

**Minutes of Meeting held on 20 April 2026****Meeting commenced at 11:10 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
Miriama Tamata	Representative for Jenny Leong MP, Member for Newtown
Colin Jones	Representative for Inner West Bicycle Coalition (IWBC)
Vinoth Srinivasan	Transport for NSW (TfNSW)
Olivia Lin	Transport for NSW (TfNSW)
Manod Wickramasinghe	IWC’s Director Engineering (Acting)
Predrag Gudelj	IWC’s Roads Manager (Acting)
Sunny Jo	IWC’s Traffic and Transport Planning Manager (Acting)
Felicia Lau	IWC’s Coordinator Traffic Engineering Services (North) (Acting)
George Tsaprounis	IWC’s Coordinator Traffic Engineering Services (South)
Brinthaban Baskaran	IWC’s Project Manager
Kurt Henkel	IWC’s Team Leader Public Domain Planning
Abigail Chayadi	IWC’s Graduate Traffic Engineer
Christy Li	IWC’s Business Administration Officer

**VISITORS**

Sander Ottes	Public Speaker (Item 1 & 4)
Terry Freshwater	Public Speaker (Item 4)
Bruce Ashley	Public Speaker (Item 4)
Robert Moore	Public Speaker (Item 4)
Ben Brander	Public Speaker (Item 4)
Todd Napthali	Public Speaker (Item 4)
Ann King	Public Speaker (Item 4)
Leonie Derwent	Public Speaker (Item 4)
Melissa McIntosh	Public Speaker (Item 4)
Emmanuel Christou	Public Speaker (Item 4)

**APOLOGIES:**

Nil.

Nil.

**DISCLOSURES OF INTERESTS:**

Nil.

**CONFIRMATION OF MINUTES**

That the Minutes of the Local Transport Forum held on Monday, 16 March 2026 be confirmed.

**MATTERS ARISING FROM COUNCIL'S RESOLUTION OF MINUTES**

The minutes of the Local Transport Forum meeting held on 16 February 2026 were adopted at Council's meeting held on Tuesday, 17 March 2026, subject to the following amendments:

a) Item 13: Bunnings Tempe Local Area Traffic Management - Design Plan No. HD202, point 2 be amended to read:

2. That Council in principle support a 10km/h shared zone on Union St, Tempe, between Princes Highway and School Lane (Drawing No. LATM7 and LATM8) subject to approval from TfNSW and trial the installation of a Local Traffic Only sign at the entrance to Brooklyn Street from the Princes Hwy for a period of 6 months, reporting any findings as part of the 6 month review of the Tempe South LATM scheme.

b) Item 17: Unnamed Laneway, Marrickville rear of Church Street and Warren Road - Adjustment to No Parking Restriction) be amended to read:

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. Council Officers investigate upgrading parking restrictions at bend in the laneway as well the intersection of Church Street and the Unnamed Lane.

**LTF0426(1) Item 1 Marrickville Road, Marrickville - Proposed Raised Pedestrian and Bicycle Crossing - Design Plan No. 21437-01 (Midjuburi-Marrickville Ward / Summer Hill Electorate / Inner West PAC)**

**SUMMARY**

This report details the design plan (No.21437-01) for the construction of a raised pedestrian and bicycle crossing, and the results of community consultation at the intersection of Marrickville Road and Sydney Street, Marrickville. Following the

---

Marrickville Road East Cycleway consultation, several community members raised comments on an additional raised pedestrian crossings along the cycleway, particularly across Marrickville Road near Sydney Street. Traffic and pedestrian counts were taken at the location in July 2025 and show that the site meets Council's Pedestrian Crossing Warrants. Subsequently, a design plan has been completed, and consultation was conducted with nearby residents and businesses for feedback and Council approval.

**Officers Recommendation:**

That the detailed design plan (No.21437-01) for the construction of a raised pedestrian and bicycle crossing at the intersection of Marrickville Road and Sydney Street, Marrickville be approved.

**LTF Advice:**

*Public Speaker Sander Ottles entered the meeting at 11.14 am.*

Mr. Ottles supported the proposed recommendation and noted that the proposal will be beneficial to both pedestrians and cyclists.

*Public Speaker Sander Ottles left the meeting at 11.51 am.*

The Member for the Inner West Bicycle Coalition questioned whether the raised crossing will be raised at road level or at the footpath level. Council Officers advised that the crossings will be raised above road level but slightly lower than the footpath level to allow for buses to comfortably pass over the crossing, as the crossing is located on a bus route.

No further advice provided by the LTF members.

**RECOMMENDATION:**

**That the detailed design plan (No.21437-01) for the construction of a raised pedestrian and bicycle crossing at the intersection of Marrickville Road and Sydney Street, Marrickville be approved.**

**LTF0426(1) Item 2 Seaview Street at Yeo Avenue, Ashfield – Proposed Raised Threshold – Design Plan 10380 (Djarrawunang-Ashfield Ward / Summer Hill Electorate / Burwood PAC)**

**SUMMARY**

Council is proposing to improve safety for pedestrians in Seaview Street at Yeo Avenue, Ashfield by constructing a Raised Threshold. The proposal aims to improve safety by reducing traffic speeds and conflicts with traffic movements at this location.

**Officers Recommendation:**

That the detailed design plan for the proposed Raised Threshold in Seaview Street at Yeo Avenue, Ashfield and associated signs and line markings (as per Design Plan No.10380) be approved.

**LTF Advice:**

No advice provided by the LTF members.

**RECOMMENDATION:**

**That the detailed design plan for the proposed Raised Threshold in Seaview Street at Yeo Avenue, Ashfield and associated signs and line markings (as per Design Plan No.10380) be approved.**

**LTF0426(1) Item 3   McRae Street and Livingstone Road, Petersham - Proposed Kerb Blister and Kerb Extension - Design Plan No. 10375 (Damun - Stanmore Ward / Newtown Electorate / Inner West PAC)**

**SUMMARY**

This report details the design plan (No. 10375) for the construction of a kerb blister and kerb extension at the intersection of McRae Street and Livingstone Road, Petersham. Council's Pedestrian Access and Mobility Plan (PAMP) identified a 'high' priority opportunity to install kerb extensions on McRae Street, Petersham due to the long crossing point at this location. The intersection is located along a key pedestrian link connecting pedestrians to Wilkins Public School and Marrickville Park. Council has subsequently completed detailed design and community consultation for the proposal.

**Officers Recommendation:**

That the detailed design plan (No. 10375) for the construction of a kerb blister and kerb extension at the intersection of McRae Street and Livingstone Road, Petersham be approved.

**LTF Advice:**

Council Officers tabled comments from a resident supporting the proposal and requested that additional landscaping be added at the intersection along Livingstone Road to act as a barrier for pedestrian safety.

No further advice provided by LTF members.

**RECOMMENDATION:**

**That the detailed design plan (No. 10375) for the construction of a kerb blister and kerb extension at the intersection of McRae Street and Livingstone Road, Petersham be approved.**

**LTF0426(1) Item 4 Lilyfield Road, Lilyfield - Lilyfield Road Cycleway and Angle Parking (Baludarri - Balmain Ward / Balmain Electorate / Leichhardt PAC)**

**SUMMARY**

This report summarises the engagement outcomes from the public exhibition of the Lilyfield Road Cycleway detailed concept design. The project aims to deliver a separated cycling infrastructure along Lilyfield Road, improving pedestrian and bicycle connections between the Bay Run, Green Way and Sydney CBD via Anzac Bridge, while introducing traffic calming and revised parking arrangements. Public consultation was conducted from 9 March to 6 April 2026 through YourSay Inner West, stakeholder correspondence and a face-to-face community session, with feedback indicating majority support for the proposed cycleway and associated safety improvements.

**Officers Recommendation:**

That design for the Lilyfield Road Cycleway and angle parking between Maliyawul Street Lilyfield and Victoria Road, Rozelle, including a new bidirectional cycleway, shared path, raised crossings, kerb buildouts and blisters, speed cushions, a roundabout, and angle parking, be approved as per Attachment 1.

**LTF Advice:**

*Public Speaker Sander Ottens entered the meeting at 11.14 am.*

Mr Ottens supported the proposal, noting that the proposed cycleway will encourage less confident cyclists to cycle in the area. Mr Ottens noted that the concept design drawings show the cycleway widths of 2.8m near Rozelle Parklands, 3m in the middle section of the cycleway and 2.6m on the steep western section of the route. He notes from the report that the final design will deliver a 2.4m wide cycleway and requested clarification from Council to confirm if the widths shown in the concept designs will be carried through to the detailed design. He also suggested that the southern parking lane on Lilyfield Road on the western section of the cycleway be reduced from 2.4m to

2.1m to remain consistent with the standard parking width used throughout this project.

*Public Speakers Terry Freshwater, Bruce Ashley, Robert Moore, Ben Brander, Todd Naphthali, Ann King, Leonie Derwent, Melissa McIntosh and Emmanuel Christou entered the meeting at 11.17 am.*

Mr Freshwater supported the proposal, noting that the cycleway will provide a safe and direct route for cyclists travelling from the Inner West to the Sydney CBD. It was noted that the current infrastructure on Lilyfield Road often discourages cyclists due to the narrow sections, risk of impact from car doors, peak hour traffic, heavy vehicles, difficult intersections and poor road surface and that the proposal will alleviate the current issues. Mr Freshwater noted that the current widths of certain sections of the cycle are below the recommended minimum width of 3m and requested that the widths of the cycleway be increased to a minimum of 3m where feasible.

Mr Ashely agreed with Mr Freshwater's comments regarding the cycleway and suggested that it be extended onto Lilyfield Road to the proposed speed hump west of Maliyawul Street and that the 10km/h Shared Zone be extended to include Canal Road allowing cyclists to go in any direction.

Mr Moore supported the proposal and agreed with Mr Freshwater's suggestion of additional width to the cycle paths where possible throughout the whole route. It was noted that 3m is the desirable minimum for bidirectional cycle paths on flat roads and further noted that a 300m long incline is present on the western end of the route with an 8% average gradient and that additional width should be provided as a safety precaution. Mr Moore suggested that additional width could be provided if some parking spaces were removed on the southern side from James Street down to Maliyawul Street. He also requested that the Road User Space Allocation principles be applied, which gives priority to pedestrians and cyclists over cars.

Mr Brander raised concerns regarding the safety of loading and unloading children into vehicles adjacent to a cycle path. It was noted that the proposed 0.4m strip between the cycle path and the parking spaces will be insufficient to safely open a car door without blocking one side of the cycleway. Mr Brander also noted his concerns regarding the width of the cycle path on the western end of the route, noting that cyclists descend at high speeds, posing a safety risk. Mr Brander noted that the current arrangements with the linemarked cycle lanes uphill and a mixed traffic downhill work well for the community.

Mr Naphthali raised concerns that the proposed cycleway would impact on suppliers wanting to access properties to deliver orders and materials. Mr Naphthali noted that using truck-mounted cranes for material delivery will be costly, requiring permits and traffic management plans. He states that this would negatively impact construction, as costs would increase due additional permits and labour. Mr Naphthali also noted that he

measured 12.75m as the road width which differs from the 13m shown on the concept plans. Mr Naphthali noted that there will be 25 driveways impacted on his side of the road, and residents will have difficulty accessing their properties, as it will be challenging and dangerous to reverse out of the driveway onto the footpath, then the cycle path and onto the road.

Ms King stated the lack of notice residents were given regarding the proposal being considered at the Local Transport Forum and questioned if all submissions were taken into consideration, as the report had been completed a week after submissions had closed. She raised concerns regarding the removal of slip lane at Mary Street and Lilyfield Road signals and the impacts it will have on traffic on nearby streets during peak hours and weekends. Ms King noted that the stagnant traffic would cause frustration, and impatient motorists may try illegal manoeuvres, compromising safety. Ms King agreed with the concerns raised by the previous public speakers regarding the width of the bidirectional cycleway on the western end of the route. She suggested that alternative solutions be considered, such as having the bidirectional cycleway start on Lilyfield Road east of Catherine Street towards the city.

Ms Derwent raised concerns regarding the consultation processes that were taken for this project, noting that some had additional time to submit their feedback compared to the residents in the area. She noted that the proposal highlights additional parking spaces; however, they were not relevant as they are located almost 15-20 minutes away on foot. Additionally, there were concerns regarding the accuracy and clarity in the plans, noting inconsistencies with parking removal as some spaces were marked on the plans and some spaces were only noted. Residents were previously advised that no trees would be removed as part of this project; however, the report states that 'trees will be retained where possible'. Ms Derwent noted that there would be loss of parking opposite to her home and that the current 'No Parking' zone in front of her property was not reflected in the plans. She also noted her disappointment in the level of engagement for this proposal.

Ms McIntosh opposed the proposed bike path, noting the need for a peaceful and safe neighbourhood instead of a thoroughfare culture. She noted that if the proposal proceeds, parents will be unloading their children onto a bike path, which would put both cyclists and children at risk. The removal of trees and the nature strips will contribute to environmental degradation and decrease social participation, as residents often gather with their families on nature strips. She noted that the existing cycleway is mostly quiet and that bikes and cars generally get along and that safety could be improved with cheaper and less disruptive solutions such as road repairs, updating existing linemarking and signage.

Mr Christou raised concerns regarding the safety of the bidirectional cycleway. Mr Christou noted he is a cyclist who is comfortable riding on the road, but he is not comfortable with using the proposed bidirectional cycleway. It was noted that part of

the proposed cycleway falls under the Austenham Estate Conservation area, meaning that the trees are protected by the Heritage Act. Mr Christou noted that the current cycling layout is working well and that road surface repairs would be sufficient to satisfy cyclists and that structural changes to the existing infrastructure were not required. Mr Christou suggested that alternative routes be reviewed.

*Public Speakers Sander Ottis, Terry Freshwater, Bruce Ashley, Robert Moore, Ben Brander, Todd Naphthali, Ann King, Leonie Derwent, Melissa McIntosh and Emmanuel Christou left the meeting at 11.51 am.*

Council Officers noted that the Lilyfield Road cycleway project began in approximately 2016 and envisaged a cycleway from the Bay Run to Victoria Road, Rozelle. Traffic conditions along the route were different when this was first considered and the designs at the time was not supported by the community due to the impacts of the proposal which included the loss of parking and traffic redistribution due to introduction of one-way movements. Since then, traffic conditions have changed in the area, including the removal of some bus routes on Lilyfield Road, removal of the pedestrian and cyclist bridge over Victoria Road and the delivery of the Rozelle Parklands which includes a Shared User Path that connects Lilyfield to the City via the ANZAC Bridge.

As such a new design has been developed which addresses many of the previous challenges. This proposal provides for a bidirectional cycleway which minimises the loss of parking, retains two-way traffic movements and connects the Bay Run to the Rozelle Parklands and City via Lilyfield Road. It was noted that there was stronger support for this design compared to previously iterations.

Council Officers noted that overall parking has increased by 47 spots along the route due to the introduction of angled parking along the frontage of Rozelle Parklands.

Council Officers noted Ms Derwent's comments regarding loss of parking outside her property and that extra parking spots were gained approximately 40-50m from that particular location to offset the parking loss. Council Officers acknowledged there were minor inaccuracies in the plans, such as the 'No Parking' zone near 182-188 Lilyfield Road not being represented in the plans; however, as part of the cycleway project, Council does not plan to change the existing parking' restriction in the area.

Council Officers noted clarified the route widths on page 38 and 39, noting that the parking lane on the southern side is 2.1m and the cycleway on the northern side is 2.8m (comprising of a 2.4m wide path and a 0.4m buffer between the cycleway and parking lane) and a 5.8m two-way carriageway. The Representative for the Member of Balmain questioned whether the parking lanes could be reduced from 2.1m to 2m. Council Officers noted that 2.1m was the minimum parking width, however, this will be reviewed in the detailed design stage.

The Chairperson noted his concerns regarding residents accessing their driveways and questioned if there was enough turning space between the driveways and parking. Council Officers noted that the driveway splays can be reviewed and widened where possible.

The Chairperson questioned whether there would be changing path levels along the bicycle route at driveways, as experienced in previous cycleway projects. Council Officers noted that as part of the next stage of design work, the team will ensure that the path levels will be reviewed to address crossfall, drainage and rider experience throughout the route.

The Chairperson noted the residents' concerns regarding difficulty receiving deliveries over the cycle path and questioned if additional permits would be required for delivery to their property. Council Officers advised that permits are already required to operate across footpaths.

The Representative for the Member of Balmain supported the cycleway, noting that Lilyfield Road is challenging now even for experienced cyclists. It was noted that the separated bidirectional cycleway will encourage more riders and that it is an important connection between the Bay Run, the Greenway and the Rozelle Parklands. The Representative noted that there were many children in the area who walk and cycle to school, and that the proposal will increase the safety for school students. The Representative for the Member of Balmain also noted her support for the removal of the slip lane on Mary Street and Lilyfield traffic signals. Council Officers noted that they have retained a left turn lane to maximise efficiency of the intersection but have proposed to close off the slip lanes to enhance safety for pedestrians and cyclists. It was also note that the proposed traffic signal changes will require Transport for NSW approval and further analysis would be done as part of this process.

The Representative for the Member of Balmain questioned if Transit Systems had provided any feedback regarding the proposed closure of the slip lane. Council Officers noted that no feedback had been received to date, however, the design will accommodate bus movements.

The Representative for the Member of Balmain questioned if Council could liaise with utility companies along the route if some services could be located underground, whilst Council builds the cycleway, as the power poles are pinch points for cyclists. Council Officers advised that they could write to the utility companies to seek their feedback.

Council Officers tabled comments from a resident opposing the proposal, noting their concerns regarding the risks between cyclists, vehicles and pedestrians. It was noted that the consultation process appears to be imbalanced, with advocacy groups being consulted prior to the public notification being released and residents being offered limited consultation opportunities. The resident suggested considering alternative and

safer routes such as through Callan Park and part of Balmain Road with no residential driveways. It was also noted that there were concerns regarding a lack of detail and noise and amenity impact on properties, and that residents were not given sufficient details to understand how the proposal will impact them.

With regard to the short time between the close of engagement and finalization of a report, Council Officers noted that they had prioritised this project and they had been collating and reviewing the feedback throughout the exhibition period to improve efficiency.

Additionally, Council Officers tabled comments from a resident regarding concerns about the proposed bus parking opposite Hutcheson Street. It was noted that they often experience issues with vehicles idling in the nearby 'No Stopping' zones, causing noise impacts to nearby properties and that having a bus parking zone will exacerbate existing concerns.

Council Officers noted concerns regarding westbound cyclist speeds descending on Lilyfield Road from Mary Street and advised that confident riders may continue to cycle on the traffic lane, custom signage will be prepared to assist cyclists understand that there will be an on-road and separated cycleway option available to cyclists in this section. Additionally, Officers advised that the current design does not propose the removal of existing trees or nature strips. Additionally, floodlights will only be installed at the pedestrian crossings and that any additional lighting along the cycleway may need to be assessed.

The Representative for the Member of Balmain requested that the speed limit be changed to 30km/h on Lilyfield Road. The Representative for Transport for NSW advised they are currently reviewing InnerWest@40 and will have to finalise the review before considering further speed limit changes.

The Committee requested that the recommendation be updated to note the correct parking lane and cycle lane widths on the section of Lilyfield Road, from the Bay Run to James Street and also note that there will be no tree removals or loss of the grass verge as part of this proposal.

No further advice provided by LTF members.

### **RECOMMENDATION:**

**That:**

- 1. The design for the Lilyfield Road Cycleway and angle parking between Maliyawul Street Lilyfield and Victoria Road, Rozelle, including a new bidirectional cycleway, shared path, raised crossings, kerb buildouts and blisters, speed cushions, a roundabout, and angle parking, be approved as per Attachment 1.**

2. The proposed parking lane and cycle lane widths on Lilyfield Road, from the Bay Run to James Street be corrected to 2.1m and 2.8m respectively
3. It be noted that the current design does not result in the removal of existing trees or grass verge.

**LTF0426(1) Item 5    McGill Street at Old Canterbury Road, Lewisham – Proposed Kerb Extensions – Design Plan 10374A (Damum-Stanmore Ward / Newtown Electorate / Inner West PAC)**

**SUMMARY**

Council is proposing to improve safety for pedestrians in McGill Street at Old Canterbury Road, Lewisham by constructing a landscaped kerb extensions (and narrowing the road pavement) at the intersection. The works aim to improve pedestrian safety by narrowing the width of road to be crossed, better defining pedestrian crossing points and reducing conflicts with traffic movements by slowing traffic as they enter the street.

**Officers Recommendation:**

That the detailed design plan (No.10374A) for the proposed kerb extension works in McGill Street at Old Canterbury Road, Lewisham as attached, be approved.

**LTF Advice:**

The Representative for the Inner West Bicycle Coalition questioned whether there was feedback regarding the removal of the right hand turn from Old Canterbury Road into McGill Street. Council Officers noted that a right hand turn from Old Canterbury Road into Hudson Street (for vehicles under 6m) had been introduced as an alternative for residents wanting to access McGill Street.

The Representative for the Inner West Bicycle Coalition questioned if a pedestrian crossing could be considered on Hudson Street to get across Old Canterbury Road. The Representative for Transport for NSW noted that as there are 2 signalised crossings in close proximity to each other, thus an additional pedestrian facility located close to the existing two signalised pedestrian crossing facilities may not be supported. Council Officers also noted that a masterplan is being undertaken in the area and that the pedestrian crossing can be considered as part of this masterplan.

No further advice provided by LTF members.

**RECOMMENDATION:**

**That the detailed design plan (No.10374A) for the proposed kerb extension works in McGill Street at Old Canterbury Road, Lewisham as attached, be approved.**

**LTF0426(1) Item 6 Norton Street and Lapish Avenue, Ashfield - Proposed at-grade pedestrian (zebra) crossing. (Djarrawunang-Ashfield Ward/Summer Hill Electorate/Burwood PAC)**

**SUMMARY**

Council is proposing to improve safety for pedestrians by introducing an at-grade pedestrian (zebra) crossing with associated kerb extension in Norton Street at Lapish Avenue, Ashfield. The proposal aims to improve pedestrian and motorist safety by better defining safe pedestrian crossing points, improving sight distances, reducing traffic speeds and conflicts with traffic movements at this location.

**Officers Recommendation:**

That the attached concept plan for an at-grade pedestrian (zebra) crossing with kerb extension in Norton Street at Lapish Avenue, Ashfield, be supported in-principle and listed in Council's Traffic Facilities Program subject to detailed design and community consultation.

**LTF Advice:**

The Representative for the Inner West Bicycle Coalition questioned why the crossing was at grade crossing instead of a raised pedestrian crossing. Council Officers noted that there were drainage issues associated with the location which substantially increased the cost of a raised crossing facility. It was noted that further consideration of raising the crossing will be undertaken when the design commences.

No further advice provided by LTF members

**RECOMMENDATION:**

**That the attached concept plan for an at-grade pedestrian (zebra) crossing with kerb extension in Norton Street at Lapish Avenue, Ashfield, be supported in-principle and listed in Council's Traffic Facilities Program subject to detailed design and community consultation.**

**LTF0426(1) Item 7 Australia Street, Newtown - Proposed Parklet to support food businesses in Australia Street**

**SUMMARY**

In November 2025 Council resolved to investigate opportunities for additional parklets in Australia Street Newtown. Council completed a feasibility review of possible locations in December 2025 and completed targeted consultation with key stakeholders in January 2026.

In March 2026 Council resolved to proceed with the installation of two accessible parklets in Australia Street, Newtown by June 2026.

The targeted stakeholder engagement relating to the proposed parklet locations included direct engagement with local businesses and residents, NSW Police and NSW Fire and Rescue. Engagement found strong support from nearby businesses, citing improved pedestrian movement by shifting outdoor dining from narrow footpaths and benefits to local trade and community cohesion. Residents and some businesses generally supported parklets provided they are located only in front of cafes or restaurants, remain accessible and include greening. Key concerns raised related to on-street parking impacts and an objection from NSW Police regarding potential impacts to emergency and operational access.

Council is now progressing with the installation of two accessible parklets in Australia Street by June 2026, subject to design and the endorsement of the Local Transport Forum. The parklets are proposed to be located in front of existing cafes or restaurants within existing parking bays fronting 206–208 and 243–245 Australia Street.

**Officers Recommendation:**

That the proposed temporary parklets at Australia Street south of Weeks Lane, Newtown be approved.

**LTF Advice:**

Council Officers noted that this item will be considered at the Council meeting on Tuesday, 21 April 2026 and suggested the recommendation would need to be amended to read 'That the proposed temporary parklets at Australia Street south of Weeks Lane, Newtown be approved subject to consideration of the matter at the Council meeting.

No further advice provided by LTF members.

**RECOMMENDATION:**

**That the proposed temporary parklets at Australia Street south of Weeks Lane, Newtown be approved subject to consideration of the matter at the April 2026 Council meeting.**

**General Business:**

**Item 8 – Thank you to Christy Li – Business Administration Officer**

The Forum members expressed its appreciation to Ms Christy Li for her contribution and assistance to the Local Transport Forum.

Meeting closed at 12.55 pm.

**CHAIRPERSON**

Clr Victor Macri