

AGENDA



LOCAL TRAFFIC COMMITTEE MEETING

MONDAY 15 AUGUST 2022

11.00AM

Function of the Local Traffic Committee

Background

Roads and Maritime Services (RMS) is legislated as the Authority responsible for the control of traffic on all NSW Roads. The RMS has delegated certain aspects of the control of traffic on local roads to councils. To exercise this delegation, councils must establish a local traffic committee and obtain the advice of the RMS and Police. The Inner West Council Local Traffic Committee has been constituted by Council as a result of the delegation granted by the RMS pursuant to Section 50 of the Transport Administration Act 1988.

Role of the Committee

The Local Traffic Committee is primarily a technical review and advisory committee which considers the technical merits of proposals and ensures that current technical guidelines are considered. It provides recommendations 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 and require Council to consider exercising its delegation.

In addition to its formal role as the Local Traffic Committee, the Committee 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.

Committee Delegations

The Local Traffic Committee has no decision-making powers. The Council must refer all traffic related matters to the Local Traffic Committee 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 RMS or relevant organisation.

The Committee provides recommendations to Council. Should Council wish to act contrary to the advice of the Committee or if that advice is not supported unanimously by the Committee members, then the Police or RMS have an opportunity to appeal to the Regional Traffic Committee.

Committee Membership & Voting

Formal voting membership comprises the following:

- 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 the RMS; and
- State Members of Parliament (MP) for the electorates of Summer Hill, Newtown, Heffron, Canterbury, Strathfield and Balmain or their nominees.

Where the Council area is represented by more than one MP or covered by more than one Police LAC, representatives are only permitted to vote on matters which effect their electorate or LAC.

Informal (non-voting) advisors from within Council or external authorities may also attend Committee meetings to provide expert advice.

Committee Chair

Council's representative will chair the meetings.

Public Participation

Members of the public or other stakeholders may address the Committee on agenda items to be considered by the Committee. The format and number of presentations is at the discretion of the Chairperson and is generally limited to 3 minutes per speaker. Committee debate on agenda items is not open to the public.

AGENDA

- | | | |
|----------|--|-------------|
| 1 | Apologies | |
| 2 | Disclosures of Interest | |
| 3 | Confirmation of Minutes | Page |
| | Minutes of 18 July 2022 Local Traffic Committee Meeting | 5 |
| 4 | Matters Arising from Council's Resolution of Minutes | |
| 5 | Part A – Items Where Council May Exercise Its Delegated Functions | |

Traffic Matters

ITEM	Page
LTC0822(1) Item 1 Rozelle North LATM Final Report	12
LTC0822(1) Item 2 Dudley Street, Dulwich Hill; Illawarra Road, Marrickville; Burrows Avenue, Railway Road, Gleeson Avenue and (Lower) Railway Parade, Sydenham - Temporary Parking Changes During Major Rail Shutdown of T3 Line for Sydney Metro Upgrade Works - Bus Replacements – 24 September 2022 to 9 October 2022 and 26 December 2022 to 15 January 2023 (Midjumburi - Marrickville Ward / Summer Hill Electorate / Inner West PAC)	137

Parking Matters

ITEM	Page
LTC0822(1) Item 3 Beattie Street at Harris Street, Balmain - Proposed Kerb Blister Island (Baludarri - Balmain/ Balmain Electorate/ Leichhardt PAC)	146
LTC0822(1) Item 4 Cameron Street, Balmain (Between Mort Street and Clayton Street) - Proposed Kerb Indentation (Baludarri-Balmain/ Balmain Electorate/ Leichhardt PAC)	151

Late Items

Nil at time of printing.

6 Part B - Items for Information Only

ITEM	Page
LTC0822(1) Item 5 27-29 Percy Street Rozelle - Temporary Full Road Closure (Baludarri-Balmain/ Balmain Electorate/ Leichhardt PAC)	156
LTC0822(1) Item 6 Holbeach Avenue, Tempe – Temporary Full Road Closures for MS Sydney to the Gong Bike Ride on Sunday 6 November 2022 – (Midjuburi - Marrickville Ward/Heffron Electorate/Newtown LAC)	158

7 Part C - Items for General Advice

Nil at the time of printing.

8 General Business

9 Close of Meeting

**Minutes of Local Traffic Committee Meeting
Held on 18 July 2022 at Ashfield Service Centre**

Meeting commenced at 11.00AM

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

Mayor Darcy Bryne	Councillor – Baludarri-Balmain Ward (Chair)
Bill Holliday	Representative for Jamie Parker MP, Member for Balmain
Graeme McKay	Representative for Jo Haylen MP, Member for Summer Hill
Paul Kelaita	Representative for Jason Yat-Sen Li MP, Member for Strathfield
Van Le	Transport for NSW (TfNSW)

OFFICERS IN ATTENDANCE

Cr Justine Langford	Councillor – Midjuburi-Marrickville Ward (Alternate Chair)
Colin Jones	Inner West Bicycle Coalition (IWBC)
Sunny Jo	IWC's Acting Traffic and Transport Services Manager
George Tsaprounis	IWC's Coordinator Traffic Engineering Services (South)
David Yu	IWC's Acting Coordinator Traffic Engineering Services (North)
Mirushan Sivanesan	IWC's Student Traffic Engineer
Christina Ip	IWC's Business Administration Officer

VISITORS

Marc Denis	Item 4 - Resident
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APOLOGIES:

Sgt Charles Buttrose	NSW Police – Leichhardt Police Area Command
SC Anthony Kenny	NSW Police – Inner West Police Area Command
Chris Woods	Representative for Ron Hoenig MP, Member for Heffron
Colin Hesse	Representative for Jenny Leong MP, Member for Newtown
Adrian Pritchard	Transit Systems

DISCLOSURES OF INTERESTS:

Nil.

CONFIRMATION OF MINUTES

The minutes of the Local Traffic Committee meeting held on 20 June 2022 were confirmed, with an amendment to include the below comment in the discussion of Item 3 - Elswick Street North, Charles Street, William Street, Leichhardt - Proposed traffic calming, angled parking and pedestrian facilities:

The representative for the Member for Summer Hill suggested that the unnamed laneway between Falls Street and Elswick Street North be made one-way northbound.

MATTERS ARISING FROM COUNCIL'S RESOLUTION OF MINUTES

The Local Traffic Committee recommendations of its meeting on 20 June 2022 are awaiting adoption.

LTC0722(1) Item 1 Dulwich Hill Station Precinct Public Domain Improvements Amendments - Location of traffic calming entry thresholds (Midjuburi – Marrickville Ward/Summer Hill Electorate/Inner West PAC)

SUMMARY

Cardno was commissioned for the traffic and transport assessment and the detailed design of the Dulwich Hill Station Precinct Public Domain Improvements (DHSPDI). Council adopted the Master Plan for Dulwich Hill Station Precinct at its 13 August 2019 meeting. The Dulwich Hill Station Public Domain Master Plan provides the Dulwich Hill community with a plan to transform the streets and public spaces around the station into a pedestrian oriented village.

Dulwich Hill Station Precinct Public Domain Improvement works were initially planned to be delivered in two stages. Relevant documentation for Stage 1 works were submitted and approved by the Local Traffic Committee in July, 2020. Stage 1 works involved:

- A raised, signalised intersection at Wardell Road / Dudley Street;
- Footpath treatments and tree plantings on the southern side of Dudley Street; and
- A kerb extension on the southern side of Dudley Street at the intersection with Wardell Road.

An assessment for Stage 2 works were submitted and approved by the Local Traffic Committee in February, 2022. Stage 2 works involved:

- Raised entry thresholds at the north and south of Wardell Road and south west of Ewart Street;
- Upgrading the existing threshold at Ewart St East, to IWC standards;
- Tree plantings, garden beds and a rain garden; and
- New Bluestone Pavers for footpaths.

This assessment is for an amendment to parts of the Stage 2 works. In discussion with TfNSW, the two proposed thresholds at Wardell Road South and Ewart Street West have been relocated. The raised thresholds at Ewart Street west and Wardell Road south were originally located approximately 30m west and 20m south of the Ewart Street / Wardell Road intersection respectively. Both thresholds have now been shifted to approximately 80m away from the intersection. This is likely to increase safety by providing additional length for drivers to reduce and maintain lower speed (i.e. 40km/h) while entering and exiting a signalised intersection.

Officer's Recommendation

THAT: the relocation of the proposed raised thresholds on Wardell Road to a position approximately 80m away from the Ewart Street/Wardell Road intersection be APPROVED as amendments to Stage 2 design of the Dulwich Hill Station Precinct Public Domain Improvement works.

DISCUSSION

The representative for the Member for Summer Hill stated that a resident was concerned that relocating the pedestrian crossing on Wardell Road would mean it would be closer to the existing crossing near Ness Street. Council Officers stated that the proposal is to relocate the raised thresholds from the previously approved design. These facilities are meant to reduce the speed of traffic on approach to the traffic signals at the intersection of Wardell Road and Ewart Street where pedestrian crossing facilities are already provided.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT: the relocation of the proposed raised thresholds on Wardell Road to a position approximately 80m away from the Ewart Street/Wardell Road intersection be APPROVED as amendments to Stage 2 design of the Dulwich Hill Station Precinct Public Domain Improvement works.

For motion: Unanimous

LTC0722(1) Item 2 Bayley Street, Marrickville, Cavendish Street, Stanmore And Fotheringham Street, Enmore - Dedicated Car Share Parking Restrictions (Summer Hill Electorate / Inner West PAC)

SUMMARY

A request has been received from a GoGet Car Share representative for the installation of three (3) on-street dedicated 'Car Share' parking spaces for existing floating car share vehicles around the Inner West. Due to community feedback and opposition to two locations only one nominated car share space is recommended for installation.

Officer's Recommendation

THAT the following 'No Parking Authorised Car Share Vehicles Excepted' restrictions be approved:

1. A 5.4m restriction in the first parking space on the southern side of Bayley Street, Marrickville west of the driveway at No.32 adjacent to Tom Kenny Reserve.

DISCUSSION

Clr Langford asked if there were opportunities to create more car share spaces in other locations such as the parking area around Dulwich Hill Station after it is upgraded. Council Officers advised that there are existing car share spaces near Dulwich Hill Station and Council can consider applications from car share operators for other locations.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the following ‘No Parking Authorised Car Share Vehicles Excepted’ restrictions be approved:

1. A 5.4m restriction in the first parking space on the southern side of Bayley Street, Marrickville west of the driveway at No.32 adjacent to Tom Kenny Reserve.

For motion: Unanimous

LTC0722(1) Item 3 Murrell Street, Ashfield- Traffic and parking changes (Djarrawunang-Ashfield Ward/Summer Hill Electorate/Burwood PAC)

SUMMARY

Council has received numerous concerns from the Ashfield Public School community and the Good-start Early Learning Child Care Centre regarding traffic safety in Murrell Street, Ashfield.

This report deals with the main concern of congestion in the street with parked vehicles obstructing traffic flow and the build -up of traffic in Murrell Street due to vehicles waiting long periods to turn right onto Liverpool Road during school drop- off and pick up times.

The school and Child Care Centre has requested that parking to the western side of the street be either removed or wholly limited to park outside of morning and afternoon school drop-off and pick -up times.

Rather than above, it is recommended that parking be reconfigured and limited in time to certain areas on the western side of the street to improve traffic flow and minimise the impact on the loss or limitation of parking in the area for the residential and business community.

No Right Turn during school zone hours for traffic coming out of Murrell Street into Liverpool Road is proposed subject to Transport for NSW (TfNSW) approval.

Officer’s Recommendation

THAT:

1. The following parking changes be approved:
 - (a) The (4) parking spaces on the western side of Murrell Street, Ashfield outside the side of 183 Liverpool Road be changed to read “No Stopping 8.30am - 9.30am, 2.30pm-3.30pm School days” and “2P 9.30am-2.30pm., 3.30pm-6.00pm Mon-Fri Permit Holders Excepted AREA 1”,
 - (b) ‘No Stopping’ be signposted across:
 - (i) the combined driveways of 183 Liverpool Road and David’s Lane,
 - (ii) driveway to 2-4 Murrell Street,
 - (iii) driveway to 10-12 Murrell Street& side service driveway to 1A Orchard Crescent, and
2. Council forwards a Traffic Management Plan to Transport for NSW to consider and approve ‘No Right Turn 8.00am-9.30am., 2.30pm-4.00pm School Days’ for traffic out of Murrell Street into Liverpool Road.

DISCUSSION

The representative for the Member for Summer Hill stated that Cllr Mark Drury was concerned with the number of parents who use Murrell Street and make U-turns in the street when picking up and dropping off their children to school, and asked if there was an alternative option for these parents. Council Officers stated that the proposal aims to address congestion whilst maintaining as much parking as possible for parents and residents. The proposal also includes the banning of the right turn out of Murrell Street during the peak drop off and pick up times for the school to assist in the improvement of traffic flow. The proposed parking and traffic measures will be reviewed by Council 6-12 months after implementation and further changes can be made if issues persist.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

1. The following parking changes be approved:
 - (a) The (4) parking spaces on the western side of Murrell Street, Ashfield outside the side of 183 Liverpool Road be changed to read "No Stopping 8.30am - 9.30am, 2.30pm-3.30pm School days" and "2P 9.30am-2.30pm., 3.30pm-6.00pm Mon-Fri Permit Holders Excepted AREA 1",
 - (b) 'No Stopping' be signposted across:
 - (i) the combined driveways of 183 Liverpool Road and David's Lane,
 - (ii) driveway to 2-4 Murrell Street,
 - (iii) driveway to 10-12 Murrell Street & side service driveway to 1A Orchard Crescent, and
2. Council forwards a Traffic Management Plan to Transport for NSW to consider and approve 'No Right Turn 8.00am-9.30am., 2.30pm-4.00pm School Days' for traffic out of Murrell Street into Liverpool Road.

For motion: Unanimous

LTC0722(1) Item 4 Railway Street, Croydon-Proposed 'No Parking' opposite driveway (Gulgadya-Leichhardt Ward/Strathfield Electorate/ Ashfield PAC)

SUMMARY

Concerns have been raised by the owner of 12 Hordern Parade, Croydon with parked vehicles obstructing vehicular ingress and egress to the rear of his garage in Railway Street. To alleviate the problem, a small length of sign posted 'No Parking' supplemented with road markings is proposed in Railway Street opposite the rear garage to 12 Hordern Parade, Croydon.

Officer's Recommendation

That a length of approximately 4.0 metres of 'No Parking' be assigned outside No.9 Railway Street, Croydon, supplemented with bay line and No Parking markings as shown in ATTACHMENTS 1C.

DISCUSSION

Public speaker: Marc Denis entered at 11.10am.

Mr Denis supported the proposed 'No Parking' zone as it would provide sufficient access space to his garage.

(Mr Denis left at 11.12am)

The representative for the Member for Strathfield asked whether any objections were received for the amended proposal. Council Officers confirmed that objections were only received for the initial proposal and no objections were received for the amended proposal.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

That a length of approximately 4.0 metres of 'No Parking' be assigned outside No.9 Railway Street, Croydon, supplemented with bay line and No Parking markings as shown in ATTACHMENTS 1C.

For motion: Unanimous

General Business

LTC0722 Item 5 Pedestrian crossings on Darling Street, Balmain

The representative for the Member for Balmain stated that a resident raised concerns with safety at the pedestrian crossings adjacent to Gladstone Park. The resident and her son who attends Balmain Public School have been hit by a car and a cyclist on separate occasions while at the crossings. The resident stated that the crossing had a school crossing supervisor prior to COVID lockdowns and requested a supervisor be reinstated at the crossing. TfNSW will investigate why the school crossing supervisor was withdrawn at the crossing and report back to the Committee. The TfNSW representative also advised that the school can apply for a new school crossing supervisor.

LTC0722 Item 6 Pram ramps for Orchard Crescent, Ashfield

The IWBC representative requested urgent installation of pram ramps on Orchard Crescent, Ashfield to improve access for pedestrians and cyclists. Council Officers will check whether Orchard Crescent was part of any recommendations from the Pedestrian Access and Mobility Plan study and report back to the Committee.

LTC0722 Item 7 Livingstone Road, Marrickville bike path

Cr Langford raised safety concerns with the Livingstone Road bike path that is still under construction. Cr Langford stated that it was unclear whether the new section of bike path was open as there was no signage or information provided regarding timelines. Cyclists and pedestrians have been observed using the path. Council Officers will find out when the bike path opens and report back to the Committee. Cr Langford was also advised she could contact the Acting Director Infrastructure to seek an answer prior to the next Committee meeting.

LTC0722 Item 8 Filming applications occupying footpaths and cycle paths

The IWBC representative raised concerns with film crews occupying footpaths and cycle paths and restricting access. This has occurred in Smith Street and Lackey Street, Summer Hill and Livingstone Road, Marrickville. Council Officers advised that provisions for pedestrian access and safety should be included in an applicant's traffic control plan and it is part of the conditions when a filming application is approved. Council Officers may need to speak to the applicant to check if the permitted occupancy was warranted. Council Officers were requested to table the relevant section of the filming application relating to pedestrian access and safety at a subsequent meeting for the Committee's review.

Meeting closed at 11.29am.

Item No: LTC0822(1) Item 1

Subject: ROZELLE NORTH LATM FINAL REPORT

Prepared By: Jason Scoufis - Traffic and Parking Planner

Authorised By: Sunny Jo - Acting Traffic and Transport Manager

SUMMARY

This is a recommendation to endorse the findings of the Final Rozelle North LATM Study report. Council has recently undertaken Public Exhibition of the draft Rozelle North LATM Study through Yoursay Inner West.

The response results indicate that the community generally supported all of the proposed changes, including support for the short-term proposal to install a roundabout at the Elliott Street/Terry Street/Glassop Street stop-controlled intersection. Similarly, support was provided for the proposal to install a raised zebra crossing in Darling Street south of Merton Street.

After considering the Public Exhibition feedback, a review on the proposed scheme was undertaken with minor adjustments made to the LATM Study recommendations and some additional recommendations added. As the changes included both short term and long-term strategies, this would require Council to implement the changes over a life cycle of the study.

RECOMMENDATION

That:

1. The final Rozelle North LATM Study be received and noted;
 2. A kerb blister be installed in Wellington Street at Nelson Street;
 3. A roundabout be installed at Elliott Street/Terry Street/Glassop Street;
 4. Kerb blisters be installed in Glassop Street at White Street;
 5. A raised pedestrian (zebra) crossing in Darling Street be installed immediately south of Merton Street including relocation of existing motorbike spaces;
 6. Raise the existing at grade pedestrian (zebra) crossing in Wise Street immediately west of Darling Street;
 7. Raise the existing at grade pedestrian (zebra) crossing in Terry Street immediately south of Nagurra Place;
 8. Install an asphalt/concrete speed cushion in Terry Street between Norman Street and Thornton Street;
 9. Replace existing rubber speed cushions with asphalt/concrete speed cushions in Wellington Street between Terry Street and Victoria Road;
 10. Install a pedestrian (zebra) crossing in Wellington Street, immediately south of Terry Street;
 11. Install a pedestrian (zebra) crossing in Terry Street, immediately west of Wellington Street;
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12. Install a kerb extension and accessible parking space on the eastern side of Darling Street immediately south of Nelson Street;
 13. Install a 10 km/h Shared Zone in Tilba Avenue subject to TfNSW approval of a TMP;
 14. Install kerb extensions in Wellington Street immediately north of Merton Street;
 15. Upgrade linemarking in Terry Street near Wise Street including edgeline markings and linemarking around the median island;
 16. Undertake further investigation into converting Crystal Street to one way (either way), additional parking capacity and extension of existing on street resident parking scheme;
 17. Install advisory 'Do Not Queue Across Intersection' (G9-237) signs in Wise Street at York Place;
 18. TfNSW be requested to investigate implementing a 40 km/h School Zone along the frontage of Rozelle Public School in Victoria Road; and
 19. TfNSW be requested to investigate adjustment to the traffic signals at the Victoria Road/Wellington Street to reduce traffic delays/queuing in Wellington Street and provide safer conditions for pedestrians crossing Victoria Road.
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BACKGROUND

As part of Council's Local Area Traffic Management (LATM) Strategy Review Program, Council engaged TEF Consulting to prepare the Rozelle North LATM study.

The Rozelle North (Area L7) precinct is bounded by Victoria Road, Darling Street, Young Street, Glassop Street, White Street and Iron Cove.

The objective of the study is to reduce traffic volumes and speeds in local streets to increase liveability and improve safety and access for pedestrians and cyclists. It also includes a review of the original LATM Study which was completed in the year 2000.

The map of the study area is included in a copy of the final report as provided in **Attachment 1**.

FINANCIAL IMPLICATIONS

The cost of proposed treatments as listed in the draft report placed on public exhibition was estimated to cost approximately \$643,500 (including GST). The final report includes recommendations totalling \$688,600 (including GST). This includes the additional costs associated with the additional recommendations/modifications.

This cost takes into consideration 10% contingency. Once the LATM Study is adopted, detailed design and construction would be undertaken in stages as prioritised commencing from the 2022/2023 year.

The cost to implement the Rozelle North LATM Study will be funded from Council's traffic facilities budget, subject to Local Traffic Committee support and adoption by Council. Subsequent reports during implementation of the recommendations of the study will provide further detailed plans if required.

PUBLIC CONSULTATION

Council undertook an initial survey through Council's Yoursay website in February/March 2020 with invitation letters mailed out to stakeholders and residents within the study area to determine existing issues and ideas in the study area. A total of 173 responses were received. An online workshop was held in September 2020 and further consultation held in October 2020 of the proposed draft options with 125 responses received.

The subsequent Public Exhibition of the draft LATM Study commenced 4th April 2022 and ended 15 May 2022. A total of 3,467 letters were mailed out, inviting to provide comments online and via separate email and paper submissions.

Councils Have Your Say in Leichhardt West website had 365 visits and 103 submissions received. A further 6 submissions were received via email, customer service enquiry, and post.

The feedback is summarised below with further details provided in the Rozelle North LATM Study Final Report which includes the Community Engagement Outcomes Report.

An additional recommendation has been included in the form of installing advisory 'Do Not Queue Across Intersection' (G9-237) signs in Wise Street at York Place based on issues raised by residents in not being able to enter Wise Street due to queueing.

There is also an additional recommendation to replace the existing rubber speed cushions with asphalt/concrete speed cushions in Wellington Street due to their worn use.

Regarding Crystal Street, the recommendation has been adjusted to 'investigate converting Crystal Street to one way (either way), additional parking capacity and extension of existing on street resident parking scheme which encompasses concerns regarding lack of parking turnover.

Concerning the recommendation to install a raised zebra crossing in Darling Street south of Merton Street, the community supported the proposal hence it has been included in final recommendations, however the issue was raised regarding loss of motorbike parking. To address issue the recommendation has been amended to 'Kerb extension and accessible parking space on eastern side of Darling Street south of Nelson Street including relocation of existing motorbike parking spaces'

There are also recommendations that have been included that relate to matters under TfNSW jurisdiction on State Roads. They include a recommendation to investigate implementing a 40 km/h School Zone along the frontage of Rozelle Public School in Victoria Road and to investigate whether the traffic signals at the Victoria Road/Wellington Street can be adjusted to reduce traffic delays in Wellington Street and provide safer conditions for pedestrians crossing Victoria Road.

ATTACHMENTS

1. [Download](#) Rozelle North LATM Final report



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ROZELLE NORTH LATM

FINAL REPORT

August 2022

Prepared for

Inner West Council

ROZELLE NORTH LATM

Report Document Control

Project	A Local Area Traffic Management Plan for Rozelle North
Date	8 August 2022
Author(s)	O Sannikov, V Pantiukhin, M Thompson
Client	Inner West Council
Job No.	20005
Keywords	Traffic Engineering/Local Transport Planning/Traffic Calming
Disclaimer	This report is believed to be true and correct at the time of writing. It is based on the information and data provided by the client and other relevant organisations during preparation. TEF Consulting does not accept any contractual, tortuous or other form of liability for any consequences arising from its use. People using the information in the report should apply and rely on their own skill and judgement to a particular issue they are considering.

Title	Date	Author/s	Reviewer
Final Report	8 August 2022	VP / MT	OS



1	EXECUTIVE SUMMARY	1
2	INTRODUCTION	6
3	CONTEXT	8
4	STATE AND COUNCIL STRATEGIES AND PLANS	13
5	TRAFFIC AND TRANSPORT MOVEMENT AND CONTROL	20
6	ROAD CRASHES	27
7	IDENTIFIED COMMUNITY ISSUES – INITIAL COMMUNITY INSIGHTS.....	30
8	AUDITS OF EXISTING SITUATION	33
9	ANALYSIS OF CRASH DATA	36
10	INTERSECTION OPERATIONS AND SAFETY ASSESSMENT	38
11	RECOMMENDED ACTIONS	48
12	ENGAGEMENT OUTCOMES OF PROPOSED DRAFT OPTIONS	65



LIST OF FIGURES

FIGURE 2-1: ROZELLE NORTH STUDY AREA	6
FIGURE 3-2: LEICHHARDT LEP 2013	8
FIGURE 3-3: LAND USE ATTRACTORS OUTSIDE THE STUDY AREA	9
FIGURE 3-4: LOCAL PRIMARY AND SECONDARY SCHOOL CATCHMENTS	9
FIGURE 3-5: STATISTICAL AREAS WITHIN ROZELLE NORTH.	11
FIGURE 3-6: WALKING CATCHMENTS TO BUS STOPS.	12
FIGURE 4-7: RELATIONSHIP BETWEEN IMPACT SPEED AND PROBABILITY OF A FATALITY FOR DIFFERENT SCENARIOS	13
FIGURE 4-8: EASTERN CITY DISTRICT FUTURE HOUSING SUPPLY.	15
FIGURE 4-9: CURRENT TRANSPORT NETWORK.	16
FIGURE 4-10: KEY PLANNING TRANSPORT PROJECTS.	17
FIGURE 4-11: PROPOSED BICYCLE NETWORK.	18
FIGURE 4-12: WESTCONNEX STAGE 3 (M4-M5 LINK) WORKS NEAR THE STUDY AREA.	19
FIGURE 7-13: OVERALL RATING OF TRAFFIC PROBLEMS.	30
FIGURE 7-14A - 6.2.F: TIMINGS FOR RESPECTIVE ISSUES.	32
FIGURE 10-15: CRASH DATA AT ELLIOTT STREET / TERRY STREET / GLASSOP STREET INTERSECTION	39
FIGURE 10-16: EXISTING GLASSOP STREET, WHITE STREET AND YOUNG STREET INTERSECTION LAYOUT	40
FIGURE 10-17: TRAFFIC SPEED SURVEYS BETWEEN THORNTON STREET AND MARGARET STREET	40
FIGURE 10-18: TRAFFIC SPEED SURVEYS BETWEEN THORNTON STREET AND MARGARET STREET	41
FIGURE 10-19: SWIMMING SCHOOL AND PEDESTRIAN DESIRE LINES INTERSECTION OF TERRY STREET AND WELLINGTON STREET.	42
FIGURE 10-20: EXPLANATION OF MANOEUVRE FROM NELSON STREET ONTO WELLINGTON STREET	43
FIGURE 10-21: MISSING PEDESTRIAN CROSSING POINT AT WELLINGTON STREET AND MERTON STREET INTERSECTION (SOURCE: GOOGLE MAPS).	43
FIGURE 10-22: EXISTING CONDITIONS ON TILBA AVENUE (SOURCE: GOOGLE MAPS)	44
FIGURE 10-23: EXISTING PERSONS WITH A DISABILITY SPACE ON DARLING STREET NEAR MERTON STREET (SOURCE: GOOGLE MAPS)	44
FIGURE 10-24 EXISTING LAYOUT OF THE TERRY STREET INTERSECTION WITH NORMAN STREET LOOKING NORTH FROM TERRY STREET (SOURCE: GOOGLE MAPS)	45
FIGURE 10-25 EXISTING LAYOUT OF THE TERRY STREET INTERSECTION WITH WISE STREET LOOKING NORTH-WEST FROM WISE STREET (SOURCE: GOOGLE MAPS)	45
FIGURE 10-26 EXISTING LAYOUT OF TERRY STREET INTERSECTION WITH WISE STREET LOOKING NORTH-EAST FROM TERRY STREET (SOURCE: GOOGLE MAPS)	46
FIGURE 10-27 LOCATIONS OF TRAFFIC AND PEDESTRIAN COUNTS – TERRY STREET BETWEEN WISE AND NORMAN STREETS (SOURCE: INNER WEST COUNCIL)	46
FIGURE 10-28 EXAMPLES OF CURRENT CONDITIONS ALONG CRYSTAL STREET FACING EAST (SOURCE: GOOGLE MAPS)	47
FIGURE 11-29 DARLING STREET / MERTON STREET INTERSECTION PROPOSAL	49
FIGURE 11-30 TERRY STREET / MARGARET STREET / NAGURRA PLACE INTERSECTION PROPOSAL	50
FIGURE 11-31 DARLING STREET / WISE STREET / BEATTIE STREET INTERSECTION PROPOSAL	51
FIGURE 11-32 TERRY STREET / ELLIOTT STREET / GLASSOP STREET INTERSECTION PROPOSAL	52
FIGURE 11-33 GLASSOP STREET / WHITE STREET / YOUNG STREET INTERSECTION PROPOSAL	53
FIGURE 11-34 TERRY STREET BETWEEN THORNTON STREET AND MARGARET STREET PROPOSAL	54
FIGURE 11-35 WELLINGTON STREET / TERRY STREET INTERSECTION PROPOSAL	55
FIGURE 11-36 NELSON STREET / WELLINGTON STREET INTERSECTION PROPOSAL	57
FIGURE 11-37 WELLINGTON STREET / MERTON STREET INTERSECTION PROPOSAL	58
FIGURE 11-38 PROPOSED CONDITIONS ON TILBA AVENUE	59
FIGURE 11-39 PROPOSED PERSONS WITH DISABILITY PARKING SPACE ON DARLING STREET NEAR	



NELSON STREET.....	60
FIGURE 11-40 PROPOSED LINE MARKING ON TERRY STREET NEAR WISE STREET.....	61
FIGURE 11-41 PROPOSED REPLACEMENT OF EXISTING RUBBER SPEED CUSHIONS ON WELLINGTON STREET. (SOURCE GOOGLE MAPS)	62
FIGURE 11-42 PROPOSED ANTI-CLOCKWISE ONE-WAY OPERATION ON CRYSTAL STREET.	63
FIGURE 11-43 PROPOSED INSTALLATION OF AN ADVISORY “DO NOT QUEUE ACROSS INTERSECTION” SIGN IN WISE STREET AT YORK PLACE. (SOURCE GOOGLE MAPS)	64
FIGURE 12-44 RESPONSES TO QUESTION 1 – RELATIONSHIP TO ROZELLE NORTH.....	66
FIGURE 12-45 RESPONSES TO QUESTION 2 – SUPPORT FOR PROPOSED TREATMENTS.....	66

LIST OF TABLES

TABLE 5-1- ROAD CLASSIFICATION PARAMETERS.....	20
TABLE 5-2: ENVIRONMENTAL CAPACITY PERFORMANCE STANDARDS ON RESIDENTIAL STREETS.	21
TABLE 5-3: TRAFFIC VOLUMES AND SPEEDS IN ROZELLE NORTH.	26
TABLE 6-4: CRASH AGE GROUPS	27
TABLE 8-5: LIST OF INTERSECTIONS IN STUDY AREA, EXISTING TREATMENT AND PRIORITY FOR ASSESSMENT	33
TABLE 10-6 TFNSW WARRANT ASSESSMENT – PEDESTRIAN CROSSING ON TERRY STREET BETWEEN WISE AND NORMAN STREETS (SOURCE: INNER WEST COUNCIL).....	47
TABLE 12-7 RESPONSES TO QUESTION 1 – RELATIONSHIP TO ROZELLE NORTH.....	65
TABLE 12-8 - RESPONSES TO QUESTION 2 – SUPPORT FOR PROPOSED TREATMENTS.....	66
TABLE 12-9 RESPONSES TO QUESTION 3 WITHOUT SPECIFIC PROPOSAL MENTIONED RELATING TO QUESTION 2 (SUPPORT OF PROPOSALS).....	67
TABLE 12-10 RESPONSES TO QUESTION 3 WITH SPECIFIC MENTION OF PROPOSAL NUMBER 1 RELATING TO QUESTION 2 (SUPPORT OF PROPOSALS).	67
TABLE 12-11 RESPONSES TO QUESTION 3 WITH SPECIFIC MENTION OF PROPOSAL NUMBER 2 RELATING TO QUESTION 2 (SUPPORT OF PROPOSALS).	68
TABLE 12-12 RESPONSES TO QUESTION 3 WITH SPECIFIC MENTION OF PROPOSAL NUMBER 2 RELATING TO QUESTION 2 (SUPPORT OF PROPOSALS).	69
TABLE 12-13 RESPONSES TO QUESTION 3 WITH SPECIFIC MENTION OF PROPOSAL NUMBER 7 RELATING TO QUESTION 2 (SUPPORT OF PROPOSALS).	70
TABLE 12-14 RESPONSES TO QUESTION 3 WITH SPECIFIC MENTION OF PROPOSAL NUMBER 13 RELATING TO QUESTION 2 (SUPPORT OF PROPOSALS).....	71

LIST OF APPENDICES

A	Leichhardt PAMP 2014 Action Plan – status of planned works
B	Road user movement code table.
C	Engagement outcomes report
D	Summary of final recommendations



1 EXECUTIVE SUMMARY

1.1 LAND USE AND POPULATION GROWTH

1.1.1 Land Use and Population Growth

- The study area consists of about 41 hectares of the previous Leichhardt Council area. Within this area, the area is principally zoned General Residential R1.
- Retailing is located principally in the B2 (local centre) zoning on Darling Street (north east and south east corners).
- Food retailing is inside the area with IGA X-press Rozelle and Woolworths Rozelle Metro lying within the area boundary along Darling Street and with Fruitologist Union Place at Nagurra Place.
- There is a considerable amount of open space, with Bridgewater Park and Balmain Cove Park being the public open spaces within the area.
- Elkington Park is on the boundary of the area to the north east, while King George Park is lying to the south west.
- The area is serviced by buses which run along Victoria Road and Darling Street.
- Two public schools service the area, these being Rozelle Public School and Sydney Secondary College Balmain Campus.

1.1.2 Mode of Travel to Work

- Census 2011 and 2016 data was reviewed for the study area.
- Of the 2 981 residents in the employable age groups in the area in 2016, 1 947 persons (65%) were in the labour force compared to 72% in 2011.
- In the last 5 years from 2011-2016 the mode to work has changed in car use – down by 2% and public transport use – up by 6%, although travelling by car is still the leading mode to travel to work.
- Half of the study area is within walking distance of Metro Bus stops on Victoria Road. The improvements in public transport since 2011 as well as the growth in road congestion may account for this change in mode.

1.1.3 State and Council Strategies and Plans

- The Local Government Road Safety Management Guidance document by Austroads dated January 2020 notes the following in relation to road safety and speed guidance.
- The Safe System approach that underpins the NSW Government's Road Safety Approach called "Towards Zero". This is a holistic approach to the safety of the road system and the interactions among roads and roadsides, travel speeds, vehicle and road users.
- The Greater Sydney Commission identified Transit Oriented Development (TOD) sites in the southern part of the Inner West Council Area, surrounding the railway stations at Sydenham, Marrickville and Dulwich Hill.
- The Our Inner West 2036, the list of its key community challenges, it acknowledges that, compared to many parts of Sydney, Inner West is well serviced by public transport to get in and out of the area but getting around within the area is still not easy.



- The Draft Inner West Integrated Transport Strategy 2019, the strategy states its aim as providing move towards a transport future focusing on active and sustainable modes of transport, and land-use planning approaches to support these modes of transport.
- Leichhardt LATM 2000 Vol.2 mentions Wellington Street, Wise Street and Terry Street as not complying with an acceptable traffic flow for their functional classification.
- The 2016 Bike Plan prepared by GTA Consultants recommended that one-way roads suitable for two-way bicycle flow: Nelson Street, west of Darling Street.
- Leichhardt Pedestrian Access Mobility Plan 2014, The Pedestrian Access Mobility Plan (PAMP), adopted in 2004, was reviewed and updated in 2014 by Urban Arc to ensure that the planning, design and construction of all future pedestrian facilities link with existing facilities, are designed to incorporate planned future development sites and enhance the safety of existing pedestrian facilities.
- WestConnex Stage 3 (M4-M5 Link), Near the study area, the M4-M5 link project includes construction of a ventilation facility on Victoria Road, Iron Cove Link Surface works and a connection (tunnel end) to the future Western Harbour Tunnel and Beaches Link (WHTBL).

1.1.4 Traffic and Transport

- In terms of daily traffic volumes, the peak hour bi-directional volumes can be interpreted in most cases as 10% of the daily volume on the road. Where the volume exceeds 500 vehicles per hour the Guide states that residential amenity begins to decline noticeably.
- A review of the overleaf reveals that in the study area there were no roads where the 85th percentile speed was 10% over the posted speed limit. Speeds on Terry Street exceed the posted speed limit at two locations; with up to 7.5% exceed level.
- The cycling facilities in the study area for cyclists are predominantly Mixed Traffic facilities. It is noted that a majority of these routes do not provide the requisite cycling facility design, as such warning signs, directional signs and pavement markings.
- Bus routes and bus stops are of relevance to the LATM study which deals with pedestrian movements, as the crossing of pedestrians to/from stops must be managed for safety in some locations.
- Bus routes and stops are relevant to the LATM in relation to the road width required for buses and impact on traffic management and traffic calming devices which can be used.

1.1.5 Road Crashes

- There were 56 recorded incidents over the latest 5-year period (January 2014 to December 2018).
- Of the 56 crashes in the study area, most were at intersections with 45 incidents (83%), with the remaining 9 crashes occurring mid-block (17%).
- Victoria Road / Wellington Street intersection – 7 crashes
- Crash type RUM Code 30 (rear end collision) occurred 3 times at this intersection, with all three incidents involving vehicles and occurring on Victoria Road. Crash type RUM Code 35 (lane change left) also had 2 accidents in this intersection, with both incidents involving vehicles.
- Victoria Road / Terry Street intersection – 8 crashes
- Crash type RUM Code 30 (rear end collision) occurred 4 times in this intersection, with all three incidents involving vehicles. A left off carriageway into object or parked vehicle



(RUM Code 71), far side collision with a pedestrian (RUM Code 02), left turn side swipe (RUM Code 37) and other same direction (RUM Code 39) crashes at this intersection.

- Wise Street / Darling Street / Beattie Street – 2 crashes
- There were two collisions at this intersection: a RUM Code 02 (far side with a pedestrian on the Beattie St side) and a RUM Code 10 (cross traffic).
- Glassop Street – 2 crashes
- Glassop Street had 2 occurrences of RUM code 63 (vehicle door) crashes between Elliott and Carievile Streets.

1.2 COMMUNITY INPUT

1.2.1 Community Survey

Council undertook an initial survey through Council's Yoursay website in February/March 2020 with invitation letters mailed out to stakeholders and residents within the study area to determine existing issues and ideas in the study area. A total of 173 responses were received. An online workshop was held in September 2020 and further consultation held in October 2020 of the proposed draft options with 125 responses received.

The subsequent Public Exhibition of the draft LATM Study commenced 4th April 2022 and ended 15 May 2022. A total of 3,467 letters were mailed out, inviting to provide comments online and via separate email and paper submissions.

Council's Have Your Say in Leichhardt West website had 365 visits and 103 submissions received. A further 6 submissions were received via email, customer service enquiry, and post. This represents a response rate of 3.1%.

The feedback is summarised in the Rozelle North LATM Study Final Report which includes this Community Engagement Outcomes Report.

An additional recommendation has been included in the form of installing advisory 'Do Not Queue Across Intersection' (G9-237) signs in Wise Street at York Place based on issues raised by residents in not being able to enter Wise Street due to queueing.

There is also an additional recommendation to replace the existing rubber speed cushions with asphalt/concrete speed cushions in Wellington Street due to their worn use.

Regarding Crystal Street, the recommendation has been adjusted to 'investigate converting Crystal Street to one way (either way), additional parking capacity and extension of existing on street resident parking scheme which encompasses concerns regarding lack of parking turnover.

Concerning the recommendation to install a raised zebra crossing in Darling Street south of Merton Street, the community supported the proposal hence it has been included in final recommendations, however the issue was raised regarding loss of motorbike parking. To address issue the recommendation has been amended to 'Kerb extension and accessible parking space on eastern side of Darling Street south of Nelson Street including relocation of existing motorbike parking spaces'



There are also recommendations that have been included that relate to matters under TfNSW jurisdiction on State Roads. They include a recommendation to investigate implementing a 40 km/h School Zone along the frontage of Rozelle Public School in Victoria Road and to investigate whether the traffic signals at the Victoria Road/Wellington Street can be adjusted to reduce traffic delays in Wellington Street and provide safer conditions for pedestrians crossing Victoria Road.

1.3 FINAL RECOMMENDATIONS

1.3.1 Darling Street / Merton Street Intersection

Based on the intersection operation and safety assessment and community feedback, it is proposed that a raised pedestrian crossing is installed on the southern approach of the intersection.

1.3.2 Terry Street / Margaret Street / Nagurra Place Intersection

Based on community feedback and as noted in the pedestrian safety and intersection operation assessment based on high volumes and speeds of vehicles along Terry Street is proposed to raise the existing pedestrian crossing on the southern approach of this intersection.

1.3.3 Darling Street / Wise Street / Beattie Street Intersection

Based on community feedback and as noted in the intersection safety and operation assessment based on existing use of pedestrians crossing on the western approach of the intersection it is proposed to increase the height of the existing pedestrian crossing and extend the raised threshold to be extended to the exit of the existing roundabout. Further to this, in order to improve pedestrian safety on the western and eastern approaches to the intersection it is proposed to repair the existing bollard and chain fence and place additional landscaping to ensure pedestrians are directed towards the pedestrian crossing on the western approach and away from the intersection on the eastern approach.

1.3.4 Terry Street / Elliott Street / Glassop Street Intersection

Based on community feedback and as noted in the intersection safety and operation assessment based on poor visibility from all approaches to the intersection, with non-compliance observed of the existing Stop sign treatment on the Elliott Street and Terry Street approaches an alternative roundabout treatment is proposed.

1.3.5 Glassop Street / White Street / Young Street Intersection

Based on community feedback and as noted in the intersection safety and operation assessment based on existing limited sight distance from White Street turning into Glassop Street two options are proposed to improve safety at this location.

1.3.6 Terry Street between Thornton Street and Margaret Street

Based on community feedback and as noted in the intersection safety and operation assessment based on existing speed at the location near Balmain Secondary College, with speeds observed and recorded greater than the 40km/h speed limit. It is proposed to install speed cushions outside 62 Terry Street and install road signs at this additional speed cushion and bring the existing signage leading up to the speed cushion to the south to meet Australian Standard 1742.13-2009.

1.3.7 Wellington Street / Terry Street Intersection

Based on community feedback and as noted in the intersection safety and operation assessment based on existing pedestrian desire lines it is proposed to upgrade the existing refuge island on the western approach of the intersection on Terry Street and to install Zebra Crossings on the western and southern approaches.

1.3.8 Nelson Street / Wellington Street Intersection

Based on community feedback and as noted in the intersection safety and operation assessment based on



observations of drivers travelling north on Wellington Street, which is currently one-way southbound it is proposed to reduce the width of Wellington Street by installing a kerb blister and build out to make the right turn manoeuvre more difficult for vehicles.

1.3.9 Wellington Street / Merton Street Intersection

Based on community feedback and as noted in the intersection safety and operation assessment there is a missing active transport link it is proposed to install kerb extensions on the northern approach of this intersection.

1.3.10 Tilba Avenue – shared zone

Tilba Avenue was part of Leichhardt Council's Narrow Streets Program, where it is to be converted into a shared zone due to its narrow width and an absence of a footpath.

1.3.11 Darling Street/Nelson Street

A suggestion was made from our Access and Inclusion Planning for an additional on-street disabled parking space in Darling Street near Nelson Street, for improved access to the Hanford Centre. The existing 15m disabled space in Nelson Street is located on a grade and historically there has been an incident where one older resident had a fall while using the accessible parking space.

1.3.12 Terry Street between Wise Street and Norman Street

The warrants are not met for a zebra crossing in this section of Terry Street. Therefore, an alternative solution to slow down vehicles is proposed. This includes line marking on Terry Street to attempt to slow down vehicles travelling north on Terry Street at the intersection and nearby bend with Wise Street.

1.3.13 Crystal Street

Feedback from residents has demonstrated concerns for the current operation of Crystal Street. In order to reduce conflicts along Crystal Street as a two-way operation, it is recommended that a further investigation into converting Crystal Street into a one-way operation and parking modified accordingly.

1.3.14 Wellington Street between Terry Street and Victoria Road

Due to wear and tear and not being fit-for-purpose as a permanent measure it is recommended to replace the existing rubber speed cushions with asphalt/concrete speed cushions in Wellington Street.

1.3.15 York Place / Wise Street

Residents have raised concerns regarding the inability to exit York Place into Wise Street due to queuing of vehicles in Wise Street on approach to Terry Street and Darling Street. It is proposed to install advisory 'Do Not Queue Across Intersection' (G9-237) signs in Wise Street on approach to York Place.

1.3.16 Recommendations to Transport for NSW

Transport for NSW be requested to implement a 40km/h School Zone in Victoria Road along the frontage of Rozelle Public School, and Transport for NSW be requested to investigate improvements to the Wellington Street/Victoria Road traffic signals.

1.3.17 Estimated Cost of all proposals

It is estimated that the total cost of all proposals will be approximately \$688,600 including 10% contingency + GST.



2 INTRODUCTION

The purpose of this project is to develop a Local Area Traffic Management (LATM) scheme for the Rozelle North area (Area L7). This area is bounded by Victoria Road, Darling Street, Young Street, Glassop Street, White Street and Iron Cove as shown in **Figure 2-1**.



Figure 2-1: Rozelle North Study Area

The general objectives of this project as stated in the Brief are to:

- Investigate and review the performance of the existing Local Area Traffic Management (LATM) schemes and recommend proposed LATM works.
- Integration of traffic planning based on Local Area Traffic Management and parking management integration.
- To assess vehicle speed across the study area and propose additional control measures where applicable;
- Integration of traffic planning based on Local Area Traffic Management and parking management integration.
- To investigate traffic intrusion into the predominantly residential study area and propose solution as required;
- To improve pedestrians and cyclist accessibility through the study area.

In developing recommendations LATM Strategy, the Brief states that consideration must be given to incorporate the following principals of Local Area Traffic Management:

- Reduction in vehicle speeds.
- Minimise traffic levels and intruding traffic in a local street.
- Minimise crash risk.
- Improve local amenity by:
- Reducing car use,



- Increasing use of public transport,
- Increasing walking and cycling.
- Improving the streetscape.



3 CONTEXT

3.1 LAND USE AND POPULATION GROWTH

3.1.1 Leichhardt LEP 2013

The study area consists of about 41 hectares of the previous Leichhardt Council area. Within this area, the area is principally zoned General Residential R1, as in **Figure 3-2** below. Retailing is located principally in the B2 (local centre) zoning on Darling Street (northeast and south east corners).

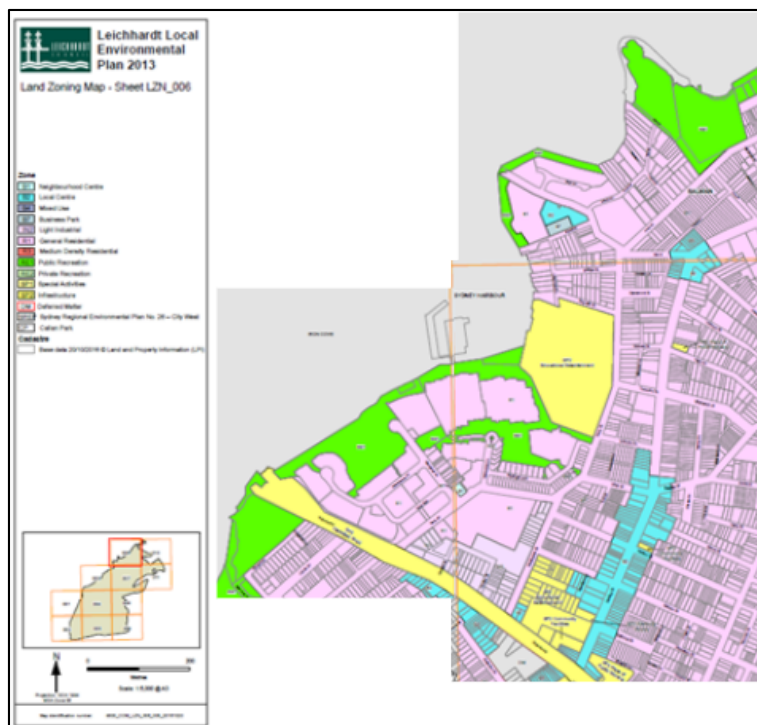


Figure 3-2: Leichhardt LEP 2013

Source: NSW Legislation

3.1.2 Surrounding Land Use Attractors

There is a considerable amount of open space, with Bridgewater Park and Balmain Cove Park being the public open spaces within the area. Elkington Park is on the boundary of the area to the northeast, while King George Park is lying to the south west.

Food retailing is inside the area with IGA X-press Rozelle and Woolworths Rozelle Metro lying within the area boundary along Darling Street and with Fruitologist Union Place at Nagurra Place. Balmain Wharf is about 1.5 km to the east and Rozelle Bay Light Rail station is about 1km to the south.

The area is serviced by buses which run along Victoria Road and Darling Street.

Primary education is provided by Rozelle Public School (approximately 630 students), which is located in the southern part of the study area. Sydney Secondary College Balmain Campus, located in the middle of the study area, provides education to about 800 students of years 7 to 10.

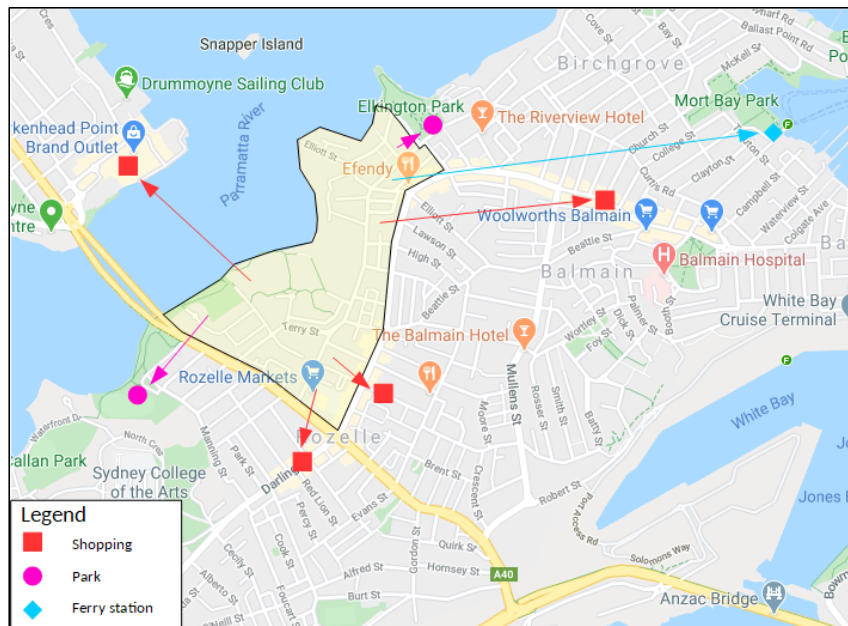


Figure 3-3: Land Use Attractors Outside the Study Area.

3.1.3 Public School Catchments

Two public schools service the area, these being Rozelle Public School and Sydney Secondary College Balmain Campus. The catchments of each are illustrated below in **Figure 3-4**. To attend these schools, children from outside the study area would have to cross Victoria Road and Darling Street if they live within walking distance. Other children use school buses or get delivered by car.

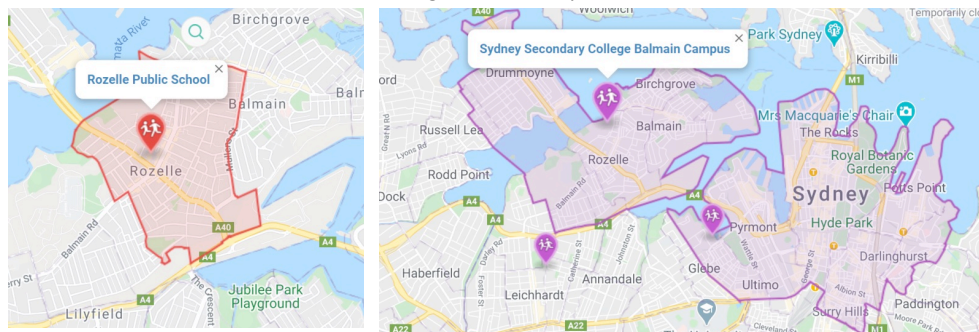


Figure 3-4: Local Primary and Secondary School Catchments.

Source: Australian Public-School Website

3.2 LEICHARDT DCP 2013

The Leichardt DCP 2013 states the Objectives within General Provisions are:



Council will, regardless of location, promote urban design that produces walkable, cycle-able neighbourhoods that will support a socially, environmentally and economically resilient community. Development is to make a positive contribution to implementing the following urban design objectives:

- O2 – Accessible: places and spaces can be accessed by the community via safe, convenient and efficient movement systems.
- O5 – Connected: places and spaces encourage people to interact with the physical environment and each other through a network of safe, convenient travel routes and alternatives which are accessible for all users. Places and spaces accommodate a variety of uses and activities which attract people and enhance social activity. (C1.0)

The **Leichhardt DCP 2013** Desired Future Character of the area includes:

- C1 – Preserve the established setback and street crossing patterns for each street. (C2.2.5.4 Iron Cove Distinctive Neighbourhood)
- C5 – Improve pedestrian and cycle accessibility, safety and facilities to take full advantage of low cost/public transport services in the area.
- C10 – Discourage additional vehicle access to sites from Darling Street and Victoria Road. (C2.2.5.5 Rozelle Commercial Distinctive Neighbourhood)
- C1 – Preserve and improve the pedestrian safety, amenity and focus of Darling Street and adjacent streets. (C2.2.5.5(a) Darling Street Sub Area)



3.3 MODE OF TRAVEL TO WORK OF RESIDENTS

Census 2011 and 2016 data was reviewed for the study area. **Figure 3-5** below outlines in yellow seven SA1 areas which cover the study area outlined in a black broken line.

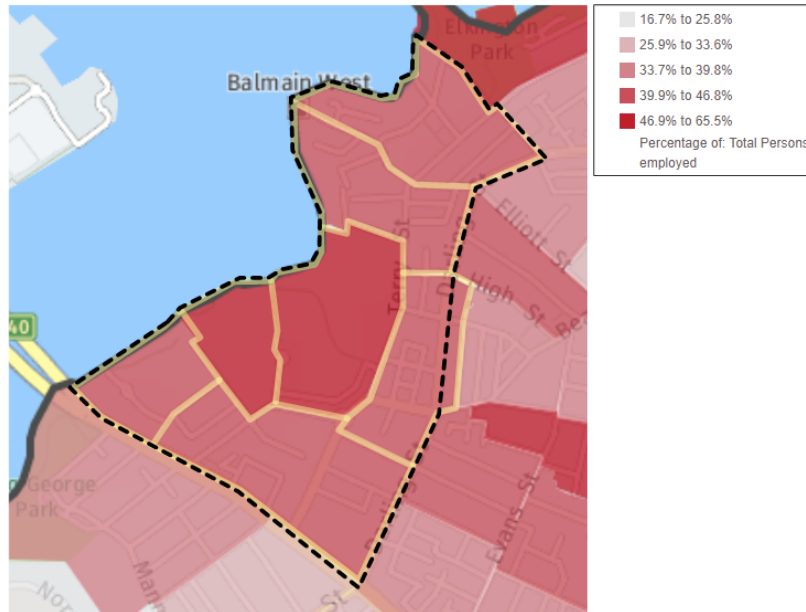


Figure 3-5: Statistical Areas within Rozelle North.

Source: IWC Social Atlas

Of the 2 981 residents in the employable age groups in the area in 2016, 1 947 persons (65%) were in the labour force compared to 72% in 2011. In the last 5 years from 2011-2016 the mode to work has changed in car use – down by 2% and public transport use – up by 6%, although travelling by car is still the leading mode to travel to work.

Table 2. 1: Workforce Method of Travel to Work.

Main method of travel	2016 Labour force participation			2011 Labour force participation			% change 2011 to 2016
	Number	%	Total responses	Number	%	Total responses	
Public transport	614	33%	1865	476	27%	1741	+6%
Car	811	43%	1865	789	45%	1741	-2%
Walk	77	4%	1865	79	5%	1741	-1%
Cycle	42	2%	1865	46	3%	1741	-1%
Worked at home	76	4%	1870	85	5%	1725	-1%
Households without car	200	12%	1675	196	14%	1445	-2%

Source: 2016 ABS Census



Half of the study area is within walking distance of Metro Bus stops on Victoria Road. The improvements in public transport since 2011 as well as the growth in road congestion may account for this change in mode. **Figure 3-6** illustrates the catchments for the bus stops (400m). The northern part of the area is serviced by bus routes in Darling Street, with connections to the city and to the Inner West areas.



Figure 3-6: Walking Catchments to Bus Stops.



4 STATE AND COUNCIL STRATEGIES AND PLANS

4.1 ROAD SAFETY SPEED RESEARCH

The *Local Government Road Safety Management Guidance* document by Austroads dated January 2020 notes the following in relation to road safety and speed guidance. Local Government roads tend to have vulnerable pedestrians and cyclists present, which may make these types of roads more difficult to manage because of the variability in road types and complex interactions between a wider range of users. This is the case in the study area, with three different local road types being present, these include local access ways and streets (such as Wagamama Place and Waragal Avenue) and collector roads (such as parts of Terry Street and all Darling Street). As such this guide provides the relevant road safety approaches and practices that are most likely to be applicable in the local government context.

The Safe System approach that underpins the NSW Government's Road Safety Approach called "Towards Zero". This is a holistic approach to the safety of the road system and the interactions among roads and roadsides, travel speeds, vehicle and road users. The role of speed in this system based on the relationship between impact speed and probability of a fatality for different scenarios demonstrates that at during a collision at 30 km/h involving a pedestrian or cyclist there is a 10 per cent probability of a fatality (Wramborg curbs developed in 2005, refer to **Figure 4-7** below). This leads to the safe impact speed for road sections used by cars and vulnerable road users, as would be the case for the local accessways and streets in the study area, would have a Target Safe System speed of 30km/h. This document also notes that there are the highest occurrences of under-reporting amongst the most vulnerable road users, including pedestrians and cyclists and therefore any crash data analysis may need to be supported by traffic engineering base principals when determining any implemented changes, not simply relying on crash data as a source alone.

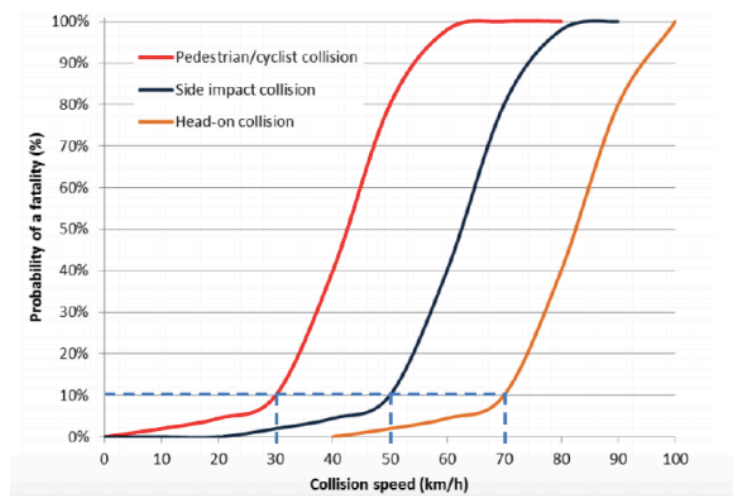


Figure 4-7: Relationship between impact speed and probability of a fatality for different scenarios

Source: Austroads, January 2020

The Safe Systems approach as outlined in the above document is further considered in Integrating Safe



System with Movement and Place for Vulnerable Road Users, Austroads, January 2020. Some of the key items that assist in implementing a 30km/h zone should include:

- Raised signalised intersections with 30km/h ramps (or lower) – which could be used for entry treatments to the study area
- Signalised intersections with 30km/h platforms (or lower) which could be used should any intersections be proposed to be signalised in the study area.
- 30km/h speed limits or lower, where in local streets, both speed and traffic volumes not only affect safety, but also the amenity of the street and surrounding areas, which would be effective based on feedback in the study area.
- Wombat crossings (30km/h or lower platforms) – which provides an example in Darling Street, Rozelle on the corner of Wisbeach Road, just outside the study area.
- Kerb blisters or road narrowing, where reducing the roadway width to be crossed by pedestrians reduces the time spent by the pedestrian exposed to crash risk, especially where traffic approaches in one direction only and the speed limit is 30km/h.

4.2 GREATER SYDNEY COMMISSION EASTERN DISTRICT PLAN 2018

The Greater Sydney Commission identified Transit Oriented Development (TOD) sites in the southern part of the Inner West Council Area, surrounding the railway stations at Sydenham, Marrickville and Dulwich Hill. In the study area, in line with the Leichhardt DCP, there is no proposed urban renewal or increased housing growth as illustrated in **Figure 4-8** overleaf.

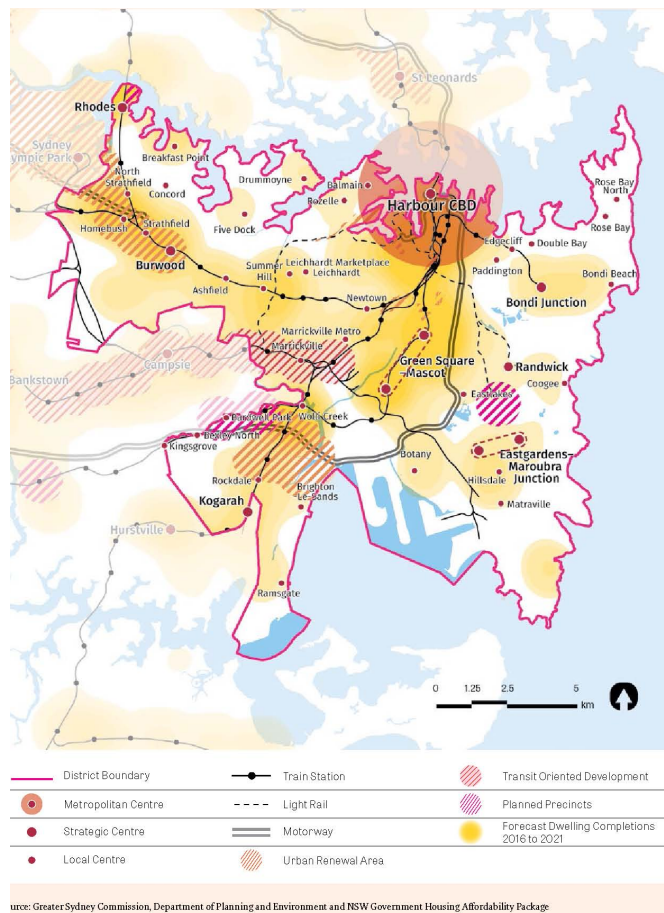


Figure 4-8: Eastern City District Future Housing Supply.

Source: Greater Sydney Commission

4.3 COUNCIL STRATEGIES

4.3.1 Our Inner West 2036

This is a community strategic plan for the inner West community endorsed in June 2018. Among the list of its key community challenges, it acknowledges that, compared to many parts of Sydney, Inner West is well serviced by public transport to get in and out of the area but getting around within the area is still not easy: the routes that link neighbourhoods and destinations throughout Inner West are limited. even though fewer people drive to work (38%) compared to Greater Sydney (56.6%), traffic congestion is an issue for people living and working adjacent to main roads such as Victoria Road.



4.3.2 Draft Inner West Integrated Transport Strategy 2019 ('Going Places Integrated Transport Strategy' and Technical Report May 2019)

This Strategy states its aim as providing move towards a transport future focusing on active and sustainable modes of transport, and land-use planning approaches to support these modes of transport. It is integrated in that it considers land use and transport as an interconnected system that influences movement and behaviour.

In order to achieve that aim, it is proposed to support a shift from single vehicle travel to public transport and active transport such as pedestrians and cyclists; improve safety for all users, including working towards 40 km/h vehicle speeds throughout Inner West.



Figure 4-9: Current Transport Network.

Source: Going Places Integrated Transport Strategy

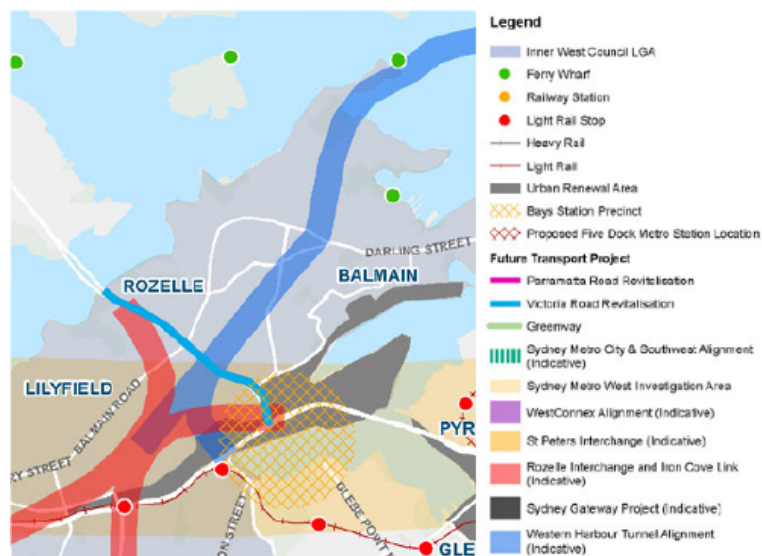


Figure 4-10: Key Planning Transport Projects.

Source: Going Places Integrated Transport Strategy

4.3.3 Leichhardt Local Area Traffic Management Studies 2000

Leichhardt LATM 2000 Vol.2 mentions Wellington Street, Wise Street and Terry Street as not complying with an acceptable traffic flow for their functional classification. This LATM Study, being 20 years old, has limited value in terms of analysis of traffic flows and safety issues. Many treatments, proposed by LATM 2000, have been implemented, notably a roundabout at Darling Street/Wise Street/Beattie Street and kerb extensions, pedestrian crossing upgrade in Darling Street north of Thornton Street and 40 km/h speed limits.

4.4 COUNCIL PLANS

4.4.1 Leichhardt Bike Plan 2016

The 2016 Bike Plan prepared by GTA Consultants recommended the following:

One-way roads suitable for two-way bicycle flow: Nelson Street, west of Darling Street. Route to Rozelle from Terry Street – needs contraflow on Wellington Street from Terry Street roundabout.

Regional bike routes on:

1. Iron Cove Bridge to Pyrmont via Victoria Road and Anzac Bridge (Section A: Victoria Road). Proposed improvement: Path condition on both sides need repair. All vehicle conflict points to have alternative pavement treatment/markings.

Local bike routes on:

2. Bridgewater Park to Miklouho-Maclay Park via Warayama Place, Margaret Street, Terry Street, Glassop Street, Birchgrove Road, Grove Street. Proposed improvements: Provide bicycle stencils on Warayama Place and Margaret Street. Provide wayfinding signage at Bridgewater Park/Warayama Place and Warayama Place/Margaret Street.



Regional/local:

3. Victoria Road alternative via Terry Street, Wellington Street, Nelson Street or Merton Street, Evans Street, Hanover Street, Mansfield Street, Crescent Street and Robert Street. Proposed improvements: Upgrade as major alternative to Victoria Road (eastern parallel route). Construct new separated path in Piper Street Reserve.

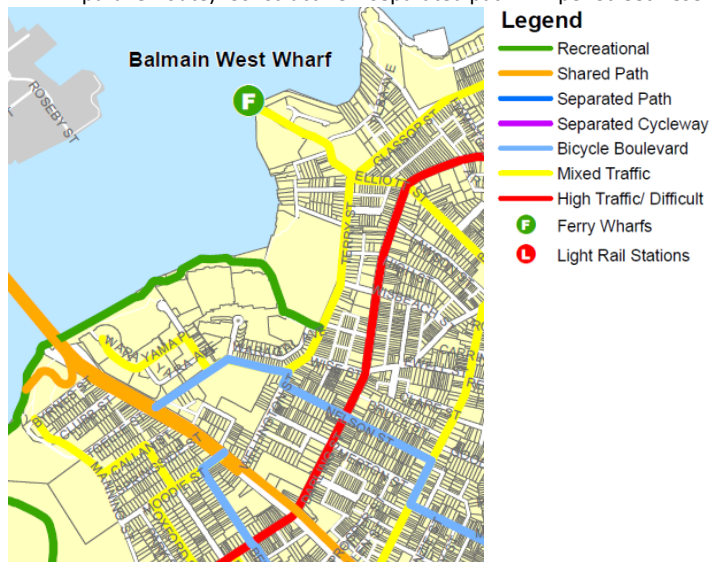


Figure 4-11: Proposed Bicycle Network.

Source: Leichhardt Bike Plan 2016 (GTA)

4.4.2 Leichhardt Pedestrian Access Mobility Plan 2014

The Pedestrian Access Mobility Plan (PAMP), adopted in 2004, was reviewed and updated in 2014 by Urban Arc ...to ensure that the planning, design and construction of all future pedestrian facilities link with existing facilities, are designed to incorporate planned future development sites and enhance the safety of existing pedestrian facilities. The 2014 PAMP update outlined a number of issues in the LGA and proposed a number of treatments, some in the study area. The summary of treatments can be found in Appendix A. along with their current implementation status, based on the site inspection conducted by TEF Consulting. The majority of the treatments is related to bicycles interfering with pedestrians, especially along Victoria Road.

4.4.3 WestConnex Stage 3 (M4-M5 Link)

Near the study area, the M4-M5 link project includes construction of a ventilation facility on Victoria Road, Iron Cove Link Surface works and a connection (tunnel end) to the future Western Harbour Tunnel and Beaches Link (WHTBL). The intersection of Victoria Road and Terry Street will be reconfigured of primary Council's concern related to the M-4-M5 link is the potential future increase of traffic flows within Inner West LGA (including Rozelle) and that it does not provide the transport solutions that will best serve the movement of vehicles and people in Sydney's Inner West. There are also concerns about this project focusing on road transport and not paying sufficient attention to public transportation.

Council also has concerns about the full range of construction impacts – including, traffic, parking, noise and dust – around all Stage 3 construction sites. Construction works started in April 2020 and are planned to



continue until 2024.

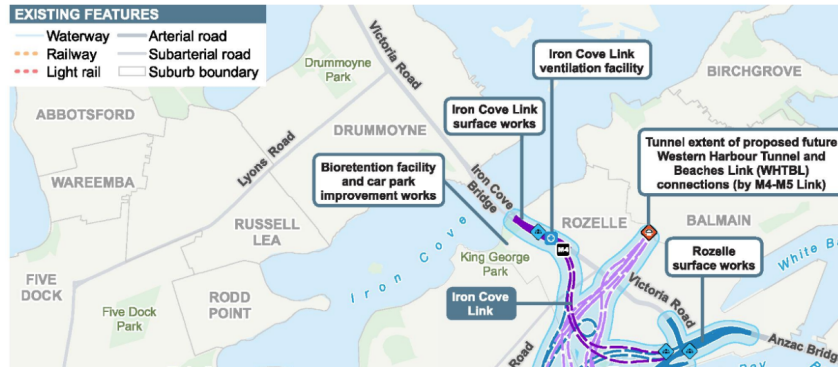


Figure 4-12: WestConnex Stage 3 (M4-M5 Link) works near the study area.

Source: <https://www.westconnex.com.au>



5 TRAFFIC AND TRANSPORT MOVEMENT AND CONTROL

5.1 ROAD HIERARCHY, TRAFFIC VOLUMES AND SPEEDS

Two types of road classification are used in NSW. Each type of classification caters for a different purpose as discussed below.

5.1.1 Funding Classification

This is an administrative classification based on funding where the State and Local Authority allocate responsibilities between them. Thus:

- State roads are fully funded by the RMS (previously RTA);
- Regional roads involve shared funding between the RMS and the Local Council; and
- Local roads are fully funded by Local Councils.

Around the study area, there is one State Road which carries large volumes of traffic including heavy vehicles. The State Road within the study area is:

- Victoria Road.

The Regional Road within the study area is:

- Darling Street.

All other roads in the study area are local roads within the care and control of Inner West Council.

5.1.2 Functional Classification

This classification includes Arterial, Sub-arterial, Collector and Local roads. Together the roads make up a road network. The functional road classification can be described as:

- Arterial : Predominantly carry through traffic from one region to another, forming principal avenues of communication for urban traffic movements.
- Sub-Arterial : Connect the Arterial roads to areas of development and carries traffic directly from one part of a region to another. They may also relieve traffic on Arterial roads in some circumstances.
- Major Collector (or Distributor) : Connect the Sub-Arterial roads to the Local Road system in developed areas. May also be commercial collectors which connect to a commercial centre such as East Gardens or Eastlakes
- Residential Collector : sub-divisional roads within a particular developed area. These are used solely as local access roads

The functional road hierarchy in the study area is based on RMS classification and traffic volumes as well as roads with 3 tonne load limits. The RMS (previously RTA) functional road classification parameters for the metropolitan area are in **Table 5-1**.

Table 5-1- Road Classification Parameters.



Factor	Measure of Effectiveness	Desirable Feature for Each Road Class			
		Arterial	Sub Arterial	Collector	Local
Vehicle speed	Operating speed	60-100 km/h	50-60 km/h	40-50 km/h	40 km/h or less
Traffic use	Daily volume (vehicles per day) Residential area	No limit	20,000 vehicles per day max	5,000 vehicles per day max	2,000 vehicles per day max
	Other area	No limit	20,000 vehicles per day max	10,000 vehicles per day max	4,000 vehicles per day max
Intersection spacing	Cross street interference	Approx. 1 km	Approx. 0.5 km		
Road geometry	Number of travel lanes	4 or more	2 or more	2 or more	1 or more
	Medians	Yes	As needed	No	No
	Min. carriageway width	13 m	7 m	7 m	4 m
Traffic management	Parking	None	Prefer none	Yes	Yes
	Lane and separation lines	Yes	Yes	Maybe	No
	Property access	Minimised	Minimised	Yes	Yes
	Control of turning vehicles	Median	Maybe control	No	No
	Right turn bays	control	Preferred	No	No
	Road closures	Yes	None	Possible	Yes
	LATM devices SATM devices	None	Yes	Yes	Yes
Pedestrian crossings	Type of crossing	Grade separated or signals	Signals or refuge	Marked crossing, children's crossing or refuge	Marked crossing, children's crossing or refuge

Source: RMS

5.1.3 Environmental Capacity

The **RMS' (2002) Guide to Traffic Generating Developments** gives the guidance on the environmental capacity of residential streets (used for new residential subdivision design) as set out in **Table 5-2**. The Guide also states that speed is an important contributor to environmental capacity:

The Environmental Capacity of a street can be increased through a reduction in speed. For example, on an existing residential street where traffic volumes reach the Environmental Capacity maximum (and a proposed development could cope with the volume over the standard), traffic speed may be reduced by the introduction of traffic calming methods.

In existing residential environments, 40km/h is an acceptable speed objective, usually achieved by LATM schemes e.g., adjusting existing roadways with retrofitted design items such as speed humps and slow points.

Table 5-2: Environmental Capacity Performance Standards on Residential Streets.



Road class	Road type	Maximum Speed (km/hr)	Maximum peak hour volume (veh/hr)
Local	Access way	25	100
	Street	40	200 environmental goals 300 maximum
Collector	Street	50	300 environmental goals
			500 maximum

Note: Maximum speed relates to the appropriate design maximum speeds in new residential developments. In existing areas maximum speed relates to 85th percentile speed.

In terms of daily traffic volumes, the peak hour bi-directional volumes can be interpreted in most cases as 10% of the daily volume on the road. Where the volume exceeds 500 vehicles per hour the Guide states that residential amenity begins to decline noticeably. These volumes will be applied to the Inner West roads and conclusions on performance based thereon.

5.1.4 Implications For The LATM

The main implication of a road hierarchy is that some Council roads have a higher traffic function than others, usually by virtue of:

- connectivity, particularly to the State and Regional Road system;
- the traffic attracting/generating land uses such as shops, schools, industry;
- road design such as road width, sight distance, design speed;
- access control to the main road system such as signals.

From an environmental point of view, it is desirable to have traffic volume of less than 2,000 vehicles per day on residential streets and 3,000 vehicles per day on residential collectors. However, in existing residential areas, residential collectors usually carry higher traffic volumes due to their geometry and connectivity, therefore using the maximum (5,000 vehicles per day would be more realistic).

The Guidelines state that in order to achieve a better amenity and safety in residential areas, lowering of the speed limit can address the negative impacts of higher vehicle volumes. A residential speed limit of 40 km/h has already been established for most of the study area, excluding Darling Street. Thus, the undesirable impacts of higher volume levels on residential streets can be tempered to some degree by the existing 40 km/h speed limit. Where 85th percentile speeds are presently over 45 km/h in current 40km/h zones, speed reduction treatments may need to be implemented to lower the speed within acceptable limits.

Traffic volume and speed counts for a number of streets were made available for this study (refer to Map 2 for locations). **Table 5-3** illustrates the vehicles per day and the 85th percentile speeds for those streets that are included in the LATM study area.

In the absence of a formal local road hierarchy, the following volumes are applied:

- Sub-Arterials / Regional : are roads with 10 -20,000 vehicles per day'
- Major Collectors : are roads with 5-10,000 vehicles per day,
- Collector : are residential roads with 3-5,000 vehicles per day,
- Local ; are residential roads with less than 3,000 vehicles per day.

These are applied in **Table 5-3** overleaf. Locations where volume clearly exceeds the guidelines are highlighted in the table.

A review of the overleaf reveals that in the study area there were no roads where the 85th percentile speed was 10% over the posted speed limit. Speeds on Terry Street exceed the posted speed limit at two locations, with up to 7.5% exceed level.

It is noted that there were three roads with traffic volume non-compliance. These roads are Terry Street,



Wellington Street and Wise Street.

5.2 EXISTING TRAFFIC MANAGEMENT

Below is the summary of traffic and parking management in Rozelle North.

5.2.1 Traffic Signals

The following intersections are signalised:

- Victoria Road / Terry Street
- Victoria Road / Wellington Street
- Victoria Road / Darling Street
- Darling Street / National Street

There are no midblock traffic signals.

5.2.2 Traffic Calming and Road Closures Treatments

The following treatments are installed to manage the speed of traffic in the study area:

Roundabouts are at the intersections of:

- Terry Street / Margaret Street / Nagurra Place
- Terry Street / Wellington Street
- Wise Street / Darling Street
- Wulumay Close / development access

Speed humps, cushions and thresholds (rubber ones are marked as per Council's request) are located:

- At intersections:
 - Merton Street / Darling Street
 - Merton Street / Wellington Street
 - Nelson Street / Darling Street
 - Darling Street / National Street
 - Darling Street / Nelson Street
 - Darling Street / Elliot Street
 - Darling Street / Thornton Street
 - Terry Street / Thornton Street
- At midblock locations:
 - Terry Street (between Victoria Road and Nagurra Place)
 - Terry Street (between Wulumay Close and Wellington Street)
 - Terry Street (between Thornton Street and Schultz Street)
 - Terry Street (between Bayville Street and Claremont Street)
 - Nagurra Place
 - Waragal Avenue
 - Wellington Street (between Victoria Road and Merton Street) - rubber speed cushions
 - Wellington Street (between Merton Street and Nelson Street) - rubber speed cushions
 - Nelson Street (between Wellington Street and Darling Street)



- Wise Street (between York Place and Darling Street) - rubber speed hump
- Darling Street (between Schultz Street and Lawson Street)

Pedestrian refuge islands are situated at the following locations:

- Terry Street / Elliott Street
- Terry Street / Wellington Street
 - on the western approach in Terry Street
 - on the northern approach in Terry Street

Zebra crossings are situated at the following location:

- Wise Street / Darling Street
- Darling Street / Wise Street

5.2.3 Bicycle Facilities

The bicycle routes are indicated as per the Inner West Cycling Route Map on the Inner West Council website. The cycling facilities in the study area for cyclists are predominantly Mixed Traffic facilities. It is noted that a majority of these routes do not provide the requisite cycling facility design, as such warning signs, directional signs and pavement markings. The Mixed Traffic routes are located on the following streets:

- Warayama Place
- Margaret Street
- Terry Street
- Glassop Street
- Elliot Street
- Between Laggan Avenue and Glassop Street
- Darling Street

There is also an off-street cycle link through Bridgewater Park, connecting Victoria Road, Warayama Place, Margaret Street, Longview Street and Norman Street.

5.2.4 Parking Facilities

A site inspection was carried out by TEF Consulting to determine car parking facilities in the study area aside from standard kerbside parking. It was observed that there are 90° parking opportunities on Laggan Avenue and 45° parking opportunities on Nelson Street and Merton Street.

An off-street car park is located on Hamilton Street. It contains 50 marked parking spaces. This is a public car park, with a 2-hour parking limit per day from 8:00 a.m. to 6:00 p.m.

5.3 PUBLIC TRANSPORT

5.3.1 Buses

Bus routes and bus stops are of relevance to the LATM study which deals with pedestrian movements, as the crossing of pedestrians to/from stops must be managed for safety in some locations.



Bus routes and stops are relevant to the LATM in relation to the road width required for buses and impact on traffic management and traffic calming devices which can be used.



Table 5-3: Traffic Volumes and Speeds in Rozelle North.

Road	Suburb	Location - between streets	Count date	Functional classification	Total AADT	Acceptable max total AADT	Posted speed limit in km/hr	85 %tile speed (NB/EB) in km/hr	85 %tile speed (SB/WB) in km/hr	Acceptable speed
Glassop Street	Rozelle NSW 2039	Elliot St & Carieville St	12/2/2020	Local collector	3672	Y	40	38.8	39.8	Y
Terry Street	Rozelle NSW 2039	Victoria Rd & Margaret St	12/2/2020	Local collector	8413	N	40	34.3	37.7	Y
Terry Street	Rozelle NSW 2039	Margaret St & Wellington St	12/2/2020	Local collector	7948	N	40	41.4	39.5	N
Terry Street	Rozelle NSW 2039	Norman St & Thornton St	12/2/2020	Local collector	5723	N	40	42.9	42	N
Warayama Place	Rozelle NSW 2039	Margaret St & Yara Ave	12/2/2020	Local	1264	Y	50	35.2	37.7	Y
Wellington Street	Rozelle NSW 2039	Merton St & Nelson St	12/2/2020	Local collector	5958	N	40	N/A	32.6	Y
Wise Street	Rozelle NSW 2039	Darling St & Terry St	12/2/2020	Local	5826	N	40	19.9	24.4	Y



6 ROAD CRASHES

6.1 VEHICULAR, CYCLIST AND PEDESTRIAN CRASH PROFILE

Crashes for the latest 5-year period (January 2014 to December 2018) from the RMS crash data base have been examined. There were 56 recorded incidents over this period, the findings from this examination are:

- **Age and sex**
 - Age of people involved was not identified for a large proportion of crashes (34%). With the known ages, the largest group was the 35-49 age group (31.5%) and the 20-34 age group (30.6%).
 - 68% of the total numbers of people involved in the accidents were males, 30% were females and 2% were unknown.
- **Breakdown by type and severity**
 - In total there were 88 vehicles (79.3%), 7 pedestrians (6.3%), 3 bicyclists (2.7%) and 13 motorcyclists (11.7%) involved across all accidents.
 - No fatal incidents were recorded, with 51 injuries (47%) and 58 % non-casualties.
- **Time of crashes**
 - High prevalence of crashes during the working week with 44 incidents (80%)
 - 10 crashes occurred during the morning commuter peak (18%), with the morning peak period occurring between 6:00 a.m. and 9:00 a.m.
 - 15 crashes occurred during the afternoon commuter peak (27%), with the afternoon peak period occurring between 3:00 p.m. and 6:00 p.m.

Table 6-4: Crash Age Groups

Age Group	0-9	10-19	20-34	35-49	50-59	60+	Unknown	Total
No. of persons involved	0	5		35	17	17	3	111
% of persons involved	0.0%	4.5%	30.6%	31.5%	15.3%	15.3%	2.7%	100.0%

Types of crashes	Vehicles	Pedestrians	Bicycles	Motorcycles/ Scooters	Total
No of TUs involved	88	7	3	13	111
% of Tus	79.3%	6.3%	2.7%	11.7%	100.0%

Note: TU - traffic unit

6.2 LOCATION OF CRASHES

Most crashes were on the Victoria Road, which is a major arterial road:

- Suburb and road hierarchy**
 - Most crashes occurred on the State Road (Victoria Road) (77%). The rest were on the regional road (Darling Street) (11%) and on Council roads (12%).

6.3 CRASH TYPES

Of the 56 crashes in the study area, most were at intersections with 45 incidents (83%), with the remaining 27

9 crashes occurring mid-block (17%).

- Intersection Crashes**
- The majority were RUM Code 30 (rear end collisions) which had 16 incidents
 - RUM Code 35 (lane change left) had 3 incidents and RUM Code 71 (left off carriageway into parked vehicle or object) had 3 incidents each
 - RUM Code 10 (cross traffic), RUM Code 2 (far side) and RUM Code 21 (right through) had 4 incidents
- Midblock crashes**
- RUM Code 63 (vehicle door) had 3 incidents

Crashes were prevalent at intersections, compared with mid-block locations. Appendix B. can be used for reference of the definitions and notes on RUM codes.

6.4 CRASH ANALYSIS

The location and crash types were further analysed to determine if there were certain reoccurring patterns, and if so, what may be the cause of the particular issue.

Absolute majority of the analysed crashes occurred at the intersection of Victoria Road and Darling Street. This intersection is a TfNSW (RMS) responsibility and therefore treatment of safety problems at this intersection is beyond the scope of this study. It is noted, however, that the majority of crashes are rear-end collisions and are likely to be associated with extensive queuing and frequent start-stop situations.

The following is a breakdown of all observations on Regional and Council roads:

6.4.1 Victoria Road / Wellington Street Intersection – 7 Crashes

Crash type RUM Code 30 (rear end collision) occurred 3 times at this intersection, with all three incidents involving vehicles and occurring on Victoria Road. Rear end crashes likely to be associated with extensive queuing and frequent start-stop situations on Victoria Road.

Crash type RUM Code 35 (lane change left) also had 2 accidents in this intersection, with both incidents involving vehicles. This crash type occurs when a vehicle attempts to switch to the kerb lane and collides with a vehicle travelling on the same lane. It is likely these accidents are caused by drivers attempting to change lanes early on an approach to the Darling Street intersection or attempting to turn from the second lane into one of the petrol stations located to the west of Wellington Street. There was also a cross traffic accident (RUM code 10) and a right near accident (RUM code 13), both of which are almost certainly caused by vehicles running on red or late amber light.

6.4.2 Victoria Road / Terry Street Intersection – 8 Crashes

Crash type RUM Code 30 (rear end collision) occurred 4 times in this intersection, with all three incidents involving vehicles. Rear end crashes likely to be associated with extensive queuing and frequent start-stop situations on Victoria Road. Further investigation will be required at this intersection. There were also single occurrences of a left off carriageway into object or parked vehicle (RUM Code 71), far side collision with a pedestrian (RUM Code 02), left turn side swipe (RUM Code 37) and other same direction (RUM Code 39) crashes at this intersection. None of the latter show a pattern warranting an in-depth investigation.



6.4.3 Wise Street / Darling Street / Beattie Street – 2 Crashes

There were two collisions at this intersection: a RUM Code 02 (far side with a pedestrian on the Beattie St side) and a RUM Code 10 (cross traffic). No noticeable patterns at this intersection were identified. However, there is concern about the safety of pedestrians at the existing crossing on the Wise Street approach, as advised by Council officers.

6.4.4 Glassop Street – 2 Crashes

Glassop Street had 2 occurrences of RUM code 63 (vehicle door) crashes between Elliott and Carievilla Streets. It is likely that these crashes were due to reduced street width and poor parking discipline because of a lack of parking lane delineation markings.

The remaining few crashes in the area are single occurrences without any specific patterns.

7 IDENTIFIED COMMUNITY ISSUES – INITIAL COMMUNITY INSIGHTS

7.1 COMMUNITY SURVEY

A short questionnaire was put on Council's web page at the commencement of the project. In total 173 persons responded. The table below indicates a spread of responses from the study area. The largest numbers of respondents were from Terry Street.

Summary of neighbourhood traffic problems:

The table below indicates that the highest rated problem in the area is the volume of traffic.

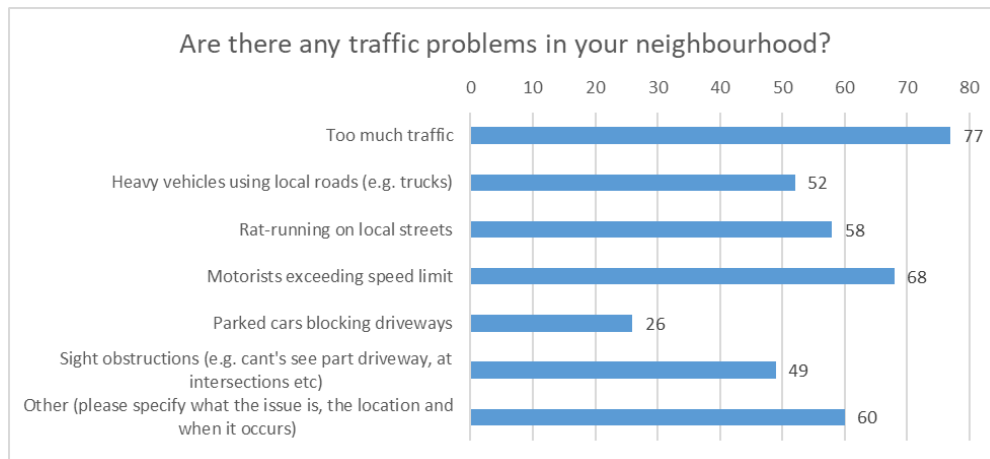
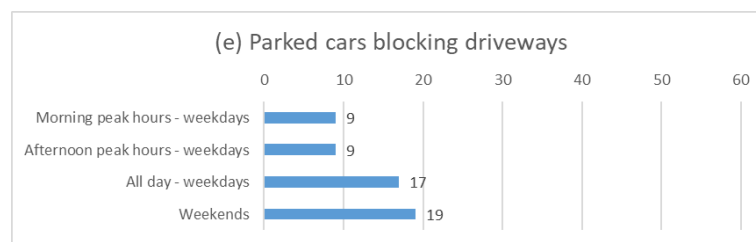
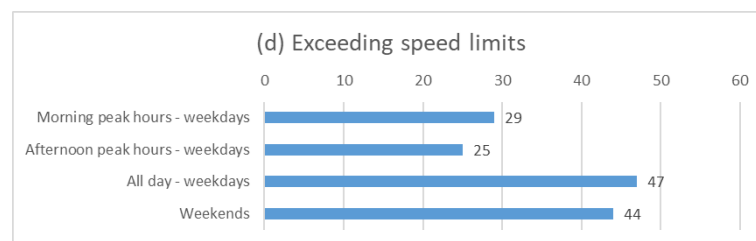
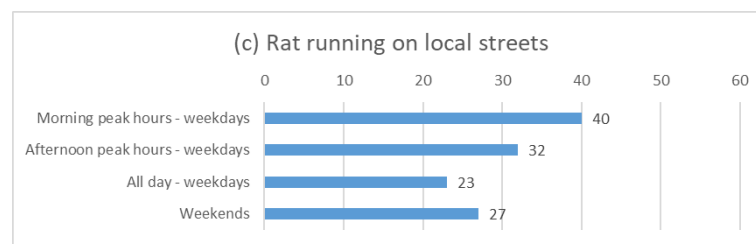
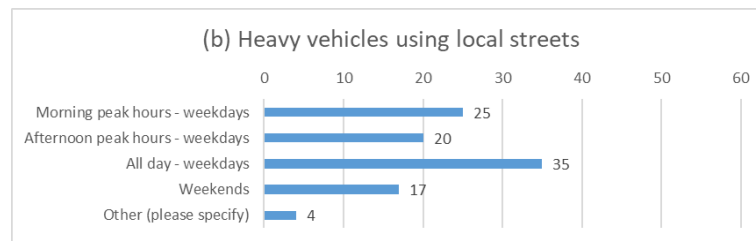
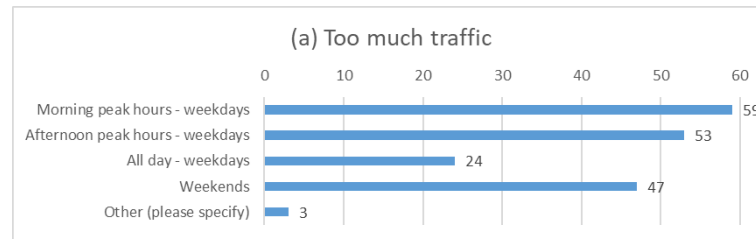


Figure 7-13: Overall Rating of Traffic Problems.

The figures below indicate that weekends are rated almost as highly as a problem time for traffic volume, indicating that this issue is not confined to the working week. Heavy vehicles using local streets and rat running on local streets are rated more highly for the working week. Exceeding speed limits and parked cars blocking the driveways are rated higher on weekends than on weekdays.



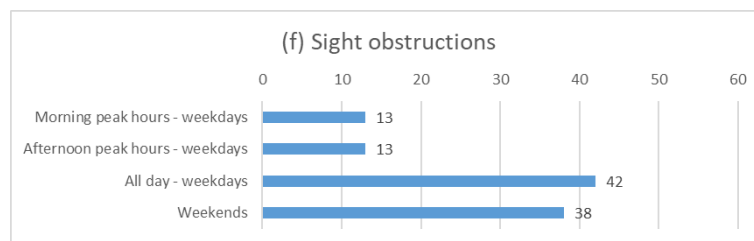


Figure 7-14a - 6.2.f: Timings for Respective Issues.

7.2 PROBLEMS IDENTIFIED IN SPECIFIC STREETS

The following table lists the issues and streets where these issues are most frequently mentioned. The highest level of concern is in:

Terry Street has the highest level of concern for too much traffic, heavy vehicle use, rat running, exceeding the speed limit and sight obstruction;

Wellington Street and Darling Street also have a high level of concern for too much traffic;

Wise Street has rat running and exceeding speed limit concerns;

Glassop Street has a number of concerns over sight obstruction.

Table 6. 1: Problems rated by street.

STREET NAME	TOO MUCH TRAFFIC	HEAVY VEHICLES	RAT RUNNING	EXCEEDING SPEED LIMITS	PARKED CARS BLOCKING DRIVEWAYS	SIGHT OBSTRUCTIONS
Terry Street	45	29	34	38	3	18
Wellington Street	27	10	14	15	1	2
Darling Street	13	5	2	5	1	3
Victoria Road	7	6	1	2	0	2
Glassop Street	7	3	7	6	4	10
Wise Street	5	5	10	10	0	2
Elliott Street	4	4	4	3	1	7
Margaret Street	4	1	1	3	2	2
Nelson Street	2	1	1	2	2	0
Nagurra Place	1	0	0	0	0	0
Warayama Place	1	0	0	1	2	4
Roseville Lane	0	1	0	0	1	0
Doolan Lane	0	1	0	0	0	0
Norman Street	0	1	1	1	1	2
Schultz Street	0	2	2	2	2	2
Carievile Street	0	0	1	0	0	0
Waragal Avenue	0	0	2	0	1	0
Yara Avenue	0	0	0	1	0	1
Wulumay Close	0	0	0	2	0	3
Broderick Street	0	0	0	0	1	0
Young Street	0	0	0	0	0	1
White Street	0	0	0	0	1	0



8 AUDITS OF EXISTING SITUATION

8.1 INTRODUCTION

There are 39 intersections in the study area. These are shown in **Table 8-5**. Each intersection has been prioritised based on information presented in **Section 5.2**. Each intersection in the study area was assessed at a high level based on the priority assessment, this is provided in **Table 8-5**.

The assessment criteria are broadly as follows:

- High – requires assessment based on issues raised by the community or identified in **Section 6**.
- Moderate – may require future assessment, however, not in the context of a Local Area Traffic Management Plan.
- Low – existing conditions at this intersection / location do not require any modifications as part of this LATM plan.
- Limited – intersection locate on a State Road and therefore under control of Transport for NSW, therefore outside of the scope of this study, however, included in nearby intersections / locations for completeness.

Table 8-5: List of Intersections in Study Area, Existing Treatment and Priority for Assessment

Intersection Number	Street 1	Street 2	Street 3	Existing Treatment	Priority for Assessment
1	Victoria Road	Terry Street		Traffic Signals	Limited
2	Victoria Road	Crystal Street (NW)		Priority	Limited
3	Victoria Road	Crystal Street (SE)		Priority	Limited
4	Victoria Road	Wellington Street		Traffic Signals	Limited
5	Victoria Road	Darling Street		Traffic Signals	Limited
6	Darling Street	Merton Street		Priority	High
7	Darling Street	Nelson Street		One way entry to Nelson Street	High
8	Darling Street	Wise Street	Beattie Street	Roundabout	High
9	Darling Street	Norman Street		Priority	Low
10	Darling Street	Thornton Street	Wisbeach Street	Stop Signs	Low

Intersection Number	Street 1	Street 2	Street 3	Existing Treatment	Priority for Assessment
11	Darling Street	Schultz Street	High Street	Give Way signs	Low
12	Darling Street	Elliott Street		Give Way Sign west – Stop Sign east	Low
13	Darling Street	Young Street	Arthur Street	Give Way signs	Low
14	Young Street	Maude Lane		Priority	Low
15	Young Street	Rosieville Lane		Priority	Low
16	Young Street	Glassop Street		Priority	Low
17	Glassop Street	White Street	Young Street	Priority	High
18	Glassop Street	Carieville Street		Priority	Low
19	Glassop Street	Elliott Street	Terry Street	Stop Signs on Glassop Street	High
20	Terry Street	Bridge Street		Priority	Low
21	Carieville Street	Phoebe Street	Tilba Avenue	Priority	High
22	Terry Street	Doolan Lane		Priority	Low
23	Terry Street	Claremont Street		Priority	Low
24	Terry Street	Bayville Street		Priority	Low
25	Terry Street	Bridge Street		Priority	Low
26	Terry Street	Norman Street		Priority	Low
27	Terry Street	Wise Street		Stop Sign on Wise Street	High
28	Terry Street	Wellington Street		Roundabout	High
29	Wellington Street	Nelson Street		Priority	High
30	Wellington Street	Merton Street		One way entry to Nelson Street	Low
31	Wellington Street	Hamilton Street		Gated for school staff car park – no public access	Low



Intersection Number	Street 1	Street 2	Street 3	Existing Treatment	Priority for Assessment
32	Terry Street	Waragal Avenue		Priority	Low
33	Terry Street	Wulumay Close		Priority	Low
34	Terry Street	Margaret Street	Nagurra Place	Roundabout	High
35	Waragal Avenue	Accessway		Priority	Low
36	Waragal Avenue	Wulumay Close		Priority	Low
37	Margaret Street	Yara Avenue		Priority	Low
38	Margaret Street	Warayama Place		Priority	Low
39	Warayama Place	Yara Avenue		Priority	Low

8.2 TRAFFIC MANAGEMENT DEVICES

The existing traffic management devices in the study area are generally of high quality and condition. Immediate attention is required.

It has been identified that there are currently 3 rubber speed cushions / humps located in the study area. These were identified in **Section 5.2** and are located at:

- Wellington Street (between Victoria Road and Merton Street) - rubber speed cushions
- Wellington Street (between Merton Street and Nelson Street) - rubber speed cushions
- Wise Street (between York Place and Darling Street) - rubber speed hump.

9 ANALYSIS OF CRASH DATA

9.1 INTRODUCTION

Analysis provided in **Section 5.2** identified four intersections on Regional and Council Roads with higher crash occurrences and crash patterns. Three of five of these intersections are on State Roads, which while in the study area are not within the direct control of Council. The remaining two of these intersections are on local roads.

While crash data is a good indicator of potential road safety incidents in particular areas, it is good to be aware from Definitions and notes to support road crash data, NSW Centre for Road Safety, September 2019 which states that under the Road Transport (General) Act 1999 and the Road Transport (Safety and Traffic Management) Act 1999 and the regulations made under those Acts, Rule 287 (3) of the Road Rules requires a crash to be reported to police when any person is killed or injured; when drivers involved in the crash do not exchange particulars; or when a vehicle involved in the crash is towed away. Therefore, all minor incidents that do not have an injury, where drivers exchange details, or a vehicle is not towed are not included in the statistics and therefore only a snapshot of the crashes in a particular area. Further to these near misses are not included in the statistics and these can be considered as part of on-site observations and videos taken at each of the locations in this study.

9.2 CRASH ANALYSIS – INTERSECTIONS ON STATE ROADS

9.2.1 Victoria Road / Darling Street Intersection

The absolute majority of the analysed crashes presented in **Section 6** occurred at this intersection; however, this is a Transport for NSW (“TfNSW”) managed intersection and therefore beyond the scope of this study. Consideration is given to the immediately preceding intersection of Merton Street and Darling Street which is considered in Section 10.1.

9.2.2 Victoria Road / Wellington Street Intersection

There were seven (7) crashes at this intersection. Five (5) of these crashes were on Victoria Road and therefore not considered as part of this study. The remaining two (2) crashes were both almost certainly caused by vehicles running on a red or amber light towards Victoria Road from Wellington Street. These are considered in Section 10.10 which relates to the intersection of Wellington Street and Merton Street which is the nearest intersection that will be able to improve conditions within the study area.

9.2.3 Victoria Road / Terry Street Intersection

There were eight (8) crashes at this intersection however, this is a Transport for NSW (“TfNSW”) managed intersection and therefore beyond the scope of this study. Consideration is given to the immediately preceding intersection of Terry Street, Margaret Street and Nagurra Place which is considered in Section 10.2.

9.3 CRASH ANALYSIS – LOCAL ROADS

9.3.1 Wise Street / Darling Street / Beattie Street Intersection

There were two (2) crashes at this intersection; however, no noticeable patterns of crashes were identified. This intersection is considered in terms of intersection operations and safety in Section 10.3 as it relates to this intersection.



9.3.2 Glassop Street between Elliott and Carieville Streets

There were two (2) crashes in this location, however, no noticeable patterns of crashes were identified at This section of road is considered in terms of intersection operations and safety in Section 10.4 as it relates to the intersection Terry Street, Elliott Street and Glassop Street and Section 10.5 as it relates to the intersection of Glassop Street, White Street and Young Street.

10 INTERSECTION OPERATIONS AND SAFETY ASSESSMENT

Continuing on from crash data analysis, a further consideration to operational and road safety considerations for pedestrians, cyclists and vehicles considers selected intersections in the study area. The key site issues are presented below as to whether the operational and/or road safety characteristics could be contributing to safety or operational issues at these intersections.

10.1 DARLING STREET / MERTON STREET INTERSECTION

A request has been received from the local community for the installation of a pedestrian crossing on the southern approach of this intersection due to high pedestrian volumes at this location. Further to this a request was received from a local business to remove or relocate the existing loading zone on Merton Street immediately west of Darling Street. This would provide improved access for their customers and reduce non-compliance with parking restrictions on Merton Street at this location.

10.2 TERRY STREET / MARGARET STREET / NAGURRA PLACE INTERSECTION

There is an existing at grade pedestrian crossing to the south west of this intersection. Community feedback suggests that drivers are able to see the traffic lights at Victoria Road and may speed up beyond the speed survey location to gain get through the intersection onto Victoria Road. This may require changes at this pedestrian crossing to limit the speed, with due consideration given to the existing speed hump approximately 40 metres south-west of the existing at grade pedestrian crossing.

10.3 WISE STREET / DARLING STREET / BEATTIE STREET INTERSECTION

There is an existing raised pedestrian crossing to the west of this intersection. Observations demonstrate that vehicles that turn left from Darling Street onto Wise Street are focussed on their manoeuvres within the roundabout and do not observe the pedestrian crossing until they have turned the sharp left hand turn and then decelerate to stop too close to or even at the edge of the crossing, thus making pedestrians potentially feel unsafe. Further to this, pedestrians are observed crossing close to the roundabout on the eastern approach to the roundabout due to the deterioration of the condition of the bollards and chains at this location.

10.4 TERRY STREET / ELLIOTT STREET / GLASSOP STREET INTERSECTION

Two vehicle door opening crashes, RUM code 63 was observed at this location. This crash type occurs when a vehicle is parked far from the kerb line and the driver travelling through the intersection cannot avoid a collision with the parked vehicle with its door opened out onto the roadway. These crashes are shown in **Figure 10-15**.

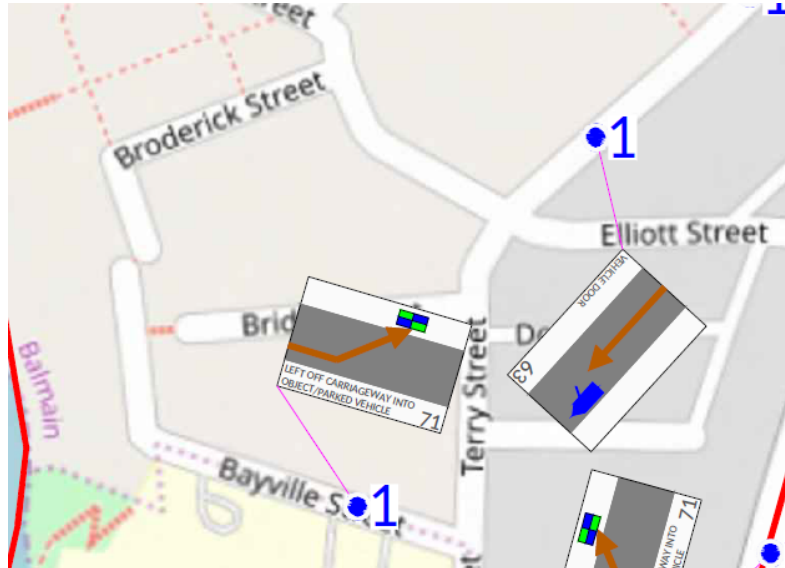


Figure 10-15: Crash data at Elliott Street / Terry Street / Glassop Street intersection

Further to this the community has requested improvements to this intersection based on poor visibility from all approaches to the intersection and the current Stop sign treatment on the Glassop Street and Terry Street approaches. Non-compliance of the Stop signs on these approaches was observed during a site visit and from video footage, which would suggest that an alternative treatment is required. There are no pedestrian crossing facilities on the Elliott Street approaches to the intersection. The lack of formal pedestrian crossing facilities coupled with high levels of vehicular turning movements, this presents a pedestrian safety issue.

10.5 GLASSOP STREET / WHITE STREET / YOUNG STREET INTERSECTION

Feedback has been received that there is limited sight distance from White Street turning onto Glassop Street due to the width of the road and the distance to the Young Street Intersection with Glassop Street being offset to this intersection. Vehicles parked on the northern side of Glassop Street immediately to the east of White Street also form part of this issue. The existing layout of the intersection and key sight distance issues are shown in **Figure 10-16**.



Figure 10-16: Existing Glassopp Street, White Street and Young Street intersection layout

10.6 TERRY STREET BETWEEN THORNTON STREET AND MARGARET STREET

The online community survey showed a trend towards speeding on the high volumes of traffic on Terry Street through the study area. Further to this, based on traffic speed surveys undertaken in February 2020 the 85th percentile speed exceeds the existing 40km/h speed limit in both directions between Thornton Street and Norman Street, outside the High School and in the eastbound direction along Terry Street approaching the intersection with Wellington Street. This speed data is shown in **Figure 10-17**. This suggests additional LATM treatments are required to reduce the speed to below the all-day 40km/h existing speed limit. This is also within a School Zone, which adds support to additional LATM treatments on Terry Street to reduce vehicle speeds.

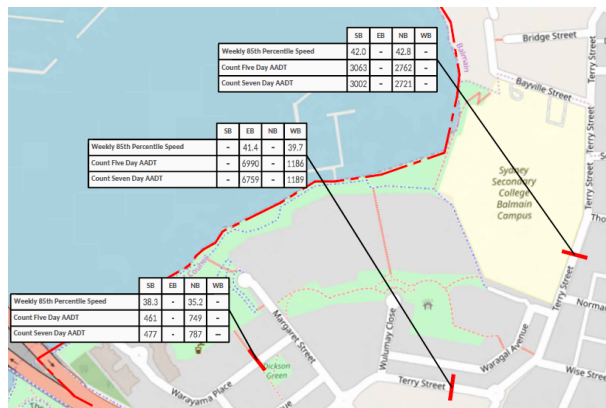


Figure 10-17: Traffic Speed Surveys between Thornton Street and Margaret Street



10.7 TERRY STREET BETWEEN THORNTON STREET AND MARGARET STREET

The online community survey showed a trend towards speeding on the high volumes of traffic on Terry Street through the study area. Further to this, based on traffic speed surveys undertaken in February 2020 the 85th percentile speed exceeds the existing 40km/h speed limit in both directions between Thornton Street and Norman Street, outside the High School and in the eastbound direction along Terry Street approaching the intersection with Wellington Street. This speed data is shown in **Figure 10-18**. This suggests additional LATM treatments are required to reduce the speed to below the all-day 40km/h existing speed limit. This is also within a School Zone, which adds support to additional LATM treatments on Terry Street to reduce vehicle speeds.

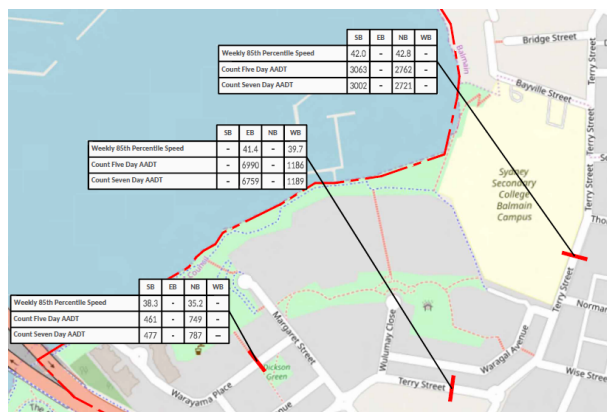


Figure 10-18: Traffic Speed Surveys between Thornton Street and Margaret Street

10.8 WELLINGTON STREET / TERRY STREET INTERSECTION

There is a pedestrian generator, a swimming school located at this intersection. This generates significant pedestrian traffic from Nelson Street, Wellington Street and from the northern approach of Terry Street. The intersection currently has non-compliant pedestrian refuge islands, which do not provide physical protection for pedestrians. Further to this, they also do not meet the desire lines and high levels of pedestrian demand at this intersection. Further to this, the pedestrian flow is not organised and potentially creates significant obstacles to a high number of vehicular movements in this area. The current layout of this intersection may increase risk of pedestrian and vehicle incidents at this location due to poor visibility from the northern side of the intersection. This location of the swimming school and pedestrian desire lines are shown in **Figure 10-19**.



Figure 10-19: Swimming School and pedestrian desire lines intersection of Terry Street and Wellington Street.

Additional pedestrian crossing measures would be beneficial in addressing the issues observed at this intersection.

10.9 NELSON STREET / WELLINGTON STREET INTERSECTION

Vehicles were observed turning right from Nelson Street onto Wellington Street northbound, which is currently marked as one way, southbound, which is currently supported by a kerb buildout on the southern approach of the Terry Street / Wellington Street intersection. An explanation of this manoeuvre is shown in Figure 10-20.



Figure 10-20: Explanation of manoeuvre from Nelson Street onto Wellington Street

This issue would require additional LATM measures on Wellington Street and Nelson Street.

10.10 WELLINGTON STREET / MERTON STREET INTERSECTION

It has been identified that there is a missing pedestrian crossing point between Victoria Road and Terry Street for approximately 250 meters. There is a pedestrian desire line near the intersection of Merton Street and Wellington Street which is near to Rozelle Public School. This missing pedestrian crossing point location is shown in **Figure 10-21**.



Figure 10-21: Missing pedestrian crossing point at Wellington Street and Merton Street intersection (Source: Google Maps).

10.11 TILBA AVENUE – SHARED ZONE

Tilba Avenue was part of Leichhardt Council's Narrow Streets Program, where it is to be converted into a shared zone due to its narrow width and an absence of a footpath. The existing conditions on Tilba Avenue are shown in **Figure 10-22**.



Figure 10-22: Existing conditions on Tilba Avenue (Source: Google Maps)

10.12 PERSONS WITH A DISABILITY PARKING – DARLING STREET / NELSON STREET

A suggestion was made from Council's Access and Inclusion Planning for an additional on-street Persons with a Disability parking space on Darling Street near Nelson Street. This will provide for improved access to the Hanford Centre. The existing 15m disabled space in Nelson Street is located on a grade and historically there was an incident where a resident had a fall while using the existing parking space. The existing parking space is shown in **Figure 10-23**. It should be noted that this is on the eastern side of Darling Street and thus outside of the study area.



Figure 10-23: Existing Persons with a Disability space on Darling Street near Merton Street (source: Google Maps)



10.13 TERRY STREET BETWEEN WISE STREET AND NORMAN STREET

Council has identified an issue of informal crossing of Terry Street between Wise Street and Norman Street by students from the nearby high school. The current layouts of this section of road, along with sections to the south of the area are shown below.



Figure 10-24 Existing layout of the Terry Street intersection with Norman Street looking north from Terry Street (source: Google Maps)



Figure 10-25 Existing layout of the Terry Street intersection with Wise Street looking north-west from Wise Street (source: Google Maps)



Figure 10-26 Existing layout of Terry Street intersection with Wise Street looking north-east from Terry Street (source: Google Maps)

This issue was proposed to be resolved with the installation of a zebra crossing on Terry Street to the north of Norman Street. Council undertook pedestrian and vehicle surveys and then an assessment based on Transport for NSW (former Roads and Maritime Services) warrants was undertaken. This assessment is provided based on the three surveyed locations shown in **Figure 10-27**.

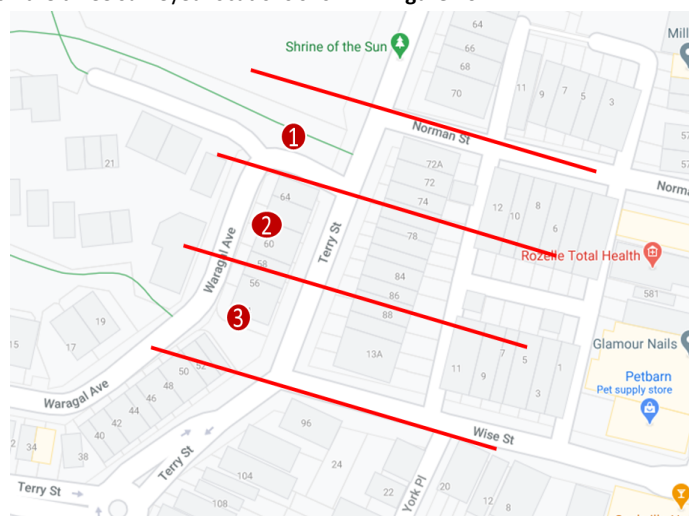


Figure 10-27 Locations of traffic and pedestrian counts – Terry Street between Wise and Norman Streets (Source: Inner West Council)

The assessment based on Roads and Maritime Supplement to Austroads Guide to Traffic Management Part 10 | Version 3.0 is provided in **Table 10-6**.



	Pedestrian (P) Warrant P>30							Vehicle (V) Warrant p>500		PV Warrant PV>60,000, Special PV>45,000				
Peak time	Section 1	Section 2	Section 3	Section 1-3 combined						Std Warrant			Special	
8am-9am	124	✓	3	×	23	×	150	✓	455	×	56420	×	68250	✓
8:15am-9:15am	133	✓	3	×	29	×	165	✓	517	✓	68761	✓	85305	✓
8:30am-9:30am	112	✓	3	×	28	×	143	✓	513	✓	57456	×	73359	✓
11:30am-12:30pm														
11:45am-12:45pm														
12pm-1pm														
2:30pm-3:30pm	18	×	1	×	37	✓	56	✓	442	×	7956	×	24752	×
2:45pm-3:45pm	19	×	2	×	38	✓	59	✓	452	×	8588	×	26668	×
3pm-4pm	21	×	2	×	41	✓	64	✓	455	×	9555	×	29120	×

Table 10-6 TfNSW Warrant Assessment – pedestrian crossing on Terry Street between Wise and Norman Streets (Source: Inner West Council)

Table 10-6 demonstrates that the proposed pedestrian crossing locations considered would not meet the TfNSW normal or special (school crossing) warrants and therefore an alternative solution should be considered to slow vehicles along Terry Street to improve compliance with the 40km/h school zone along Terry Street beyond Norman Street.

10.14 CRYSTAL STREET

A number of residents have raised concerns regarding existing traffic and parking arrangements in Crystal Street. This conflict is associated with the current two- way traffic operation and limited on-street parking availability. The current conditions along Crystal Street with vehicles parked on both sides of the street and limited opportunities for passing are shown in **Figure 10-28**.



Figure 10-28 Examples of current conditions along Crystal Street facing east (Source: Google Maps).

11 RECOMMENDED ACTIONS

11.1 INTRODUCTION

The Local Area Traffic Management should meet broadly with the management principles outlined in the *Going Places: An Integrated Transport Strategy for Inner West (2019)*. The brief states that: “In developing recommendations for the LATM Strategy, consideration must be given to incorporate the following principals of Local Area Traffic Management:

- Reduction in vehicle speeds;
- Minimise traffic levels and intruding traffic in a local street;
- Minimise crash risk;
- Improve local amenity by:
 - Reducing car use
 - Increasing use of public transport
 - Increasing walking and cycling
 - Improving the streetscape”

11.2 LATM AND ACTIVE TRANSPORT UPGRADE ACTIONS

A number of actions are required as part of this LATM assessment. Due to the extensive nature of these works, a summary plan of the overall recommendations is provided in detail in Appendix D. A summary of the actions is provided below based on each type of improvement.

11.2.1 Pedestrian Facilities

Improving the existing pedestrian environment along Terry Street and Wellington Street can be implemented through improvements outlined in Section 10.3 mainly at intersections within the study area. Further to this a proposal for a reduced speed limit in part of the study area is also considered to improve pedestrian safety in this predominantly local residential area.

11.2.2 Bicycle Facilities

The bicycle network in the study area should be designed to the following Bicycle Planning Principles for mixed traffic cycling facilities:

- Signage
- W6-7 & W8-23 on side roads approaching intersection
- G8-14 every 150 metres
- Lane lines
- Solid edge lines to delineate traffic lane where width 12m+
- No edge lines where width <12m
- Centre line
- Logos
- PS-2 in Shared Lane before and after every intersection



11.3 LATM IMPROVEMENT FINAL RECOMMENDATIONS

The proposed final recommendations for each intersection, section of road and residential area are provided below, taking into consideration the consultation results of the public exhibition of the draft report:

11.3.1 Darling Street / Merton Street Intersection

Based on the intersection operation and safety assessment and community feedback, it is proposed that a raised pedestrian crossing is installed on the southern approach of the intersection. Further to this relocation of the loading zone should be considered after further observations of demand for loading/unloading activities. Three (3) motorbike spaces are to be relocated in close vicinity. These proposals are presented in **Figure 11-29**.

The key points in support of this proposed recommendation are:

- Improved pedestrian safety on Darling Street with the nearest pedestrian crossings being 80 metres to the south at the Darling and National Street signalized intersection and 80 metres to the north on the northern approach to the Darling Street and Nelson Street intersection.
- Providing a pedestrian crossing for a key pedestrian desire line along Merton Street, with Hamilton Street car park, a supermarket and bank on the western side of Darling Street.
- Slowing down traffic on Darling Street by providing an additional slow point along the street.

The key points that need further consideration for this proposed recommendation are:

- Reduction in loss of parking on Darling Street due to the installation of the raised pedestrian crossing, with the provision of kerb extensions near the proposed raised crossing.
- To square off parking spaces to ensure that there is a minimal loss of parking near the proposed raised crossing.

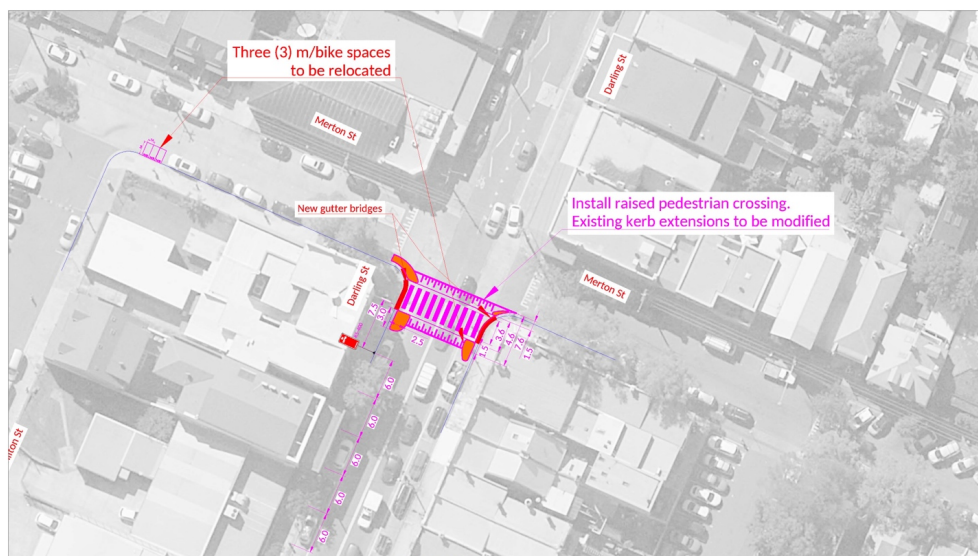


Figure 11-29 Darling Street / Merton Street intersection proposal

- The estimated cost to install a raised pedestrian crossing in Darling Street immediately south of Merton Street is \$75,000.

11.3.2 Terry Street / Margaret Street / Nagurra Place Intersection

Based on community feedback and as noted in the pedestrian safety and intersection operation assessment based on high volumes and speeds of vehicles along Terry Street is proposed to raise the existing pedestrian crossing on the southern approach of this intersection. The proposal is shown in **Figure 11-30**.



Figure 11-30 Terry Street / Margaret Street / Nagurra Place intersection proposal

The key points in support of this proposed recommendation are:

- Improved pedestrian safety on Terry Street with the nearest pedestrian crossing being 135 metres to the south at the Terry Street and Victoria Road signalized intersection.
- Providing a raised pedestrian crossing will slow down traffic on Terry Street by providing an additional slow point along the street, which would stop drivers speeding towards intersection with Victoria Road when they can see a green light.

The key points that need further consideration for this proposed recommendation are:

- The existing speed humps approximately 40 metres to the south of this location.
- The estimated cost to install a raised pedestrian crossing is \$75,000.

11.3.3 Darling Street / Wise Street / Beattie Street Intersection

Based on community feedback and as noted in the intersection safety and operation assessment based on existing use of pedestrians crossing on the western approach of the intersection it is proposed to increase the height of the existing pedestrian crossing and extend the raised threshold to be extended to the exit of the existing roundabout. Further to this, in order to improve pedestrian safety on the western and eastern approaches to the intersection it is proposed to repair the existing bollard and chain fence and place



additional landscaping to ensure pedestrians are directed towards the pedestrian crossing on the western approach and away from the intersection on the eastern approach. The proposal is shown in **Figure 11-31**.

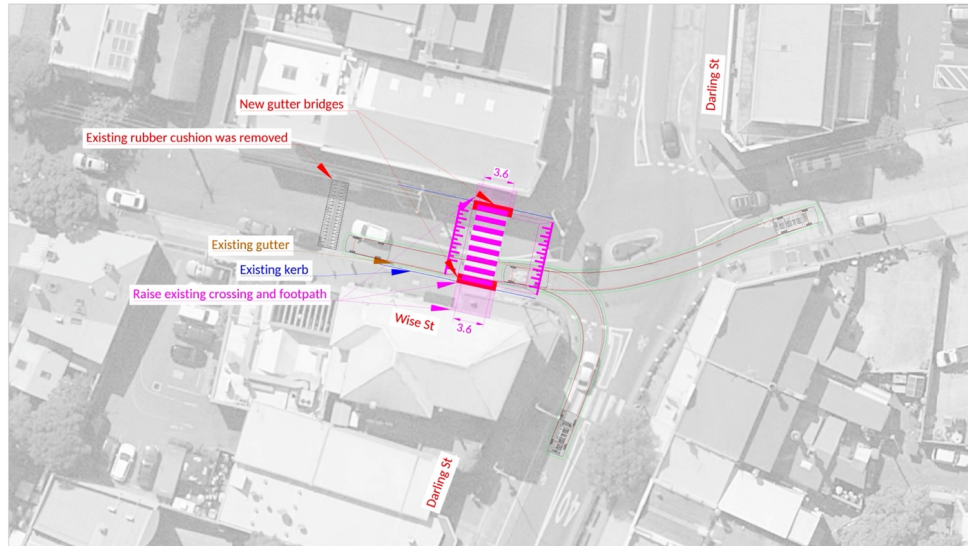


Figure 11-31 Darling Street / Wise Street / Beattie Street intersection proposal

The key points in support of this proposed recommendation are:

- Improved pedestrian safety on Wise Street with the raised pedestrian crossing and repairs to bollards and chain fences and potential landscaping near this pedestrian crossing.
- Improved road safety and awareness of the crossing with a raised threshold from the exit of the roundabout at this intersection.
- No relocation of the existing crossing on Wise Street, therefore maintaining the existing pedestrian desire line across Wise Street for pedestrians walking on the western side of Darling Street.
- Provision of an additional two (2) motorcycle spaces on the western side of Darling Street to replace and add to the spaces lost on the eastern side of Darling Street.

The key points that need further consideration for this proposed recommendation are:

- The eastern approach treatment improvements on Beattie Street are out of the scope of this LATM scheme and would need to be considered in the broader Council LATM budget
- The estimated cost of this proposal is \$75,000.

11.3.4 Terry Street / Elliott Street / Glassop Street Intersection

Based on community feedback and as noted in the intersection safety and operation assessment based on poor visibility from all approaches to the intersection, with non-compliance observed of the existing Stop sign treatment on the Elliott Street and Terry Street approaches an alternative roundabout treatment is proposed. This is shown in **Figure 11-32**.

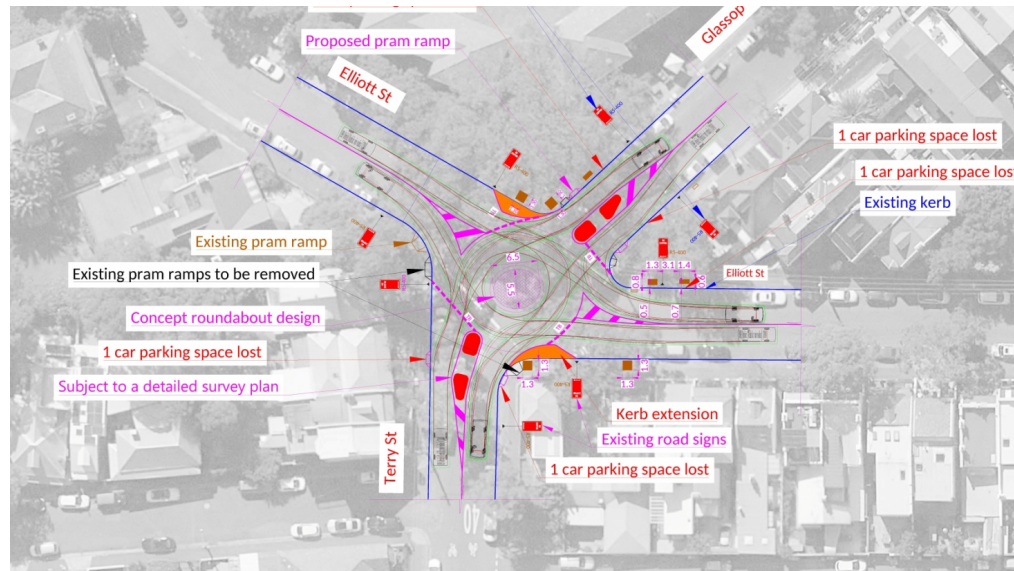


Figure 11-32 Terry Street / Elliott Street / Glassop Street intersection proposal

The key points in support of this proposed recommendation are:

- Improved sight distance for all vehicles at all approaches to the intersection.
- Improved active transport outcomes for the on-road cycle route on Terry Street / Glassop Street provided that Table 3.2 is from Austroads, 2015 *Research Report AP-R542-17 Bicycle Safety at Roundabouts* is followed for the width of the approach and departure lanes into the roundabout.
- Meets community expectations based on feedback provided in regard to perceived road safety at this intersection.

The key points that need further consideration for this proposed recommendation are:

- Further crash analysis and community consultation may be required prior to proceeding any further with this proposed roundabout.
- The estimated cost to install a roundabout is \$200,000.

11.3.5 Glassop Street / White Street / Young Street Intersection

Based on community feedback and as noted in the intersection safety and operation assessment based on existing limited sight distance from White Street turning into Glassop Street two options are proposed to improve safety at this location. These include:

- Installing kerb build outs on to the east and west of White Street to provide additional visibility by ensuring No Stopping restrictions are observed. This option is presented in **Figure 11-33**.



Figure 11-33 Glassopp Street / White Street / Young Street intersection proposal

The key points in support of this proposed recommendations are:

- Improved vehicle safety on White Street with both options ensuring vehicles do not park immediately to the east of the intersection.
- Provision of one (1) motorcycle space to limit loss of parking from this proposal.

The key points that need further consideration for this proposed recommendation are:

- The estimated cost of this proposal is \$20,000.

11.3.6 Terry Street between Thornton Street and Margaret Street

Based on community feedback and as noted in the intersection safety and operation assessment based on existing speed at the location near Balmain Secondary College, with speeds observed and recorded greater than the 40km/h speed limit. It is proposed to install an asphalt / concrete speed cushion outside 62 Terry Street and install road signs at this additional speed cushion and bring the existing signage leading up to the speed hump to the south to meet Australian Standard 1742.13-2009. This proposal is shown in **Figure 11-34**.



Figure 11-34 Terry Street between Thornton Street and Margaret Street proposal

The key points in support of this proposed recommendation are:

- Improved road safety on Terry Street outside Balmain Secondary College with the speed cushions and new and improved signage the new and existing location.
- Improved road safety within the existing 40km/h school zone outside Balmain Secondary College.

The key points that need further consideration for this proposed recommendation are:

- The 85th percentile speeds observed are less than 10 per cent greater than the speed limit of 40 km/h, however, given there is a school zone in this area, support for the proposed treatment should be forthcoming.
- The estimated cost of this proposal is \$20,000.

11.3.7 Wellington Street / Terry Street Intersection

Based on community feedback and as noted in the intersection safety and operation assessment based on existing pedestrian desire lines it is proposed to upgrade the existing refuge island on the western approach of the intersection on Terry Street and to install Zebra Crossings on the western and southern approaches. The proposal is shown in **Figure 11-35**.

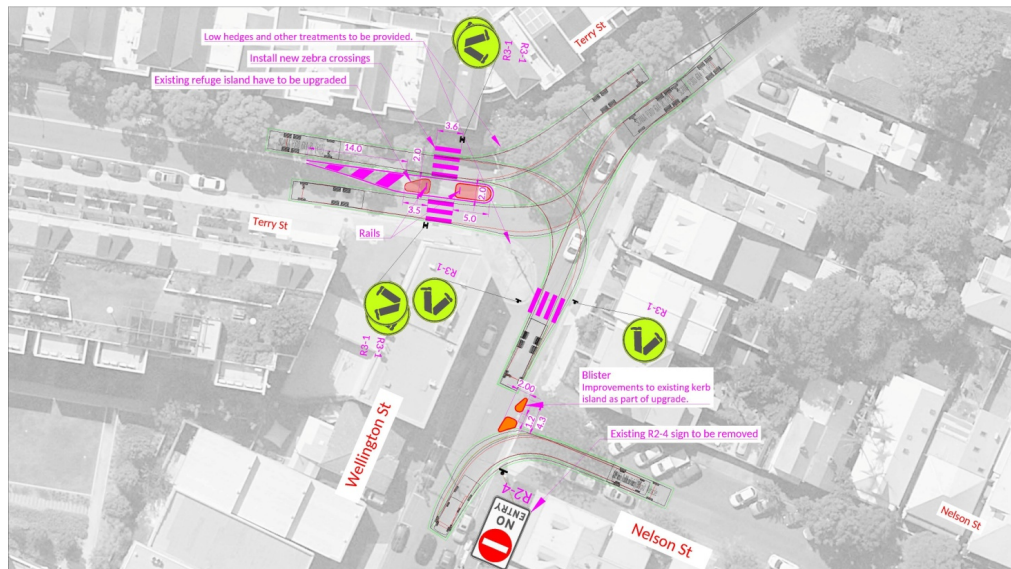


Figure 11-35 Wellington Street / Terry Street intersection proposal

The key points in support of this proposed recommendation are:

- Improved pedestrian safety on Terry Street and Wellington Street with the zebra pedestrian crossings at the desire lines for pedestrians from the swim school.
- According to *AS1742.10-2009 Part 10 – Pedestrian Control and Protection* as quoted in the *RMS Supplement to Manual of Uniform Traffic Control Devices (AS 1742) Version 2.1* the following requirements must be met:

(i) Normal Warrant:

A pedestrian (Zebra) Crossing is warranted where:-

In each of three separate one hour periods in a typical day
(a) the pedestrian flow per hour (P) crossing the road is greater than or equal to 30

AND

(b) the vehicular flow per hour (V) through the site is greater than or equal to 500

AND

(c) the product PV is greater than or equal to 60,000

- ii) Reduced Warrant for sites used predominantly by children and by aged or impaired pedestrians.

If the crossing is used predominantly by school children, is not suitable site for a Children's Crossing and in two counts of one hour duration immediately before and after school hours:-

- (a) $P \geq 30$
AND
- (b) $V \geq 200$

- The traffic survey carried out on a Saturday in February 2020 confirms that warrants which support the installation of zebra crossings are met on both the western (Terry Street) and southern (Wellington Street) approaches.

HOURLY COUNTS	Northern approach			Western approach			Southern approach		
	Vehicles, veh/h	Pedestrians, ped/h	PV	Vehicles, veh/h	Pedestrians, ped/h	PV	Vehicles, veh/h	Pedestrians, ped/h	PV
9:00 - 10:00	409	14		356	29		629	111	
9:15 - 10:15	456	17		439	31		783	127	99441
9:30 - 10:30	497	16		460	33		865	108	
9:45 - 10:45	506	13		509	32	16288	912	105	
10:00 - 11:00	516	21		506	24		915	99	
10:15 - 11:15	526	29		507	21		908	101	91708
10:30 - 11:30	528	28		518	21		905	105	
10:45 - 11:45	535	33		506	18	9108	918	98	
11:00 - 12:00	527	30		536	21		974	74	
11:15 - 12:15	570	18		577	19		1040	70	72800
11:30 - 12:30	575	17		581	15		1035	58	
11:45 - 12:45	593	16		569	14	7966	1020	53	
12:00 - 13:00	601	13		535	10		958	49	
12:15 - 13:15	578	16		511	11		906	41	
12:30 - 13:30	475	15		404	9		737	36	
12:45 - 13:45	317	10		279	6		502	20	

HOURLY COUNTS	Western approach			Southern approach		
	Vehicles, veh/h	Pedestrians, ped/h	PV	Vehicles, veh/h	Pedestrians, ped/h	PV
9:00 - 10:00	356	43		629	111	
9:15 - 10:15	439	48		783	127	99441
9:30 - 10:30	460	49		865	108	
9:45 - 10:45	509	45	22905	912	105	
10:00 - 11:00	506	45		915	99	
10:15 - 11:15	507	50		908	101	91708
10:30 - 11:30	518	49		905	105	
10:45 - 11:45	506	51	25806	918	98	
11:00 - 12:00	536	51		974	74	
11:15 - 12:15	577	37		1040	70	72800
11:30 - 12:30	581	32		1035	58	
11:45 - 12:45	569	30	17070	1020	53	
12:00 - 13:00	535	23		958	49	
12:15 - 13:15	511	27		906	41	
12:30 - 13:30	404	24		737	36	
12:45 - 13:45	279	16		502	20	

The key points that need further consideration for this proposed recommendation are:

- The community would need to be consulted on the implementation of such a scheme at this intersection.
- The estimated cost of this proposal is \$30,000.



11.3.8 Nelson Street / Wellington Street Intersection

Based on community feedback and as noted in the intersection safety and operation assessment based on observations of drivers travelling north on Wellington Street, which is currently one-way southbound it is proposed to reduce the width of Wellington Street by installing 30-degree angle parking along the western side of Wellington Street and also install a kerb blister and build out to make the right turn manoeuvre more difficult for vehicles. These proposals are shown in **Figure 11-36**.

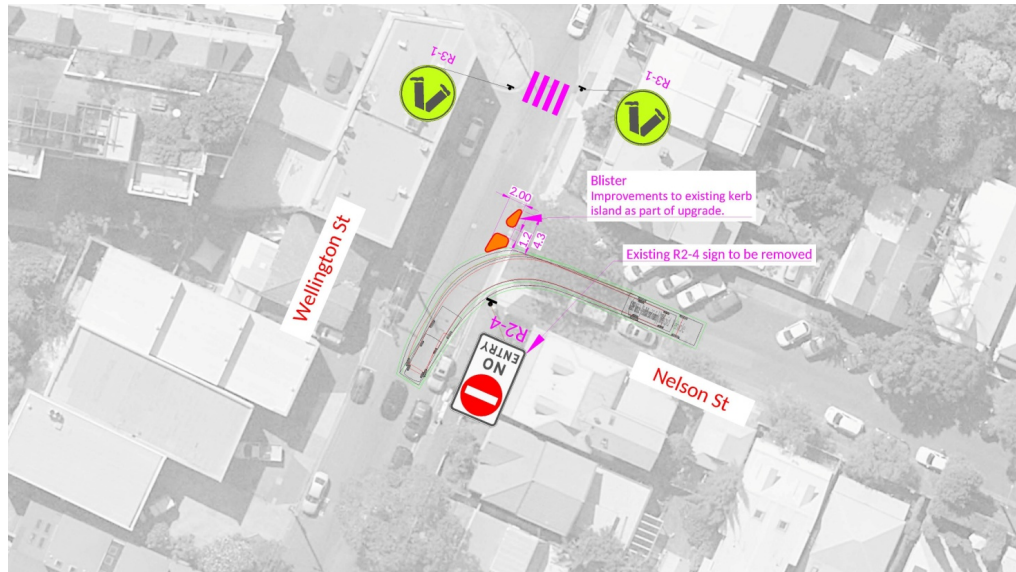


Figure 11-36 Nelson Street / Wellington Street intersection proposal

The key points in support of this proposed recommendation are:

- Improved compliance of the one-way southbound treatment of Wellington Street
- This proposal will assist in pedestrian safety along with the proposed pedestrian crossing at the intersection of Wellington Street and Terry Street.

The key points that need further consideration for this proposed recommendation are:

- The change in parking arrangements would be greater or equal to the current amount of available parking, however, community consultation will be required to change the arrangements.
- The need to wait until Westconnex works are completed prior to commencing any works on this proposal.
- The estimated cost of this proposal is \$10,000.

11.3.9 Wellington Street / Merton Street Intersection

Based on community feedback and as noted in the intersection safety and operation assessment there is a missing active transport link it is proposed to install kerb extensions on the northern approach of this intersection. The proposal is shown in **Figure 11-37**.



Figure 11-37 Wellington Street / Merton Street intersection proposal

The key points in support of this proposed recommendation are:

- Providing improved pedestrian safety with kerb extensions to slow down traffic on Wellington Street by providing an additional slow point along the street.

The key points that need further consideration for this proposed recommendation are:

- The need to wait until Westconnex works are completed prior to commencing any works on this proposal.
- The estimated cost of this proposal is \$20,000.

11.3.10 Tilba Avenue – shared zone

Tilba Avenue was part of Leichhardt Council's Narrow Streets Program, where it is to be converted into a shared zone due to its narrow width and an absence of a footpath. This proposed concept design for the shared zone on Tilba Avenue are shown in **Figure 11-38**.

The key points in support of this proposed recommendation are:

- Improved pedestrian safety on residential streets for vulnerable users

The key points that need further consideration for this proposed recommendation are:

- Community consultation for the proposed shared zone.
- Approval from Transport for NSW, Centre for Road Safety section for a shared zone.
- The estimated cost of this proposal is \$40,000.

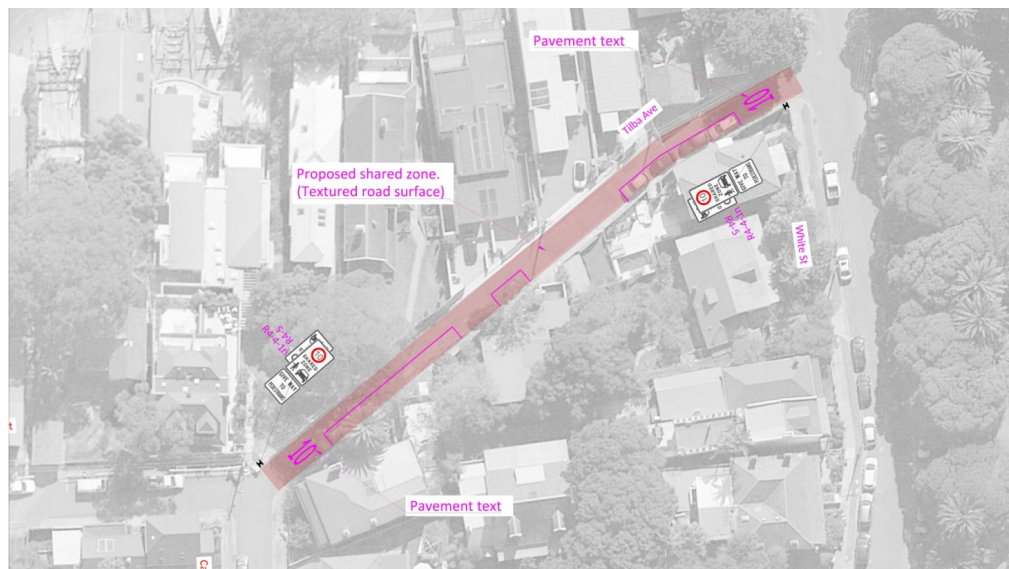


Figure 11-38 Proposed conditions on Tilba Avenue

11.3.11 Darling Street/Nelson Street

A suggestion was made from our Access and Inclusion Planning for an additional on-street disabled parking space in Darling Street near Nelson Street, for improved access to the Hanford Centre. The existing 15m disabled space in Nelson Street is located on a grade and historically there has been an incident where one older resident had a fall while using the accessible parking space. The proposed location is provided in **Figure 11-39**.

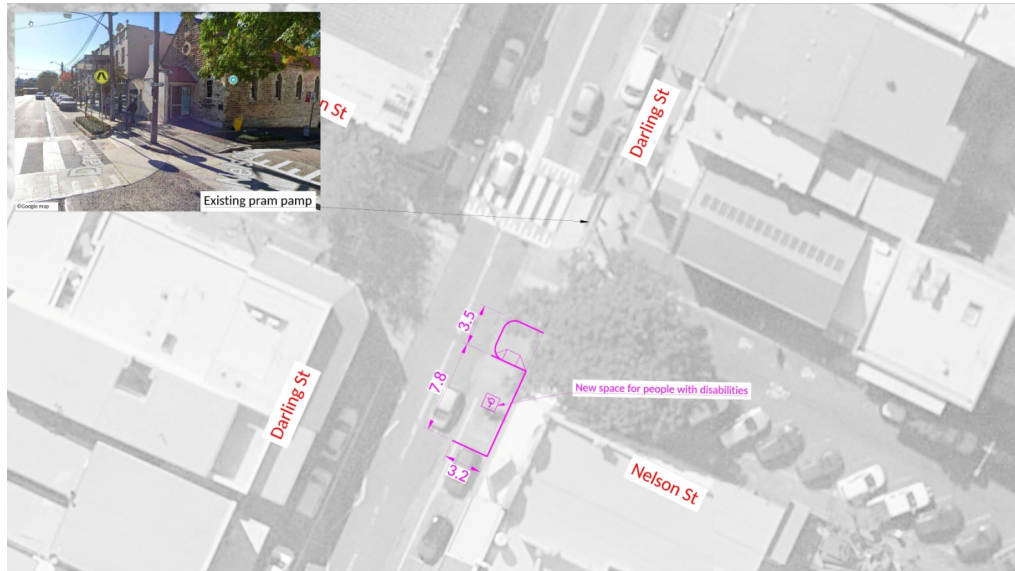


Figure 11-39 Proposed Persons with Disability parking space on Darling Street near Nelson Street.

The key points in support of this proposed recommendation are:

- Improved pedestrian safety near the commercial centre for vulnerable users.

The key points that need further consideration for this proposed recommendation are:

- Relocation of the parking space and relevant consultation in relation to this proposal.
- The estimated cost of this proposal is \$15,000.

11.3.12 Terry Street between Wise Street and Norman Street

As noted above in Section 10.13 the warrants are not met for a zebra crossing in this section of Terry Street. Therefore, an alternative solution to slow down vehicles is proposed. This includes line marking on Terry Street to attempt to slow down vehicles travelling north on Terry Street at the intersection and nearby bend with Wise Street. The proposed line marking is shown in **Figure 11-40**.

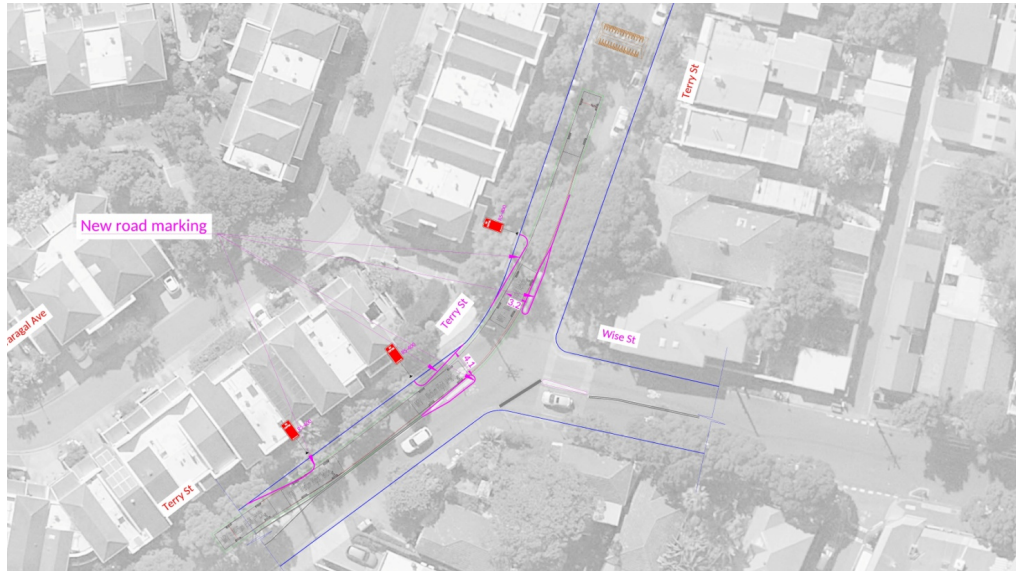


Figure 11-40 Proposed line marking on Terry Street near Wise Street

The key points in support of this proposed recommendation are:

- Improved pedestrian safety near the high school for school students.
- No loss of parking to implement this initiative.

The key points that need further consideration for this proposed recommendation are:

- No solution to informal crossing near the school for students other than to attempt to slow vehicles on Terry Street at the bend near the Wise Street intersection.
- The estimated cost of this proposal is \$5,000.

11.3.13 Wellington Street between Terry Street and Victoria Road

Due to wear and tear and not being fit-for-purpose as a permanent measure it is recommended to replace the existing rubber speed cushions with asphalt/concrete speed cushions in Wellington Street. A map of their current locations is shown in **Figure 11-41**.



Figure 11-41 Proposed replacement of existing rubber speed cushions on Wellington Street. (Source Google Maps)

The key points in support of this proposed recommendation are:

- Improved safety for residents and businesses along Wellington Street.

The estimated cost of this proposal is \$40,000.

11.3.14 Crystal Street

As noted above in Section 9.14 residents have demonstrated concerns for the current operation of Crystal Street. In order to reduce conflicts along Crystal Street as a two-way operation, it is recommended that a one-way (either way) traffic arrangement, additional parking capacity and extension of existing on street resident parking scheme be investigated. A proposed one-way operational concept design is shown in **Figure 11-42**.

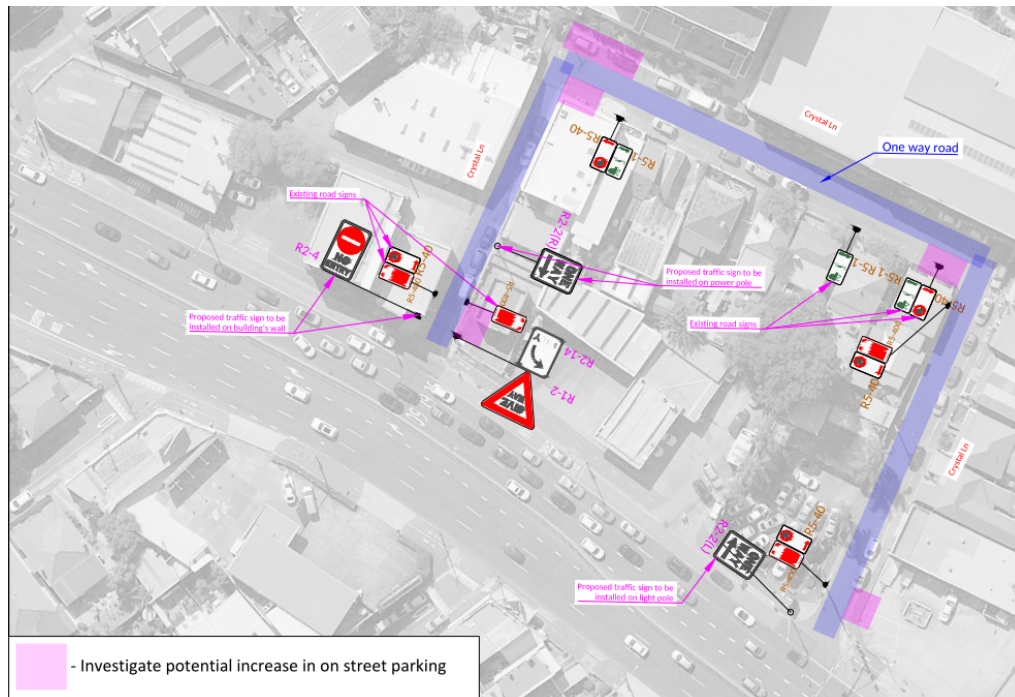


Figure 11-42 Proposed anti-clockwise one-way operation on Crystal Street.

The key points in support of this proposed recommendation are:

- Improved safety for residents and businesses along Crystal Street.

The key points that need further consideration for this proposed recommendation are:

- Potential for loss of parking to implement this initiative.

The estimated cost of this proposal is \$10,000.

11.3.15 Wise Street / York Place

Residents have raised concerns regarding the inability to exit York Place into Wise Street due to queuing of vehicles in Wise Street on approach to Terry Street and Darling Street. It is proposed to install advisory 'Do Not Queue Across Intersection' (G9-237) signs in Wise Street on approach to York Place.

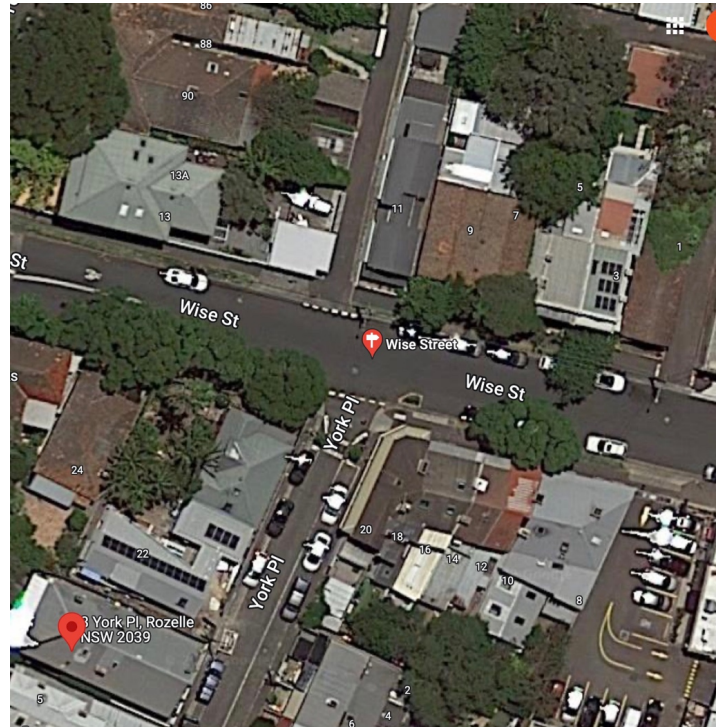


Figure 11-43 Proposed installation of an advisory “Do Not Queue Across Intersection” sign in Wise Street at York Place. (Source Google Maps)

The key points in support of this proposed recommendation are:

- Improved safety for residents and businesses along Wise Street.

The estimated cost of this proposal is \$1,000.

11.3.1 Recommendations to Transport for NSW

Transport for NSW be requested to implement a 40km/h School Zone in Victoria Road along the frontage of Rozelle Public School, and Transport for NSW be requested to investigate improvements to the Wellington Street/Victoria Road traffic signals.

11.4 ESTIMATED COST OF ALL PROPOSALS

It is estimated that the total cost of all proposals will be approximately \$643,500 (inclusive of GST), with a 10 percent contingency this amount would be approximately \$688,600 (inclusive of GST).



12 ENGAGEMENT OUTCOMES OF PROPOSED DRAFT OPTIONS

12.1 INTRODUCTION

A survey of the community was undertaken in September and October 2020 to gauge community support for the proposed improvement recommendations. This includes recommendations above in Section 10.3. A summary of responses is provided below which includes all responses from the community,

12.2 SUMMARY OF COMMENTS FROM THE COMMUNITY

Question 1 – What is your relationship to Rozelle North?

A summary of responses to this question is provided in **Table 12-7** and **Figure 12-44**.

Table 12-7 Responses to Question 1 – Relationship to Rozelle North

Relationship to Rozelle North	Number
I live in Rozelle North	97
I work in Rozelle North	9
I visit Rozelle North	7
I study in Rozelle North	2
I pass through Rozelle North on way to somewhere else	8
I own a property in Rozelle North	2
Total (multiple responses included)	125

Note: 109 responses were received, multiple responses are counted as such, therefore the total number of responses is greater than 109.

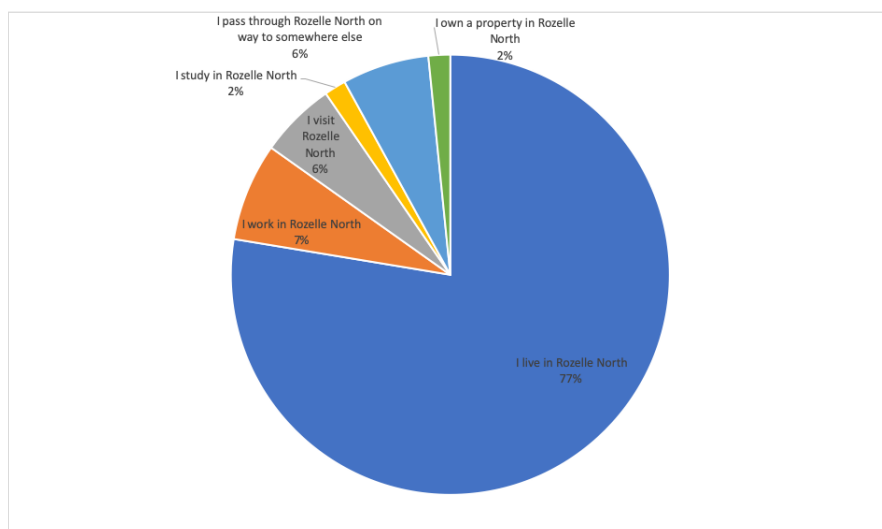


Figure 12-44 Responses to Question 1 – Relationship to Rozelle North

Question 2 – To what extent do you support the proposed treatments to manage traffic and safety in Rozelle North.

A summary of responses to this question is provided in Table 12-8 and Figure 12-45.

Table 12-8 - Responses to Question 2 – Support for proposed treatments.

Support for proposed treatments	Number
Completely supportive	36
Very supportive	34
Moderately supportive	25
Slightly supportive	11
Not at all supportive	3
Total	109

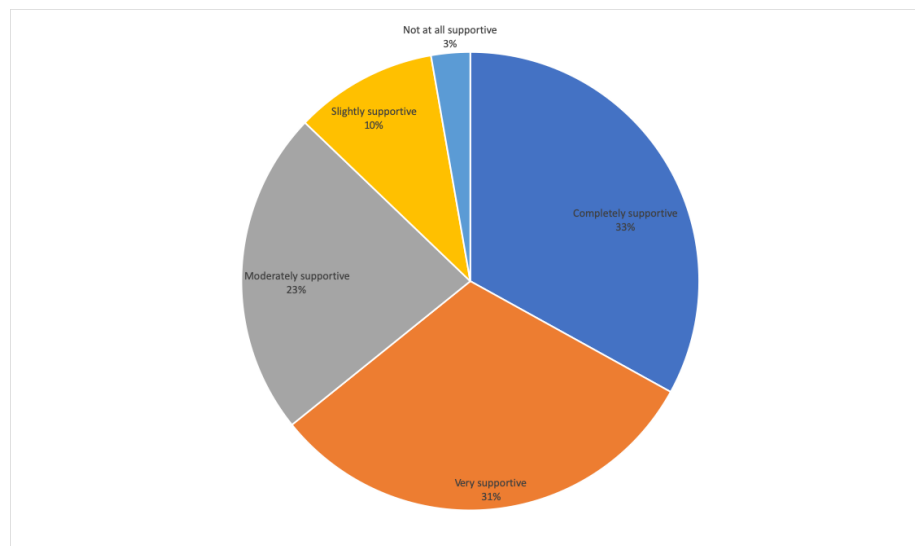


Figure 12-45 Responses to Question 2 – Support for proposed treatments

12.3 RESPONSES RELATING TO SPECIFIC PROPOSALS

Follow up to Question 2 – To what extent do you support the proposed treatments to manage traffic and safety in Rozelle North - Question 3 - Please let us know why you answered this way (clearly identifying the proposed treatment sites you refer to).



Responses to Question 3 that did not specifically mention any proposed changes are summarised in **Table 12-9**.

Table 12-9 Responses to Question 3 without specific proposal mentioned relating to Question 2 (Support of proposals).

Support for proposed treatments (No specific proposals mentioned in feedback)	Number
Completely supportive	12
Very supportive	7
Moderately supportive	6
Slightly supportive	2
Not at all supportive	1
Total	28

In summary of the 28 respondents who did not specifically mention a specific proposal 25 out of 28 or nearly 90 per cent were moderately supportive, very supportive or completely supportive of the overall proposal. There were 3 respondents who were slightly supportive or not at all supportive with the key reasons for this being:

- Consideration for loss of parking;
- Consideration for changes that may not be deemed necessary; and
- A note that cars should still be considered as part of the overall transport task.

The remaining 101 respondents provided comments on specific proposals noted as 1 to 13, additional comments relating to cyclists, additional suggestions for improvements across the study area and beyond and suggestions which are outside of Council's control on State Roads controlled by Transport for NSW. These are discussed in broad terms by each particular option below.

12.3.1 Terry Street / Elliott Street / Glassop Street Intersection

Responses to Question 3 that specifically mention this proposal are summarised in **Table 12-10**.

Table 12-10 Responses to Question 3 with specific mention of proposal number 1 relating to Question 2 (Support of proposals).

Support for proposed treatment 1 (No specific proposals mentioned in feedback)	Number
Completely supportive	9
Very supportive	4
Moderately supportive	6
Slightly supportive	NIL
Not at all supportive	NIL
Total	19

In summary of the 19 respondents who mentioned the Terry Street / Elliott Street / Glassop Street Roundabout 100 per cent were moderately supportive, very supportive or completely supportive of the proposal. The key reasons for this support of the proposal being:

- Improved pedestrian safety;
- Long overdue improvement supported;
- A dangerous intersection;
- Reduction of speed in Glassop Street; and
- Improved pedestrian and vehicle access.

12.3.2 Glassop Street / Elliott Street / White Street Intersection

Responses to Question 3 that specifically mention this proposal are summarised in **Table 12-11**.

Table 12-11 Responses to Question 3 with specific mention of proposal number 2 relating to Question 2 (Support of proposals).

Support for proposed treatment 2 (No specific proposals mentioned in feedback)	Number
Completely supportive	5
Very supportive	2
Moderately supportive	2
Slightly supportive	NIL
Not at all supportive	1
Total	10

In summary of the 10 respondents who mentioned the Glassop Street between Elliott Street and White Street proposal 90 per cent were moderately supportive, very supportive or completely supportive of the proposal. The key reasons for this support of the proposal being:

- Reduced vehicle speeds on Glassop Street;
- Consider reducing vehicles using local streets, with preference for the use of Darling Street.
- Long term residents, with vehicle speeds noted as an issue on Glassop Street.

There was a respondent who was Not at all supportive with the key reasons for this being:

- Noise created by speed humps for residents;
- Residents consider existing measures unnecessary and do not support them.

12.3.3 Glassop Street / White Street / Young Street Intersection

Responses to Question 3 that specifically mention this proposal are summarised in **Table 12-12**.



Table 12-12 Responses to Question 3 with specific mention of proposal number 2 relating to Question 2 (Support of proposals).

Support for proposed treatment 3 (No specific proposals mentioned in feedback)	Number
Completely supportive	1
Very supportive	2
Moderately supportive	2
Slightly supportive	1
Not at all supportive	1
Total	7

In summary of the 7 respondents who mentioned the Glassop Street / White Street and Young Street proposal more than 70 per cent were moderately supportive, very supportive or completely supportive of the proposal.

The key reasons for this support of the proposal being:

- A preference for alternative option with no loss in parking; and
- Consideration for preference for traffic on Glassop Street.

There were two respondents who were slightly supportive or not at all supportive with the key reasons for this being:

- Loss of parking;
- Consider a stop / give way sign at the intersection; and
- Narrow streets don't support use of kerbside garden.

12.3.4 Carievile Street / Phoebe Street / Tilba avenue

There were no responses that specifically mentioned this proposal.

12.3.5 Tilba Avenue Shared Zone Proposal

There were two respondents that specifically mentioned this proposal, they were very supportive and slightly supportive. There were no respondents that were completely supportive, moderately supportive or not at all supportive of the proposal. These responses suggest that:

- Parking should be removed opposite driveways on Tilba Avenue;
- Relocation of the speed cushion at the southern end of Tilba Avenue to be away from driveways to ensure ongoing access.

12.3.6 Terry Street Between Thornton Street and Wise Street - Speed Cushion

There were three respondents that specifically mentioned this proposal, they were all very supportive of the proposed speed humps on Terry Street. There were no respondents that were completely supportive, moderately supportive, slightly supportive or not at all supportive of the proposal.

12.3.7 Terry Street / Margaret Street / Nagurra Place Raised Pedestrian Crossing

Responses to Question 3 that specifically mention this proposal are summarised in **Table 12-13**.

Table 12-13 Responses to Question 3 with specific mention of proposal number 7 relating to Question 2 (Support of proposals).

Support for proposed treatment 3 (no specific proposals mentioned in feedback)	Number
Completely supportive	4
Very supportive	5
Moderately supportive	2
Slightly supportive	NIL
Not at all supportive	NIL
Total	11

In summary of the 11 respondents who mentioned the Terry Street / Margaret Street / Nagurra Place proposal 100 per cent were moderately supportive, very supportive or completely supportive of the proposal. The key reasons for this support of the proposal being:

- Improved visibility of the existing pedestrian crossing on Terry Street
- Consideration of reducing traffic on Terry Street and potentially moving it to Darling Street.

12.3.8 Wellington Street / Terry Street Intersection

There were eight (8) respondents that specifically mentioned this proposal, they were completely supportive, very supportive and slightly supportive. There were no respondents that were moderately supportive or not at all supportive of the proposal. These responses suggest that:

- The existing speeds lead to potentially dangerous driving at this intersection
- Improves pedestrian safety at the intersection.

One respondent that was moderately supportive noted that these works should be delayed until after the re-opening of Terry Street due to the Westconnex works, which is likely to take another two (2) years.

12.3.9 Nelson Street / Wellington Street Intersection

There were seven (7) respondents that specifically mentioned this proposal, they were completely supportive, very supportive and moderately supportive. There were no respondents that were slightly supportive or not at all supportive of the proposal. These responses suggest that:

- Left turn median from Nelson Street onto Wellington Street will improve enforcement of the one-way direction of Wellington Street from Terry Street.
- Wellington Street is a busy traffic street;
- Improved pedestrian safety; and
- Support for calming of traffic on Wellington Street.

Three respondents that were moderately supportive noted

- That they do not support the proposed angle parking on Wellington Street near Terry Street as this



requires drivers to reverse onto the busy traffic street of Wellington Street; and

- The existing businesses in Wellington Street may be further impacted by removal of any parking on Wellington Street due to provision of angle parking, with consideration to be given to providing pedestrian crossings without the loss of any parking.

12.3.10 Wellington Street / Merton Street Intersection

There were ten (10) respondents that specifically mentioned this proposal, they were completely supportive, very supportive and moderately supportive. There were no respondents that were slightly supportive or not at all supportive of the proposal. These responses suggest that:

- Improved pedestrian safety;
- Strong support for traffic calming measures on Wellington Street.

Two (2) respondents that are moderately supportive noted:

- That with Terry Street access to Victoria Road being closed during Westconnex works, Wellington Street has become busier with traffic and any changes should be made to Wellington Street upon completion of the Westconnex works.
- Consideration to upgrading the existing crossing to be a zebra crossing due to the school's location on Wellington Street.

12.3.11 Darling Street / Merton Street Pedestrian Crossing

There were five (5) respondents that specifically mentioned this proposal, they were completely supportive and very supportive. These responses suggest that:

- The Darling Street pedestrian crossing near Merton Street is necessary for improved pedestrian safety.

One (1) respondent that was very supportive noted:

- All proposed measures were supported except for this proposed pedestrian crossing on Darling Street near Merton Street.

12.3.12 Darling Street / Nelson Street

There were three (3) respondents that specifically mentioned this proposal, they were completely supportive and very supportive. There were no respondents that were moderately supportive, slightly supportive or not at all supportive of the proposal.

12.3.13 Darling Street / Wise Street Raised Pedestrian Crossing

Responses to Question 3 that specifically mention this proposal are summarised in **Table 12-14**.

Table 12-14 Responses to Question 3 with specific mention of proposal number 13 relating to Question 2 (Support of proposals).

Support for proposed treatment 3 (No specific proposals mentioned in feedback)	Number
Completely supportive	4
Very supportive	6
Moderately supportive	2
Slightly supportive	2
Not at all supportive	NIL
Total	14

In summary of the 14 respondents who mentioned the Darling Street / Wise Street raised pedestrian crossing proposal more than 85 per cent were moderately supportive, very supportive or completely supportive of the proposal.

The key reasons for this support of the proposal being:

- Improved visibility of the existing pedestrian crossing on Wise Street;
- Consideration to potential loss of parking;
- A review of landscaping on the roundabout which impacts sight distances;
- Raised pedestrian crossings slow traffic and increase safety.

One (1) respondent that was moderately supportive noted:

- That Westconnex traffic is potentially impacting local traffic and that this proposal may further exacerbate this condition.

One (1) respondent that was slightly supportive noted:

- Consideration needs to be given to the loss of parking on Wise Street from the proposal.

12.4 COMMENTS TO BE REFERRED TO TRANSPORT FOR NSW

As noted in Section 9.2.1, there are concerns in the study area that are out of scope of Council. Key suggestions included:

- Change the traffic lights and lane configuration on Wellington Street at Victoria Road to provide a left turn only lane and parking restrictions during peak times to improve traffic flow onto Victoria Road, with queues observed back to Terry Street;
- Pedestrian safety improvements at Wellington Street near Victoria Road, especially with the school on the route;
- Westconnex impacts on the local area for the next two (2) years.



12.5 OTHER SUGGESTIONS FOR IMPROVEMENTS IN ROZELLE NORTH

Twenty-five (25) respondents who were completely supportive, very supportive, moderately supportive and slightly supportive provided additional suggestions for improvements in Rozelle North. Key suggestions included:

- A pedestrian refuge on Terry Street, opposite Wise Street;
- Pedestrian crossings at
- Merton Street and Wellington Street;
- Darling Street and Beattie Street;
- Terry Street after Wulumay Close.
- Moving the proposed crossing on Wellington Street near Terry Street further South;
- Implementing measures to slow traffic along Terry Street from Wulumay Close to Wellington Street;
- Installing kerb cushions on both sides of Glassop Street at the intersection with White Street;
- Improvements on Elliott Street from the Glassop Street intersection to improve vehicle and pedestrian safety;
- Improved parking compliance for trailers and vehicles parking across driveways on Glassop Street
- Bicycle improvements to link to the Bay Run;
- Removing non-local traffic from Terry Street and diverting it to Darling Street and Mullens Street;
- Use of no-stopping yellow lines on Carievile Street;
- Installing speed cushions on Terry Street between Margaret Street and Victoria Road;
- Installing four raised pedestrian crossings instead of a roundabout at Terry Street, Elliott Street and Glassop Street.
- An email was received from a resident of Nelson Street, this email included the following key suggestions:
 - Providing a pedestrian crossing on Nelson Street near Darling Street;
 - Installing “Do not queue across intersection” signs at the intersection of Darling Street and Nelson Street;
 - Provision of speed limiting devices on Nelson Street to reduce vehicle speeds.

12.6 SUMMARY OF COMMENTS FROM THE DRAFT STUDY PLACED ON PUBLIC EXHIBITION APRIL/MAY 2022

The community consultation which took place in September and October 2020 was followed up with a second consultation in April and May 2022. 125 people participated in the September/October 2020 community

consultation, and 103 submissions received for the draft report. The complete Community Engagement Outcomes Report can be found in Appendix C.

12.7 FINAL RECOMMENDATIONS

Following the feedback from the public exhibition of the draft report held in April and May 2022, the recommendations for the Rozelle North precinct were reviewed and adjusted.

Short term (0-5 years)			
Item No.	Description	Streets affected	Priority
1	Install kerb blister on Wellington Street at Nelson Street	Wellington Street, Nelson Street	Low
2	Installation of a 10 km/h Shared Zone in Tilba Avenue	Tilba Avenue	Medium
3	Installation of roundabout at Elliott Street, Terry Street, Glassop Street	Elliot Street, Terry Street, Glassop Street	High
4	Installation of kerb blister in Glassop Street at White Street	Glassop Street, White Street	Medium
5	Installation of raised pedestrian (zebra) crossing at Darling Street immediately south of Merton Street	Darling Street, Merton Street	High
6	Installation of kerb extensions in Wellington Street immediately north of Merton Street	Wellington Street, Merton Street	Low
7	New linemarking in Terry Street near Wise Street	Terry Street, Wise Street	Medium
8	Further investigate converting Crystal Street to one way and investigate additional parking capacity	Crystal Street	Medium
9	Raise existing at grade pedestrian (zebra) crossing in Wise Street immediately west of Darling Street	Wise Street, Darling Street	Medium
10	Raise existing at grade pedestrian (zebra) crossing in Terry Street immediately south of Nagurra Place	Terry Street, Nagurra Place	Medium
11	Installation of asphalt/concrete speed cushions in Terry Street between Norman and Thornton Streets	Terry Street, Norman Street, Thornton Street	Medium
12	Installation of pedestrian (zebra) crossing in Wellington Street immediately south of Terry Street	Wellington Street, Terry Street	High
13	Installation of pedestrian (zebra) crossing in Terry Street, immediately west of Wellington Street	Terry Street, Wellington Street	High
14	Installation of kerb extension and accessible parking space on eastern side of Darling Street immediately south of Nelson Street	Darling Street, Nelson Street	High
15	Replace rubber speed cushions with asphalt/concrete speed cushions on Wellington Street	Wellington Street	High
16	Install advisory 'Do Not Queue Across Intersection' signs in Wise Street at York Place	Wise Street / York Place	Medium

In addition to the above recommendations, it is proposed to request that Transport for NSW investigate the following items.



Short term (0-5 years) – Transport for NSW		
Description	Streets affected	Priority
TfNSW be requested to investigate implementing a 40 km/h School Zone along the frontage of Rozelle Public School in Victoria Road.	Victoria Road	High
TfNSW be requested to investigate an adjustment to the traffic signals at the Victoria Road/ Wellington Street intersection to reduce traffic delays in Wellington Street and provide safer conditions for pedestrians crossing Victoria Road.	Wellington Street, Victoria Road	High

Appendix A. Leichhardt PAMP 2014 Action Plan – status of planned works

LEICHHARDT PAMP 2014 ACTION PLAN



Suburb	REF	Location	Intersections or Exact Location	Problem or Issue	Recommendation	Exact Facility	Estimate	Priority	Implemented Y/N
Rozelle	6	Victoria Rd	Darling St	Existing double bus shelters	Conflict cyclists and bus patrons limited pedestrian movements. Separate bus shelters to allow for better pedestrian flow.	Detailed assessment required	\$ 10,000	High	N
Rozelle	9	Victoria Rd	Darling St	Speed problem down hill	Install raised speed cushions on the footpath	speed cushions	\$ 10,000	High	N
Rozelle	8	Victoria Rd	between Crystal St and Wellington St Caltex Service Station	Cars driving into petrol station are not seeing cyclists and fail to give way to cyclists and pedestrians along Victoria Rd	Install signs and provide linemarking alerting motorists that pedestrians and cyclists are using the petrol station driveways	signposting and linemarking	\$ 600	High	Y
Rozelle	13	Darling St	Wise St	Pedestrian crossing approved at this location	Concur with Councils decision to provide facilities	at grade zebra crossing with blisters signposting and linemarking Share the Path as per Appendix 5	\$ 25,000	High	Y
Rozelle	10	Victoria Rd	Terry St to Darling St	Cyclists speeding issue	Install signposting - cyclists give way to pedestrians		\$ 1,200	High	N
Rozelle	17	ANKA site	Terry St	Identify pedestrian pathways for ANKA site	Provide paths	provide path	developer funds	High	Y



Appendix B. Road user movement code table

5 Appendix B - Road user movement code table

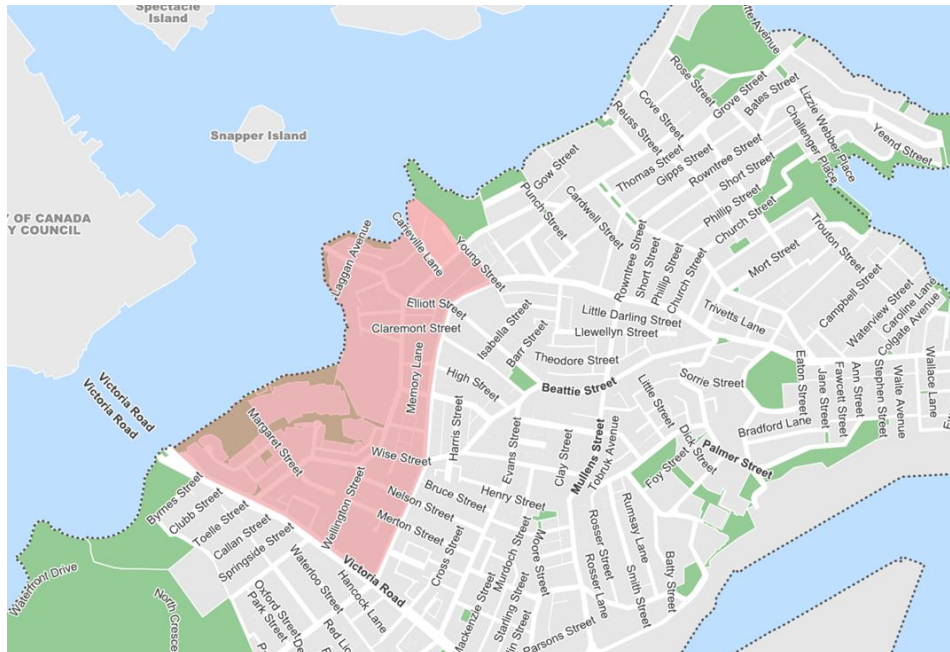
PEDESTRIANS (on foot or in toy/pram)	VEHICLES FROM ADJACENT DIRECTION (Intersections only)	VEHICLES FROM OPPOSING DIRECTION	VEHICLES FROM SAME DIRECTION	MANOEUVRING	OVERTAKING	ON PATH	OFF PATH, ON STRAIGHT	OFF PATH, ON CURVE OR TURNING	MISCELLANEOUS
NEAR SIDE 00	CROSS TRAFFIC 10	HEAD ON (not overtaking) 20	HEAD END 30	U TURN 40	HEAD ON (including hit & run) 50	PARKED 60	OFF CARRIAGEWAY TO LEFT 70	OFF CARRIAGEWAY LEFT ON RIGHT BEND 80	FELL OFF FROM VEHICLE 90
EMERGING 01	RIGHT FAR 11	RIGHT THROUGH 21	LEFT REAR 31	U TURN INTO FURTHER OBJECT / PARKED VEHICLE 41	OUT OF CONTROL 51	DOUBLE PARKED 61	LEFT OFF CARRIAGEWAY INTO OBJECT / PARKED VEHICLE 71	OFF CARRIAGEWAY LEFT ON RIGHT BEND INTO OBJECT / PARKED VEHICLE 81	LAND ON MOTOCYCLE STRUCK VEHICLE 91
FAR SIDE 02	LEFT FAR 12	LEFT THROUGH 22	RIGHT REAR 32	LEAVING PARKING 42	PULLING OUT 52	ACCIDENT OR BROKEN DOWN 62	OFF CARRIAGEWAY TO RIGHT 72	OFF CARRIAGEWAY RIGHT ON RIGHT BEND 82	STRUCK TRAILER / AEROPANE 92
PLAYING, WORKING, LIVING, STANDING, ON CARRIAGEWAY 03	RIGHT NEAR 13	RIGHT / LEFT 23	LANE USE SWIPE 33	ENTERING PARKING 43	OVERTAKE TURNING 53	VEHICLE JOST 63	RIGHT OFF CARRIAGEWAY INTO OBJECT / PARKED VEHICLE 73	OFF CARRIAGEWAY RIGHT ON RIGHT BEND INTO OBJECT / PARKED VEHICLE 83	PARKED VEHICLE STRUCK BY INTO OBJECT / PARKED VEHICLE 93
WALKING WITH TRAFFIC 04	TWO RIGHT TURNING 14	RIGHT / RIGHT 24	LANE CHANGE RIGHT (not overtaking) 34	PARKING VEHICLES ONLY 44	CUTTING IN 54	PERMANENT OBSTRUCTION ON CARRIAGEWAY 64	OUT OF CONTROL, ON CARRIAGEWAY 74	OFF CARRIAGEWAY RIGHT ON LEFT BEND 84	PARKED VEHICLE STRUCK BY INTO VEHICLE 94
FACING TRAFFIC 05	RIGHT / LEFT FAR 15	LEFT / LEFT 25	LANE CHANGE LEFT 35	REVERSING 45	PULLING OUT REAR END 55	TEMPORARY OBSTRUCTION 65	OFF END OF ROAD / T / Y INTERSECTION 75	OFF CARRIAGEWAY RIGHT ON LEFT BEND INTO OBJECT / PARKED VEHICLE 85	STRUCK WHILE STANDING OR ALIGHTING VEHICLE 95
ON FOOTPATH / MEDIAN 06	LEFT NEAR 16		RIGHT TURN USE SWIPE 36	REVERSING INTO FURTHER OBJECT / PARKED VEHICLE 46		STRUCK OBJECT ON CARRIAGEWAY 66		OFF CARRIAGEWAY LEFT ON LEFT BEND 86	
DOVEWAY 07	LEFT / RIGHT FAR 17		LEFT TURN USE SWIPE 37	EMERGING FROM DOVEWAY 47		ANIMAL (not hit&run) 67		OFF CARRIAGEWAY LEFT ON LEFT BEND INTO OBJECT / PARKED VEHICLE 87	
	TO LEFT TURNING 18			FROM FOOTPATH 48				OUT OF CONTROL ON CARRIAGEWAY 88	
OTHER PEDESTRIAN 09	OTHER ADJACENT 19	OTHER OPPOSING 29	OTHER SAME DIRECTION 39	OTHER MANOEUVRING 49	OTHER OVERTAKING 59	OTHER ON PATH 69	OTHER STRAIGHT 79	OTHER CURVE 89	UNKNOWN 99

Definitions and notes to support road crash data – June 2014



Appendix C. Engagement outcomes report

INNER WEST



Engagement outcomes report Rozelle North LATM – improving safety and managing traffic

SUMMARY

This Engagement Outcomes Report outlines the feedback received during three stages of community engagement comprising the initial insights, feedback on draft options and public exhibition of the draft report.

BACKGROUND

The Rozelle North LATM was initiated as part of Council's LATM Strategy Program. The study aims to;

- Reduce vehicle speeds
- Minimise traffic levels and intruding traffic in a local street
- Minimise crash risk
- Improve local amenity by:
 - Reducing car use
 - Increasing use of public transport
 - Increasing walking and cycling
 - Improving the streetscape

ENGAGEMENT METHODS

The community could provide feedback online via Your Say Inner West or request a paper copy of the questionnaire. Paper responses could be submitted via email or post.

PROMOTION

The opportunity to participate was promoted via:

- Council's social media
- Your Say Inner West E-news and homepage
- Letters to residents and businesses
- Council website
- email

ENGAGEMENT OUTCOMES

Council undertook an initial survey through Council's Yoursay website in February/March 2020 with invitation letters mailed out to stakeholders and residents within the study area to determine existing issues and ideas in the study area. A total of 173 responses were received. An online workshop was held in September 2020 and further consultation held in October 2020 of the proposed draft options with 125 responses received.

The subsequent Public Exhibition of the draft LATM Study commenced 4th April 2022 and ended 15 May 2022. A total of 3,467 letters were mailed out, inviting to provide comments online and via separate email and paper submissions.

Council's Have Your Say in Leichhardt West website had 365 visits and 103 submissions received. A further 6 submissions were received via email, customer service enquiry, and post. This represents a response rate of 3.1%.

The feedback is summarised in the Rozelle North LATM Study Final Report which includes this Community Engagement Outcomes Report.

An additional recommendation has been included in the form of installing advisory 'Do Not Queue Across Intersection' (G9-237) signs in Wise Street at York Place based on issues raised by residents in not being able to enter Wise Street due to queueing.

There is also an additional recommendation to replace the existing rubber speed cushions with asphalt/concrete speed cushions in Wellington Street due to their worn use.

Regarding Crystal Street, the recommendation has been adjusted to 'investigate converting Crystal Street to one way (either way), additional parking capacity and extension of existing on street resident parking scheme which encompasses concerns regarding lack of parking turnover.

Concerning the recommendation to install a raised zebra crossing in Darling Street south of Merton Street, the community supported the proposal hence it has been included in final recommendations, however the issue was raised regarding loss of motorbike parking. To address issue the recommendation has been amended to 'Kerb extension and accessible parking space on eastern side of Darling Street south of Nelson Street including relocation of existing motorbike parking spaces'

There are also recommendations that have been included that relate to matters under TfNSW jurisdiction on State Roads. They include a recommendation to investigate implementing a 40 km/h School Zone along the frontage of Rozelle Public School in Victoria Road and to investigate whether the traffic signals at the Victoria Road/Wellington Street can be adjusted to reduce traffic delays in Wellington Street and provide safer conditions for pedestrians crossing Victoria Road.

STAGE 1 – INITIAL COMMUNITY INSIGHTS

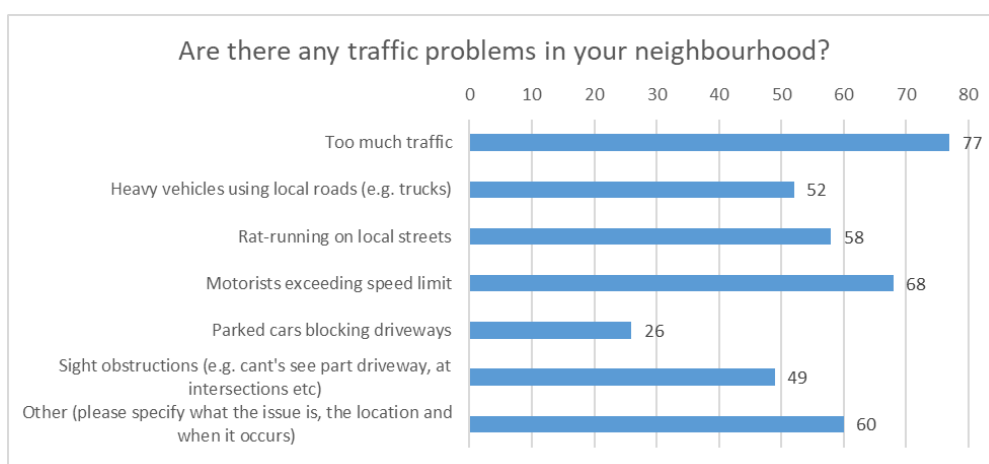
COMMUNITY SURVEY 2020

A short questionnaire was put on Council's web page at the commencement of the project. In total 173 persons responded. The table below indicates a spread of responses from the study area. The largest number of respondents were from Terry Street.

SUMMARY OF NEIGHBOURHOOD TRAFFIC PROBLEMS:

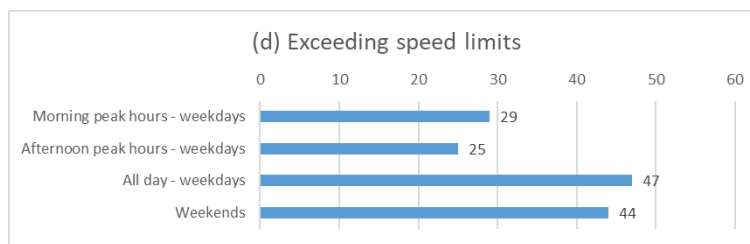
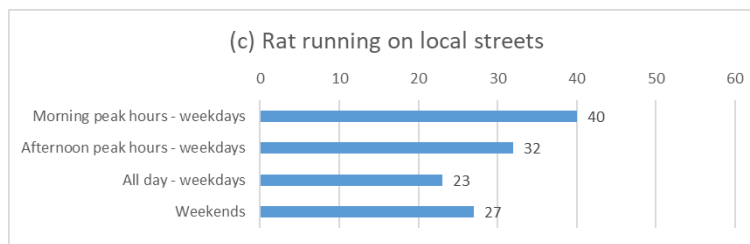
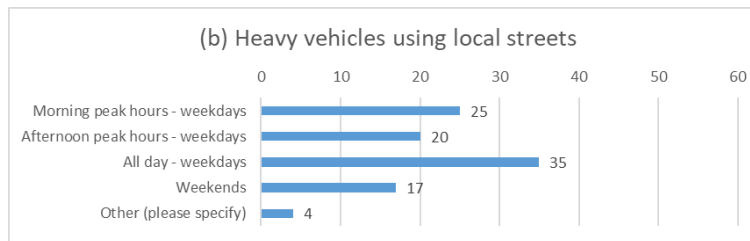
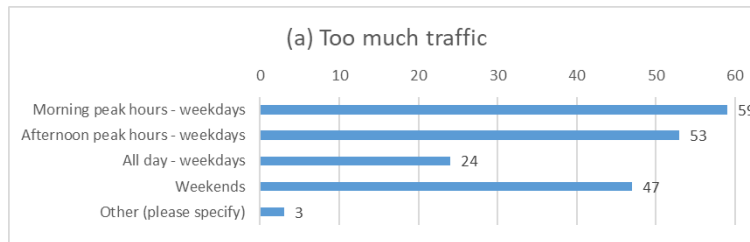
The figure below indicates that the highest rated problem in the area is the volume of traffic.

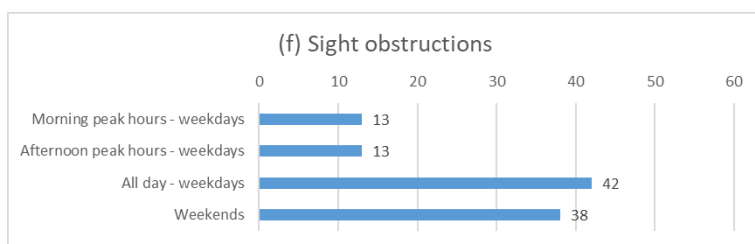
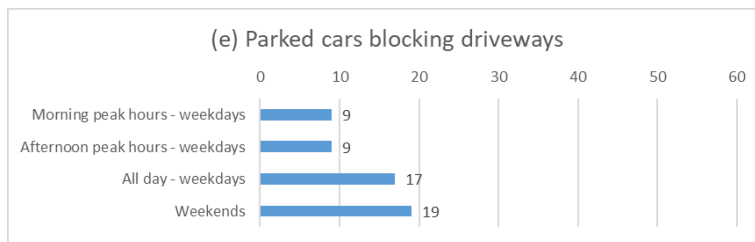
Figure 1.1. Overall Rating of Traffic Problems.



The following figures indicate that weekends are rated almost as highly as a problem time for traffic volume, indicating that this issue is not confined to the working week. Heavy vehicles using local streets and rat running on local streets are rated more highly for the working week. Exceeding speed limits and parked cars blocking the driveways are rated higher on weekends than on weekdays.

Figures 1.2a. - 1.2.f. Timings for Respective Issues.





PROBLEMS IDENTIFIED IN SPECIFIC STREETS

The following table lists the issues and streets where these issues are most frequently mentioned. The highest level of concern is in:

- Terry Street has the highest level of concern for too much traffic, heavy vehicle use, rat running, exceeding the speed limit and sight obstruction;
- Wellington Street and Darling Street also have a high level of concern for too much traffic;
- Wise Street has rat running and exceeding speed limit concerns;
- Glassop Street has a number of concerns over sight obstruction.

Table 1.1 - Problems rated by street.

STREET NAME	TOO MUCH TRAFFIC	HEAVY VEHICLES	RAT RUNNING	EXCEEDING SPEED LIMITS	PARKED CARS BLOCKING DRIVEWAYS	SIGHT OBSTRUCTIONS
Terry Street	45	29	34	38	3	18
Wellington Street	27	10	14	15	1	2
Darling Street	13	5	2	5	1	3
Victoria Road	7	6	1	2	0	2
Glassop Street	7	3	7	6	4	10
Wise Street	5	5	10	10	0	2
Elliott Street	4	4	4	3	1	7
Margaret Street	4	1	1	3	2	2
Nelson Street	2	1	1	2	2	0
Nagurra Place	1	0	0	0	0	0
Warayama Place	1	0	0	1	2	4
Roseville Lane	0	1	0	0	1	0
Doolan Lane	0	1	0	0	0	0
Norman Street	0	1	1	1	1	2
Schultz Street	0	2	2	2	2	2
Carieville Street	0	0	1	0	0	0
Waragal Avenue	0	0	2	0	1	0
Yara Avenue	0	0	0	1	0	1
Wulumay Close	0	0	0	2	0	3
Broderick Street	0	0	0	0	1	0
Young Street	0	0	0	0	0	1
White Street	0	0	0	0	1	0

STAGE 2 – ENGAGEMENT OUTCOMES SEPTEMBER-OCTOBER 2020

OUTCOMES OF ONLINE WORKSHOP AND DRAFT OPTIONS CONSULTATION

A survey of the community was undertaken in September and October 2020 to gauge community support for the proposed improvement recommendations. A summary of responses is provided below which includes all responses from the community,

SUMMARY OF COMMENTS FROM THE COMMUNITY

Question 1 – What is your relationship to Rozelle North?

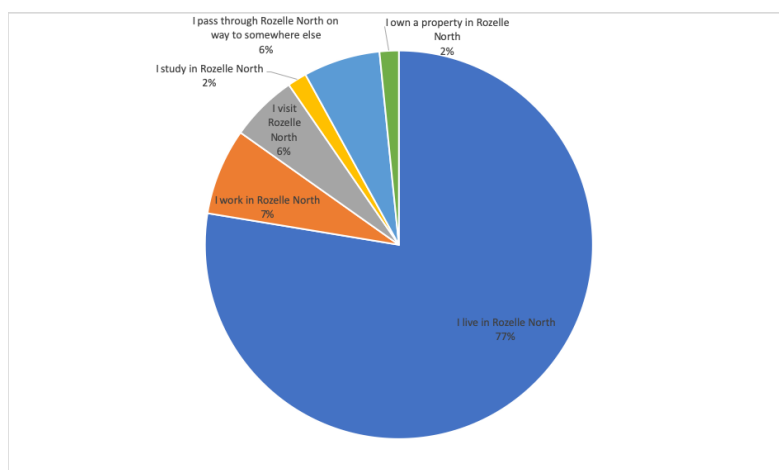
A summary of responses to this question is provided in Table 2.1 and Figure 2.1.

Table 2.1 - Responses to Question 1 – Relationship to Rozelle North

Relationship to Rozelle North	Number
I live in Rozelle North	97
I work in Rozelle North	9
I visit Rozelle North	7
I study in Rozelle North	2
I pass through Rozelle North on way to somewhere else	8
I own a property in Rozelle North	2
Total (multiple responses included)	125

Note: 109 responses were received, multiple responses are counted as such, therefore the total number of responses is greater than 109.

Figure 2.1 - Responses to Question 1 – Relationship to Rozelle North



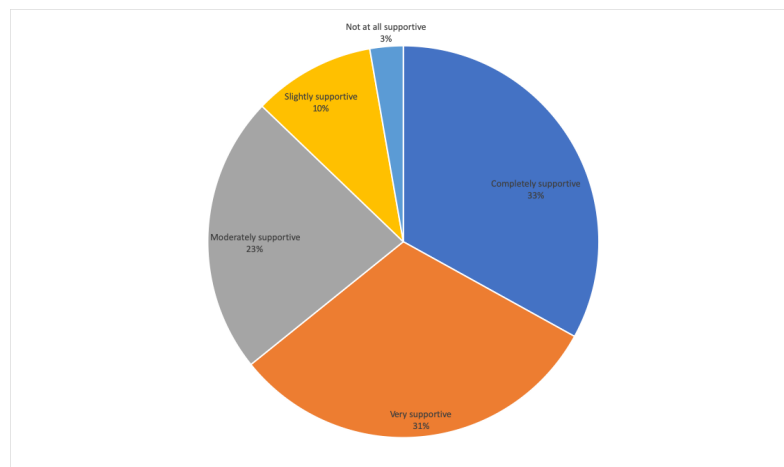
Question 2 – To what extent do you support the proposed treatments to manage traffic and safety in Rozelle North.

A summary of responses to this question is provided in Table 2.2 and Figure 2.2.

Table 2.2 - Responses to Question 2 – Support for proposed treatments.

Support for proposed treatments	Number
Completely supportive	36
Very supportive	34
Moderately supportive	25
Slightly supportive	11
Not at all supportive	3
Total	109

Figure 2.2 - Responses to Question 2 – Support for proposed treatments



RESPONSES RELATING TO SPECIFIC PROPOSALS

Follow up to Question 2 – To what extent do you support the proposed treatments to manage traffic and safety in Rozelle North - Question 3 - Please let us know why you answered this way (clearly identifying the proposed treatment sites you refer to).

Responses to Question 3 that did not specifically mention any proposed changes are summarised in Table 2.3.

Table 2.3 - Responses to Question 3 without specific proposal mentioned relating to Question 2 (Support of proposals).

Support for proposed treatments (No specific proposals mentioned in feedback)	Number
Completely supportive	12
Very supportive	7
Moderately supportive	6
Slightly supportive	2
Not at all supportive	1
Total	28

In summary of the 28 respondents who did not specifically mention a specific proposal 25 out of 28 or nearly 90 per cent were moderately supportive, very supportive or completely supportive of the overall proposal. There were 3 respondents who were slightly supportive or not at all supportive with the key reasons for this being:

- Consideration for loss of parking;
- Consideration for changes that may not be deemed necessary; and
- A note that cars should still be considered as part of the overall transport task.

The remaining 101 respondents provided comments on specific proposals noted as 1 to 13, additional comments relating to cyclists, additional suggestions for improvements across the study area and beyond and suggestions which are outside of Council's control on State Roads controlled by Transport for NSW. These are discussed in broad terms by each particular option below.

[Terry Street / Elliott Street / Glassop Street Intersection](#)

Responses to Question 3 that specifically mention this proposal are summarised in Table 2.4.

Table 2.4 - Responses to Question 3 with specific mention of proposal number 1 relating to Question 2 (Support of proposals).

Support for proposed treatment 1 (No specific proposals mentioned in feedback)	Number
Completely supportive	9
Very supportive	4
Moderately supportive	6
Slightly supportive	NIL
Not at all supportive	NIL
Total	19

In summary of the 19 respondents who mentioned the Terry Street / Elliott Street / Glassop Street Roundabout 100 per cent were moderately supportive, very supportive or completely supportive of the proposal. The key reasons for this support of the proposal being:

- Improved pedestrian safety;
- Long overdue improvement supported;
- A dangerous intersection;
- Reduction of speed in Glassop Street; and
- Improved pedestrian and vehicle access.

Glassop Street / Elliott Street / White Street Intersection

Responses to Question 3 that specifically mention this proposal are summarised in Table 2.5.

Table 2.5 - Responses to Question 3 with specific mention of proposal number 2 relating to Question 2 (Support of proposals).

Support for proposed treatment 2 (No specific proposals mentioned in feedback)	Number
Completely supportive	5
Very supportive	2
Moderately supportive	2
Slightly supportive	NIL
Not at all supportive	1
Total	10

In summary of the 10 respondents who mentioned the Glassop Street between Elliott Street and White Street proposal 90 per cent were moderately supportive, very supportive or completely supportive of the proposal. The key reasons for this support of the proposal being:

- Reduced vehicle speeds on Glassop Street;
- Consider reducing vehicles using local streets, with preference for the use of Darling Street.
- Long term residents, with vehicle speeds noted as an issue on Glassop Street.

There was a respondent who was Not at all supportive with the key reasons for this being:

- Noise created by speed humps for residents;
- Residents consider existing measures unnecessary and do not support them.

[Glassop Street / White Street / Young Street Intersection](#)

Responses to Question 3 that specifically mention this proposal are summarised in Table 2.6.

Table 2.6 - Responses to Question 3 with specific mention of proposal number 2 relating to Question 2 (Support of proposals).

Support for proposed treatment 3 (No specific proposals mentioned in feedback)	Number
Completely supportive	1
Very supportive	2
Moderately supportive	2
Slightly supportive	1
Not at all supportive	1
Total	7

In summary of the 7 respondents who mentioned the Glassop Street / White Street and Young Street proposal more than 70 per cent were moderately supportive, very supportive or completely supportive of the proposal.

The key reasons for this support of the proposal being:

- A preference for alternative option with no loss in parking; and
- Consideration for preference for traffic on Glassop Street.

There were two respondents who were slightly supportive or not at all supportive with the key reasons for this being:

- Loss of parking;
- Consider a stop / give way sign at the intersection; and
- Narrow streets don't support use of kerbside garden.

[Carieville Street / Phoebe Street / Tilba avenue](#)

There were no responses that specifically mentioned this proposal.

[Tilba Avenue Shared Zone Proposal](#)

There were two respondents that specifically mentioned this proposal, they were very supportive and slightly supportive. There were no respondents that were completely supportive, moderately supportive or not at all supportive of the proposal. These responses suggest that:

- Parking should be removed opposite driveways on Tilba Avenue;
- Relocation of the speed cushion at the southern end of Tilba Avenue to be away from driveways to ensure ongoing access.

Terry Street Between Thornton Street and Wise Street - Speed Cushion

There were three respondents that specifically mentioned this proposal, they were all very supportive of the proposed speed humps on Terry Street. There were no respondents that were completely supportive, moderately supportive, slightly supportive or not at all supportive of the proposal.

Terry Street / Margaret Street / Nagurra Place Raised Pedestrian Crossing

Responses to Question 3 that specifically mention this proposal are summarised in Table 2.7.

Table 2.7 - Responses to Question 3 with specific mention of proposal number 7 relating to Question 2 (Support of proposals).

Support for proposed treatment 3 (no specific proposals mentioned in feedback)	Number
Completely supportive	4
Very supportive	5
Moderately supportive	2
Slightly supportive	NIL
Not at all supportive	NIL
Total	11

In summary of the 11 respondents who mentioned the Terry Street / Margaret Street / Nagurra Place proposal 100 per cent were moderately supportive, very supportive or completely supportive of the proposal. The key reasons for this support of the proposal being:

- Improved visibility of the existing pedestrian crossing on Terry Street
- Consideration of reducing traffic on Terry Street and potentially moving it to Darling Street.

Wellington Street / Terry Street Intersection

There were eight (8) respondents that specifically mentioned this proposal, they were completely supportive, very supportive and slightly supportive. There were no respondents that were moderately supportive or not at all supportive of the proposal. These responses suggest that:

- The existing speeds lead to potentially dangerous driving at this intersection
- Improves pedestrian safety at the intersection.

One respondent that was moderately supportive noted that these works should be delayed until after the re-opening of Terry Street due to the Westconnex works, which is likely to take another two (2) years.

Nelson Street / Wellington Street Intersection

There were seven (7) respondents that specifically mentioned this proposal, they were completely supportive, very supportive and moderately supportive. There were no respondents that were slightly supportive or not at all supportive of the proposal. These responses suggest that:

- Left turn median from Nelson Street onto Wellington Street will improve enforcement of the one-way direction of Wellington Street from Terry Street.
- Wellington Street is a busy traffic street;
- Improved pedestrian safety; and
- Support for calming of traffic on Wellington Street.

Three respondents that were moderately supportive noted

- That they do not support the proposed angle parking on Wellington Street near Terry Street as this requires drivers to reverse onto the busy traffic street of Wellington Street; and
- The existing businesses in Wellington Street may be further impacted by removal of any parking on Wellington Street due to provision of angle parking, with consideration to be given to providing pedestrian crossings without the loss of any parking.

Wellington Street / Merton Street Intersection

There were ten (10) respondents that specifically mentioned this proposal, they were completely supportive, very supportive and moderately supportive. There were no respondents that were slightly supportive or not at all supportive of the proposal. These responses suggest that:

- Improved pedestrian safety;
- Strong support for traffic calming measures on Wellington Street.

Two (2) respondents that are moderately supportive noted:

- That with Terry Street access to Victoria Road being closed during Westconnex works, Wellington Street has become busier with traffic and any changes should be made to Wellington Street upon completion of the Westconnex works.
- Consideration to upgrading the existing crossing to be a zebra crossing due to the school's location on Wellington Street.

Darling Street / Merton Street Pedestrian Crossing

There were five (5) respondents that specifically mentioned this proposal, they were completely supportive and very supportive. These responses suggest that:

- The Darling Street pedestrian crossing near Merton Street is necessary for improved pedestrian safety.

One (1) respondent that was very supportive noted:

- All proposed measures were supported except for this proposed pedestrian crossing on Darling Street near Merton Street.

Darling Street / Nelson Street

There were three (3) respondents that specifically mentioned this proposal, they were completely supportive and very supportive. There were no respondents that were moderately supportive, slightly supportive or not at all supportive of the proposal.

Darling Street / Wise Street Raised Pedestrian Crossing

Responses to Question 3 that specifically mention this proposal are summarised in Table 2.8.

Table 2.8 - Responses to Question 3 with specific mention of proposal number 13 relating to Question 2 (Support of proposals).

Support for proposed treatment 3 (No specific proposals mentioned in feedback)	Number
Completely supportive	4
Very supportive	6
Moderately supportive	2
Slightly supportive	2
Not at all supportive	NIL
Total	14

In summary of the 14 respondents who mentioned the Darling Street / Wise Street raised pedestrian crossing proposal more than 85 per cent were moderately supportive, very supportive or completely supportive of the proposal.

The key reasons for this support of the proposal being:

- Improved visibility of the existing pedestrian crossing on Wise Street;
- Consideration to potential loss of parking;
- A review of landscaping on the roundabout which impacts sight distances;
- Raised pedestrian crossings slow traffic and increase safety.

One (1) respondent that was moderately supportive noted:

- That Westconnex traffic is potentially impacting local traffic and that this proposal may further exacerbate this condition.

One (1) respondent that was slightly supportive noted:

- Consideration needs to be given to the loss of parking on Wise Street from the proposal.

COMMENTS TO BE REFERRED TO TRANSPORT FOR NSW

There were concerns in the study area that are out of scope of Council. Key suggestions included:

- Change the traffic lights and lane configuration on Wellington Street at Victoria Road to provide a left turn only lane and parking restrictions during peak times to improve traffic flow onto Victoria Road, with queues observed back to Terry Street;
- Pedestrian safety improvements at Wellington Street near Victoria Road, especially with the school on the route;
- Westconnex impacts on the local area for the next two (2) years.

OTHER SUGGESTIONS FOR IMPROVEMENTS IN ROZELLE NORTH

Twenty-five (25) respondents who were completely supportive, very supportive, moderately supportive and slightly supportive provided additional suggestions for improvements in Rozelle North. Key suggestions included:

- A pedestrian refuge on Terry Street, opposite Wise Street;
- Pedestrian crossings at
- Merton Street and Wellington Street;
- Darling Street and Beattie Street;
- Terry Street after Wulumay Close.
- Moving the proposed crossing on Wellington Street near Terry Street further South;
- Implementing measures to slow traffic along Terry Street from Wulumay Close to Wellington Street;
- Installing kerb cushions on both sides of Glassop Street at the intersection with White Street;
- Improvements on Elliott Street from the Glassop Street intersection to improve vehicle and pedestrian safety;
- Improved parking compliance for trailers and vehicles parking across driveways on Glassop Street
- Bicycle improvements to link to the Bay Run;
- Removing non-local traffic from Terry Street and diverting it to Darling Street and Mullens Street;
- Use of no-stopping yellow lines on Carieville Street;
- Installing speed cushions on Terry Street between Margaret Street and Victoria Road;
- Installing four raised pedestrian crossings instead of a roundabout at Terry Street, Elliott Street and Glassop Street.
- An email was received from a resident of Nelson Street, this email included the following key suggestions:

- Providing a pedestrian crossing on Nelson Street near Darling Street;
- Installing “Do not queue across intersection” signs at the intersection of Darling Street and Nelson Street;
- Provision of speed limiting devices on Nelson Street to reduce vehicle speeds.

STAGE 3 – ENGAGEMENT OUTCOMES APRIL-MAY 2022

DRAFT ROZELLE NORTH LATM STUDY PLACED ON PUBLIC EXHIBITION

In April-May 2022, the participants were asked to provide their opinion on the proposed treatments.

RESPONSES RELATING TO SPECIFIC PROPOSALS

Treatment 1 - Installation of Kerb Blister in Wellington Street at Nelson Street

Responses to a proposal of Treatment 1 are summarised in Table 3.1.

Table 3.1 – Responses to Treatment 1.

Do you support this proposal?	Number	%
Yes	79	77%
No	7	7%
Unsure / don't know	9	9%
No answer	8	8%
Total	103	100%

In summary of the respondents who answered this question, 79 out of 95, or 83 per cent responded “yes” to supporting this proposal.

The key reasons for this support of the proposal being:

- Improved road safety for all road users.
- Clearer physical direction for all road users to reinforce an existing restriction.

The respondents that were supportive noted:

- This is integral to stop cars turning the wrong way down a one way street and putting pedestrians at risk as well as vehicles entering the roundabout.
- Improve pedestrian safety. Leave a space for cyclists to travel inside the blister.
- I have personally seen vehicles transit Wellington St in the wrong direction so this is supported.
- I have seen many vehicles turn right from Nelson St, this is a good idea.
- Too often vehicles leaving Nelson Street turn right, illegally, into Terry Street. This practice can be dangerous. Your solution should stop it.

There were 7 respondents who responded “no” to support this proposal with the key comments provided for this including:

- Anything that hinders the flow of traffic in Wellington is to be avoided

- A lot of traffic goes down Wellington St as can't turn right from Terry St to Victoria Rd. This would be a frustration to traffic.
- Wellington street is one of the only RH turns to Victoria Road. Traffic is already backed up. And with West Connex it is a long wait to get through. This would add to delays.
- The blisters are a problem, too low and can't be seen properly by cars, cause damage.

Treatment 2 - Installation of a 10 km/h Shared Zone in Tilba Avenue

Responses to a proposal of Treatment 2 are summarised in Table 3.2.

Table 3.2 – Responses to Treatment 2.

Do you support this proposal?	Number	%
Yes	64	62%
No	3	3%
Unsure / don't know	27	26%
No answer	9	9%
Total	103	100%

In summary of the respondents who answered this question, 64 out of 94, or 68 per cent responded "yes" to supporting this proposal, with a further 29 per cent responding "Unsure / don't know".

The key reasons for this support of the proposal being:

- Tilba Ave is a narrow street;
- Safer for pedestrians and cyclists.

The respondents that were supportive noted:

- Tilba Ave is way too narrow for on street parking - it is dangerous to drive down as it is. Should remove the On Street parking near the White Street end of Tilba Avenue - the road is very narrow there, and it is dangerous for cars turning left from White St into Tilba Avenue, and it is dangerous to pedestrians as there is absolutely no footpath at that end of Tilba Avenue.
- As a resident of Tilba Ave, I strongly support this new shared zone. The street is a well-used walking route, and the lack of continuous footpaths means that pedestrians should take priority when walking on the road. Looking forward to this initiative.
- Safer for cyclists
- Tilba Ave is too narrow for pedestrians and passing cars. It is used daily by many pedestrians walking through to Elkington Park.

- Tilba ave should be only one way. It is too narrow, there is not path for pedestrian and is always full of families with young children walking towards to Elkington park
- As a resident of Tilba Avenue. I am supportive of the shared zone. I have some concerns about the limited street parking for residents. Can you please consider placing parking restrictions (with exceptions for those with a residents' parking permit) on all parking spaces in Tilba Avenue?

There were 3 respondents who responded “no” to support this proposal with only one respondent providing a comment which was:

- Have you ever tried to drive at 10kms per hour. it’s impossible. Most cars idle faster than 10kms. Almost all cars will break the speed limit. There needs to be a reasonable speed limit for a shared zone.

Treatment 3 - Installation of roundabout at Elliott Street, Terry Street, Glassop Street

Responses to a proposal of Treatment 3 are summarised in Table 3.3.

Table 3.3 – Responses to Treatment 3.

Do you support this proposal?	Number	%
Yes	79	77%
No	6	6%
Unsure / don’t know	10	10%
No answer	8	8%
Total	103	100%

In summary of the respondents who answered this question, 79 out of 95, or 83 per cent responded “yes” to supporting this proposal, with a further 11 per cent responding “Unsure / don’t know”.

The key reasons for this support of the proposal being:

- Improved pedestrian safety;
- Reduction of speed of vehicles travelling on Glassop Street; and
- Improved pedestrian and vehicle access.

There were 6 respondents who responded “no” to support this proposal with three of the respondents providing comments:

- The removal of the stop sign will further increase the speeding along Glassop St that already makes this intersection dangerous for Elliott St traffic and pedestrians alike. The limited space available for a roundabout will simply encourage traffic to treat the corner as a straight road.
- The STOP signs should be located in both directions in Elliot Street. This would be safer for vehicles travelling to Victoria Road in Glassop street due to cars parked on the kerb in Elliot street.

- Sight lines are very poor, and are not improved by a roundabout. A 4 way stop sign would be better, safer, and cheaper.

Treatment 4 - Installation of kerb blister in Glassop Street at White Street

Responses to a proposal of Treatment 4 are summarised in Table 3.4.

Table 3.4 – Responses to Treatment 4.

Do you support this proposal?	Number	%
Yes	66	64%
No	3	3%
Unsure / don't know	23	22%
No answer	11	11%
Total	103	100%

In summary of the respondents who answered this question, 66 out of 92, or 72 per cent responded “yes” to supporting this proposal, with a further 25 per cent responding “Unsure / don't know”.

The key reasons for this support of the proposal being:

- Improved safety for all road users

The respondents that were supportive noted:

- This will be a great help for pedestrians crossing Glassop St at this point. Could Council consider a planted kerb blister to reduce the amount of hard surfaces and provide a green link to Elkington Park?
- Safer for pedestrians. Leave a gap for cyclists to travel inside the blister.
- This idea is fine, but could we please make Young St a one way street? It is currently incredibly dangerous as cars are constantly revving up and shooting up the road at risk to pedestrians. Everyone who lives in Young St has had a car damaged by people who misjudge the corner and hit the parked cars. The street needs to be made one-way only going down the hill. This would allow traffic to flow from Darling St into Glassop but not the other way and would hence not disrupt the path of the bin men. Thank you for listening.
- Thank you - kerb build outs to east and west is a smart solution to this problem intersection. A couple of further suggestions, as I have lived here on Glassop st since 1962.

There were 11 respondents who responded “no” to support this proposal with only one respondent providing a comment which was:

- Do not think there is any need for this - just makes the road narrower and less easy to use

Treatment 5 - Installation of raised pedestrian (zebra) crossing at Darling Street immediately south of Merton Street

Responses to a proposal of Treatment 5 are summarised in Table 3.5.

Table 3.5 – Responses to Treatment 5.

Do you support this proposal?	Number	%
Yes	77	75%
No	10	10%
Unsure / don't know	5	5%
No answer	11	11%
Total	103	100%

In summary of the respondents who answered this question, 77 out of 92, or 84 per cent responded “yes” to supporting this proposal, with a further 5 per cent responding “Unsure / don’t know”.

The key reasons for this support of the proposal being:

- Improved safety for all road users at this crossing.

The respondents that were supportive noted:

- Strongly support given amount of foot traffic crossing Darling Street through Rozelle shops
- Everyone crosses here anyway and it's unsure if it's a 'real' crossing or not! This would make it much clearer and potentially safer
- Many people already cross here with no pedestrian crossing in place. Makes sense.
- Already many people crossing here and expect cars to stop...
- Safer for pedestrians and will slow traffic in Darling Street.
- This should be one of the highest priority projects, this is long overdue
- Supportive, however on weekends cars already queue for some time to turn right out of Merton Street West into Darling Street. The crossing will likely make this even harder for cars to turn right - can anything be added to the design to help that?
- Yes! Lots of kids running back and forth close to the school and not waiting for the lights
- Lots of children cross here!
- This is an absolute must - safer for kids walking to Rozelle Public School and really is much needed for pedestrians in Darling Street generally.
- I cross Darling Street a lot here. A zebra crossing would assist in making that

- crossing safer.
- This is a great step, there are far too many people who are compelled to walk across here, and it is a congested area for vehicle traffic.
- Yes, lots of foot traffic here, particularly during school hours.
- Fully support - strong need for pedestrians at this point to cross Darling Street safely.

There were 10 respondents who responded “no” to support this proposal, with 8 respondents providing comments:

- No more pedestrian crossings, unless they have traffic lights. Darling St is a major thoroughfare, we will end up like Balmain with wandering pedestrians holding up traffic. (They tend to lunge unseeing across the pedestrian crossings, the driver doesn’t have much of a chance)
- Plenty of places to cross Darling St - this is overkill
- Removing MORE parking? are you joking?
- Having children at Rozelle Public School, I hold grave concerns over the heavy traffic patterns in and around Darling Street at the commencement and completion of the school day (circa 9am and 3pm).
- Adverse impact on traffic flows along Darling Street - sufficient pedestrian crossings exist
- Don't want to lose any motorbike parking
- This crossing is already too close to the roundabout. So many close calls of people crossing and drivers almost hitting the It should be further west .after recent rain. It is a dangerous “hump”
- traffic is already so bad in Darling street

Treatment 6 - Installation of kerb extensions in Wellington Street immediately north of Merton Street

Responses to a proposal of Treatment 6 are summarised in Table 3.6.

Table 3.6 – Responses to Treatment 6.

Do you support this proposal?	Number	%
Yes	57	55%
No	14	14%
Unsure / don't know	21	20%
No answer	11	11%
Total	103	100%

In summary of the respondents who answered this question, 62 per cent responded “yes” to supporting this proposal, with a further 23 per cent responding “Unsure / don't know”.

The key reasons for this support of the proposal being:

- Improved pedestrian safety;
- Strong support for traffic calming measures on Wellington Street.

The respondents that were supportive noted:

- If this is happening you need to consider the car parking capacity and allow residents in this area to have both R1& R2 residents parking permits
- Leave a safe for cyclists to travel inside of the kerb extensions.
- This is very close to the school, could it be a zebra crossing instead?
- This treatment may slow motor vehicles on Wellington and so enhance the safety of pedestrians.
- Don't impeded the flood / overland flow path in that area.
- This section of Wellington Street needs to be made into a pedestrian crossing to enable children and parents coming from the Rozelle Primary School to safely cross Wellington Street.

There were 14 respondents who responded “no” to support this proposal, with 11 respondents providing comments:

- The traffic in Wellington St at this point is effectively single lane, I don't think this would significantly improve pedestrian safety
- I do not understand the benefits of installing kerb extensions here. They will not limit the traffic in Wellington Street. What is the point?

- Don't understand the benefit of this change and object to losing on street parking in a busy area
- Vehicle congestion to Wellington Street would be worse - Wellington Street is only right turn to Victoria Rd so under pressure
- Don't want to lose parking spaces
- Wellington street is one of the only RH turns to Victoria Road. Traffic is already backed up. And with West Connex it is a long wait to get through. This would add to delays.
- will hinder flow of traffic along Wellington
- We strongly reject this proposal as it removes the already limited street parking for Wellington Street residents that have no off-street parking option available, and this treatment serves no purpose as traffic flow is already single-file. This treatment will fail to slow traffic due to the cars already parked in these spots from both Wellington Street residents who have no off street parking options, and local businesses such as the mechanics garage (Repco) and the Swim School (Jump!). It will not make it any safer to cross at this point and with the inclusion of the crossing less than 100 meters up the road means there would be little point to cross at this point. Traffic is single file down Wellington Street at this point and this treatment will only remove carparking space already at a premium for Wellington Street residents. The proposal states that in support of this treatment it will be 'Providing improved pedestrian safety with kerb extensions to slow down traffic on Wellington Street by providing an additional slow point along the street.' This statement is false as the proposal neither increases pedestrian safety nor slows traffic down as traffic never flows more than single file where these kerb extensions are suggested. If the goal is the above statement, this money would be better spent on improving or heightening the speed cushions already on Wellington Street that do little to slow down traffic on Wellington Street at the moment.
- this will exacerbate the already terrible traffic queues in this street
- I don't feel the benefits this will bring outweigh the loss of two parks in this area which is already struggling with parking
- There needs to be two lanes in Wellington Street. You shouldn't be narrowing the street. Please make 2 lanes of traffic in Wellington Street to feed more cars out onto Victoria Road. It will make a huge difference to the constant traffic jam we have now of cars banked back for a kilometre on Terry Street and Wise Street trying to get into Wellington Street. Come and have a look at it at midday on a Saturday to see how bad the problem is getting.

Treatment 7 - New line marking in Terry Street near Wise Street

Responses to a proposal of Treatment 7 are summarised in Table 3.7.

Table 3.7 – Responses to Treatment 7.

Do you support this proposal?	Number	%
Yes	78	76%
No	2	2%
Unsure / don't know	10	10%
No answer	13	13%
Total	103	100%

In summary of the respondents who answered this question, 78 out of 90, or 87 per cent responded “yes” to supporting this proposal, with a further 11 per cent responding “Unsure / don't know”.

The key reasons for this support of the proposal being:

- Improved safety for all road users.

The respondents that were supportive noted:

- Would improve safety for cars travelling south in Terry St as cars trying to turn right into Wise St often block the opposing traffic
- this intersection has become dangerous for some reason drivers heading east along terry st seem to think they have right of way into wise st over drivers travelling west on terry st! not sure why but hopefully the line markings will fix
- Leave a gap for cyclists to travel inside the extensions.

There were 2 respondents who responded “no” to support this proposal, and both respondents provided comments:

- There is significant traffic of older persons out of Elliot Park and it is difficult to see in both directions as the road is curved. A pedestrian crossing is needed here.
- This is a busy and dangerous intersection. Not much room for cars to pass in each direction on North side of Terry st due to parking on each side of the road. Lots of people cross here from estate to walk up to shops. Perhaps need a pedestrian crossing.

Treatment 8 - Convert Crystal Street to one way clockwise and investigate additional parking capacity

Responses to a proposal of Treatment 8 are summarised in Table 3.8.

Table 3.8 – Responses to Treatment 8.

Do you support this proposal?	Number	%
Yes	47	46%
No	5	5%
Unsure / don't know	38	37%
No answer	13	13%
Total	103	100%

In summary of the respondents who answered this question, 52 per cent responded “yes” to supporting this proposal, with a further 42 per cent responding “Unsure / don’t know”.

The key reasons for this support of the proposal being:

- Improved safety for all road users
- Potential for additional parking in a constrained environment.

The respondents that were supportive noted:

- Thankyou! One way is perfect and if you reassign the free parking across the entire back to time limited this would change everything for the better both for Crystal Street residence and those visiting the easily accessible cafes & Restaurants on Nagurra Street.
- One way systems calm traffic
- Seems reasonable
- We have friends who live on Crystal Street and it seems crazy that it's not already one-way. One-way would hopefully lead to additional parking spaces as well.

There were 5 respondents who responded “no” to support this proposal, with 3 respondents providing comments:

- There is good evidence that one way streets are known to increase traffic speeds - we do not want increased speeds it is already bad enough, and there are a lot of pets around who will suffer. It is easy to increase parking capacity without making the street one way - just put restrictions on the north side of the street - currently unrestricted - which will avoid vehicles parking there for months at a time, and will avoid the apartment dwellers from Balmain Union Square parking here. Also, if the rangers visited more, then we wouldn't have non permit cars parking in the restricted area for days at a time (so common at the moment). Also, you can increase parking by NOT approving new driveways with DA applications (there is no precedent for residential driveways in this street). The light industry on this street needs a 2-way entry and egress to navigate their needs, and residents need 2-way to accommodate the industry folk doing there thing - I often have to go out the opposite way to avoid trucks and large vehicles blocking the road. Nobody on Crystal

street wants the one-way change, but we all want better parking. Please don't obfuscate these 2 issues which are quite separate.

- Why is Crystal Street in the study? What feedback was received? Crystal is NOT identified as a Problem relate street in Table 6.1. The area does NOT have a park availability issue rather the issue is the Parking Controls and abuse by local users in the area. I will make a separate submission regarding this. The proposal DOES NOT take into account the other Council owned roads/ land that are accessed off Crystal Street. The areas shown as "investigate potential increase in street parking" are already used as street parking. One way direction in ok BUT will NOT solve any issues of the current issues, in fact, it will increase the current issues and abuses.
- I don't have an issue with converting to a one way, but I do have a concern around "investigating additional parking capacity". This is too vague and hence until I understand what you mean by this "additional parking capacity" and how you intend accommodating this, I am a no. If for example, you are looking to install diagonal parking, then that's a no-no for me. You as council need to install better parking control on Crystal Street instead. I note that the mechanic up the road is parking all his cars in the free parking side of the street - this is unacceptable. Why not install 2P or 4P parking on the free side of the street. This will ensure better control and enforcement by your traffic wardens.

Treatment 9 - Raise existing at grade pedestrian (zebra) crossing in Wise Street immediately west of Darling Street

Responses to a proposal of Treatment 9 are summarised in Table 3.9.

Table 3.9 – Responses to Treatment 9.

Do you support this proposal?	Number	%
Yes	78	76%
No	7	7%
Unsure / don't know	6	6%
No answer	12	12%
Total	103	100%

In summary of the respondents who answered this question, 85 per cent responded "yes" to supporting this proposal, with a further 7 per cent responding "Unsure / don't know".

The key reasons for this support of the proposal being:

- Improved visibility of the existing pedestrian crossing on Wise Street;
- Raised pedestrian crossings slow traffic and increase safety.

The respondents that were supportive noted:

- This crossing needs fixing. The seed hump is broken and yes a raise pedestrian crossing makes sense

- This is good but the crossing causes lots of issues and near misses (pedestrian accidents) as it is so close to the roundabout.
- will help stop cars who don't always stop at the existing crossing.

There were 7 respondents who responded “no” to support this proposal, with 4 respondents providing comments:

- This measure would considerably slow traffic and would result in considerable queuing through the Darling St roundabout
- Increase in benefit not considered sufficient
- The crossing needs to be moved it is too dangerous
- We are in urgent need of a pedestrian crossing on the east side (Reece side) of this intersection (Beattie St /Darling St) as it is extremely dangerous. The crossing on the west side is a fantastic improvement, but needs to be matched for the other side of the road given the significant pedestrian traffic on both sides of darling st. Myself and my three children cross on the east side several times a day and it is a source of constant stress as motorists speed through the roundabout.

Treatment 10 - Raise existing at grade pedestrian (zebra) crossing in Terry Street immediately south of Nagurra Place

Responses to a proposal of Treatment 10 are summarised in Table 3.10.

Table 3.10 – Responses to Treatment 10.

Do you support this proposal?	Number	%
Yes	74	72%
No	11	11%
Unsure / don't know	6	6%
No answer	12	12%
Total	103	100%

In summary of the respondents who answered this question, 81 per cent responded “yes” to supporting this proposal, with a further 7 per cent responding “Unsure / don't know”.

The key reasons for this support of the proposal being:

- Improved visibility of the existing pedestrian crossing on Terry Street

The respondents that were supportive noted:

- A lot of People cross here all the time - would make it much safer
- To use zebra crossing suggested on Wellington St I'd need to cross Terry St so this would be used.
- I also cross from Terry St to walk up Wise St so likely to still cross near Wise St and avoid crossing street at crossings.
- Needed to calm traffic.
- Good calming for cars

There were 11 respondents who responded "no" to support this proposal, with 5 respondents providing comments:

- not necessary
- I don't think this needs to be raised - works fine. Looks like work for the sake of keeping contractors in jobs!
- This measure would considerably slow traffic and would result in queuing of southbound traffic through the roundabout. Have been living at the corner of this location and have not observed or heard of any crash with pedestrians.
- Remove this crossing and put closer to Victoria road. Enough of cars braking at speed as they ignore the crossing
- Vehicles already use Terry St as a bypass (from Darling St) to Balmain, hence the large volume of traffic already slows vehicles down for genuine residents in Balmain Shores/Cove, & Union Balmain.

Treatment 11 - Installation of speed cushions in Terry Street between Norman and Thornton Streets

Responses to a proposal of Treatment 11 are summarised in Table 3.11.

Table 3.11 – Responses to Treatment 11.

Do you support this proposal?	Number	%
Yes	65	63%
No	14	14%
Unsure / don't know	13	13%
No answer	11	11%
Total	103	100%

In summary of the respondents who answered this question, 71 per cent responded "yes" to supporting this proposal, with a further 14 per cent responding "Unsure / don't know".

The key reasons for this support of the proposal being:

- Improved safety for all road users on Terry Street.

The respondents that were supportive noted:

- This will help protect the pedestrian crossing at Thornton Street. It would be equally valuable to slow south bound traffic in Terry Street approaching Thornton Street.
- Good safety option and help to control car speeds
- Anything that slows the traffic down along Terry Street should be supported.
- Will slow traffic
- The additional speed cushions proposed may slow down motorists approaching the zebra crossing used by Balmain campus students.

There were 14 respondents who responded “no” to support this proposal, with 6 respondents providing comments:

- This will only make it noisier for the residence, I have not seen bare the odd car going too fast along here.
- Unnecessary, as the narrowness of the road with parking on each side is a sufficient deterrent.
- I have forwarded a letter to the Traffic Planning Manager of behalf of a residents affected by this proposal
- There are already two speed barriers within a space of 100 metres of the proposed new installation which is more than adequate. A new installation will only increase noise levels from accelerating vehicles and impact with the barrier
- Don't need this as traffic moves slowly here
- There is one just before it and another one at the zebra crossing already. The two existing ones are less than 200m apart.

Treatment 12 - Installation of pedestrian (zebra) crossing in Wellington Street immediately south of Terry Street

Responses to a proposal of Treatment 12 are summarised in Table 3.12.

Table 3.12 – Responses to Treatment 12.

Do you support this proposal?	Number	%
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Yes	80	78%
No	8	8%
Unsure / don't know	4	4%
No answer	11	11%
Total	103	100%

In summary of the respondents who answered this question, 87 per cent responded “yes” to supporting this proposal, with a further 4 per cent responding “Unsure / don’t know”.

The key reasons for this support of the proposal being:

- Improves pedestrian safety for schoolchildren.

The respondents that were supportive noted:

- This needs to be immediately actioned but also consultation with the High School to ensure there is adequate management of flow of students and cars
- There needs to be marked pedestrian crossings over Wellington and Terry Streets at this intersection.
- A lot of people cross at this point and it’s quite unsafe with people and cars in all directions. My only concern would be that motorists need to be ready to stop if people walk out
- This is very important to me. A high volume crossing.
- Cars turn very quickly through Terry Street, and for primary school students needing to cross it is quite dangerous. I do note though that they can cross twice under the proposed plan which is a good outcome.
- Fixing this intersection should be top priority, it is a nightmare to cross as a pedestrian.
- This would be a great way to improve pedestrian safety.

There were 8 respondents who responded “no” to support this proposal, with 3 respondents providing comments:

- This is not right. There needs to be a pedestrian crossing on the north side of Terry Street/Wise Street intersection not at Wellington Street. Most people walk down Wise Street and cross into the stairs leading onto a large number of apartment owners who live on the north side of Terry Street. This pedestrian crossing proposed here will only service those who live in Union Place and ignores the far greater number of people who live on the northern side of Terry Street. So I do not

support this crossing - it doesn't not address the bigger problem that exists at Wise Street.

- From personal daily observations this area does not have a high pedestrian traffic usage and on this basis do not see a need for changes to Terry Street as per this proposal.
- From personal daily observations this area does not have a high pedestrian traffic usage and on this basis do not see a need for changes to Terry Street as per this proposal. Plus if there will just add to the already delays in the area.

Treatment 13 - Installation of pedestrian (zebra) crossing in Terry Street, immediately west of Wellington Street

Responses to a proposal of Treatment 13 are summarised in Table 3.13.

Table 3.13 – Responses to Treatment 13.

Do you support this proposal?	Number	%
Yes	79	77%
No	7	7%
Unsure / don't know	5	5%
No answer	12	12%
Total	103	100%

In summary of the respondents who answered this question, 87 per cent responded “yes” to supporting this proposal, with a further 5 per cent responding “Unsure / don't know”.

The key reasons for this support of the proposal being:

- Improves pedestrian safety for schoolchildren.

The respondents that were supportive noted:

- Fixing this intersection should be top priority, it is a nightmare to cross as a pedestrian. This would be a great way to improve pedestrian safety.
- Also excellent proposal. Thanks.

There were 7 respondents who responded “no” to support this proposal, with only one respondent providing a comment:

- The crossing does not address the problem that exists at Wise Street. There is little point in using money on a crossing that won't be used as much and Wise Street misses out.

Treatment 14 - Installation of kerb extension and accessible parking space on eastern side of Darling Street immediately south of Nelson Street

Responses to a proposal of Treatment 14 are summarised in Table 3.14.

Table 3.14 – Responses to Treatment 14.

Do you support this proposal?	Number	%
Yes	71	69%
No	4	4%
Unsure / don't know	18	17%
No answer	10	10%
Total	103	100%

In summary of the respondents who answered this question, 76 per cent responded “yes” to supporting this proposal, with a further 20 per cent responding “Unsure / don't know”.

The key reasons for this support of the proposal being:

- Providing inclusive access which meets DDA requirements

The respondents that were supportive noted:

- A lot of people who use the accessible parking outside the Hannaford Centre (HCC) park there because they are visiting the HCC. Once we have the accessible parking on Darling St they will need to cross the road (Nelson St) to enter the building. I wonder if it is appropriate to have a pedestrian crossing or something there.
- There is a designated spot on Nelson St (outside HCC entry) for Council vehicles. This is seldom used and wasn't requested by HCC staff. Perhaps remove it and locals have an extra spot.
- I am in this location regularly and I think an additional accessible parking space will help a lot - Nelson Street accessible spaces outside Hannaford Centre are often inappropriately used (moving vans, delivery vehicles).
- The current accessible parking on Nelson Street is inadequate and dangerous. I've seen and helped people over the past 5 years who have struggled to safely navigate the current parking and access (or lack thereof) on Nelson Street outside the Hannaford Community Centre.
- More kerb extensions needed all the way along Darling st to encourage more outdoor eateries etc. Need to bring back life into Rozelle. Ideally shut down the road all together.
- The monopolization of the limited parking spots on wellington street needs to be addressed. A Business holds all the spots on the street for their customers cars plus 4 spots of the staff that work there. Increased patrols have done nothing.

There were 4 respondents who responded “no” to support this proposal, with only one respondent providing a comment:

- Are we losing an existing parking space? Not enough parking in that area as it is



Issue	Response
York Place residents requested KEEP CLEAR linemarking in Wise Street at York Place/unnamed laneway to improved conditions for motorists and pedestrians.	'KEEP CLEAR' pavement marking is regulatory and thus a left turning vehicle from York Place or the unnamed laneway would be committing an offence if they joined the queue by entering the keep clear area. In this situation the option of installing an advisory 'DO NOT QUEUE ACROSS INTERSECTION (G9-237) sign is recommended. This has been added to the final recommendations.
Draft Report recommended the installation of a kerb blister in Wellington Street at Nelson Street.	Supported by the community hence included in final recommendations.
Draft Report recommended a 10 km/h Shared zone in Tilba Avenue.	Supported by the community hence included in final recommendations. Suggestion from resident to remove on street parking to support pedestrian movement and safety however this would increase speeds and reduce on street parking supply.
Draft Report recommended a roundabout at Elliott Street/Terry Street/Glassop Street.	Supported by the community hence included in final recommendations.
Draft Report recommended kerb blisters in Glassop Street at White Street.	Supported by the community hence included in final recommendations.
Draft Report recommended raised zebra crossing in Darling Street south of Merton Street.	Supported by the community hence included in final recommendations.
Draft Report recommended kerb extensions in Wellington Street north of Merton Street.	Supported by the community hence included in final recommendations. Concern raised regarding its impact on traffic flow, however it should not impact traffic flow as existing conditions already result in only one travel lane at this location. Loss of parking raised as concern however included as will improve pedestrian safety.
Draft Report recommended Terry Street near Wise Street install linemarking.	Supported by the community hence included in final recommendations.
Draft Report recommended Convert Crystal Street to one way clockwise and investigate additional parking capacity.	Supported by the community however based on feedback draft recommendation has been amended to 'investigate converting Crystal Street to one way (either way), additional



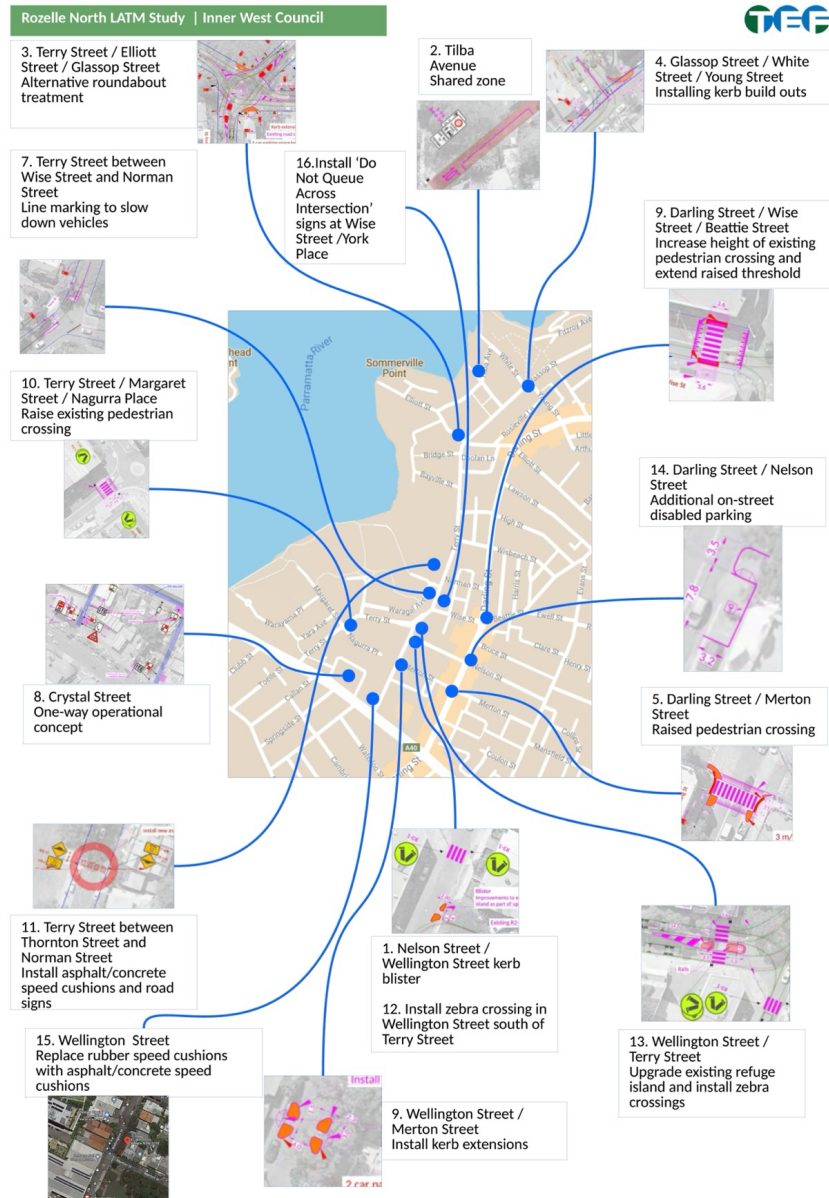
Issue	Response
	parking capacity and extension of existing on street resident parking scheme.
Draft Report recommended raising existing at grade zebra crossing in Terry Street south of Nagurra Place.	Supported by the community hence included in final recommendations.
Draft Report recommended installation of speed cushions in Terry Street between Norman Street and Thornton Street.	Supported by the community hence included in final recommendations. There were however objections from local residents adjacent to device due to close proximity of existing devices and noise associated with speed cushion. Given the 85%ile speeds are higher than the 40 km/h speed limit the recommendation has been retained.
Draft Report recommended Zebra crossing in Wellington Street south of Terry Street.	Supported by the community hence included in final recommendations.
Draft Report recommended Zebra crossing in Terry Street west of Wellington Street.	Supported by the community hence included in final recommendations.
Kerb extension and accessible parking space on eastern side of Darling Street south of Nelson Street.	Supported by the community hence included in final recommendations, however issue was raised regarding loss of motorbike parking. To address issue recommendation amended to 'Kerb extension and accessible parking space on eastern side of Darling Street south of Nelson Street including relocation of existing motorbike parking spaces'
York Place residents requested KEEP CLEAR linemarking in Wise Street at York Place/unnamed laneway to improved conditions for motorists and pedestrians.	'KEEP CLEAR' pavement marking is regulatory and thus a left turning vehicle from York Place or the unnamed laneway would be committing an offence if they joined the queue by entering the keep clear area. In this situation the option of installing an advisory 'DO NOT QUEUE ACROSS INTERSECTION (G9-237) sign is recommended. This has been added to the final recommendations.
Request to replace worn out Wellington Street rubber speed cushions with asphalt speed humps	Final recommendations include to 'replace existing rubber speed cushions in Wellington Street with asphalt/concrete speed cushion'.
Community raised concerns regarding excessive queuing in Wellington Street, pedestrian safety	The intersection performance will be impacted in 2023 when WestConnex is completed.



Issue	Response
at Victoria Road/Wellington Street traffic signals and request for extension of School Zone to include Victoria Road	Potential reconfiguration of Wellington Street approach lanes to intersection can be assessed after WestConnex is operational. Additional recommendation included for TfNSW be requested to implement a 40km/h School Zone in Victoria Road along the frontage of Rozelle Public School, and TfNSW be requested to investigate improvements to the Wellington Street/Victoria Road traffic signals.



Appendix D. Summary plan of final recommendations



Item No: LTC0822(1) Item 2

Subject: DUDLEY STREET, DULWICH HILL; ILLAWARRA ROAD, MARRICKVILLE; BURROWS AVENUE, RAILWAY ROAD, GLEESON AVENUE AND (LOWER) RAILWAY PARADE, SYDENHAM - TEMPORARY PARKING CHANGES DURING MAJOR RAIL SHUTDOWN OF T3 LINE FOR SYDNEY METRO UPGRADE WORKS - BUS REPLACEMENTS – 24 SEPTEMBER 2022 TO 9 OCTOBER 2022 AND 26 DECEMBER 2022 TO 15 JANUARY 2023 (MIDJUBURI - MARRICKVILLE WARD / SUMMER HILL ELECTORATE / INNER WEST PAC)

Prepared By: Jennifer Adams - Engineer – Traffic and Parking Services

Authorised By: Sunny Jo - Acting Traffic and Transport Manager

SUMMARY

Council has been notified by Transport for NSW (TfNSW) that Sydney Metro works will involve a major rail shutdown of the Sydenham to Bankstown rail line (T3) over the following 2 periods:

- Saturday 24 September 2022 to Sunday 9 October 2022 (inclusive); and
- Monday 26 December 2022 to Sunday 15 January 2023 (inclusive).

During the shutdown buses will replace train services along the T3 line and to accommodate the increased bus movements and necessary holding areas some short-term parking changes are required at a number of locations.

Specifically, TfNSW is requesting approval for the temporary conversion of multiple parking spaces at the following locations: Dudley Street, Dulwich Hill; Illawarra Road, Marrickville; Burrows Avenue, Railway Road, Gleeson Avenue and (Lower) Railway Parade, Sydenham. It is recommended that no objections be raised, and Council approves the temporary short-term parking changes at the identified locations during the planned rail shutdowns, as previously approved for the prior 2-15 July 2022 shutdown.

RECOMMENDATION

That the Local Traffic Committee receive and note the report and the following temporary short-term parking changes over the two periods - Saturday 24 September 2022 to Sunday 9 October 2022 (inclusive) and Monday 26 December 2022 to Sunday 15 January 2023 (inclusive) be approved and implemented by TfNSW:

Dulwich Hill Station Precinct - Dudley Street (5 parking spaces)

1. The short-term conversion of 7m (1 parking space) 'Loading Zone 8:30 am – 6 pm Mon – Fri & 8:30 am – 12:30 pm Sat' on the northern side of Dudley Street (between Wardell Road and School Parade) to a 'Bus Zone' be APPROVED in order to provide an additional bus bay with adequate draw-in length;
2. The short-term conversion of 18m (3 parking spaces) 'P30 min 8:30 am – 6 pm Mon – Fri & 8:30 am – 12:30 pm Sat' on the northern side of Dudley Street (between Wardell Road and School Parade) to a 'Bus Zone' be APPROVED in order to provide an additional bus bay with adequate draw-in length;
3. The short-term conversion of 7m (1 parking space) 'Unrestricted Parking' on the southern side of Dudley Street (between School Parade and Wardell Road) to a 'Bus Zone' be APPROVED in order to provide an additional bus bay with adequate

draw-in length;

Marrickville Station Precinct - Illawarra Road (1 parking space)

4. The short-term conversion of 7m (1 parking space) '1P 8:30 am – 6 pm' on the western side of Illawarra Road (between Warburton Street and Greenbank Street) to a 'Bus Zone' be APPROVED in order to provide additional space for adequate bus draw-in/draw-out length;

Sydenham Station Precinct - Burrows Avenue (23 parking spaces)

5. The short-term conversion of 50m (14 parking spaces) rear to kerb 'unrestricted parking' on the northern kerb of Burrows Avenue (west of Gleeson Avenue) to a 'Bus Zone' be APPROVED in order to provide additional bus bays for adequate bus draw-in/draw-out length;
6. The short-term conversion of 58m (9 parking spaces) 'unrestricted parking' on the southern kerb of Burrows Avenue (west of Gleeson Avenue) to a 'Bus Zone' be APPROVED in order to provide additional bus bays for bus layover purposes;

Sydenham Station Precinct – Railway Road (3 parking spaces)

7. The short-term conversion of 18m (3 parking spaces) '2P 8:30 am – 10 pm Mon - Fri' on the eastern side kerb of Railway Road (between Burrows Avenue and Gleeson Avenue) to a 'Bus Zone' be APPROVED in order to provide additional bus bays for bus layover purposes;

Sydenham Station Precinct - Gleeson Avenue (2 parking spaces)

8. The short-term conversion of 12m (2 parking spaces) '1P 9:00 am – 3:30 pm Mon - Fri and No Parking 6 am-9 am & 3:30 pm – 6:30 pm' on the eastern kerb of Gleeson Avenue (between Burrows Avenue and Unwins Bridge Road) to a 'Bus Zone' be APPROVED in order to provide a bus stop extension with adequate draw-in/draw-out length;

Sydenham Station Precinct - Lower Railway Parade (57 parking spaces)

9. The short-term conversion of 122m (46 parking spaces) 45 degree angled 'unrestricted parking' on the southern side kerb of Lower Railway Parade (between Sydenham Road and Marrickville Road) to a 'Bus Zone' be APPROVED in order to provide additional layover and standby bus bays;
10. The short-term conversion of 32m (11 parking spaces) 45 degree angled parking '4P 8:30 am – 6 pm Mon - Fri' on the southwest kerb of Lower Railway Parade (between Gleeson Avenue and Marrickville Road) to a 'Bus Zone' be APPROVED in order to provide additional layover bus bays with adequate draw-in length; and

11. The applicant and Council Rangers be advised in terms of this report.

BACKGROUND

Sydney Metro City & Southwest - Sydenham to Bankstown project will upgrade all 10 stations between Marrickville and Bankstown to meet metro standards before converting the T3 Bankstown Line to Metro operations.

During this possession, rail services on the T3 Bankstown Line will not operate and Temporary Transport Plan (TTP) buses will operate instead necessitating some short-term changes in

parking at a number of locations. To support the closures, TTP buses and additional T8 Airport & South Line trains will operate.

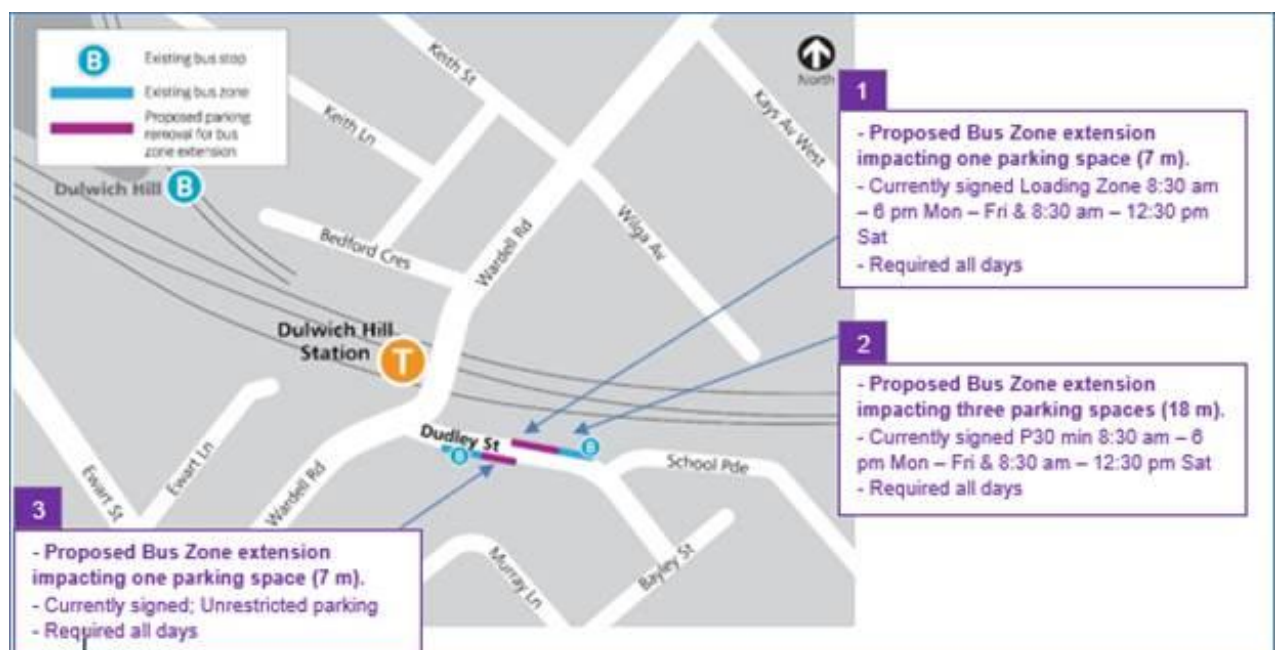
All changes to street signage will be made by TfNSW contractor(s) from 10pm the night before the closures and will be reinstated at the completion of the planned shutdowns.

FINANCIAL IMPLICATIONS

There are no financial implications for Council associated with this matter. The cost of the work will be borne by Transport for NSW.

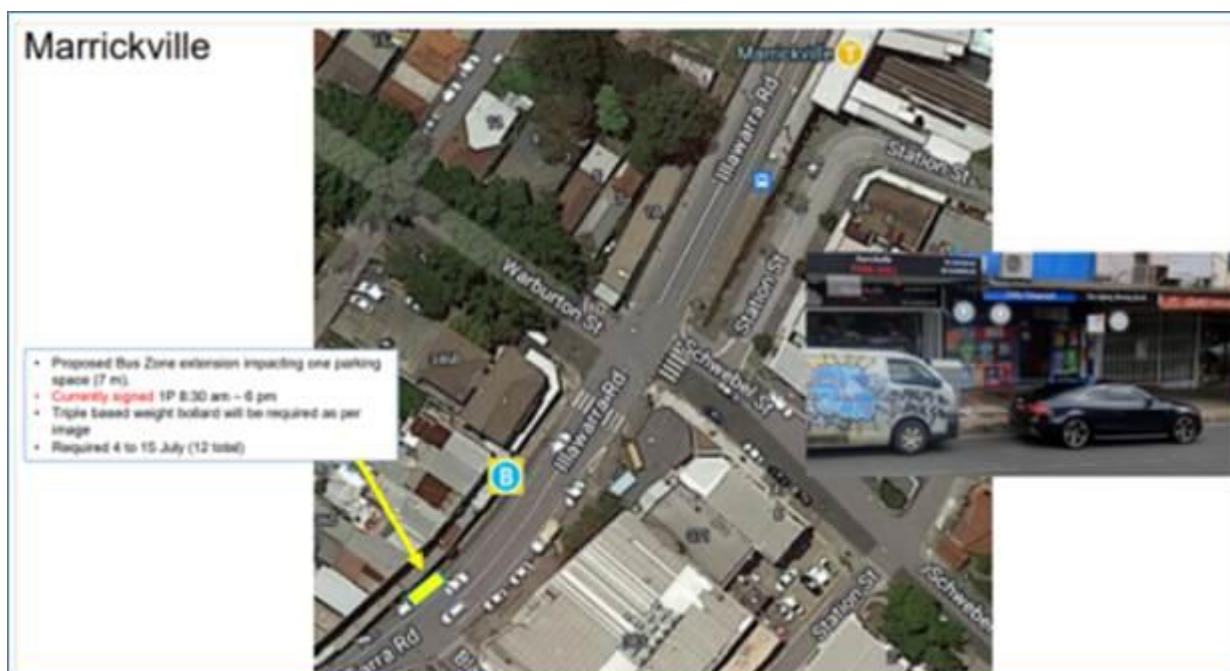
OFFICER COMMENTS

Dulwich Hill Station Precinct (5 parking spaces)



1. Section A of Dulwich Hill Station, Dudley Street, northern side (Stop ID: 20433) - Bus stop extension (1 parking space)
 - Dudley Street (northern kerb between Wardell Road and School Parade)
 - Currently signed 'Loading Zone 8:30am – 6pm Mon – Fri & 8:30am – 12:30pm Sat'
 - Proposed Bus Zone extension is required for all days of the TTP bus operation
 - Proposed temporary change will impact approximately one parking space (**7m**)
 - This change is proposed to create the extra space required for the additional TTP buses using the stop.
2. Section B of Dulwich Hill Station, Dudley Street, northern side (Stop ID: 220433) - Bus stop extension (3 parking spaces)
 - Dudley Street (northern kerb between Wardell Road and School Parade)
 - Currently signed 'P30 min 8:30am – 6pm Mon – Fri & 8:30am – 12:30pm Sat'
 - Proposed Bus Zone extension is required for all days of the TTP bus operation
 - Proposed temporary change will impact approximately 3 parking spaces (**18m**)
 - This change is proposed to create the extra space required for the additional TTP buses using the stop.
3. Dudley Street opposite Dulwich Hill Station, southern side (Stop ID: 220432) - Bus stop extension (1 parking space)
 - Dudley Street (southern kerb between School Parade and Wardell Road)
 - Currently signed 'Unrestricted Parking'
 - Proposed Bus Zone extension is required for all days of the TTP bus operation
 - This proposed change is to create the extra space required for the additional TTP buses using the stop
 - Proposed temporary change will impact approximately one parking space (7m).

Marrickville Station Precinct (1 parking space)



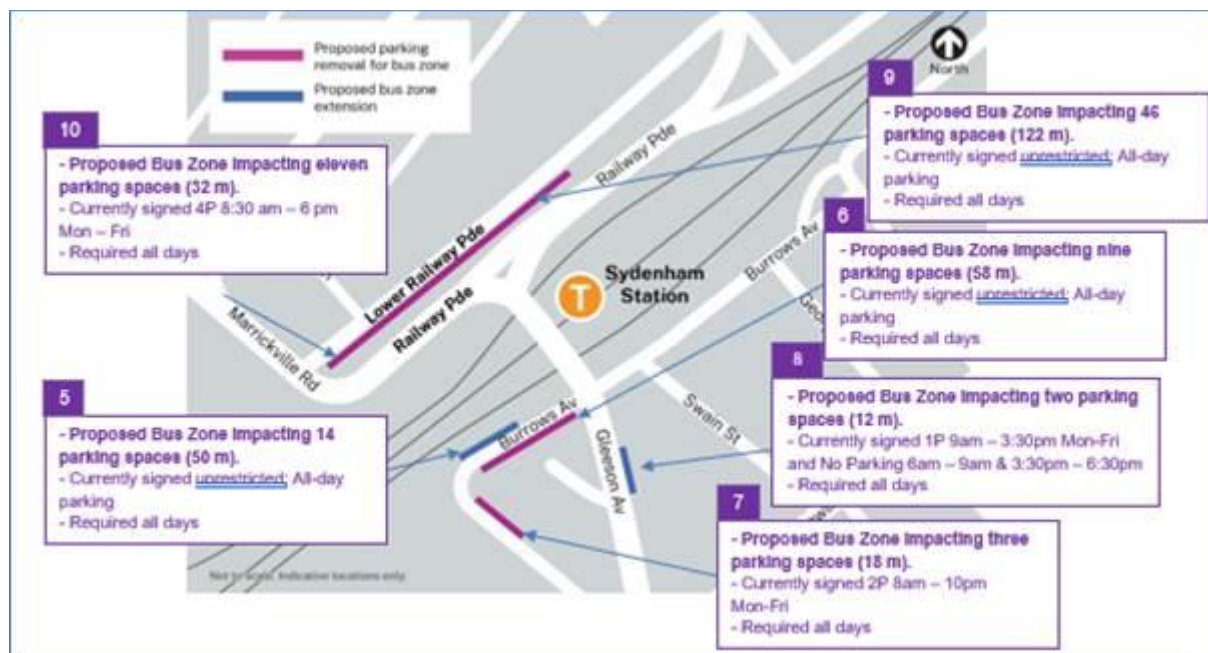


4. Illawarra Road opposite Marrickville Station (Stop ID: 2204102) - Bus stop extension (1 parking space)

- Illawarra Road (northwest kerb between Warburton Street and Greenbank Street)
- Currently signed '1P 8:30 am – 6 pm'
- Proposed Bus Zone extension is required for the duration of the TTP bus operation
- Proposed temporary change will impact approximately one parking space (7 m).
- This change is proposed to create the extra space required for the additional TTP buses using the stop.

Sydenham Station Precinct (85 parking spaces)





5. Burrows Avenue, Sydenham (Stop ID: 204421) Rear to kerb parking – Bus Zone Extension (14 parking spaces)

- Burrows Avenue (northern kerb west of Gleeson Avenue)
- Currently 'Unrestricted parking'
- Proposed Bus Zone is required for all days of the TTP bus operation
- This proposed change is to create the space required for buses to layover and to provide adequate space for draw-in/draw-out purposes.
- Proposed temporary change will impact approximately 14 rear to kerb parking spaces (**50 m**).

6. Burrows Avenue, Sydenham – (Southern kerb) – Bus Zone (9 parking spaces)

- Burrows Avenue (southern kerb west of Gleeson Avenue)
- Currently 'Unrestricted parking'
- Proposed Bus Zone is required for all days of the TTP bus operation
- This proposed change is to create the space required for buses to layover safely.
- Proposed temporary change will impact approximately 9 parking spaces (**58 m**).

7. Railway Road, Sydenham NSW 2204 – (Northeastern kerb) – Bus Zone (3 parking spaces)

- Railway Road (northeastern kerb between Gleeson Avenue and Burrows Avenue)
- Currently '2P 8am – 10pm Mon-Fri'
- Proposed Bus Zone is required for all days of the TTP bus operation
- This proposed change is to create the space required for buses to layover safely and to provide adequate turning circle space.
- Proposed temporary change will impact approximately 3 parking spaces (**18 m**).

8. Gleeson Avenue, Sydenham Bus Zone extension (2 parking spaces)

- Gleeson Avenue (eastern kerb between Burrows Avenue and Unwins Bridge Rd)
- Currently '1P 9:00 am – 3:30 pm Mon - Fri and No Parking 6 am-9 am & 3:30 pm – 6:30 pm'
- Proposed Bus Zone is required for all days of the TTP bus operation
- Proposed temporary change will impact approximately 2 parking spaces (12 m).
- This change is proposed to create the extra space required for the additional TTP buses using the stop.

9. Section A of Lower Railway Parade, Sydenham 90 degree angled parking – Layover Bus Zone and Standby area (46 parking spaces)

- Lower Railway Parade Parallel Parking (southern side between Sydenham Road and Marrickville Road)
- Currently 'Unrestricted parking'
- Proposed Bus Zone is required for all days of the TTP bus operation
- Proposed temporary change will impact approximately 46 angled parking spaces (122 m).
- This proposed change is to create the space required for buses to layover. This location is proposed as it is (i) reasonably close to the active bus stop; (ii) located along the route path used between the last and first stops; and (iii) as far as removed from residential dwellings.

10. Section B of Lower Railway Parade, Sydenham 90 degree angled parking - Layover Bus Zone (11 parking spaces)

- Lower Railway Parade Parallel Parking (southern side between Gleeson Avenue and Marrickville Road)
- Currently '4P 8:30 am – 6 pm Mon – Fri'
- Proposed Bus Zone is required for all days of the TTP bus operation
- Proposed temporary change will impact approximately eleven angled parking spaces (32 m).
- This proposed change is to create the space required for buses to layover. This location is proposed as it is (i) reasonably close to the active bus stop; and (ii) located along the route path used between the last and first stops.

PUBLIC CONSULTATION

Transport for NSW will be undertaking community consultation. Consultation with local businesses and residents will be carried out in the months prior to each the Rail Shutdown.

The consultation program will consist of the following activities:

- Two-week public consultation period to impacted areas with a printed community notification outlining the proposed kerbside changes.
- A copy of the community notifications will also be available on the 'My Sydney' website - <https://www.mysydney.nsw.gov.au/SydenhamtoBankstown>

A sample copy from the previous July 2022 rail shutdown is attached at the end of this report.

A Consultation Outcomes Report will be prepared, for each period, collating feedback and TfNSW's comment on that feedback received as part of TfNSW consultation process. The reports will be submitted to Local Traffic Committee as they come available

Transport for NSW

28 April, 2022



Proposed Temporary Parking Changes

T3 Bankstown Line upgrade work – Dulwich Hill Station

What is happening?

The NSW Government is delivering Sydney Metro, Australia's biggest public transport project extending from Sydney's north west, under Sydney Harbour through new underground city stations and beyond to Bankstown in Sydney's south west.

The T3 Bankstown Line will remain open for the majority of construction for the Sydney Metro City and Southwest, though some temporary closures are required while the rail line is being upgraded and converted to metro standards.

The next set of upgrade work will take place between Sydenham and Bankstown from **Saturday 2 July 2022 to Friday 15 July 2022**. This closure has been planned to take place in the July school holidays when there are fewer customers on the rail network.

To keep customers moving, frequent buses will replace trains during this time. To accommodate these additional buses and ensure minimal disruption to traffic, some temporary changes to parking are proposed around Dulwich Hill Station.

What do I need to know?

From **2am Saturday 2 July to 2am Friday 15 July 2022**, the following temporary kerbside changes are proposed:

- Extend the bus zone on the northern side of Dudley Street utilising:
 - One loading zone space (7 metres) currently signed between 8.30am and 6pm, Monday to Friday and between 8.30am and 12.30pm on Saturday.
 - Three parking spaces (18 metres) currently signed as 30 minute parking between 8.30am and 6pm Monday to Friday and between 8.30am and 12.30pm on Saturday.
- Extend the bus zone on the southern side of Dudley Street utilising one parking space (7 metres) currently signed unrestricted parking.

The proposed temporary parking changes will allow for the safe operation of buses and will only be in place during these two weeks. Please see the map on the back of this notification for information about the temporary parking changes.

Provide your Feedback

Transport for NSW welcomes community feedback on the proposed changes to help refine bus operations in and around the station precinct. Provide your feedback by **5pm 12 May 2022** via the following channels:

Email: TTPComms@transport.nsw.gov.au

Phone: 1800 171 386

For more information: www.sydneymetro.nsw.gov.au/sydenhambankstown

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Transport.nsw.gov.au

Page 1 of 2

Map of the proposed temporary kerbside changes



About Sydney Metro: Sydney Metro City & Southwest

Sydney Metro is Australia's biggest public transport project. As part of the Sydney Metro City and Southwest project, the upgrade of the T3 Bankstown Line to metro standards between Sydenham and Bankstown received planning approval on 19 December 2018. All stations will be fully accessible with lifts and level access between platforms and trains.

Work to upgrade the T3 Bankstown Line between Sydenham and Bankstown is underway including cabling, services and utilities works and station upgrades including stairs and lifts.

For more information: <https://www.sydnymetro.info/citysouthwest/sydenham-bankstown>

Simplified Chinese

這份文件包含你所在地區公共交通工程項目的重要信息。如果你需要傳譯服務，請致電翻譯與傳譯服務機構，電話 131 450，要求他們為你接達交通工程處(Transport for NSW)，電話是 1800 171 386。傳譯員會為你做翻譯。

Traditional Chinese

這份文件包含你所在地區公共交通工程項目的重要信息。如果你需要傳譯服務，請致電翻譯與傳譯服務機構，電話 131 450，要求他們為你接達交通工程處(Transport for NSW)，電話是 1800 171 386。傳譯員會為你做翻譯。

Arabic

هذه الوثيقة تحتوي على المعلومات الهامة لمشروع النقل العام في منطقتك. إذا كنت بحاجة إلى مترجم، يرجى الاتصال بمكتب الترجمة والتفسير، على الرقم 131 450، وطلب منهم الاتصال بـ إدارة النقل (Transport for NSW)، على الرقم 1800 171 386. المترجم سيقوم بترجمة الوثيقة لك.

April 2022
Pub No 1

Privacy Transport for NSW ("TFNSW") is subject to the Privacy and Personal Information Protection Act 1998 ("PPIP Act") which requires that we comply with the Information Privacy Principles set out in the PPIP Act. All information in correspondence is collected for the sole purpose of assisting in the delivery of this project. The information received, including names and addresses of respondents, may be published in subsequent documents unless a clear indication is given in the correspondence that all or part of that information is not to be published. Otherwise we will only disclose your personal information, without your consent, if authorised by the law. Your personal information will be held by us at 27 Argyle Street, Parramatta. You have the right to access and correct the information if you believe that it is incorrect.

OFFICIAL

Transport.nsw.gov.au

Page 2 of 2

ATTACHMENTS

Nil.

Item No: LTC0822(1) Item 3

Subject: BEATTIE STREET AT HARRIS STREET, BALMAIN - PROPOSED KERB BLISTER ISLAND (BALUDARRI - BALMAIN/ BALMAIN ELECTORATE/ LEICHHARDT PAC)

Prepared By: Vinoth Srinivasan - Engineer - Traffic and Parking Services

Authorised By: Sunny Jo - Acting Traffic and Transport Manager

SUMMARY

Council is planning to improve safety at the intersection of Beattie and Harris Street, Balmain by constructing new kerb blister islands to facilitate better and safer pedestrian access as well as safer vehicle turning movements. The intention of the proposal is to slow traffic, protect existing adjacent property and provide a safer more accessible crossing point across Harris Street for pedestrians.

RECOMMENDATION

That the attached detailed design plan (Design Plan No.10186-B) for the proposed installation of the new kerb blister islands on Harris Street at Beattie Street, Balmain be approved.

BACKGROUND & OTHER STAFF COMMENTS

The detailed design plan shown in **Attachment 1** outlines the proposed works on Harris Street at Beattie Street, Balmain and includes the following treatments:

- Construct new landscaped kerb blister islands (sandstone kerb) in Harris Street;
- Construct new integrated landscaped kerb blister island (concrete kerb) in Beattie Street;
- Remove 1 existing kerb ramp in Harris Street and replacing with asphalt footpath and sandstone kerb;
- Resurface the road pavement with new asphalt in Harris Street;
- Adjusting some existing PARKING & NO STOPPING signage on the western side of Harris Street to accommodate the new pedestrian crossing point;
- Installing associated pavement line marking and signage.

It is proposed to adjust existing Parking and No Stopping signage on the western side of Harris Street by approximately 1.5m. The proposal will not result in the loss of any on-street parking spaces.

A swept path analysis was undertaken using an 8.8m service vehicle as shown in **Attachment 2** and it is deemed acceptable.

FINANCIAL IMPLICATIONS

Funding of \$30,000 has been allocated to this project for construction in the 2022/2023 Capital Works Program.

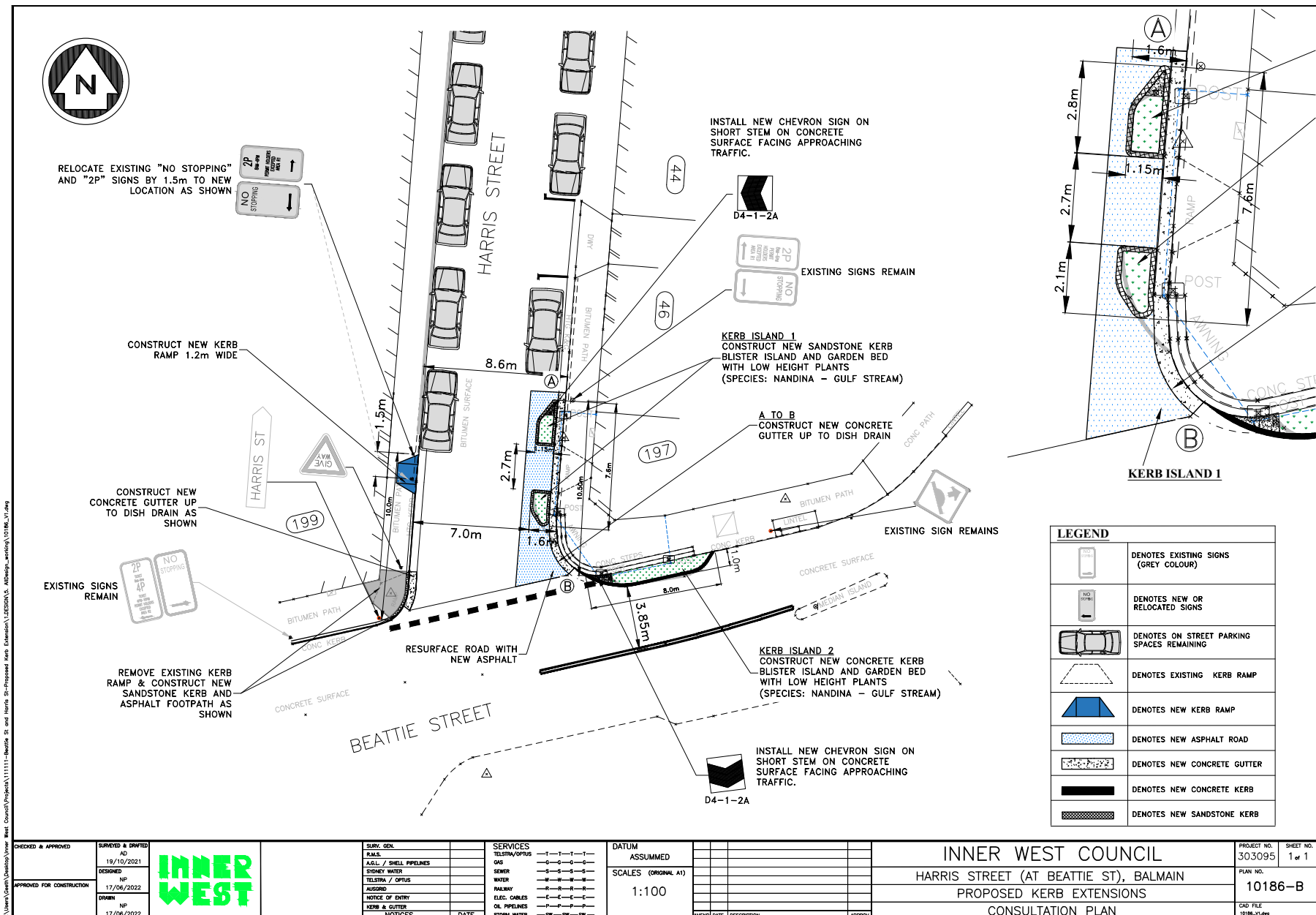
PUBLIC CONSULTATION

A letter outlining the proposal was mailed out to 14 properties in Harris Street and Beattie Street, Balmain requesting residents' views regarding the proposal. One (1) response was received in general support with request for changes. The main concern raised by the resident is outlined below in the table.

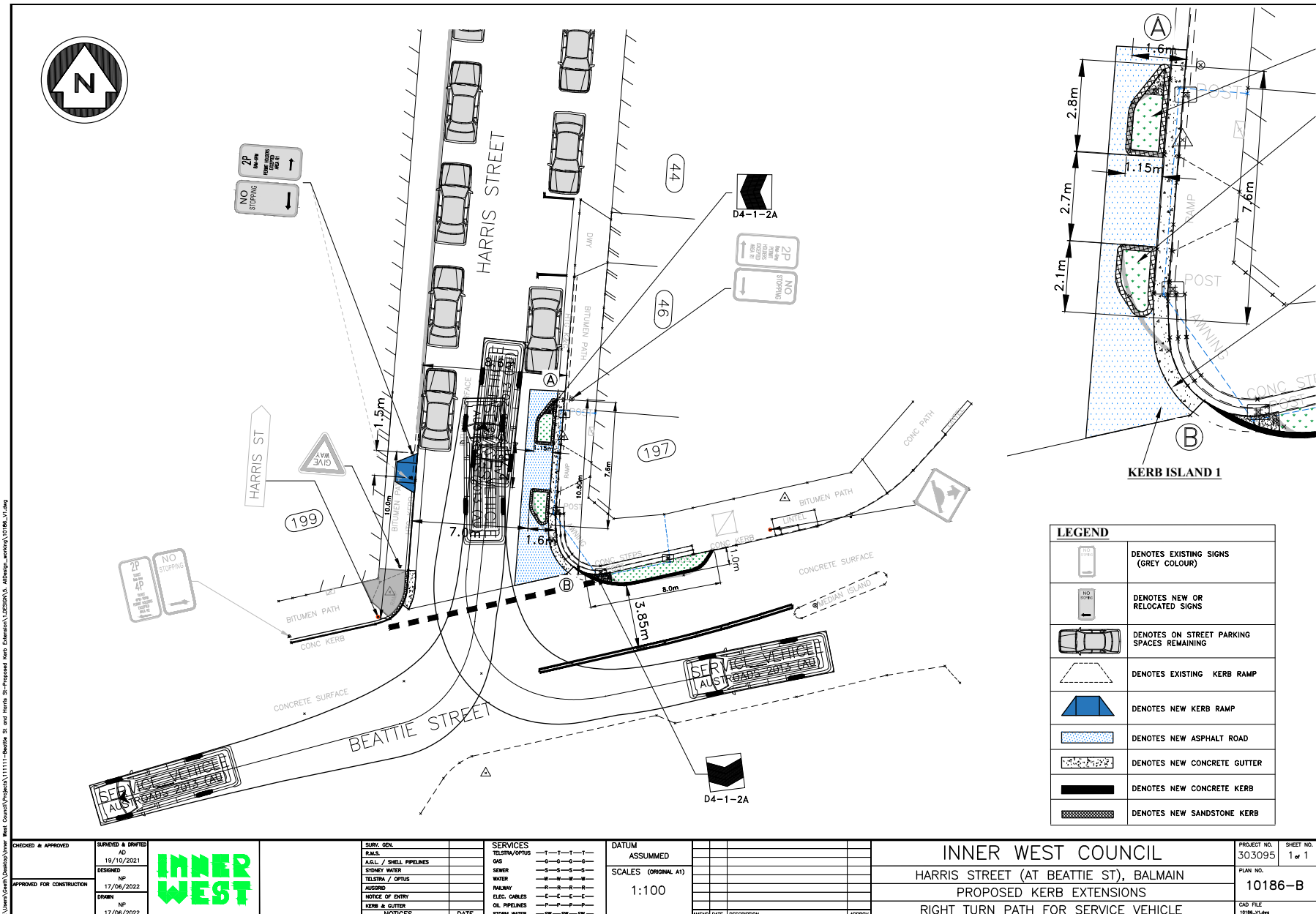
Residents' Comments	Officer Comments
Reduce the length of the proposed kerb blister island in front of No.197 Harris Street to better clear the existing steps.	The length of kerb blister island will be reduced by 400mm. This amendment is shown in the attached Design Plan No. 10186-B.

ATTACHMENTS

1. [↓](#) Detailed Design Plan - Beattie Street at Harris Street, Balmain - Proposed Raised Kerb Blisters
2. [↓](#) Swept Paths for service vehicle - Harris Street at Beattie Street, Balmain







Item No: LTC0822(1) Item 4

Subject: CAMERON STREET, BALMAIN (BETWEEN MORT STREET AND CLAYTON STREET) - PROPOSED KERB INDENTATION (BALUDARRI-BALMAIN/ BALMAIN ELECTORATE/ LEICHHARDT PAC)

Prepared By: Vinoth Srinivasan - Engineer - Traffic and Parking Services

Authorised By: Sunny Jo - Acting Traffic and Transport Manager

SUMMARY

Council is planning to improve the existing parking arrangements in Cameron Street, Balmain (Mort Street to Clayton Street) by adjusting the existing kerb on the southern side of the street to widen the road and forming indented parking bays. The proposed works is intended to improve pedestrian and motorist safety in the area.

RECOMMENDATION

That the attached detail design plan (Design Plan No.10205) for the proposed kerb indentation on the southern side of Cameron Street, Balmain be approved.

BACKGROUND & OTHER STAFF COMMENTS

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

- Removal of existing kerb & gutter on the southern side of the street and construction of new kerb along new alignment to form indented parking bays;
- Construction of new dish drain along alignment of removed kerb & gutter;
- Reconstruction of existing asphalt footpath with new asphalt footpath (southern side and a portion of the northern side of the footpath);
- Reconstruction of some damaged sections of asphalt footpath with new asphalt footpath;
- Resurfacing of half road width of road pavement in Cameron Street southern side only with new asphalt;
- Reconstruction of one driveway affected by the works;
- Reconstruction of some damaged sections of kerb & gutter with new sandstone kerb & concrete gutter;
- Removal of existing Parking Bay line markings within the street and footpath;
- Provision of new spaces for motor bike parking on the southern side.

The realignment of the kerb on the southern side of Cameron Street will widen the road pavement which will better manage parking on this side of the street and eliminate the need to park vehicles partially onto the footpath.

It is proposed to install new "No Stopping" signs near the intersections of Clayton Street & Mort Street to facilitate the new works and to better delineate areas available for parking, whilst also installing "Motor Bike Only" signs to create two (2) new Motor Bike parking spaces.

The proposal will not result in the loss of any on-street parking on Cameron Street, Balmain.

A swept path analysis was undertaken using a standard 4.9m vehicle (B85) as shown in **Attachment 2** and it is deemed acceptable. Service vehicles including waste collection trucks do not enter Cameron Street as the road width is too narrow.

FINANCIAL IMPLICATIONS

Funding of \$35,000 has been allocated to this project for construction in the 2022/2023 Traffic Facilities (LATM) Capital Works Program.

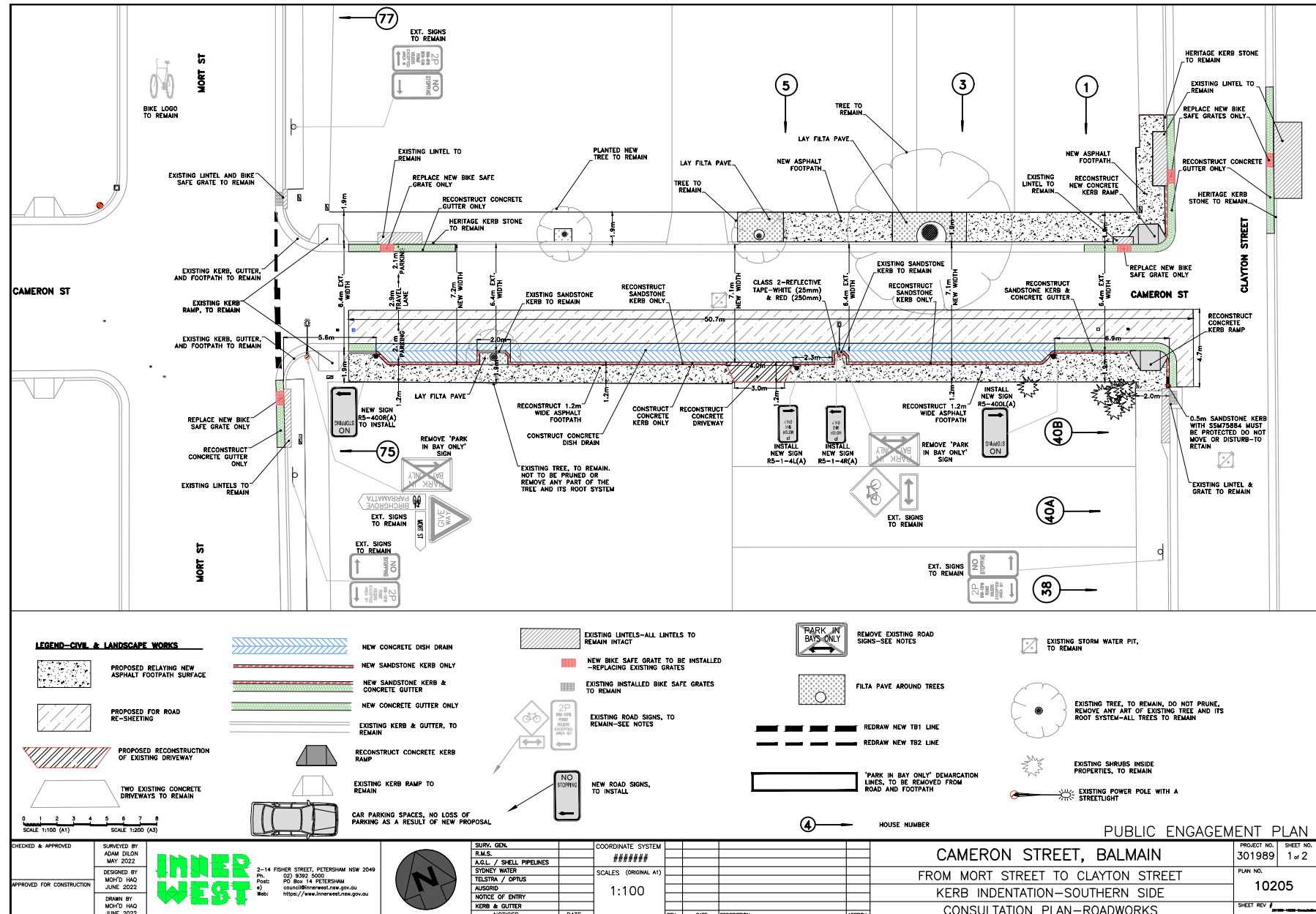
PUBLIC CONSULTATION

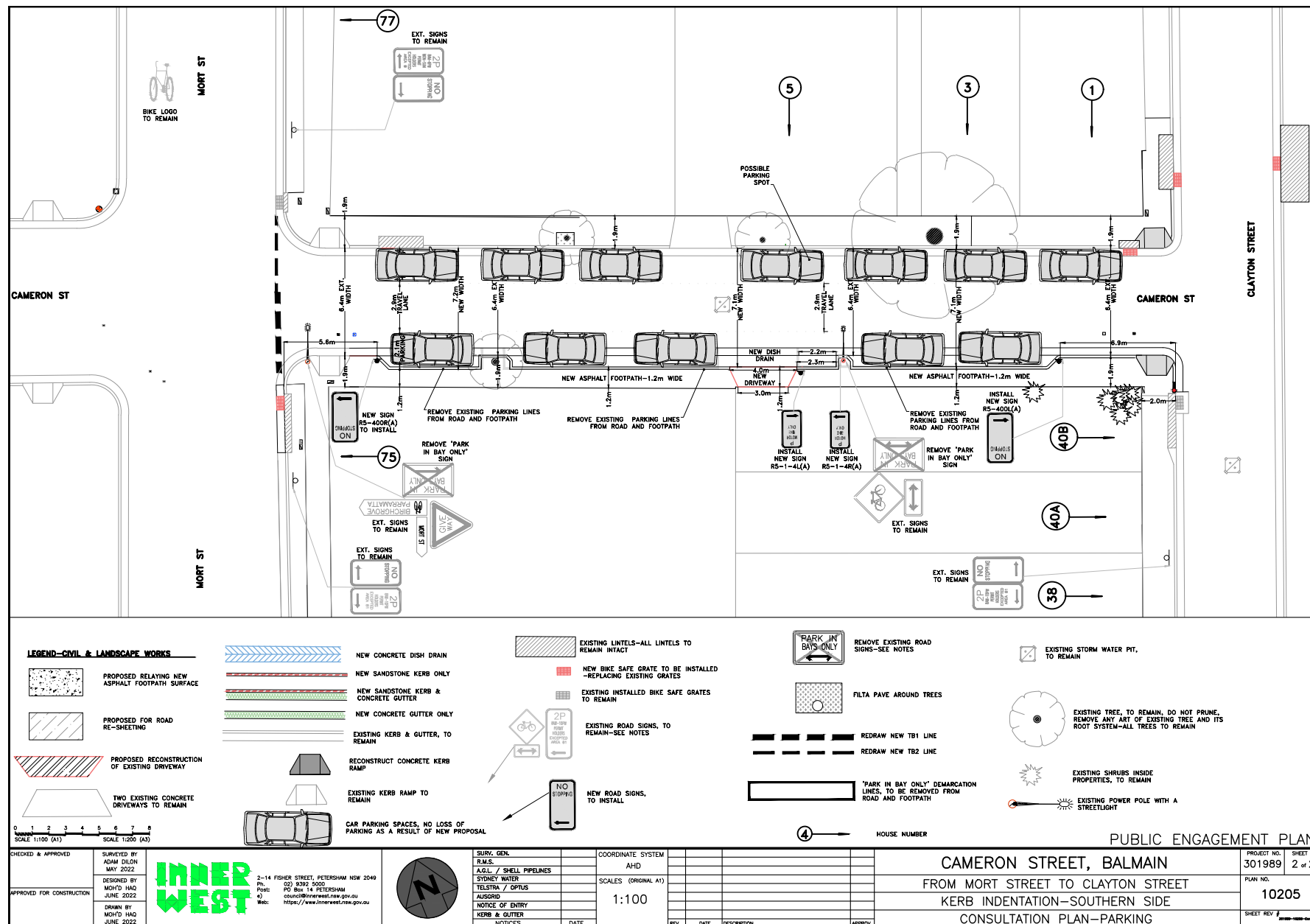
A letter outlining the proposal was mailed out to 12 properties in Mort Street, Cameron Street and Clayton Street, Balmain requesting residents' views regarding the proposal. One (1) response was received in general support with request for changes. The main concern raised by the resident is outlined below in the table.

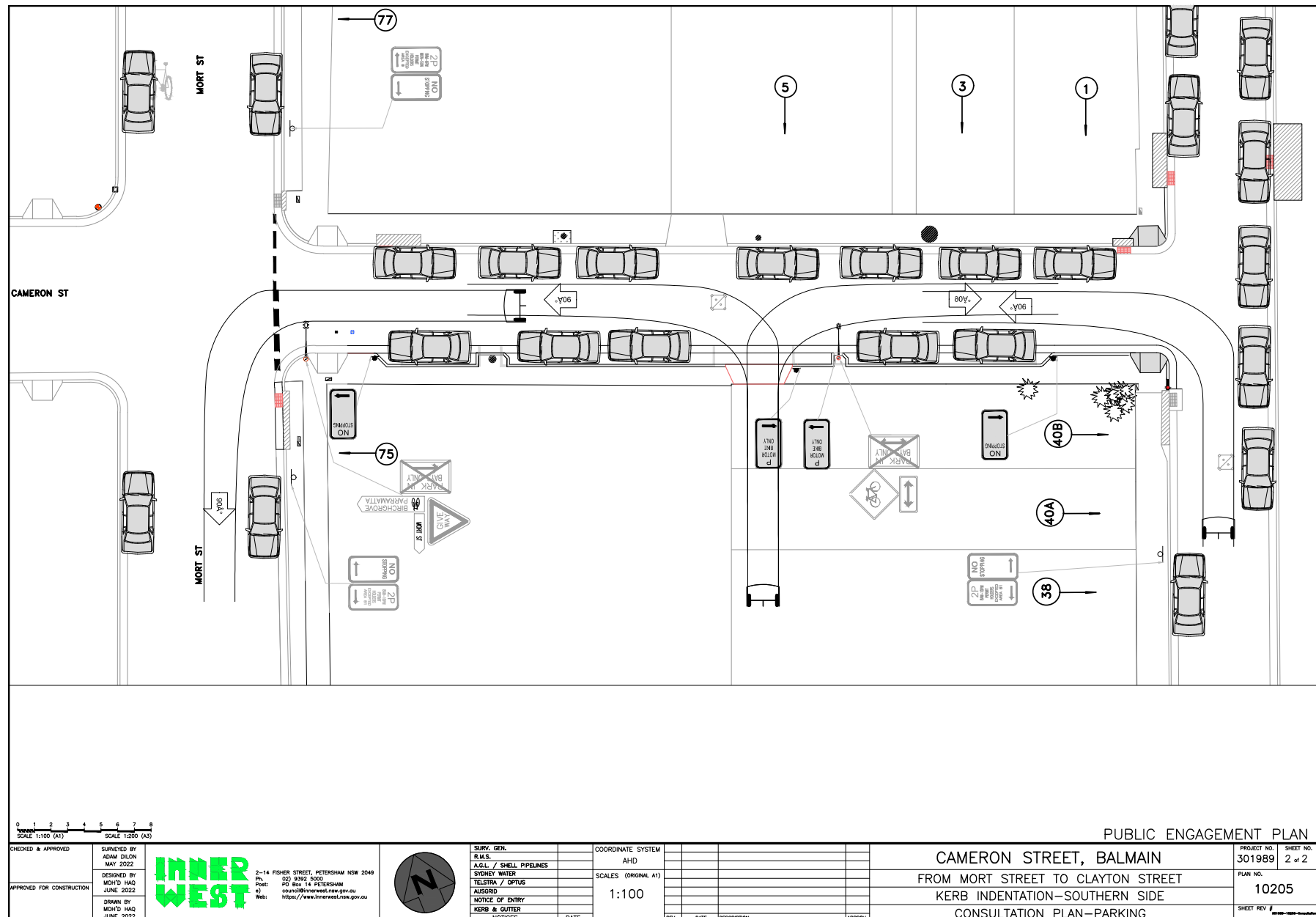
Residents' Comments	Officer Comments
Council should also upgrade both the footpath on the northern side of Cameron Street and the driveway of No.5 Cameron Street. Upgrading only part of the street will not be visually pleasing and presents as a safety risk as only a portion of the northern footpath will have new asphalt. The current footpath has many cracks and uneven areas.	The entire footpath on the northern side of Cameron Street will be reconstructed with new asphalt. The driveway of No.5 Cameron Street will not be upgraded as it is the responsibility of the owner to construct/reconstruct their property.

ATTACHMENTS

1. [Detailed Design Plan - Cameron Street, Balmain \(between Mort Street and Clayton Street\) - Proposed Kerb Indentation](#)
2. [Swept Paths for standard vehicle - Cameron Street, Balmain](#)







Item No: LTC0822(1) Item 5

Subject: 27-29 PERCY STREET ROZELLE - TEMPORARY FULL ROAD CLOSURE
(BALUDARRI-BALMAIN/ BALMAIN ELECTORATE/ LEICHHARDT PAC)

Prepared By: David Yu - Engineer - Traffic and Parking Services

Authorised By: Sunny Jo - Acting Traffic and Transport Manager

SUMMARY

Council has received an application from dban for the approval of a temporary full road closure of Percy Street, between Albion Street and Evans Street, Rozelle from Monday 19 September 2022 to Thursday 22 September 2022 to facilitate the installation of sewer mains.

RECOMMENDATION

That the proposed temporary full road closure of Percy Street, between Albion Street and Evans Street, Rozelle from Monday 19 September 2022 to Thursday 22 September 2022 to facilitate the installation of sewer mains (contingency period 2 weeks) be approved subject to, but not limited to the following conditions:

1. A Road Occupancy License be obtained by the applicant from the Transport Management Centre;
2. All affected residents and businesses, including NSW Police Area Command, Fire & Rescue NSW and the NSW Ambulance Services be notified in writing, by the applicant, of the proposed temporary full road closure at least 7 days in advance of the closure with the applicant making reasonable provision for stakeholders; and
3. The occupation of the road carriageway must not occur until the road has been physically closed.

BACKGROUND & OTHER STAFF COMMENTS

Council has received an application from dban for approval of a temporary full road closure of Percy Street, between Albion Street and Evans Street, Rozelle from Monday 19 September 2022 to Thursday 22 September 2022.

This road closure application is sought to facilitate the installation of sewer mains in Percy Street.

The Traffic Guidance Scheme (TGS) submitted with the application is attached.

FINANCIAL IMPLICATIONS

Under Council's Fees & Charges, the applicant is to pay a fee for the temporary full road closure.

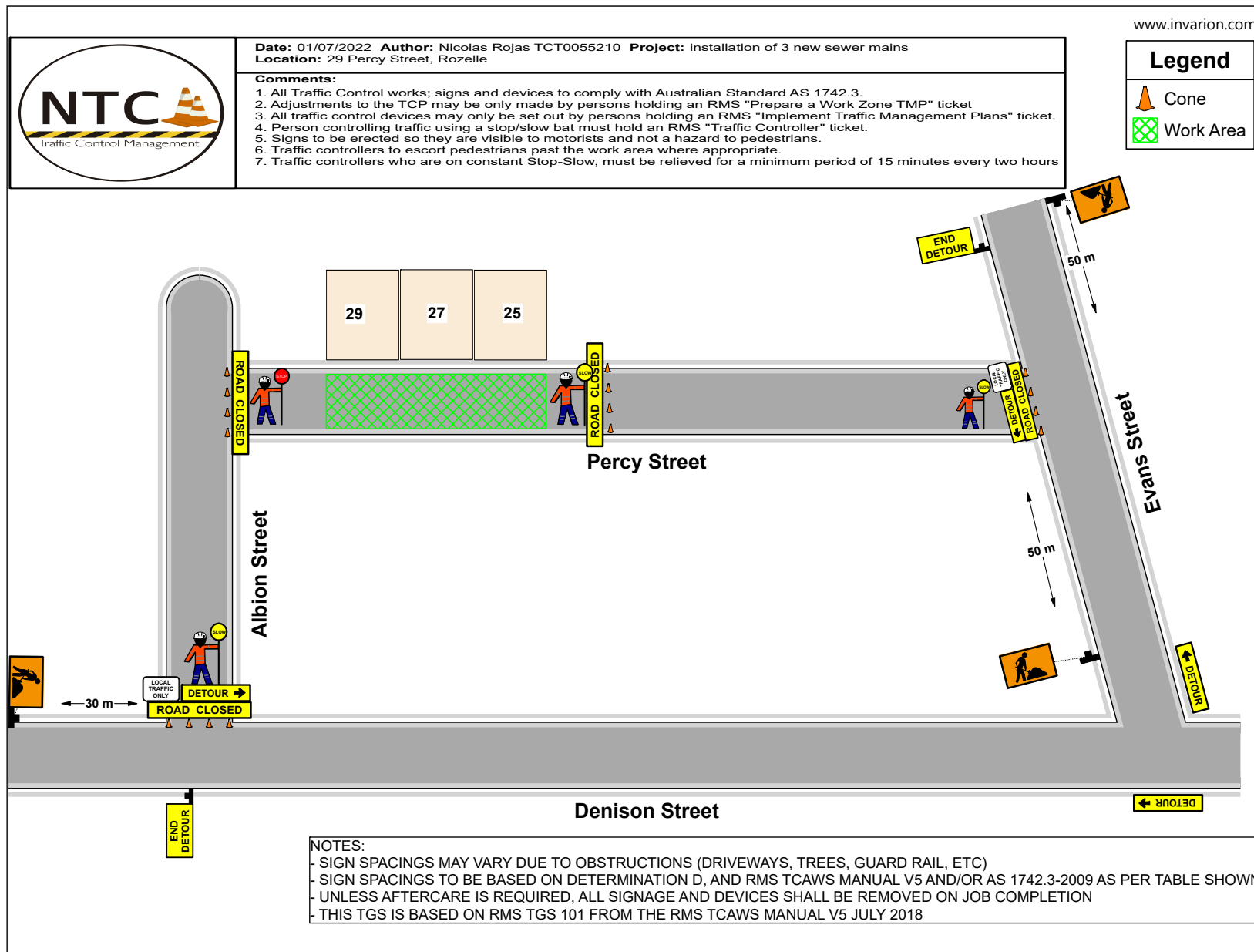
PUBLIC CONSULTATION

The applicant is to notify all affected residents and businesses in writing at least 7 days prior to the commencement of works.

The proposed road closure is currently advertised on Council's website in accordance with the Roads Act 1993.

ATTACHMENTS

1. [Traffic Guidance Scheme \(TGS\) - Percy Street, Rozelle Temporary Road Closure](#)



Item No: LTC0822(1) Item 6
Subject: HOLBEACH AVENUE, TEMPE – TEMPORARY FULL ROAD CLOSURES FOR MS SYDNEY TO THE GONG BIKE RIDE ON SUNDAY 6 NOVEMBER 2022 – (MIDJUBURI - MARRICKVILLE WARD/HEFFRON ELECTORATE/NEWTOWN LAC)

Prepared By: Jennifer Adams - Engineer – Traffic and Parking Services

Authorised By: Sunny Jo - Acting Traffic and Transport Manager

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 6 November 2022. 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 6 November 2022.

It is recommended that the comments of the Local Traffic Committee be referred to Council's Development Assessment Section for consideration in determining the Development Application.

RECOMMENDATION

That the Local Traffic Committee receive and note the report.

BACKGROUND

Council has received notice under an amended Section 68 application (S68201800006) 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 6 November 2022.

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

The S68201900006 approval dated 27 September 2019 approves the holding of the MS Sydney to Gong bike ride event at Tempe Recreation Reserve annually on every first Sunday of November from 2019 – 2023 between 5.00am to 9.00am. Due to Covid the event was cancelled in 2020 and 2021 and this year the event was originally brought forward to May 2022 (report went to 21 March 2022 LTC meeting) however for various reasons the event now has been postponed to 6 November 2022.

This years' 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 2022 Gong Bike Ride will remain capped at 10,000.

FINANCIAL IMPLICATIONS

Nil.

OFFICER COMMENTS

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 RMS will be sought, and a detailed Traffic Management Plan has been forwarded to the RMS, 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.

PUBLIC CONSULTATION

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 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.

CONCLUSION

It is proposed that 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 6 November 2022 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.

Location of start and relevant Traffic Control Plans (TCPs) and sections of TMP





The 40th MS Gong Ride 6 Nov 2022 TRAFFIC GUIDANCE SCHEMES

SECTOR A

TGS 001 Princes Highway & IKEA Car Park TEMPE
TGS 002 IKEA Car Park TEMPE
TGS 003 Princes Highway & Smith St TEMPE
TGS 004 Princes Highway & Gannon St TEMPE
TGS 005 Princes Highway & Holbeach Ave TEMPE
TGS 006 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 & Wickham 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 & Emmaline St MONTEREY
TGS 24 The Grand Parade & Ramsgate Rd RAMSGATE BEACH

Cut Off 08:50

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 & Parramatta Rd CARINGBAH
TGS 34 Taren Point Rd & Koonya Ct 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 & Gympie 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 & Acadia Rd KIRRAWEE
TGS 48 Acadia Rd & President Ave KIRRAWEE
TGS 49 Acadia Rd & Minerva St KIRRAWEE



NSW AMBULANCE STAGING AREA

SECTOR C

TGS 50 Princes Highway & Rawson Ave SUTHERLAND
TGS 51 Princes Highway at Loftus Oval Rest Area LOFTUS
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 10:00

Cut Off 10:45

SECTOR D

TGS 60 Princes Highway & Waterfall Off Ramp WATERFALL
TGS 61 A Waterfall Off Ramp & McKell Ave WATERFALL
TGS 61 B Waterfall Off Ramp & McKell Ave WATERFALL
TGS 62 McKell Ave outside Waterfall Public School WATERFALL
TGS 63 Sir Bertram Stevens Dr & Garle Road ROYAL NP
TGS 64 A McKell Ave & Lady Wakehurst Dr RNP
TGS 64 B McKell Ave & Lady Wakehurst Dr RNP

Cut Off 11:05

Cut Off 11:30

SECTOR E

TGS 65 Lady Wakehurst Dr & Dorrville Rd OTFORD
TGS 66 Dorrville Rd & Offord Rd OTFORD
TGS 67 Lady Wakehurst Dr & Offord Rd OTFORD
TGS 68 Lady Wakehurst Dr at Lawrence Hargrave Lookout STANWELL TOPS
TGS 69 Lawrence Hargrave Dr & Stonehaven Rd STANWELL TOPS
TGS 70 Lawrence Hargrave Dr & Offord Rd STANWELL TOPS
TGS 71 Lawrence Hargrave Dr & Chellow Dene Ave STANWELL PARK
TGS 72 Lawrence Hargrave Dr & Station St STANWELL PARK
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

Cut Off 12:20

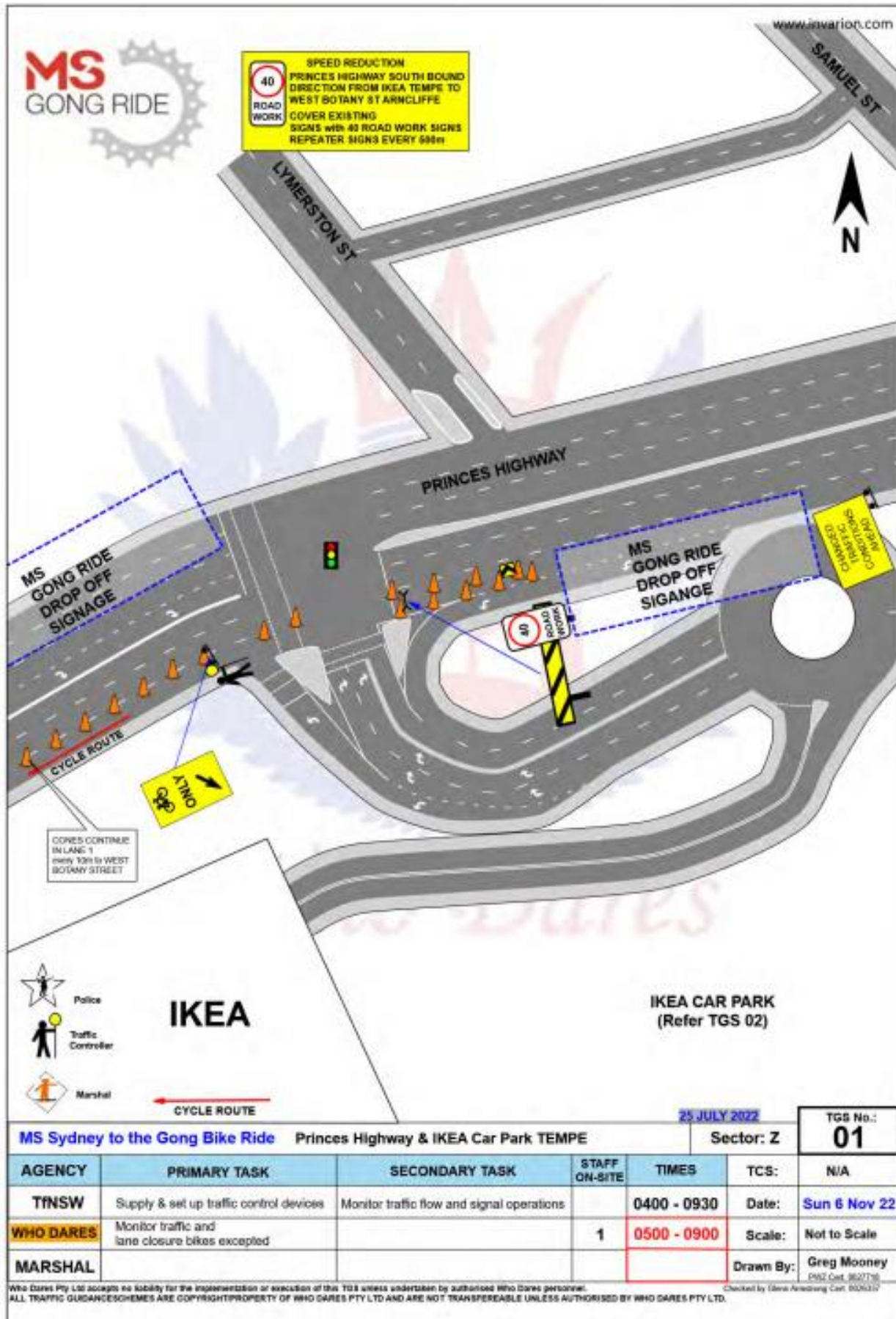
SECTOR F


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 Carrington St & Park Rd WOONONA
TGS 84 Beach Rd & Domingo Ave WOONONA
TGS 85 Domingo Ave & Railway Pde WOONONA
TGS 86 Railway Pde & Harriet Spearing 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 A Carlers La & Elliotts Rd FAIRY MEADOWS
TGS 92 B Carlers La & Elliotts Rd FAIRY MEADOWS
TGS 93 A George Hanley Dr & Kembla St NORTH WOLLONGONG
TGS 93 B George Hanley Dr & Kembla St NORTH WOLLONGONG


SECTOR G

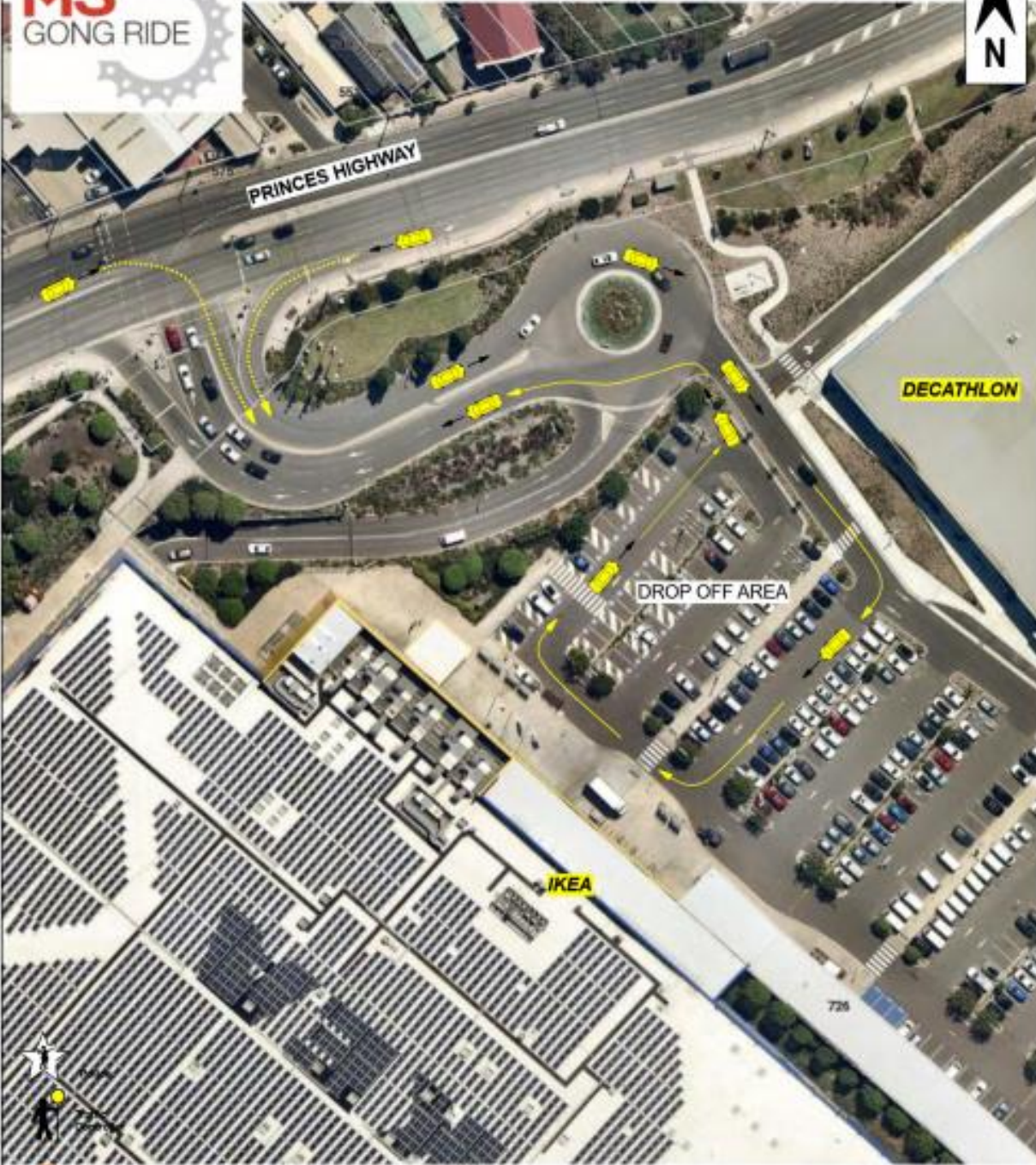
TGS 94 Kembla St & Bourke St NORTH WOLLONGONG
TGS 95 Squires Way & Virginia St NORTH WOLLONGONG
TGS 96 Puckey Ave & Squires Way NORTH WOLLONGONG
TGS 97 Montague St & Puckey Ave NORTH WOLLONGONG
TGS 98 Montague St & Bourke St FAIRY MEADOW
TGS 99 Montague St at Fairy Meadow Sh FAIRY MEADOW


25 JULY 2022





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Marshal

→ CYCLE ROUTE

25 JULY 2022

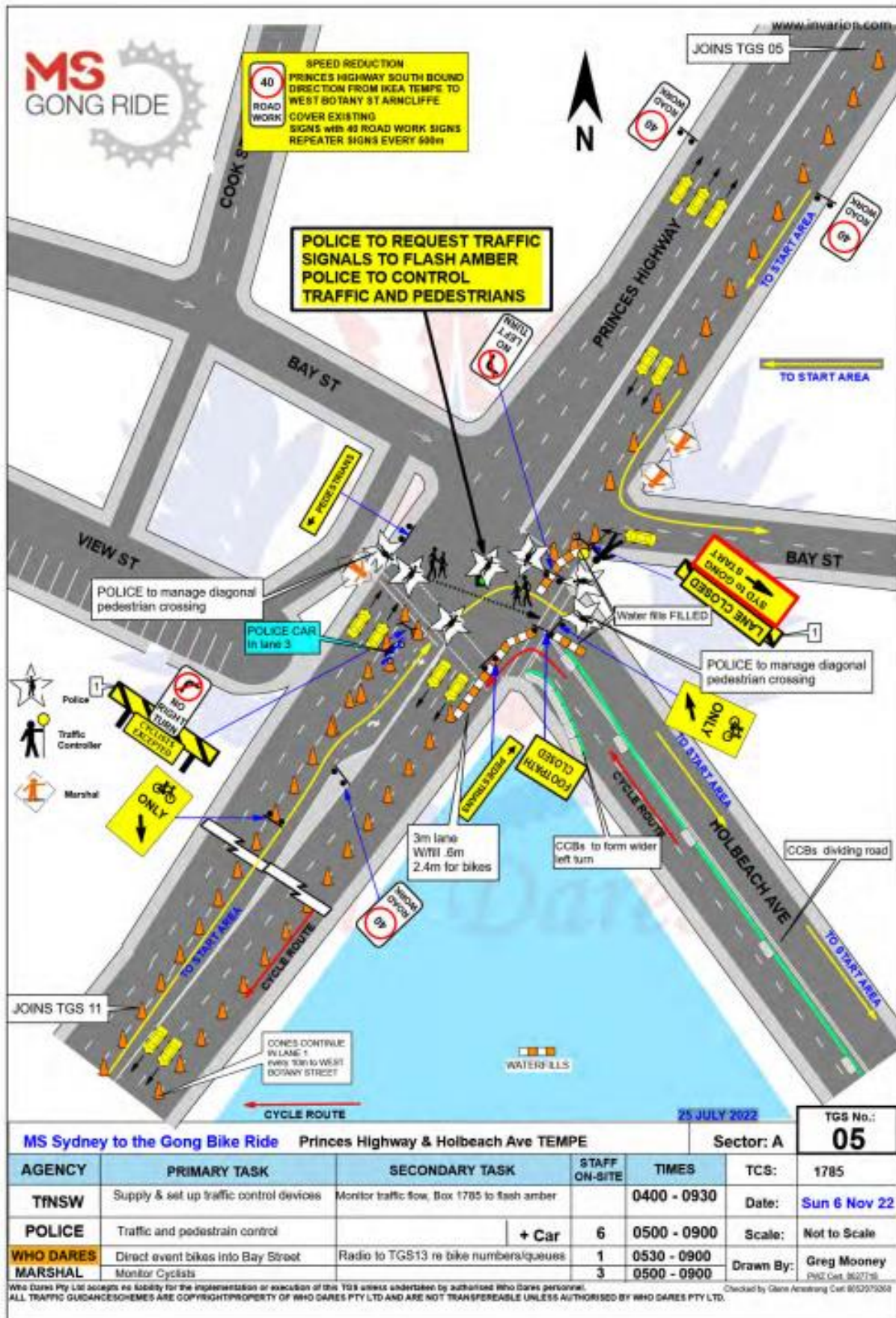
MS Sydney to the Gong Bike Ride KEA Car Park TEMPE					Sector: A	TGS No.: 02
AGENCY	PRIMARY TASK	SECONDARY TASK	STAFF ON-SITE	TIMES	TCS:	N/A
TfNSW					Date:	Sun 6 Nov 22
WHO DARES					Scale:	Not to Scale
MARSHAL	TBC		TBC	0400 - 0930	Drawn By:	Greg Mooney <small>PHOTOCAT 862719</small>

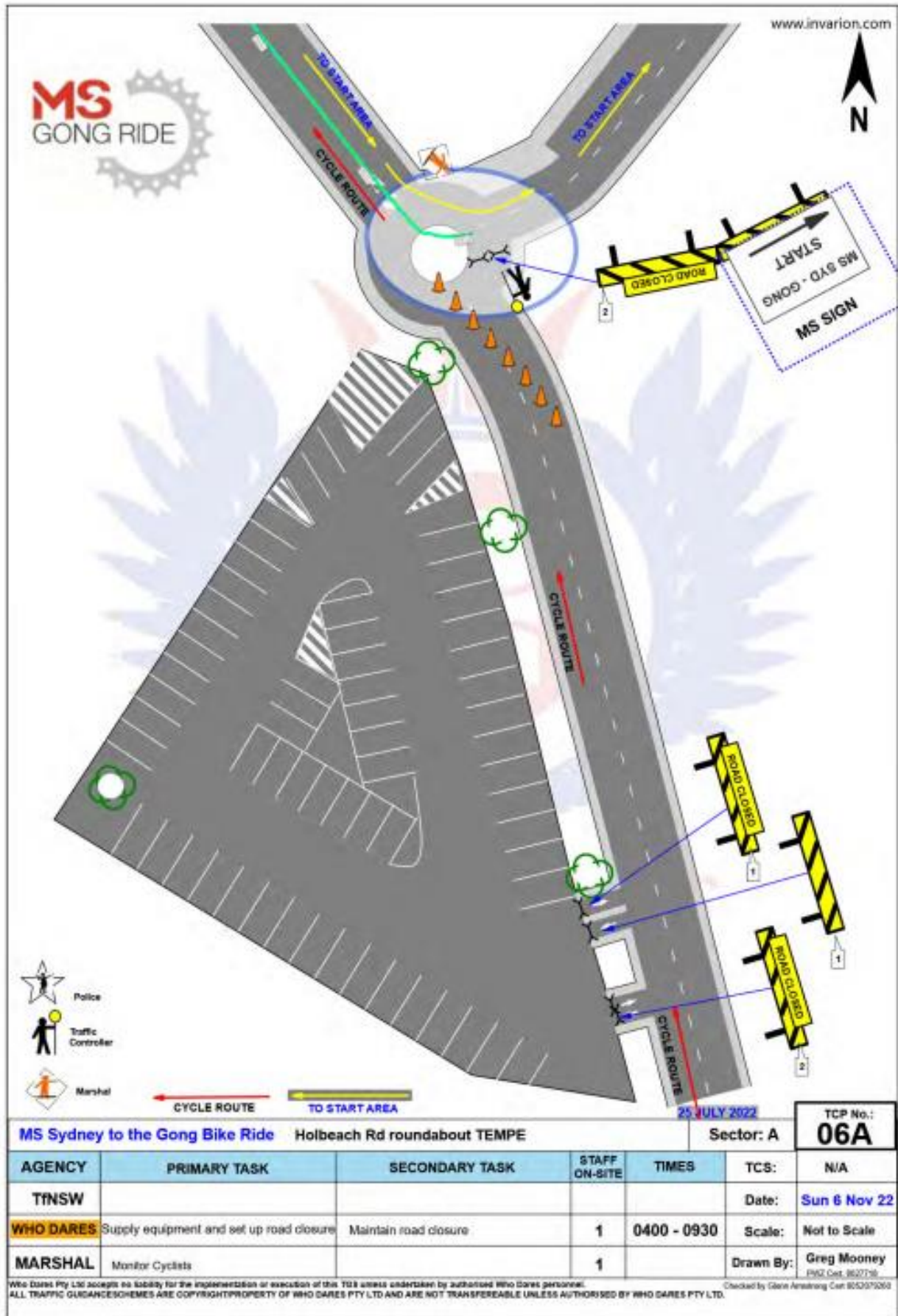
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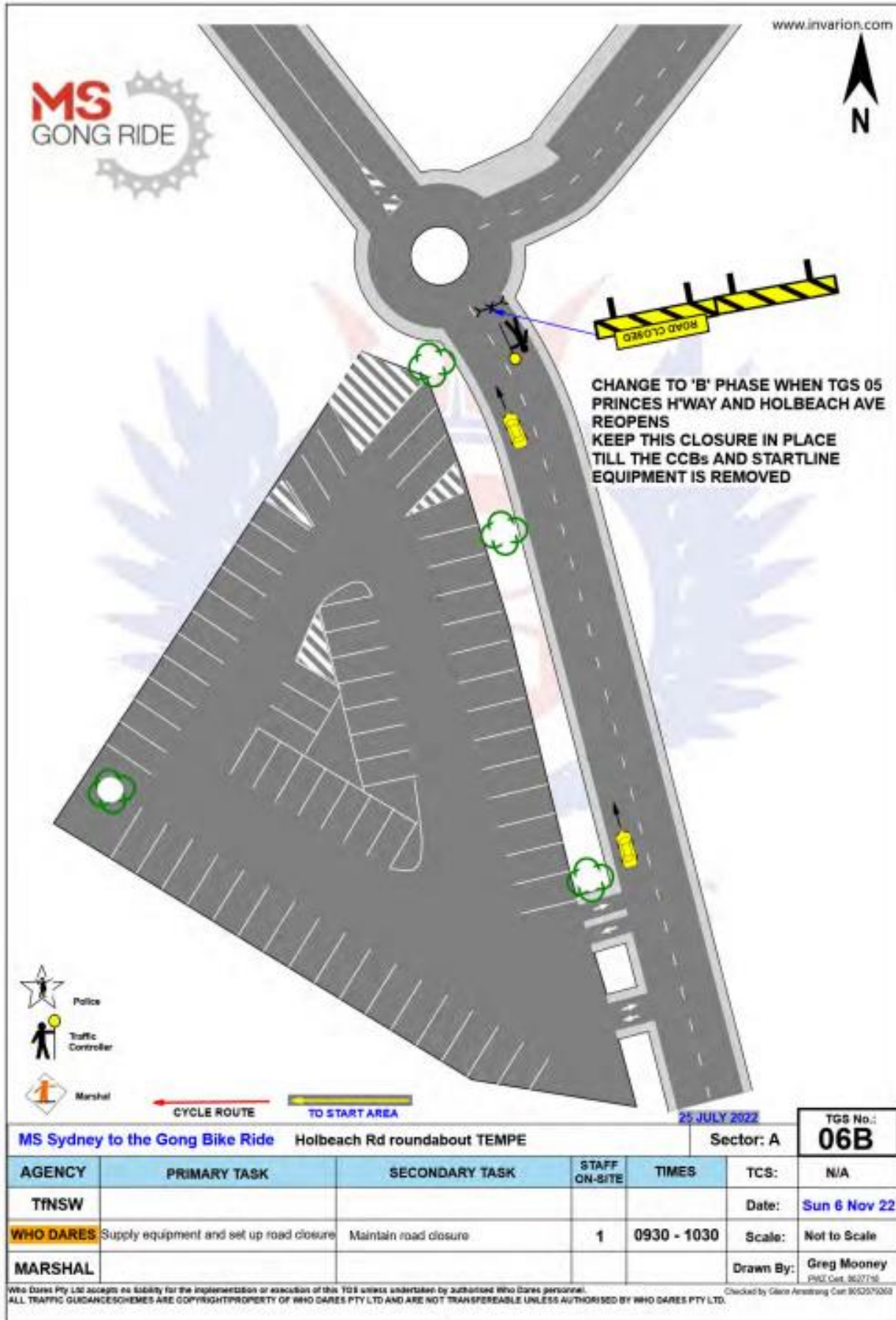
Checked by Glenn Armstrong Cat 8052070260

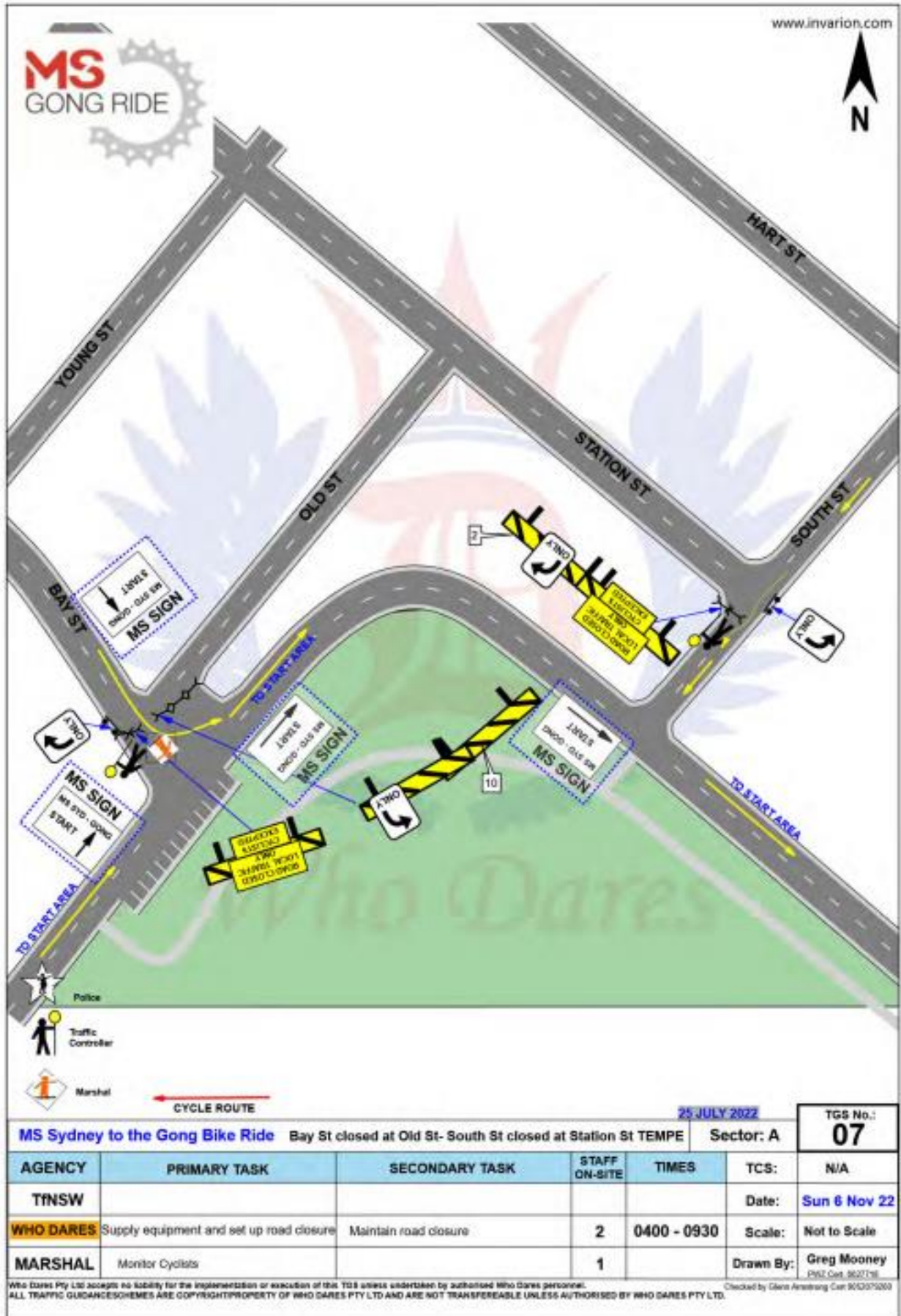








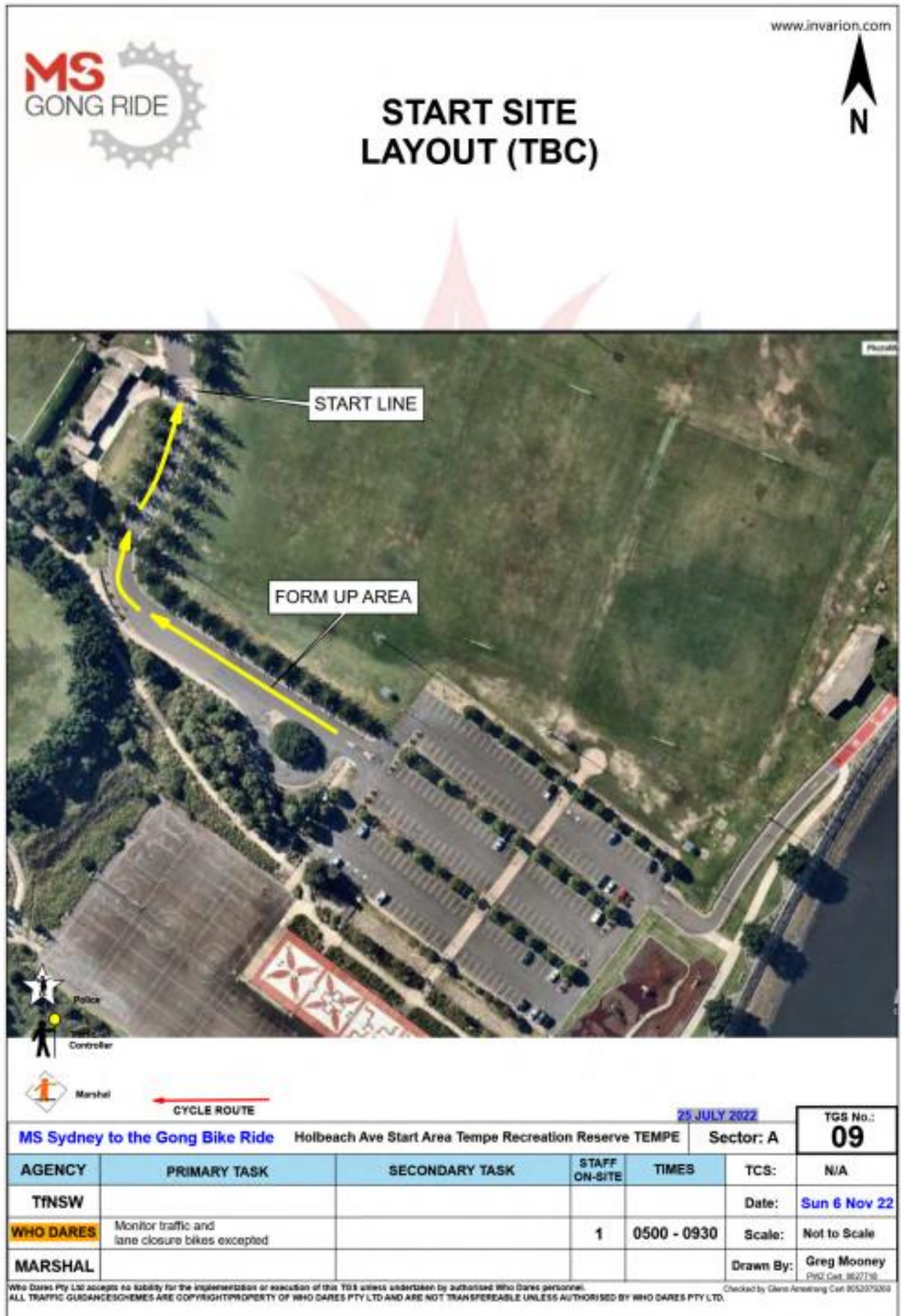


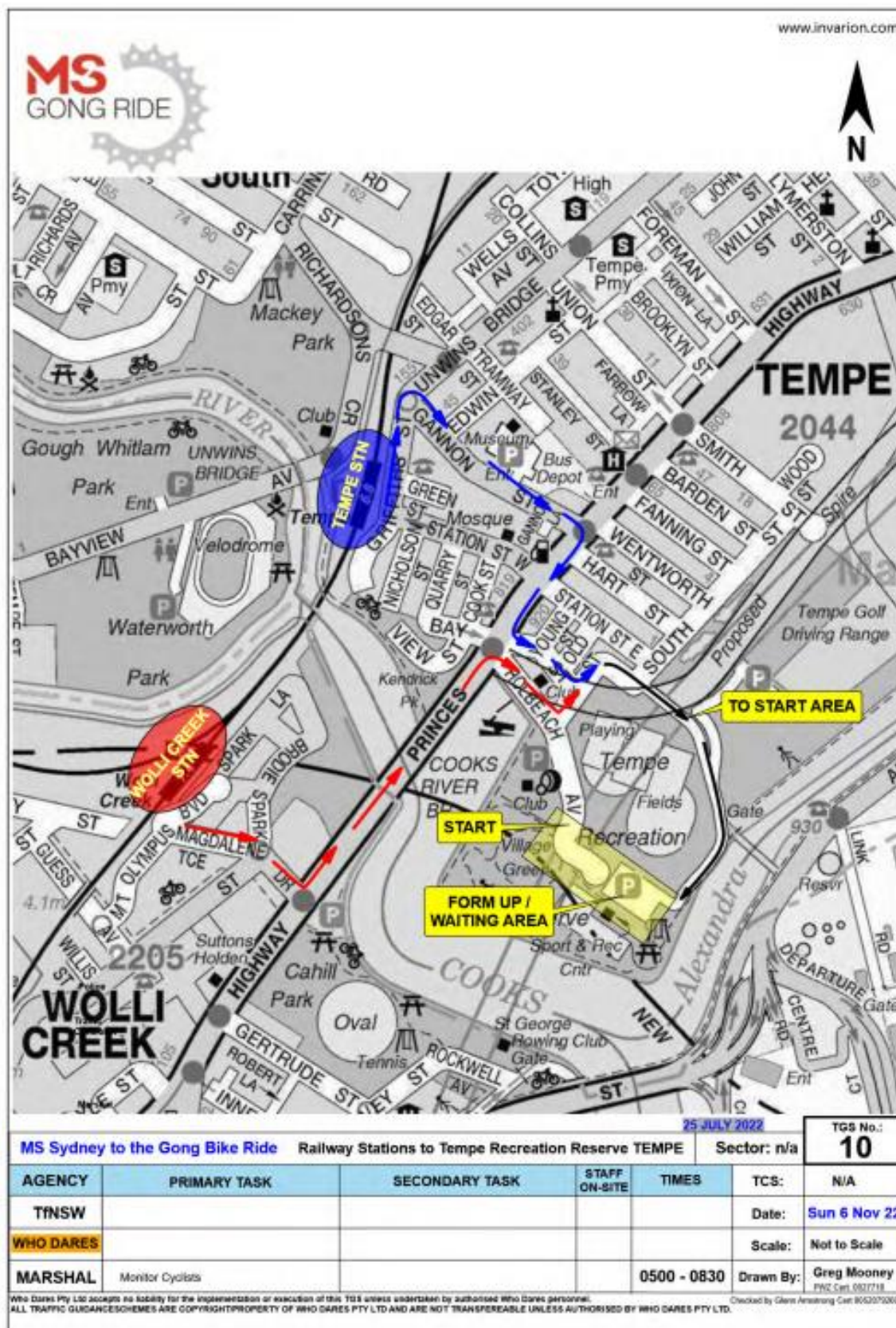




MS Sydney to the Gong Bike Ride Tempe Recreation Reserve TEMPE						25 JULY 2022	TGS No.: 08
Sector: A						N/A	
AGENCY	PRIMARY TASK	SECONDARY TASK	STAFF ON-SITE	TIMES	TCS:	Date: Sun 6 Nov 22	
TfNSW						Scale: Not to Scale	
WHO DARES	Supply equipment and set up road closure	Maintain road closure	1	0400 - 0930		Drawn By: Greg Mooney	
MARSHAL						PHOT: Greg Mooney 18/08/2022	

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ATTACHMENTS

Nil.