

Minutes of Meeting

Meeting commenced at 11:00 AM

ACKNOWLEDGEMENT OF COUNTRY BY CHAIRPERSON

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

COMMITTEE REPRESENTATIVES PRESENT

Clr Victor Macri	Councillor – Midjuburi – Marrickville Ward (Chair)
Rebecca Fernandez O’Shea	Representative for Koby Shetti MP, Member for Balmain
Graeme McKay	Representative for Jo Haylen MP, Member for Summer Hill
Miriama Tamata	Representative for Jenny Leong MP, Member for Newtown
Vinoth Srinivasan	Transport for NSW (TfNSW)
Olivia Lin	Transport for NSW (TfNSW)
Julius Villaneuva	Representative for Transit Systems
Colin Jones	Representative for Inner West Bicycle Coalition (IWBC)
Sunny Jo	IWC’s Manager Traffic & Transport Planning (Acting)
George Tsaprounis	IWC’s Coordinator Traffic Engineering Services (South)
Felicia Lau	IWC’s Coordinator Traffic Engineering Services (North) (Acting)
Tiffanie Ong	IWC’s Business Administration Support
Shirley Rodriguez	IWC’s Traffic & Transport Liaison Officer

VISITORS

David Walker	Public Speaker (Item 2)
Murray Cleaver	Public Speaker (Item 9)
Guy White	Public Speaker (Item 13)
Andrea Leong	Public Speaker (Item 15)
Michael Bogner	Public Speaker (Item 16)
Eleanor Bogner	Public Speaker (Item 16)
Warren Julian	Public Speaker (Item 16)

APOLOGIES:

Clr Liz Atkins	Councillor – Damun - Stanmore Ward
Sunita Sheril	Representative for Transit Systems
Shannon Burns	NSW Police – Sydney City PAC

DISCLOSURES OF INTERESTS:

Nil

CONFIRMATION OF MINUTES

That the Minutes of the Local Transport Forum held on Monday, 20 April 2026 be confirmed.

MATTERS ARISING FROM COUNCIL'S RESOLUTION OF MINUTES

The minutes of the Local Transport Forum meeting held on 16 March 2026 were adopted at Council's meeting held on Tuesday, 21 April 2026.

LTF0526(1) Item 1 Darling Street and Curtis Road, Balmain - Proposed Raised Pedestrian Crossing and Roundabout Improvements (Baludarri - Balmain Ward/Balmain Electorate/Leichhardt PAC)**SUMMARY**

Council is planning to improve pedestrian safety in Darling Street at Curtis Road, Balmain by constructing a new raised pedestrian crossing and reconstructing the existing roundabout central island. The proposal aims to enhance both pedestrian and motorist safety, and to address concerns regarding pedestrian safety and driver behaviour in the area, particularly during peak periods. As part of the proposal, it is proposed to adjust existing 'No Stopping' signs and zones in both Darling Street and Eaton Street to provide the required minimum standards for sight distances. This will result in the loss of four (4) on-street parking spaces in total.

Officers Recommendation:

That the attached detailed design plan (Design Plan 10313) for the proposed raised pedestrian crossing in Darling Street, east of Curtis Road and roundabout reconstruction works at the intersection of Darling Street and Curtis Road in Balmain be approved.

LTF Advice:

The Representative for Transit Systems requested that construction timelines for the crossing be provided to them, noting that the work would affect bus services and scheduling. It was also advised that service impacts may be reduced if construction is scheduled outside school term.

Council Officers advised that they would liaise with Transit Systems regarding construction timelines.

RECOMMENDATION:

That the attached detailed design plan (Design Plan 10313) for the proposed raised pedestrian crossing in Darling Street, east of Curtis Road and roundabout reconstruction works at the intersection of Darling Street and Curtis Road in Balmain be approved.

LTF0526(1) Item 2 Nelson Lane, Annandale - Proposed 'No Parking' Zone Extension (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC)

SUMMARY

To support resident's vehicular access to their property and maintaining consistency with the existing 'No Parking' zone arrangements in Nelson Lane, it is recommended that the 'No Parking' zone in Nelson Lane be extended to include the opposite to the rear boundary of No.265 Nelson Street, Annandale.

Officers Recommendation:

That 'No Parking' zone in Nelson Lane opposite the rear boundary of No.265 Nelson Street, Annandale, be approved.

LTF Advice:

Public Speaker David Walker entered the meeting at 11:43am

Mr. Walker advised that he supported the proposal, noting that it would improve access to his property's driveway.

Public Speaker David Walker left the meeting at 11:46am

Council Officers tabled comments from a resident requesting one parking spot be allowed halfway between the rear of no's 267 and 265 in Nelson Lane noting this will allow room to gain access to garages on 265 and 269 Nelson Lane.

No further advice was provided by the LTF members.

RECOMMENDATION:

That 'No Parking' zone in Nelson Lane opposite the rear boundary of No.265 Nelson Street, Annandale, be approved.

**LTF0526(1) Item 3 Warburton Street, Marrickville - Proposed Kerb Blister
(Midjuburi - Marrickville Ward / Summer Hill Electorate / Inner West
PAC)****SUMMARY**

A request has been received from Vesbar Espresso café to investigate opportunities to improve pedestrian safety at Warburton Street near Illawarra Road, Marrickville.

The café expressed concerns regarding cars and trucks mounting or swiping the kerb when turning left into Illawarra Road from Warburton Street.

An assessment has been undertaken, and it is proposed that a kerb blister be installed to improve pedestrian safety at the location. The kerb blister will reduce the overall crossing distance of the road, provide future outdoor dining opportunities and reduce conflict between vehicles and pedestrians.

Officers Recommendation:

1. That the proposed kerb blister on Warburton Street near Illawarra Road, Marrickville be approved in principle and a detailed design for the proposed kerb blister be brought back to the Local Transport Forum for consideration, including the results of community engagement.
2. That the proposed kerb blister on Warburton Street be included for consideration in Council's Traffic Facilities Capital Works Program for funding.

LTF Advice:

The Chairperson suggested that protection barriers be considered as part of the proposal, noting that the area may be used for outdoor dining following the installation of the proposed kerb blisters.

Council Officers noted that the recommendation should be amended to state that consideration of protection barriers be considered at the detailed design stage.

RECOMMENDATION:

1. **That the proposed kerb blister on Warburton Street near Illawarra Road, Marrickville be approved in principle and a detailed design for the proposed kerb blister be brought back to the Local Transport Forum for consideration, including the results of community engagement.**
2. **That the proposed kerb blister on Warburton Street be included for consideration in Council's Traffic Facilities Capital Works Program for funding.**
3. **Barrier protection on the kerb blister island be considered to further improve the safety of patrons to the adjacent business, possibly using the proposed widened area.**

LTF0526(1) Item 4 Bunnings Tempe South LATM works - Proposed temporary full road closures at multiple locations over a five-week period (Midjuburi-Marrickville Ward / Heffron Electorate / Inner West PAC)

SUMMARY

A request has been received from Bunnings Group Limited for the temporary full road closure of multiple streets in Tempe over a five-week period in order to carry out approved Bunnings Tempe South LATM works (ENRC20260013).

This report details the temporary full-road closures required for the adopted traffic calming treatments to be constructed in Holbeach Avenue, Wentworth Street, Edwin Street, Tramway Street, Barden Street, Fanning Street, Hart Street and Station Street, Tempe.

Officers Recommendation:

1. That the proposed temporary full and partial road closures of:
 - a) Edwin Street between Stanley Street and Tramway Street, Tempe on Monday 6 July to Wednesday 8 July 2026 (full closure)
 - b) Tramway Street between Unwins Bridge Road and Edwin Street, Tempe on Monday 13 July to Wednesday 15 July 2026 (full closure)
 - c) Wentworth Street South between South Street and Princes Highway, Tempe on Monday 20 July to Wednesday 22 July 2026 (full closure)
 - d) Wentworth Street North between Princes Highway and South Street, Tempe on Monday 27 July to Wednesday 29 July 2026 (full closure)
 - e) Holbeach Avenue southeast of Princes Highway, Tempe on Monday 3 August to Tuesday 4 August 2026 (partial road closure)
 - f) Line marking 1–2-hour short duration road closures - Tramway Street, Barden Street, Fanning Street, Hart Street and Station Street, Tempe on Wednesday 5 August 2026

(with a contingency period of two weeks for each road closure) be approved, as per the submitted Traffic Management Plans (TMP) and Traffic Guidance Schemes (TGS), in order to carry out Bunnings Tempe South Local Area Traffic Management (LATM) works subject to, but not limited to, the following conditions:

- a) The application and TMP/TGSs be submitted to TfNSW for approval;
- b) A Road Occupancy License be obtained by the applicant from the Transport Management Centre;
- c) All affected residents and businesses, including NSW Police Local Area Commander, Transit Systems, Fire and Rescue NSW and NSW Ambulance Services, shall be notified in writing by the applicant of the proposed temporary road closures at least 7 days prior to the event, with the applicant making reasonable provision for all stakeholders, residents and businesses;
- d) That the occupation of the road carriageway must not occur until the road has been physically closed.
- e) The applicant be advised in terms of this report and that all costs for the road closures and implementation of the road closures are to be borne by the applicant.

2. That installation of the temporary ‘No Stopping’ restrictions on Wentworth Street, Tempe at Princes Highway (26.1m length on northern side outside No.49 to 45 and 21.7m length on the southern side outside Tempe Tyres and No.46) and north of South Street (19.2m length on northern side outside No.13 to 15-17 and 19.1m length on the southern side outside No.14 and 16) be approved subject to the applicant installing and removing the signage at their cost.

LTF Advice:

The Chairperson raised concerns about the loss of resident parking during the road closure period and noted that some diagrams appeared to show construction and trade vehicles using resident driveways to undertake turning movements, which could result in property damage.

Council Officers advised that traffic control would provide ‘residents only’ access during the road closure periods, allowing access to off-street parking within private properties. They also noted that on-street parking would need to be removed during the closures because vehicles would otherwise be unable to turn around and continue in a forward direction and may need to reverse the full length of the street.

Council Officers further advised that for most work, site closures would be of short duration, ranging from one day for line-marking activities to three days for the construction of raised platforms. They also noted that dilapidation reports can be undertaken to address the concerns raised by the residents regarding the condition of resident driveways before and after work.

The Representative for the Member of Summer Hill asked about the impact of the road closures on access to schools in the area.

Council Officers advised that the project had been designed to minimise parking loss and enable the works to be completed promptly. They noted that, although Edwin Street would be closed during construction, Union Street would remain open and continue to provide access to both Tempe Public School and Tempe High School.

RECOMMENDATION:

1. **That the proposed temporary full and partial road closures of:**
 - a) **Edwin Street between Stanley Street and Tramway Street, Tempe on Monday 6 July to Wednesday 8 July 2026 (full closure)**
 - b) **Tramway Street between Unwins Bridge Road and Edwin Street, Tempe on Monday 13 July to Wednesday 15 July 2026 (full closure)**
 - c) **Wentworth Street South between South Street and Princes Highway, Tempe on Monday 20 July to Wednesday 22 July 2026 (full closure)**
 - d) **Wentworth Street North between Princes Highway and South Street, Tempe on Monday 27 July to Wednesday 29 July 2026 (full closure)**
 - e) **Holbeach Avenue southeast of Princes Highway, Tempe on Monday 3 August to Tuesday 4 August 2026 (partial road closure)**

- f) Line marking 1–2-hour short duration road closures - Tramway Street, Barden Street, Fanning Street, Hart Street and Station Street, Tempe on Wednesday 5 August 2026**

(with a contingency period of two weeks for each road closure) be approved, as per the submitted Traffic Management Plans (TMP) and Traffic Guidance Schemes (TGS), in order to carry out Bunnings Tempe South Local Area Traffic Management (LATM) works subject to, but not limited to, the following conditions:

- a) The application and TMP/TGSs be submitted to TfNSW for approval;
 - b) A Road Occupancy License obtained by the applicant from the Transport Management Centre;
 - c) All affected residents and businesses, including NSW Police Local Area Commander, Transit Systems, Fire and Rescue NSW and NSW Ambulance Services, shall be notified in writing by the applicant of the proposed temporary road closures at least 7 days prior to the event, with the applicant making reasonable provision for all stakeholders, residents and businesses;
 - d) That the occupation of the road carriageway must not occur until the road has been physically closed.
 - e) The applicant be advised in terms of this report and that all costs for the road closures and implementation of the road closures are to be borne by the applicant.
2. That installation of the temporary ‘No Stopping’ restrictions on Wentworth Street, Tempe at Princes Highway (26.1m length on northern side outside No.49 to 45 and 21.7m length on the southern side outside Tempe Tyres and No.46) and north of South Street (19.2m length on northern side outside No.13 to 15-17 and 19.1m length on the southern side outside No.14 and 16) be approved subject to the applicant installing and removing the signage at their cost.

LTF0526(1) Item 5 Centennial Street, Woodland Street and Holmesdale Street, Marrickville – Temporary Road Closures for Special Event at Henson Park – 2026 Beer, Footy and Food Festival on Saturday 18 July 2026 (Midjuburi-Marrickville Ward /Summer Hill Electorate /Inner West LAC)

SUMMARY

An application (ENRC/2026/0016) has been received from Good Time Beer Co. to hold the 2026 Beer, Footy and Food Festival between 10.00am and 9.00pm on Saturday 18 July 2026 at Henson Park Oval. The event requires the temporary full road closure of Centennial Street, Marrickville between Sydenham Road and the entrance gate to Henson Park Oval as well as Woodland Street, between Illawarra Road and dead-end and Holmesdale Street, between Sydenham Road and Woodland Street, Marrickville. It is recommended that Council approve the temporary full road closures subject to the

applicant complying with the above conditions and obtaining concurrence from Transport for NSW as the closure entails lane closures on Sydenham Road (a State Road).

Officers Recommendation:

That the proposed temporary full road closure of Centennial Street, Marrickville between Sydenham Road and the entrance to Henson Park and Marrickville & District Hardcourt Tennis Club car park; Woodland Street, between Illawarra Road and dead-end and Holmesdale Street, between Sydenham Road and Woodland Street, Marrickville between 10.00am and 9.00pm on Saturday 18 July 2026 (contingency period of two months) for the purpose of holding the 'Beer, Footy and Food Festival 2026' event be approved, subject to the approval of the S68 Application and the applicant complying with, but not limited to, the following conditions:

1. A Road Occupancy License application be obtained by the applicant from the Transport Management Centre;
2. All affected residents and businesses, including NSW Police Local Area Commander, Transit Systems, Fire and Rescue NSW and NSW Ambulance Services, shall be notified in writing by the applicant of the proposed temporary road closure at least 7 days prior to the event, with the applicant making reasonable provision for residents and businesses;
3. A VMS be placed displaying that there is 'No Public Parking' in Centennial Street;
4. Barriers at Woodland Street at Illawarra Road and Holmesdale Street at Sydenham Road will be set back to accommodate any right turning vehicles should they try to enter the closed roads (TGS 5);
5. The occupation of the road carriageway must not occur until the road has been physically closed; and
6. Subject to written concurrence from Transport for New South Wales.

LTF Advice:

No further advice was provided by the LTF members.

RECOMMENDATION:

That the proposed temporary full road closure of Centennial Street, Marrickville between Sydenham Road and the entrance to Henson Park and Marrickville & District Hardcourt Tennis Club car park; Woodland Street, between Illawarra Road and dead-end and Holmesdale Street, between Sydenham Road and Woodland Street, Marrickville between 10.00am and 9.00pm on Saturday 18 July 2026 (contingency period of two months) for the purpose of holding the 'Beer, Footy and Food Festival 2026' event be approved, subject to the approval of the S68

Application and the applicant complying with, but not limited to, the following conditions:

1. A Road Occupancy License application be obtained by the applicant from the Transport Management Centre;
2. All affected residents and businesses, including NSW Police Local Area Commander, Transit Systems, Fire and Rescue NSW and NSW Ambulance Services, shall be notified in writing by the applicant of the proposed temporary road closure at least 7 days prior to the event, with the applicant making reasonable provision for residents and businesses;
3. A VMS be placed displaying that there is 'No Public Parking' in Centennial Street;
4. Barriers at Woodland Street at Illawarra Road and Holmesdale Street at Sydenham Road will be set back to accommodate any right turning vehicles should they try to enter the closed roads (TGS 5);
5. The occupation of the road carriageway must not occur until the road has been physically closed; and
6. Subject to written concurrence from Transport for New South Wales.

LTF0526(1) Item 6 Illawarra Road at Wharf Street, Marrickville – Proposed raised pedestrian crossing - Design Plan 10379 (Midjuburi-Marrickville Ward / Summer Hill Electorate / Inner West PAC)

SUMMARY

Design plans have been finalised for the construction of a raised pedestrian crossing on Illawarra Road at Wharf Street, Marrickville which aligns with the upgrade of Steel Park as an inclusive playground. The existing pedestrian refuge is proposed to be upgraded to a new raised pedestrian crossing. It is recommended that the detailed design plan and associated signs and line markings be supported to improve pedestrian safety in the locality.

Officers Recommendation:

That the detailed design plan (No.10379) for the proposed new raised pedestrian crossing on Illawarra Road at Wharf Street, Marrickville and associated signs and line markings be approved.

LTF Advice:

The Representative for Inner West Bicycle Coalition asked whether the plan could be amended to include a shared bicycle and pedestrian crossing to improve connectivity to the Cooks River/Livingstone Road cycleway.

Council Officers advised that there is an existing connection to the Cooks River cycleway on the opposite side of the bridge, and that a shared pedestrian and bicycle crossing at this location could be considered should bicycle paths be provided that connect to the crossing.

The Chairperson recommended that a shared pedestrian and bicycle crossing be separately investigated.

RECOMMENDATION:

That the detailed design plan (No.10379) for the proposed new raised pedestrian crossing on Illawarra Road at Wharf Street, Marrickville and associated signs and line markings be approved.

LTF0526(1) Item 7 Illawarra Road at Grove Street, Marrickville – Proposed raised pedestrian crossing - Design Plan 10385 (Midjuburi-Marrickville Ward / Summer Hill Electorate / Inner West PAC)

SUMMARY

Council is planning to improve safety for pedestrians on Illawarra Road at Grove Street, Marrickville by converting the existing 'at-grade' pedestrian crossing to a raised pedestrian crossing together with landscaped kerb blister islands. The proposal aims to improve pedestrian and motorist safety by better defining safe pedestrian crossing points; improve sight distances, reduce traffic speeds and conflicts with traffic movements at this location. The proposal has been consulted with no submissions received.

Officers Recommendation:

That the detailed design plan (No.10385) for the proposed raised pedestrian crossing on Illawarra Road at Grove Street, Marrickville and associated signs and line markings be approved.

LTF Advice:

The Representative for Transit Systems advised that a construction schedule would be required, as the work would affect bus services. Council Officer informed the Forum members that the raised crossing would be constructed to a height to suit buses.

No further advice was provided by LTF.

RECOMMENDATION:

That the detailed design plan (No.10385) for the proposed raised pedestrian crossing on Illawarra Road at Grove Street, Marrickville and associated signs and line markings be approved.

LTF0526(1) Item 8 Smidmore Street, Marrickville at the signalised intersection with Edinburgh Road - Proposed Extension of 'No Stopping' restrictions at the signalised intersection (Midjuburi-Marrickville Ward / Summer Hill Electorate / Inner West PAC)

SUMMARY

Concerns have been raised by Marrickville Metro Shopping Centre regarding significant congestion occurring near the Edinburgh Road and Smidmore Street signalised intersection, due to limited kerbside lane storage. This has resulted in a reduced intersection performance and queuing extending east along Smidmore Street toward the Centre's entry roundabout and carpark ramp.

It is proposed to extend the existing 'No Stopping' restrictions at the Smidmore Street approach to improve intersection performance and safety. It is also recommended to introduce two P10 minute parking spaces for use by rideshare vehicles.

Officers Recommendation:

1. That the existing 14m 'No Stopping' zone on the eastern approach leg on Smidmore Street at its signalised intersection with Edinburgh Road, Marrickville be extended northward by 17m (replacing current '2P 8.30am-6pm Mon-Fri 8.30am-12.30pm Sat' restrictions).
2. That 12m (2 car parking spaces) of short-term 'P10minute 8am-6pm' restrictions be installed between the adjusted 'No Stopping' restrictions and the Taxi Zone (also replacing the current '2P 8.30am-6pm Mon-Fri 8.30am-12.30pm Sat' restrictions).

LTF Advice:

No further advice was provided by the LTF members.

RECOMMENDATION:

1. That the existing 14m 'No Stopping' zone on the eastern approach leg on Smidmore Street at its signalised intersection with Edinburgh Road, Marrickville be extended northward by 17m (replacing current '2P 8.30am-6pm Mon-Fri 8.30am-12.30pm Sat' restrictions).
2. That 12m (2 car parking spaces) of short-term 'P10minute 8am-6pm' restrictions be installed between the adjusted 'No Stopping' restrictions and the Taxi Zone (also replacing the current '2P 8.30am-6pm Mon-Fri 8.30am-12.30pm Sat' restrictions).

**LTF0526(1) Item 9 Nowranie Street at Smith Street, Summer Hill -
Proposed kerb extensions - (Djarrawunang-Ashfield Ward/Summer
Hill Electorate/Burwood PAC)****SUMMARY**

Council is proposing to introduce kerb extensions and blister islands in Nowranie Street and Smith Street, Summer Hill. The proposal aims to improve pedestrian and motorists' safety by better defining safe pedestrian crossing points, improving sight distances, reducing traffic speeds and conflicts with traffic movements at this location.

Officers Recommendation:

1. That the proposed kerb extensions and blister islands at the intersection of Nowranie Street and Smith Street, Summer Hill as shown in the attached concept plan, be supported in-principle and a detailed design for the proposed works be brought back to the Local Transport Forum for consideration, including the results of community engagement.
2. That the proposed kerb extensions and blister islands on Nowranie Street be included for consideration in Council's Traffic Facilities Capital Works Program for funding.

LTF Advice:

Public speaker Murray Cleaver entered the meeting at 11:03 am

Mr Cleaver advised that, as a local resident, he regularly uses the intersection to access shops on Smith Street. He noted increased pedestrian activity associated with surrounding development, including the Flour Mills. He also raised concerns about vehicles parking illegally in the timed parking zones and the Australia Post 'No Stopping' zone, as well as vehicles performing U-turns in this section of Smith Street. He further noted confusion regarding the existing raised threshold on Smith Street, which is often mistaken for a pedestrian crossing, and advised that drivers frequently fail to observe the 40 km/h speed limit as they approach the intersection with Nowranie Street.

Mr Cleaver expressed concern that the proposed kerb blister on the south-east corner of the Smith Street and Nowranie Street intersection may direct pedestrians into the laneway adjacent to the Australia Post building. He suggested reducing the kerb blister from 3.5m to 2m and relocating the Australia Post 'No Stopping' zone would improve sightlines and create a safer pedestrian desire line. He also raised concerns about driver awareness of the existing 40km/h speed limit in this HPA section of Smith Street and requested that additional measures be considered to improve awareness of the speed limit.

Public Speaker Murray Cleaver left the meeting at 11:10am

Council Officers advised that the proposed kerb blister on the south-east corner could be reviewed, with the key objective being to maintain access to shops on the southern side of Smith Street while minimising impacts on other road users and adjacent properties. In relation to speed, Council Officers noted that the existing traffic-calming measures already limit vehicle speeds through this section, and that the wider area is in the process of being reduced to a 40 km/h speed limit. They also advised that available gaps in traffic, together with the existing speed-control measures, allow for a lower speed environment for pedestrians.

The Representative for the Inner West Bicycle Coalition questioned whether Police would enforce the new speed limits following implementation and suggested that variable message sign (VMS) speed notifications be considered.

The Representative for the Member of Summer Hill asked whether a barrier or fencing would be installed at the raised threshold to discourage pedestrians from using it as a crossing point. Council Officers advised that there have not been any reported issues at this location and note that a barrier may obstruct passengers when parked at this location.

RECOMMENDATION:

- 1. That the proposed kerb extensions and blister islands at the intersection of Nowranie Street and Smith Street, Summer Hill as shown in the attached concept plan, be supported in-principle and a detailed design for the proposed works be brought back to the Local Transport Forum for consideration, including the results of community engagement.**
- 2. That the proposed kerb extensions and blister islands on Nowranie Street be included for consideration in Council's Traffic Facilities Capital Works Program for funding.**

LTF0526(1) Item 10 Hardy Street at Mount Street, Ashbury - New proposed raised pedestrian (zebra) crossing and kerb extensions - (Djarrawunang-Ashfield Ward/Canterbury Electorate/Burwood PAC)

SUMMARY

Council is proposing to improve safety for pedestrians by introducing a new raised pedestrian (zebra) crossing with kerb extensions in Hardy Street at Mount Street adjacent to Canterbury Boy's High School, Ashbury. Kerb extension treatment is also proposed in Mount Street leading around into Hardy Street for road narrowing of 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.

Officers Recommendation:

1. That the proposed raised pedestrian (zebra) crossing with kerb extensions in Hardy Street at the intersection with Mount Street, Ashbury as shown in the attached concept plan, be supported in-principle and a detailed design for the proposed crossing be brought back to the Local Transport Forum for consideration, including the results of community engagement.
2. That the proposed raised pedestrian crossing in Hardy Street be included for consideration in Council's Traffic Facilities Capital Works Program for funding.

LTF Advice:

The Representative for Transit Systems advised that a construction schedule would be required, as the works would affect bus services and require the relocation of the existing bus stop. The bus stop is currently used by eight services: five school services and three regular services.

Council Officers advised that the proposal is currently at the concept stage and that consultation will be undertaken with stakeholders and the community, including bus service providers, before the detailed design is finalised.

RECOMMENDATION:

1. That the proposed raised pedestrian (zebra) crossing with kerb extensions in Hardy Street at the intersection with Mount Street, Ashbury as shown in the attached concept plan, be supported in-principle and a detailed design for the proposed crossing be brought back to the Local Transport Forum for consideration, including the results of community engagement.
2. That the proposed raised pedestrian crossing in Hardy Street be included for consideration in Council's Traffic Facilities Capital Works Program for funding.

LTF0526(1) Item 11 Allen Street, Leichhardt- Proposed Raised Pedestrian Crossing (Gulgadya-Leichhardt Ward Balmain Electorate/ Leichhardt PAC)

SUMMARY

The Local Traffic Committee (LTC) at its meeting on 14 April 2025 supported in-principle a concept design for a new raised pedestrian crossing on Allen Street at Norton Street, Leichhardt.

A detailed design is now complete, the proposal includes a raised pedestrian crossing, upgraded lighting, drainage modifications, and new signage and line marking. Minor adjustments to parking and the Bus Zone were also required as part of this project.

Community engagement was undertaken and one response was received with a request to modify the location of signage.

Officers Recommendation:

That the detailed design plan (No. 10389) for the proposed raised pedestrian crossing, including the relocation of existing 'No Stopping' and 'Bus Zone' signs be approved.

LTF Advice:

The Representative for Transit Systems advised that construction timelines would be required, as bus services would be affected during the works. TfNSW would also require updated service information.

The Representative for the Inner West Bicycle Coalition supported the proposed Allen Street crossing but raised concerns on the existing kerb blister on the eastern side of Norton Street, north of at the pedestrian crossing, noting that it is a sharp turn and a hazard for bicycle riders and a redesign would be suitable.

Council Officers advised that, although the Norton Street crossing is outside the scope of this project, a reduction in the size of the kerb blister will be investigated as a separate matter.

No further advice was provided by LTF members.

RECOMMENDATION:

That the detailed design plan (No. 10389) for the proposed raised pedestrian crossing, including the relocation of existing 'No Stopping' and 'Bus Zone' signs be approved.

LTF0526(1) Item 12 InnerWest@40 - Area 2 Rozelle and Lilyfield; Area 11 Ashfield North; Area 1 Haberfield - Proposed Speed Limit Reduction from 50km/h to 40km/h (Djarrawunang - Ashfield, Baludarri - Balmain and Gulgadya - Leichhardt Wards / Balmain, Summer Hill and Strathfield Electorates / Burwood and Leichhardt 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 areas being scheduled for implementation in early 2026.

Funding has been approved to continue the implementation of reduced speed limits during the 2025/26 year with Haberfield (area 1), Rozelle and Lilyfield (area 2) and Ashfield North (area 11) currently proposed for a speed limit reduction.

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 Haberfield (area 1), Rozelle and Lilyfield (area 2) and Ashfield North (area 11) of the InnerWest@40 study, be approved.

LTF Advice:

The Representative for the Inner West Bicycle Coalition suggested that the speed limits be further reduced to 30 km/h.

The Representative for the Member for Summer Hill raised questions about the proposed speed limits and signposting for Dobroyd Parade and Cove Street, and asked whether Ramsay Street would be reduced to 40 km/h or 50 km/h.

The Representative for the Member of Balmain supported 40 km/h signposting on local roads but suggested that a 30 km/h limit be considered in areas with high pedestrian activity around schools.

Council officer clarified that Cove Street will be reduced to 40km/h and signs will be installed at the Parramatta Road end.

The TfNSW Representative advised that vehicle speeds on all State and Regional roads are currently under review, and that notification will be issued prior to implementation.

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 Haberfield (area 1), Rozelle and Lilyfield (area 2) and Ashfield North (area 11) of the InnerWest@40 study, be approved.

LTF0526(1) Item 13 Proposed EV Kerbside Charging Locations (All Wards / All Electorates / All PACs)**SUMMARY**

Council is committed to supporting and encouraging the use of electric vehicles (EVs) in the Inner West. Following the adoption of “*Powering Ahead*”, Council’s Electric Vehicle Encouragement Strategy in 2023, Council has partnered with several Kerbside charging providers and has been successful in gaining State Government Funding for the provision of Kerbside EV charging.

The current rollout of chargers will be installed by PLUS ES. This work is being delivered under the Transport and Infrastructure State Environmental Planning Policy, which allows them to install chargers without a development application.

To ensure EV owners can easily use the chargers, Council is proposing to establish ‘No Parking 8am–10pm EV excepted while charging’ zones at a number of charging sites. Targeted engagement has been undertaken, and a summary of the engagement outcomes has been provided with associated recommendations and signage and line marking plans.

Officers Recommendation:

That the EV charging sites identified in *Table 2* be supported and signposted as ‘No Parking 8am-10pm EV excepted while charging’ space.

LTF Advice:

Public Speaker Guy White entered the meeting at 11:12am

Mr. White supported the expansion of charging locations but noted that dedicated chargers should be distributed more evenly so owners can leave their vehicles to charge and return once charging is complete. He raised concerns that non-dedicated charging spaces are often occupied by internal combustion vehicles, preventing EV owners from accessing them when required.

Mr. White advised that the current allocation was approximately two-thirds dedicated spaces and one-third non-dedicated spaces. In his view, if all charging locations were dedicated, fewer spaces would be required because they would be reserved for active EV charging. He suggested that enforcement could be supported by a software application linked to the charging infrastructure and Council Rangers, potentially funded by the technology provider.

Mr White noted that there were no reserved EV charging spaces within walking distance of his area and suggested that Council’s EV charging policy should place greater emphasis on installing dedicated EV spaces proactively, rather than waiting for the community to raise the issue. He noted that this approach would be consistent with the provision of dedicated mobility and car-share spaces.

Mr White identified the relevant areas as Denison Road, Lewisham near New Canterbury Road, and the upper end of Toothill Street, Dulwich Hill.

Public Speaker Guy White left the meeting at 11:18am

The Representative for the Member of Balmain queried whether the proposed EV charger locations in Darley Road and Catherine Street, Leichhardt, near the intersection with Moore Street and adjacent to War Memorial Park, could be reviewed as their current proposed locations may obstruct a possible future cycling infrastructure.

Council Officers advised that currently there is no scheduled cycling infrastructure in these two locations, and if there is any future work, the EV charger can be relocated. They also noted that all charging stations require locations with access to a power pole for electrical supply.

RECOMMENDATION:

That the EV charging sites identified in *Table 2* be supported and signposted as 'No Parking 8am-10pm EV excepted while charging' space as shown in the signage and line marking plans provided in *Attachment 1*.

LTF0526(1) Item 14 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 (RPS) Area M2 to the industrial precinct around Carrington Road, Cary Street and Renwick Street, Marrickville. This report presents the results of the second phase of consultation completed in the following streets:

- Junction Street between Ruby Street and Schwebel Street;
- Ruby Street between Junction Street and Ivanhoe Street;
- Renwick Street between Johnston Lane and Carrington Road;
- Warren Road between Johnston Lane and Carrington Road;
- Richardson Crescent, east of Carrington Road; and
- Carrington Road between Premier Street and Richardson Crescent.

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 has undertaken a separate community consultation that focused on the streets with high support rate from earlier consultation 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 be approved in Renwick Street, Warren Road, Ruby Street, Carrington Road and Richardsons Crescent and that parking restrictions not be installed in Junction Street at this time.

Officers Recommendation:

1. That the proposed '2P 8am-6pm Mon-Fri, Permit Holders Excepted Area M2' restrictions on the northern side of Junction Street, Marrickville not be supported.
2. That the proposed '2P 8am-6pm Mon-Fri, Permit Holders Excepted Area M2' restrictions on the southern side of Renwick Street, Marrickville between no.66 and no.104 be approved.
3. That the proposed 2P 8am-6pm Mon-Fri, Permit Holders Excepted Area M2' restrictions on the southern side Ruby Street, Marrickville between no.16 and no.52 be approved and a review of parking utilisation in Ruby Street would be undertaken after 12 months.
4. That the proposed '2P 8am-6pm Mon-Fri, Permit Holders Excepted Area M2' restrictions on the northern side Warren Road, Marrickville between no.105 and no.149 be approved.
5. That the proposed '2P 3pm-9pm Mon-Fri; 6P 8am-6pm Saturday-Sunday' restrictions on the southern side (Macke Park frontage) of Carrington Road, Marrickville be approved.
6. That the proposed '2P 3pm-9pm Mon-Fri; 6P 8am-6pm Saturday-Sunday' restrictions on the western side (Mackey Park frontage) of Richardson's Crescent, Marrickville be approved.

LTF Advice:

Council Officers tabled four comments requesting that the proposed parking restrictions be extended to both sides of Ruby Street and further to Ivanhoe Street.

The Chairperson noted that the Metro Station had affected resident parking in streets surrounding Mackey Park and asked whether consideration could be given to implementing the Resident Parking Scheme on both sides of the street, given the site's close proximity to the station.

Council Officers advised that resident parking demand in the area was not primarily driven by the nearby Metro Station, but by the surrounding industrial area and local businesses. They noted, however, that a review could be undertaken 12 months after implementation of the proposal.

RECOMMENDATION:

1. That the proposed ‘2P 8am-6pm Mon-Fri, Permit Holders Excepted Area M2’ restrictions on the northern side of Junction Street, Marrickville not be supported.
2. That the proposed ‘2P 8am-6pm Mon-Fri, Permit Holders Excepted Area M2’ restrictions on the southern side of Renwick Street, Marrickville between no.66 and no.104 be approved.
3. That the proposed 2P 8am-6pm Mon-Fri, Permit Holders Excepted Area M2’ restrictions on the southern side Ruby Street, Marrickville between no.16 and no.52 be approved.
4. That the proposed ‘2P 8am-6pm Mon-Fri, Permit Holders Excepted Area M2’ restrictions on the northern side Warren Road, Marrickville between no.105 and no.149 be approved.
5. That the proposed ‘2P 3pm-9pm Mon-Fri; 6P 8am-6pm Saturday-Sunday’ restrictions on the southern side of Carrington Road, Marrickville be approved.
6. That the proposed ‘3pm-9pm Mon-Fri; 6P 8am-6pm Saturday-Sunday’ restrictions on the western side of Richardson’s Crescent, Marrickville be approved.

LTF0526(1) Item 15 Schwebel Street, Marrickville - Proposed 45-degree angled parking in Schwebel Street between Station Street and Leofrene Avenue. (Midjuburi - Marrickville Ward / Summer Hill Electorate / Inner West PAC)

SUMMARY

Council on 9 December 2025 made an amendment to the recommendations contained in Item 4 of the November 2025 Local Transport Forum. The amendment included the following *“That Council investigate and consult with residents and businesses about installing angled parking on the north side of Schwebel Street between Station Street and Leofrene Avenue and report back to a future Local Transport Forum”*.

Based on the feedback of surrounding businesses and residents, it is recommended that 45-degree angled parking be installed on the northern side of Schwebel Street between Station Street and Leofrene Avenue, Marrickville.

Officers Recommendation:

That ‘45° Angle Parking, rear to kerb’ on the northern side of Schwebel Street, Marrickville between Station Street and Leofrene Avenue, Marrickville be approved.

LTF Advice:

Public Speaker Andrea Leong entered the meeting at 11:19am

Ms Leong, as a local resident, supported the existing drop-off/pick-up bay near the station, but raised concerns about vehicles exiting Schwebel Street via Blamire Lane. She noted that the existing parking arrangement appeared acceptable but raised concerns about poor visibility at what is now an entry and exit point for a childcare centre in this location. She raised concerns on how the decision to propose 45-degree, rather than 90-degree angled parking had been determined and whether limited details had been provided given that the recommendation was based on only three submissions.

The Chairperson advised that the proposal had arisen from discussions at the Illawarra Road Roundtable and had been referred to through a Notice of Motion. It was noted that the broader objective was to improve intersection flow and safety by making Schwebel Street one-way.

In addition, Council Officers advised that the 45-degree arrangement offered benefits for businesses and would create additional parking to offset spaces lost as part of the one-way changes and that the 90-degree parking option would require the removal of parking on the opposite side of the street. On balance, the 45-degree option was considered to provide a better outcome after weighing each approach. Council Officers further advised that the proposal sought to maximise parking for the community, particularly given the site's proximity to the station and nearby businesses.

Ms Leong noted that she hoped the net gain of three parking spaces would be considered in the context of the Marrickville Town Square proposal.

Public Speaker Andrea Leong left the meeting at 11:26am

No further advice provided by LTF members.

RECOMMENDATION:

That '45° Angle Parking, rear to kerb' on the northern side of Schwebel Street, Marrickville between Station Street and Leofrene Avenue, Marrickville be approved.

LTF0526(1) Item 16 Little Brighton Street, Petersham - Proposed 'No Parking' Restriction (Damun - Stanmore Ward / Newtown Electorate / Inner West PAC)

SUMMARY

A request has been received to improve access to off-street parking at the rear of Searl Street in Little Brighton Street, Petersham.

Concerns have been raised by residents regarding vehicles parking on the northern footpath of Little Brighton Street obstructing access to a rear garage.

An assessment has been undertaken, and it is proposed that an 8.5m length 'No Parking' zone be introduced adjacent to the driveway of No.40 Station Street, Petersham to improve access to the rear of No.4 Searl Street, Petersham. The proposal will provide improved access to the garage in the eastbound direction.

Officers Recommendation:

That 8.5m length 'No Parking' zone in Little Brighton Street immediately west of the driveway of No.40 Station Street, Petersham, be approved.

LTF Advice:

Public Speakers Michael Bogner, Eleanor Bogner and Warren Julian entered the meeting at 11:30am

Mr Bogner, a resident of Petersham near Searl Street, advised that residents of Little Brighton Street had experienced ongoing difficulty accessing rear-lane garages due to the narrow width of the street and illegal parking on the roadway and footpath. He noted that vehicles require a wide turning arc to enter and exit driveways and that the street is too narrow to accommodate parking without affecting access. Mr Bogner further advised that bowling club patrons, swimming pool users and visitors frequently park in the area during peak times and often disregard the garage access point. Mr Bogner noted that parking arrangements had previously been upgraded in Searl Street and that surrounding restrictions had assisted local residents. He also observed that long-term commuter parking remains common in the area.

Mrs Bogner advised that accessing the driveway requires a three-point turn and that vehicles generally enter nose-first rather than in reverse. She advised that this had, at times, affected her ability to attend work commitments with patients. She noted a long history of enforcement concerns, including occasions when Rangers arrived after the obstructing vehicle had left. She requested formal signage set back sufficiently from the driveway at No. 40 to preserve access. She also raised the issue of footpath damage due to vehicles parking on the footpath had caused footpath damage and noted that neighbouring properties were not similarly obstructed.

Mr Julian added that residents of Station Street also park in the lane.

The Representative for the Member for Summer Hill noted that there had been numerous episodes of access obstruction and suggested that the 'No Parking' restriction may need to be extended, potentially from the front of the second parked vehicle to the corner, to improve driveway access.

The Chairperson noted that the matter could be reconsidered by the Forum, and that there appeared to be a strong case to improve turning access in and out of the garage.

Public Speakers Michael Bogner, Eleanor Bogner and Warren Julian left the meeting at 11:42am

Council Officers advised that due to the lack of compliant footpaths in the laneway, a shared zone could be considered in future, subject to further discussion with TfNSW. They also noted that pedestrian data would be required and that traffic and pedestrian counts would need to be undertaken.

It was agreed by Forum members that the proposed 'No Parking' restrictions be increased by 2m, and that Council Officers review the laneway in relation to a potential shared zone following implementation of parking restrictions.

RECOMMENDATION:

That 10.5m length 'No Parking' zone in Little Brighton Street immediately west of the driveway of No. 40 Station Street, Petersham, be approved.

**LTF0526(1) Item 17 Lords Road and Davies Street Resident Parking Scheme
Gulgadya-Leichhardt Ward/Balmain Electorate/Leichhardt PAC**

SUMMARY

Council has undertaken a further review of the consultation results of the Leichhardt West Stage 2 Marketplace and Stage 3 Taverners Hill Precinct Resident Parking Scheme which was adopted by Council on 21 April 2026. The review identified that the combined level of support from residents in Lords Road and Davies Street would have met the criteria for implementation of the scheme.

Therefore, it is recommended that '2P 8am-6pm Mon-Fri, Permit Holders Excepted, Area L1' be introduced on both sides of Davies Street and northern side of Lords Road, Leichhardt

Officers Recommendation:

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

1. Both sides of Davies Street, north of Lords Road, Leichhardt
2. Northern side of Lords Road, between Foster Street and Davies Street, Leichhardt
3. Southern side of Lords Road, between Upward Street and George Street, Leichhardt

LTF Advice:

The Representative for the Member of Balmain raised concerns that the proposed restrictions would not adequately address resident parking issues on weekends, given the high demand generated by visitors to Lambert Park. It was asked whether the proposal could be extended to include weekends.

Council Officers advised that the proposed resident parking scheme would need to be introduced and then post implementation be reviewed, with possible consideration of extending the restrictions to 10pm and including weekends.

RECOMMENDATION:

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

- 1. Both sides of Davies Street, north of Lords Road, Leichhardt**
- 2. Northern side of Lords Road, between Foster Street and Davies Street, Leichhardt**
- 3. Southern side of Lords Road, between Upward Street and George Street, Leichhardt**

General Business:

Item 18 – Road traffic study Mary & James Streets, Lilyfield

The Representative for the Member of Balmain asked about the timeframe for the Mary Street and James Street intersection assessment, which forms part of the Lilyfield Cycleway project.

Council Officers advised that part of the project involves the removal of the slip lane and reviewing the intersection performance which will be discussed with TfNSW.

Item 19 – Birchgrove and Balmain East Local Area Traffic Management Study

The Representative for the Member of Balmain requested an update on the progress of the Birchgrove and Balmain East Local Area Traffic Management Study, noting concerns from residents that feedback provided during the initial engagement process has not yet resulted in a draft plan being developed.

It was noted that members sought clarification on the study timeframe, including the progression of stages 1 and 2 and the turnaround time taken between the close of submissions and a draft report being developed.

Council Officers advised that a draft report is expected to be released for public exhibition in 2026.

Item 20 – Respectful behaviour at Local Transport Forum meetings

Council Officers reminded Forum members of respectful behavior to others at the meeting. It was requested that representatives treat all attendees, including members of the public, with respect always.

Meeting closed at 1:00 pm.

CHAIRPERSON

Clr Victor Macri