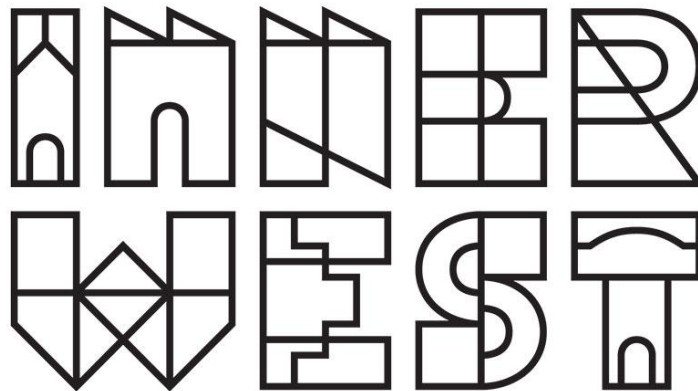


AGENDA



LOCAL TRANSPORT FORUM MEETING

MONDAY 15 JUNE 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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Late Items

Nil at time of printing.

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7 Part C - Items for General Advice

Nil at the time of printing.

8 General Business

9 Close of Meeting

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 Rodriquez	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 16 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 Leichhard 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

Item No: LTF0626(1) Item 1
Subject: WELLS STREET, NEWTOWN - PROPOSED RAISED ASPHALT THRESHOLDS - DESIGN PLAN NO.10394 (DAMUN - STANMORE WARD / NEWTOWN ELECTORATE / INNER WEST PAC)
Prepared By: Jackie Ng - Traffic Engineer
Authorised By: Jason Scoufis - Acting Traffic and Transport Planning Manager

RECOMMENDATION

That the detailed design plan (No.10394) for the construction of two raised asphalt thresholds at the intersection of Wells Street at Commodore Street and John Street, Newtown be approved.

STRATEGIC DIRECTION

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

- 2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

This report details the design plan (No.10394) for the construction of two raised asphalt thresholds and result of community consultation at the intersection of Wells Street at Commodore Street and John Street, Newtown.

Concerns were raised regarding low visibility and poor accessibility at the location. Consequently, the Local Area Traffic Management Plan (LATM) completed in 2024 for the Newtown South precinct recommended that the road be painted and improvements be made to the pedestrian connection to alert drivers of the bend and improve pedestrian amenity.

BACKGROUND

A report went to Council’s Local Traffic Committee held on 16 September 2024 detailing the proposed treatments recommended by the Newtown South LATM Plan.

It was noted that concerns were raised at the intersection of Wells Street at Commodore Street and John Street, Newtown regarding low visibility due to the sharp 90-degree bend and parked vehicles. Furthermore, it was found through consultation that the existing footpath connection linking Commodore Street and John Street had poor accessibility for mobility impaired pedestrians.

At the Local Traffic Committee meeting held on 16 September 2024, the committee resolved the following in part:

- o) *Paint road bends red in Wells Street at Commodore Street and Wells Street at John Street and improve pedestrian connection through the road closure by removing step.*

The minutes of the Local Traffic Committee held on 16 September 2024 were adopted at Council meeting held on 22 October 2024.

DISCUSSION

The following works are proposed and are illustrated on the attached Consultation Plan (No.10394). The proposed works aims to improve pedestrian and motorist safety by improving sight distances, reducing traffic speeds and conflicts with traffic movements at this location. Specifically, the proposed scope of the work includes the following:

In Wells Street

- Construct two new 75mm high asphalt thresholds (gutter lip to gutter lip) with 1.2m long ramps. The raised section of asphalt is to be a stamped treatment with a product called “Duratherm Street Print” (Pattern: Honeycomb; Colour: Heritage Red);
- Reconstruct some existing concrete gutters with new concrete gutters;
- Reconstruct a section of the existing paved footpath to remove an existing step to improve access where shown on plan;
- Install signage and line markings associated with the works as required where shown on plan.

Parking Changes

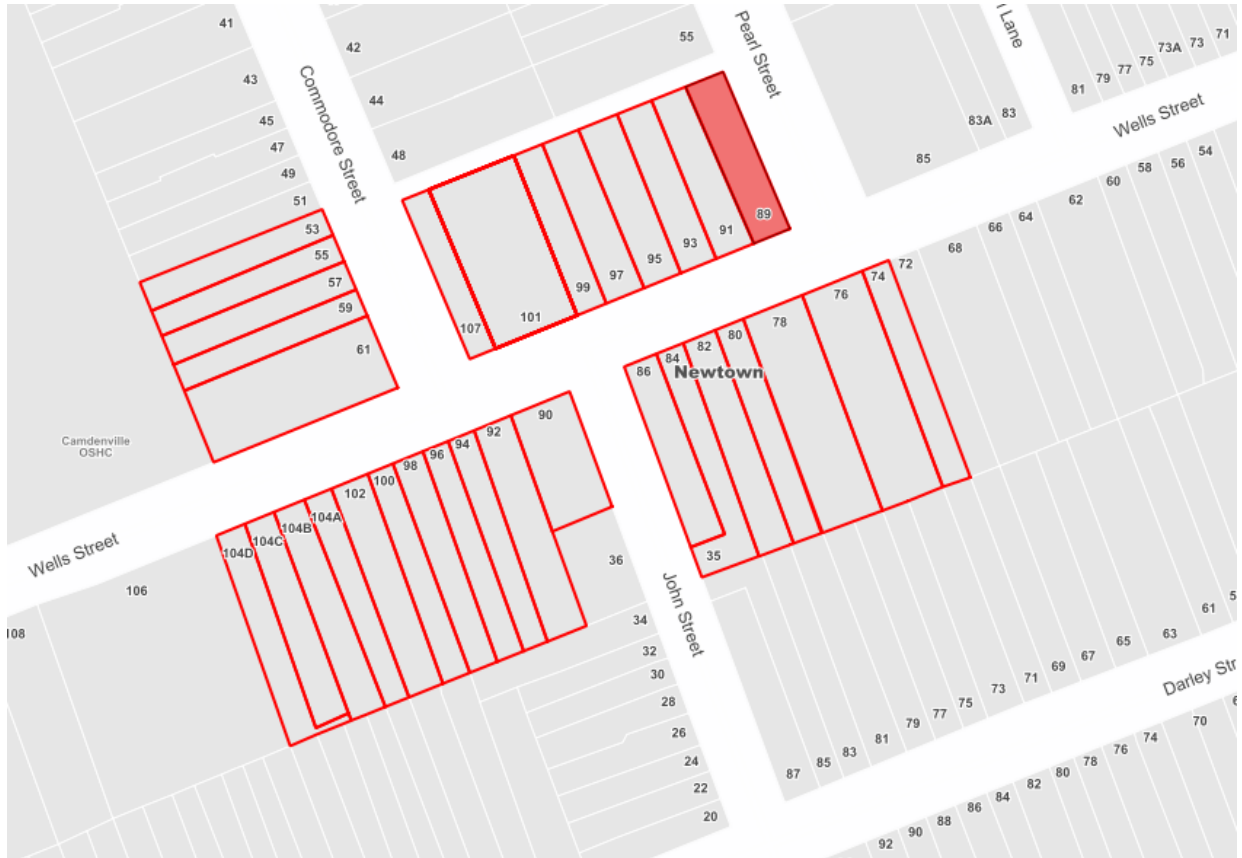
The proposal will result in no loss of on-street parking space. Some street parking will be affected temporarily to facilitate construction activities.

Streetlighting

The proposal will result in no changes to existing street lighting.

PUBLIC CONSULTATION

Consultation was conducted between 15 May 2026 and 29 May 2026. A letter along with a copy of the design plan was sent to residents / businesses in the immediate locality. A total of 57 letters were distributed. There were two (2) objections received regarding the proposal. A summary of the main concerns is tabled below.



Summary of main concerns:	Council response:
<p><i>2 similar comments</i> The proposal does not address any of the issues related to pedestrian and motorist safety. How is this a problem when the road is already 40km/h. The proposal will also narrow the road width without improving visibility and will not reduce any traffic coming through the street.</p>	<p>The treatment is intended to improve visibility by providing a clear visual cue to motorists to reduce speed due to the sharp 90-degree bend and blind corner. By reducing vehicle speeds around the corner, motorists will have more reaction time to traffic conflicts on the road such as pedestrian movements and oncoming traffic. The proposal has no impact on the width of the road.</p>
<p><i>2 similar comments</i> There is a lack of consultation for the proposal. The entire area should be consulted.</p>	<p>Council generally undertakes consultation with properties in the immediate vicinity of the proposal as they are considered the most directly impacted. Comments received outside the immediately impacted area can be considered during the review.</p>
<p>The proposal will have impact on the ability to access available parking along the street. Motorists generally make a U-Turn at this location if it is safe to do so and the proposal will now require drivers to drive around the block via the traffic lights to try again.</p>	<p>The proposal does not narrow the width of the road and will not impact the turning movement of vehicles at the bend.</p>
<p>The proposal will generate noise especially at night due to cars and trucks needing to reduce speed and break when approaching the raised platform.</p>	<p>The treatment is intended to reduce vehicle speeds at the sharp 90-degree bend and blind corner to improve pedestrian and motorist safety.</p>
<p>The leveling of the footpath at the road closure is a real problem. Pedestrians and children are at risk from the number of food</p>	<p>The proposal regarding the road closure is intended to improve access for mobility impaired pedestrians.</p>

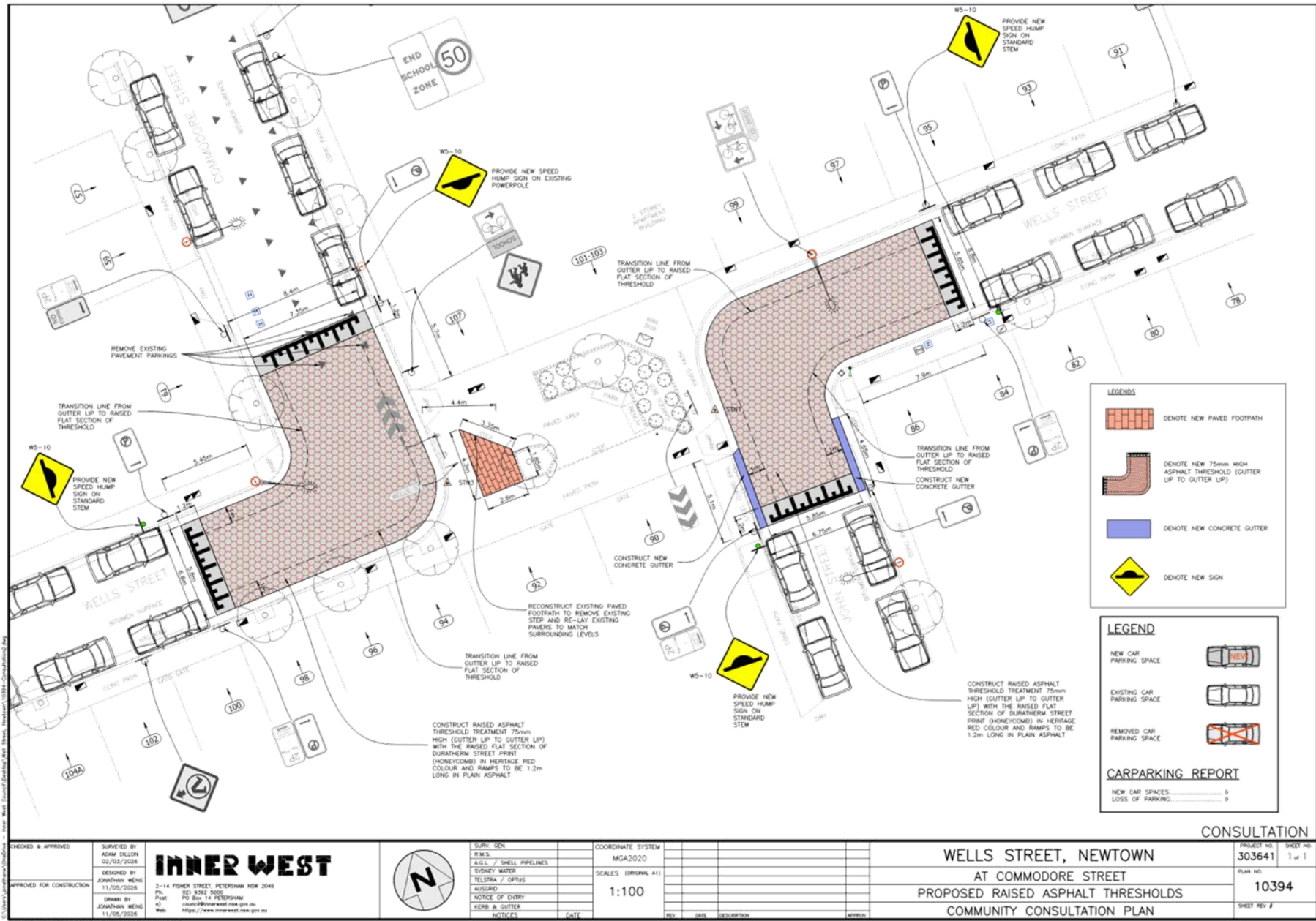
delivery motorbikes who use this area as a short cut.	
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FINANCIAL IMPLICATIONS

The cost of the works is estimated at \$68,500 and is included in Council's Traffic Facilities Capital Works Program 2026/2027 for funding.

ATTACHMENTS

1. [↓](#) Wells Street, Newtown - Consultation Plan (No.10394)



CHECKED & APPROVED	SURVEYED BY ADAM DILLON 02/03/2024		
APPROVED FOR CONSTRUCTION	DESIGNED BY JONATHAN WENG 11/05/2024		
2-14 FISHER STREET, PETERSHAM NSW 2049 Ph: 02 9282 5000 Email: council@innerwest.nsw.gov.au Web: https://www.innerwest.nsw.gov.au			

SURV. GEN. R.M.S.	COORDINATE SYSTEM MGA2020
T.A.B.L.E. / SHELL PIPELINES	SCALES (ORIGINAL A1)
SYDNEY WATER	1:100
TELSTRA / OPTUS	
AUSGRID	
NOTICE OF ENTRY	
HERB & GUTTER	
NOTICES	
DATE	
REV	DATE DESCRIPTION APPROVED

WELLS STREET, NEWTOWN
AT COMMODORE STREET
PROPOSED RAISED ASPHALT THRESHOLDS
COMMUNITY CONSULTATION PLAN

CONSULTATION	
PROJECT NO. 303641	SHEET NO. 1 of 1
PLAN NO. 10394	SHEET REV #

Printed By: JONATHAN WENG, Printed on: (May 14, 2024)

Item No: LTF0626(1) Item 2

Subject: LIBERTY STREET AT RAILWAY AVENUE, STANMORE – PROPOSED AT-GRADE PEDESTRIAN AND CYCLIST CROSSING – DESIGN PLAN 10381 (DAMUN-STANMORE WARD/NEWTOWN ELECTORATE/INNER WEST PAC)

Prepared By: Jennifer Adams - Traffic Engineer

Authorised By: Jason Scoufis - Acting Traffic and Transport Planning Manager

RECOMMENDATION

That the detailed design plan for the proposed at-grade pedestrian and cyclist crossing on Liberty Street at Railway Avenue, Stanmore and associated signs and line markings (as per Design Plan No.10381) be APPROVED.

STRATEGIC DIRECTION

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 and cyclists in Liberty Street at Railway Avenue, Stanmore by adjusting the existing median islands to at-grade (road level) pedestrian and cyclist crossing approximately 6m away from the intersection. The proposal aims to improve pedestrian, cyclist and motorist safety by better defining safe pedestrian and cyclist crossing points, improving sight distances, reducing traffic speeds and conflicts with traffic movements at this location.

BACKGROUND

Council had received requests for consideration of a pedestrian crossing across Liberty Street, Stanmore, south of Railway Avenue and Trade Street to give pedestrians priority when crossing at the roundabout. An investigation revealed that the roundabout in Liberty Street at Railway Parade, Stanmore accommodates a wide range of road users including light and heavy vehicles, cyclists and pedestrians and that the existing infrastructure could be improved to better balance the priority movement for cyclists and pedestrians, particularly in the east-west direction along the railway corridor between Railway Avenue and Trade Street where there is an existing bi-directional cycleway.

A report went to Local Traffic Committee at its meeting on 19 August 2024 (Item 6) recommending:

1. *That the at-grade pedestrian and bicycle crossing, kerb extension, speed cushions and associated signs and line markings as shown in Attachment 3 and 4 on Liberty Street, Stanmore, south of Railway Avenue be approved in principle for inclusion in Council’s Traffic Facility Capital Works Program and that a detailed design be brought back to the Committee for consideration.*

2. That Transport for NSW requested to consider the reduction of the existing speed limit on Liberty Street and Kingston Road, Stanmore from 60km/h to 50km/h.



Attachment 3 and 4

The Minutes of the Local Traffic Committee meeting held on 19 August 2024 were adopted at Council's meeting held on 3 September 2024.

This report details the design plan for the improvement works. It is noted that originally a raised pedestrian/cyclist facility was envisioned however due to potential storm water issues affecting nearby properties it was considered that an at-grade facility would minimise overland flow impacts and would be the most appropriate design for this location.

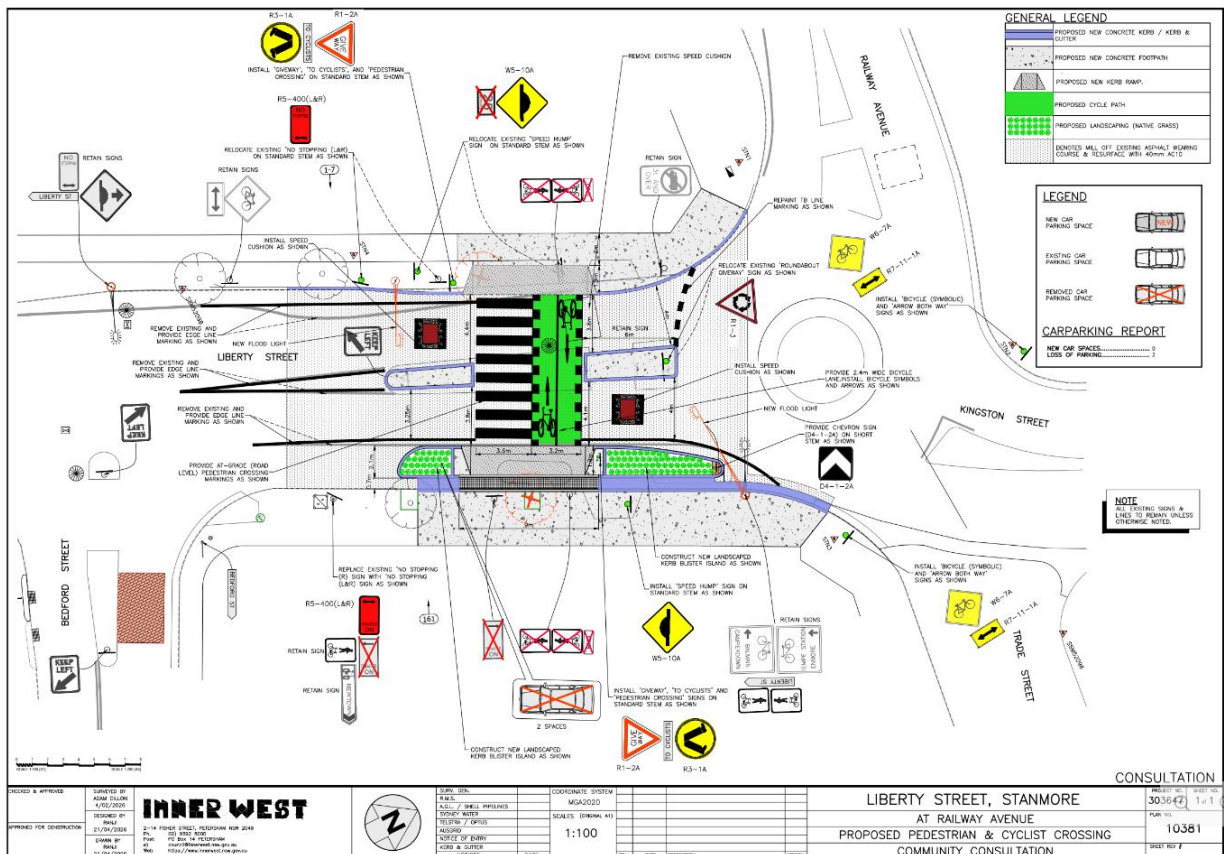
DISCUSSION

Design plans have been finalised for the construction of the proposed at-grade pedestrian and cyclist crossing on Liberty Street at Railway Avenue, Stanmore.

Specifically, the proposed scope of works includes the following:

- Resurface the road pavement with new asphalt and provide new pedestrian and cyclists crossing markings and associated signage to formalise a new pedestrian and cyclist crossing (final extent of any resurfacing will be subject to final funding allocations);
- Remove the existing median island and construct new median island to facilitate the new pedestrian and cycle crossing;
- Provide landscaped blister islands and "gutter bridge" crossing on the east side of Liberty Street together with an integrated kerb ramp;

- Construct a new concrete kerb ramp on the western side of Liberty Street adjacent to the new pedestrian and cyclist crossing;
- Construct new kerb only along a slightly new alignment on the western side of Liberty Street
- Reconstruct some concrete kerb and gutter on the eastern side of Liberty Street (generally where shown on the plan);
- Remove existing kerb ramps and some sections of the concrete footpath and provide new concrete footpath (where shown on the plan);
- Install speed cushions on approach either side of the new pedestrian/cyclist crossing;
- Install signage and line marking associated with the works as required and where shown on the Plan.



Parking Changes

New “No Stopping” sign and zone will be provided adjacent to the new pedestrian and cyclist crossing to enable its construction. This will result in loss of two (2) existing on-street parking spaces in Liberty Street on the east side. Please refer to the attached plan.

Streetlighting

The new pedestrian and cyclist 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 pedestrian and cyclist 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 14 May 2026 and 29 May 2026. A letter along with a copy of the design plan was sent to residents / businesses in the immediate locality. A total of 72 letters were distributed.

Item 2



There were two (2) responses. One submission from the strata management of 161–163 Bedford Street, and the other from a resident at the same address. Both responses had similar concerns about a number of matters.

Resident's Comments	Officer's response
<p><u>Location of proposed crossing:</u></p> <p><i>The resident's unit is located on the ground floor. The proposed cycle path runs directly along the same alignment. Cyclists' headlights may shine directly into the bedroom and living areas at night. Pedestrians may have direct sightlines into private living spaces, impacting privacy.</i></p>	<p>The proposed location was selected to accommodate the storage of one vehicle at the roundabout entry without interfering with pedestrian/ cyclist or vehicular crossing movements as well as providing the best location for cyclists and pedestrian to cross Liberty Street safely and still provide suitable connectivity to the cycle paths in Railway Avenue and Trade Street</p>
<p><u>Concerns regarding lighting:</u></p> <p><i>.....residents are concerned about the proposed installation of new flood lighting associated with the crossing infrastructure. Given the close proximity of the proposed works to residential apartments, there is concern that excessive light spill and illumination may directly impact units during evening and nighttime hours, affecting residents' comfort, privacy, and ability to sleep..... request clarification regarding the proposed lighting design, anticipated lux</i></p>	<p>The proposed new at-grade pedestrian and cyclist crossing requires to be illuminated with the standard level of lighting in compliance with Australian standard AS/NZS 1158.4:2024 Lighting for roads and public spaces, Part 4: Lighting of pedestrian crossings. The lighting will be directed specifically onto the pedestrian crossing, with measures taken to limit any light spill to surrounding residential properties.</p>

<p><i>levels, light spill modelling, shielding measures, and any mitigation strategies intended to minimise impacts on neighbouring residential properties.</i></p>	
<p><u>Concerns regarding speed humps:</u></p> <p><i>.....residents are concerned about the proposed speed humps and associated traffic-calming devices. Experience with similar infrastructure demonstrates that such devices can generate substantial additional noise from braking, vehicle suspension impacts, tyre contact, and subsequent acceleration after crossings, particularly during evening and nighttime periods..... request that Council provide further information regarding:</i></p> <ul style="list-style-type: none"> • Any traffic noise or acoustic assessments undertaken; • Lighting impact or light spill assessments; • Proposed mitigation measures to reduce residential impacts; • Consideration of alternative traffic-calming solutions; • Whether less intrusive lighting options or alternative crossing configurations were evaluated. <p><i>We also respectfully request that Council carefully consider the cumulative impact of:</i></p> <ul style="list-style-type: none"> • braking and acceleration noise, • repeated vehicle movement over speed humps, • increased nighttime illumination, • and the resulting effect on residents' quiet enjoyment of their homes. 	<p>Raised crossings and speed cushions are considered to reduce vehicle speeds approaching the pedestrian crossing. A raised crossing is not feasible at this location due to stormwater constraints. As a result, speed cushions are proposed as a practical alternative.</p> <p>It is acknowledged that speed cushions are generally less effective at reducing vehicle speeds compared to raised crossings. However, they provide a suitable balance between traffic calming and drainage limitations at this site.</p> <p>Council also notes your concerns that traffic calming measures, including speed cushions, can result in localised changes in traffic noise due to vehicle braking and acceleration. These impacts have been considered in accordance with relevant guidance, including Transport for NSW and Austroads principles, to achieve an appropriate balance between road safety outcomes and residential amenity.</p> <p>A report went to Local Traffic Committee at its meeting on 19 August 2024 recommending the proposed improvement works in principle. The report contained relevant road network and SIDRA analysis and results; pedestrian and vehicle assessment; geometry assessment; queuing and delay assessment; design development and 100 year ARI flooding analysis also it detailed the concept and design plan.</p>
<p><u>Push-button crossing poles:</u></p> <p><i>clarifying whether it will be a signalised crossing</i></p>	<p>The design is for an unsignalised pedestrian and cyclist crossing. Push-button operated signals are not proposed as part of this proposal.</p>
<p><u>Loss of on-street parking:</u></p> <p><i>Parking availability in the area is already constrained, and this will likely place additional pressure on surrounding</i></p>	<p>It is acknowledged that the installation of any new pedestrian crossing or traffic calming device will result in some loss of on-street parking i.e. 2 in total. However, all proposed</p>

<p><i>streets.... Two on-street parking spaces will be removed in this proposal. resident currently utilises these spaces</i></p>	<p>crossings must provide adequate sight distance for both pedestrians and approaching traffic, in accordance with Transport for NSW (TfNSW) guidelines and relevant technical directions. As outlined, the two (2) spaces that will be lost to accommodate the new pedestrian and cyclist crossing is unavoidable.</p>
<p><u>Landscaping:</u></p> <p>Two existing trees are proposed to be removed. Newly planted tree is not shown on the plan. Resident Requests whether council intends to remove newly planted tree as well.</p> <p><i>... The retention of established trees is important for the amenity and character of the street, and if removal is required, I would expect appropriate replacement planting...</i></p>	<p>The new tree that exists closer to the roundabout was installed after the completion of the site survey and therefore is not shown on our plans. There are no plans to remove this existing new tree. No additional trees are proposed as part of the works. Two new landscaped kerb blister islands are included as part of the works.</p>
<p><u>Construction impacts:</u></p> <p><i>Given my proximity to the works, any night works would significantly affect sleep and general amenity. I would strongly prefer that works be limited to standard daytime hours wherever possible...</i></p> <p>If night works are required, the resident requests clarification on whether compensation (e.g. hotel accommodation costs) will be provided.</p>	<p>Works would typically be carried out during standard daytime hours wherever possible. Should any out-of-hours works be required, affected residents would receive advance notification of this intention and works would be limited to no later than approx. 11pm.</p>
<p><u>Fit for purpose</u></p> <p>Formalising the crossing could encourage riders to enter traffic without stopping, increasing risk. Questioning whether Council has conducted traffic studies, risk assessments, or reviewed incident data to justify the change.</p>	<p>The proposal considers a broader active transport strategy and safety considerations, including improving crossing opportunities and reducing conflict between vehicles, cyclists and pedestrians. The proposed location of the pedestrian crossing is the best location in consideration of all the issues at hand – including access safety, sight distance requirements, proximity to cycle paths, loss of parking and impacts to surrounding properties.</p>

FINANCIAL IMPLICATIONS

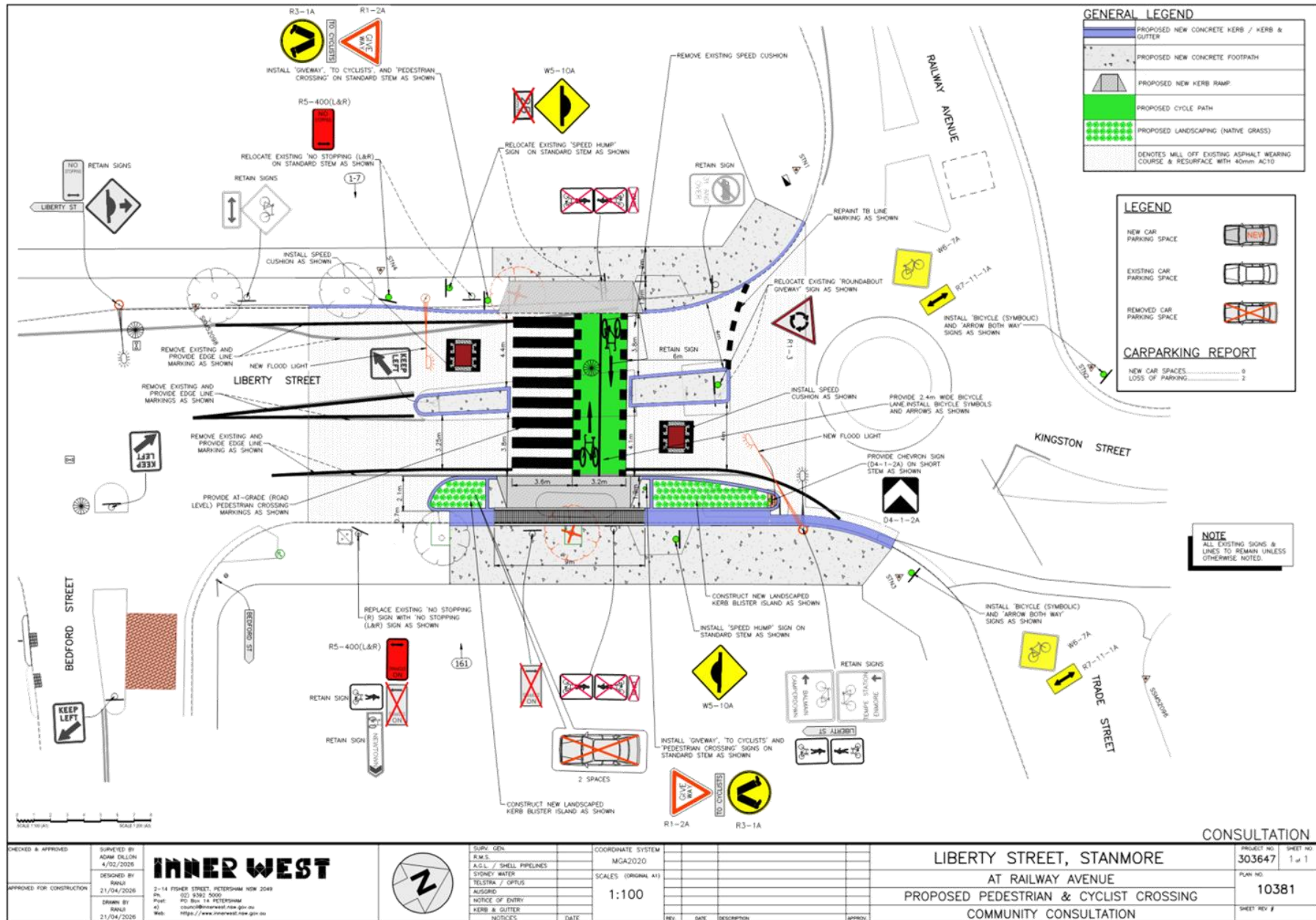
The project is listed on Council's Traffic Facilities Capital Works Program for funding in 2026/27 financial year. Estimated cost is \$154,118. Project number is 303647.

CONCLUSION

It is recommended that the detailed design plan of the proposed new at-grade pedestrian and cyclist crossing and associated signs and line markings be supported to improve road safety at this location.

ATTACHMENTS

1. [↓](#) 303647-10381-ConsultationPlan



CHECKED & APPROVED	SURVEYED BY ADAM DILON 4/02/2026
APPROVED FOR CONSTRUCTION	DESIGNED BY RANK 21/04/2026
	ERIAN BY RANK 21/04/2026

INNER WEST



SURV GEN	COORDINATE SYSTEM
R.M.S.	MG2020
A.G.L. / SHELL PIPELINES	SCALES (ORIGINAL A1)
SHOWER WATER	1:100
TELSTRA / OPTUS	
AUSGRID	
NOTICE OF ENTRY	
KERB & GUTTER	
NOTICES	
DATE	

REV	DATE	DESCRIPTION	APPROV

PROJECT NO	SHEET NO
303647	1 of 1
PLAN NO	
10381	
SHEET REV #	

LIBERTY STREET, STANMORE
AT RAILWAY AVENUE
PROPOSED PEDESTRIAN & CYCLIST CROSSING
COMMUNITY CONSULTATION

CONSULTATION	
PROJECT NO	SHEET NO
303647	1 of 1
PLAN NO	
10381	
SHEET REV #	

Item No: LTF0626(1) Item 3
Subject: SMITH STREET, SUMMER HILL - PROPOSED RAISED PEDESTRIAN CROSSINGS - DESIGN PLAN NO. 10378 (DJARRAWUNANG - ASHFIELD WARD/SUMMER HILL ELECTORATE / BURWOOD PAC)
Prepared By: Daniel Li - Student/Graduate Traffic Engineer
Authorised By: Jason Scoufis - Acting Traffic and Transport Planning Manager

RECOMMENDATION

That the detailed design plan (10378) for two proposed raised pedestrian crossing treatments on Smith Street and Henson Street, Summer Hill be approved.

STRATEGIC DIRECTION

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 Smith Street at Henson Street, Summer Hill by constructing two raised pedestrian crossings at Smith Street and Henson Street approximately 10.1m and 5.6m 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 has been investigating pedestrian safety movements on streets surrounding the Cardinal Freeman Retirement Village. The investigation identified the intersection of Smith Street and Henson Street as a location of interest to improve pedestrian accessibility near Cardinal Freeman Village.

DISCUSSION

The Plan

Council proposed to undertake the following works in Smith Street and Henson Street, Summer Hill (Plan No. 10378)

- Construct a new raised concrete pedestrian crossing comprising landscaped kerb blister islands with a 'gutter bridge' and lead-in footpaths to the new raised crossing in Smith Street. Tactile indicators will be installed on both sides of the new raised pedestrian crossing;
- Construct a new raised concrete pedestrian crossing comprising landscaped and infilled kerb blister islands with a 'gutter bridge' and lead-in footpaths to the new raised crossing in Henson Street. Tactile indicators will be installed on both sides of the new raised pedestrian crossing;
- Reconstruct existing concrete kerb and gutter;
- Reconstruct concrete footpaths to match gutter bridge;
- Removing two existing kerb ramps on Henson Street where shown on plan;

- Remove existing concrete kerb blister island on Smith Street (in front of St Andrews Church) where shown on plan;
- Provide two new kerb ramps on Smith Street (in front of 147 Smith Street and John Paton Reserve);
- Reconstruct section of existing concrete kerb blister island (in front of 147 Smith Street) to match new works;
- Resurface the road pavement with new asphalt as shown on plan (final extent of any resurfacing will be subject to final funding allocations);
- Install signages and line markings associated with the works as required where shown on plan.

Parking Changes

New 'No Stopping' signs and zones will be provided adjacent to the new raised pedestrian crossings to enable its construction. This will result in the loss of two (2) existing on-street parking spaces in Smith Street.

Streetlighting

The new pedestrian crossings will require new lighting 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 final location of these flood lights will be confirmed during the lighting design development phase of the project by qualified Electrical Consultant.

Consultation

A letter outlining the above proposal was distributed to the directed affected properties in Smith Street and Henson Street as shown in Figure 1. There were two hundred and ten (210) letters that were distributed and four (4) responses were received. Three (3) responses were received in support of the proposal, and one (1) response was received against the proposal.



Figure 1. Consultation Area

Resident feedback	Council response
<p>The installation of these crossings will remove on-street parking that is used by residents and will increase traffic and light pollution.</p>	<p>It is acknowledged that the installation of any new pedestrian crossing or traffic calming device will result in some loss of on-street parking. However, all proposed crossings must provide adequate sight distance for both pedestrians and approaching traffic, in accordance with Transport for NSW (TfNSW) guidelines and relevant technical directions.</p> <p>The new crossing will not increase traffic demand but will introduce minor localized delays at this location by moderating vehicle speed.</p> <p>Council has engaged a certified Lighting Engineer to undertake detailed lighting design to ensure compliance with lighting specifications and minimize light spill into private properties.</p>
<p>Please consider repairing the concrete roundabout and the concrete gutters while these works are being conducted.</p>	<p>Noted. Council may consider repairing the concrete roundabout and concrete gutters subject to available budget and approval by Council's Project Manager.</p>

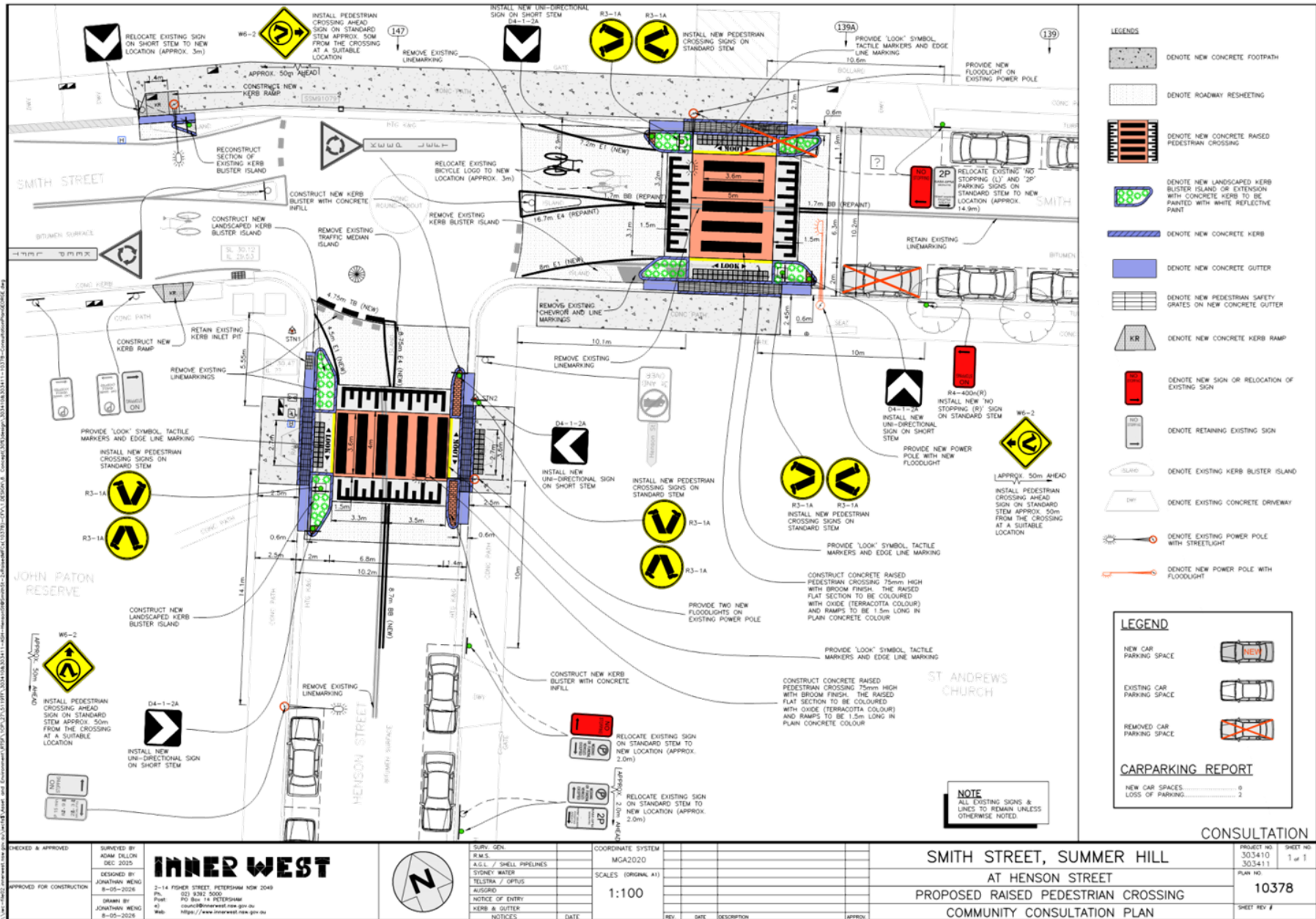
<p>The improved street lighting is welcome for safety; however, the flood lights should be directed onto the road and footpath to avoid any glare into residential properties.</p>	<p>Council has engaged a certified Lighting Engineer to undertake detailed lighting design to ensure compliance with lighting specifications and minimize light spill into private properties.</p>
<p>The proposed lighting should not obstruct the line of sight for the Church entrance.</p>	<p>Noted.</p>

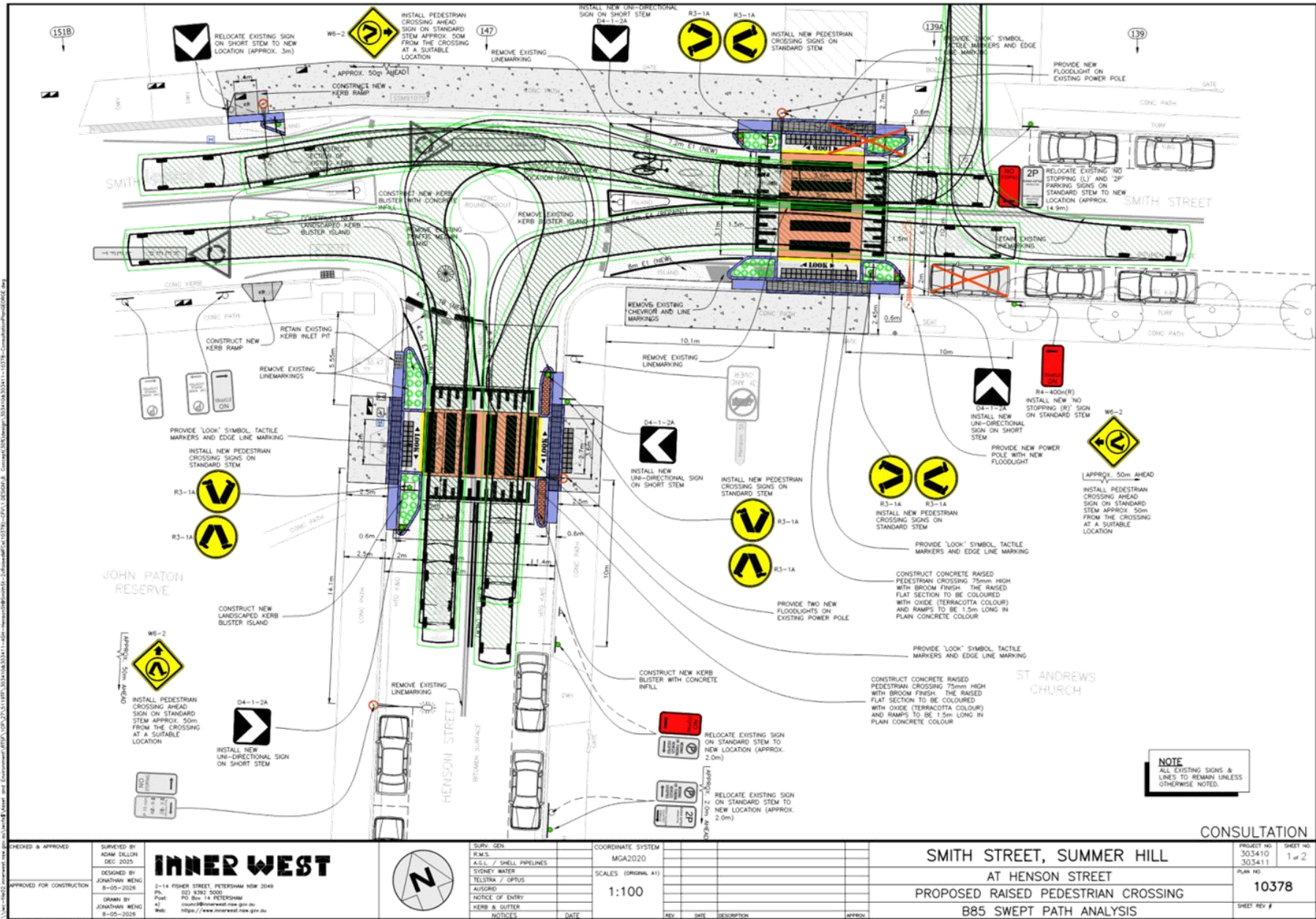
FINANCIAL IMPLICATIONS

The project is estimated to be around \$199,500 and will be included as part of the 2026/2027 PAMP Program for design and construction.

ATTACHMENTS

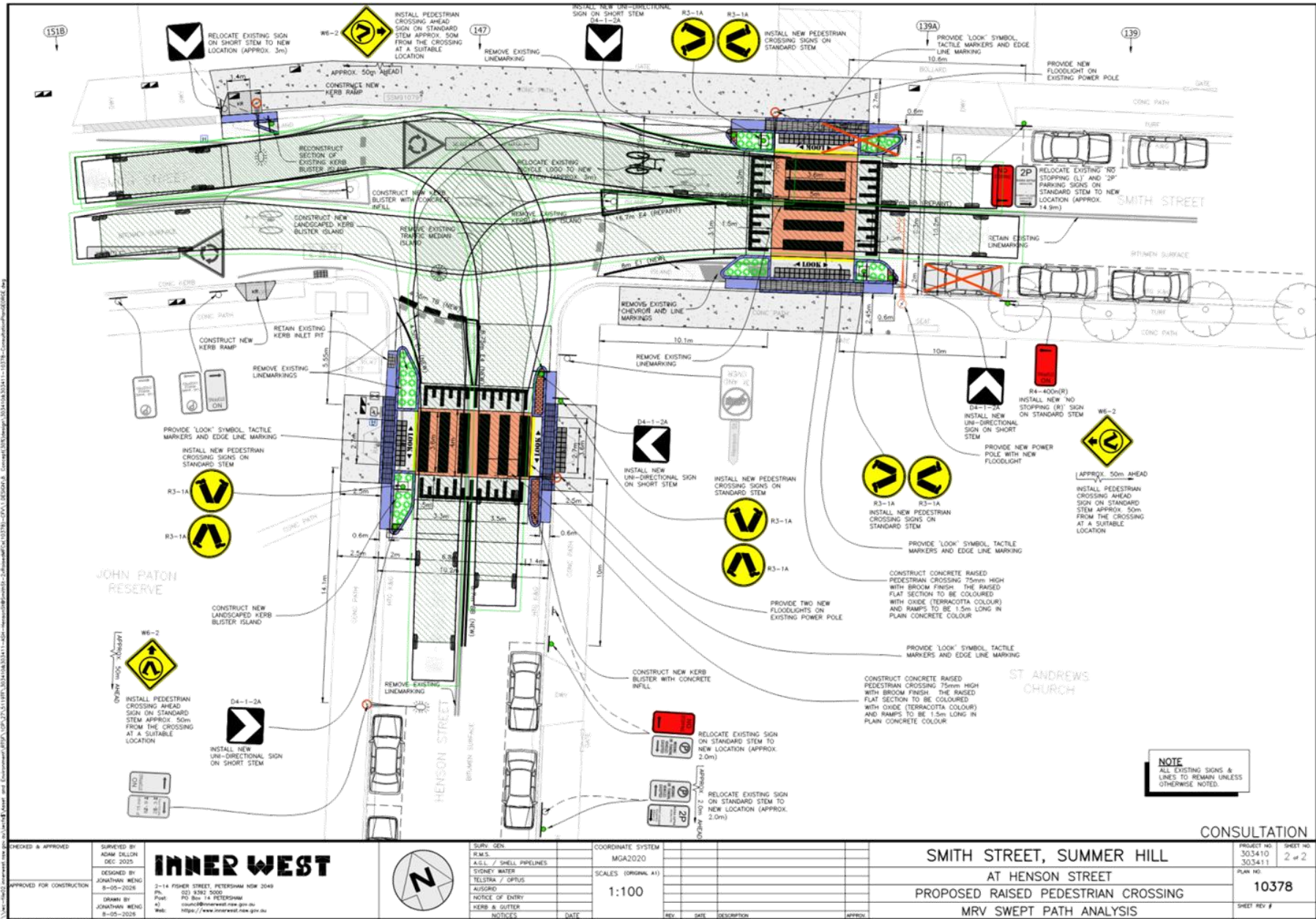
- 1. [↓](#) Consultation Plan (10378)
- 2. [↓](#) Swept Path Diagrams





CHECKED & APPROVED DESIGNED BY APPROVED FOR CONSTRUCTION		SURVY GEN R.M.S. L.A.S.L. / SHEL PIPELINES SYDNEY WATER TELSTRA / OPTUS AUSGRID NOTICE OF ENTRY KERB & GUTTER NOTICES		COORDINATE SYSTEM MGA2020 SCALES (ORIGNAL A1) 1:100		PROJECT NO SHEET NO PLAN NO 10378 SHEET REV #	
SURVIVED BY DEC 2025 DESIGNED BY 8-05-2026 DRAWN BY 8-05-2026		3-14 FISHER STREET, PETERSHAM NSW 2049 Ph. 021 4391 5000 PO Box 14, PETERSHAM 4) council@innerwest.nsw.gov.au Web: https://www.innerwest.nsw.gov.au		SMITH STREET, SUMMER HILL AT HENSON STREET PROPOSED RAISED PEDESTRIAN CROSSING B85 SWEEP PATH ANALYSIS		PROJECT NO SHEET NO PLAN NO 10378 SHEET REV #	

Plotted by: (JONATHAN WENG), Plotted on: (May 20, 2026)



CHECKED & APPROVED DESIGNED BY APPROVED FOR CONSTRUCTION		SURV. GEN. R.M.S. L.A.S.L. / S.H.E.L.L. PIPELINES SYDNEY WATER TELSTRA / OPTUS AUSGRID NOTICE OF ENTRY KERB & GUTTER NOTICES		COORDINATE SYSTEM MGA2020 SCALES (ORIGNAL A1) 1:100		PROJECT NO. SHEET NO. PLAN NO. 10378 SHEET REV #	
SURVIVED BY DEC 2025 DESIGNED BY 8-05-2026 DRAWN BY 8-05-2026		2-14 FISHER STREET, PETERSHAM NSW 2049 Ph: 021 4391 5000 PO Box 14 PETERSHAM NSW 1585 Email: enquiries@innerwest.nsw.gov.au Web: http://www.innerwest.nsw.gov.au		SMITH STREET, SUMMER HILL AT HENSON STREET PROPOSED RAISED PEDESTRIAN CROSSING MRV SWEEP PATH ANALYSIS		CONSULTATION PROJECT NO. 3034110 SHEET NO. 3034111 PLAN NO. 10378 SHEET REV #	

Plotted by: (JONATHAN WENG), Plotted on: (May 20, 2026)

Item No: LTF0626(1) Item 4
Subject: NORTON STREET, LEICHHARDT - TEMPORARY ROAD CLOSURE - ITALIAN FESTA (GULGADYA-LEICHHARDT WARD/BALMAIN ELECTORATE/LEICHHARDT PAC)
Prepared By: Amir Falamarzi - Traffic Engineer
Authorised By: Jason Scoufis - Acting Traffic and Transport Planning Manager

RECOMMENDATION

That that the road closure application for the ‘Norton Street Italian Festa 2026’ on Sunday, 25 October 2026 be approved subject to the following conditions:

1. The road closures be restricted to occur on Sunday, 25 October 2026 at the following locations in Leichhardt between 3:00am and 9:00pm:
 - a) Norton Street between William Street and Marion Street
 - b) Allen Street between Derbyshire Road and Norton Street
 - c) Arthur Street between Short Street and Allen Street
 - d) Short Street between Derbyshire Road and Norton Street
 - e) Wetherill Street between Derbyshire Road and Norton Street

2. The road closures be restricted to occur on Sunday, 25 October 2026 at the following locations in Leichhardt between 6:00am and 9:00pm:
 - a) Allen Street between James Street and Norton Street
 - b) Macauley Street between Cromwell Street and Norton Street
 - c) Carlisle Street between Cromwell Street and Norton Street
 - d) Marlborough Street between Cromwell Street and Norton Street
 - e) Lou Street between Marion Street and Allen Street
 - f) Derbyshire Road at William Street

3. Approval from Transport for NSW for the TMP and TGS and to install a ‘Special Event Clearway’ restriction in Norton Street be obtained prior to the event;

4. Wetherill Street (Norton Street to Balmain Road) and Macauley Street (Cromwell Street to Norton Street) function as two-way roads when Norton Street is closed to provide access for residents etc.;

5. In case of an emergency, vehicle access entry/exit point will be available at Allen Street, Macauley Street, Carlisle Street and Marlborough Street

6. Approval to conduct a public assembly be obtained from the NSW Police prior to the event. A copy of the NSW Police approval must be forwarded to Council’s Traffic Section prior to the event;

7. All affected residents and businesses, including the NSW Police Local Area Commander, Fire and Rescue NSW, NSW Ambulance Services and Transit Systems (Leichhardt Bus Depot) be notified in writing, by the organiser, of the proposed temporary road closure at least 2 weeks in advance of the closure with the applicant making reasonable provision for stakeholders; and

8. Temporary ‘Bus Zones’ be installed to accommodate two buses on both sides of William Street between Norton Street and James Street.

STRATEGIC DIRECTION

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

- 2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

Annual Italian Festa is recurring a family and community event that will be held on 25 October 2026 on Norton Street between Marion Street and William Street and surrounding streets.

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

BACKGROUND

The 35th Annual Italian Festa is planned to be held on Norton Street, Leichhardt on 25 October 2026. It is expected that up to 140,000 visitors will join the event. Italian Festa is a special family and community day that starts at 10am and ends at 5pm.

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

DISCUSSION

Traffic Management

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

Table 1: Streets with road closure during the event

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

Other Arrangements

- Macauley Street from Norton Street to Cromwell Street and Wetherill Street from Norton Street to Balmain Road are to function as temporary two-way roads to provide access for residents.
- There will be various entry and exit routes based purely on the location of the relevant stall/holder, these will be communicated with the occupant prior to arrival.
- In case of an emergency, vehicle access entry/exit point will be available at Allen Street, Macauley Street, Carlisle Street and Marlborough Street.

- Public Parking shall be in located local streets and carparks in and around the event site such as Marion Street Carpark, Renwick Street Carpark, Secure Parking - 99 Norton Street Carpark and Secure Parking - Italian Forum Car Park.

Public Transport

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

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

There are various alternative services available:

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

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

Resident and Local Business Access

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

Hostile Vehicle Mitigation

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

Public Consultation

All affected businesses, residents and other occupants will be notified of the road closures, activities, parking changes and changes to public transport arrangements. The notification will be distributed at least two weeks prior to the commencement of the event.

The proposed temporary full road closures will be advertised on Council’s website in accordance with the *Roads Act* 1993 for a period of 28 days from 11 August 2026 to 8 September 2026.

FINANCIAL IMPLICATIONS

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

ATTACHMENTS

1. [↓](#) Norton Street Italian Festa Traffic Management Plan

TRAFFIC MANAGEMENT PLAN

Version 1

Prepared By: **Pedr Danks**
Managing Director

SafeWork NSW Certified Planner No: **TCT0057732**
Dip. Sec & Risk Mgmt, Dip. WHS,
Dip. Management, Cert IV Training
POPE - Safety Officer (VIC)
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Occupational First Aid Skill Set
Provide Pain Management

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NORTON STREET FESTA

25th OCTOBER 2026
Norton Street, Leichardt



TRAFFIC MANAGEMENT PLAN
 NORTON STREET FESTA 26 v1
 Traffic Plan Professionals
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Item 4

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Attachment 1

TRAFFIC MANAGEMENT PLAN

NORTON STREET FESTA 26 v1

Traffic Plan Professionals

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Item 4



Attachment 1

TRAFFIC MANAGEMENT PLAN
NORTON STREET FESTA 26 v1
 Traffic Plan Professionals
 Page 4 of 30

1 DOCUMENT AUTHOR

Prepared By	Pedr Danks, Managing Director. Traffic Plan Professionals Pty Ltd		
Signature	 		
Date	21 st March 2026		

2 DOCUMENT HISTORY

Reviewed By	Version	Date	Comments
Zacc French	1.0	21.03.2026	Original document creation

3 DISTRIBUTION

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6 TERMS AND DEFINITIONS

Terms	Definitions
ADT	Average Daily Traffic
AS/NZS	Australian Standards/New Zealand Standards
LGA	Local Government Area
PAC	Police Area Command
PAX	Persons Amount X
PWZTMP	Prepare a Work Zone Traffic Management Plan
TfNSW	Transport for NSW
TGS	Traffic Guidance Scheme
TMP	Traffic Management Plan
VMS	Variable Message Sign

7 EXECUTIVE SUMMARY

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

On the last Sunday in October more than 140,000 visitors are expected to fill Norton Street in Leichardt, the heart of Sydney’s ‘Little Italy’, for Italian food and entertainment, and enjoy being Italian for a day at the 35th annual Norton Street Italian Festa.

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

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



8 SCOPE

This plan outlines the traffic management & transport arrangements for the proposed event, following consultation and assessments conducted with the relevant stakeholders identified in this document.

It includes provisions for the safe movement of vehicles and pedestrian traffic, protection of workers from passing vehicles, and the design, installation, and removal of temporary detours as required. The plan also covers the deployment of traffic controllers, installation of temporary advance warning signs, and use of safety barriers.

Road closures will be minimised to maintain normal traffic flow where possible, with various traffic control devices and measures implemented to support the associated Traffic Control Plans.

This document should be read in conjunction with the following:

#	Document	Version
1	TfNSW Guide to Transport & Management for Special Events	4.0
2	TfNSW Traffic Control at Worksites Manual	6.1
3	AS/NZS	2890.6-2009.
4	Local Government Act 1993	No 30
5	Roads Act 1993	No 33
6	Australian Standard	1742
7	The Use of Variable Message Sign (VMS) TfNSW Policy	10.408
8	Risk Management - Guidelines	ISO31000:2018
9	Safework Australia – Traffic Management: Guide for events	April 2021
10	Safework Information Sheet – Traffic Management	April 2021

9 OBJECTIVES

The primary objectives of this Traffic Management Plan are to:

- 1. Ensure Safety**
 Protect the safety of employees, contractors, the public, TfNSW personnel, pedestrians, cyclists, and motorists at all times.
- 2. Minimise Traffic Delays**
 Implement measures to keep traffic disruption and delays to an absolute minimum during the works.
- 3. Maintain Property Access**
 Ensure satisfactory access to adjoining properties is maintained wherever practicable.



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4. **Reduce Business Disruption**
 Minimise the impact of works on local businesses and commercial activity.
5. **Manage Works Near Sensitive Road Infrastructure**
 For works conducted near speed cameras, traffic signals, traffic counters, or similar infrastructure:
 - a. Notify the TfNSW Representative prior to commencement.
 - b. Obtain required approvals and licences as necessary, including but not limited to:
 - o Road Occupancy Licence (ROL)
 - o Direction to Restrict (DTR) for speed limit sign authorisation
 - o Traffic Signal approvals
6. **Protect the Environment**
 Minimise disturbance to the natural and built environment in accordance with applicable environmental controls.
7. **Comply with Standards and Legislation**
 Ensure all traffic management practices meet the requirements of the *TfNSW Traffic Control at Worksites Manual*, relevant Australian Standards, and any other legislative obligations.

10 MANAGEMENT OF THE TMP

Traffic Plan Professionals Pty Ltd will be responsible for preparing and providing the Traffic Management and Control Plans for this event, we will also assist with staffing of key transport locations.

All traffic control work must be carried out by personnel accredited by WorkCover NSW, as required by Council, Transport for NSW (TfNSW) or other consenting authorities.

11 IMPLEMENTATION

Traffic management at work and/or event sites will be implemented in accordance with the TfNSW Traffic Control at Work Sites Manual with necessary modifications to suit site-specific conditions.

The responsibility for implementing these plans lies with the event organiser, and all work must be undertaken by WorkCover NSW accredited personnel when done on a public road network. Installation of any fencing/barriers will be managed by the event site team/crew.



12 PLANNING STRATEGIES

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

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

13 EVENT DETAILS

Event Name	NORTON STREET FESTA
Event Dates & Times	25 th October 2026 10:00 – 17:00hrs
Bump In Dates/Times	25 th October 2026 03:00 – 09:59hrs
Bump Out Date/Time	25 th October 2026 17:01 – 21:00hrs
Venue(s)	Norton Street (between Marion & William Streets)
Pax/Capacity	180,000 (anticipated) throughout the day
RMS Class	2

14 TRAFFIC MANAGEMENT

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

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



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14.1 TRAFFIC GUIDANCE SCHEMES

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



14.2 ROAD CLOSURES

03:00 – 21:00hrs

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

06:00 – 21:00hrs

- Allen Street (between James St & Norton St)
- Macauley Street (between Cromwell St & Norton St)



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

14.3 DELIVERIES

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

Entry: Marlborough Street & Macauley St

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



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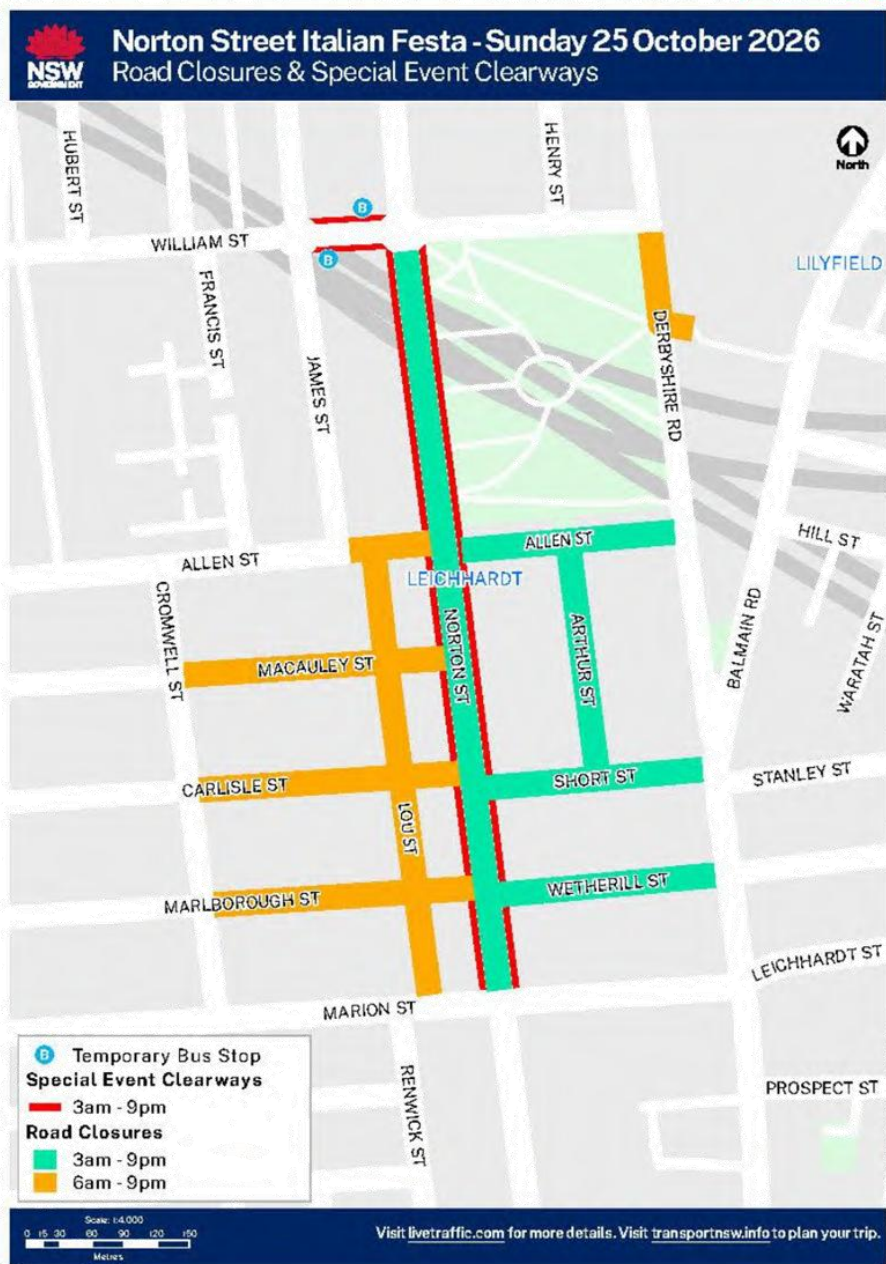
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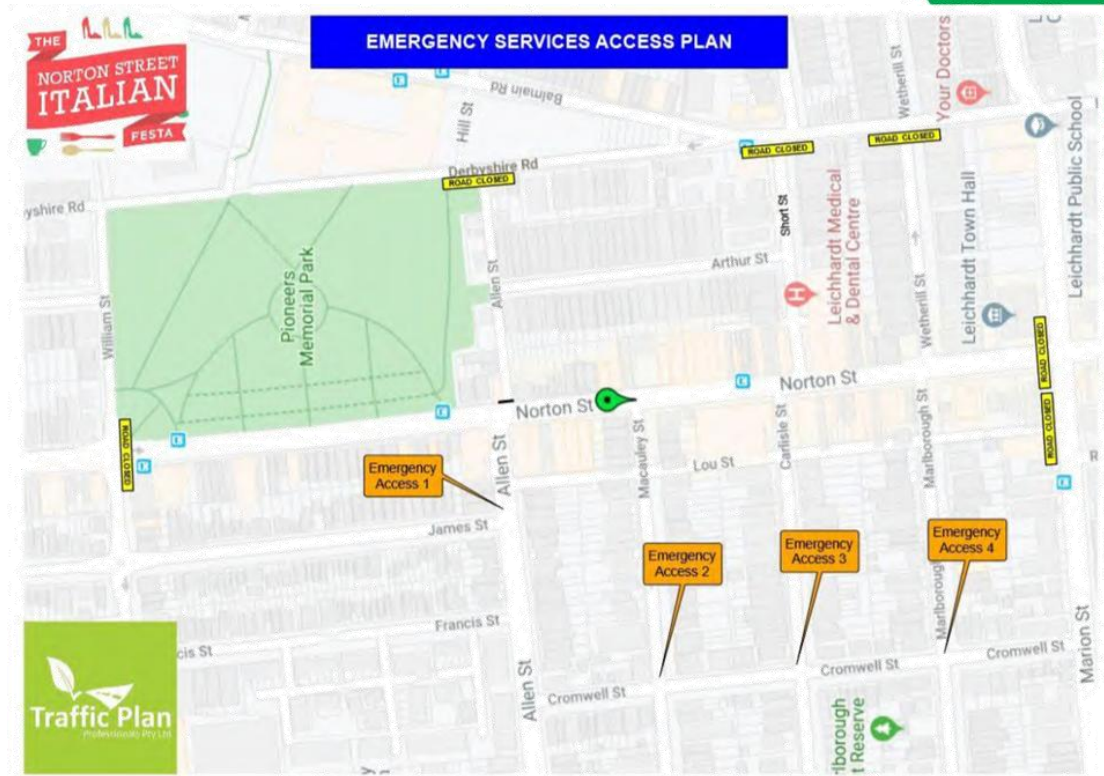
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14.5 VEHICLE EMERGENCY ACCESS

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

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



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14.6 CONDITIONS WHEN DRIVING ON CLOSED ROADS

Driving on Closed Roads

While roads are closed for the purpose of the event, drivers will be briefed by the Event Organiser or Person Conducting a Business or Undertaking (PCBU) to ensure they understand their obligations under the [Work Health and Safety Act 2011 \(WHS Act 2011\)](#) to, so far as is reasonably practicable, ensure the health and safety of workers, and to ensure, so far as is reasonably practicable, that the health and safety of others (such as pedestrians, event participants and/ or other road users) is not put at risk from work carried out as part of the business or undertaking. Examples of this could include, but are not limited to, observing posted speed limits, and driving in the usual direction of travel unless impracticable, having flashing lights illuminated, stopping at red light signals or other measures relevant to the event site and conditions.

The event organiser/PCBU will endeavour to communicate, as part of their event briefing and induction, the obligations of the worker when driving on closed roads in accordance with the WHS Act 2011. In addition, the Road Occupancy Licence will refer to the WHS Act 2011, and vehicle access passes (VAPs) shall detail the expectations on driver behaviours when driving on closed roads for the event as determined by the event organiser/PCBU.

14.7 VEHICLE ACCESS PERMITS

To ensure a smooth implementation of the Special Event Clearway we will issue VAP's to all vehicles permitted to remain onsite during bump in.

Vehicle Access Permit (VAP)

EVENT:		PERMIT NO:
VALID DATE:		
DRIVER NAME:		
MOBILE #:		
VEHICLE REGO:		
COMPANY:		
APPROVED BY:		

SAMPLE ONLY

Conditions of Entry:

- The permit must be displayed clearly on the dashboard at all times.
- Vehicle movements must be escorted where required by event/site management.
- Maximum speed within controlled areas: 10 km/h (unless otherwise directed).
- Hazard lights must remain on while moving within pedestrian zones.
- No vehicle may remain in pedestrian or exclusion zones longer than necessary to load/unload.
- Drivers must comply with all directions from Traffic Controllers, Security, or Site Management.
- **Please ensure you read the back of this permit.**
- **This permit is non-transferable and may be revoked at any time.**

Display Instruction:

This Vehicle Access Permit must be displayed on the driver's side of the dashboard while on site.



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14.8 PUBLIC TRANSPORT

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

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

There are various services available:

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

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



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



14.9 PUBLIC PARKING

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

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

14.10 TAXI ZONE(S)

No additional Taxi Zones are proposed for this event.



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14.11 PUBLIC DROP OFF ZONE(S)

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

14.12 ACCESSIBLE PARKING

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

14.13 RESIDENT & LOCAL BUSINESS ACCESS

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

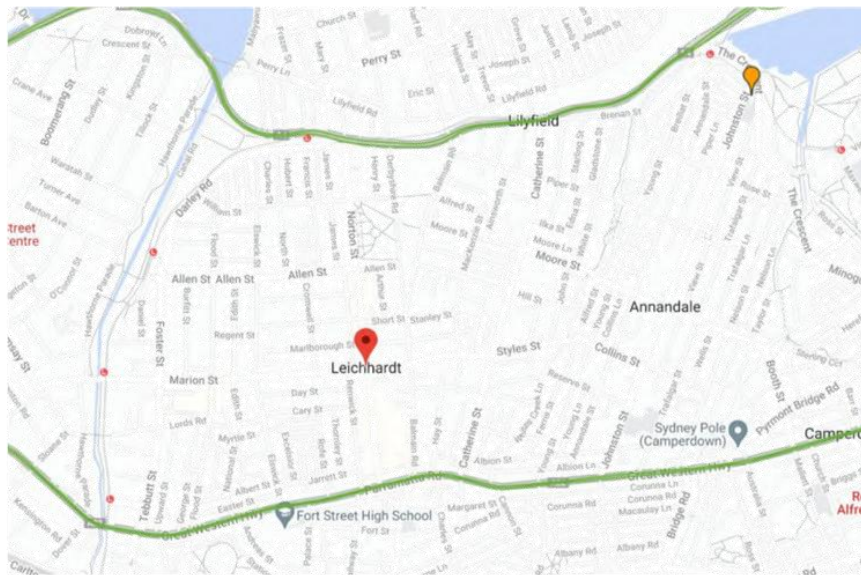
14.14 TARGET HARDENING

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

14.15 HEAVY VEHICLE IMPACTS

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

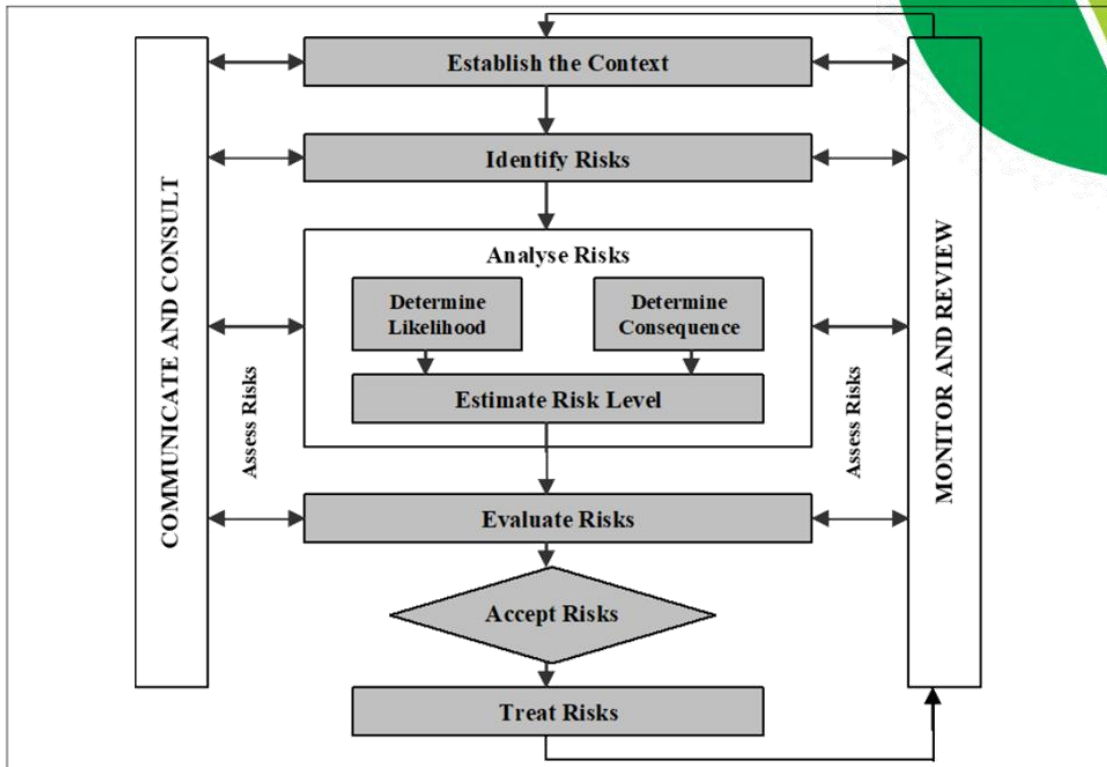
<https://roads-waterways.transport.nsw.gov.au/business-industry/heavy-vehicles/maps/restricted-access-vehicles-map/map/index.html>



15 RISK MANAGEMENT

15.1 RISK MANAGEMENT PROCESS

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



15.2 RISK TOLERANCE

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

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



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15.3 RISK ASSESSMENT TOOL

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

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

15.4 RISK SCORE EVALUATION

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



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15.5 RISK TREATMENTS

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

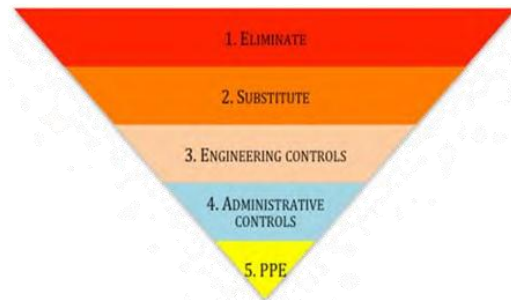
The Hierarchy of Hazard Controls is recommended as the best-practice approach to addressing the source of real/safety risks and thus eliminating or minimising such risks. When a hazard is identified it shall be:

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

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

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

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



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

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



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15.6 RISK ASSESSMENT PLAN (RISK REGISTER)

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

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



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



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10	Sun Glare	Injury to person Delay Vehicle Collision	5	3	H	Traffic Controllers to be mindful of poor vision during Sung glare at specific times of day. Signage to be installed at a great distance if glare becomes issue. Consider use of ute with flashing Arrow board & beacons to highlight closure/workers. Workers to be reminded of increased stopping distances.	5	1	M	Traffic Control First Aid Event Organiser
HEALTH RISKS										
11	Medical Emergency	Death Injury to person Financial Delay Reputation damage	4	3	H	Emergency access routes are always planned and kept clear. Communications to ensure all parties are abreast. Emergency services to be contacted on 000. Dedicated Emergency Services route with a clear path for fast access, traffic controllers/security are handling access points.	3	1	L	Medical Manager Event Organiser Traffic Control
12	Staff Fatigue	Injury to person Delay	4	2	M	TPP Fatigue Management Plan implemented. Team leader(s) is to monitor staff and ensure fatigued staff is replaced. The rostering manager to ensure rosters are compliant with FMP.	2	2	L	Roster Manager Team leader Traffic Control
SITE RISKS										
13	Slip/Trip/Falls	Injury to person	3	2	M	Site inspection to identify hazards & remove/treat same in the immediate work area. Good housekeeping. Production to be advised of any spills/potential slip hazards that may exist.	2	2	L	Cleaners Event Organiser First Aid Traffic Control
14	Terrorism	Death Long Term Injury Financial Reputation	3	5	H	HVMP implemented. UP Police onsite during event. TC's at key entry points controlling access.	3	2	M	Police Traffic Control



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MISCELLANEOUS										
15	Communication Failure	Delay to event Financial Reputation	3	2	M	Monitor/report any issues with radios. Radio check on commencement of shift. Contract only reliable radio supplier with proven record. Backup radios to replace any faulty radios.	3	1	L	Telecommunications Provider Two Way Radio Provider Event Organiser Emergency Services

16 CONSULTATION & CONTACT LIST

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

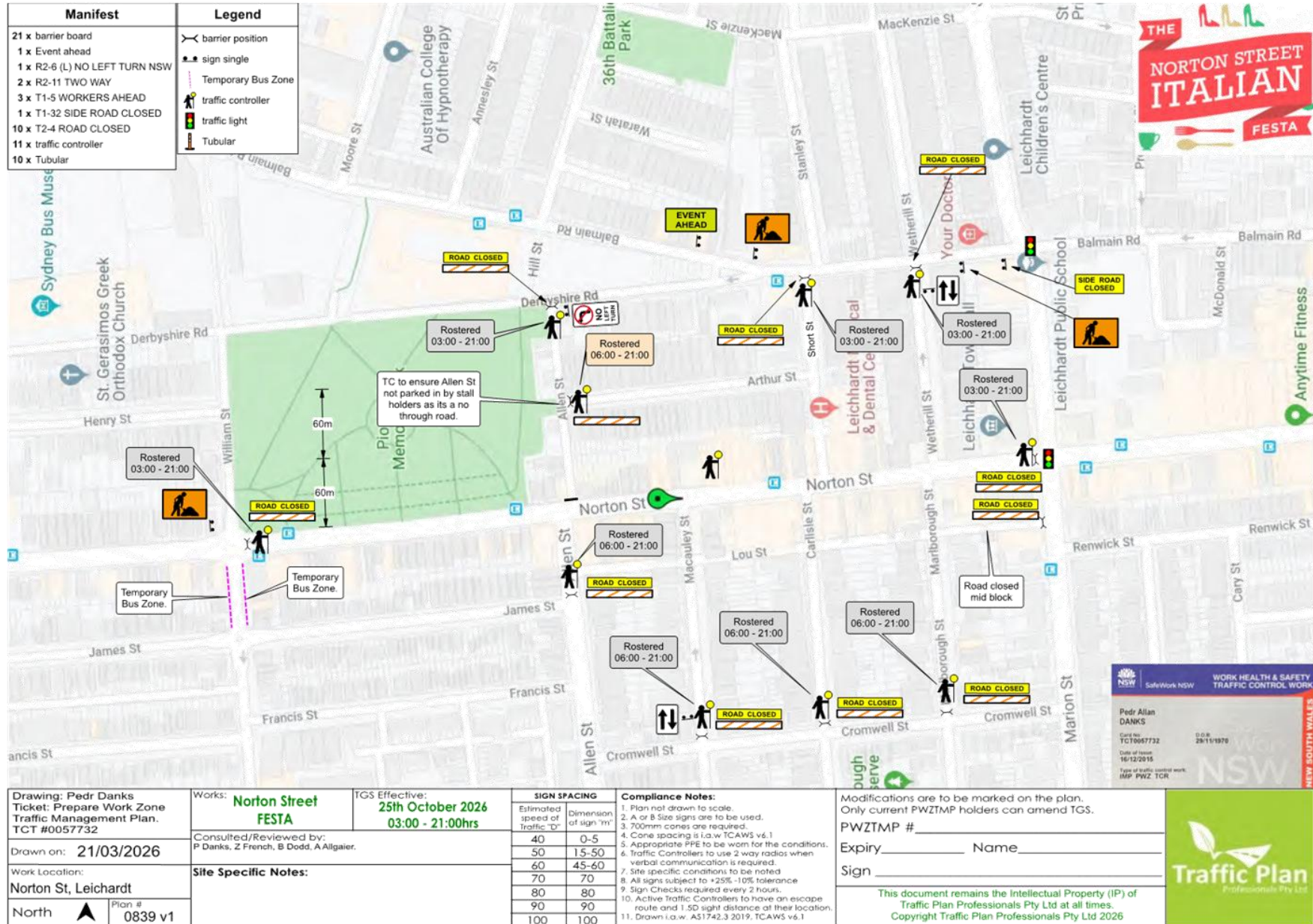
NAME	ORGANISATION
Pedr Danks	Traffic Plan Professionals Pty Ltd
Drew Ferguson-Tait	Traffic Plan Professionals Pty Ltd
Zacchary French	Traffic Plan Professionals Pty Ltd
Phil Smith	Traffic Plan Professionals Pty Ltd
Nigel Ng	Advance Audio
Adam Allgaier	Advance Audio
Michael Daly	Inner West Council
Koo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

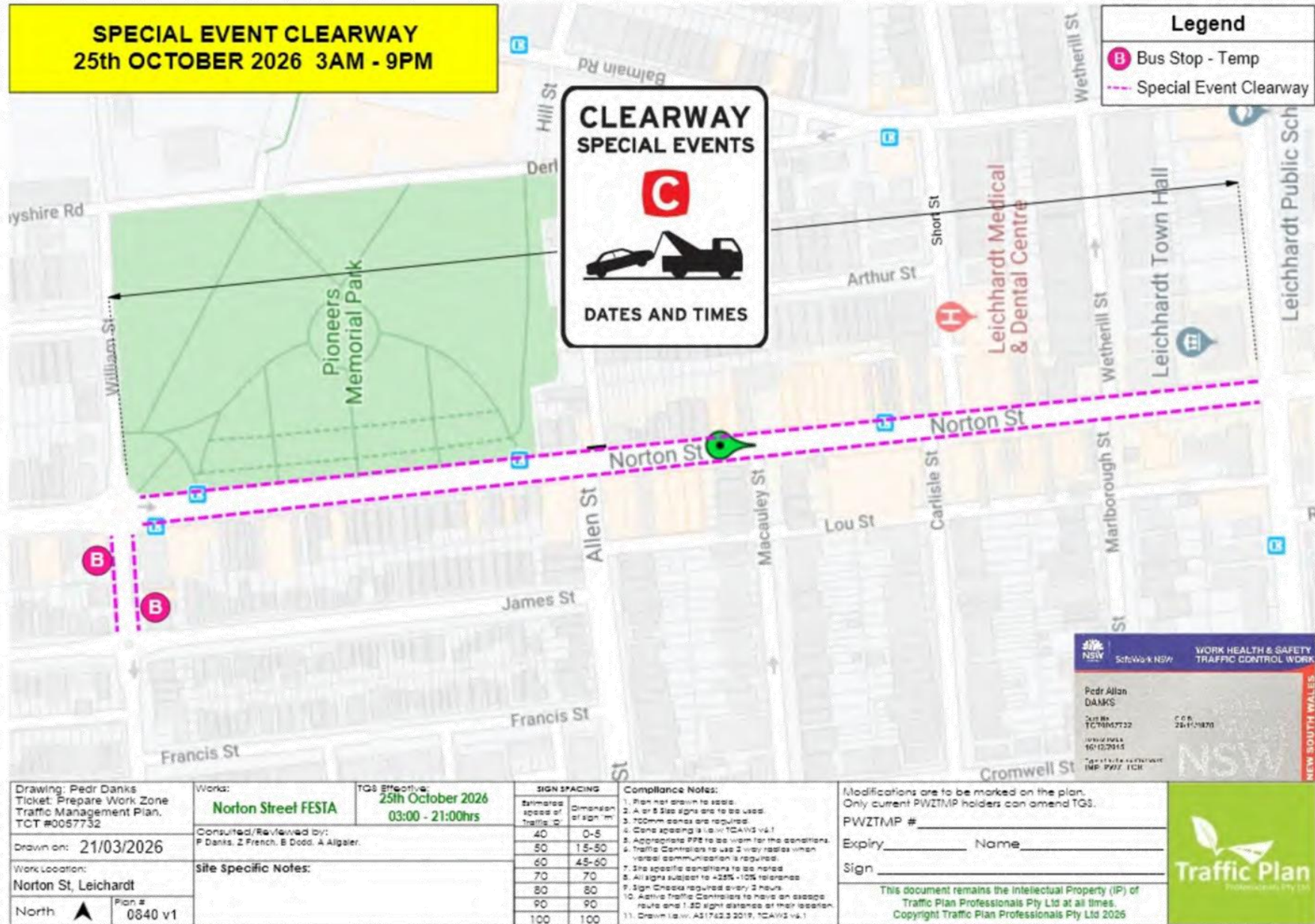
17 APPENDIX

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

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







BUS ZONE - INSTALL MORNING OF EVENT

Manifest

2 x R5-20 (L) BUS ZONE LEFT
2 x R5-20 (R) BUS ZONE RIGHT
28 x Tubular

Legend

Tubular

James St

William St

James St

William St

James St

Norton St

William St

James St

Norton St

Manifest

2 x R5-20 (L) BUS ZONE LEFT
2 x R5-20 (R) BUS ZONE RIGHT
28 x Tubular

Legend

Tubular

WORK HEALTH & SAFETY TRAFFIC CONTROL WORK

Pedr Allan DANKS
Card No: TCT0057732
DOB: 29/11/1970
Date of Issue: 16/12/2015
Type of traffic control work: IMP-PWZ-TCR

Works: Norton Street FESTA

TGS Effective: 25th October 2026 03:00 - 21:00hrs

SIGN SPACING	
Estimated speed of traffic 'D'	Dimension of sign 'm'
40	0-5
50	15-50
60	45-60
70	70
80	80
90	90
100	100

Compliance Notes:

1. Plan not drawn to scale.
2. A or B Size signs are to be used.
3. 700mm cones are required.
4. Cone spacing is i.a.w TCAWS v6.1
5. Appropriate PPE to be worn for the conditions.
6. Traffic Controllers to use 2 way radios when verbal communication is required.
7. Site specific conditions to be noted
8. All signs subject to +25%-10% tolerance
9. Sign Checks required every 2 hours.
10. Active Traffic Controllers to have an escape route and 1.5D sight distance at their location.
11. Drawn i.a.w. AS1742.3 2019, TCAWS v6.1

Modifications are to be marked on the plan. Only current PWZTMP holders can amend TGS.

PWZTMP # _____

Expiry _____ Name _____

Sign _____

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Drawing: Pedr Danks

Ticket: Prepare Work Zone Traffic Management Plan. TCT #0057732

Drawn on: 21/03/2026

Work Location: Norton St, Leichardt

North Plan # 0842 v1

Consulted/Reviewed by: P Danks, Z French, B Dodd, A Allgaier.

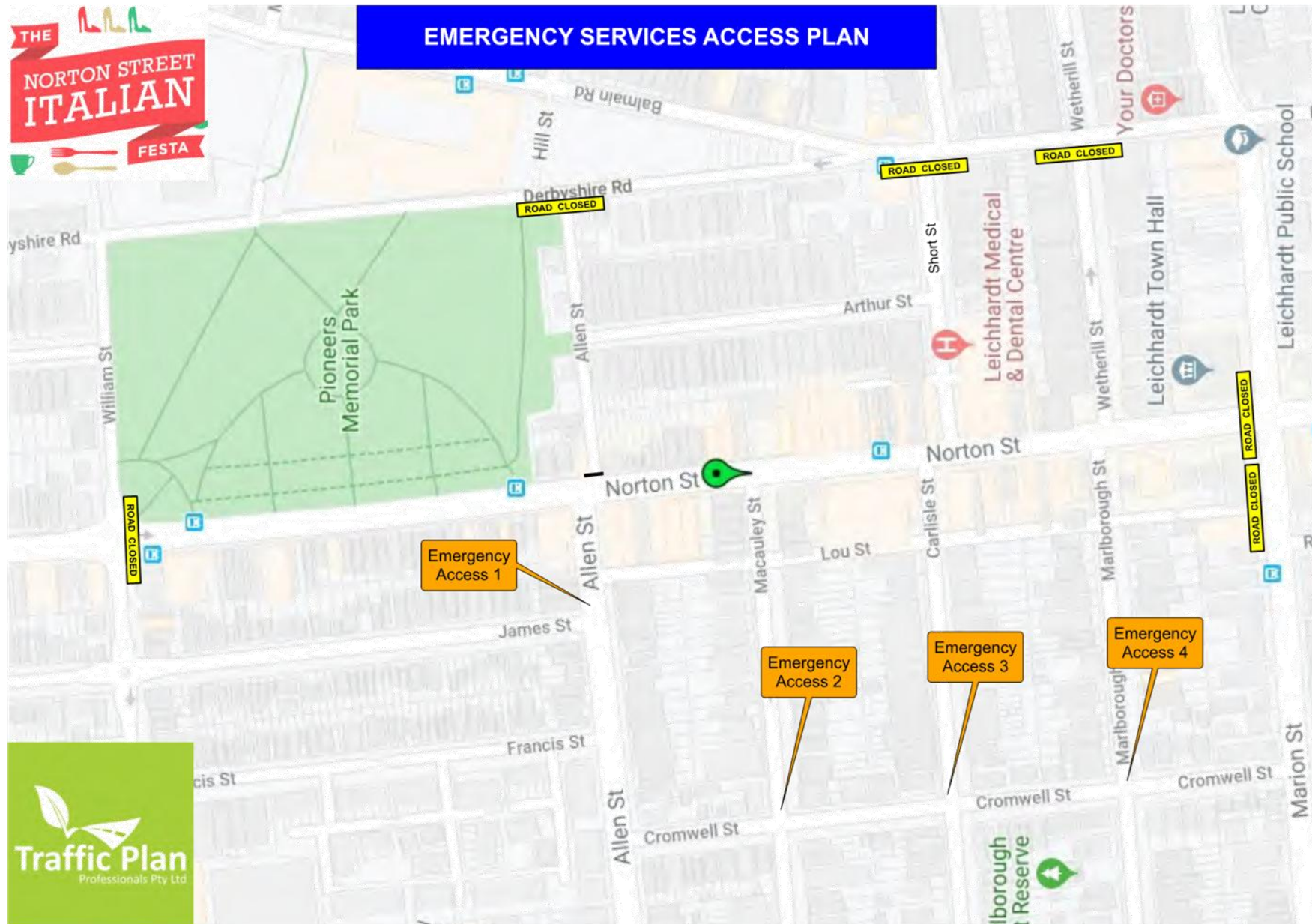
Site Specific Notes:

Works: Norton Street FESTA

TGS Effective: 25th October 2026 03:00 - 21:00hrs

Compliance Notes:

1. Plan not drawn to scale.
2. A or B Size signs are to be used.
3. 700mm cones are required.
4. Cone spacing is i.a.w TCAWS v6.1
5. Appropriate PPE to be worn for the conditions.
6. Traffic Controllers to use 2 way radios when verbal communication is required.
7. Site specific conditions to be noted
8. All signs subject to +25%-10% tolerance
9. Sign Checks required every 2 hours.
10. Active Traffic Controllers to have an escape route and 1.5D sight distance at their location.
11. Drawn i.a.w. AS1742.3 2019, TCAWS v6.1





Item 4

Attachment 1

Item No: LTF0626(1) Item 5
Subject: UNWINS BRIDGE ROAD AT HILLCREST STREET, TEMPE - SAFETY REVIEW OF RAISED PEDESTRIAN CROSSING (MIDJUBURI - MARRICKVILLE WARD / HEFFRON ELECTORATE / INNER WEST PAC)
Prepared By: Jackie Ng - Traffic Engineer
Authorised By: Jason Scoufis - Acting Traffic and Transport Planning Manager

RECOMMENDATION

1. That a proposed raised pedestrian crossing with integrated kerbs on Unwins Bridge Road at Hillcrest Street, Tempe be approved in principle.
2. That a proposed raised pedestrian crossing with integrated kerbs on Unwins Bridge Road at Hillcrest Street, Tempe be included for consideration in Council's Traffic Facilities Capital Works Program.
3. That a detailed design for the proposed raised pedestrian crossing with integrated kerbs on Unwins Bridge Road at Hillcrest Street, Tempe be brought back to the Local Transport Forum for consideration, including the results of community engagement.

STRATEGIC DIRECTION

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

- 2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

This report investigates the Council resolution to undertake a safety review at the intersection of Unwins Bridge Road and Hillcrest Street, Tempe to improve safety at the existing raised pedestrian crossing.

Concerns have been raised regarding the safety of the crossing, specifically in regard to near misses between pedestrians and motorists.

Council has assessed traffic data and conducted site observations, finding that narrow footpaths and visibility at the location are the main cause of near misses.

Based on the investigation, it is recommended that the existing raised pedestrian crossing be relocated and constructed with integrated kerbs to improve visibility and safety for all road users.

BACKGROUND

At the Council meeting held on 17 February 2026, Council resolved the following in part, C0226(1) Item 37:

2. *That Council undertakes a safety review of the intersection with a view to making improvements to make the intersection safer for pedestrians and cyclists, including but not limited to upgrading the crossing to a wombat crossing, renewing line marking, improving signage, advocating for a road crossing supervisor, or other traffic mitigation measures.*

Since then, Council officers have collected traffic data and conducted site observations to investigate treatments to improve pedestrian and motorist safety.

DISCUSSION

Unwins Bridge Road is a regional road that connects pedestrians and motorists to Tempe, Sydenham and St Peters. The existing raised pedestrian crossing at the intersection of Unwins Bridge Road and Hillcrest Street, Tempe experiences significant pedestrian and vehicle movement, particularly at peak periods due to the proximity of schools, childcare centres and train stations.

It should be noted that the existing pedestrian crossing was installed at a lower height to address concerns raised regarding noise generation. Council also installed edge linemarking on the approaches to the crossing in 2023 to a larger separation between vehicles and the kerb thus providing drivers with more reaction time to when a pedestrian steps out onto the crossing. The lines were intended to guide vehicles away from the kerb and closer to the centre of the road.

Council has subsequently collected traffic data at the northbound and southbound approaches to the raised pedestrian crossing to determine if speeds were a factor in the near misses occurring at the location. Peak periods were determined to be the time when pedestrian movements were highest at the crossing.

A summary of the data collected is shown in the tables below.

Unwins Bridge Road, Tempe – Weekday Pedestrian Count April 2026		
Count Type	AM Peak (8AM)	PM Peak (3PM)
Pedestrian	116	52

Table 1 – Unwins Bridge Road, Tempe – Weekday Pedestrian Count

Unwins Bridge Road, Tempe – Northbound Approach April/May 2026			
Count Type	Weekday AM Peak (8AM)	Weekday PM Peak (3PM)	7-Day Average
Traffic Volume	748 veh/hr	371 veh/hr	7657 veh/day
85 th Percentile Speed	31.5 km/hr	36.8 km/hr	41.3 km/hr

Table 2 – Unwins Bridge Road, Tempe – Northbound Approach Traffic Count

Unwins Bridge Road, Tempe – Southbound Approach April/May 2026			
Count Type	Weekday AM Peak (8AM)	Weekday PM Peak (3PM)	7-Day Average
Traffic Volume	332 veh/hr	593 veh/hr	7248 veh/day
85 th Percentile Speed	33.0 km/hr	33.5 km/hr	42.4 km/hr

Table 3 – Unwins Bridge Road, Tempe – Southbound Approach Traffic Count

Based on the data collected, it is found that the 85th percentile speed captured at the location during the peak AM and PM periods were well below the posted speed limit (40km/h School Zone) indicating that speeding is generally not a factor in reference to near misses.

Observations made by Council officers onsite further reinforce that vehicle speeds are not a factor in the safety of pedestrians at the crossing. It was observed that vehicles generally

approach the crossing at a lower speed when pedestrians are nearby in anticipation that they might use the crossing.

It was found that issues related to near misses were generally due to poor visibility and narrow footpaths. The location of the crossing has several existing constraints including the high fence at No.2 Hillcrest Street which obscures the view of pedestrians approaching the crossing from Hillcrest Street, and the power pole on the southbound approach obscuring the view of pedestrians on the footpath. The power pole also reduces the effective width of the footpath from 2.0m to approximately 1.5m which is in close proximity to the crossing.

Finally, the lack of a full width pedestrian ramp and narrow transition from the footpath onto the crossing makes it difficult for drivers to judge if a pedestrian is going to cross the road due to the small buffer between the footpath and travel lanes.

Therefore, it is recommended that the existing raised pedestrian crossing be relocated slightly north and installed with integrated kerbs to improve visibility, provide more reaction time, shorten crossing distances and reduce confusion between pedestrians and motorists.

Council officers have examined alternative locations for the proposed raised pedestrian crossing to determine if it was safer and more cost effective. However, those locations lack the existing infrastructure such as lighting and stormwater pits, may require removal of trees, and may experience higher levels of overflow on the crossing during adverse weather conditions.

A concept design for the proposal is shown in *Attachment 1* depicting the preferred location of installation. The proposal will not result in any loss of parking spaces as it is within an existing 'No Stopping' zone. Consultation of the proposal will need to be undertaken as part of the detailed design stage.

CRASH HISTORY

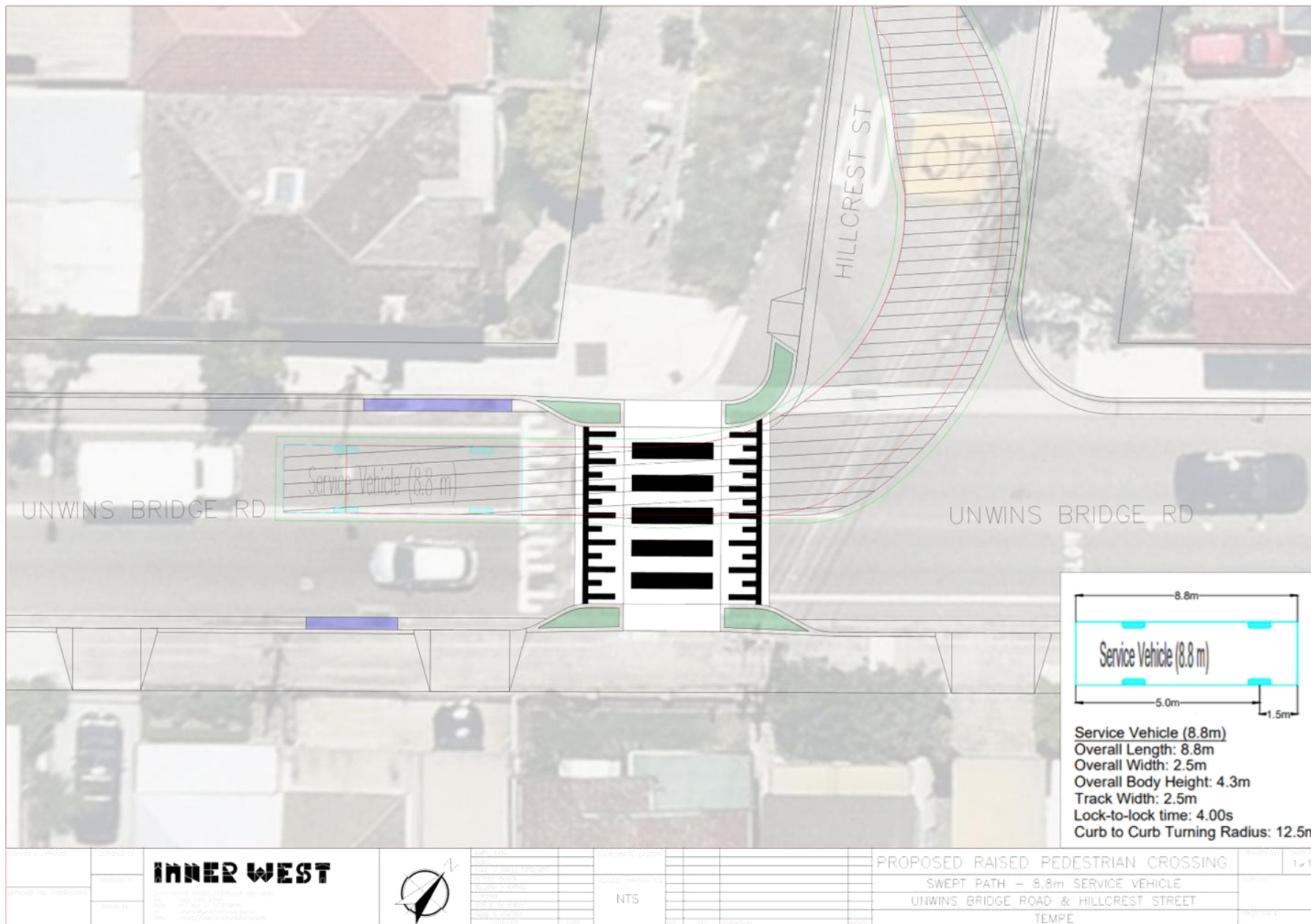
There have been no recorded crashes at the location between 2020-2024.

FINANCIAL IMPLICATIONS

The cost of the work is initially estimated at \$140,000 and the project will need to be included in Council's Traffic Facilities Capital Works Program for funding in a future financial year. A final cost estimate will be prepared during the detailed design stage.

ATTACHMENTS

- 1. [↓](#) Unwins Bridge Road, Tempe - Concept Design
- 2. [↓](#) Unwins Bridge Road, Tempe - Swept Path



Item No: LTF0626(1) Item 6
Subject: EATON STREET AT GLADSTONE STREET, BALMAIN - PROPOSED RAISED PEDESTRIAN CROSSING, KERB EXTENSION AND LANDSCAPED KERB BLISTER ISLANDS (BALUDARRI - BALMAIN WARD/ BALMAIN ELECTORATE/ LEICHHARDT PAC)
Prepared By: Nathan Nguyen - Graduate Traffic Engineer
Authorised By: Jason Scoufis - Acting Traffic and Transport Planning Manager

RECOMMENDATION

That the attached design plan (No. 10387) for the proposed Raised Pedestrian Crossing, kerb extension and landscaped kerb blister islands in Eaton Street at Gladstone Street, be approved.

STRATEGIC DIRECTION

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 and school children in Eaton Street at Gladstone Street, Balmain by providing a raised pedestrian crossing together with kerb extension and landscaped kerb blister islands. 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.

As part of the proposal the existing School Children's Crossing will be removed, and a new raised pedestrian crossing will be installed. This will result in a net loss of one (1) on-street parking space.

The design plan for the proposed crossing in Eaton Street is shown in *Attachment 1*.

BACKGROUND

The detailed design plan (Plan No.10313) shown in *Attachment 1* outlines the following in Eaton Street, Balmain which include the following works:

- Removal of the existing school children's crossing in Eaton Street, including associated parking restriction signs;
- Construct a new raised concrete pedestrian crossing comprising landscaped kerb blister islands and kerb extension with gutter bridge 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;
- Provide concrete footpaths to match gutter bridges and kerb extension;
- Reconstruct existing kerb ramp;
- Install line marking in Gladstone Street at Eaton Street to improve pedestrian and traffic safety; and
- Install signage and line marking associated with the works as required and as shown on *Attachment 1*.

DISCUSSION

The proposed raised pedestrian crossing includes the removal of the existing children’s crossing in Eaton Street and associated parking restrictions, including:

- Five (5) spaces signposted as part time No Stopping and 4P ticket parking being removed
- Four (4) parking spaces reinstated as 4P ticket parking as a result of removing the existing school children’s crossing

The above changes will result in a net loss of one (1) on-street parking space.

A letter outlining the proposal was issued to the properties shown in the distribution map below. Two (2) responses were received supporting the proposal with further feedback. These comments are summarised within the table below.



Your Said	Comments
The resident supports the proposal. However, concern regarding proposed lighting may shine directly into resident’s window.	The proposed new raised pedestrian crossing requires lighting in compliance with Australian standard AS/NZS 1158.4:2024 Lighting for roads and public spaces, Part 4: Lighting of pedestrian crossings. The lighting will be directed specifically onto the pedestrian crossing, with measures taken to limit any light spill to surrounding residential properties.
Loss of on street parking: Concerns have been expressed regarding the reduction in available parking resulting from the proposal.	The proposal will result in a net loss of one (1) on-street parking space.
Retention of existing sandstone: The current design proposes removal of the existing sandstone kerb and replacement with a	The design has been amended to reuse existing sandstone kerbs in the new kerb alignment. Heritage requirements allow provision for a new concrete

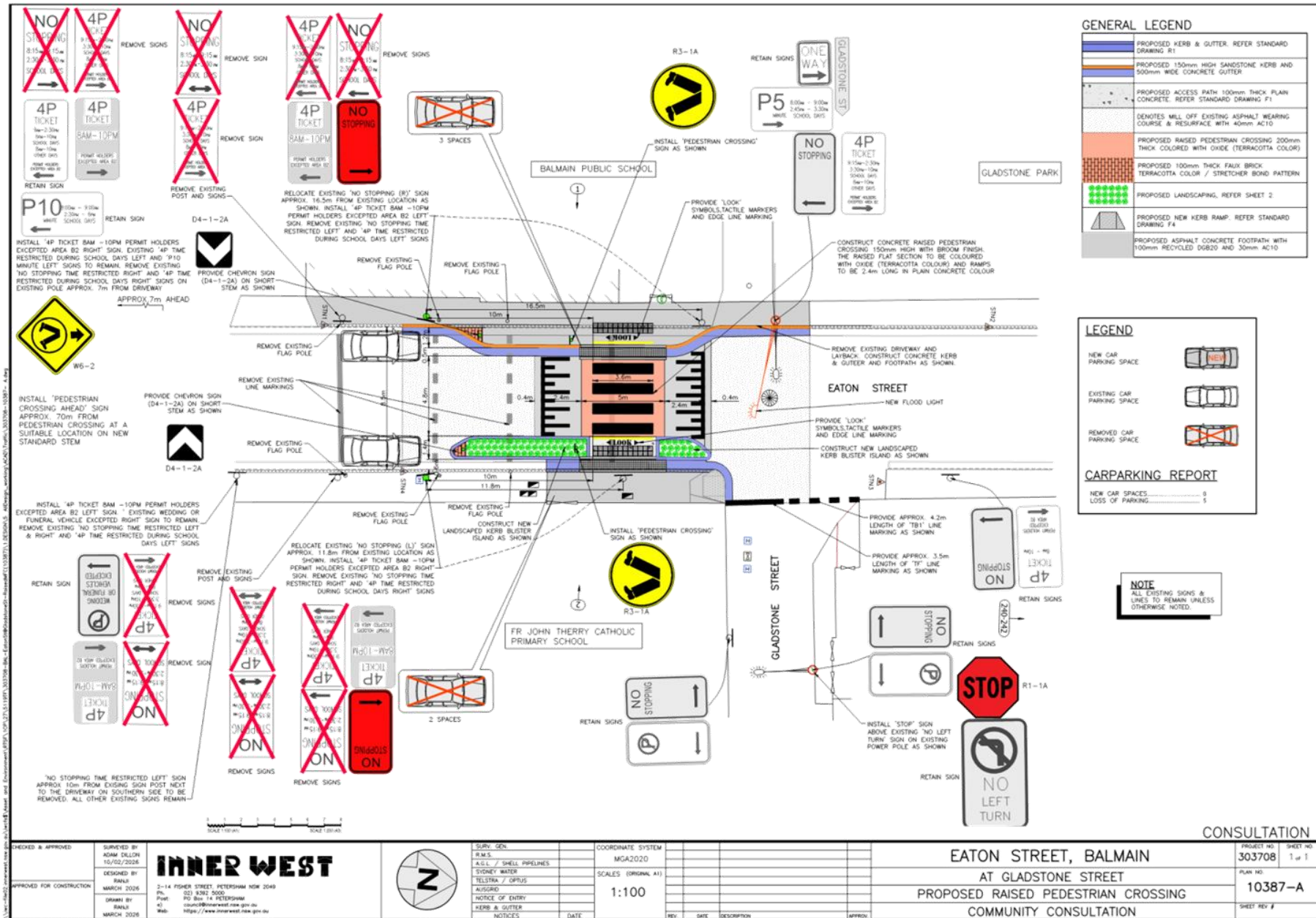
<p>concrete kerb; however, the Department of Education has requested consideration of retaining the existing sandstone kerb.</p>	<p>gutter. Therefore, the new kerb and gutter will consist of sandstone kerb with concrete gutter.</p> <p>Existing sandstone kerb and concrete gutter will be provided along the new alignment.</p>
<p>Construction Management Plan. A detailed plan is requested to address potential impacts, particularly in relation to student safety during construction activities.</p>	<p>Noted. Construction activities will be undertaken in accordance with Council's approved processes and relevant construction-related management plans.</p>
<p>Construction during school hours: Concerns have been raised about undertaking construction activities during school hours.</p>	<p>Noted. Works are being planned to be undertaken during school holidays. If this does not occur, works will be undertaken between 10am and 2pm to minimise any disruptions during school drop off and pick up times.</p>

FINANCIAL IMPLICATIONS

The project has an estimated cost of \$114,897 and is to be funded under Council's Capital Works Program.

ATTACHMENTS

1. [↓](#) Detailed Design Plan 10387 - Eaton Street, Balmain



Item No: LTF0626(1) Item 7
Subject: MANNING STREET, ROZELLE - PROPOSED RESIDENT PARKING SCHEME (BALUDARRI - BALMAIN WARD/BALMAIN ELECTORATE/LEICHHARDT PAC)
Prepared By: Nathan Nguyen - Graduate Traffic Engineer
Authorised By: Jason Scoufis - Acting Traffic and Transport Planning Manager

RECOMMENDATION

That ‘2P 8am-10pm Permit Holders Excepted, Area R1’ restrictions on Manning Street, Rozelle between Balmain Road and Moodie Street be approved.

STRATEGIC DIRECTION

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

- 2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

Council has received concerns from residents in Manning Street, Rozelle, regarding long stay parking and requested an expansion of the Resident Parking Scheme (RPS) to be consistent with neighbouring streets.

In response, preliminary investigations were undertaken by Council and Community Engagement on a ‘2P 8am-10pm Permit Holders Excepted Area R1’ on Manning Street, between Balmain Road and Moodie Street, Rozelle.

The results of the Community Engagement indicate sufficient support for implementing a Resident Parking Scheme in Manning Street.

BACKGROUND

Council has received requests from residents to review on-street parking on Manning Street, between Balmain Road and Moodie Street. Some of the issues reported from residents of Manning Street include long stay parking, and difficulty finding vacant spaces in the street.

Parking data, including a parking occupancy survey was collected during different times of the day, and indicates that parking is close to capacity (average 70% occupancy rate). A resident parking scheme ‘2P 8am-1pm Permit Holders Excepted, Area R1’ is proposed on the eastern side of Manning Street between Moodie Street and the two bends, while the same restriction is proposed on both sides of Manning Street between the two bends and Balmain Road, as shown in *Figure 1*. As shown in *Figure 2*, time limited parking restrictions exist in neighbouring streets, including Moodie Street, Park Street and Oxford Street.

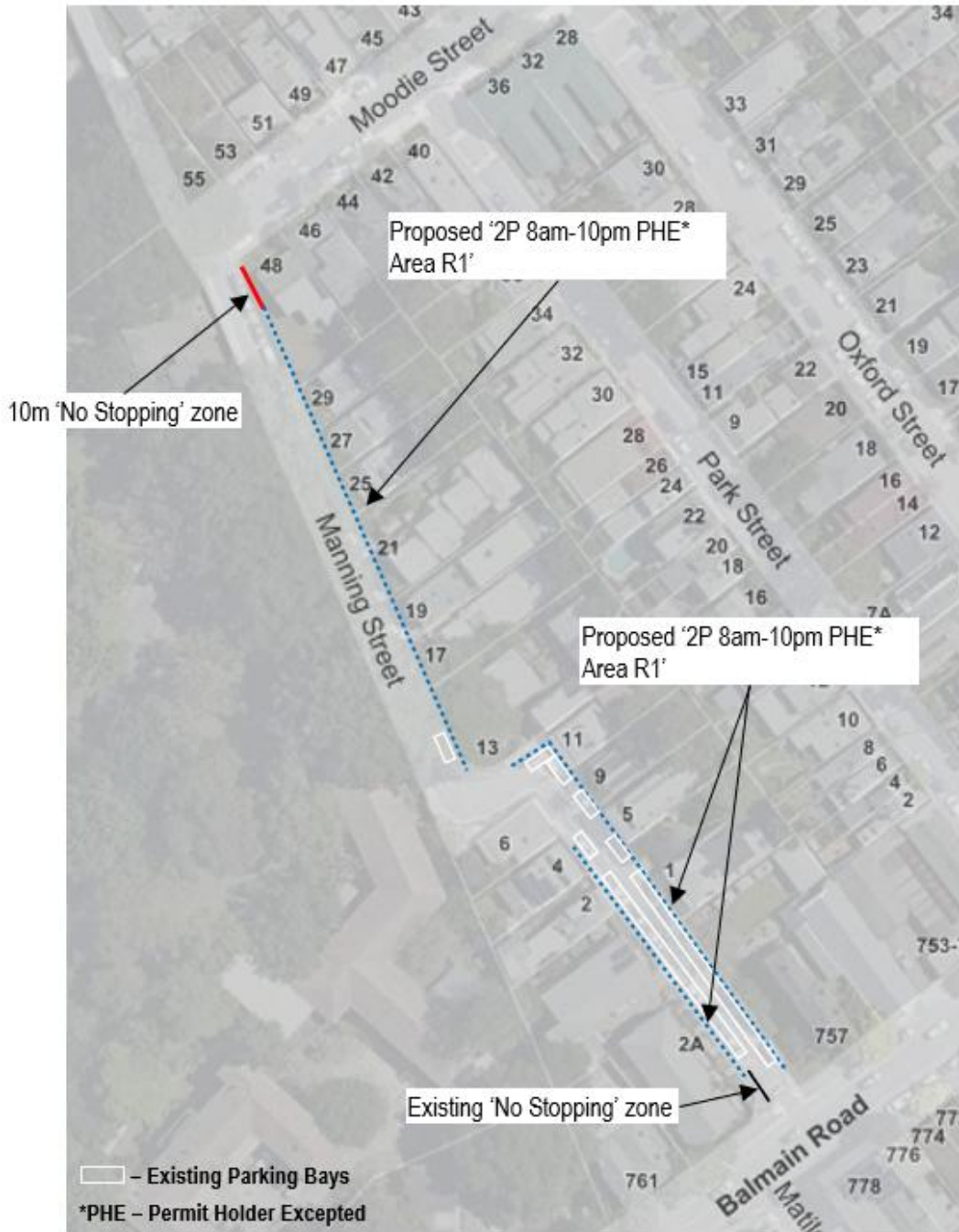


Figure 1: Proposed Resident Parking Scheme in Manning Street, Rozelle

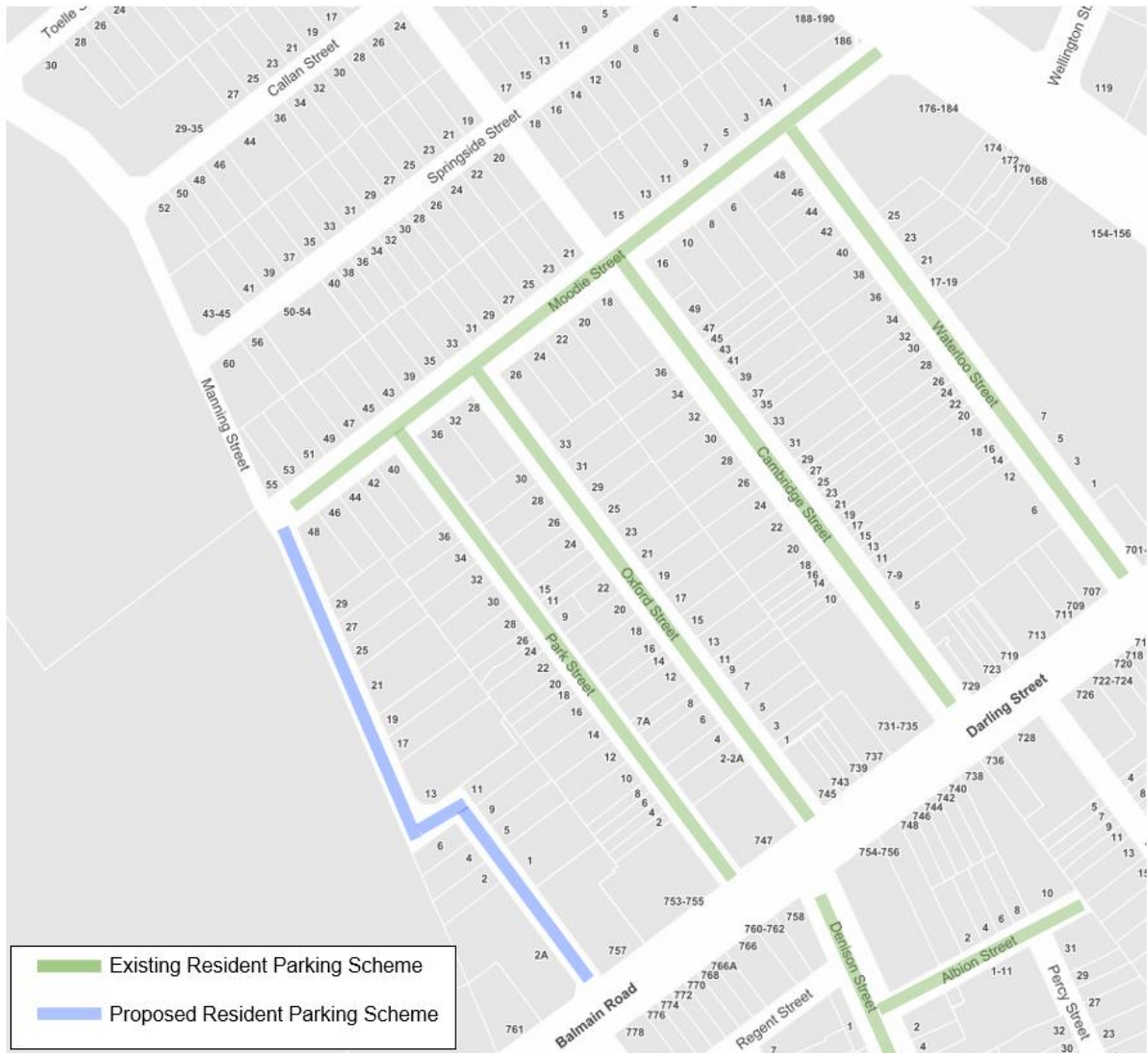


Figure 2: Resident Parking Scheme in the neighbouring streets

DISCUSSION

A letter outlining the proposal was issued to the affected properties seeking their views. Consultation period was undertaken between 3 March 2026 and 4 April 2026. Feedback regarding the proposal, including Council’s comments are summarised in the table below.

Manning Street, Rozelle Proposed Resident Parking Scheme ‘2P 8am-10pm Permit Holders Excepted, Area R1’	
Total properties	30
No. of responses	22
No. of support	17
Response level	57%
Support level from received responses	77%

You Said	Comments
<p>Property is not eligible for permits due to subdivision for converted warehouse; car stacker with 1 x off-street parking.</p> <p>Residents of both units have 2x cars each, not supportive unless offered permits for unique situation.</p>	<p>The Council Resident Parking Policy outlines the way permits are distributed, while considering the limited on-street spaces. Under the policy, any multi-dwelling subdivided post 2001 is not eligible to participate in the scheme as recent developments are required to have adequate off-street parking spaces in accordance with Council's Development Control Plan (DCP).</p>
<p>It's only been extra busy on Manning St due to the construction of houses on the street, and once that is complete, it will be less in demand. If you do go ahead with parking would be better to run the 2hr parking from 8 am until 6 pm so people having guests over for dinner don't need to worry about parking for social events at home.</p>	<p>The proposed parking restriction hours are consistent with the parking restrictions in surrounding streets, including Park Street and Oxford Street.</p>
<p>As this scheme is intended to deliver parking improvements, I propose that the section of Manning Street from 13 Manning Street to the corner of Moodie Street be designated as parking on the Callan Park side of the street only.</p> <p>This side of the street has no driveways, allowing for continuous kerbside parking and the creation of up to six additional spaces. Consolidating parking to this uninterrupted side would increase overall parking capacity while improving traffic flow and safety.</p> <p>2 other similar responses.</p>	<p>As this section of Manning Street is narrow, designating parking on the Callan Park side may impact with vehicle movements at property driveways with parking on the opposite side of the road.</p>
<p>This street also includes a significant number of social-housing properties. Many residents rely on support workers, carers, community services, and NDIS providers who require flexible access throughout the day. Introducing restrictive parking in this area would make it more difficult for these essential services to reach vulnerable residents and would disproportionately disadvantage people who already face mobility and accessibility challenges.</p>	<p>Support workers may apply for support worker parking permits that are issued by City of Sydney. This allows support workers to park without restrictions in RPS areas and continue to provide services within the LGA. Additionally, visitor parking permits are typically offered to eligible residents in the street.</p>
<p>Residents provided feedback that Manning Street is not a busy road and that once construction at 17 Manning Street finishes, the parking will be sufficient.</p>	<p>Noted. Council has received multiple requests from residents in previous years regarding parking in Manning Street.</p>
<p>Manning street is a relatively quiet street and does not need these restrictions put in place. The no-stopping buffer near the juncture of Moodie st makes sense as some cars park too close to the corner. There is no need for the no-stopping zone at the dog leg of Manning Street, as this rarely gets used for parking.</p>	<p>Noted. The proposed 'No Stopping' restriction at this section will be removed and replaced with a designated parking bay.</p>

FINANCIAL IMPLICATIONS

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

ATTACHMENTS

Nil.

Item No: LTF0626(1) Item 8
Subject: SUTTON STREET, BALMAIN - RESIDENT PARKING SCHEME
 (BALUDARRI - BALMAIN WARD/BALMAIN ELECTORATE/LEICHHARDT PAC)
Prepared By: Nathan Nguyen - Graduate Traffic Engineer
Authorised By: Jason Scoufis - Acting Traffic and Transport Planning Manager

RECOMMENDATION

1. That ‘2P 8am-6pm Mon-Fri Permit Holders Excepted, Area B1’ on the northern side of Sutton Street between Davidson Street and Sutton Lane, Balmain, be approved.
2. That ‘2P 8am-6pm Mon-Fri Permit Holders Excepted, Area B1’ on both sides of Little Street, Balmain, be approved.

STRATEGIC DIRECTION

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 multiple requests from residents to investigate an expansion of the existing Resident Parking Scheme on Sutton Street between Davidson Street and Little Street, Balmain.

In response, community engagement on a Resident Parking Scheme (RPS) proposal was completed, proposing an expansion of ‘2P 8am-6pm Mon-Fri Permit Holders Excepted Area B1’ restriction on the northern side of Sutton Street between Davidson Street and Little Street, Balmain and on both sides of Little Street.

The results of the community engagement indicated sufficient support for the expansion of the Resident Parking Scheme on Sutton Street and Little Street to be implemented.

BACKGROUND

Currently, all residents in Sutton Street and Little Street, Balmain are eligible to apply for Area B1 permits, to enable them to park in nearby streets. The northern side of Sutton Street and both sides of Little Street were retained as unrestricted to provide some parking flexibility for visitors and residents without a parking permit.

Recently, residents have requested an expansion of the existing RPS to include these unrestricted areas by signposting as ‘2P 8am-6pm Mon-Fri Permit Holders Excepted Area B1’.

A proposal shown in Figure 1 was developed and presented to the community for feedback between 4 May 2026 and 23 May 2026.



Figure 1: Proposed Resident Parking Scheme Expansion

DISCUSSION

A letter outlining the proposal was issued to the affected properties seeking their views. A total of 10 submissions were received with all supporting the proposal, representing a response rate of 48%.

A further request was also received to remove existing bollards in Sutton Street adjacent to No.2 Davidson Street. Two bollards at this location would have been provided to enable two way passing opportunities and enable service vehicle turning movements.

A swept path assessment was undertaken and has shown that if parking were permitted adjacent to No.2 Davidson Street, this would impede service vehicles, including emergency vehicle access.

FINANCIAL IMPLICATIONS

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

ATTACHMENTS

Nil.

Item No: LTF0626(1) Item 9

Subject: THE BOULEVARDE BETWEEN PIGOTT STREET AND LEWISHAM STREET, DULWICH HILL – PROPOSED EXPANSION OF M6 PARKING PERMIT AREA – (DJARRAWUNANG-DULWICH HILL WARD / SUMMER HILL ELECTORATE / INNER WEST PAC)

Prepared By: Jennifer Adams – Traffic Engineer

Authorised By: Jason Scoufis – Acting Traffic and Transport Planning Manager

RECOMMENDATION

1. That the proposed extension to the M6 Residential Permit Parking Scheme of ‘2P 8.30am – 6.00pm Monday – Friday Permit Holders Excepted Area M6’ restrictions on eastern side of The Boulevarde between Pigott Street and Lewisham Street, Dulwich Hill be approved.
2. That statutory 10 metre ‘No Stopping’ restrictions on the eastern side of The Boulevarde south of Pigott Street and north of Lewisham Street be installed.

STRATEGIC DIRECTION

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

- 2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

Upon receiving requests from residents in the short section of The Boulevarde between Pigott Street and Lewisham Street, Dulwich Hill, Council initiated an investigation for implementing residential parking restrictions on The Boulevarde, between Pigott Street and Lewisham Street. This report provides the results of a localized resident parking scheme survey relating to the extension of the M6 residential permit parking scheme into The Boulevarde, between Pigott Street and Lewisham Street, Dulwich Hill. Although the support rate for the survey was under the 65% threshold (60%) it is still recommended that the proposed M6 extension be supported noting that the response rate was well in excess of the required rate of return of submissions 67% (rate higher than 30% required).

BACKGROUND

Typically, Council introduces Residential Parking Permit schemes outside of residential properties to minimise impacts from other users in the street which also generate a need for parking (i.e.. commuter, industrial, commercial, parks, churches etc.). It is noted that there is already residential ‘2P’ restrictions along the southern side of Pigott Street and on the northern side of Lewisham Street. These were endorsed by Council in September 2016 and installed in 2017 following the development of a parking strategy for the Dulwich Hill area, which used feedback from the community and parking occupancy data.



DISCUSSION

The Boulevard is a local road, and the subject section is located between Pigott Street and Lewisham Street. Currently the subject section of The Boulevard has unrestricted parking on both sides. Three of the 9 households in the subject section of The Boulevard have no off-street parking facilities.

Recent parking occupancy surveys conducted by Council Officers have indicated a high parking demand in The Boulevard between Pigott Street and Lewisham Street during peak hours of the day. The average occupancies were over 90%, therefore, Council is proposing to expand the existing adjacent M6 Residential Parking Scheme in The Boulevard, Dulwich Hill on the eastern side between Pigott Street and Lewisham Street.

The proposal is aimed at addressing the issues of long stay parking by non-resident vehicles with restrictions being similar and consistent with the zoned parking area 'Area M6' in adjacent and nearby streets for weekdays, however this proposal does not include any restrictions on a Saturday.

The proposal consulted on is detailed and illustrated below.

- Implement '2P 8.30am – 6.00pm Monday – Friday Permit Holders Excepted Area M6' restrictions on eastern side of The Boulevard between Pigott Street and Lewisham Street, Dulwich Hill.
- Install statutory 10 metre 'No Stopping' restrictions.



Council Policy/Guidelines

Council's adopted Policy for the introduction of a Permit Parking Area states *"that before implementing a resident parking scheme in any area, a survey of residents be undertaken to ascertain the level of support for such a scheme and that such support should be in excess of 65% of submissions received provided that rate of return of submissions is reasonable (higher than 30%)". (65%)*

PUBLIC CONSULTATION

A total of 9 notification letters were sent out to owners and residents fronting the section of The Boulevard between Pigott Street and Lewisham Street, Dulwich Hill on 8 April 2026. Submissions closed on Friday 1 May 2026. At the end of the survey period six (6) responses were received.



Three (3) responses were in support of the proposed new residential '2P' parking restrictions (all single unit dwelling residences with no off-street parking facilities); two (2) opposed the proposal (both whom have off-street parking facilities) and one (1) was neutral in that they just

queried the number of permits they would be eligible for (they have one off-street parking facility).

The overall response rate was 67%. The support rate was 60% (50% including the 'neutral' response). The level of support is slightly lower than Council's adopted Policy (65%) and would typically be considered insufficient, however considering that those who supported the proposal have no off-street parking facilities at all and surrounded by residential parking restrictions in adjacent streets it is considered acceptable. It is questionable whether the exclusion of the three properties without any off-street parking facilities was an oversight and thus not considered in the original 2016 RPS implementation.



The table below shows some of the comments raised by the residents.

Resident's comments	Officer's comments
<p><i>I strongly oppose the proposed new Residential Parking Scheme.... Households with multiple cars are already affected by the shortage of parking.</i></p> <p><i>I strongly OPPOSE to the above reference parking scheme.</i></p> <p><i>Parking is already a big problem as it is.</i></p> <p><i>We SUPPORT the proposed RPS.</i></p>	<p>One of the key objectives of Council's Parking strategy is to balance the often competing needs of both residents and businesses in the precinct. As a result, the resident parking scheme, where implemented, has generally been placed on one side of street. This approach aims to give eligible households in the scheme area, who take up a permit, a greater chance of finding parking closer to their property whilst still providing parking opportunities for other users such as businesses in the area, their patrons, and visitors to the area and residents who do not participate in the scheme.</p>

<p><i>the parking situation has become much more difficult in recent years, such that residents have difficulty in finding parking, even though the number of houses in that section of The Boulevarde is not great.</i></p> <p><i>I am writing to express my support for the proposed new resident parking scheme in my block of The Boulevarde....The scheme would provide significant benefit to residents and help address increasing parking challenges from non-residents.</i></p>	
<p><i>Of particular concern is the implementation, and from experience the enforcement of the 10 Metre 'No Stopping restrictions". This will effectively remove another 4 car parks and will affect the already depleting parking availability.</i></p>	<p>The statutory 'No Stopping' zones at intersections will be signposted as per the requirements of NSW Road Rules (170).</p> <p>Council Rangers will be advised of the outcome of this report so the location can be added to their patrols.</p>
<p><i>I would encourage all residents to report abandoned vehicles so that council can take action....</i></p>	<p>Abandoned vehicles can be reported to Council for investigation and enforcement action.</p>

FINANCIAL IMPLICATIONS

The costs of installation of the '2P' restrictions as recommended can be funded within Council's signs and line marking budget.

CONCLUSION

The proposal to extend the current M6 Residential Permit Parking scheme into the short section of The Boulevarde between Pigott Street and Lewisham Street, Dulwich Hill is supported and will protect residential amenity and will provide a link between the existing Resident Parking Schemes on either side of this section of The Boulevarde The extension may also offset the impact of any planned multi-unit residential developments in the locality.

It is recommended that the proposed extension of the M6 Residential Permit Parking Scheme of '2P 8.30am-6pm Monday – Friday Permit Holders Excepted Area M6' restrictions on the eastern side of The Boulevarde between Pigott Street and Lewisham Street, Dulwich Hill be approved.

ATTACHMENTS

Nil.

Item No: LTF0626(1) Item 10
Subject: JAMES STREET, LEICHHARDT - PROPOSED RESIDENT PARKING SCHEME (GULGADYA - LEICHHARDT WARD/ BALMAIN ELECTORATE/ LEICHHARDT PAC)
Prepared By: Abigail Chayadi - Graduate Traffic Engineer
Authorised By: Jason Scoufis - Acting Traffic and Transport Planning Manager

RECOMMENDATION

1. That the proposed ‘2P 8am–10pm, Mon-Fri, Permit Holders Excepted, Area L1’ parking restriction on both sides of James Street, Leichhardt, between Darley Road and William Street, be approved.
2. That the proposed ‘2P 8am–10pm Mon-Fri Permit Holders Excepted, Area L1’ parking restrictions on both sides of James Street, Leichhardt, between William Street and Allen Street, be approved.

EXECUTIVE SUMMARY

Council has received concerns from residents regarding on-street parking conditions in James Street, Leichhardt and has requested for a Resident Parking Scheme (RPS).

In response, Council has undertaken investigation work including community consultation for the following parking changes:

- Introduce ‘2P 8am–10pm, Mon-Fri, Permit Holders Excepted, Area L1’ parking restriction on both sides of James Street, Leichhardt, Darley Road and between William Street;
- Convert existing ‘2P 6pm–10pm, Permit Holders Excepted, Area L1’ to ‘2P 8am–10pm, Mon-Fri, Permit Holders Excepted, Area L1’ restriction on both sides of James Street, Leichhardt, between William Street and Allen Street.

The community consultation indicated a sufficient level of support for the proposed restrictions in James Street and is therefore recommended to be implemented as shown in *Figure 1*.

STRATEGIC DIRECTION

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

- 2: Liveable, connected neighbourhoods and transport

BACKGROUND

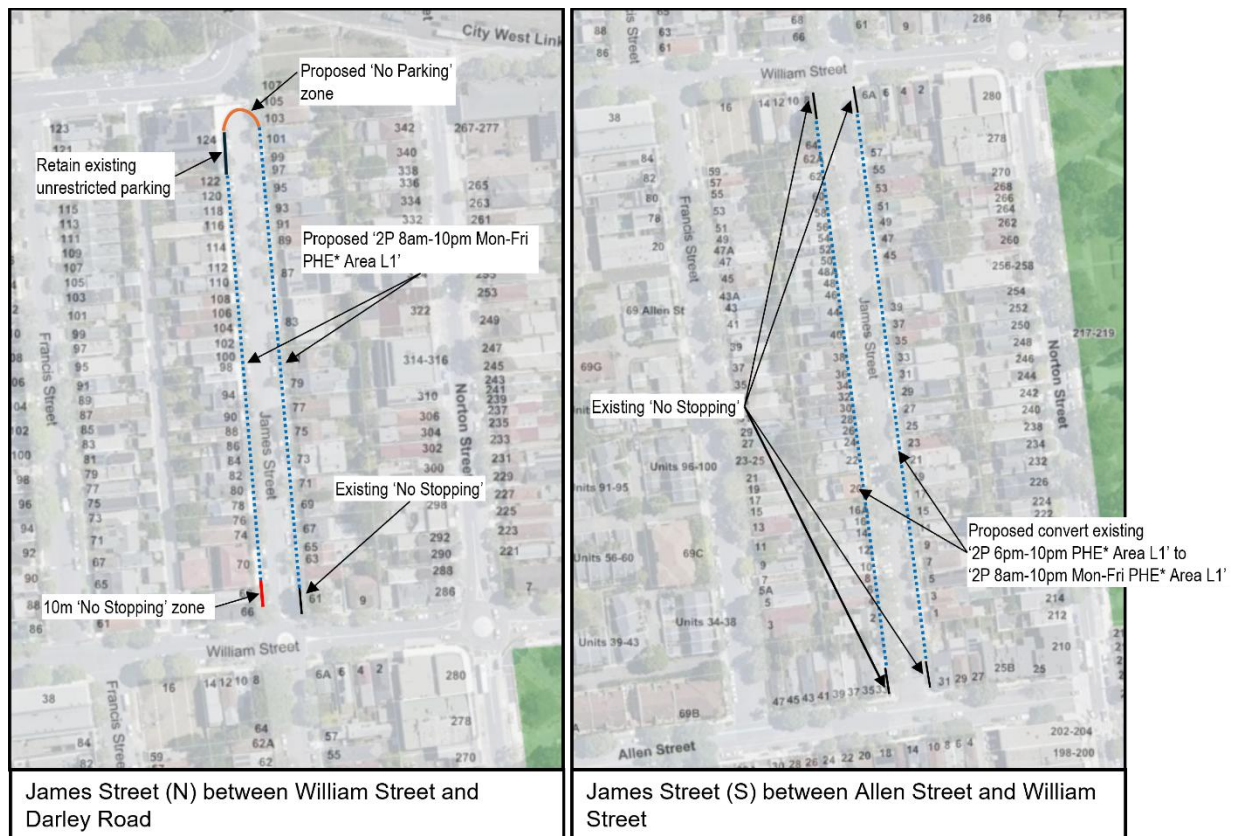
Council has received concerns from residents regarding on-street parking conditions in James Street, Leichhardt and has requested for a Resident Parking Scheme (RPS). In response, council officers have undertaken multiple parking occupancy surveys within James Street, Leichhardt, and the results of the investigation are outlined in *Table 1*.

James Street, Leichhardt Parking Occupancy Level	
Time	Average Occupancy
AM Peak	89%
PM Peak	87%

Table 1. Average occupancy at James Street, Leichhardt

The parking surveys indicate a high parking occupancy rate above 85% and meets the suitability for a RPS in James Street as shown in Figure 1. It is proposed that '2P 8am–10pm, Mon-Fri, Permit Holders Excepted, Area L1', and '2P 8am–10pm, Mon-Fri, Permit Holders Excepted, Area L1' replace existing restrictions as shown in Figure 1.

Council will install statutory 'No Stopping' zones at all intersections to comply with the Road Rules.



*PHE – Permit Holder Excepted

Figure 1: Proposed Resident Parking Scheme in James Street, Leichhardt

The proposed restrictions on both sides of James Street are proposed to provide improved parking availability for residents during weekdays. The section south of William Street is proposed to change from '2P 6pm–10pm, Permit Holders Excepted, Area L1' to '2P 8am–10pm, Mon-Fri, Permit Holders Excepted, Area L1' which will ensure a consistent and enforceable scheme. The changes proposed will also ensure no parking demand shifts in James Street for either sections.

It is worth noting that under Council's Resident Parking Scheme Policy, properties subdivided after January 2001 are not eligible to participate in the scheme and will not be entitled to resident parking permits under the proposed restrictions.

DISCUSSION

A letter outlining the proposal was issued to surrounding properties that are affected by the proposed restrictions. Comments from residents regarding the proposal are summarised within the *Table 2* below. In total, 192 letters were issued to 128 properties within the survey area as shown in *Figure 2*. At the close of the consultation, a total of thirty-one (31) responses were received from James Street (north), Darley Road to William Street, and forty-two (42) from James Street (south), between William Street and Allen Street.

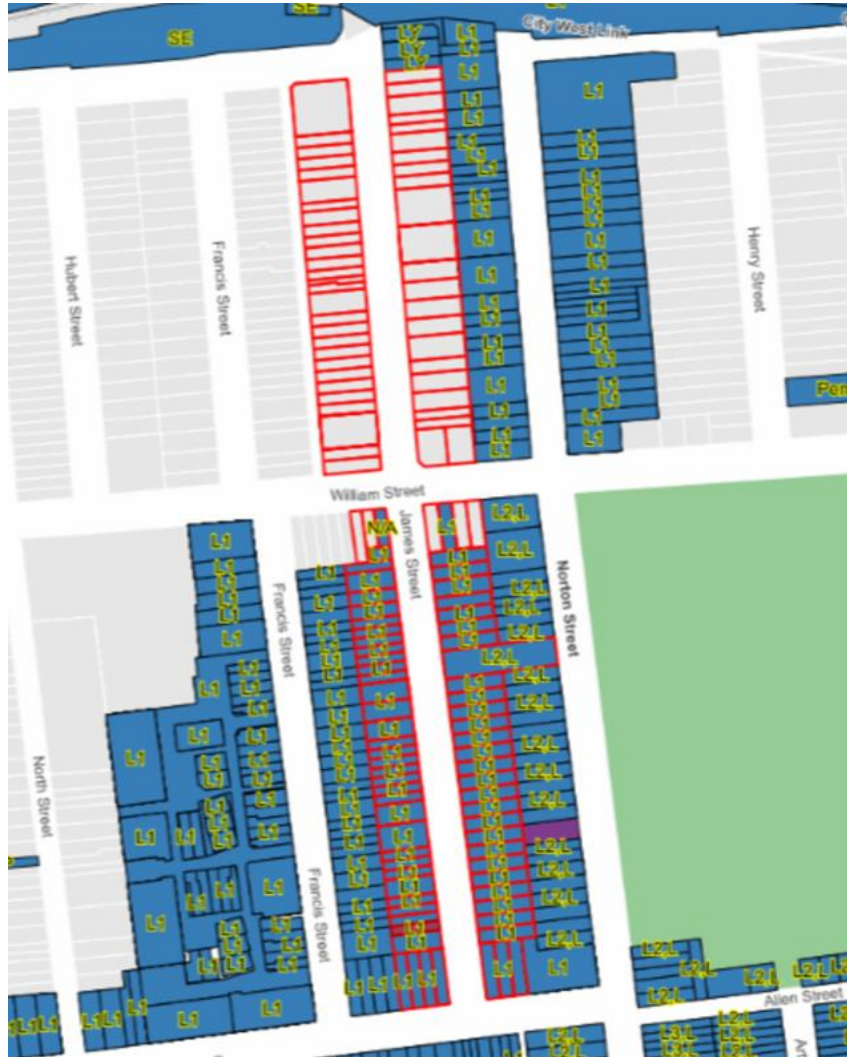


Figure 2. Mapping of consultation area on proposed parking restrictions

Parking Restriction Location	Response Rate (No. of responses/ No. of properties)	Support Rate (No. of support rates/ No. of responses)
James Street (North) Darley Road to William Street	56% (31/55)	87% (27/31)
James Street (South) William Street to Allen Street	58% (42/73)	88% (37/42)

Table 2. Summary of public consultation results.

Council's Policy for the introduction of Permit Parking Areas requires that a survey of residents be undertaken prior to implementation, with support exceeding 65% of submissions received and a response rate of no less than 30%. Based on the consultation results, both James Street (north), between Darley Road and William Street, and James Street (south), between William Street and Allen Street, have met the required response rate and support rate, with both sections recording a support rate of 88% and an overall response rate of 57%. It is therefore considered that the proposed Resident Parking Scheme is appropriate for implementation on James Street, Leichhardt.

A summary of the feedback received from the surveyed residents can be seen in *Table 3*.

Resident Comments	Officer Comments
Residents opposed the removal of the existing '2P 6pm–10pm, Permit Holders Excepted, Area L1' restriction on James Street South, citing parking pressure on Saturday and Sunday evenings from Norton Street, restaurants, and Leichhardt Oval events. One resident noted current unrestricted daytime parking encourages public transport use. Another raised concern that removing the evening restriction could increase late-night traffic. (4 similar comments)	The removal of the existing '2P 6pm–10pm' restriction on James Street South consolidates the scheme into a single, uniform restriction across both sides of James Street, improving consistency and enforceability. Weekend parking will remain unrestricted, and it is proposed that parking conditions are monitored after implementation.
Residents in opposition raised concerns regarding the adequacy of visitor parking provisions under the proposed scheme, including permit allocation limits, access restrictions for visitors of ineligible properties, and difficulty registering vehicles across multiple addresses. Supporting residents also requested additional visitor permits, citing extended family visits and regular babysitting arrangements. (11 similar comments)	Council's Resident Parking Scheme Policy limits visitor permits to one per eligible household across the Inner West. This cap is applied consistently to all properties to ensure that available street parking is prioritised for the residential needs of the broader street, rather than allocated to individual households beyond their entitled share.
Opposed residents raised concern that tradespeople undertaking work at their property would be unable to park on the street for more than two hours, as no permit is available to ineligible properties. (2 similar comments)	Tradespeople undertaking work at a property may apply for a Council trades permit, which provides a specific exemption from timed restrictions for the duration of the approved works. Additionally, they may utilise visitor permits for eligible properties.
Residents stated James Street is used as overflow parking for the Leichhardt precinct on weekends and requested restrictions be extended to 7 days per week, consistent with neighbouring streets. (6 similar comments)	The introduction of weekend restrictions falls outside the scope of this consultation, which was limited to assessing weekday parking pressure. Council's policy requires a dedicated resident survey before any new restriction can be considered. Council notes the feedback and will refer the matter for consideration as part of any future review of the broader area parking scheme.
A resident raised concern that permit limits would result in teenage children being unable to park near their home during restricted hours, including at night.	Permit allocations are determined per household based on the number of eligible vehicles and available off-street parking, in accordance with Council's RPS Policy.
A resident raised concern that if James Street South proceeds but James Street North does not, all-day parkers displaced from the south would migrate to James Street North, worsening conditions there.	The proposal addresses both the northern and southern sides of James Street concurrently. Both components are included in this report for endorsement specifically to prevent the displacement of

	parking demand between sections of the street.
James Street South currently absorbs overflow parking from the Norton Street precinct during evening hours and raised concern that the proposed changes may not adequately address this.	Noted. The proposed restriction will address weekday parking pressure from commuters and workers.
A former resident suggested converting the western side of James Street to 45-degree angle parking, consistent with James Street South, to increase overall parking capacity near the cul-de-sac where dwelling density and vehicle ownership are high.	This request falls outside the scope of the current proposal. Should sufficient resident request be received, Council can undertake a separate investigation into the feasibility of angle parking on James Street.
Requests on line marking installation along James Street to address poor parking behaviour including large gaps and near-perpendicular parking. A resident requested markings near the cul-de-sac to clarify parking orientation without obstructing turning movements. (4 similar comments)	On-road marked parking bays are typically not installed in residential streets as they need to be provided at generous spacing in accordance to Australian Standards. Typically, these are installed in town centres with a higher vehicle turnover.

Table 3. Summary of feedback received and Council’s comments

FINANCIAL IMPLICATIONS

The proposed RPS restrictions will be funded with Council’s signs and line marking budget.

ATTACHMENTS

Nil.

Item No: LTF0626(1) Item 11
Subject: HOLBEACH AVENUE, TEMPE – TEMPORARY FULL ROAD CLOSURE FOR MS SYDNEY TO THE GONG BIKE RIDE ON SUNDAY 1 NOVEMBER 2026 – (MIDJUBURI-MARRICKVILLE WARD / HEFFRON ELECTORATE / INNER WEST PAC)
Prepared By: Jennifer Adams - Traffic Engineer
Authorised By: Jason Scoufis - Acting Traffic and Transport Planning Manager

RECOMMENDATION

That the report be received and noted.

STRATEGIC DIRECTION

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 an application under Section 68 of the Local Government Act 1993 to use Holbeach Avenue and Tempe Recreation Reserve to hold the annual 'MS Sydney to the Gong Bike Ride' supported by Multiple Sclerosis (MS) Australia on Sunday 1 November 2026. This event will necessitate the temporary full road closure of Holbeach Avenue, Tempe and southbound lane closures on Princes Highway from the car park entrance of IKEA to Cooks River along with closures (Residents Excepted) of South Street, Hart Street, Bay Street and Old Street, Tempe between the hours 0400 to 1000 hours on Sunday 1 November 2026.

The comments of the Local Traffic Committee will be referred to Council’s Development Assessment Section for consideration in determining the Development Application.

BACKGROUND

Council has received notice under an amended Section 68 application (S6820260017) of the Local Government Act 1993 to use Holbeach Avenue and Tempe Recreation Reserve to hold the annual 'MS Sydney to the Gong Bike Ride' supported by Multiple Sclerosis (MS) Australia on Sunday 1 November 2026. This is the 43rd year the event will have been run.

The application is required to be referred to the Local Transport Forum for consideration under State Environmental Planning Policy (Infrastructure) 2007.

This year’s course will mostly follow that of previous years with the 82Km start location in Tempe Recreation Reserve Tempe, and the 58Km start location in Cooper Reserve Engadine. The riders then join the 82Km riders on Princes Highway following the traditional course through the Royal National Park, traveling south along the coast to Thirroul, riding over Sea Cliff Bridge then following Sandon Point Reserve, at the end of the cycle way through Woonona, East Corrimal, Towradgi, Fairy Meadow, North Wollongong to Finish in W. A. Lang Park, Wollongong.

The number of participant registrations for the 2026 Gong Bike Ride will remain capped at 10,000.



DISCUSSION

MS Australia will utilise the IKEA car park as a drop off zone and riders will ride down Princes Highway (southbound) to the starting location at Tempe Recreation Reserve. The traffic management company will put in an access lane along Princes Highway to keep riders safe while entering the event at Tempe Recreation Reserve where this location will be the start of the cycling course.

The event will start at Tempe Recreation Reserve, Tempe. On departing, cyclists will ride west on Holbeach Avenue and then turn left onto Princes Highway. Cyclists will then ride along the southbound lanes on Princes Highway as they make their way south over the Cooks River Bridge and beyond.

The applicant advised that support of the NSW Police and TfNSW will be sought, and a detailed Traffic Management Plan has been forwarded to TfNSW, NSW Police and relevant Councils and authorities.

NSW Police and the MS Australia Course Marshals will be at critical locations to ensure that participants and motorists follow all proposed traffic management measures. The event will be held on a Sunday morning where traffic volumes are expected to be lower than average.

It is proposed that the traffic control measures would be in place between 4:00am and no later than 10:00am as the event commences at 6.00am and is expected to be concluded by 9.00am. Affected residents and businesses will be allowed access at Police discretion.

The applicant advised that the traffic control management on the day of the event will be controlled by NSW Police and MS Australia Course Marshals. The draft Traffic Control Plans for relevant Inner West locations are reproduced at the end of this report.

A Traffic Management Plan will be submitted to Transport for New South Wales (TfNSW) for consideration and approval as well as a Road Occupancy License application will be submitted to the Transport Management Centre.

FINANCIAL IMPLICATIONS

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

CONCLUSION

The following traffic related comments be forwarded to Council's Development Assessment section.

Based on the information presented in the applicant's submission to Council with regards to the proposed cycling event on Sunday 1 November 2026 with the inclusion of a temporary full road closure of Holbeach Avenue, Tempe, it is acknowledged that the event will be controlled by NSW Police and the MS Australia Course Marshals. Therefore, Council supports the temporary full road closure of Holbeach Avenue, Tempe during the course of the event subject to:

- the applicant submitting a Traffic Management Plan to TfNSW for consideration and approval;
- a Road Occupancy License be obtained from the Transport Management Centre; and
- advice of the proposed event being forwarded all affected properties and to the appropriate authorities including emergency services.



The 43rd MS Gong Ride 1st Nov 2026 TRAFFIC GUIDANCE SCHEMES

SECTOR A

TGS 001 Princes Highway & IKEA Car Park TEMPE
TGS 002 IKEA Car Park TEMPE
TGS 003 Princes Highway & Brooklyn St TEMPE
TGS 003.1 Princes Highway & Smith St TEMPE
TGS 004 Princes Highway & Gannon St TEMPE
TGS 005 Princes Highway & Holbeach Ave TEMPE
TGS 005 A Holbeach Ave roundabout TEMPE
TGS 006 B Holbeach Ave roundabout TEMPE
TGS 007 South St & Station St TEMPE
TGS 008 South St to Golf Driving Range TEMPE
TGS 009 Tempe Reserve Car Park TEMPE
TGS 10 Tempe Station to Tempe Reserve TEMPE
TGS 11 Princes Highway & Brodie Spark Dr WOLLI CREEK
TGS 12 Princes Highway & Gertrude St WOLLI CREEK
TGS 13 Princes Highway & West Botany St WOLLI CREEK
TGS 14 West Botany St & Marsh St ARNCLIFFE
TGS 15 West Botany St & Wokham St ARNCLIFFE
TGS 16 A West Botany St & Bestic St ROCKDALE
TGS 16 B West Botany St & Bestic St ROCKDALE
TGS 16 C West Botany St & Bestic St ROCKDALE
TGS 17 Bestic St & Francis Ave KYEEMAGH
TGS 18 Bestic St & Occupation Rd KYEEMAGH
TGS 19 Bestic St & General Holmes Dr KYEEMAGH
* TGS 20 General Holmes Dr & The Grand Parade BRIGHTON LE SANDS
TGS 21 The Grand Parade & Bay St BRIGHTON LE SANDS
TGS 22 The Grand Parade & President Ave MONTEREY
TGS 23 The Grand Parade & Barton St MONTEREY
TGS 23.1 The Grand Parade & Emmaine St MONTEREY Cut Off 08:45
TGS 24 The Grand Parade & Ramsgate Rd RAMSGATE BEACH

SECTOR B

TGS 25 The Grand Parade & Sandringham St DOLLS POINT
TGS 26 Sandringham St & Napoleon St SANS SOUCI
TGS 27 Sandringham St & Rocky Point Rd SANS SOUCI
TGS 28 Rocky Point Rd & Russell Ave SANS SOUCI
TGS 29 Rocky Point Rd & Fontainebleau St SANS SOUCI
TGS 30 Rocky Point Rd & Frasers Ave SANS SOUCI
TGS 31 Taren Point Rd & Toorak Ave TAREN POINT
TGS 32 Taren Point Rd & Box Rd CARINGBAH
TGS 33 Taren Point Rd & Parraweena Rd CARINGBAH
TGS 34 Taren Point Rd & Koonya Cot CARINGBAH
TGS 35 Taren Point Rd & Captain Cook Dr CARINGBAH
TGS 36 Taren Point Rd & Kingsway CARINGBAH
TGS 37 Kingsway & Port Hacking Rd MIRANDA
TGS 38 Kingsway & Jackson Ave MIRANDA
TGS 39 Kingsway & Kiora Rd MIRANDA
TGS 40 Kingsway & Wandella Rd MIRANDA
TGS 41 Kingsway & Sylvania Rd MIRANDA
TGS 42 Kingsway & Manchester Rd GYMEA
TGS 43 Kingsway & Gynea Bay Rd GYMEA
TGS 44 Kingsway & Hotham Rd GYMEA
TGS 45 Kingsway & Princes Highway KIRRAWEE
TGS 45.1 Princes Highway & South Village entry KIRRAWEE
TGS 46 Princes Highway & Oak Rd KIRRAWEE
TGS 47 Princes Highway & Acacia Rd KIRRAWEE
TGS 48 Acacia Rd & President Ave KIRRAWEE
TGS 49 Acacia Rd & Minerva St KIRRAWEE

SECTOR C

TGS 50 Princes Highway & Rawson Ave SUTHERLAND
TGS 51 Princes Highway at Loftus Oval Rest Area LOFTUS Cut Off 09:30
TGS 52 A Princes Highway & Farnell Ave LOFTUS
TGS 52 B Princes Highway & Farnell Ave LOFTUS
TGS 53 Princes Highway & Old Bush Rd ENGADINE
TGS 54 Princes Highway & Old Princes Highway ENGADINE
TGS 54.1 Princes Highway & Engadine Ave ENGADINE
TGS 54.2 Engadine Ave & Preston Ave ENGADINE
TGS 54.3 Engadine Ave & Old Princes Hwy ENGADINE
TGS 55 Old Princes Highway & Cooper St ENGADINE
TGS 56 Old Princes Highway & Princes Highway ENGADINE
TGS 57 Princes Highway & Heathcote Rd HEATHCOTE
TGS 58 Princes Highway & Oliver St HEATHCOTE
TGS 59 Princes Highway & Jennings Rd HEATHCOTE Cut Off 10:30

SECTOR D

TGS 60 Princes Highway & Waterfall Off Ramp WATERFALL
TGS 61a Waterfall Off Ramp & Mokell Ave WATERFALL
TGS 61b Waterfall Off Ramp & Mokell Ave WATERFALL
TGS 62.1 Mokell Ave Waterfall
TGS 62a Kockell Ave outside Waterfall Public School WATERFALL
TGS 62b Kockell Ave outside Waterfall Public School WATERFALL Cut Off 11:00
TGS 63 Sir Bertram Stevens Dr & Caine Road RYDAL NP
* TGS 64 A Mokell Ave & Lady Wakehurst Dr RNP
TGS 64 B Mokell Ave & Lady Wakehurst Dr RNP

SECTOR E

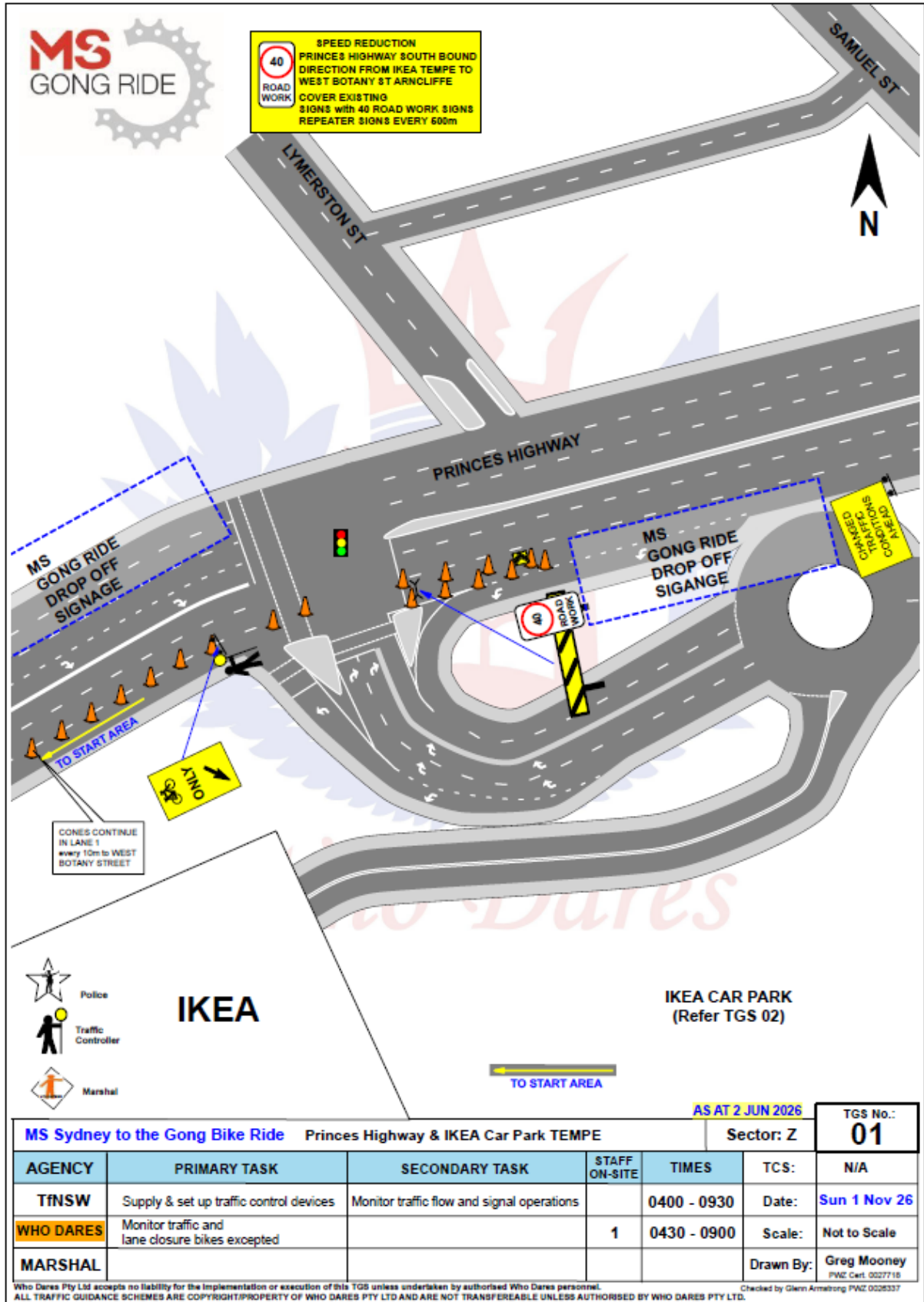
TGS 65 Lady Wakehurst Dr & Dornville Rd OTFORD
TGS 66 Dornville Rd & Otford Rd OTFORD
TGS 67 Lady Wakehurst Dr & Otford Rd OTFORD
* TGS 68 Lady Wakehurst Dr at Lawrence Hargrave Lookout STANWELL TOPS C/O 13:00
TGS 69 Lawrence Hargrave Dr & Stonehaven Rd STANWELL TOPS
TGS 69.1 Lawrence Hargrave Dr & Longview Cres STANWELL TOPS
TGS 70 Lawrence Hargrave Dr & Otford Rd STANWELL TOPS
TGS 71 Lawrence Hargrave Dr & Chellow Dene Ave STANWELL PARK
TGS 72 Lawrence Hargrave Dr & Station St STANWELL PARK
TGS 72.1 Scarborough Public School Cut Off 13:45
TGS 73 Lawrence Hargrave Dr & The Grove AUSTINMER
TGS 74 Lawrence Hargrave Dr & Henley Rd THIRROUL
TGS 75 Lawrence Hargrave Dr & The Esplanade THIRROUL
TGS 76 The Esplanade & Cliff Pde THIRROUL
TGS 77 Surfers Pde, Craig St & Hamilton Rd THIRROUL
TGS 78 Hamilton Rd and Bike Path THIRROUL

SECTOR F

TGS 79 Bike Path & Blackall St BULLI
TGS 80 Trinity Row & Godolphin St BULLI
TGS 81 Farnell Rd & Carrington St BULLI
TGS 82 Carrington St & Campbell St WOONONA
TGS 83 Kulgoa Rd & Park Rd WOONONA
TGS 84 Park Rd & Railway Pde WOONONA
TGS 85 Dorrigo Ave & Railway Pde WOONONA
TGS 86 Railway Pde & Farnell Sparring Dr WOONONA
TGS 87 Pioneer Dr & Charlotte Harrison Dr WOONONA
TGS 88 Pioneer Dr & Bellambi La BELLAMBI
TGS 89 Pioneer Rd & Rothery St BELLAMBI
TGS 90 Pioneer Rd, Railway St & Murray St EAST CORRIMAL
TGS 91 Pioneer Rd & Towradgi Rd TOWRADGI
TGS 92 Carters Lane & Thomas Dalton Park Car Park FAIRY MEADOW
TGS 93 A Carters La & Elliotts Rd FAIRY MEADOWS
TGS 93 B Carters La & Elliotts Rd FAIRY MEADOWS
* TGS 94 Elliotts Rd and Surf Club Car Park FAIRY MEADOW
TGS 95 Elliotts Rd & Cowper St FAIRY MEADOW
TGS 96 Bourke St & Montague St FAIRY MEADOW
TGS 97 Montague St & Fairy Meadow Station FAIRY MEADOW

NSW AMBULANCE STAGING AREA

AS AT 2 JUN 2026



PRIMARY CUT OFF
07:45

SECONDARY CUT OFF
08:00

In the event of any event delays the Police Traffic Commander may authorise the cut of time be extended to the secondary cut of time

VOLUNTEER #2
Encourage / Direct with customers park here - no vehicles with bikes on the roof

VOLUNTEER #9 & #10 VOLUNTEER TEAM LEADER
Initial point of contact (before 8 entry). Confirm # of going participants, IKEA staff, customer or Description customer - direct appropriately

VOLUNTEER #1
Initial point of contact (Police - they arrive). Confirm # going participants, IKEA staff or Description customer - direct appropriately

VOLUNTEER #1-#7
Aids with directing walking, arrival, departure, more participants along

VOLUNTEER #8
Direct BSA staff and deliveries. Ensure only staff and deliveries have access.

AREA MANAGER
Overall management of the site. Report any incidents to JOC, Base, Transport, Site to include with number of participants remaining

KEY


- RADIBLES
- DOOR OFF ZONE
- ENTRY
- BIKE START
- EXIT
- TOILETS

INFRASTRUCTURE / STAFF PLAN - 5:10AM - 7:55AM

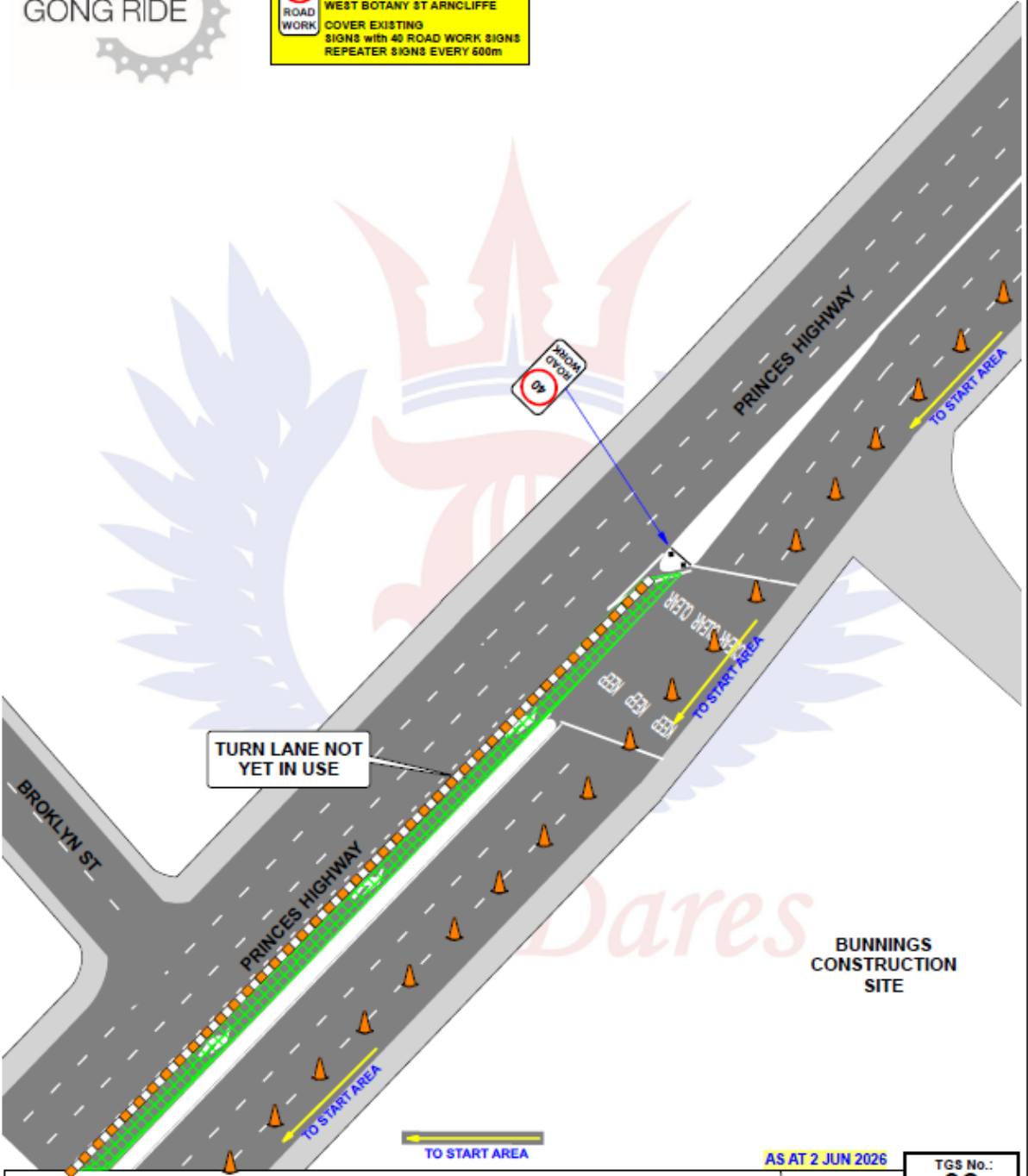
AS AT 2 JUN 2026

MS Sydney to the Gong Bike Ride					IKEA Car Park TEMPE		Sector: A		TGS No.: 02	
AGENCY	PRIMARY TASK	SECONDARY TASK	STAFF ON-SITE	TIMES	TCS:					
TfNSW					Date:	Sun 1 Nov 26				
WHO DARES					Scale:	Not to Scale				
MARSHAL	Ensure motorists don't park and leave their cars for the day		5+	0500 - 0800	Drawn By:	Greg Mooney PME Cert. 0027116				

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SPEED REDUCTION
40
 ROAD WORK
 PRINCES HIGHWAY SOUTH BOUND
 DIRECTION FROM IKEA TEMPE TO
 WEST BOTANY ST ARNCLIFFE
 COVER EXISTING
 SIGNS WITH 40 ROAD WORK SIGNS
 REPEATER SIGNS EVERY 500m



AS AT 2 JUN 2026

MS Sydney to the Gong Bike Ride Princes Highway & Brooklyn St TEMPE					Sector: A	TGS No.: 03
AGENCY	PRIMARY TASK	SECONDARY TASK	STAFF ON-SITE	TIMES	TCS:	
TfNSW	Supply & set up traffic control devices	Monitor traffic flow and signal operations		0400 - 0930	Date:	Sun 1 Nov 26
POLICE					Scale:	Not to Scale
MARSHAL					Drawn By:	Greg Mooney PWZ Cert. 0027718

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MS GONG RIDE

SPEED REDUCTION
PRINCES HIGHWAY SOUTH BOUND
DIRECTION FROM IKEA TEMPE TO
WEST BOTANY ST ARNCLIFFE
COVER EXISTING
SIGNS with 40 ROAD WORK SIGNS
REPEATER SIGNS EVERY 600m

TRANSIT SYSTEMS
TEMPE BUS DEPOT

GANNON ST

CONES at 2m SPACING

PRINCES HIGHWAY

CONES CONTINUE
IN LANE 1
every 10m to WEST
BOTANY STREET

TO START AREA

TO START AREA

CHANGED TRAFFIC
CONDITIONS
AHEAD

WENTWORTH ST

CONES at 2m SPACING
THROUGH INTERSECTION

HART ST

JOINS TGS 05

STATION ST

Police

Traffic Controller

Marshal

TO START AREA

AS AT 2 JUN 2026

MS Sydney to the Gong Bike Ride Princes Highway & Gannon St TEMPE					Sector: A	TGS No.: 04
AGENCY	PRIMARY TASK	SECONDARY TASK	STAFF ON-SITE	TIMES	TCS:	
TfNSW	Supply & set up traffic control devices	Monitor traffic flow and signal operations		0400 - 0930	Date:	Sun 1 Nov 26
WHO DARES	Monitor traffic and lane closure		1	0430 - 0900	Scale:	Not to Scale
MARSHAL					Drawn By:	Greg Mooney PWZ Cert. 0027718

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MS GONG RIDE

SPEED REDUCTION
PRINCES HIGHWAY SOUTH BOUND
DIRECTION FROM IKEA TEMPE TO
WEST BOTANY ST ARNCLIFFE
COVER EXISTING
SIGNS with 40 ROAD WORK SIGNS
REPEATER SIGNS EVERY 600m

**POLICE TO REQUEST TRAFFIC
SIGNALS TO FLASH AMBER
POLICE TO CONTROL
TRAFFIC AND PEDESTRIANS**

**POLICE to manage diagonal
pedestrian crossing**

**POLICE CAR
in lane 3**

Water fills FILLED

LANE CLOSED
STD TO GO ON START

**POLICE to manage diagonal
pedestrian crossing**

**3m lane
W/ fill .6m
2.4m for bikes**

**CCBs to form wider
left turn**

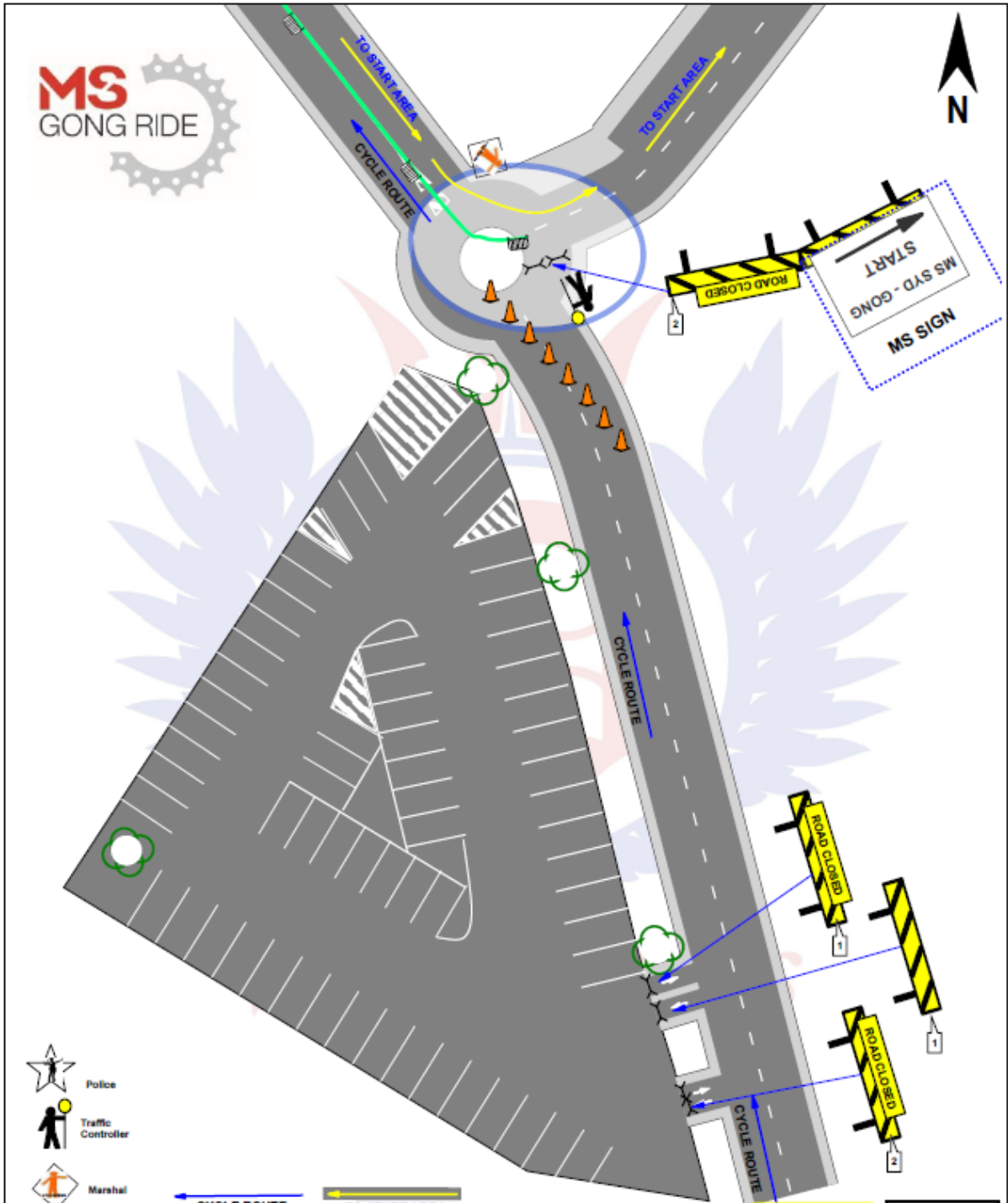
CCBs dividing road

**CONES CONTINUE
IN LANE 1
every 10m to WEST
BOTANY STREET**

AS AT 2 JUN 2026

MS Sydney to the Gong Bike Ride Princes Highway & Holbeach Ave TEMPE					Sector: A	TGS No.: 05
AGENCY	PRIMARY TASK	SECONDARY TASK	STAFF ON-SITE	TIMES	TCS:	1785
TfNSW	Supply & set up traffic control devices	Monitor traffic flow, Box 1785 to flash amber		0400 - 0930	Date:	Sun 1 Nov 26
POLICE	Traffic and pedestrian control		+ Car	4 0500 - 0900	Scale:	Not to Scale
WHO DARES MARSHAL	Direct event bikes into Bay Street	Radio to TGS13 re bike numbers/queues	1	0530 - 0900	Drawn By:	Greg Mooney PWE Cert. 0027116


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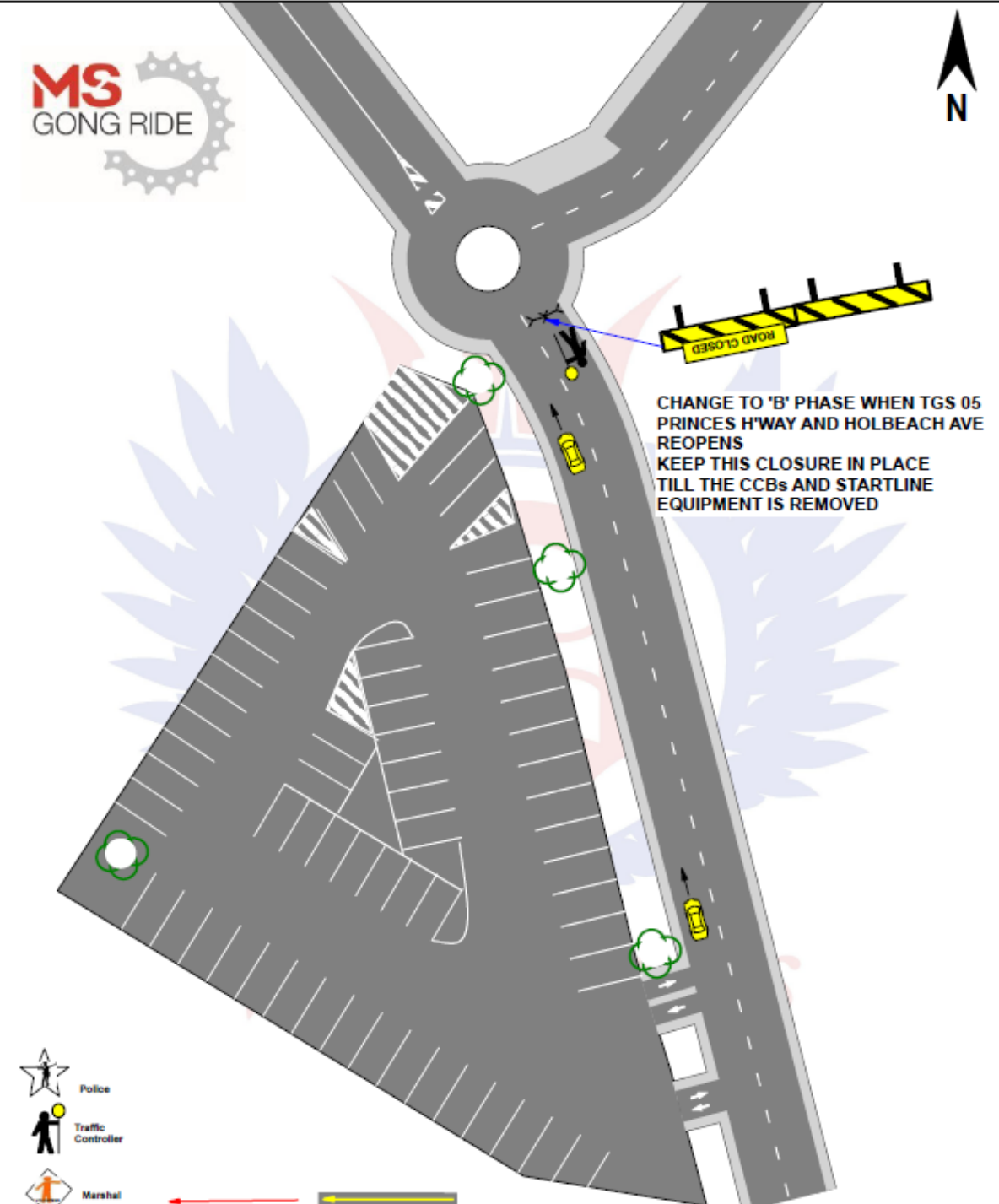
AS AT 2 JUN 2026

MS Sydney to the Gong Bike Ride Holbeach Rd roundabout TEMPE					Sector: A		TCP No.: 06A
AGENCY	PRIMARY TASK	SECONDARY TASK	STAFF ON-SITE	TIMES	TCS:	N/A	
TNSW					Date:	Sun 1 Nov 26	
WHO DARES	Supply equipment and set up road closure	Maintain road closure	1	0400 - 0930	Scale:	Not to Scale	
MARSHAL					Drawn By:	Greg Mooney PWZ Cert. 0027718	

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MS Sydney to the Gong Bike Ride **Holbeach Rd roundabout TEMPE** **Sector: A** **TGS No.: 06B**

AGENCY	PRIMARY TASK	SECONDARY TASK	STAFF ON-SITE	TIMES	TCS:	N/A
TfNSW					Date:	Sun 1 Nov 26
WHO DARES	Supply equipment and set up road closure	Maintain road closure	1	0930 - 1030	Scale:	Not to Scale
MARSHAL					Drawn By:	Greg Mooney <small>PWC Cert. 0027718</small>

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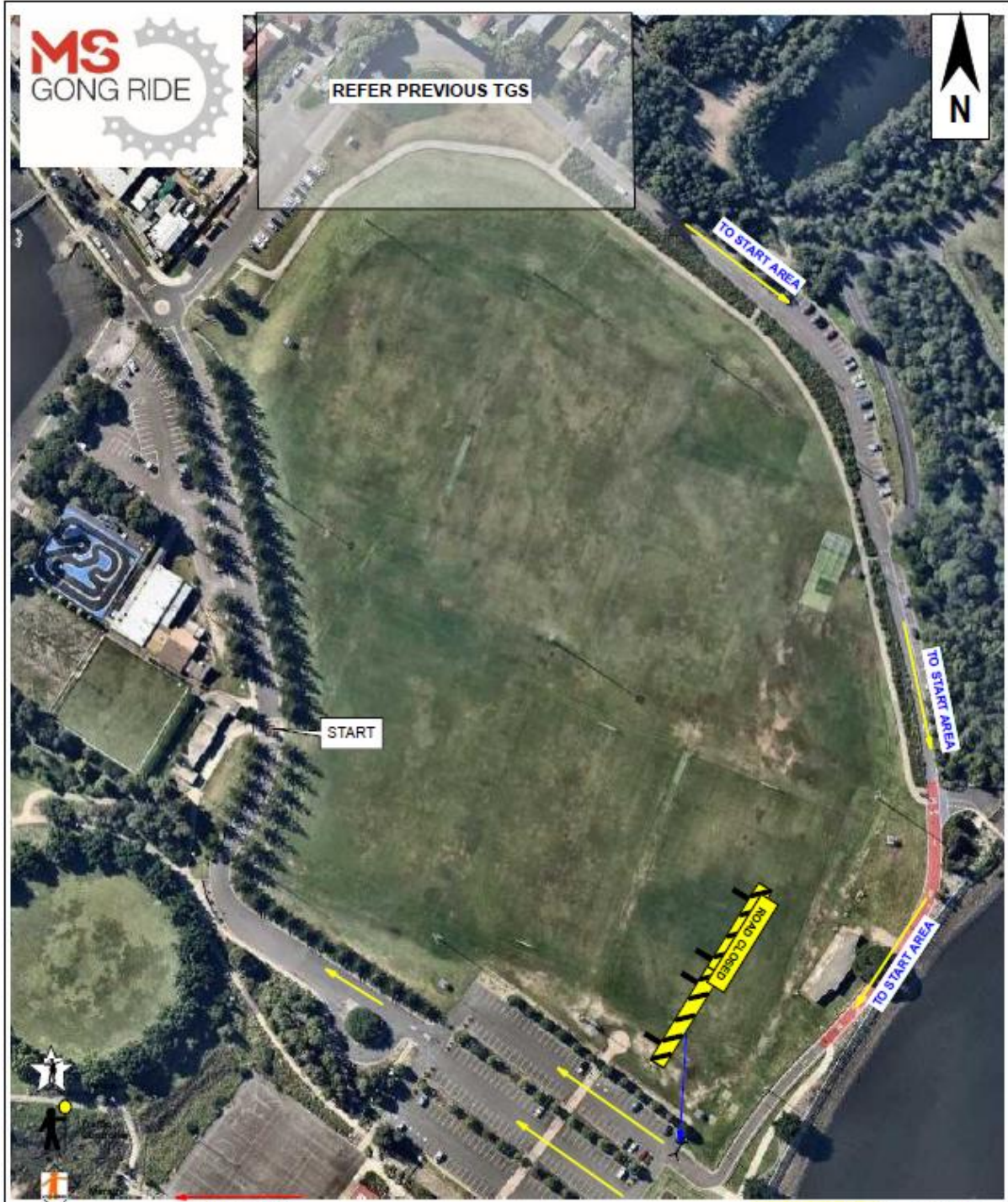
MS GONG RIDE

AS AT 2 JUN 2026

MS Sydney to the Gong Bike Ride Bay St closed at Old St- South St closed at Station St TEMPE **Sector: A** TGS No.: **07**

AGENCY	PRIMARY TASK	SECONDARY TASK	STAFF ON-SITE	TIMES	TCS:	
TfNSW					Date:	Sun 1 Nov 26
WHO DARES	Supply equipment and set up road closure	Maintain road closure	2	0500 - 0930	Scale:	Not to Scale
MARSHAL					Drawn By:	Greg Mooney PWZ Cert. 0027718

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CYCLE ROUTE						AS AT 2 JUN 2026	TGS No.: 08
MS Sydney to the Gong Bike Ride Tempe Recreation Reserve TEMPE						Sector: A	N/A
AGENCY	PRIMARY TASK	SECONDARY TASK	STAFF ON-SITE	TIMES	TCS:	Date:	Scale:
TfNSW						Sun 1 Nov 26	Not to Scale
WHO DARES	Supply equipment and set up road closure			0400 - 0930			
MARSHAL						Drawn By: Greg Mooney PWE Cert. 0227718	
<small>Who Dares Pty Ltd accepts no liability for the implementation or execution of this TGS unless undertaken by authorised Who Dares personnel. ALL TRAFFIC GUIDANCE SCHEMES ARE COPYRIGHT/PROPERTY OF WHO DARES PTY LTD AND ARE NOT TRANSFERABLE UNLESS AUTHORISED BY WHO DARES PTY LTD.</small>						<small>Checked by Glenn Armstrong PWE Cert. 0226337</small>	

START SITE LAYOUT (TBC)

Police

Traffic Controller

Marshal

CYCLE ROUTE

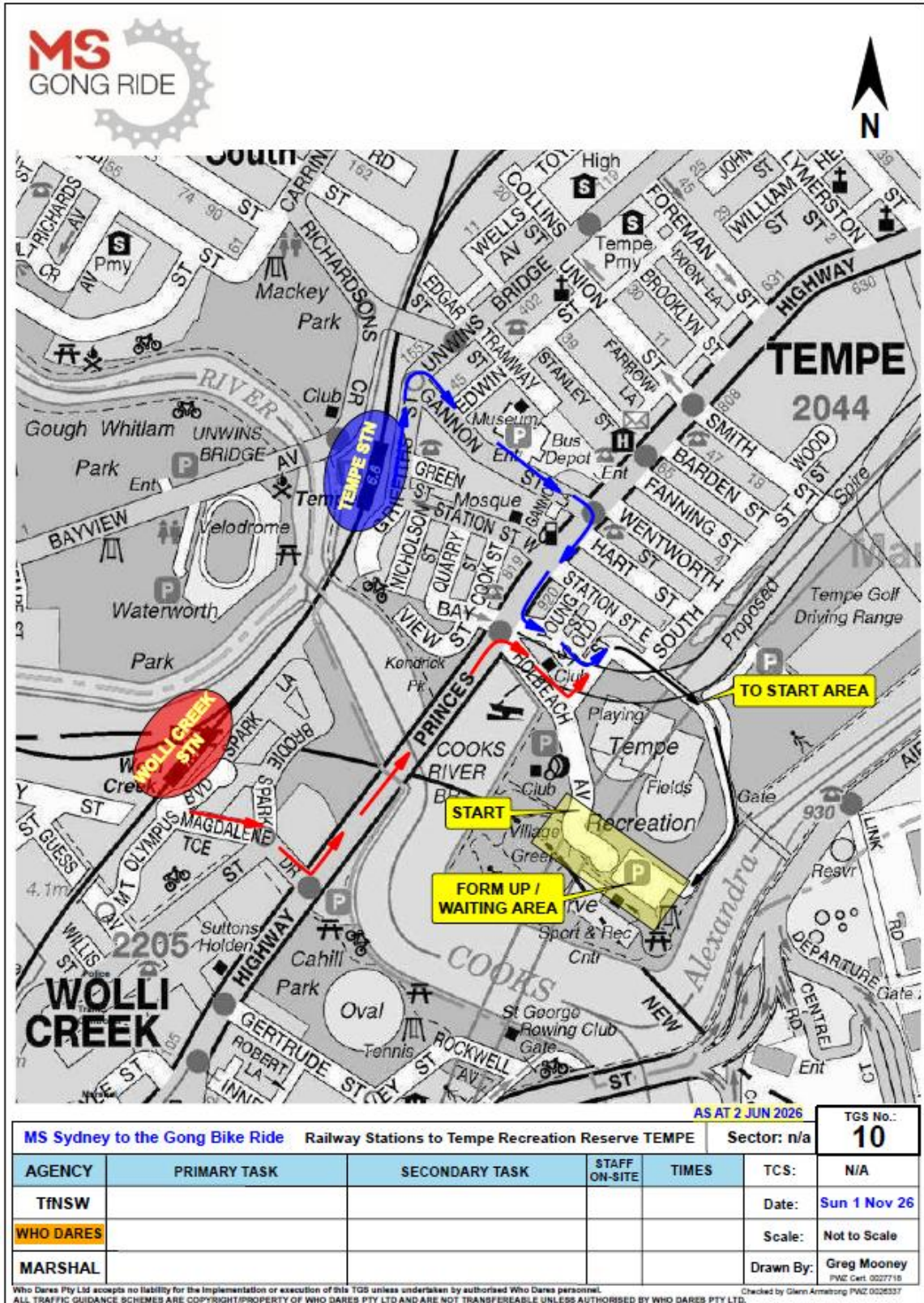
AS AT 2 JUN 2026

TGS No.:	09
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MS Sydney to the Gong Bike Ride				Holbeach Ave Start Area Tempe Recreation Reserve TEMPE		Sector: A			
AGENCY	PRIMARY TASK	SECONDARY TASK	STAFF ON-SITE	TIMES	TCS:	N/A			
TNSW					Date:	Sun 1 Nov 26			
WHO DARES	Monitor traffic and lane closure bikes excepted		1	0500 - 0930	Scale:	Not to Scale			
MARSHAL					Drawn By:	Greg Mooney <small>PWZ Cert. 0027718</small>			

Who Dares Pty Ltd accepts no liability for the implementation or execution of this TGS unless undertaken by authorised Who Dares personnel. Checked by Glenn Armstrong PWZ 0026337

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ATTACHMENTS

Nil.