties and side streets The proposal will narrow the width of Marrickville Road, impacting access and turning of large vehicles into existing commercial properties and side streets (This feedback was provided by email and via the YourSay portal.) *Subject raised 8 times*	Swept path analysis has been undertaken for properties along Marrickville Road and on side streets. Swept path analysis for side streets considers semi trailer movements. Swept path analysis of vehicle movements to the commercial properties along Marrickville Road and in the side streets confirms that large vehicle access will be maintained. Some adjustment to localised parking restrictions may be required. Council is currently sharing this information with businesses and determining where parking restrictions may be needed.
Continuation of the cycle path beyond Sydenham Station and Meeks Road The cycle path should continue beyond Meeks Road to Victoria Road and on to the Marrickville Town Centre and beyond, and also beyond Sydenham Station to Marrickville Metro to the north and St Peters to the east.	Continuation of the cycle path beyond Sydenham Station and Meeks Road is outside the scope of this project. Community feedback has been noted and will be used to inform future consideration of expansion of the cycle path network.

Subject raised 35 times	
Shared areas The extent of shared areas should be minimised, and potential conflict between pedestrians and cyclists within shared areas at bus stops and at street corners needs to be addressed.	The extent of shared paths has been minimised as much as possible within the constraints of the built surrounds and fixed infrastructure. This condensed urban area creates limited options to provide separation at all locations, and a shared facility is considered acceptable at the bus stop as this is not a high-frequency bus route. At the kerb extension crossing points near Sydney St and Barclay St the design will be amended to remove the shared area, continue the cycle path and give priority to pedestrians crossing the bicycle path through installation of a pedestrian crossing across the cycle path.
Remove shared areas from the northern side of Marrickville Road. *Subject raised 12 times*	The shared path on the northern side of Marrickville Road between Lower Railway Parade and Barclay St provides connection between the existing shared path in Lower Railway Parade and the proposed cycle path on the southern side of Marrickville Road. The overall width of the road reserve precludes construction of a separated cycle path on the northern side of Marrickville Road. Should Transport for NSW's upgrade of the intersection of Marrickville Road and Buckley St include installation of a crossing across Marrickville Road the extent of shared path on the northern side of Marrickville Road can be reconsidered if needed.
The road will become too narrow/congested/hazardous The proposal will create congestion, the vehicle and parking lanes are too narrow to allow safe entry and exit from vehicles. There isn't enough space between the cycle path and the parked vehicle for passengers to exist a parked vehicle.	This is a busy urban area with many people walking and cycling. The project aims to facilitate safer driving, provide better access for walking/cycling and increase awareness between all road users.

Subject raised 7 times	
The volume of cyclists that will use the cycle path does not justify the expense *Subject raised 4 times*	With more people riding bikes, Council is receiving increasing requests to provide safer cycling infrastructure. Council is providing more homes as part of the Our Fairer Future initiative. With this increasing population Council needs to provide space-efficient transport options within the existing road space. Safe cycling infrastructure makes cycling a more viable transport option for more people. Cities worldwide have seen an increase in cycling participation with the delivery of safer cycling infrastructure
Proposed cycle path bend-out at Gerald St Support for and objection to the bend-out in the cycle path. *Subject raised 6 times*	The bend out has been designed in accordance with the NSW Cycleway Design Tool Box and is intended to slow, but not stop, cyclists as they use the crossing at Gerald St. Cyclists have priority over vehicles. The space between the crossing and Marrickville Road allows vehicles to turn out of Marrickville Road and wait in Gerald St to give way to a cyclist.
Longitudinal design of the cycle path, particularly at driveways The design of the cyclepath should prioritise cyclists over vehicles at driveways and should ensure the cycle path is longitudinally flat rather than dipping at driveways. *Subject raised 11 times*	The detailed design will investigate and implement as much as possible methods to smooth the cycle path longitudinally, while recognising that access to properties needs to be maintained.
Reduce the speed limit in Marrickville Road The speed limit in Marrickville Road should be reduced to 40kph or less. *Subject raised 12 times*	The speed limit on all local road within the Inner West Council LGA is being reduced to 40kph over time. The intention is that the speed limit in Marrickville Road between Buckley St and Victoria Rd will be reduced to 40kph accordingly. The portion of Marrickville Road

	east of Buckley St and all of Railway Parade is a State Road, under the control of Transport for NSW. The speed limit on all State Roads has been set at 50kph.
Objection to relocation of the bus stop outside JetMaster The proposed bus stop location will block access to the driveway for JetMaster. (This feedback was provided by email and via the YourSay portal.) *Subject raised 2 times*	The bus stop in Marrickville Road between Sydney St and Barclay St is for set down and pick up only and is not designed for long stay of busses. Council will liaise with bus operators to ensure drivers needing to stay for an extended period of time use the bus layover area on the eastern side of Sydenham Station, not bus stop areas within Marrickville Road.
Meeks Road intersection upgrade Feedback requested further upgrade of the intersection of Meeks Rd and Marrickville Rd to include gateway treatment, a roundabout or traffic signals to assist with the right turn from Meeks Road into Marrickville Road and with pedestrians crossing Marrickville Road at Meeks Road. *Subject raised 5 times*	The proposed design significantly upgrades the intersection of Meeks Road and Marrickville Road from the current arrangement and is an adequate balance between the variety of user needs. It should be noted that a roundabout is not cycling nor pedestrian friendly and traffic signals do not meet the TfNSW warrants. The proposed concept design does not preclude future upgrade of the intersection if needed. Notwithstanding the above, detailed design will investigate opportunity for providing a continuous footpath across the southern side of Meeks Rd to at Marrickville Road to prioritise pedestrian movements between Marrickville Town centre and Sydenham Station.
Meeks Road Feedback was provided about the temporary separated cycle lane in Meeks Road. *Subject raised 4 times*	Meeks Road is outside the scope of this project however the feedback received has been noted and will be considered during design of the permanent South West Active Transport Link between Marrickville Road and Dulwich Hill via Meeks Road.
Other General Comments Construct a cycle lane on both sides of Marrickville Road.	Uni-directional cycleways on each side have significantly more impacts and, in this is a busy condensed urban area, these impacts are

	considered too significant. A separated cycleway on southern side and a shared path on northern side will significantly improve cycling access to the existing circumstances
Consider alternative routes using the rail corridor, consider including Lower Railway Parade as an alternative to travelling via Sydenham Station.	Access via the rail corridor would require extensive negotiation with state and federal public authorities and would delay design and delivery significantly. This option may be considered in future and in the meantime the proposal involves re-allocating part of the roadway to provide better cycling access,
Provide standing areas for cyclists entering the cycle path after crossing Marrickville Road.	Noted for consideration
Provide as many trees as possible an include water sensitive urban design for planted areas	Noted for consideration. Additional trees will be planted wherever possible
Provide bubblers, bicycle parking and street furniture *Subject raised 22 times*	Noted for consideration

Engagement method – Emails

The below table summarises the individual feedback received from community members via email.

You said	Council response
Pedestrian crossings Pedestrian crossings across Marrickville Road and across side streets are needed instead of the proposed kerb extensions. It is too far between the traffic lights at Sydenham Station and the traffic lights at Victoria Road to not have a	Council will be proposing a pedestrian crossing across Marrickville Road east of Sydney St. As a crossing in this location will result in the loss of parking spaces, the immediately impacted community will be consulted separately on this additional proposal.

pedestrian crossing between, particularly as the traffic island near Sydney Street is being removed. Pedestrian crossings of the side streets should be raised to create continuous footpaths. *Subject raised 9 times*	Transport for NSW have indicated their upgrade of the intersection of Marrickville Road and Buckley St will include a pedestrian crossing across Marrickville Road. However, as this intersection is within a State Road the decision to proceed and the timing to do so is a Transport for NSW matter. Council has advised Transport for NSW of the community's desire for a crossing in this location. Council is prioritising pedestrian and cyclist movements along the southern side of Marrickville Road where there are fewer side streets for pedestrians and cyclists to cross and where a direct connection can be provided to Sydenham Station rather than prioritising these movements on the northern side of where there are more streets to cross, and these side streets experience higher heavy vehicle volumes, including the very busy intersection of Buckley St. The southern side of Marrickville Road in contrast has one street to cross between Sydenham Station and Meeks Road whereas the northern side of Marrickville Road has four (Sydney St, Barclay St, Buckley St and Lower Railway Parade). It should be noted that Marrickville Road is subject to flooding. Construction of raised devices on the northern side of Marrickville Road will adversely impact the flood characteristics of the intersections and of the properties along Marrickville Road. Flooding impacts resulting from raising the intersection at Gerald St can be addressed relatively economically. However, addressing flooding by upgrading the piped drainage system at and in the side streets north of Marrickville Road cannot be as economically

	achieved due to the flat nature of the ground. Significant upgrade of the downstream systems would be required by Sydney Water. Council will include upgrade of the existing stamped asphalt treatment at the intersections of the side streets on the northern side of Marrickville Road during the detailed design phase.
Width of the cycle path The cycle path is too narrow. *Subject raised 3 times*	The cycle path has been designed to be as wide as possible within the existing constraint of the available road reserve (boundary to boundary) of Marrickville Road while maintaining vehicle lanes, parking and pedestrian access on both sides of Marrickville Road.
Large vehicle access to commercial properties and side streets The proposal will narrow the width of Marrickville Road, impacting access and turning of large vehicles into existing commercial properties and side streets. (This feedback was provided by email and Your Say Inner West) *Subject raised 8 times*	Swept path analysis has been undertaken for properties along Marrickville Road and on side streets. Swept path analysis for side streets considers semi trailer movements. Swept path analysis of vehicle movements to the commercial properties along Marrickville Road and in the side streets confirms that large vehicle access will be maintained. Some adjustment to localised parking restrictions may be required. Council is currently sharing this information with businesses and determining where parking restrictions may be needed.
Continuation of the cycle path beyond Sydenham Station and Meeks Road The cycle path should continue beyond Meeks Road to Victoria Road and on to the Marrickville Town Centre and beyond, and also beyond Sydenham Station to	Continuation of the cycle path beyond Sydenham Station and Meeks Road is outside the scope of this project. Community feedback has been noted and will be used to inform future consideration of expansion of the cycle path network.

Marrickville Metro to the north and St Peters to the east. *Subject raised 5 times*	
Shared areas The extent of shared areas should be minimised, and potential conflict between pedestrians and cyclists within shared areas at bus stops and at street corners needs to be addressed. Remove shared areas from the northern side of Marrickville Road. *Subject raised 4 times*	The extent of shared paths has been minimised as much as possible within the constraints of the built surrounds and fixed infrastructure. This condensed urban area creates limited options to provide separation at all locations, and a shared facility is considered acceptable at the bus stop as this is not a high-frequency bus route. At the kerb extension crossing points near Sydney St and Barclay St the design will be amended to remove the shared area, continue the cycle path and give priority to pedestrians crossing the bicycle path through installation of a pedestrian crossing across the cycle path. The shared path on the northern side of Marrickville Road between Lower Railway Parade and Barclay St provides connection between the existing shared path in Lower Railway Parade and the proposed cycle path on the southern side of Marrickville Road. The overall width of the road reserve precludes construction of a separated cycle path on the northern side of Marrickville Road. Should Transport for NSW's upgrade of the intersection of Marrickville Road and Buckley St include installation of a crossing across Marrickville Road the extent of shared path on the northern side of Marrickville Road can be reconsidered if needed.
The road will become too narrow/congested/hazardous The proposal will create congestion, the vehicle and parking lanes are too narrow to allow safe entry and exit from vehicles. There isn't enough	This is a busy urban area with many people walking and cycling. The project aims to facilitate safer driving, provide better access for walking/cycling and increase awareness between all road users.

space between the cycle path and the parked vehicle for passengers to exist a parked vehicle. *Subject raised 7 times*	
Proposed cycle path bend-out at Gerald St Support for and objection to the bend-out in the cycle path. *Subject raised 1 time*	The bend out has been designed in accordance with the NSW Cycleway Design Tool Box and is intended to slow, but not stop, cyclists as they use the crossing at Gerald St. Cyclists have priority over vehicles. The space between the crossing and Marrickville Road allows vehicles to turn out of Marrickville Road and wait in Gerald St to give way to a cyclist.
Longitudinal design of the cycle path, particularly at driveways The design of the cyclepath should prioritise cyclists over vehicles at driveways and should ensure the cycle path is longitudinally flat rather than dipping at driveways. *Subject raised 2 times*	The detailed design will investigate and implement as much as possible methods to smooth the cycle path longitudinally, while recognising that access to properties needs to be maintained.
Reduce the speed limit in Marrickville Road The speed limit in Marrickville Road should be reduced to 40kph or less. *Subject raised 3 times*	The speed limit on all local road within the Inner West Council LGA is being reduced to 40kph over time. The intention is that the speed limit in Marrickville Road between Buckley St and Victoria Rd will be reduced to 40kph accordingly. The portion of Marrickville Road east of Buckley St and all of Railway Parade is a State Road, under the control of Transport for NSW. The speed limit on all State Roads has been set at 50kph.
Objection to relocation of the bus stop outside JetMaster The proposed bus stop location will block access to the driveway for JetMaster. (This feedback was provided by email and Your Say Inner West)	The bus stop in Marrickville Road between Sydney St and Barclay St is for set down and pick up only and is not designed for long stay of busses. Council will liaise with bus operators to ensure drivers needing to stay for an extended period of time use the bus layover area on the eastern side of Sydenham Station, not bus stop areas within Marrickville Road.

INNER WEST

Subject raised 2 times	
Meeks Road intersection upgrade Feedback requested further upgrade of the intersection of Meeks Rd and Marrickville Rd to include a roundabout or traffic signals to assist with the right turn from Meeks Road into Marrickville Road and with pedestrians crossing Marrickville Road at Meeks Road. *Subject raised 2 times*	The proposed design significantly upgrades the intersection of Meeks Road and Marrickville Road from the current arrangement and is an adequate balance between the variety of user needs. It should be noted that a roundabout is not cycling nor pedestrian friendly and traffic signals do not meet the TfNSW warrants. The proposed concept design does not preclude future upgrade of the intersection if needed. Notwithstanding the above, detailed design will investigate opportunity for providing a continuous footpath across the southern side of Meeks Rd to at Marrickville Road to prioritise pedestrian movements between Marrickville Town centre and Sydenham Station.
Meeks Road Feedback was provided about the temporary separated cycle lane in Meeks Road. *Subject raised 2 times*	Meeks Road forms part of the temporary works associated with South West Active Transport Link (Metroway) and is outside the scope of this project. The feedback received has been noted and will be considered as part of the design for the permanent South West Active Transport Link (Metroway) between Marrickville Road and Dulwich Hill via Meeks Road.
Other General Comments Consider alternative routes using the rail corridor, consider including Lower Railway Parade as an alternative to travelling via Sydenham Station. Provide bicycle logos in Gerald St	Access via the rail corridor would require extensive negotiation with state and federal public authorities and would delay design and delivery significantly. This option may be considered in future and in the meantime the proposal involves re-allocating part of the roadway to provide better cycling access, The addition of bicycle logos in Gerald St is not supported as Meeks Rd is the proposed route

Provide as many trees as possible an include water sensitive urban design for planted areas	Noted for consideration. Additional trees will be planted wherever possible
Provide bubblers, bicycle parking and street furniture	Noted for consideration
Underground power lines *Subject raised 7 times*	Undergrounding power lines is beyond the scope and budget of this project

Onsite/face to face engagement activities

Two face to face engagement sessions were held at the intersection of Marrickville Road and Gerald St, Marrickville on Monday 1 December 2025 (10am – 2pm) and on Thursday 4 December 2025 (4pm – 7pm). A total of 45 community members attended the sessions.

A large printed map of the proposed concept design was available to view and community members were invited to provide feedback on sticky notes.

Key themes raised at the sessions included:

- Support for traffic signals at Sydenham Station
- Issues with width of Marrickville Road for large vehicles
- Pedestrian crossings Marrickville Road are preferred instead of kerb extensions
- General support for the overall proposal.

Next steps

Based on the community feedback Council will:

- Review the provision of pedestrian / bicycle crossings across Marrickville Road
- Assess large vehicle access to businesses, modifying the concept design where needed to maintain existing access

A report will be presented to the Local Transport Forum on 16 March 2026 and then to Council at its meeting on 21 April 2026. The aim is for the concept design to be adopted so the project can progress to detailed design and then construction.

Detailed design is scheduled for completion by mid-2026, with construction expected to begin in late 2026 and finish by mid-2027.

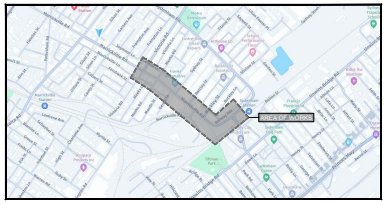
Council will continue to keep the community updated through its website, the Your Say Inner West platform and direct emails to those who provided feedback during engagement.

INNER WEST COUNCIL

MARRICKVILLE ROAD EAST - MARRICKVILLE VICTORIA ROAD TO SYDENHAM STATION PROPOSED INFASTRUCTURE IMPROVEMENTS

LINEMARKING AND SIGNPOSTING DRAWINGS
PROJECT No: 21106

LOCALITY PLAN



ASPECT AUSTRALIA
ASPECT AUSTRALIA PTY LTD | ABN 40 080 381 979
CIVIL INFRASTRUCTURE DESIGN CONSULTANTS
PO BOX 1097 CRONULLA NSW 2230 T 0419 271 877
email: admin@aspectaustralia.com.au
web: www.aspectaustralia.com.au

LOCAL GOVERNMENT PROCUREMENT
APPROVED CONTRACTOR

DRAWING SCHEDULE | ISSUE FOR LTF APPROVAL

DWG No	DRAWING TITLE	REV	DATE
21106-00	COVER SHEET	H	02.03.26
21106-01	GENERAL NOTES AND LEGEND	H	02.03.26
21106-02	LINEMARKING AND SIGNPOSTING PLAN (1)	H	02.03.26
21106-03	LINEMARKING AND SIGNPOSTING PLAN (2)	H	02.03.26
21106-04	LINEMARKING AND SIGNPOSTING PLAN (3)	H	02.03.26
21106-05	LINEMARKING AND SIGNPOSTING PLAN (4)	H	02.03.26
21106-06	LINEMARKING AND SIGNPOSTING PLAN (5)	H	02.03.26

LINEMARKING AND SIGNPOSTING NOTES

L1. LINEMARKING AND SIGNPOSTING TO BE INSTALLED TO RELEVANT TINSW AND AUSTRALIAN STANDARDS AS SOON AS PRACTICABLE. GRIND OFF ALL REDUNDANT LINEMARKINGS AS REQUIRED. CONCRETE MEDIAN ISLAND EDGES TO BE PAINTED WITH WHITE REFLECTIVE THERMOPLASTIC PAINT.

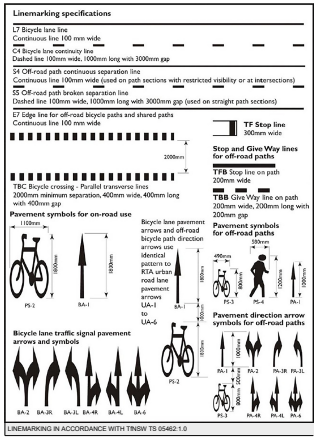
L2. ALL LINEMARKING AND SIGNPOSTING TO BE APPROVED BY COUNCILS TRAFFIC ENGINEER PRIOR TO CONSTRUCTION.

L3. ALL SIGNPOSTING TO BE INSTALLED USING "JAYBRO" POLE SOCKET SYSTEM. EXISTING SIGNS AND STEMS MAY BE REUSED PROVIDING THEY ARE IN GOOD CONDITION AND APPROVED BY THE SUPERINTENDENT.

PAVEMENT MARKING LEGEND

TYPE	NAME	DIMENSIONS (METRES)	COLOUR
LINEMARKING IN ACCORDANCE WITH AS1792.2:2022			
TB	GIVE WAY LINE	0.6 0.6 0.6 0.6 0.6 (0.30)	WHITE
TB1	GIVE WAY LINE	0.6 0.6 0.6 0.6 0.6 (0.15)	WHITE
TF	STOP LINE	(0.30)	WHITE
LINEMARKING IN ACCORDANCE WITH TINSW TS 05462:1.0			
BL2	DOUBLE TWO-WAY BARRIER LINE	(0.1) (0.1) (0.1)	WHITE
CL1	EDGE OF CARRIAGEWAY	1 3 1 3 1 3 1 (0.15)	WHITE
DL1	SINGLE BROKEN DIVIDING LINE	3 9 3 9 3 9 3 (0.1)	WHITE
EL1	EDGE LINE	(0.15)	WHITE
OL1	OUTLINE LINE	(0.15)	WHITE
TL1	TURN LINE	0.6 0.6 0.6 0.6 0.6 (0.1)	WHITE
LL1	LANE LINE - BROKEN (MULTI-LANE ROAD)	3 9 3 9 3 9 3 (0.1)	WHITE
LL4	LANE LINE - UNBROKEN (MULTI-LANE ROAD)	(0.1)	WHITE
BU2	BUS LANE LINE (MULTI-LANE ROAD)	(0.1)	RED
BU4	EDGE OF BUS LANE	1 3 1 3 1 3 1 (0.15)	RED
PS1	EDGE OF PARKING BAY	(0.1)	WHITE
NS1	KERBSIDE LINE FOR NO-STOPPING	(0.1)	YELLOW
NS1	KERBSIDE LINE FOR CLEARWAY	3 3 3 3 3 (0.1)	YELLOW

BICYCLE PAVEMENT MARKING LEGEND



No	DATE	REVISION DETAILS
C	20.06.24	ISSUE TO COUNCIL FOR TINSW APPROVAL
D	23.04.25	ISSUE TO COUNCIL FOR REVIEW
E	23.05.25	ISSUE TO COUNCIL FOR TINSW APPROVAL
F	08.11.25	ISSUE TO COUNCIL FOR CONCEPT REVIEW ONLY
G	13.11.25	ISSUE TO COUNCIL FOR CONCEPT REVIEW ONLY
H	02.03.26	ISSUE FOR LOCAL TRANSPORT FORUM (LTF) APPROVAL

SCALE BARS:

ASPECT AUSTRALIA
ASPECT AUSTRALIA PTY LTD | ABN 40 080 381 979
CIVIL INFRASTRUCTURE DESIGN CONSULTANTS
PO BOX 1097 CRONULLA NSW 2230 T 0419 271 877
email: admin@aspectaustralia.com.au
web: www.aspectaustralia.com.au

LOCAL GOVERNMENT PROCUREMENT APPROVED CONTRACTOR

CLIENT: INNER WEST

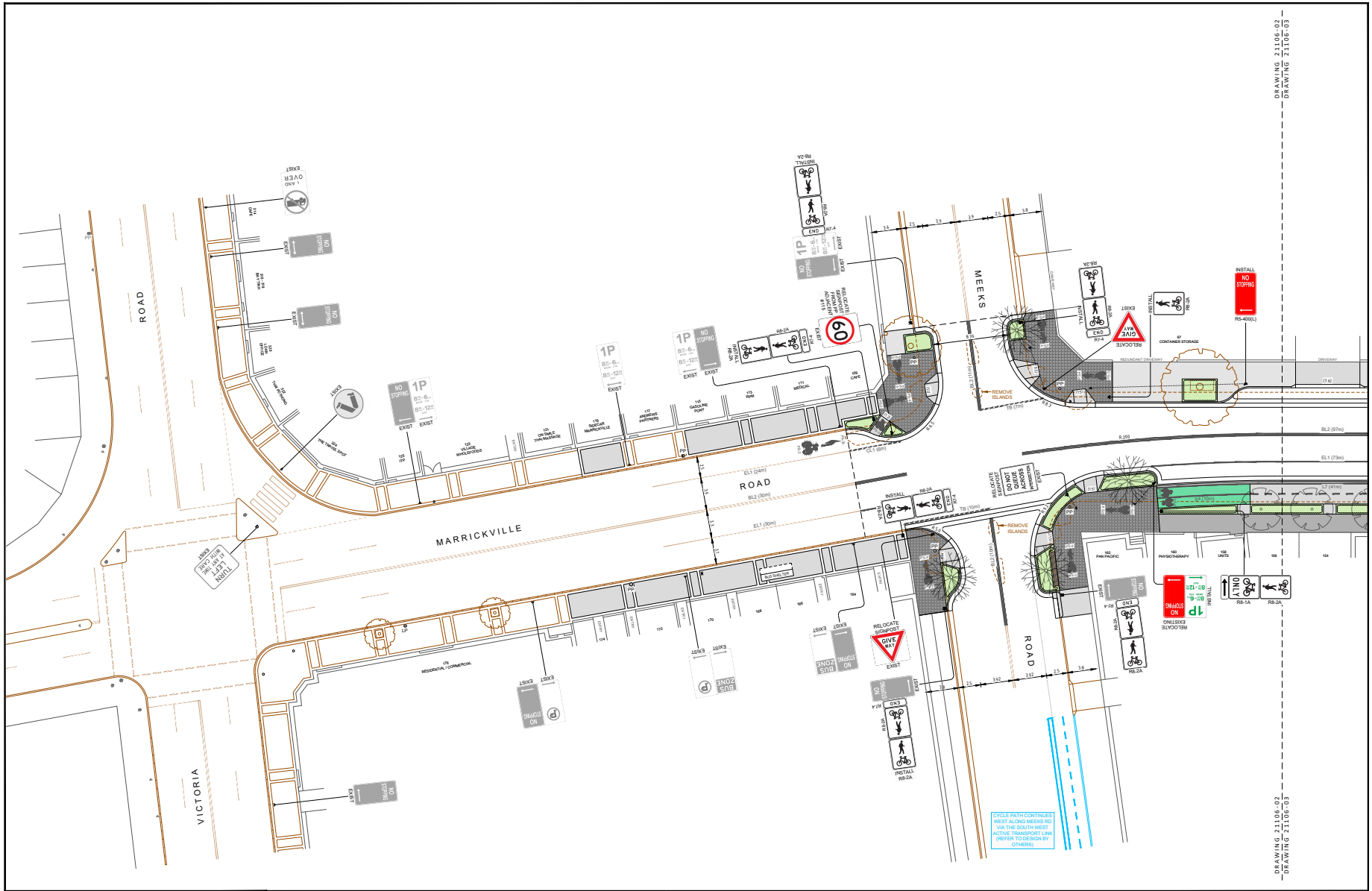
SCALES:	AS SHOWN
DATUM:	AHD
GRID:	MGA
JOB REF:	21106
APPROVED:	IWC

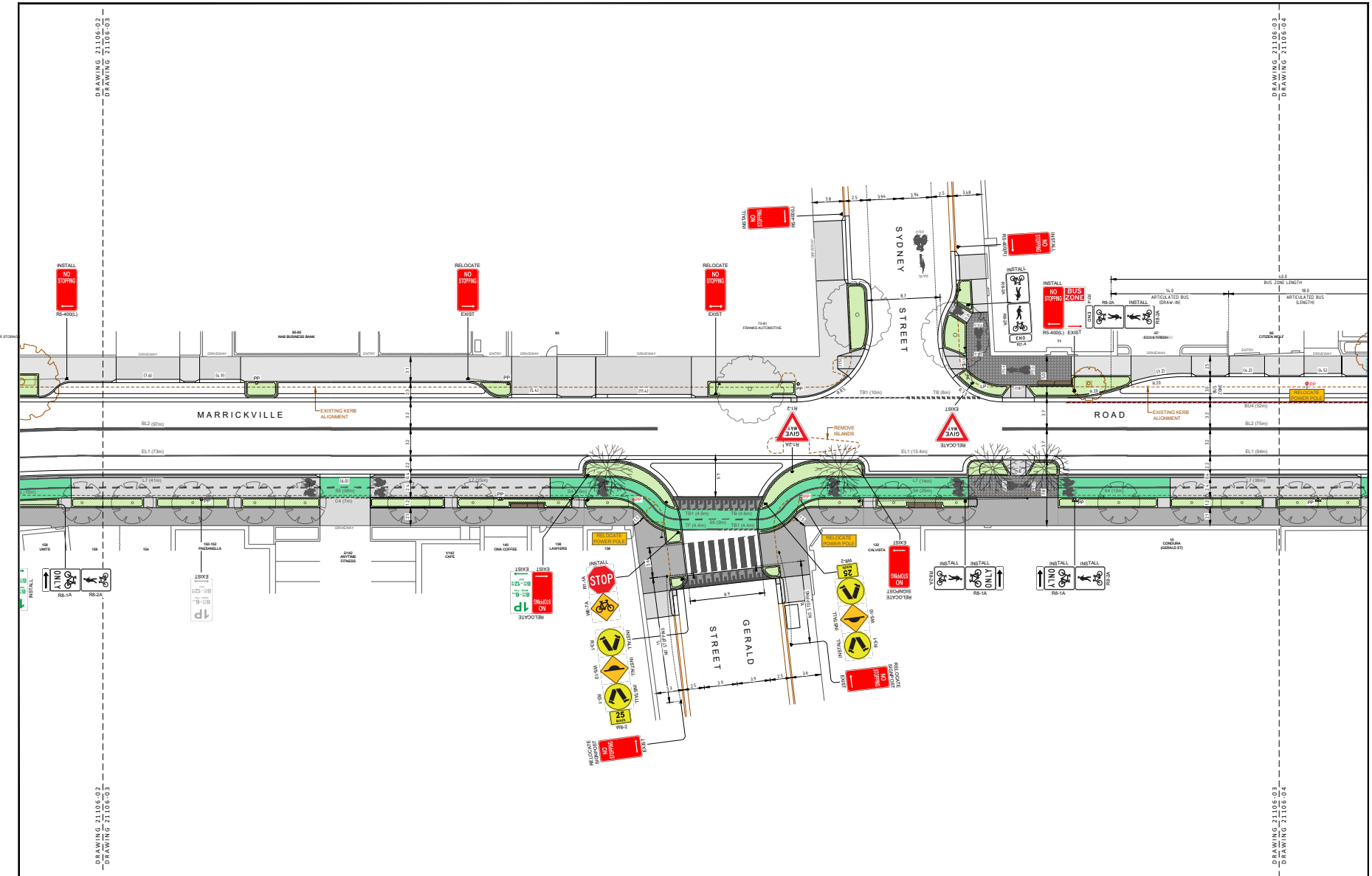
PROJECT:
MARRICKVILLE ROAD EAST - MARRICKVILLE
VICTORIA ROAD TO SYDENHAM STATION
PROPOSED INFRASTRUCTURE IMPROVEMENTS

DRAWING
GENERAL NOTES AND LEGEND

DRAWING No: 21106-01
REVISION: H
SHEET 1 OF 6 SHEETS
A1

ISSUED FOR:
LTF APPROVAL


MARRICKVILLE ROAD
VICTORIA ROAD
MEEKS ROAD
DRAWING 21106-02
DRAWING 21106-03
CYCLE PATH CONTINUES WEST ALONG MEEKS RD VIA THE SOUTH WEST ACTIVE TRANSPORT LINK (REFER TO DESIGN BY OTHERS)
REMOVE ISLANDS
RELOCATE SIGNPOST
INSTALL NO STOPPING
INSTALL 1P
INSTALL 60
INSTALL GIVE WAY
INSTALL BUS ZONE
INSTALL END
INSTALL TURN LEFT IN THE WEST LANE ONLY
RELOCATE EXISTING NO STOPPING
RELOCATE EXISTING BUS ZONE
RELOCATE EXISTING 60 SIGNS ACROSS MEEKS RD
RELOCATE GIVE WAY
RELOCATE 60 FROM MEEKS RD TO ALLEY
EXIST
EXIST OVER LAND
EXIST TURN LEFT IN THE WEST LANE
EXIST NO STOPPING
EXIST BUS ZONE
EXIST 1P
EXIST GIVE WAY
EXIST DRIVEWAY
EXIST CONTAINER STORAGE
EXIST PAN PACIFIC
EXIST PHYSIOTHERAPY
EXIST UNITS
EXIST RESIDENTIAL / COMMERCIAL
EXIST THE TRIPOD SPOT
EXIST VILLAGE WHEELSHOES
EXIST VIN SMILE THAI MASSAGE
EXIST ANDREWS PARTNERS
EXIST GASOLINE POINT
EXIST MEDICAL
EXIST CAFE
EXIST RMW
EXIST LAND OFFICE
EXIST MAX
EXIST PAY
EXIST PAY
EXIST PAY



No	DATE	REVISION DETAILS
C	20.06.24	ISSUE TO COUNCIL FOR TINSW APPROVAL
D	23.04.25	ISSUE TO COUNCIL FOR REVIEW
E	23.05.25	ISSUE TO COUNCIL FOR TINSW APPROVAL
F	08.11.25	ISSUE TO COUNCIL FOR CONCEPT REVIEW ONLY
G	13.11.25	ISSUE TO COUNCIL FOR CONCEPT REVIEW ONLY
H	02.03.26	ISSUE FOR LOCAL TRANSPORT FORUM (LTF) APPROVAL

SCALE BARS: 0 5 10 15 20m
1 : 200

ASPECT AUSTRALIA
ASPECT AUSTRALIA PTY LTD | ABN 40 080 381 979
CIVIL INFRASTRUCTURE DESIGN CONSULTANTS
PO BOX 1097 CRONULLA NSW 2230 T 0419 271 877
email: admin@aspectaustralia.com.au
web: www.aspectaustralia.com.au

LOCAL GOVERNMENT PROCUREMENT
APPROVED CONTRACTOR

CLIENT: INNER WEST

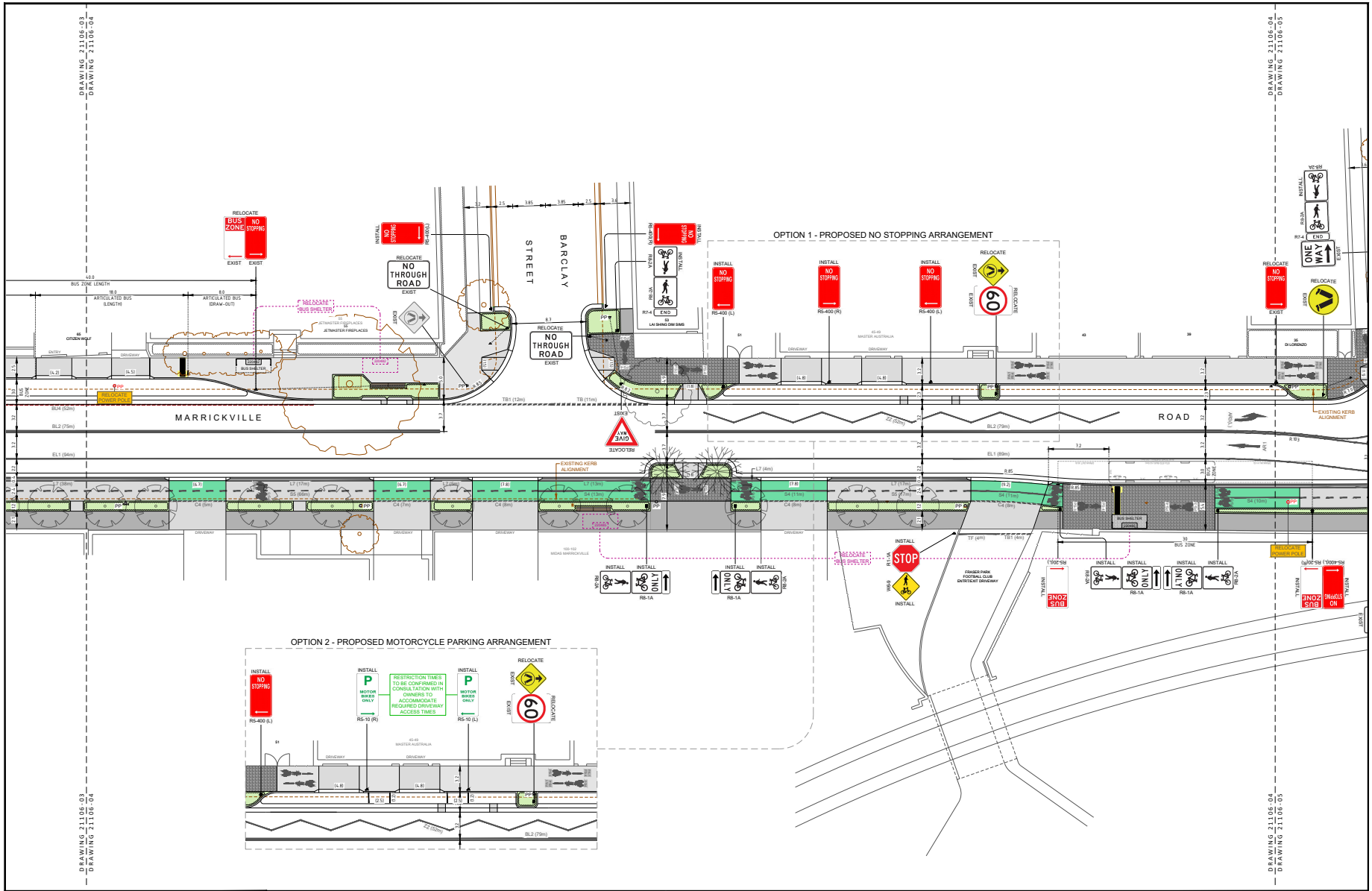
SCALES:	AS SHOWN
DATUM:	AHD
GRID:	MGA
JOB REF:	21106
APPROVED:	IWC

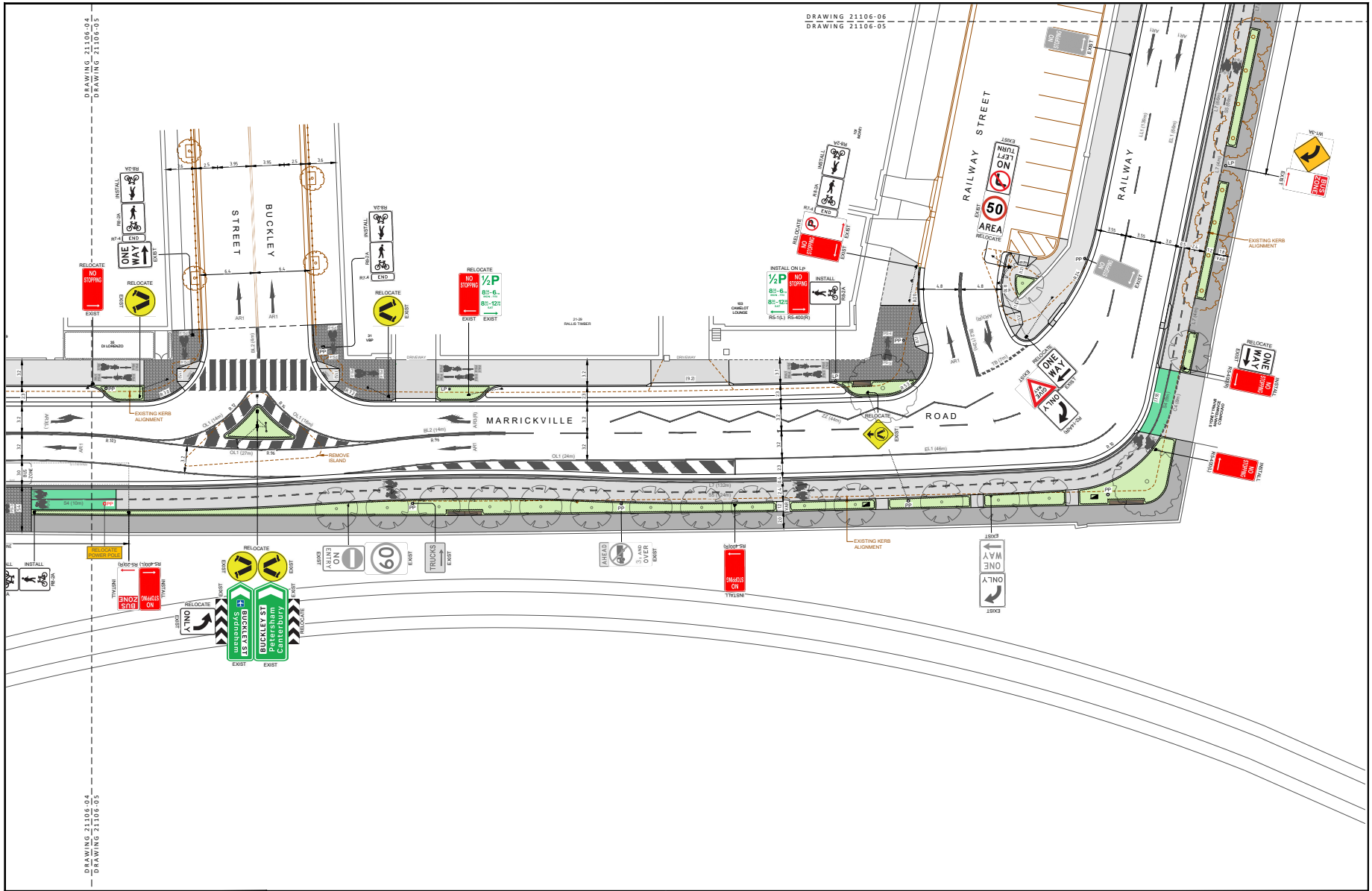
PROJECT:
MARRICKVILLE ROAD EAST - MARRICKVILLE
VICTORIA ROAD TO SYDENHAM STATION
PROPOSED INFRASTRUCTURE IMPROVEMENTS

DRAWING
LINEMARKING AND SIGNPOSTING PLAN (2)

DRAWING No: 21106-03
REVISION: H
SHEET 3 OF 6 SHEETS
A1

ISSUED FOR:
LTF APPROVAL


OPTION 1 - PROPOSED NO STOPPING ARRANGEMENT
OPTION 2 - PROPOSED MOTORCYCLE PARKING ARRANGEMENT
MARRICKVILLE ROAD
BARCLAY STREET
RELOCATE BUS ZONE NO STOPPING
NO THROUGH ROAD
INSTALL NO STOPPING
RS-400 (L)
RS-400 (R)
RS-400 (L)
RS-400 (L)
RS-10 (R)
RS-10 (L)
RS-201
RS-201(R)
RS-400(L)
RS-400(R)
R7-4 END
R8-3A
R8-1A
R1-1A STOP
W6-9
W6-9A
R6-3A
R6-3A
R6-3



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SCALE BARS: 0 5 10 15 20m — 1 : 200

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CLIENT: INNER WEST

SCALES:	AS SHOWN
DATUM:	AHD
GRID:	MGA
JOB REF:	21106
APPROVED:	IWC

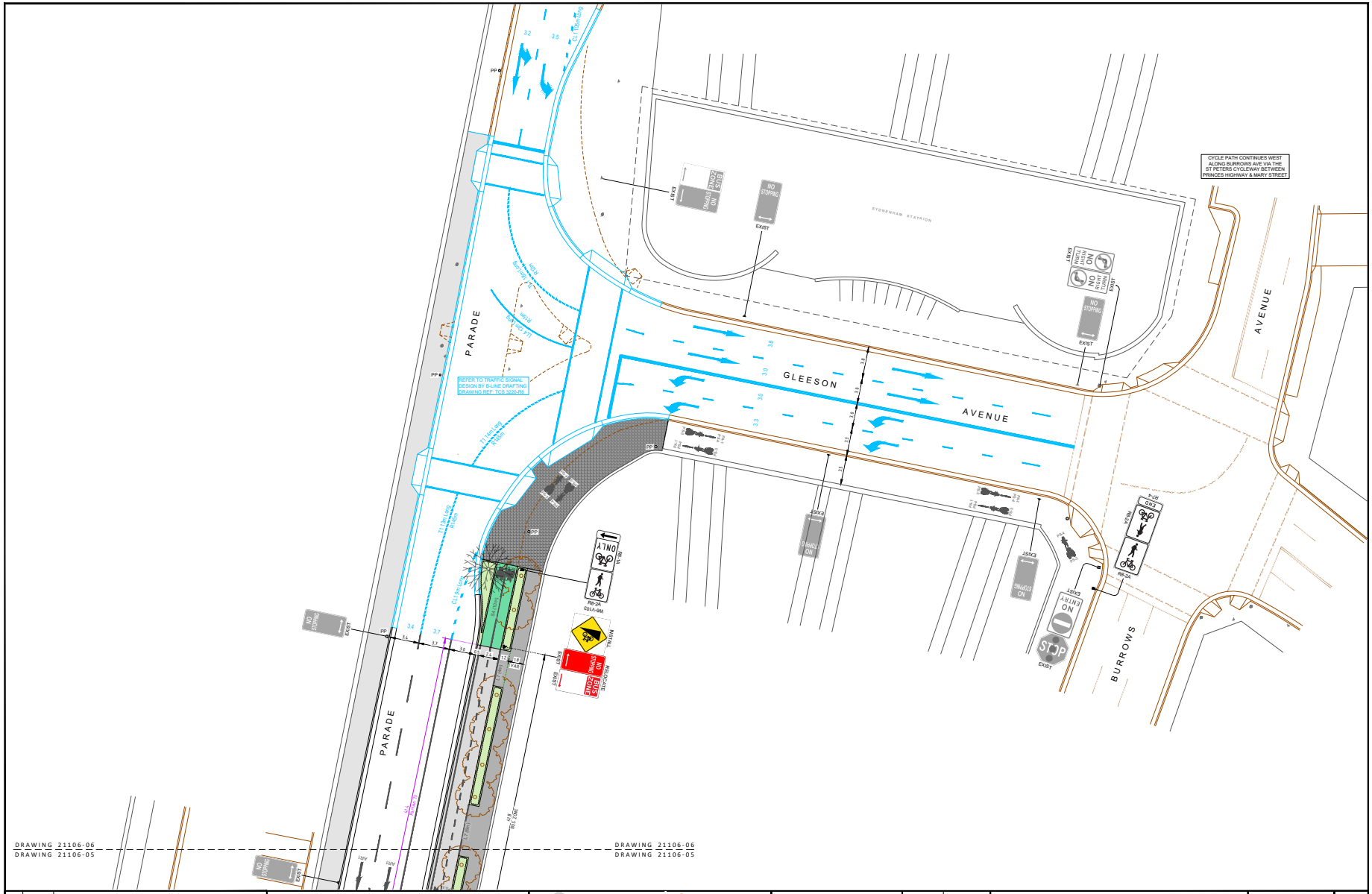
PROJECT: MARRICKVILLE ROAD EAST - MARRICKVILLE VICTORIA ROAD TO SYDENHAM STATION PROPOSED INFRASTRUCTURE IMPROVEMENTS

DRAWING: LINEMARKING AND SIGNPOSTING (4)

DRAWING No: 21106-05 — REVISION: H

SHEET 5 OF 6 SHEETS — A1

ISSUED FOR: LTF APPROVAL



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SCALE BARS: 0 5 10 15 20m 1 : 200

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CLIENT: INNER WEST

SCALES:	AS SHOWN
DATUM:	AHD
GRID:	MGA
JOB REF:	21106
APPROVED:	IWC

PROJECT:
MARRICKVILLE ROAD EAST - MARRICKVILLE
VICTORIA ROAD TO SYDENHAM STATION
PROPOSED INFRASTRUCTURE IMPROVEMENTS

DRAWING
LINEMARKING AND SIGNPOSTING PLAN (5)

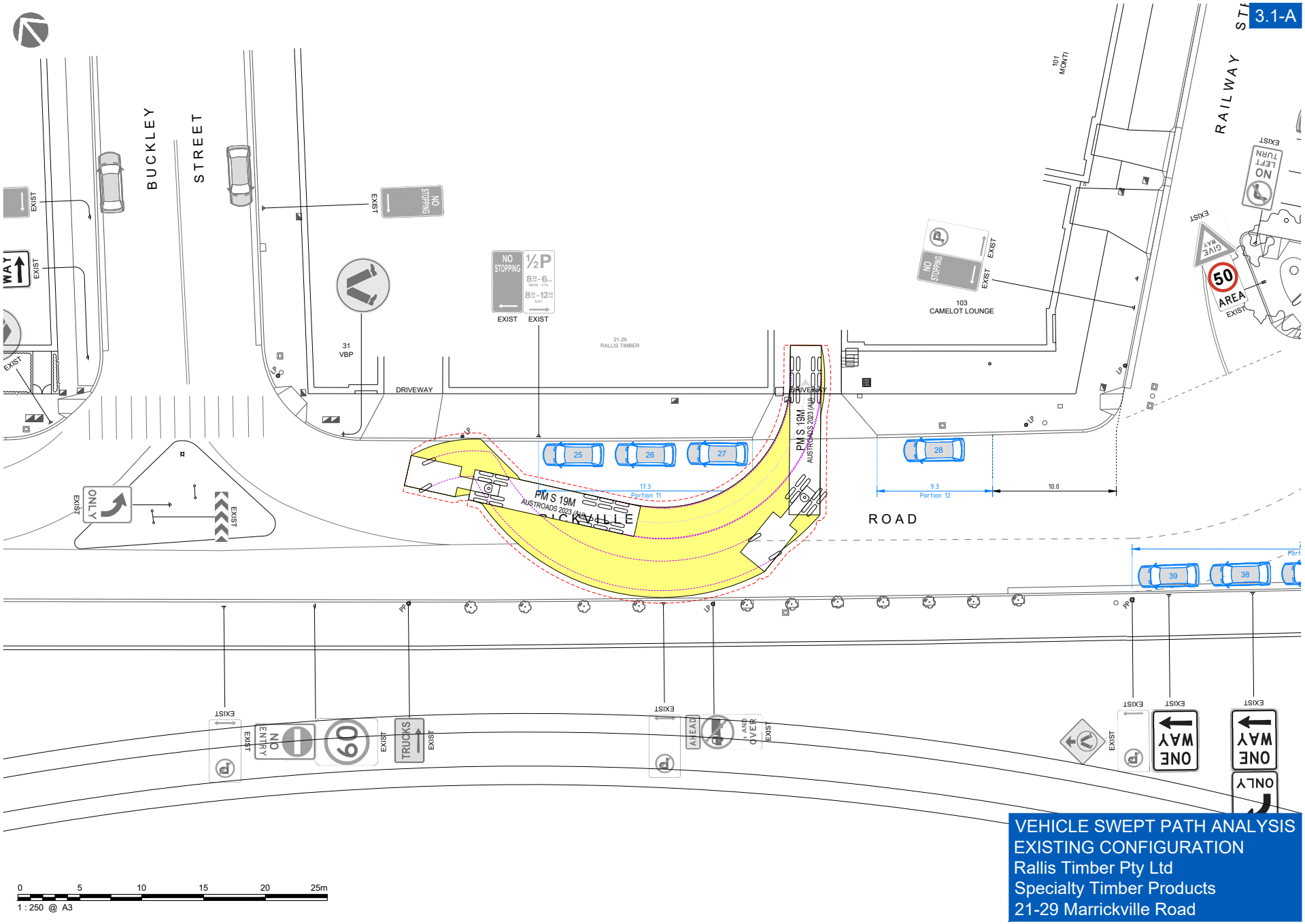
DRAWING No 21106-06

REVISION H

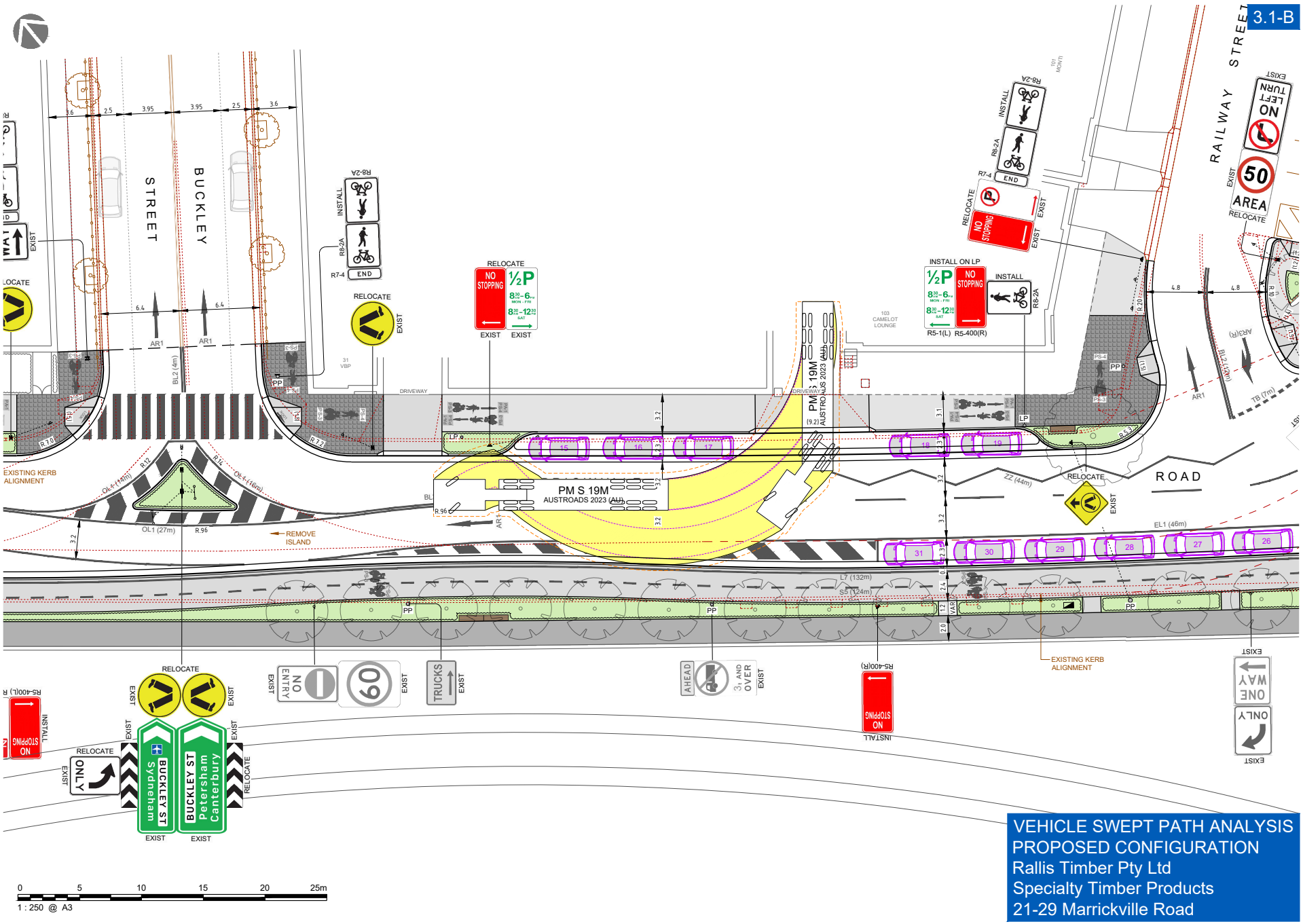
SHEET 6 OF 6 SHEETS A1

ISSUED FOR: LTF APPROVAL

3.1-A

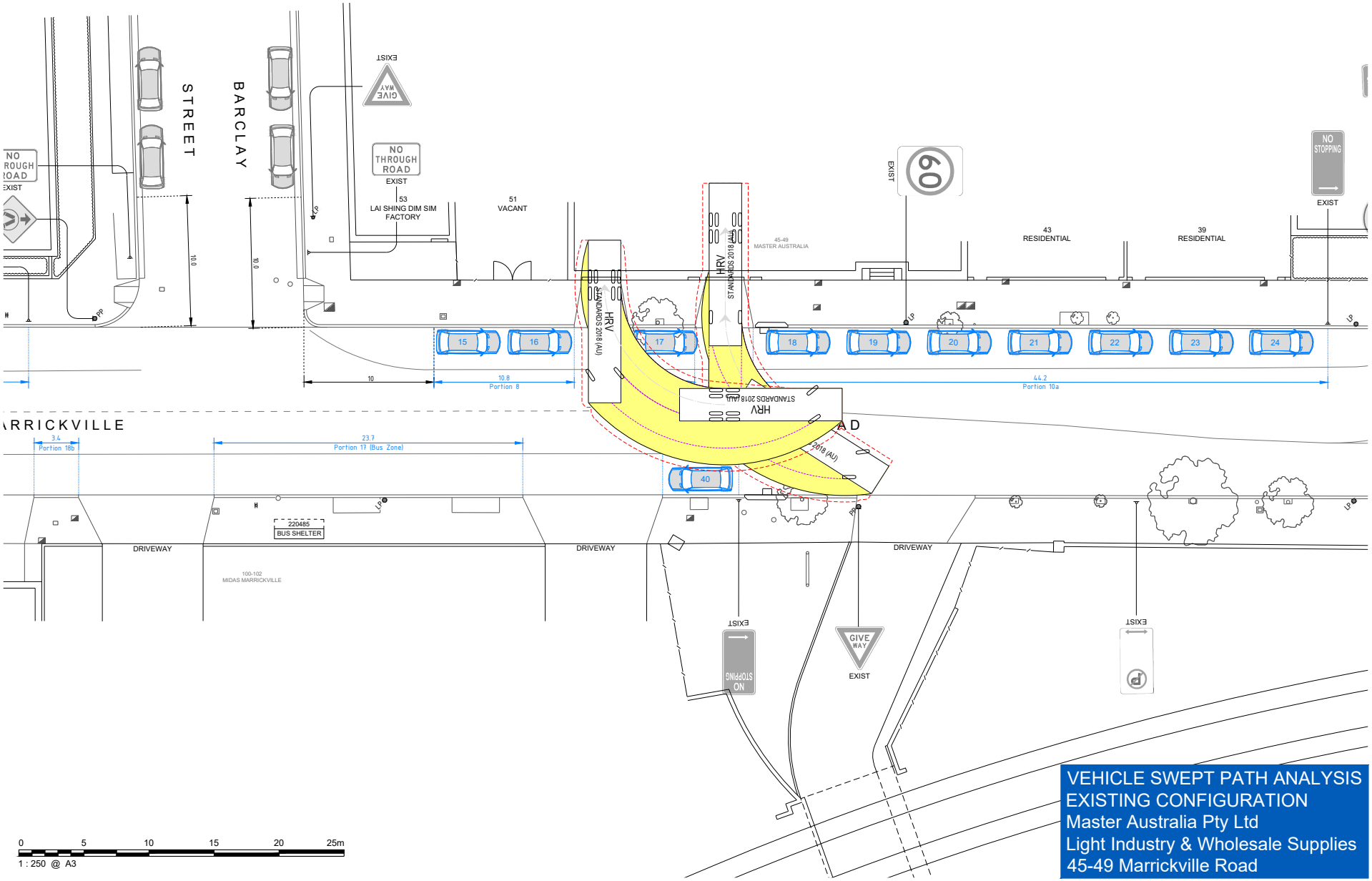


VEHICLE SWEPT PATH ANALYSIS
EXISTING CONFIGURATION
Rallis Timber Pty Ltd
Specialty Timber Products
21-29 Marrickville Road



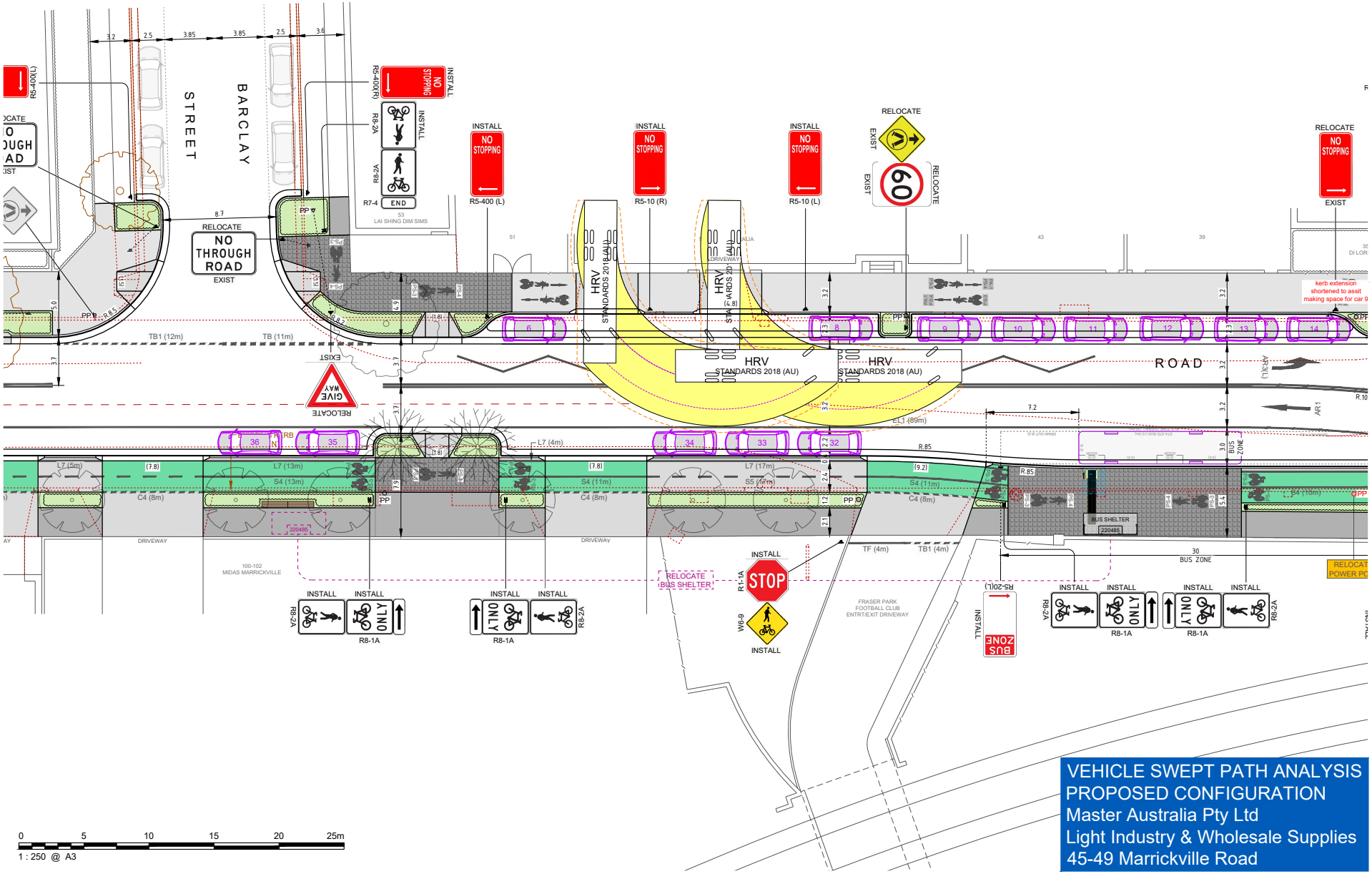
VEHICLE SWEPT PATH ANALYSIS
PROPOSED CONFIGURATION
Rallis Timber Pty Ltd
Specialty Timber Products
21-29 Marrickville Road

3.2-A



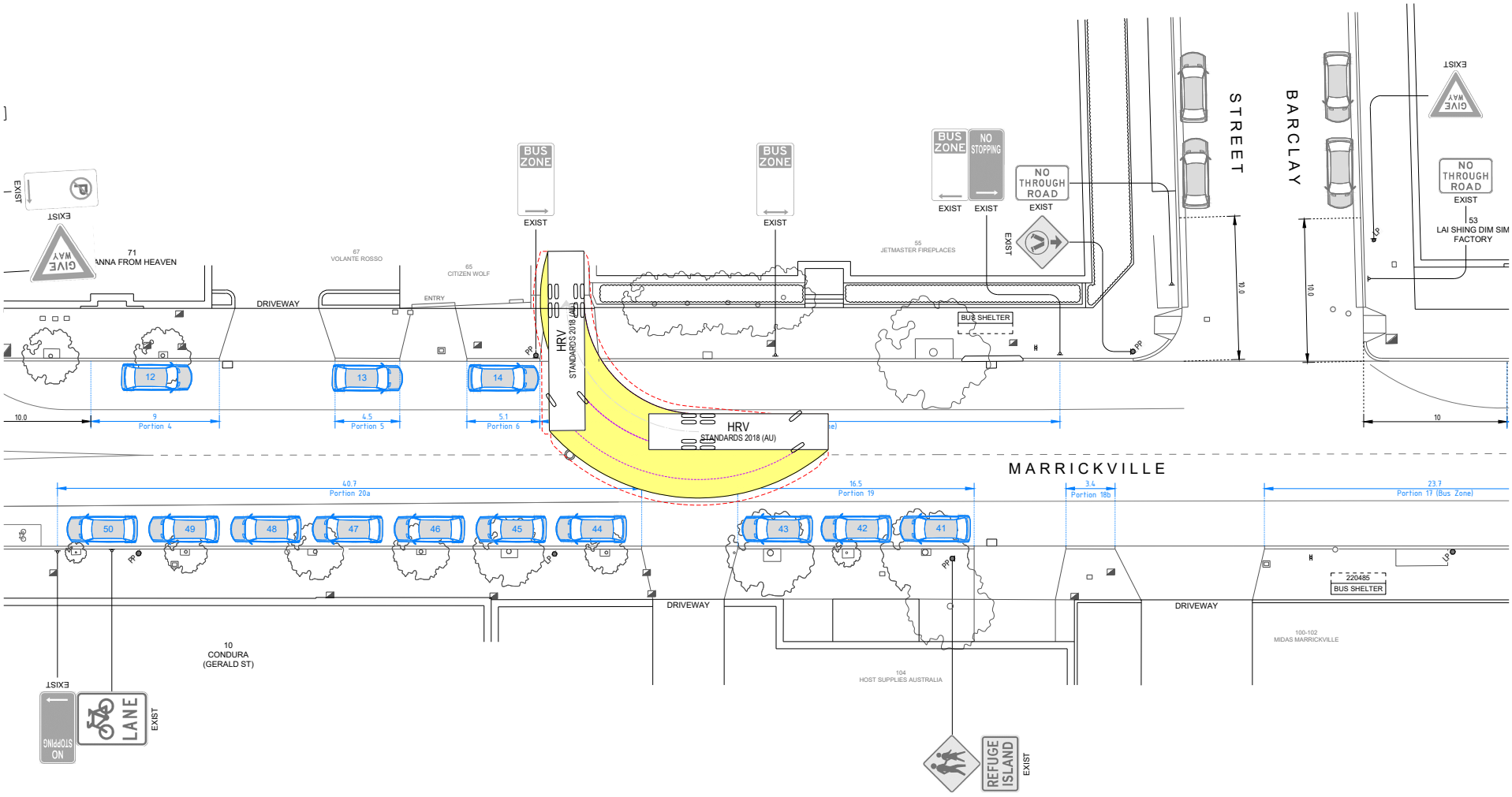
VEHICLE SWEPT PATH ANALYSIS
EXISTING CONFIGURATION
Master Australia Pty Ltd
Light Industry & Wholesale Supplies
45-49 Marrickville Road

3.2-B



VEHICLE SWEPT PATH ANALYSIS
PROPOSED CONFIGURATION
Master Australia Pty Ltd
Light Industry & Wholesale Supplies
45-49 Marrickville Road

3.3-A

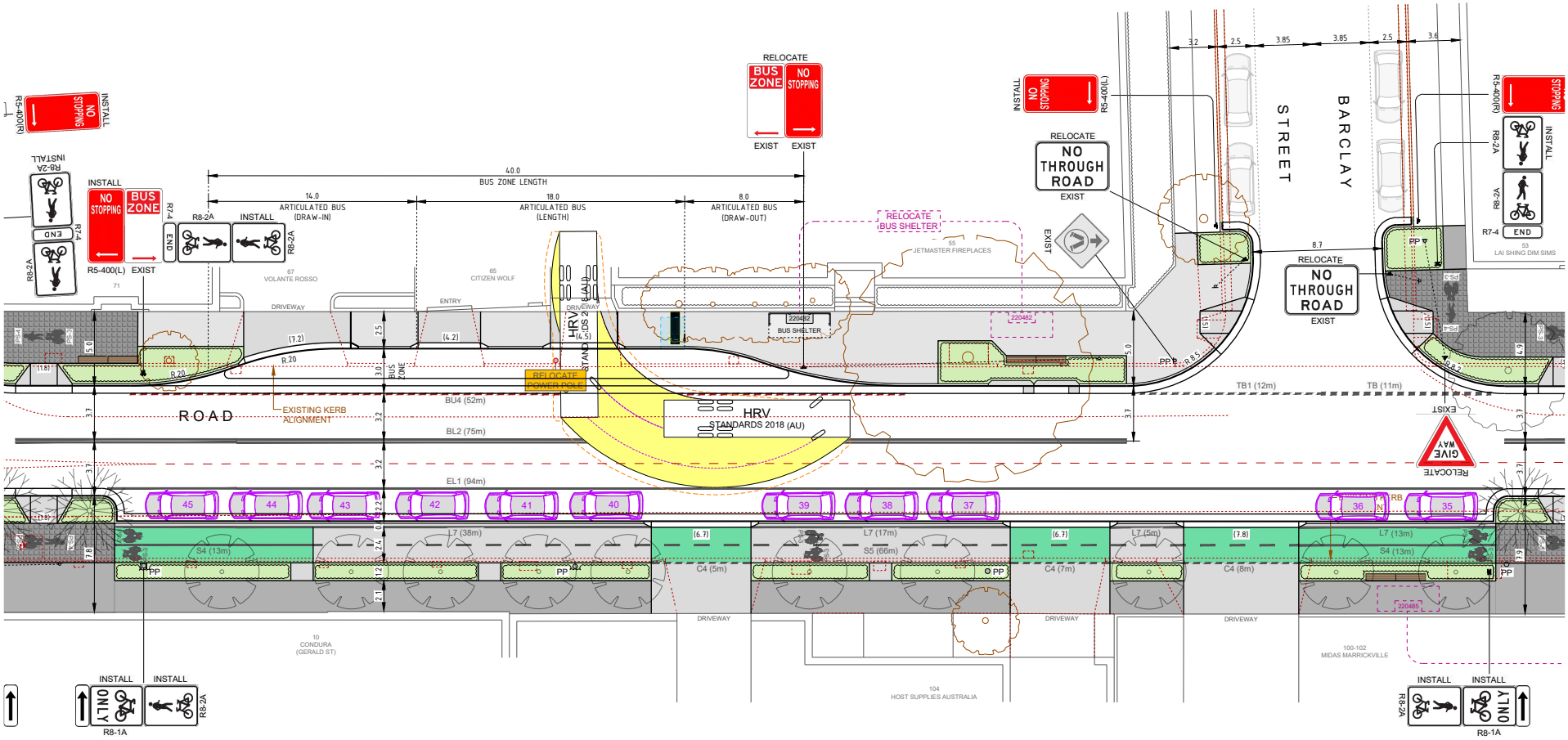


0 5 10 15 20 25m

1 : 250 @ A3

VEHICLE SWEPT PATH ANALYSIS
EXISTING CONFIGURATION
Jetmaster Fireplaces (Aust) Pty Ltd
Light Industry & Wholesale Supplies
55 Marrickville Road

3.3-B

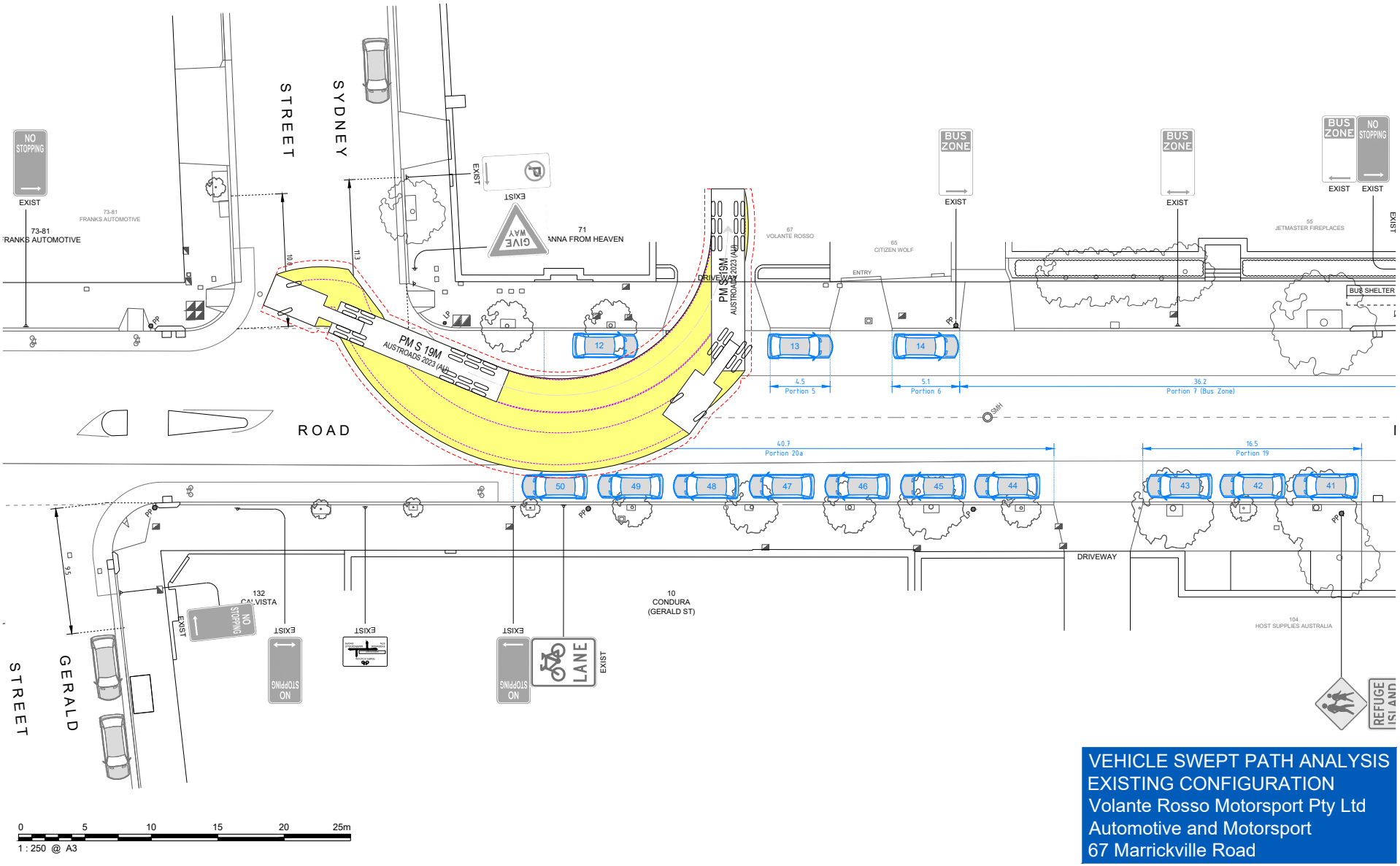


0 5 10 15 20 25m

1 : 250 @ A3

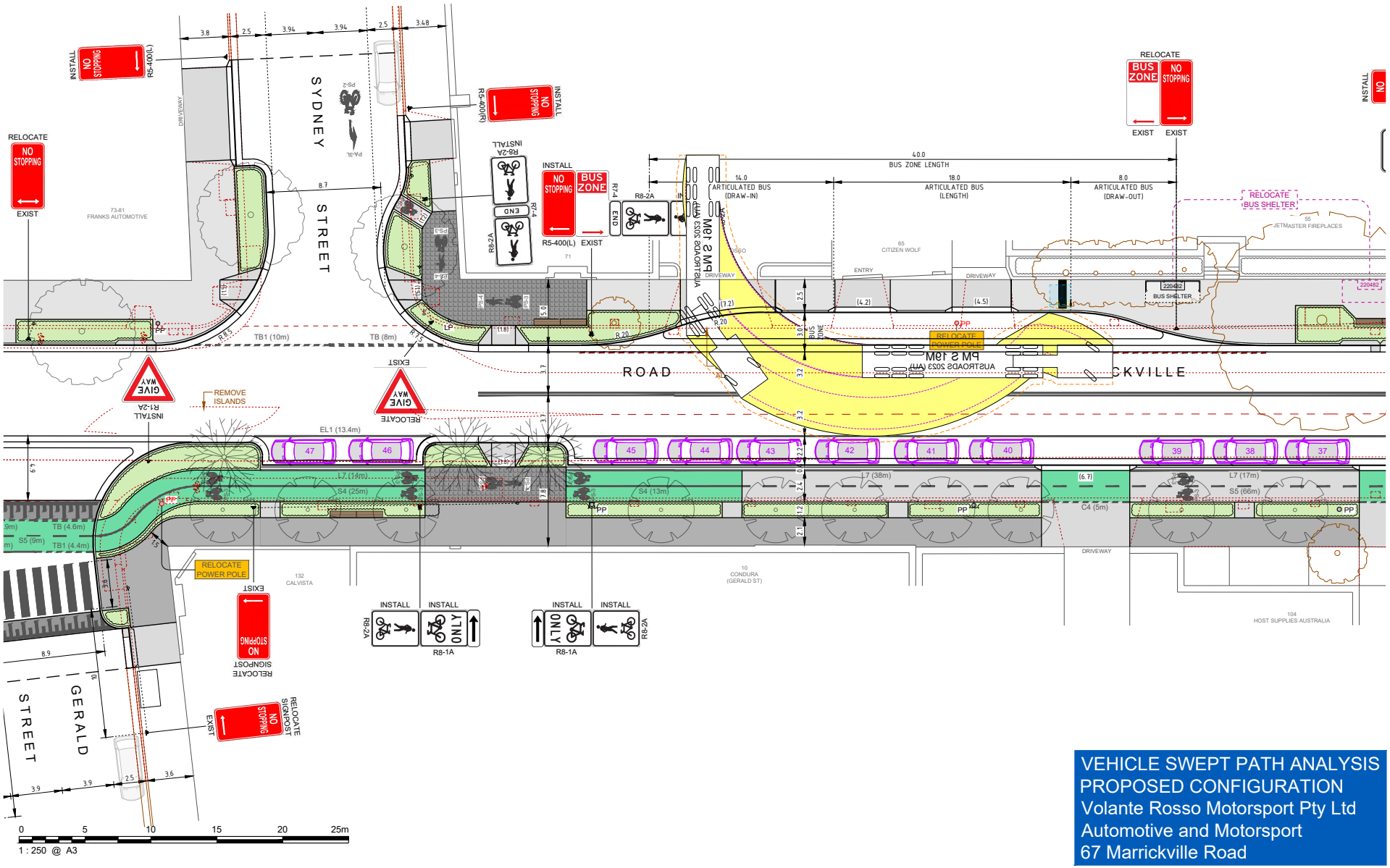
VEHICLE SWEPT PATH ANALYSIS
PROPOSED CONFIGURATION
Jetmaster Fireplaces (Aust) Pty Ltd
Light Industry & Wholesale Supplies
55 Marrickville Road

3.4-A



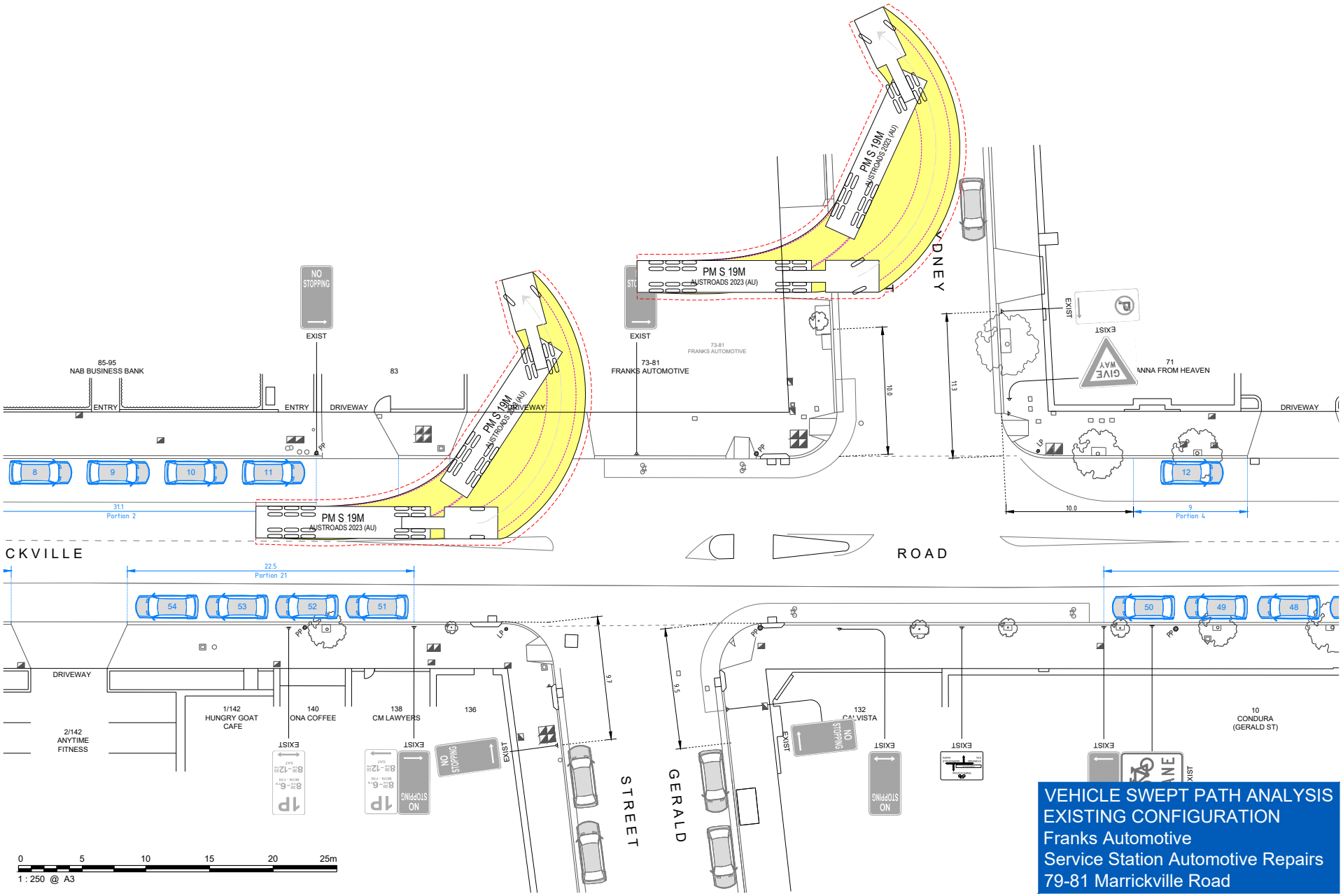
VEHICLE SWEPT PATH ANALYSIS
EXISTING CONFIGURATION
Volante Rosso Motorsport Pty Ltd
Automotive and Motorsport
67 Marrickville Road

3.4-B



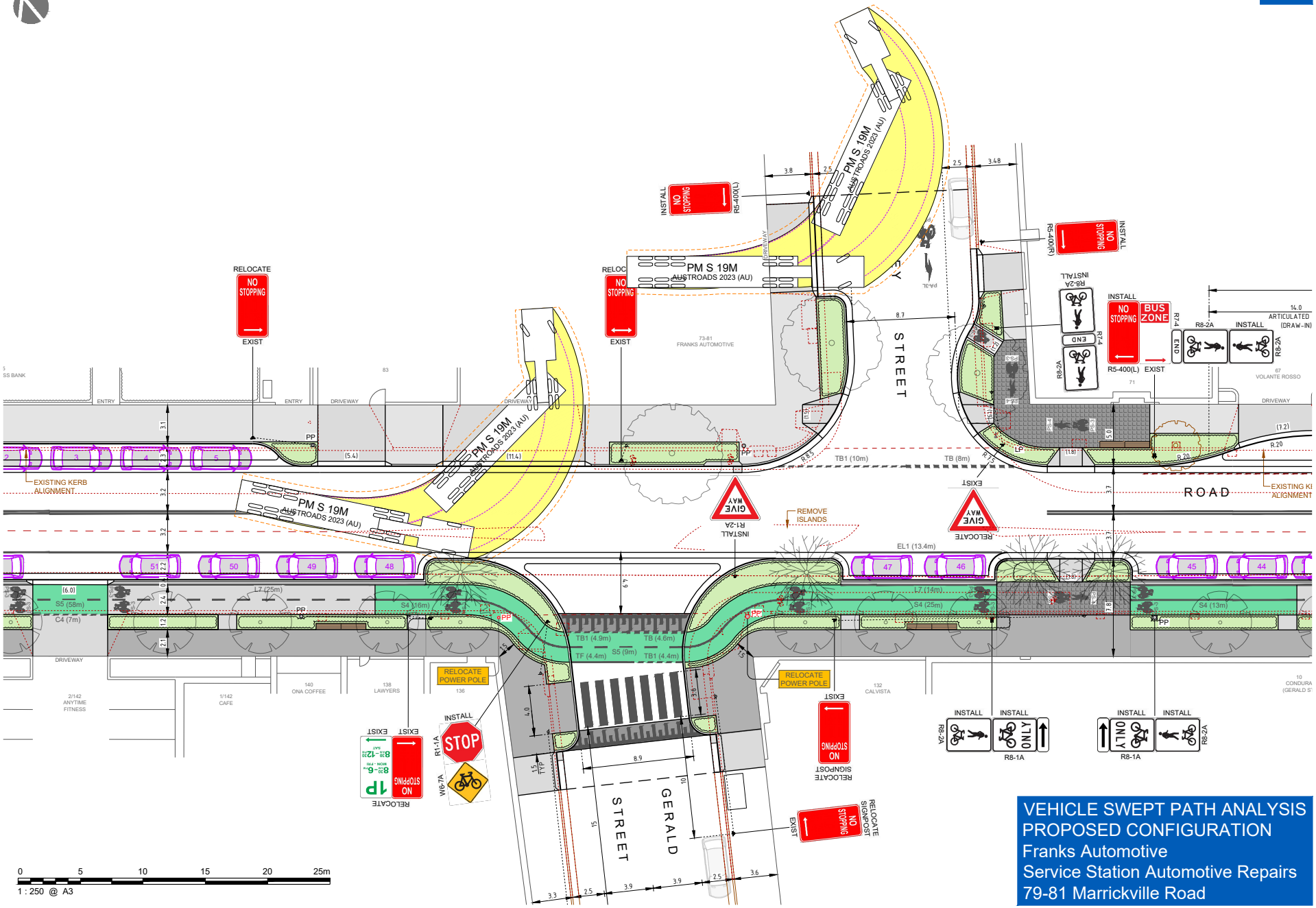
VEHICLE SWEPT PATH ANALYSIS
PROPOSED CONFIGURATION
Volante Rosso Motorsport Pty Ltd
Automotive and Motorsport
67 Marrickville Road

3.5-A



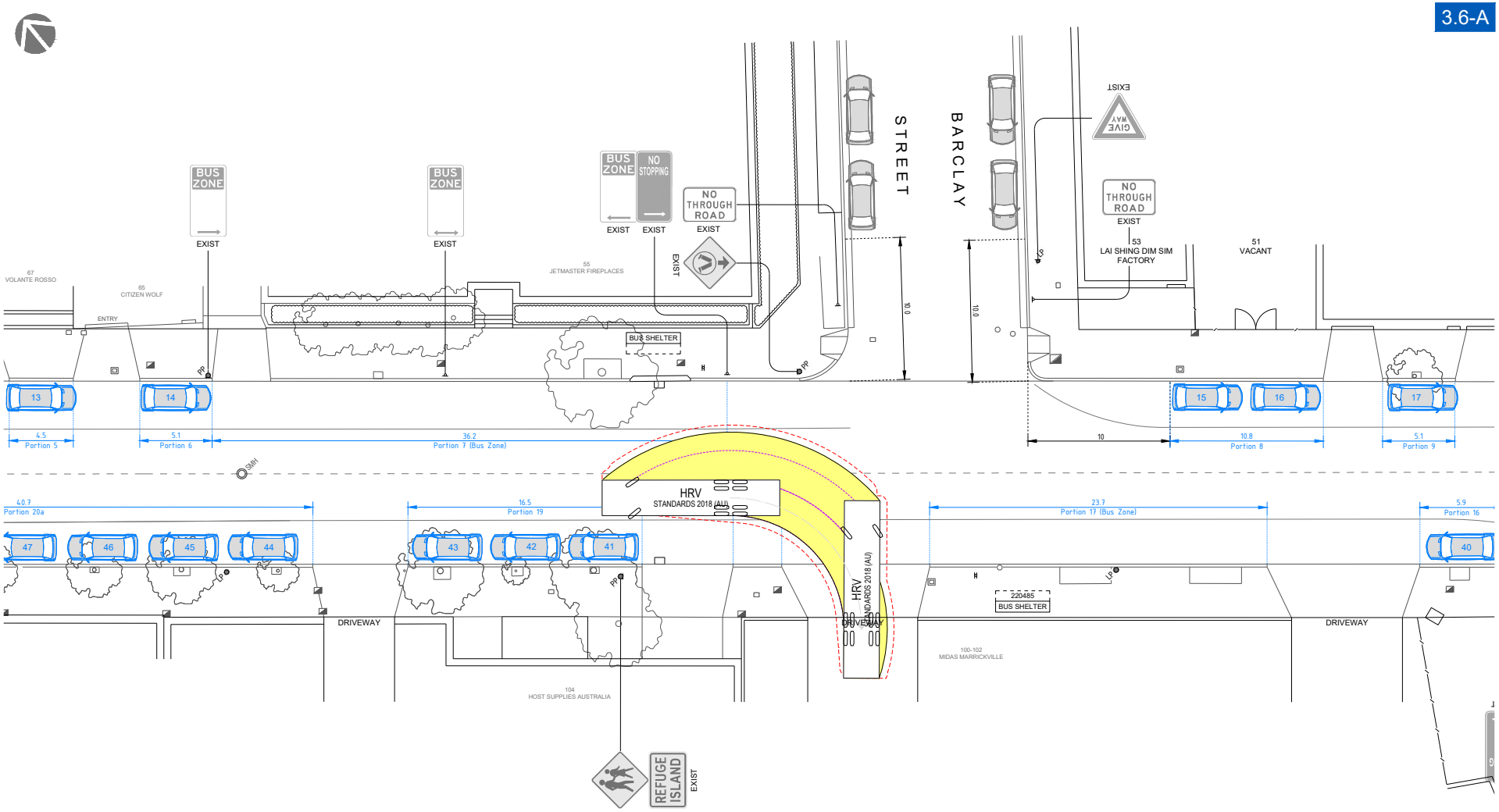
VEHICLE SWEPT PATH ANALYSIS
EXISTING CONFIGURATION
Franks Automotive
Service Station Automotive Repairs
79-81 Marrickville Road

3.5-B



VEHICLE SWEPT PATH ANALYSIS
PROPOSED CONFIGURATION
Franks Automotive
Service Station Automotive Repairs
79-81 Marrickville Road

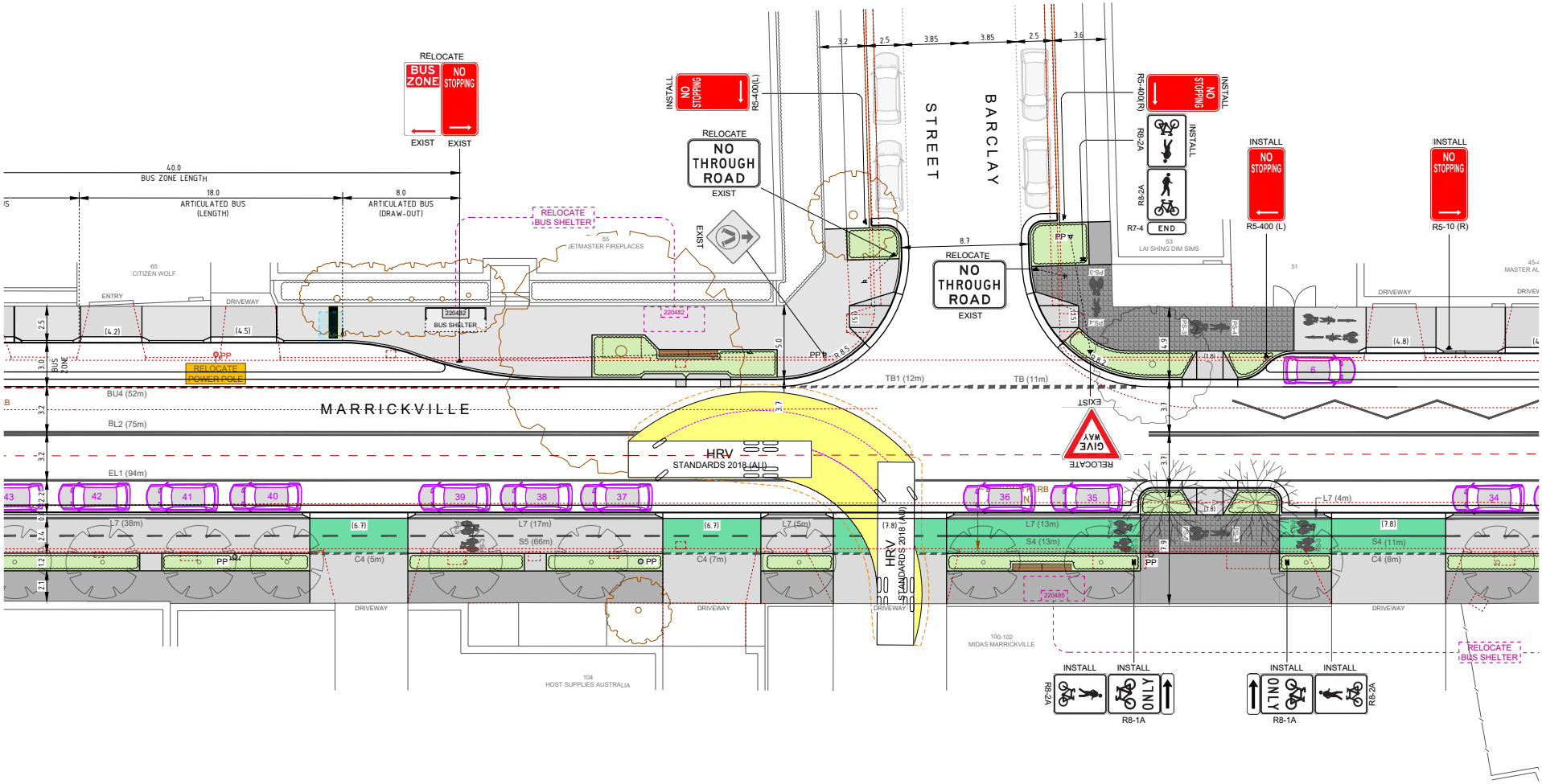
3.6-A



0 5 10 15 20 25m
1 : 250 @ A3

VEHICLE SWEPT PATH ANALYSIS
EXISTING CONFIGURATION
Midas Australia Pty Ltd
AutomotiveTyre and Service
100-102 Marrickville Road

3.6-B

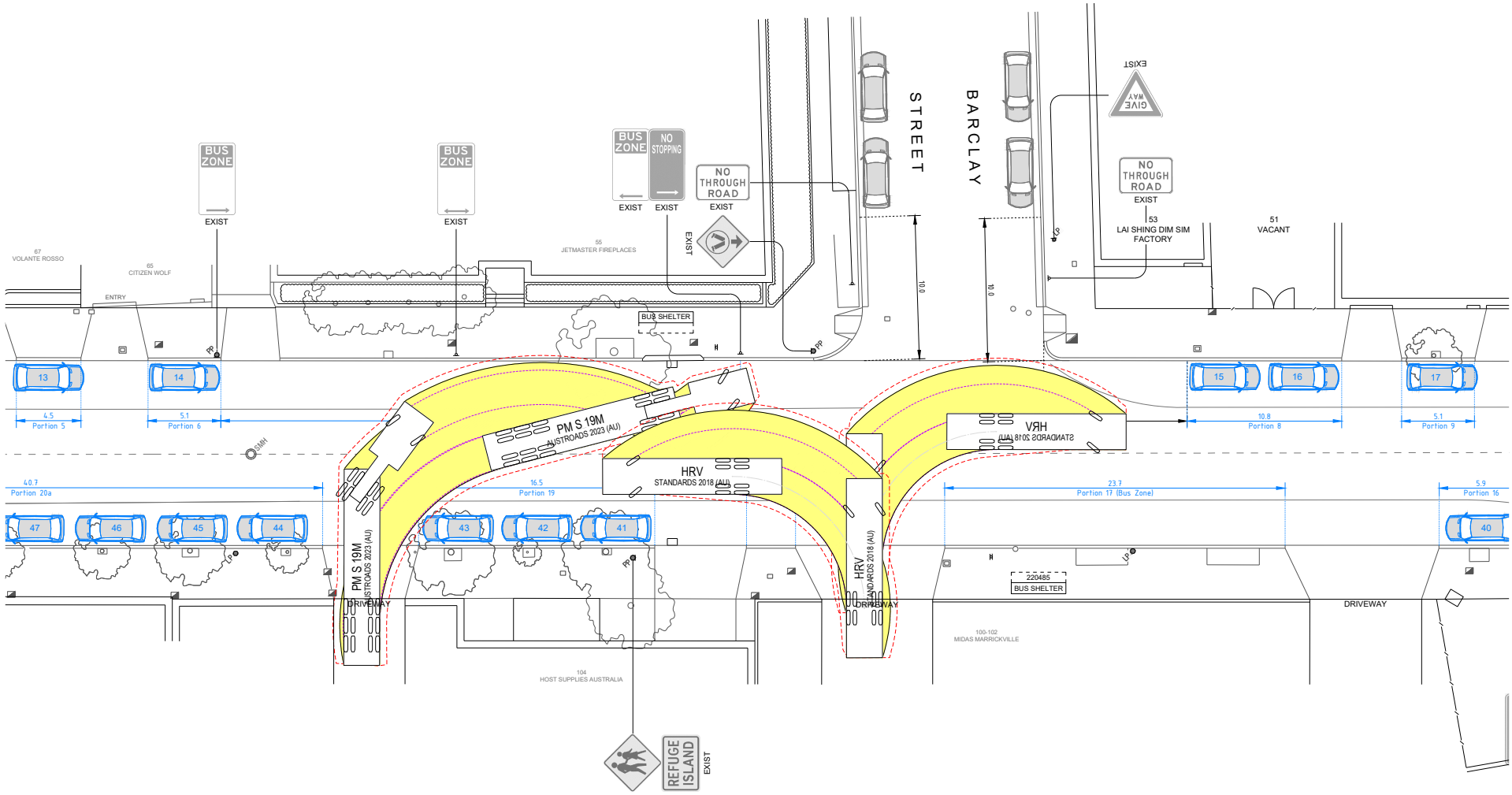


0 5 10 15 20 25m

1 : 250 @ A3

VEHICLE SWEPT PATH ANALYSIS
PROPOSED CONFIGURATION
Midas Australia Pty Ltd
AutomotiveTyre and Service
100-102 Marrickville Road

3.7-A

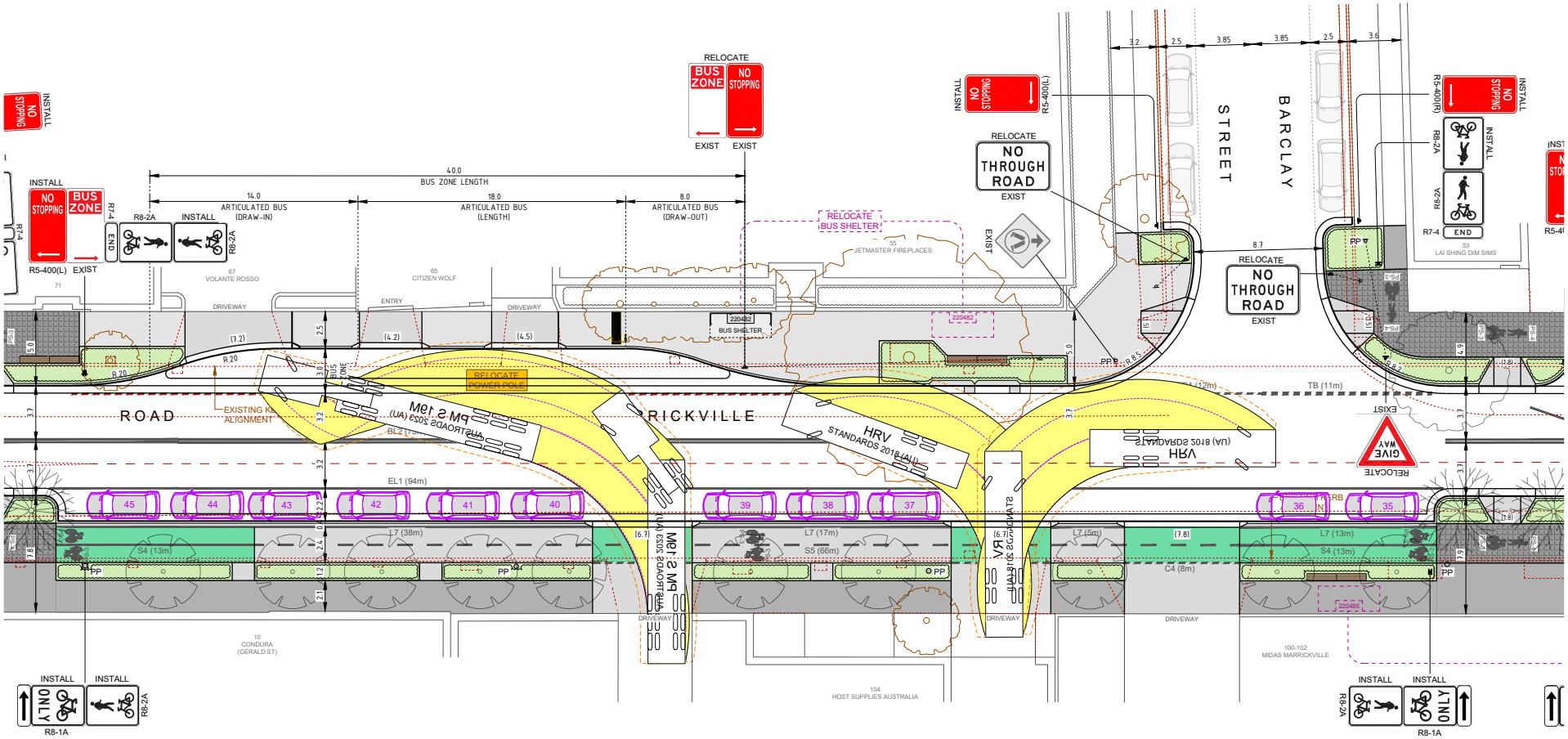


0 5 10 15 20 25m

1 : 250 @ A3

VEHICLE SWEPT PATH ANALYSIS
EXISTING CONFIGURATION
Host Supplies (Australia) Pty Ltd
Light Industry & Wholesale Supplies
104 Marrickville Road

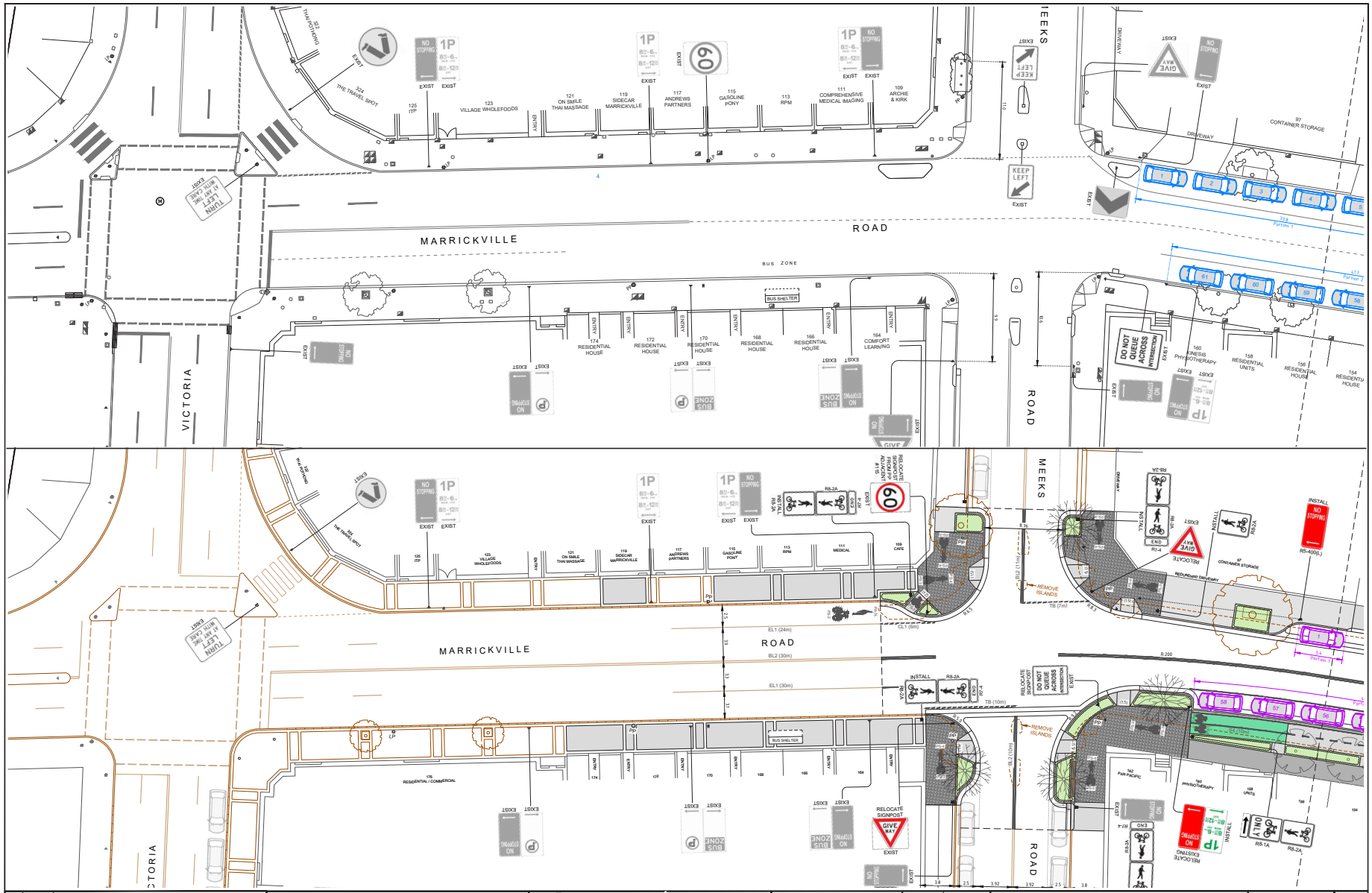
3.7-B



0 5 10 15 20 25m

1 : 250 @ A3

VEHICLE SWEPT PATH ANALYSIS
PROPOSED CONFIGURATION
Host Supplies (Australia) Pty Ltd
Light Industry & Wholesale Supplies
104 Marrickville Road



No	DATE	REVISION DETAILS
A	09.07.24	DRAFT ISSUE TO COUNCIL FOR REVIEW ONLY
B	10.11.25	DRAFT ISSUE TO COUNCIL FOR REVIEW ONLY
C	13.11.25	ISSUE TO COUNCIL FOR REVIEW ONLY

SCALE BARS:

ASPECT AUSTRALIA

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LOCAL GOVERNMENT PROCUREMENT APPROVED CONTRACTOR

CLIENT: INNER WEST

SCALES:	AS SHOWN
DATUM:	AHD
GRID:	MGA
JOB REF:	21106
APPROVED:	IWC

PROJECT:
MARRICKVILLE ROAD EAST - MARRICKVILLE
VICTORIA ROAD TO SYDENHAM STATION
PROPOSED INFRASTRUCTURE IMPROVEMENTS

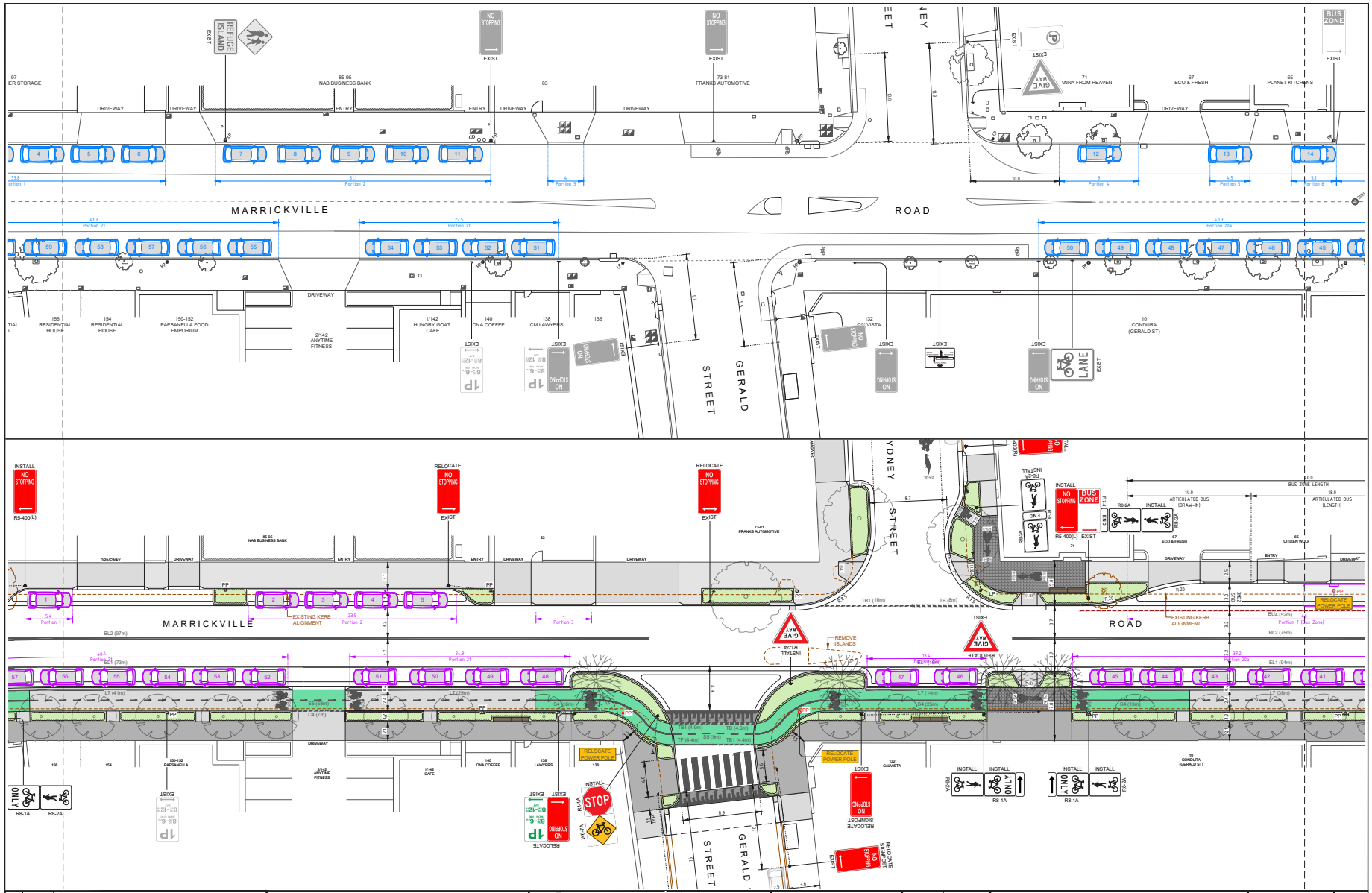
DRAWING
CARPARKING GAIN & LOSS ANALYSIS PLAN

DRAWING No 21106-01

REVISION C

SHEET 1 OF 5 SHEETS A1

ISSUED FOR: INFORMATION



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LOCAL GOVERNMENT PROCUREMENT
APPROVED CONTRACTOR

CLIENT: INNER WEST

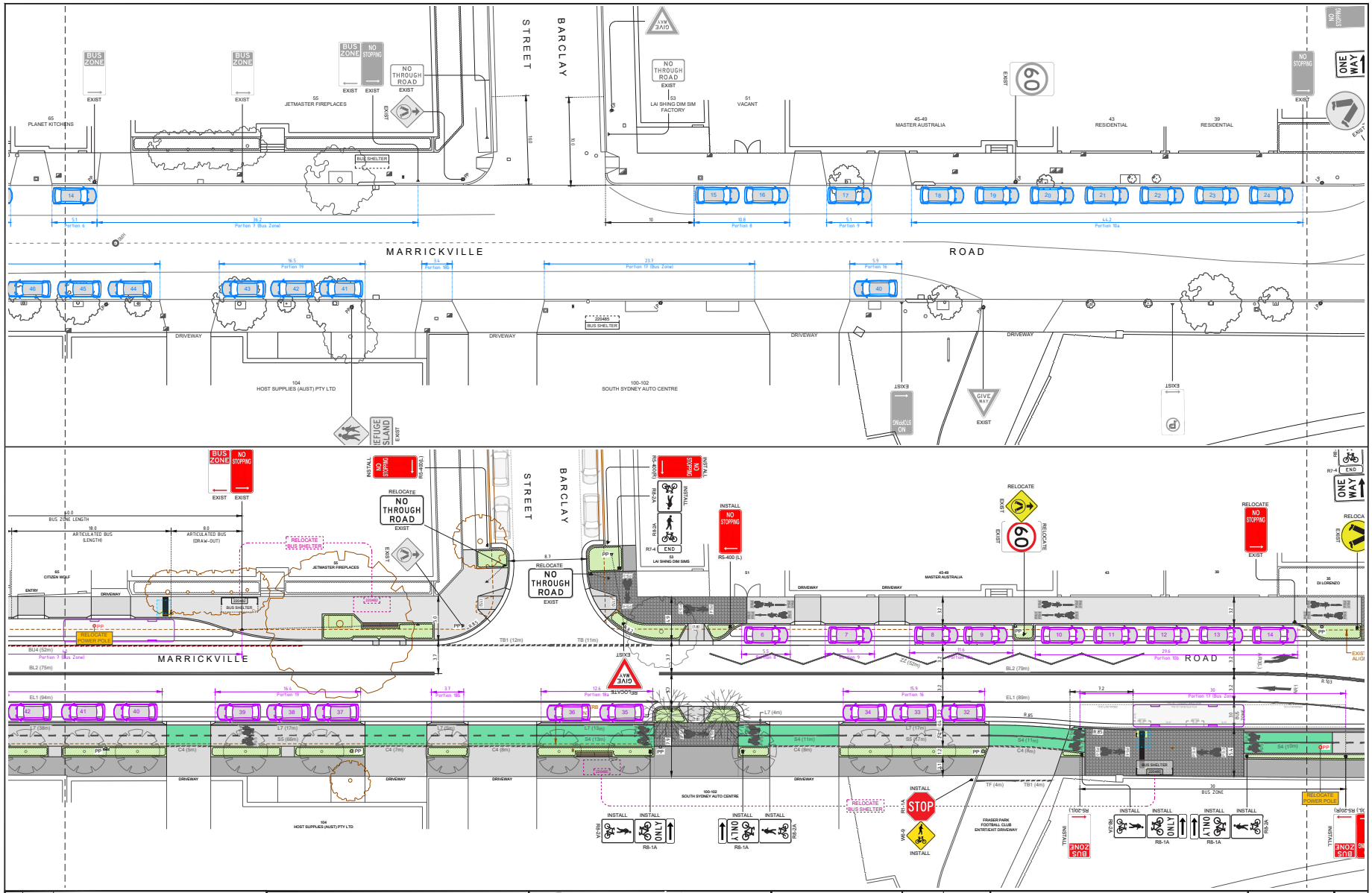
SCALES:	AS SHOWN
DATUM:	AHD
GRID:	MGA
JOB REF:	21106
APPROVED:	IWC

PROJECT:
MARRICKVILLE ROAD EAST - MARRICKVILLE
VICTORIA ROAD TO SYDENHAM STATION
PROPOSED INFRASTRUCTURE IMPROVEMENTS

DRAWING
CARPARKING GAIN & LOSS ANALYSIS PLAN

DRAWING No: 21106-02
REVISION: C
SHEET 2 OF 5 SHEETS
A1

ISSUED FOR:
INFORMATION



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DATUM:	AHD
GRID:	MGA
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APPROVED:	IWC

PROJECT:
MARRICKVILLE ROAD EAST - MARRICKVILLE
VICTORIA ROAD TO SYDENHAM STATION
PROPOSED INFRASTRUCTURE IMPROVEMENTS

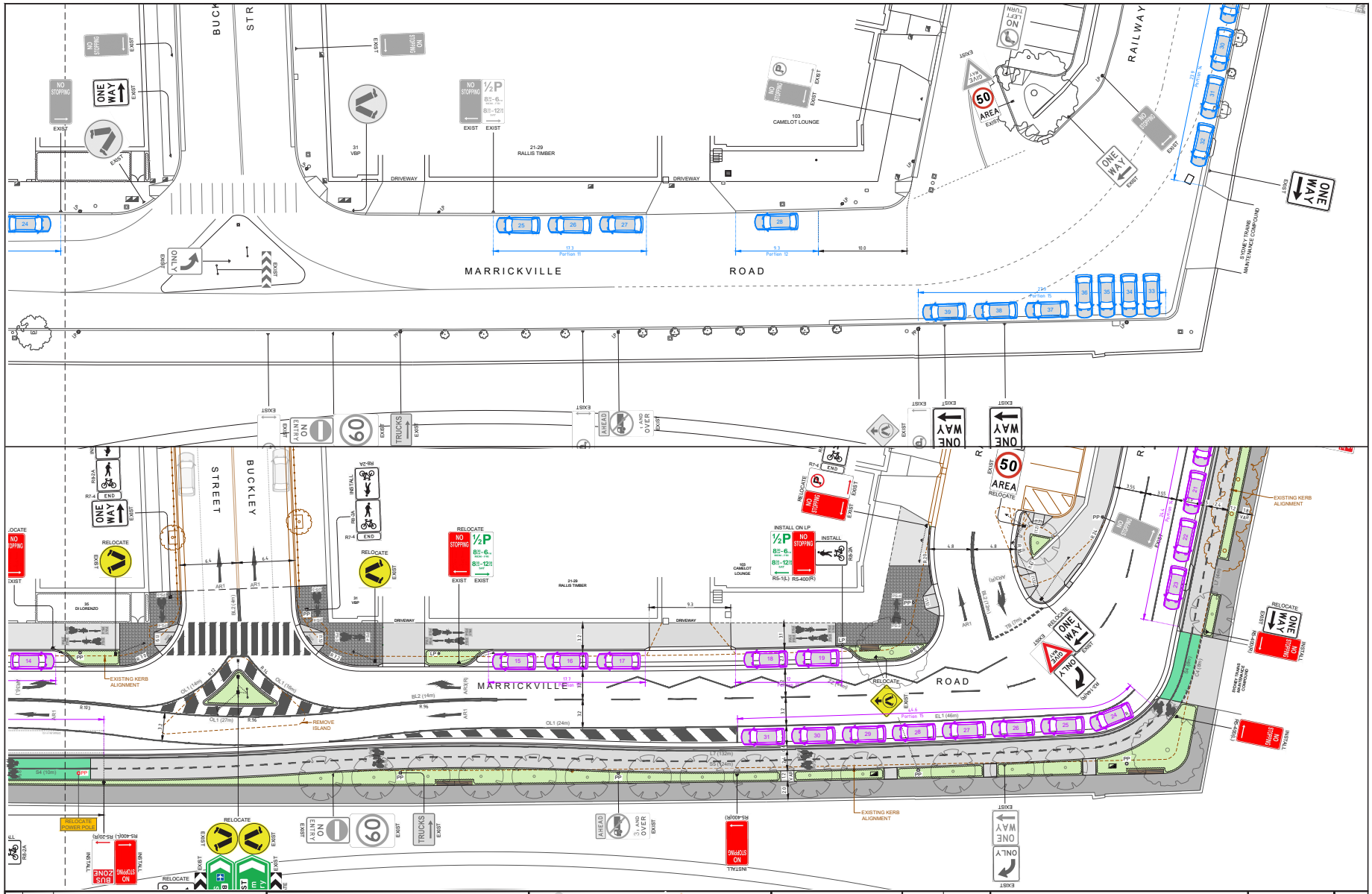
DRAWING
CARPARKING GAIN & LOSS ANALYSIS PLAN

DRAWING No 21106-03

REVISION C

SHEET 3 OF 5 SHEETS A1

ISSUED FOR: INFORMATION



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APPROVED CONTRACTOR

CLIENT: INNER WEST

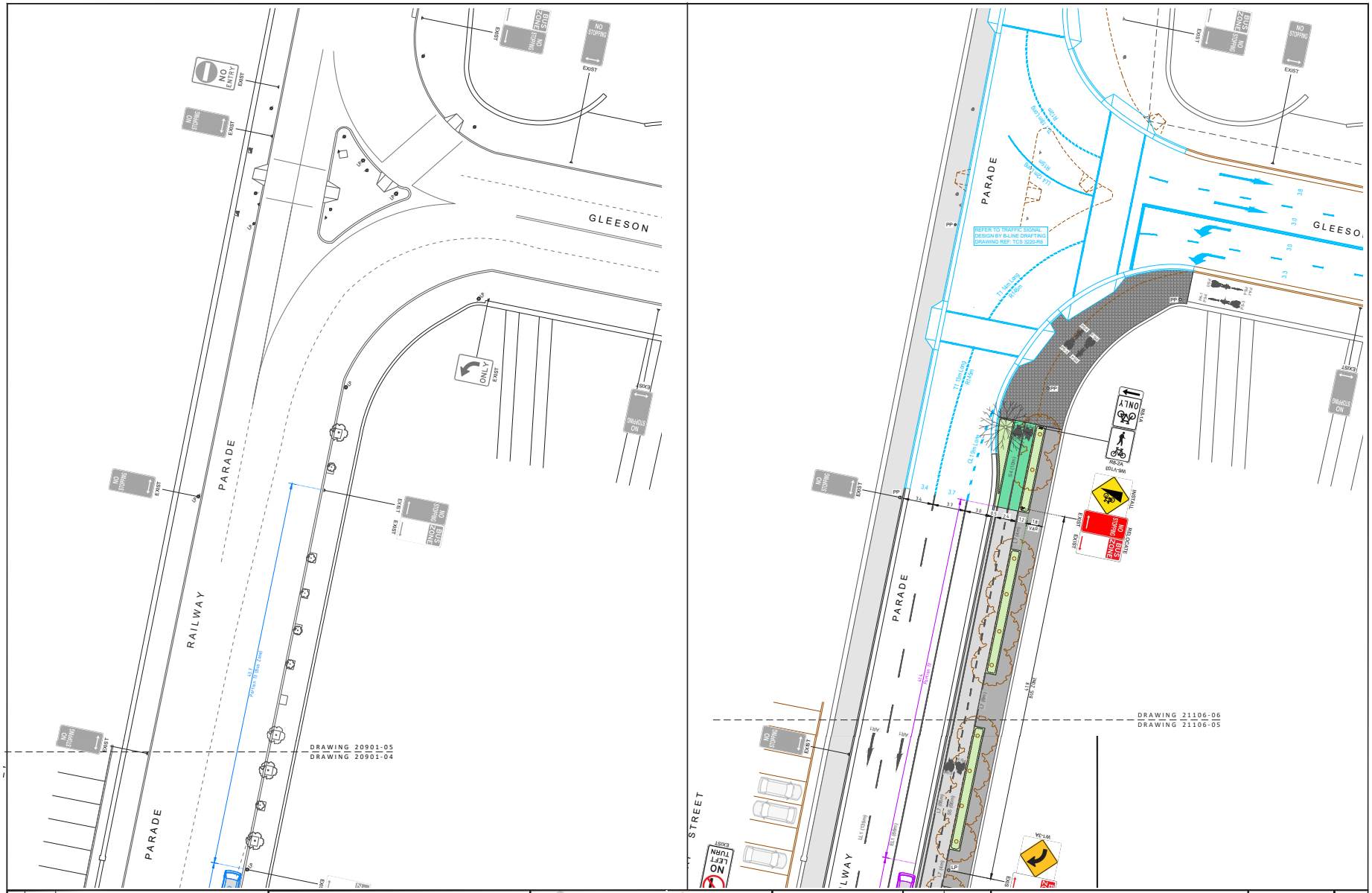
SCALES:	AS SHOWN
DATUM:	AHD
GRID:	MGA
JOB REF:	21106
APPROVED:	IWC

PROJECT:
MARRICKVILLE ROAD EAST - MARRICKVILLE
VICTORIA ROAD TO SYDENHAM STATION
PROPOSED INFRASTRUCTURE IMPROVEMENTS

DRAWING
CARPARKING GAIN & LOSS ANALYSIS PLAN

DRAWING No 21106-04
REVISION C
SHEET 4 OF 5 SHEETS
A1

ISSUED FOR: INFORMATION



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MARRICKVILLE ROAD EAST - MARRICKVILLE
VICTORIA ROAD TO SYDENHAM STATION
PROPOSED INFRASTRUCTURE IMPROVEMENTS

DRAWING
CARPARKING GAIN & LOSS ANALYSIS PLAN

DRAWING No 21106-05

REVISION C

SHEET 5 OF 5 SHEETS

A1

ISSUED FOR:
INFORMATION

Item No: **LTF0326(1) Item 7**

Subject: **CURTIS ROAD AND MCDONALD STREET, BALMAIN - PROPOSED PEDESTRIAN CROSSING, CONTINUOUS FOOTPATH AND ONE-WAY TREATMENT (BALUDARRI-BALMAIN WARD/BALMAIN ELECTORATE/LEICHHARDT PAC)**

Prepared By: Charbel El Kazzi - Traffic Engineer

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

That installation of an additional speed cushion on Curtis Road west of Thames Street and extended 'No Stopping' zone on the south side of Curtis Road, west of McDonald Street, Balmain as shown in the attached detailed design plan (No.10358) 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

The Local Transport Forum previously considered the detailed design and consultation outcomes of a proposed pedestrian crossing and continuous footpath in Curtis Road, Balmain, including a partial road closure and one way in McDonald Street, Balmain. This design was supported by the Local Transport Forum in December 2025 and adopted by Council at its meeting held in February 2026.

Following further review, changes to the initial design plan have been proposed to enhance the safe operation of the pedestrian crossing. This includes a speed cushion on the western approach to the crossing and the relocation of a 'No Stopping' sign on the southern side of Curtis Road by approximately 5m to improve sightlines, which will result in the loss of one existing parking space.

The changes are shown within the attached plan.

BACKGROUND

Council has received *Get NSW Active Funding* from Transport for NSW to improve safety at the intersection of Curtis Road and McDonald Street by constructing a raised pedestrian crossing, continuous footpath treatment and implementing a partial One-Way Treatment northbound restriction in McDonald Street between Hoffmans Lane and Curtis Road, Balmain. The proposal aims to improve pedestrian and motorist safety by better defining safe pedestrian crossing points and addressing pedestrian safety and driver behaviour at this location. The crossing will also replace the existing pedestrian refuge island at this location.

A detailed design plan for a raised pedestrian crossing, continuous footpath treatment and partial one way was developed, with community engagement outcomes reported to the Local Transport Forum (LTF) on 8 December 2025 and subsequently adopted by Council.
Since December 2025, further review has been undertaken based on resident concerns received and additional changes were made to the detailed design plan to better support the safe operation of the pedestrian crossing. The changes comprise of the following:

- Addition of speed cushion on western approach to pedestrian crossing
- Extension of the No Stopping zone on south side of Curtis Road by 5m to improve visibility to the proposed pedestrian crossing

The updated detailed design plan shown in *Attachment 1* outlines the proposed works at the intersection of Curtis Road and McDonald Street, Balmain.

DISCUSSION

A letter outlining the changes to the initial plan was issued to the properties shown in the distribution map in Figure 1. Four (4) comments have been received in response to the changes in the proposal and this has been summarised within the table below. Two (2) comments were opposed the proposed changes and two (2) submissions were directed towards the pedestrian crossing which has already been approved by Council.

Figure 1: Letter distribution map for the proposed changes to the Pedestrian Crossing design

Resident Concerns	Officer Feedback
The proposed crossing would position pedestrians directly outside our primary living spaces. pedestrian traffic waiting, gathering, and crossing immediately outside our windows will substantially diminish our privacy. Raised pedestrian crossings generate unavoidable noise from vehicles braking, accelerating, and mounting the platform. Without acoustic glazing, this noise will be intrusive, particularly in early mornings and late evenings. The installation of a raised crossing directly in front of our home is also likely to negatively affect its future saleability and value.	Consultation for the pedestrian crossing has already been undertaken and considered in December 2025 LTF and Council meetings in February 2026. The current proposal only relates to the proposed speed cushion and 'No Stopping' changes as shown within the enclosed plan which are intended to support the safe operation of the crossing.

Furthermore, the installation of a raised pedestrian crossing near an uphill bend with two merging side streets (Thames Street and McDonald Street) compromises the safety of pedestrians as this location presents constrained sight distances, complex vehicle movements, and increased collision risk. We request that council reconsider the proposed location and fully assess the disproportionate impact on our household. We ask that Council explore alternative design solutions (including modification of the existing island) that achieve pedestrian safety outcomes without causing significant private detriment.	
I believe the removal of this parking space is unnecessary and indeed would also have a negative additional impact. Driving up Curtis Road towards the proposed crossing from the west, I observe there is actually good visibility of the full width of the proposed works well before a vehicle reaches the crossing, even when a car is parked outside my house. An existing issue is that many vehicles accelerate rapidly down Curtis Road heading west, after passing the McDonald turnoff. The removal of the car space would open up the full width of the road and encourage vehicles to accelerate earlier and drive faster than they do now.	Council has previously received concerns regarding visibility at this intersection. This is primarily due to the road gradient, bend, on-street parking and nearby intersecting streets and driveways. The proposed *No Stopping* restriction is intended to improve safety by increasing sightline by the removal of parking. By keeping the area adjacent to the crossing clear, pedestrians and motorists will have improved visibility at the crossing. In addition, removing parking at this location will improve the operating width of the carriageway near the crossing. This will reduce situations where vehicles encroach over the centreline when passing parked vehicles, which can create conflicts with oncoming traffic.
I am opposed to the proposed changes to the plan as they would result in a significant loss of functionality and amenity for nearby residents. As you are no doubt aware, parking is very difficult/limited and the proposed reduction in parking would only make that worse. I frequently need to carry heavy objects to my car and find it difficult when my car is in a remote location. There are only a small number of parking spaces in the block between Ford St and MacDonald Street and we can't really afford to give them up. In addition, I note that the location of the pedestrian crossing is elevated relative to the roadway in front of 12-16 Curtis Rd which provides for good visibility to/from the crossing location even with that parking	Concerns regarding the loss of parking in the area and the potential impact on nearby residents is noted. The removal of parking in the immediate vicinity of the crossing is expected to provide safety benefits by significantly improving sight distances between road users. The purpose of the proposed speed cushion is to encourage lower approach speeds and decrease the chance of conflicts and severity of crashes at the crossing. Whilst noise concerns are noted, it is important to manage vehicle speeds and improve road safety for vulnerable road users. The speed cushion proposed will

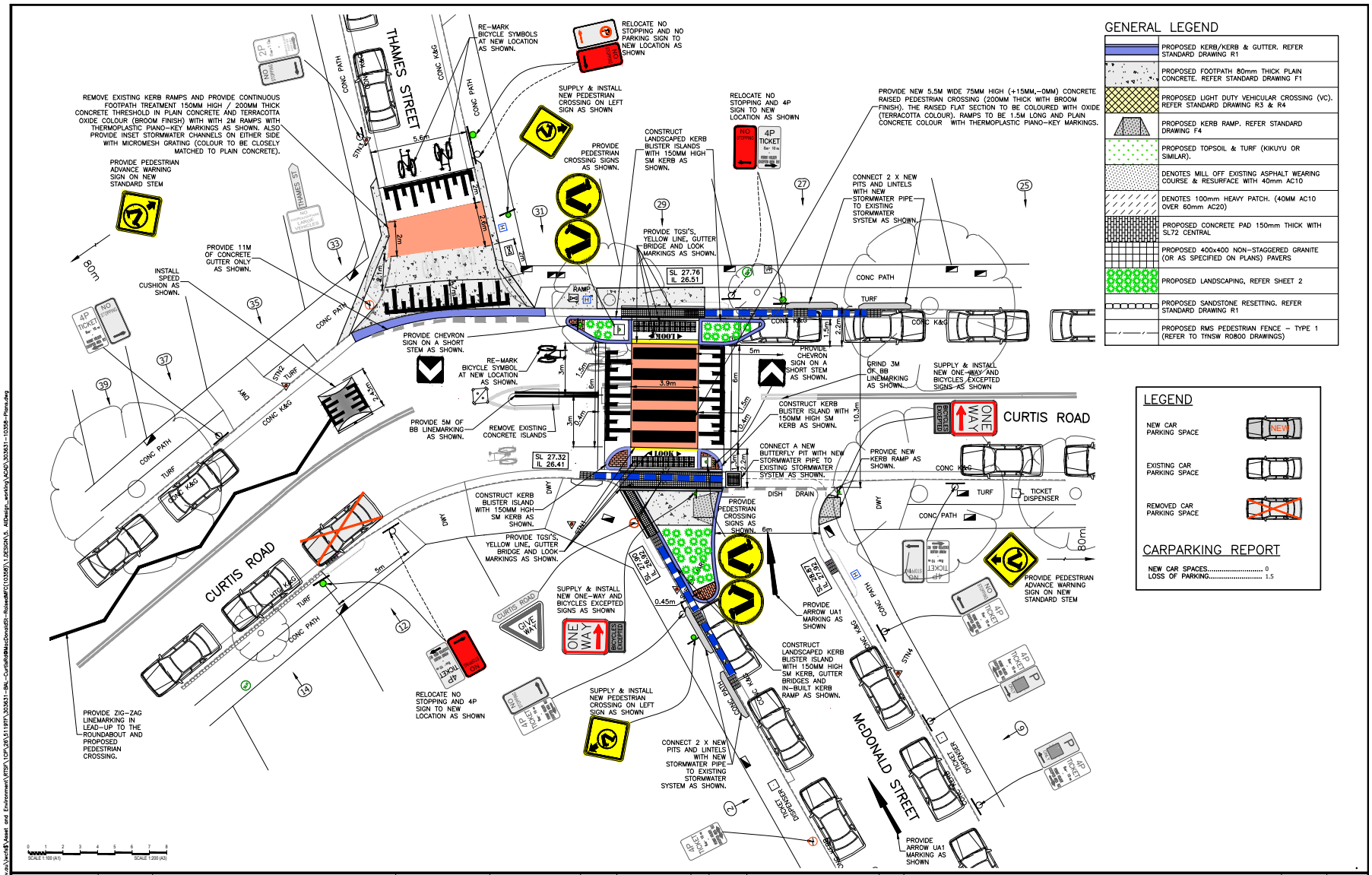
space retained. I believe that the speed cushion could have some utility in helping to keep road users at a lower speed by encouraging them to be centred in their lane. At present many cars tend to 'cut the corner' when heading east towards the new crossing which enables them to travel faster than they would otherwise be able to if keeping within their lane. However, I am strongly opposed to the introduction of a speed cushion that would result in all east bound cars striking or passing over an object that results in an impulsive noise and the constant sound of cars accelerating away from the obstruction. The front rooms of our houses are only a few meters from the proposed speed cushion and a significant increase in noise, particularly an intrusive / impulsive noise would result in a significant and unreasonable loss of amenity.	allow vehicles to straddle the device which will generate less noise than a full-width speed cushion.

FINANCIAL IMPLICATIONS

The project changes are to be completed as part of the overall project which will be funded through the Get NSW Active Funding program.

ATTACHMENTS

1.⇩ Curtis Road and McDonald Street, Balmain - Detailed Design Plan No.10358


THAMES STREET
CURTIS ROAD
McDONALD STREET
RE-MARK BICYCLE SYMBOLS AT NEW LOCATION AS SHOWN.
RELOCATE NO STOPPING AND NO PARKING SIGN TO NEW LOCATION AS SHOWN
REMOVE EXISTING KERB RAMPS AND PROVIDE CONTINUOUS FOOTPATH TREATMENT 150MM HIGH / 200MM THICK CONCRETE THRESHOLD IN PLAIN CONCRETE AND TERRACOTTA OXIDE COLOUR (BROOM FINISH) WITH WITH 2M RAMPS WITH THERMOPLASTIC PIANO-KEY MARKINGS AS SHOWN. ALSO PROVIDE INSET STORMWATER CHANNELS ON EITHER SIDE WITH MICROMESH GRATING (COLOUR TO BE CLOSELY MATCHED TO PLAIN CONCRETE).
PROVIDE PEDESTRIAN ADVANCE WARNING SIGN ON NEW STANDARD STEM
SUPPLY & INSTALL NEW PEDESTRIAN CROSSING ON LEFT SIGN AS SHOWN
PROVIDE PEDESTRIAN CROSSING SIGNS AS SHOWN.
CONSTRUCT LANDSCAPED KERB BLISTER ISLANDS WITH 150MM HIGH 5M KERB AS SHOWN.
RELOCATE NO STOPPING AND 4P SIGN TO NEW LOCATION AS SHOWN
PROVIDE NEW 5.5M WIDE 75MM HIGH (+15MM,-0MM) CONCRETE RAISED PEDESTRIAN CROSSING (200MM THICK WITH BROOM FINISH). THE RAISED FLAT SECTION TO BE COLOURED WITH OXIDE (TERRACOTTA COLOUR). RAMPS TO BE 1.5M LONG AND PLAIN CONCRETE COLOUR WITH THERMOPLASTIC PIANO-KEY MARKINGS.
CONNECT 2 X NEW PITS AND LINTELS WITH NEW STORMWATER PIPE TO EXISTING STORMWATER SYSTEM AS SHOWN.
PROVIDE TGSI'S, YELLOW LINE, GUTTER BRIDGE AND LOOK MARKINGS AS SHOWN.
PROVIDE 11M OF CONCRETE GUTTER ONLY AS SHOWN.
INSTALL SPEED CUSHION AS SHOWN.
PROVIDE CHEVRON SIGN ON A SHORT STEM AS SHOWN.
RE-MARK BICYCLE SYMBOL AT NEW LOCATION AS SHOWN.
PROVIDE 5M OF BB LINEMARKING AS SHOWN.
REMOVE EXISTING CONCRETE ISLANDS
GRIND 3M OF BB LINEMARKING AS SHOWN.
SUPPLY & INSTALL NEW ONE-WAY AND BICYCLES EXCEPTED SIGNS AS SHOWN
CONSTRUCT KERB BLISTER ISLAND WITH 150MM HIGH 5M KERB AS SHOWN.
CONNECT A NEW BUTTERFLY PIT WITH NEW STORMWATER PIPE TO EXISTING STORMWATER SYSTEM AS SHOWN.
PROVIDE NEW KERB RAMP AS SHOWN.
CONSTRUCT KERB BLISTER ISLAND WITH 150MM HIGH 5M KERB AS SHOWN.
PROVIDE TGSI'S, YELLOW LINE, GUTTER BRIDGE AND LOOK MARKINGS AS SHOWN.
PROVIDE PEDESTRIAN CROSSING SIGNS AS SHOWN.
PROVIDE ARROW UA1 MARKING AS SHOWN
CONSTRUCT LANDSCAPED KERB BLISTER ISLAND WITH 150MM HIGH 5M KERB, GUTTER BRIDGES AND IN-BUILT KERB RAMP AS SHOWN.
PROVIDE PEDESTRIAN ADVANCE WARNING SIGN ON NEW STANDARD STEM
SUPPLY & INSTALL NEW ONE-WAY AND BICYCLES EXCEPTED SIGNS AS SHOWN
RELOCATE NO STOPPING AND 4P SIGN TO NEW LOCATION AS SHOWN
SUPPLY & INSTALL NEW PEDESTRIAN CROSSING ON LEFT SIGN AS SHOWN
CONNECT 2 X NEW PITS AND LINTELS WITH NEW STORMWATER PIPE TO EXISTING STORMWATER SYSTEM AS SHOWN.
PROVIDE ZIG-ZAG LINEMARKING IN LEAD-UP TO THE ROUNDABOUT AND PROPOSED PEDESTRIAN CROSSING.
PROVIDE ARROW UA1 MARKING AS SHOWN
SL 27.76
IL 26.51
SL 27.32
IL 26.41
SL 27.90
IL 26.81
SL 28.87
IL 27.92
LOOK
GIVE WAY
ONE WAY
BICYCLES EXCEPTED
CONC PATH
TURF
CONC K&G
DISH DRAIN
TICKET DISPENSER
DWY
80m
5m
3.9m
6m
0.45m
GENERAL LEGEND
PROPOSED KERB/KERB & GUTTER. REFER STANDARD DRAWING R1
PROPOSED FOOTPATH 80mm THICK PLAIN CONCRETE. REFER STANDARD DRAWING F1
PROPOSED LIGHT DUTY VEHICULAR CROSSING (VC). REFER STANDARD DRAWING R3 & R4
PROPOSED KERB RAMP. REFER STANDARD DRAWING F4
PROPOSED TOPSOIL & TURF (KIKUYU OR SIMILAR).
DENOTES MILL OFF EXISTING ASPHALT WEARING COURSE & RESURFACE WITH 40mm AC10
DENOTES 100mm HEAVY PATCH. (40MM AC10 OVER 60mm AC20)
PROPOSED CONCRETE PAD 150mm THICK WITH SL72 CENTRAL
PROPOSED 400x400 NON-STAGGERED GRANITE (OR AS SPECIFIED ON PLANS) PAVERS
PROPOSED LANDSCAPING, REFER SHEET 2
PROPOSED SANDSTONE RESETTING. REFER STANDARD DRAWING R1
PROPOSED RMS PEDESTRIAN FENCE - TYPE 1 (REFER TO TNSW RO800 DRAWINGS)
LEGEND
NEW CAR PARKING SPACE
EXISTING CAR PARKING SPACE
REMOVED CAR PARKING SPACE
CARPARKING REPORT
NEW CAR SPACES..... 0
LOSS OF PARKING..... 1.5
CHECKED & APPROVED
APPROVED FOR CONSTRUCTION
SURVEYED BY ADAM DILLON AUGUST 2025
DESIGNED BY PIERRE A OCT 2025
DRAWN BY PIERRE A OCT 2025
INNER WEST
2-14 FISHER STREET, PETERSHAM NSW 2049
Ph. 02) 9392 5000
Post: PO Box 14 PETERSHAM
e) council@innerwest.nsw.gov.au
Web: https://www.innerwest.nsw.gov.au
SURV. GEN.
R.M.S.
A.G.L. / SHELL PIPELINES
SYDNEY WATER
TELSTRA / OPTUS
AUSGRID
NOTICE OF ENTRY
KERB & GUTTER
NOTICES
DATE
COORDINATE SYSTEM MGA2020
SCALES (ORIGINAL A1) 1:100
REV.
DATE
DESCRIPTION
APPROV.
CURTIS ROAD, BALMAIN
AT THAMES ST & MCDONALD ST
RAISED PED. CROSSING & INTERSECTION TREATMENT
GENERAL ARRANGEMENTS
PROJECT NO. 303631
SHEET NO. 1 of 1
PLAN NO. 10358
SHEET REV #
Plotted By: (PIERRE AYOUB), Plotted on: (January 21, 2026)

Item No: **LTF0326(1) Item 8**

Subject: **LENNOX STREET, NEWTOWN – PROPOSED PEDESTRIAN SAFETY AND STORMWATER IMPROVEMENT WORKS – DESIGN PLAN 10362A (DAMUM-STANMORE WARD / NEWTOWN ELECTORATE / INNER WEST PAC)**

Prepared By: Jennifer Adams - Traffic Engineer

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

That the detailed design plan for the proposed pedestrian safety and stormwater improvement works in Lennox Street at its intersection with Mary Street, Newtown and associated signs and line markings (as per Design Plan No.10362A) 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

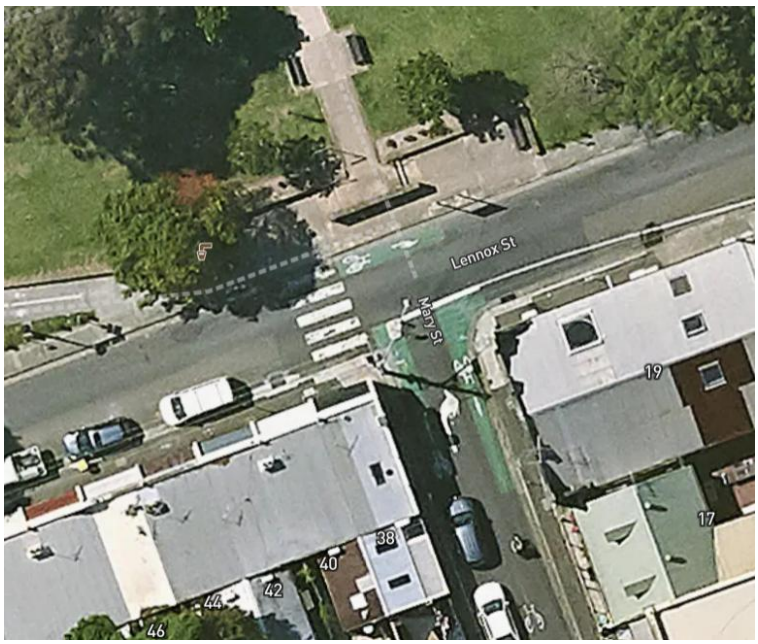
Council is planning to improve pedestrian safety and stormwater drainage in Lennox Street, Newtown, by modifying the existing at-grade pedestrian crossing and installing additional stormwater pits and pipes. The proposal aims to enhance safety for pedestrians, cyclists and motorists, address concerns regarding pedestrian safety, cyclists and driver behaviour in the area and improve overall stormwater management.

BACKGROUND

The project originated as a stormwater project. The original scope was to install a new stormwater pipe network however due to a significant Ausgrid underground asset works were reduced in scale and scope. Further, it was noted that a Ausgrid pole was relocated to the middle of the existing ramp. Subsequently, to accommodate the pole relocation the consultation plan proposed the kerb and footpath extension with a new parm-ramp to accommodate Ausgrid's pole relocation. Refer to the pictures below.

The Pedestrian Access and Mobility Plan (PAMP) had also identified an opportunity to upgrade the pedestrian crossing, and tentative plans were to raise the crossing, however, due to the presence of Ausgrid's HV Line at shallow depth, no safe excavation option was possible.

This report details the design plan for the improvement works and its related consultation results. It is noted that the original community consultation plan has been slightly amended by adding E4 line marking and chevron marking at Mary Street for a smoother traffic flow.



FINANCIAL IMPLICATIONS

The project is listed on Council's Capital Works Program 2026/27 for construction and estimated cost is $50,000.

OTHER STAFF COMMENTS

The following works were proposed and are illustrated on the attached Consultation Plan (Plan No. 10362). The proposed works aim to improve pedestrian safety and stormwater drainage in Lennox Street, Newtown, by modifying the existing at-grade pedestrian crossing and installing additional stormwater pits and pipes.

Specifically, the proposed scope of works includes the following:

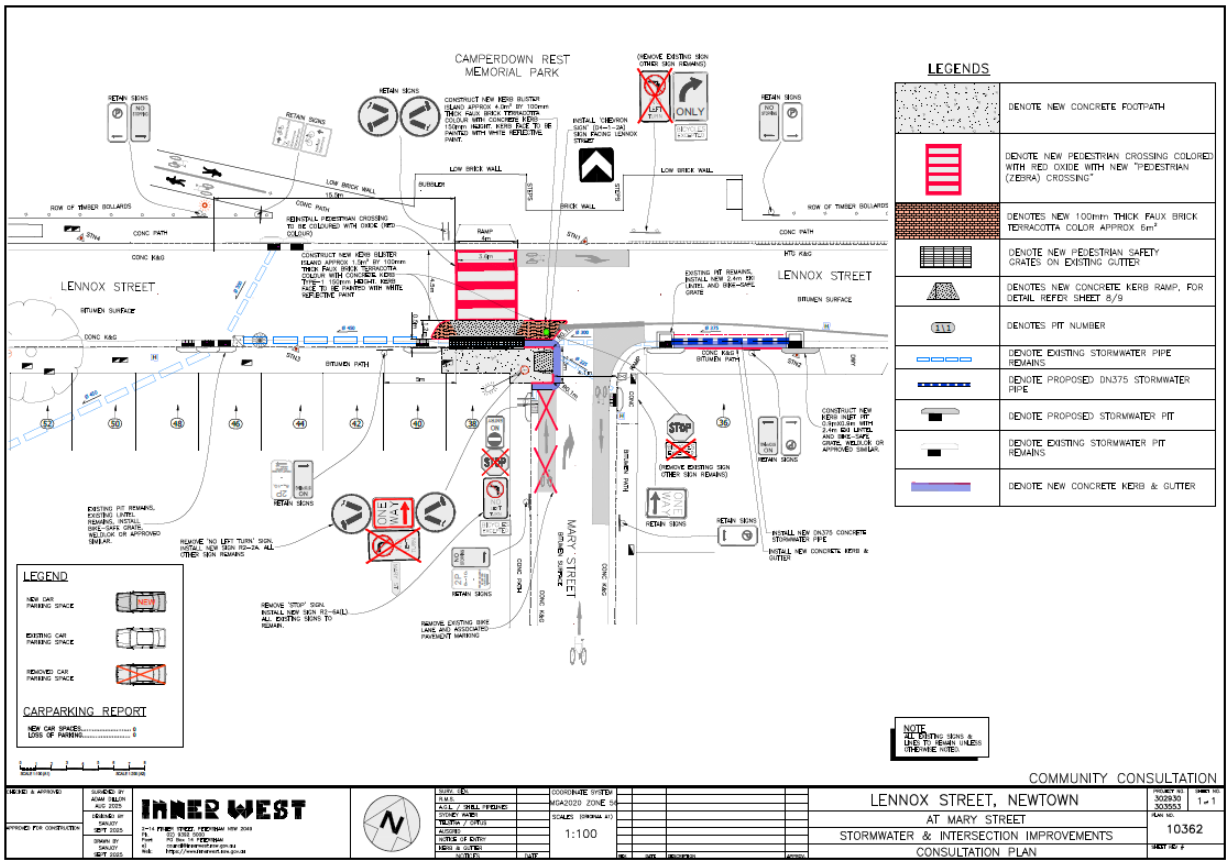
- Install a new 375 mm diameter stormwater pipe and construct one new stormwater inlet pit, connecting the new pipe to the existing pit.
- Construct new concrete kerb and gutter as shown on the attached plan.
- Modify existing at-grade pedestrian crossing as shown on the attached plan.
- Construct two new kerb blister island as shown on the attached plan.
- Reconstruct sections of concrete footpath and construct two new kerb ramps at the intersection of Lennox Street and Mary Street.

The community consultation plan was slightly amended to accommodate E4 line marking and chevron marking at May Street for smoother traffic flow.

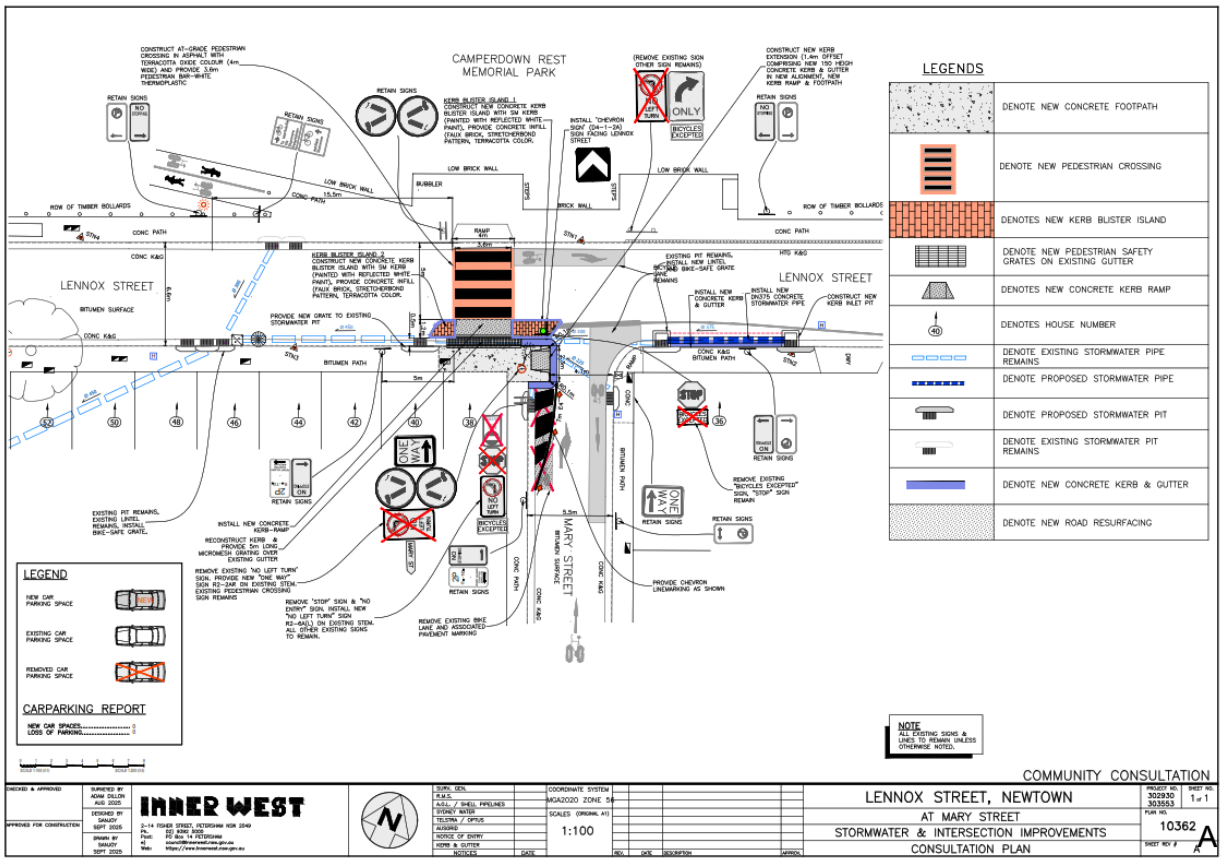
The original Design Plan 10362 and updated Design Plan 10362A are illustrated below.

Item 8

Design Plan 10362



Design Plan 10362A



Parking changes

No parking changes are proposed to the existing street parking. Therefore, the proposal will not change existing on-street parking arrangements except on a temporary basis to facilitate construction works.

Streetlighting

The existing street lighting is considered adequate to meet the required safety standards for pedestrian crossings. The attached plans indicate the locations of the existing floodlights and power poles.

PUBLIC CONSULTATION

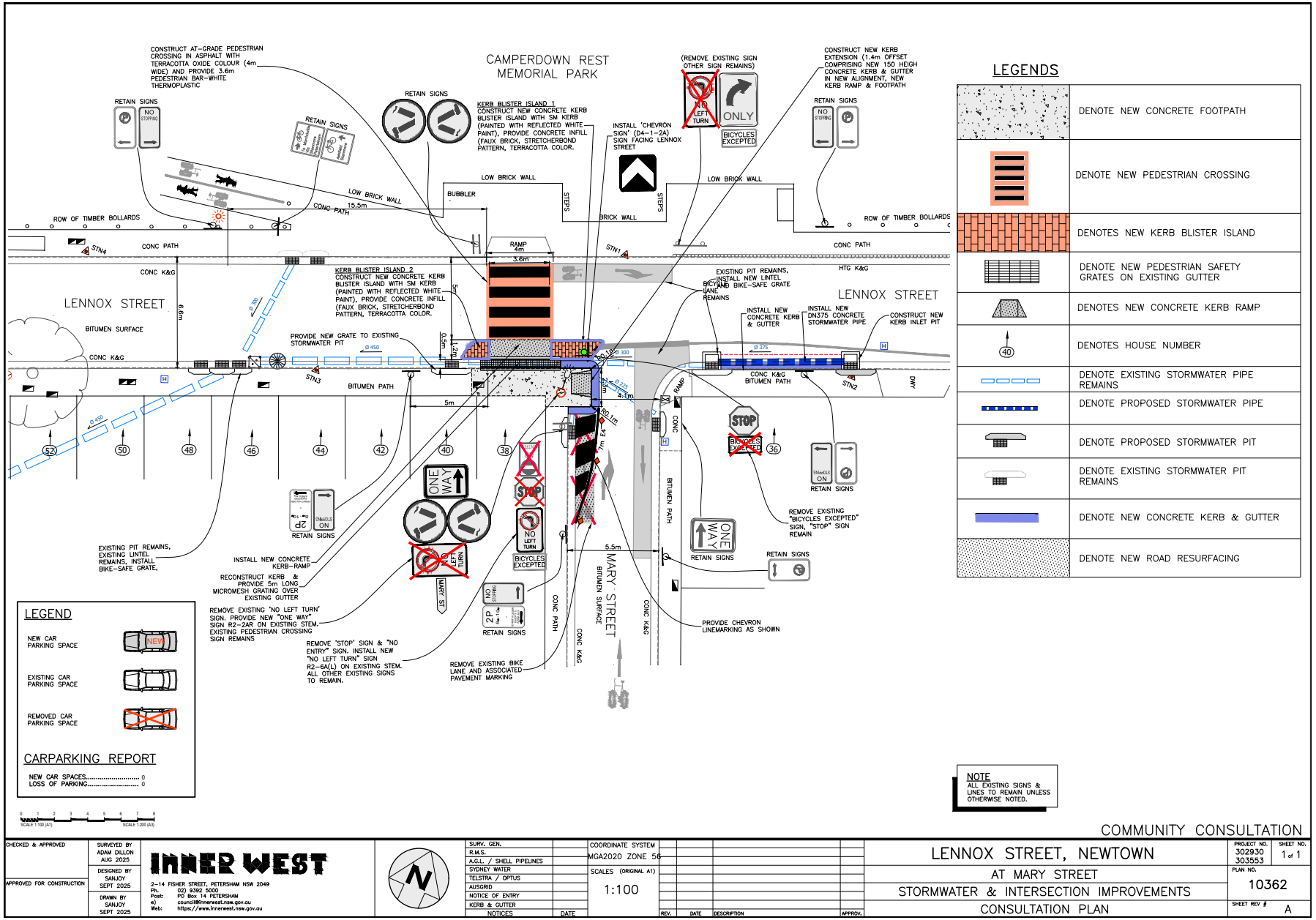
Consultation was conducted between 14 January 2026 and 30 January 2026. A letter along with a copy of the design plan was sent to residents / businesses in the immediate locality. A total of 24 letters were distributed. There were no responses.

CONCLUSION

It is recommended that the detailed design plan for the proposed pedestrian safety and stormwater improvement works and associated signs and line markings be supported to improve road safety and storm water drainage at this location.

ATTACHMENTS

1.⇩ 302930-10362-LennoxSt-Consultation Plan-A


CAMPERDOWN REST MEMORIAL PARK
LENNOX STREET
MARY STREET
CONSTRUCT AT-GRADE PEDESTRIAN CROSSING IN ASPHALT WITH TERRACOTTA OXIDE COLOUR (4m WIDE) AND PROVIDE 3.6m PEDESTRIAN BAR-WHITE THERMOPLASTIC
RETAIN SIGNS
KERB BLISTER ISLAND 1
CONSTRUCT NEW CONCRETE KERB BLISTER ISLAND WITH SM KERB (PAINTED WITH REFLECTED WHITE PAINT), PROVIDE CONCRETE INFILL (FAUX BRICK, STRETCHERBOND PATTERN, TERRACOTTA COLOR.
(REMOVE EXISTING SIGN OTHER SIGN REMAINS)
CONSTRUCT NEW KERB EXTENSION (1.4m OFFSET COMPRISING NEW 150 HEIGH CONCRETE KERB & GUTTER IN NEW ALIGNMENT, NEW KERB RAMP & FOOTPATH
INSTALL 'CHEVRON SIGN' (04-1-2A) SIGN FACING LENNOX STREET
LOW BRICK WALL
BUBBLER
STEPS
BRICK WALL
ROW OF TIMBER BOLLARDS
CONC PATH
RAMP 4m
3.6m
KERB BLISTER ISLAND 2
CONSTRUCT NEW CONCRETE KERB BLISTER ISLAND WITH SM KERB (PAINTED WITH REFLECTED WHITE PAINT), PROVIDE CONCRETE INFILL (FAUX BRICK, STRETCHERBOND PATTERN, TERRACOTTA COLOR.
EXISTING PIT REMAINS, INSTALL NEW LINTEL BICYCLE BIKE-SAFE GRATE LANE REMAINS
HTG K&G
INSTALL NEW CONCRETE KERB & GUTTER
INSTALL NEW DN375 CONCRETE STORMWATER PIPE
CONSTRUCT NEW KERB INLET PIT
PROVIDE NEW GRATE TO EXISTING STORMWATER PIT
BITUMEN SURFACE
BITUMEN PATH
CONC K&G
CONC K&G BITUMEN PATH
EXISTING PIT REMAINS, EXISTING LINTEL REMAINS, INSTALL BIKE-SAFE GRATE.
INSTALL NEW CONCRETE KERB-RAMP
RECONSTRUCT KERB & PROVIDE 5m LONG MICROMESH GRATING OVER EXISTING GUTTER
REMOVE EXISTING 'NO LEFT TURN' SIGN. PROVIDE NEW "ONE WAY" SIGN R2-2AR ON EXISTING STEM. EXISTING PEDESTRIAN CROSSING SIGN REMAINS
REMOVE 'STOP' SIGN & "NO ENTRY" SIGN. INSTALL NEW "NO LEFT TURN" SIGN R2-6A(L) ON EXISTING STEM. ALL OTHER EXISTING SIGNS TO REMAIN.
REMOVE EXISTING BIKE LANE AND ASSOCIATED PAVEMENT MARKING
REMOVE EXISTING "BICYCLES EXCEPTED" SIGN, "STOP" SIGN REMAIN
PROVIDE CHEVRON LINEMARKING AS SHOWN
BICYCLES EXCEPTED
ONE WAY
STOP
NO LEFT TURN
LEGEND
NEW CAR PARKING SPACE
EXISTING CAR PARKING SPACE
REMOVED CAR PARKING SPACE
CARPARKING REPORT
NEW CAR SPACES..... 0
LOSS OF PARKING..... 0
LEGENDS
DENOTE NEW CONCRETE FOOTPATH
DENOTE NEW PEDESTRIAN CROSSING
DENOTES NEW KERB BLISTER ISLAND
DENOTE NEW PEDESTRIAN SAFETY GRATES ON EXISTING GUTTER
DENOTES NEW CONCRETE KERB RAMP
DENOTES HOUSE NUMBER
DENOTE EXISTING STORMWATER PIPE REMAINS
DENOTE PROPOSED STORMWATER PIPE
DENOTE PROPOSED STORMWATER PIT
DENOTE EXISTING STORMWATER PIT REMAINS
DENOTE NEW CONCRETE KERB & GUTTER
DENOTE NEW ROAD RESURFACING
NOTE
ALL EXISTING SIGNS & LINES TO REMAIN UNLESS OTHERWISE NOTED.
COMMUNITY CONSULTATION
CHECKED & APPROVED
APPROVED FOR CONSTRUCTION
SURVEYED BY ADAM DILLON AUG 2025
DESIGNED BY SANJOY SEPT 2025
DRAWN BY SANJOY SEPT 2025
INNER WEST
2-14 FISHER STREET, PETERSHAM NSW 2049
Ph. 02) 9392 5000
Post: PO Box 14 PETERSHAM
e) council@innerwest.nsw.gov.au
Web: https://www.innerwest.nsw.gov.au
SURV. GEN.
R.M.S.
A.G.L. / SHELL PIPELINES
SYDNEY WATER
TELSTRA / OPTUS
AUSGRID
NOTICE OF ENTRY
KERB & GUTTER NOTICES
DATE
COORDINATE SYSTEM MGA2020 ZONE 56
SCALES (ORIGINAL A1)
1:100
REV.
DATE
DESCRIPTION
APPROV.
LENNOX STREET, NEWTOWN
AT MARY STREET
STORMWATER & INTERSECTION IMPROVEMENTS
CONSULTATION PLAN
PROJECT NO. 302930 303553
SHEET NO. 1 of 1
PLAN NO. 10362
SHEET REV # A

Item No: **LTF0326(1) Item 9**

Subject: **CURTIS ROAD, BALMAIN - PROPOSED PEDESTRIAN (ZEBRA) CROSSING (BALUDARRI-BALMAIN WARD/BALMAIN ELECTORATE/LEICHHARDT PAC)**

Prepared By: Charbel El Kazzi - Traffic Engineer

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

That the attached detailed design plan (No.10390) for the proposed raised pedestrian (zebra) crossing in Curtis Road near the intersection of Darling Street, Balmain be approved.

STRATEGIC OBJECTIVE

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

2: Livable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

Council is planning to improve pedestrian safety in Curtis Road north of Darling Street, Balmain by constructing a new raised pedestrian (zebra) crossing. The proposal aims to improve pedestrian safety and address concerns about pedestrian safety and driver behaviour in the area.

The proposal will not make any changes to the existing parking signs and parking spaces in this section of Curtis Road and result in no loss of parking.

BACKGROUND

Council has received *Get NSW Active Funding* from Transport for NSW to improve safety at the intersection of Curtis Road and Darling Street by constructing a raised pedestrian crossing. proposal aims to improve pedestrian safety and address concerns about pedestrian safety and driver behaviour in the area.

The detailed design plan shown in *Attachment 1* outlines the proposed works on Curtis Road, Balmain and includes the following:

- Construct a new raised concrete pedestrian crossing (approximately 60mm high) as shown on the attached plan.
- Construct kerb ramps on both sides of the proposed pedestrian crossing.
- Demolish the existing splitter island in Curtis Road and construct a new central splitter island with mountable kerb and coloured concrete infill.
- Construct a concrete kerb blister island outside No.1A Curtis Road as shown on the attached plan.
- Reconstruct damaged sections of the asphalt footpath with new asphalt footpath on the eastern side of the proposed pedestrian crossing.
- Provide tactile ground surface indicators at both ends of the crossing.
- Provide new flood lighting by installing up to two new floodlights power poles to be compliant with the standards for pedestrian crossings. The final location and configuration of these lighting assets are subject to an electrical design to be carried out.

- Reinstate the existing damaged turf on the western side of the crossing as shown on the plan.
- Install signs and line markings associated with the works and as shown on the attached plan.

DISCUSSION

A letter outlining the proposal was issued to the properties shown within the distribution map below. Two (2) submissions were received in response to this proposal with both in support. Comments received have been summarised within the table below.

Resident Concerns	Officer Feedback
I am totally supportive of this, however I would like to share this observation in case it can be included. With the laundry immediately next to me, people are parking across my driveway and on the footpath to drop off their laundry. Could the council please consider installing some bollards to prevent this from happening. Not only is this a nuisance to us as residents, it creates a traffic hazard and a pedestrian issue with people often needing to progress down the footpath via the road. I note that you are installing some 'no parking lines' but this I won't stop people from parking illegally, either over the pedestrian crossing, or, across my drive…this is why the pavement is cracked as heavy delivery vehicles (courier vans, light trucks and so on) use it all the time.	The raised concerns and support are noted. The proposed works will have an effect to deter illegal parking at the driveway with the installation of the signage, chevron markings and the crossing location. The proposed new timber pole to support the new lighting needed for the pedestrian crossing will also provide an additional barrier to prevent illegal parking. Council will reconstruct the damaged driveway as part of the works to better define its presence and to repair any damage that may affect pedestrians as they walk along the footpath towards the new semi-raised pedestrian crossing. Illegal parking can be reported to Council's Compliance to initiate enforcement action and deter illegal parking behaviours.

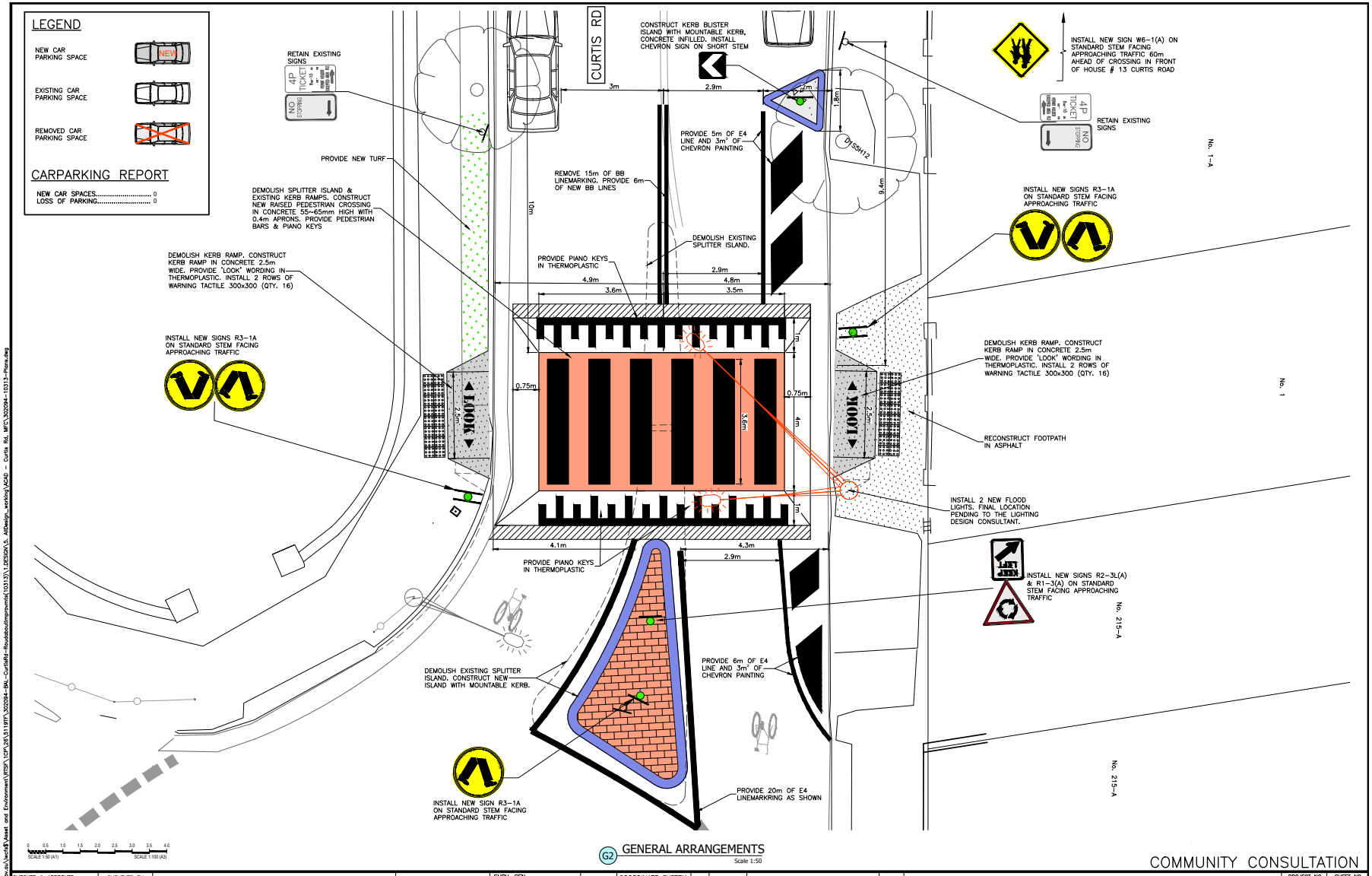
I am writing on behalf of Balmain Public School and the parent community to raise significant and ongoing pedestrian safety concerns at the intersection of Darling Street and Curtis Road, near St Andrews Church. Our parent community has expressed grave concerns regarding the lack of a safe pedestrian crossing at this roundabout. This intersection is a well-used route for children attending Balmain Public School, particularly during morning drop-off and afternoon pick-up times. Visibility at this location is extremely limited for both pedestrians and vehicles approaching from Curtis Road. Vehicles frequently travel at speed around the Darling Street curve and do not always anticipate young children attempting to cross. The current conditions create an environment that feels unsafe and presents a clear risk to school-aged pedestrians. We respectfully request Council's consideration the raised pedestrian crossing at the roundabout.	Council has noted residents and Balmain Public School's concerns regarding pedestrian safety at this intersection along with support for a pedestrian crossing. The proposed pedestrian crossing will better define pedestrian crossing points and improve safety for children attending Balmain Public School.

FINANCIAL IMPLICATIONS

The works are expected to cost approximately $80,000 and are to be funded by the Get NSW Active grant.

ATTACHMENTS

1.⇩ Curtis Road, Balmain - Proposed Pedestrian Crossing Detailed Design 10390


LEGEND
NEW CAR PARKING SPACE
EXISTING CAR PARKING SPACE
REMOVED CAR PARKING SPACE
CARPARKING REPORT
NEW CAR SPACES..... 0
LOSS OF PARKING..... 0
CURTIS RD
RETAIN EXISTING SIGNS
PROVIDE NEW TURF
DEMOLISH SPLITTER ISLAND & EXISTING KERB RAMPS. CONSTRUCT NEW RAISED PEDESTRIAN CROSSING IN CONCRETE 55~65mm HIGH WITH 0.4m APRONS. PROVIDE PEDESTRIAN BARS & PIANO KEYS
DEMOLISH KERB RAMP. CONSTRUCT KERB RAMP IN CONCRETE 2.5m WIDE. PROVIDE 'LOOK' WORDING IN THERMOPLASTIC. INSTALL 2 ROWS OF WARNING TACTILE 300x300 (QTY. 16)
INSTALL NEW SIGNS R3-1A ON STANDARD STEM FACING APPROACHING TRAFFIC
CONSTRUCT KERB BLISTER ISLAND WITH MOUNTABLE KERB, CONCRETE INFILLED. INSTALL CHEVRON SIGN ON SHORT STEM
PROVIDE 5m OF E4 LINE AND 3m² OF CHEVRON PAINTING
REMOVE 15m OF BB LINEMARKING. PROVIDE 6m OF NEW BB LINES
DEMOLISH EXISTING SPLITTER ISLAND.
PROVIDE PIANO KEYS IN THERMOPLASTIC
INSTALL NEW SIGN W6-1(A) ON STANDARD STEM FACING APPROACHING TRAFFIC 60m AHEAD OF CROSSING IN FRONT OF HOUSE # 13 CURTIS ROAD
RETAIN EXISTING SIGNS
INSTALL NEW SIGNS R3-1A ON STANDARD STEM FACING APPROACHING TRAFFIC
DEMOLISH KERB RAMP. CONSTRUCT KERB RAMP IN CONCRETE 2.5m WIDE. PROVIDE 'LOOK' WORDING IN THERMOPLASTIC. INSTALL 2 ROWS OF WARNING TACTILE 300x300 (QTY. 16)
RECONSTRUCT FOOTPATH IN ASPHALT
INSTALL 2 NEW FLOOD LIGHTS. FINAL LOCATION PENDING TO THE LIGHTING DESIGN CONSULTANT.
INSTALL NEW SIGNS R2-3L(A) & R1-3(A) ON STANDARD STEM FACING APPROACHING TRAFFIC
PROVIDE PIANO KEYS IN THERMOPLASTIC
DEMOLISH EXISTING SPLITTER ISLAND. CONSTRUCT NEW ISLAND WITH MOUNTABLE KERB.
PROVIDE 6m OF E4 LINE AND 3m² OF CHEVRON PAINTING
INSTALL NEW SIGN R3-1A ON STANDARD STEM FACING APPROACHING TRAFFIC
PROVIDE 20m OF E4 LINEMARKRING AS SHOWN
LOOK
No. 1-A
No. 1
No. 215-A
No. 215-A
G2 GENERAL ARRANGEMENTS
Scale 1:50
COMMUNITY CONSULTATION
CHECKED & APPROVED
APPROVED FOR CONSTRUCTION
SURVEYED BY NORTON SURVEY AUG 2024
DESIGNED BY ASHFAQ SEPT 2025
DRAWN BY SEPT 2025 ASHFAQ AHMAD
INNER WEST
2-14 FISHER STREET, PETERSHAM NSW 2049
Ph. 02) 9392 5000
Post: PO Box 14 PETERSHAM
e) council@innerwest.nsw.gov.au
Web: https://www.innerwest.nsw.gov.au
SURV. GEN.
R.M.S.
A.G.L. / SHELL PIPELINES
SYDNEY WATER
TELSTRA / OPTUS
AUSGRID
NOTICE OF ENTRY
KERB & GUTTER
NOTICES
DATE
COORDINATE SYSTEM MGA2020 ZONE56
SCALES (ORIGINAL A1) 1:50
REV.
DATE
DESCRIPTION
APPROV.
CURTIS ROAD, BALMAIN
AT DARLING STREET INTERSECTION
PROPOSED RAISED PEDESTRIAN CROSSING
GENERAL ARRANGEMENTS
PROJECT NO. 303631
SHEET NO. 1 of 1
PLAN NO. 10390
SHEET REV #
Plotted By: (ASHFAQ AHMAD), Plotted on: (February 20, 2026)

Item No: **LTF0326(1) Item 10**

Subject: **ST PETERS STATION PARKING STUDY (MIDJUBURI-MARRICKVILLE AND DAMUN-STANMORE WARDS / NEWTOWN & HEFFRON ELECTORATES / INNER WEST PAC)**

Prepared By: Jackie Ng - Traffic Engineer

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

That Council receive and note the report of the St Peters Station Parking Study.

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 investigation completed in the residential streets surrounding St Peters Station to assess parking impacts due to the opening of the Metro at Sydenham Station and closure of the T3 Bankstown Line. It provides an assessment of parking occupancy rates on a typical weekday and weekends, and if any further restrictions in the area are required.

BACKGROUND

At Council meeting held on 22 October 2024, Council resolved the following:

> *That Council urgently undertake parking studies in suburbs around Tempe, St Peters and Sydenham stations with the view to implementing parking controls to better support residents facing additional parking pressures with the opening of the Metro at Sydenham and closure of the T3 Bankstown Line.*

The study has been split into areas of investigation, with Area A (Sydenham Station residential side) and Area B (Sydenham Station industrial side) undertaken initially and reported to the Local Transport Forum meeting held on 15 September 2025.

Subsequently, Area C (Tempe Station) and Area D (St Peters Station) were reviewed. This report provides the outcome to the Area D investigation.

DISCUSSION

Area D – St Peters Station

The study assessed parking utilisation on a weekday and weekend on residentials streets near St Peters Station as shown in Figure 1 below, with a 600-metre radius nominated for the extent of the study.

Figure 1 – St Peters Station Parking Study Area

It is noted that most of the streets within the study area have a mixture of timed permit parking, unrestricted parking and other restrictions (e.g., part-time no parking). The current timed permit parking restriction installed consist of ‘2P, 8.30am-6pm, Mon-Fri, Permit Holders Excepted, Area M12’ for streets south of St Peters Station and ‘2P, 8am-10pm, Permit Holders Excepted, Area M14’ for streets north of St Peters Station.

The parking occupancy and duration of stay of these unrestricted parking and timed parking spaces were assessed to determine if these parking spaces were in excess of 85% utilization that would warrant consideration of expanding the existing permit parking schemes - including extension of existing restrictions to include weekends, extending times to include evenings and installing restrictions on both sides of the street.

Weekday parking assessment

Parking surveys were completed on these streets on Wednesday 2 April 2025 between 6am and 10am to assess occupancy and duration of stay to determine if there are high levels of commuter parking in the unrestricted spaces. Commuter parking generation is generally at its highest during 7am-9am, with maximum peak saturation estimated to occur at 10am.

For the weekday assessment, 10am was prescribed as the hour which commuter parking has reached maximum peak saturation (additional commuter parking after this period is likely to be low).

Two (2) key indicators were used to assess whether it is warranted to extend existing timed permit parking spaces:

1. For streets where there are existing timed permit parking restrictions (2P, 8.30am-6pm, Mon-Fri, Permit Holders Excepted, Area M12 and 2P, 8am-10pm, Permit Holders Excepted, Area M14),), the occupancy rate on both sides of the street must be greater than 85% at 10am.
2. There must be a low percentage of vehicles recorded on the section of street, with a duration of stay greater than 4 hours (noting vehicles that stayed within the same parking space between 6am and 10am are likely to be resident parked vehicles).

The parking occupancy rates recorded for the unrestricted and timed permit parking spaces in residential streets are shown in *Figure 2* below:

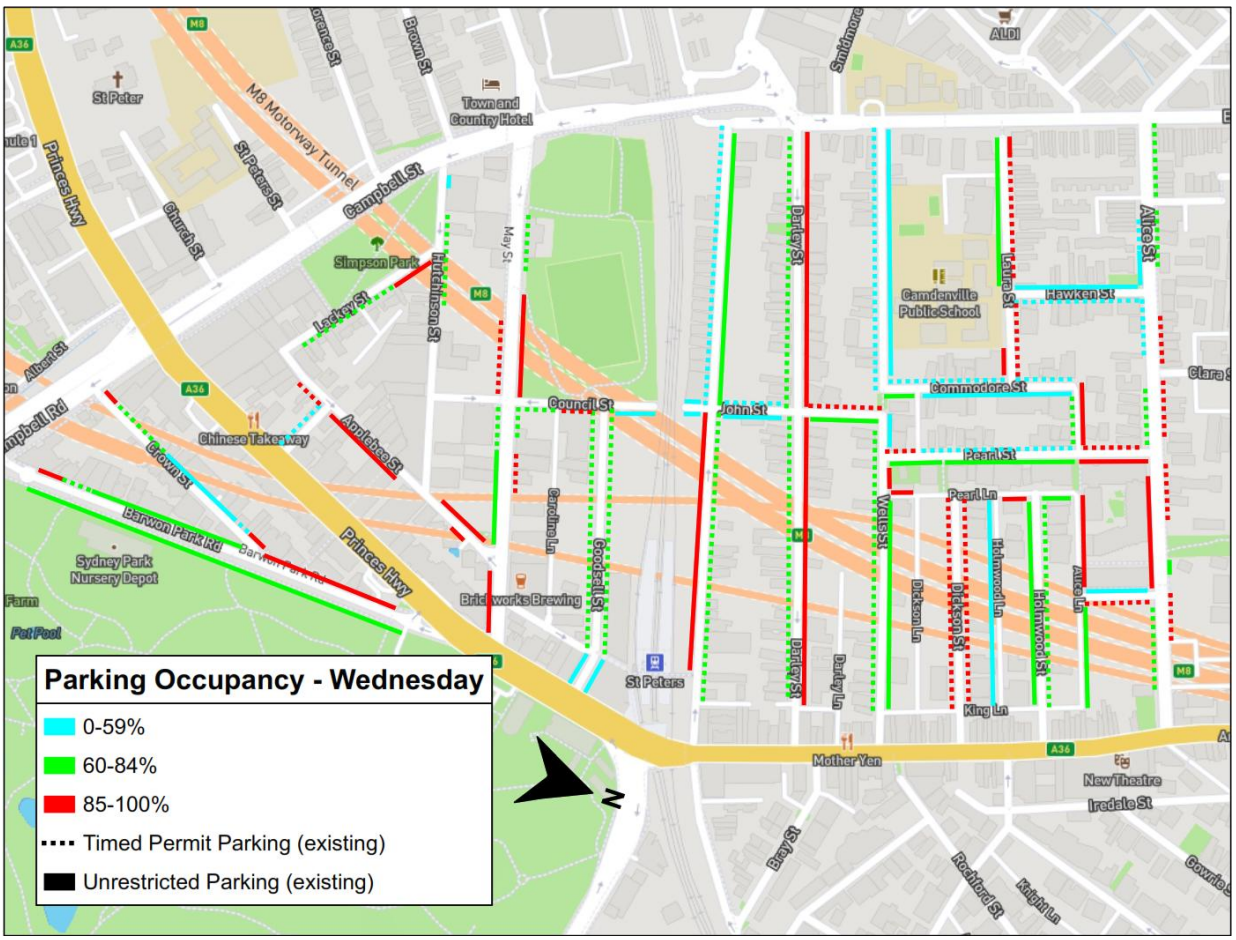


Figure 2 – Parking occupancy in unrestricted and timed permit parking areas – Wednesday

Figure 2 above indicates that parking occupancy rates in streets with both unrestricted and restricted parking exhibit higher occupancy on the unrestricted side. However, the data also indicates that there is generally still on-street parking available along the timed permit restriction side. Streets with short sections of timed permit parking also experience a high level of parking occupancy but this is expected due to the supply being low.

Streets with parking occupancy rates greater than 85% in *Figure 2* have been further analysed to indicate the duration of stay and determine if the long-term parking is caused by residents or commuters. This is shown in *Figure 3 below*:

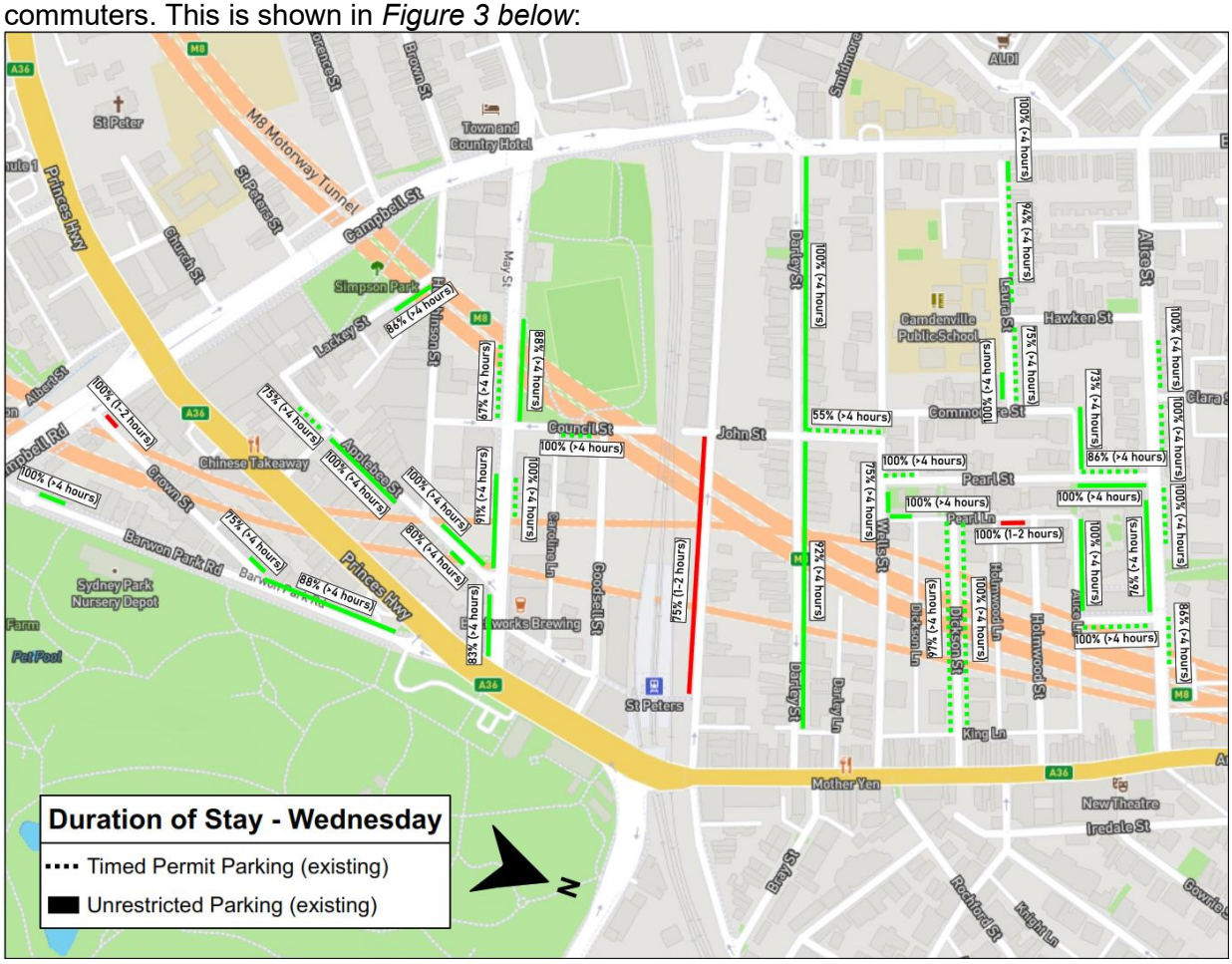


Figure 3 – Duration of stay in unrestricted and timed parking spaces with occupancy greater than 85%

Figure 3 above categories the duration of stay surveys into two classifications:

- >4 hours; vehicles that were parked in the same space between 6am-10am and did not move. Vehicles within this category are likely to be residential vehicles which did not move at 6am (before the start of commuter parking generation) and remained within the same space until 10am (the end of the survey).
- 1-2 hours; vehicles that were parked within the space for 1-2 hours and could either be resident vehicles leaving the space, commuters, or other works parking in the space between 8am-10am.

Data collected shows that the southern side of Lord Street between John Street and Princes Highway is the only street that receives any significant volume of commuter traffic. 75% of the vehicles parked at this location at 10am is expected to be commuter parking and correlates to the surrounding land use being directly adjacent to St Peters Station.

Weekend parking assessment

Parking surveys were completed in the study area (*Figure 1*) on Saturday 5 April 2025 between 8am and 6pm, and Sunday 6 April 2025 between 8am and 6pm at 1-hour intervals, to assess parking utilisation on residential streets near St Peters Station.

The survey seeks to assess whether there is a need to extend existing and new timed permit parking restrictions that are sign posted as '2P, 8.30am-6pm, Mon-Fri, Permit Holders

Excepted, Area M12' for streets south of St Peters Station and '2P, 8am-10pm, Permit Holders Excepted, Area M14' for streets north of St Peters Station.

To consider the extension of the permit parking restrictions to weekends and on both sides of the street, a high occupancy rate greater than 85% for either Saturday or Sunday must be recorded within the existing unrestricted and timed permit parking restrictions. The parking occupancy rates used are averages of the 1-hour intervals between 11am-2pm.

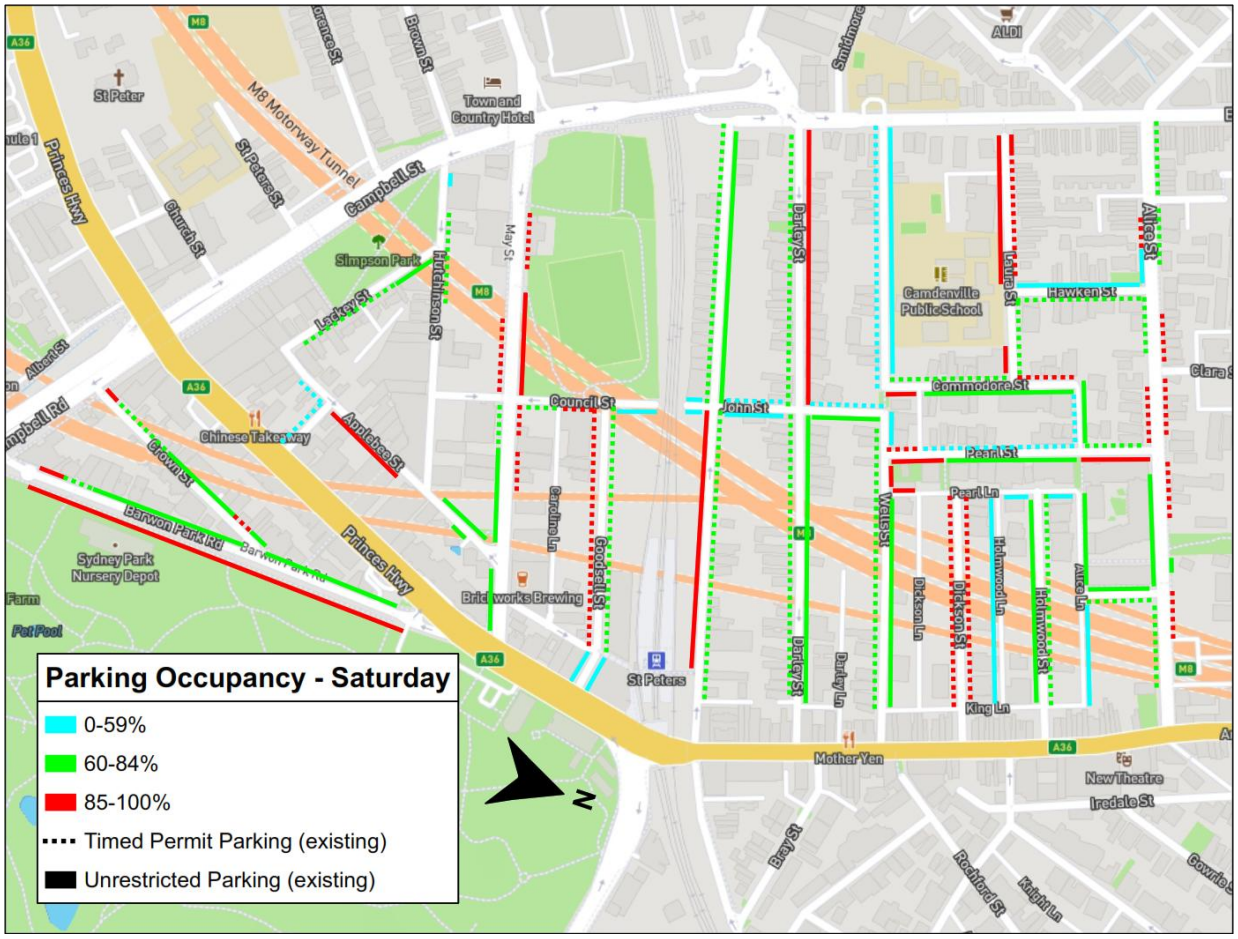


Figure 4 – Parking occupancy in unrestricted and timed permit parking areas – Saturday

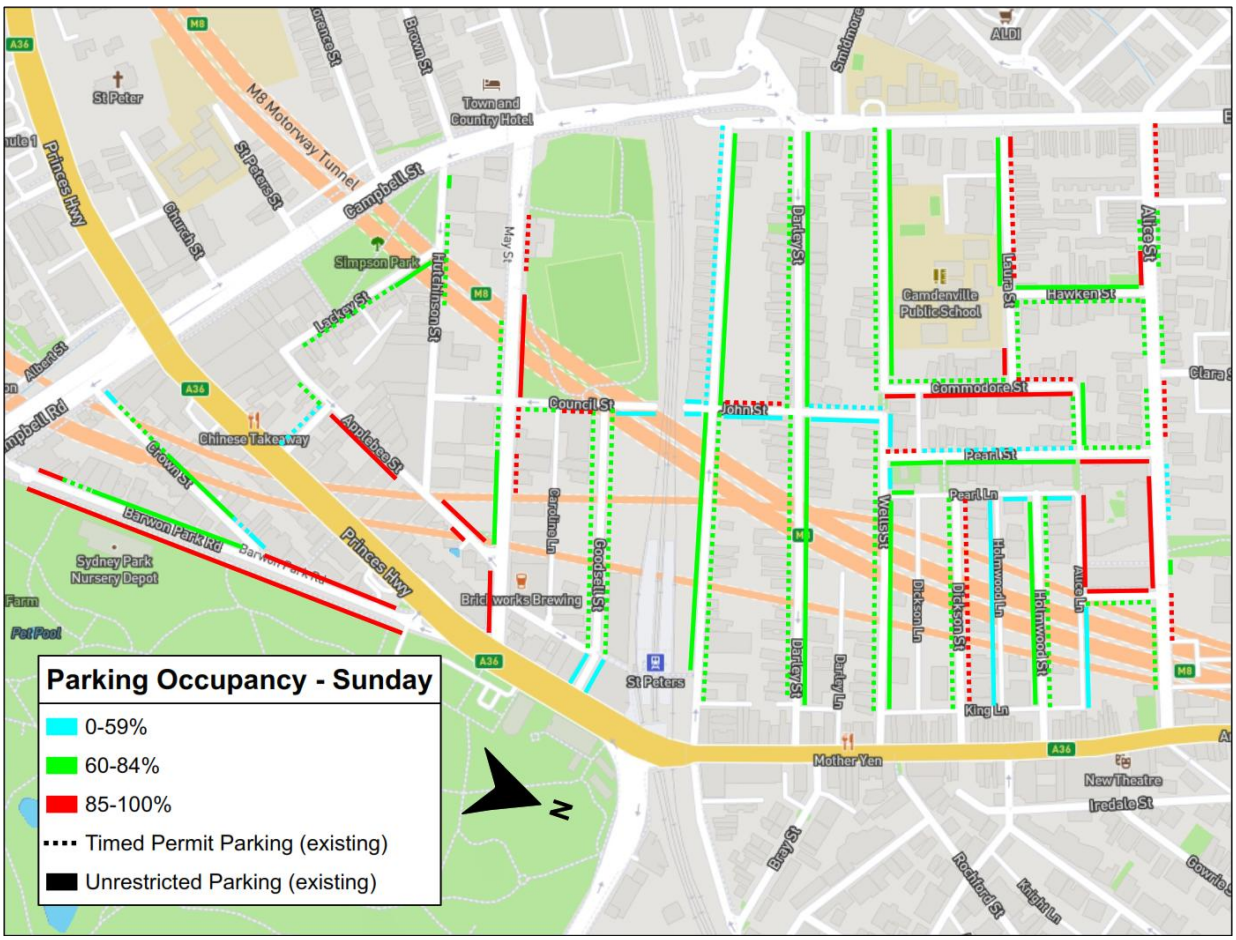


Figure 5 – Parking occupancy in unrestricted and timed permit parking areas – Sunday

Data collected on the weekends indicates that residential streets near St Peters Station has not experienced a significant increase in parking due to the opening of the Metro at Sydenham and closure of the T3 Bankstown Line. It is noted that residential streets north of St Peters Station have different restrictions those streets south of the station. The northern restrictions (2P, 8am-10pm, Permit Holders Excepted, Area M14) encompasses all days and late evenings, whilst the southern restrictions (2P, 8.30am-6pm, Mon-Fri, Permit Holders Excepted, Area M12) only cover weekdays and early evenings.

It is also noted that Goodsell Street has recently been updated and are signposted as the following:

- '2P, 8am-10pm, Permit Holders Excepted, Area M12' on the northern side between Council Street and No.1 Goodsell Street, St Peters.
- '2P, 8am-6pm, Permit Holders Excepted, Area M12' on the northern side between No.1 Goodsell Street and May Lane, St Peters.
- '2P, 8am-10pm, Permit Holders Excepted, Area M12' on the southern side between Council Street and May Lane, St Peters.

CONCLUSION

In conclusion, the parking occupancy and duration of stay surveys collected on a typical weekday and weekends near St Peters Station suggests that the opening of the Metro at Sydenham and closure of the T3 Bankstown Line has had no significant impact on the parking conditions in the study area. It is recommended that Council notes the results of the St Peters Parking Study with no changes to parking controls in the area.

FINANCIAL IMPLICATIONS

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

ATTACHMENTS

1. St Peters Station Parking Study - Parking Occupancy Wednesday
2. St Peters Station Parking Study - Duration of Stay Wednesday
3. St Peters Station Parking Study - Parking Occupancy Saturday
4. St Peters Station Parking Study - Parking Occupancy Sunday

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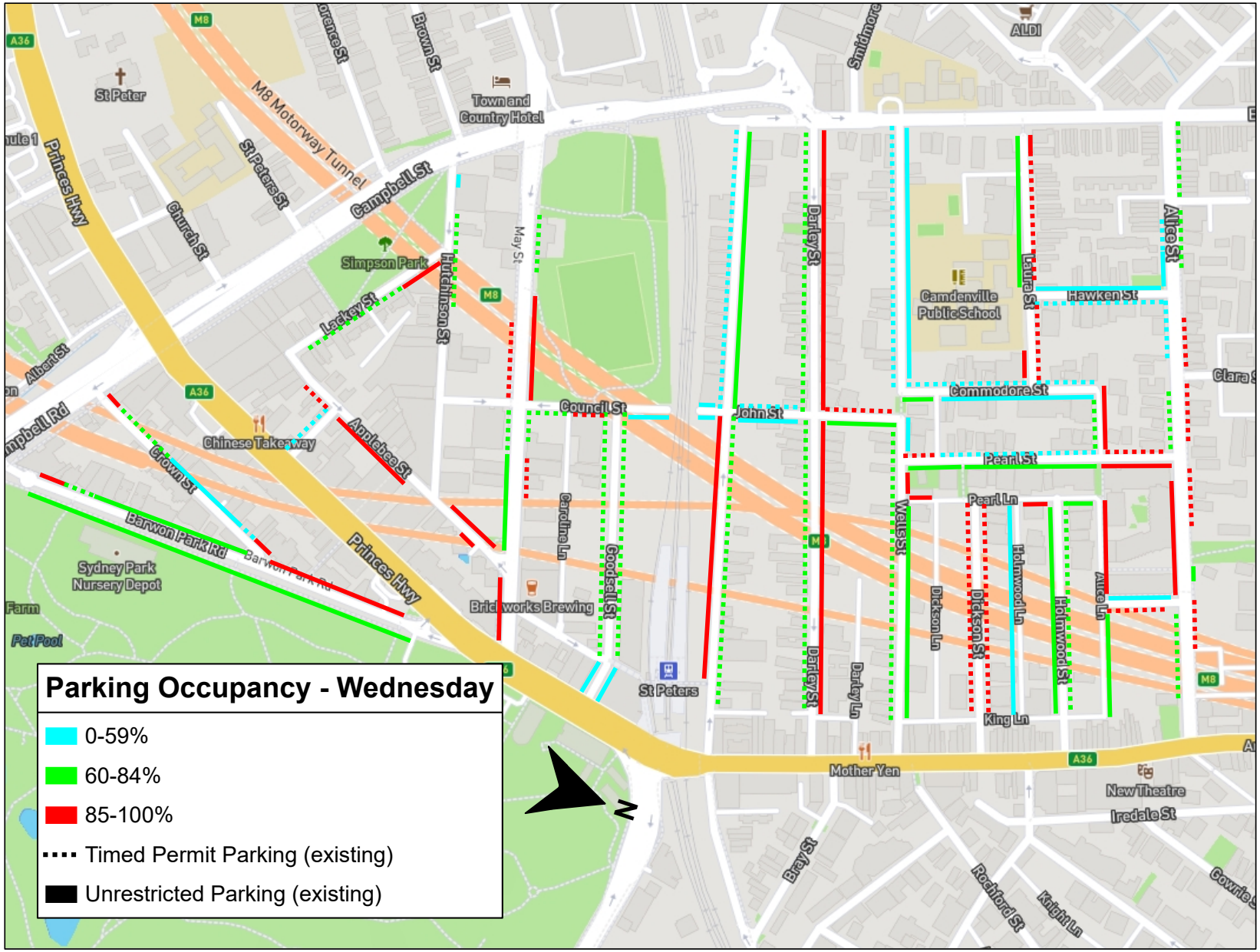

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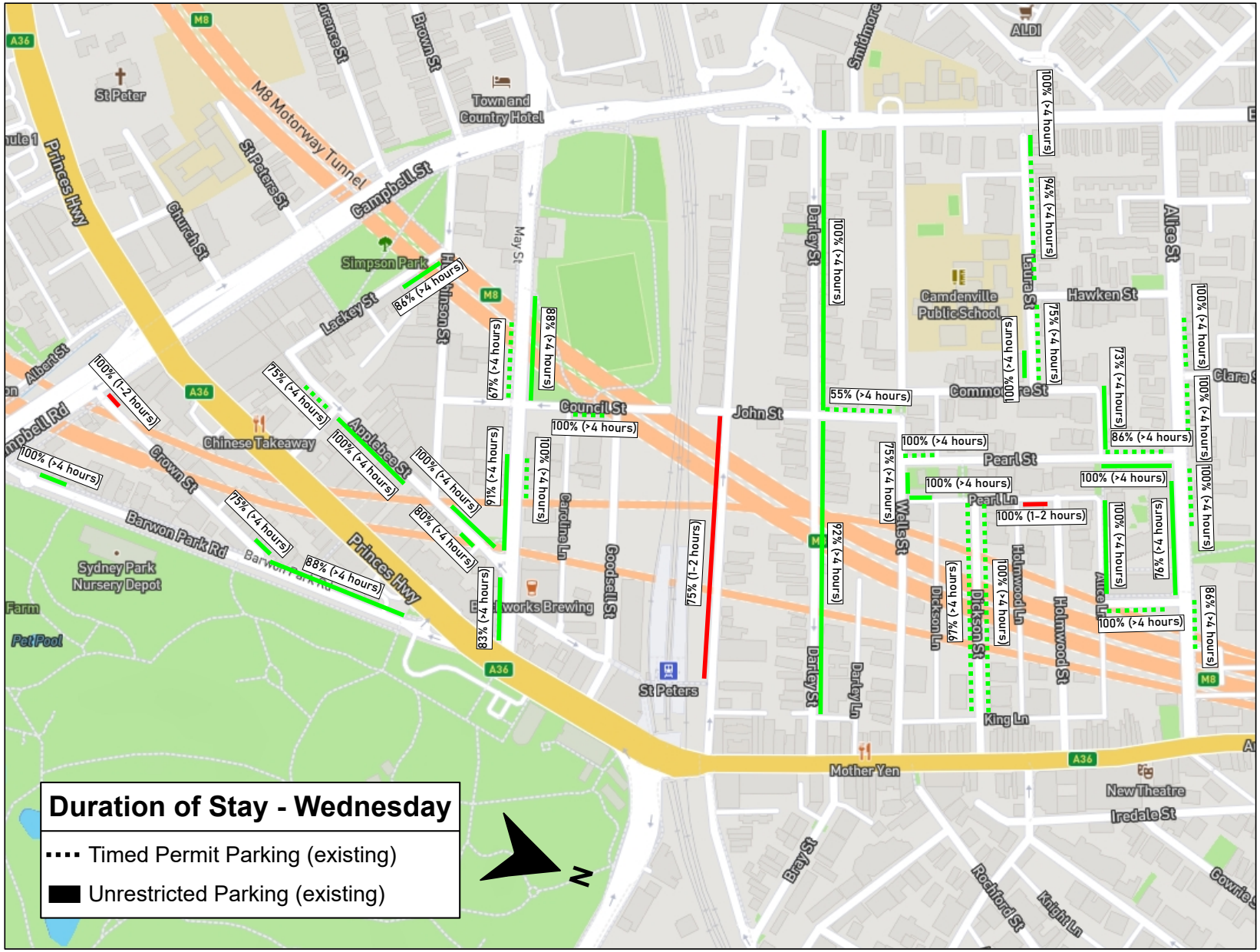

Item 10

Attachment 3

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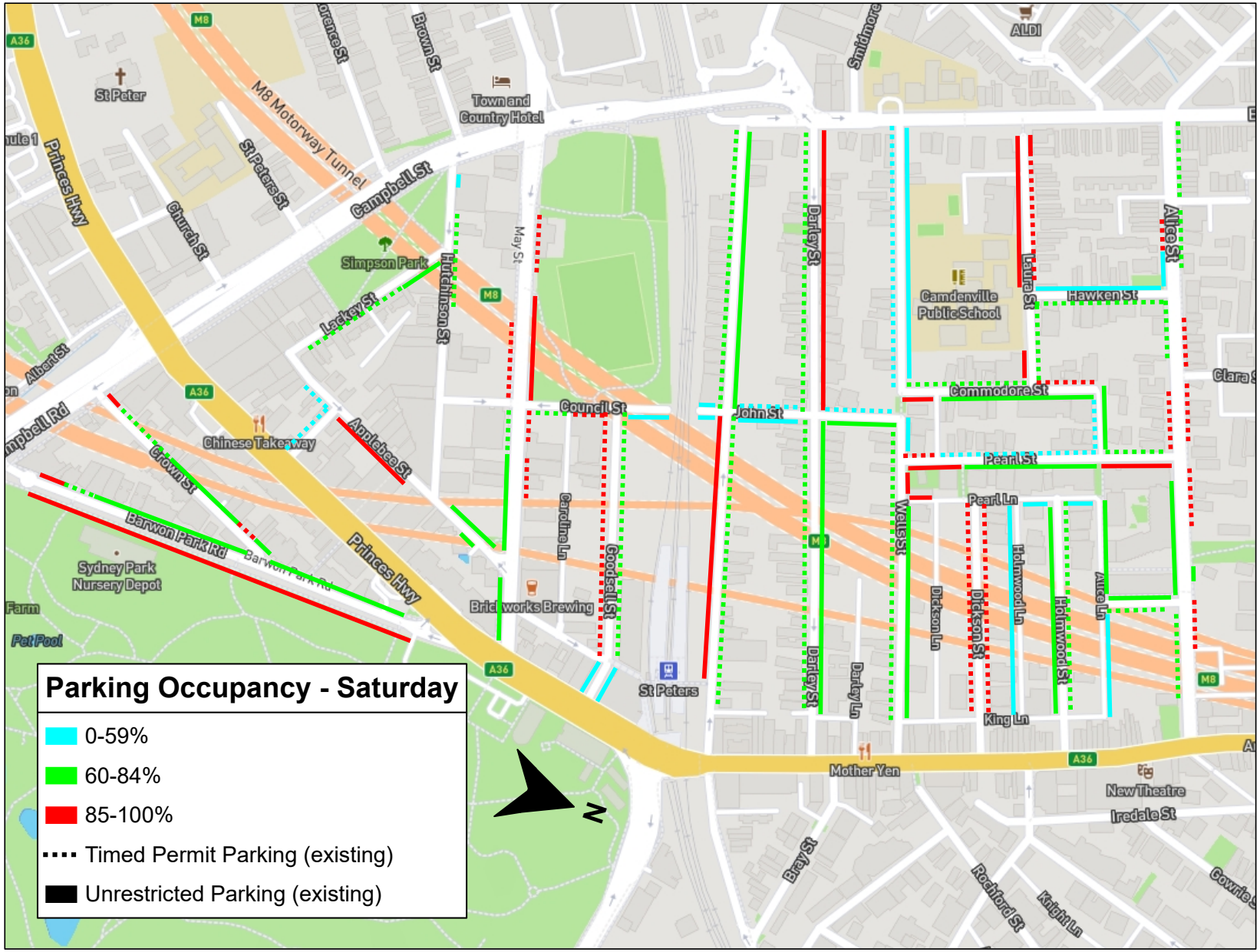

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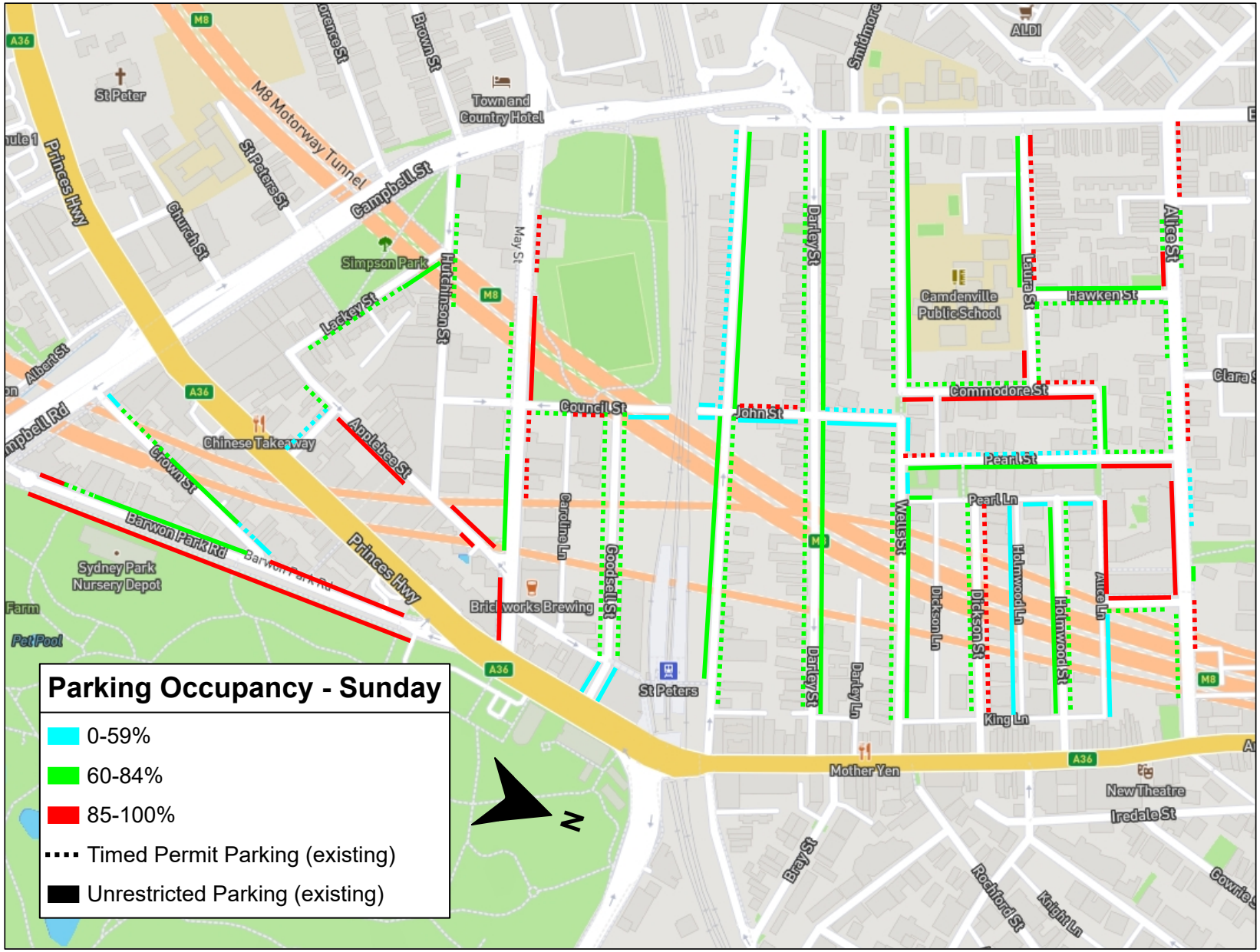


Item No: **LTF0326(1) Item 11**

Subject: **LEICHHARDT WEST STAGE 2 MARKETPLACE AND STAGE 3 TAVERNERS HILL PRECINCT - RESIDENT PARKING SCHEME GULGADYA-LEICHHARDT WARD/BALMAIN ELECTORATE/LEICHHARDT PAC)**

Prepared By: Jackie Ng - Traffic Engineer

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

That '2P 8am-6pm Mon-Fri, Permit Holders Excepted, Area L1' be installed in the following streets:

1. **both sides of Elswick Street, between Marion Street and Parramatta Road, Leichhardt as shown in *Attachment 1.***

2. **southern side of Albert Street, between Flood Street and Elswick Street, Leichhardt as shown in *Attachment 2.***

3. **southern side of Kegworth Street, between Lords Road and Tebbutt Street, Leichhardt as shown in *Attachment 3.***

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 investigation and community engagement undertaken on Stage 2 (Marketplace) and Stage 3 (Taverners Hill) precincts of the Leichhardt West Resident Parking Scheme (RPS) area. Previously, Stage 1 (Allen Street) was implemented in October 2023, and following further community requests to expand the RPS, the scheme was expanded further south to Marion Street in March 2025.

As part of the work for Leichhardt West RPS Stage 2 and 3, Council collected parking occupancy surveys, which showed consistently high parking utilisation across most streets in the proposed Stage 2 and 3 areas. In response, Council undertook community engagement on expanding the '2P 8am-6pm, Mon-Fri, Permit Holders Excepted, Area L1' restrictions through Council's YourSay Inner West webpage. Feedback received from the community was considered for each street and helped develop recommendations to manage parking in the Marketplace and Taverners Hill precincts.

BACKGROUND

Under the proposed schedule for the Leichhardt West Parking Study, the following was undertaken to date:

- Stage 1 (Allen Street) Leichhardt West Resident Parking Scheme comprised of a '2P 8am-6pm Mon-Fri, Permit Holders Excepted Area L1', implemented on a number of streets in October 2023.

- Stage 1 RPS post-implementation review and expansion to Marion Street, implemented in March 2025.

Detailed assessment and consultation work was recently completed for the Stage 2 (Marketplace) and Stage 3 (Taverners Hill) precincts of the Leichhardt West Resident Parking Scheme (RPS) areas. As part of the investigation work, parking data was collected for both Stage 2 and 3 areas. Parking data showed consistently high levels of parking during different times and days. A map of the staged areas is shown in *Figure 1*.

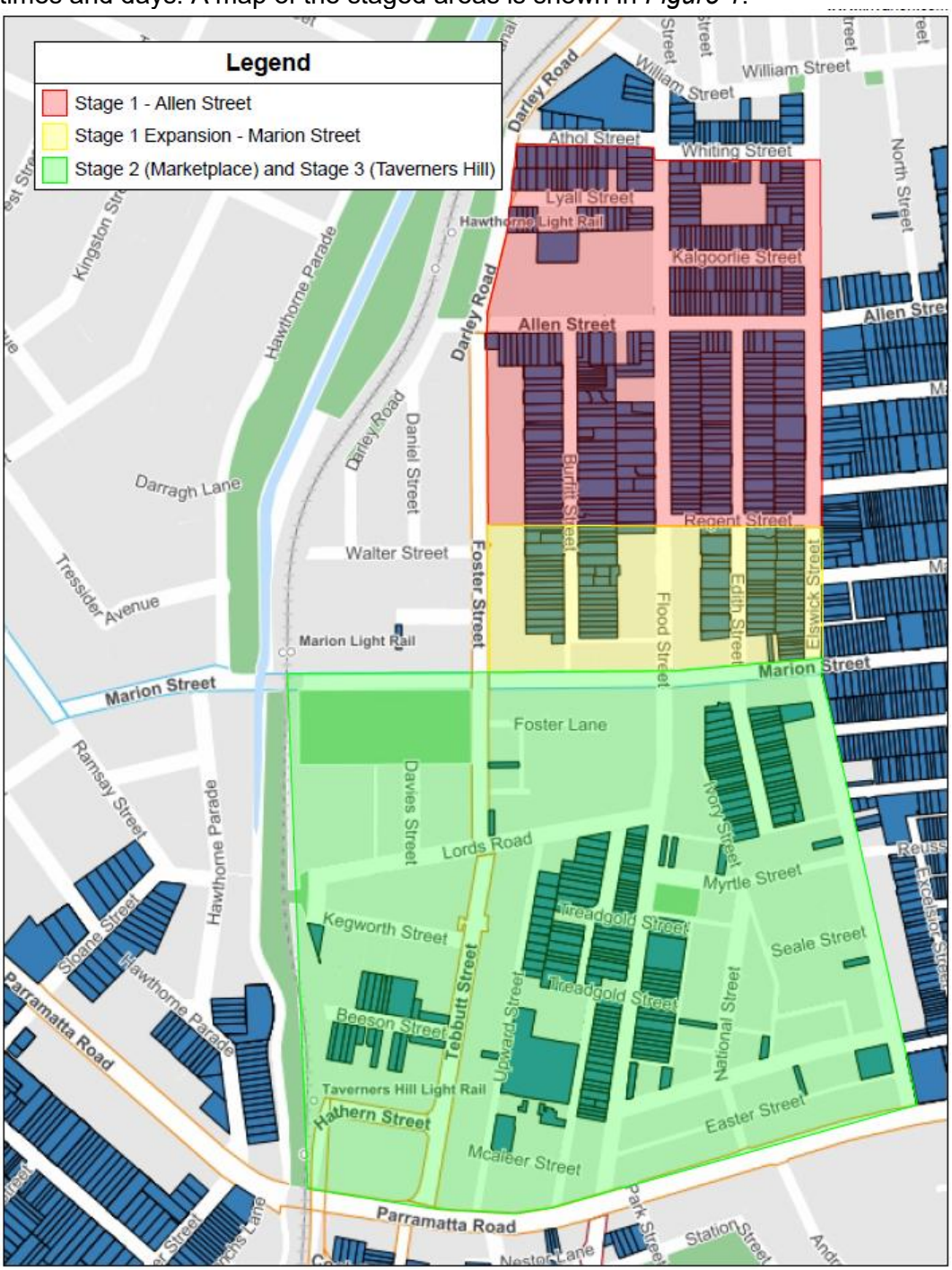


Figure 1 – Stages 1-3 of the Leichhardt West Resident Parking Scheme

DISCUSSION

During October 2025 and November 2025, Council undertook community engagement inviting residents to provide feedback on the proposed expansion of the Leichhardt West RPS to streets within Stage 2 and 3 areas. Letters were distributed to occupiers and owners within the area inviting to participate in an online survey through Council's YourSay Inner West webpage.

The community engagement ended with response rates of less than 50% of properties for the majority of streets, and whilst it did not strictly achieve the response and support level required for the former Leichhardt Resident Parking Scheme Policy, some streets met the requirements for the Inner West Public Domain Parking Policy and showed a high support rate for the parking changes.

Street Name	Response Rate	Support Rate	Met required community support level
Albert Street	34%	76%	Yes
Beeson Street	2%	0%	No
Davies Street	27%	86%	No
Edith Street	20%	44%	No
Elswick Street	41%	72%	Yes
Flood Street (north of Marion Street)	14%	62%	No
Flood Street (south of Marion Street)	23%	19%	No
Foster Street	17%	0%	No
George Street	3%	9%	No
Hathern Street	0%	0%	No
Ivory Lane	17%	50%	No
Ivory Street	0%	0%	No
Kegworth Street	35%	78%	Yes
Lords Road	36%	30%	No
Marion Street	6%	71%	No
Myrtle Lane	60%	33%	No
Myrtle Street	33%	60%	No
National Street	32%	50%	No
Parramatta Road	4%	0%	No
Seale Street	26%	50%	No
Tebbutt Street	5%	0%	No
Upward Street	5%	14%	No

Table 1 – Response rate and support rate in the stage 2 and stage 3 study area

Table 1 categorises individual streets with their corresponding support and response rates, and whether it meets the Inner West Public Domain Parking Policy which requires a minimum 30% response rate and 65% support rate, with the following definitions:

- Response rate is defined as the number of valid votes compared to the number of properties for the section of street expressed as a percentage.

- Support rate is defined as the number of valid votes that support the proposal compared to the number of responses received for the section of street expressed as a percentage.

Due to the high support rate from those who responded to the consultation, it is recommended that the '2P 8am-6pm, Mon-Fri, Permit Holders Excepted, Area L1' be installed in the following sections:

- Both sides of Elswick Street, between Marion Street and Parramatta Road, Leichhardt as shown in *Attachment 1.*

- Southern side of Albert Street, between Flood Street and Elswick Street, Leichhardt as shown in *Attachment 2.*

- Southern side of Kegworth Street, between Lords Road and Tebbutt Street, Leichhardt as shown in *Attachment 3.*

It should be noted that the RPS is only being recommended on one side of Albert Street and Kegworth Street due to a higher response and support rate to the proposal from properties on the southern side of the streets. Residents from both sides of Albert Street and Kegworth Street may apply for permits, subject to eligibility criteria outline in Council's Parking Policy.

A summary of comments from the community engagement has been tabled below.

Resident comments	Council response
Existing Off-Street Parking There is existing off-street parking on our property, and it seems unfair that our allocation is reduced based on that fact. Residents should have at least 2 permits regardless of off-street parking arrangement.	Council's Resident Parking Permits Schemes must balance the number of permits issued to on-street parking available. Permit limits are required to achieve this with priority being provided to residents who do not have off-street parking opportunities. The reduced allocation of parking permits based on off-street parking is a feature of all parking schemes across the Inner West Council.
Long-term Parking There is a lot of long-term commuters parking in the area that catch the light rail and bus. It is extremely difficult to find parking on my street. There are also a lot of smash repair businesses parking their customer vehicles in our street taking away parking for residents.	The resident parking scheme aims to address long-term commuter parking in residential areas, which may provide more availability and opportunities for residents and visitors to park near their homes during the day.
Visitor Parking The parking scheme will reduce the ability for visitors to park and will not be beneficial for people with family and friends visiting the area.	The resident parking scheme allocates one (1) visitor permit for each property subject to eligibility criteria of Council's resident parking policy. This permit is transferable and can be used for any vehicle visiting the area. The proposed 2P 8am-6pm Mon-Fri restriction provides parking opportunities by allowing visitors without permits to stay after 4pm until 10am next day on weekdays. Parking on weekends will remains unrestricted.
No Parking in Laneways	Parking restrictions within laneways are currently not being considered as part of

The laneways are narrow and parked with cars blocking access to garages and waste vehicles. The plans should include no parking in the laneways.	the resident parking scheme proposal. Further parking controls within laneways can be investigated separately if these are submitted to Council in writing.
Unattended Vehicles There are many trailers, boats and caravans taking up on-street parking long-term making it difficult to park in our street. They should be subjected to the same restrictions as normal vehicles.	Under the *Public Spaces (Unattended Property) Act* 2021, Council can remove unattended vehicles from local streets. More information can be found on Council's website under "Unattended Vehicles".
Effect on Businesses The proposal will negatively affect local workers who rely on street parking, and risk pushing businesses out of the area.	Commuters and employees seeking to park in local streets, have a lower priority as local residents and their visitors without off-street parking should be given a higher priority. Businesses located within a street with a RPS may apply for a business parking permit to vehicles registered to the business, subject to the eligibility criteria in Council's parking policy.

FINANCIAL IMPLICATIONS

The cost of installation of new restrictions as recommended can be funded within Council's signs and line market budget.

ATTACHMENTS

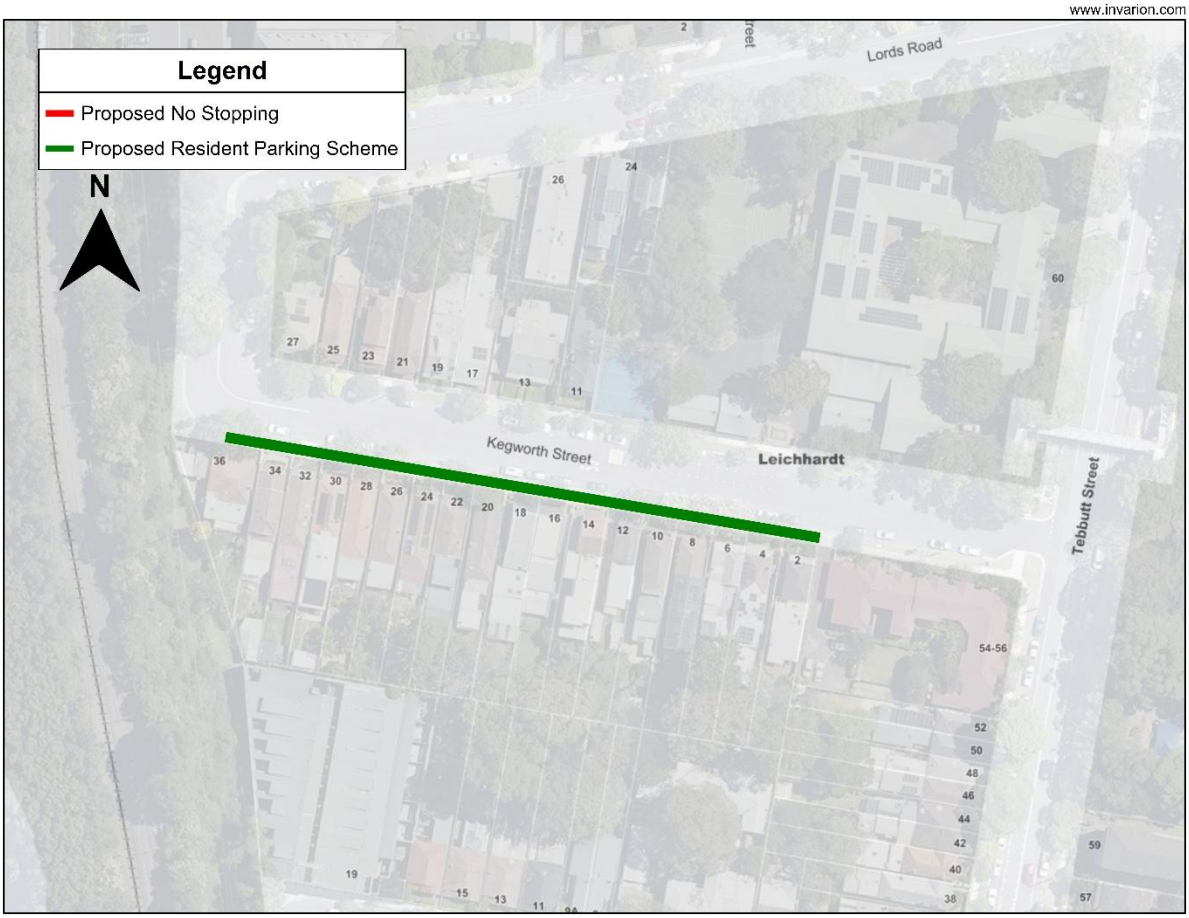
1.⇩ Elswick Street - Proposed Resident Parking Scheme
2.⇩ Albert Street - Proposed Resident Parking Scheme
3.⇩ Kegworth Street - Proposed Resident Parking Scheme

Item 11

Attachment 1

Item 11

Attachment 2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Legend
Proposed No Stopping
Proposed Resident Parking Scheme
N
Lords Road
Kegworth Street
Leichhardt
Tebbutt Street