HERCULES STREET ASHFIELD

Traffic Management Plan

Inner West Council

24 September 2025

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1. INTRODUCTION

1.1 Project Overview

Inner West Council engaged Bitzios Consulting to prepare a traffic management plan (TMP) to support events held on Hercules Street in Ashfield. This is shown in Figure 1.1.

Source: Nearmap

Figure 1.1: Site Location

1.2 Purpose of TMP

This document serves as a *global* traffic management plan (TMP). It will be implemented for local events on Hercules Street up to six times a year and is expected to be in effect for up to 5 years. The TMP aims to reduce the cost of event preparation and operation, enabling event organisers to reuse it or, at the very least, use it as a foundation without creating an entirely new one.

The scope of this TMP includes:

- Identifying impacts on road traffic, public transport, pedestrian cyclists, public parking, and business as well as determining appropriate mitigation measures
- Identifying necessary traffic control devices and personnel to ensure safety for everyone during the event
- Developing traffic guidance schemes for adaptation by those implementing the traffic control.

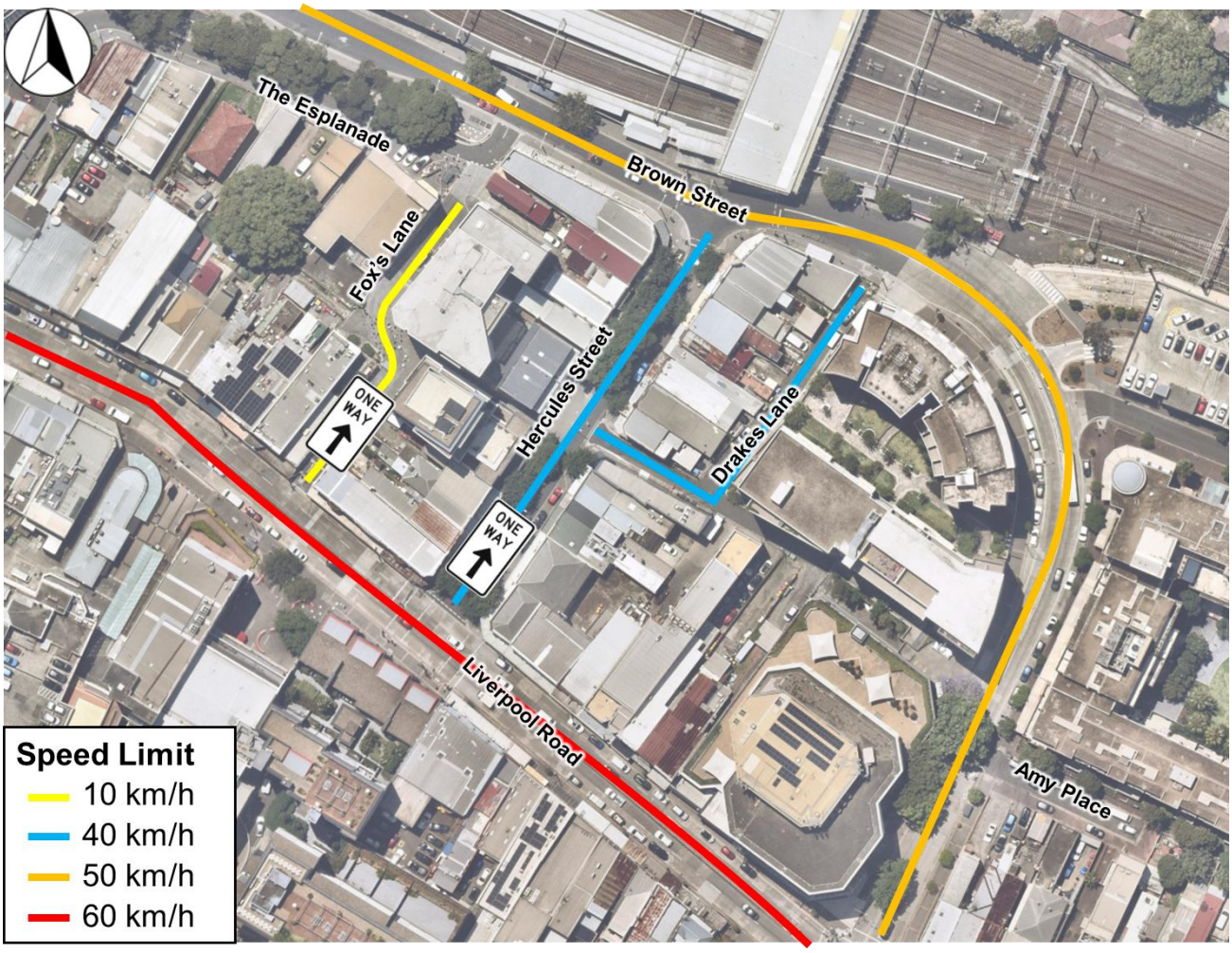
2. EXISTING CONDITIONS

2.1 Road Network

Key roads surrounding the site are shown in Table 2.1 and speed limits are shown in Figure 2.1.

Table 2.1: Road Network Summary

Section	Classification	Speed Limit(s)	Features
Hercules Street	Local Road	40km/h	▪ One-way northbound ▪ Taxi zone on the western side between Drakes Lane and Brown Street ▪ Parking on the eastern side between Drakes Lane and Liverpool Road ▪ Accessible parking on the eastern side between Drakes Lane and Brown Street,
Brown Street	Local Road	50km/h	▪ One travel lane in each direction
Drakes Lane	Local Road	40km/h	▪ No through road
Liverpool Road	State Road	60km/h	▪ One travel lane and one parking lane in both directions ▪ No right turn to Hercules Street, taxis excepted



Source: Nearmap

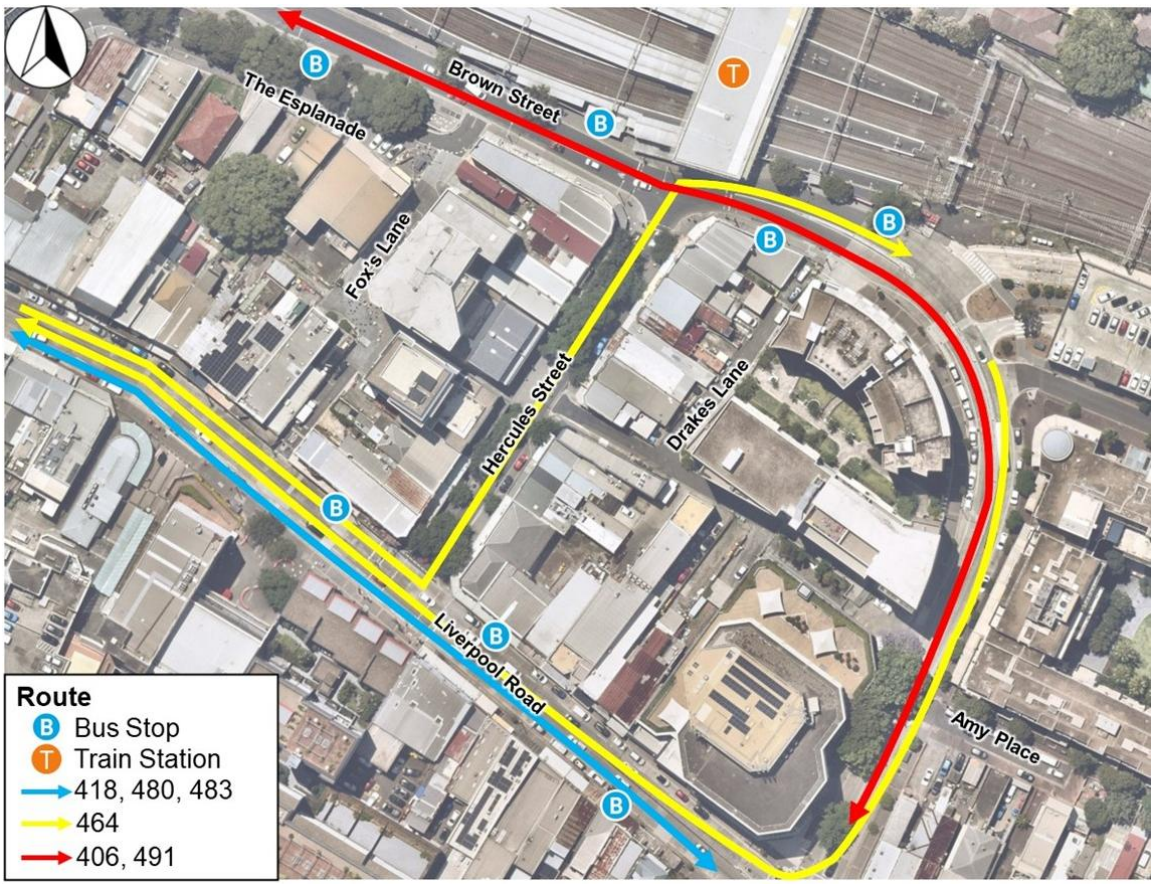
Figure 2.1: Road Network

2.2 Public Transport

The site is serviced by two train lines and six bus routes. The routes and services are summarised in Table 2.2. A map of public transport services in the area is shown in Figure 2.2.

Table 2.2: Public Transport Routes

Line/Route	Line/Route Description	Service Frequency
Train		
T2	Leppington & Inner West Line	5 - 10 mins
T3	Liverpool & Inner West Line	5 - 10 mins
Bus		
406	Five Dock to Hurlstone Park	30 - 60 mins (weekdays) 75 mins (weekends)
418	Tempe to Burwood	10 - 20 mins (weekdays) 20 mins (weekends)
464	Mortlake to Ashfield	15 mins (weekdays) 15 - 30 mins (weekends)
480	Strathfield to Central Pitt Street via Homebush Rd	20 - 60 mins (weekdays) 60 mins (weekends)
483	Strathfield to Central Pitt Street via South Strathfield	15 - 30 mins (weekdays) 30 mins (weekends)
491	Hurstville to Five Dock	15 - 30 mins (weekdays) 30 mins (weekends)



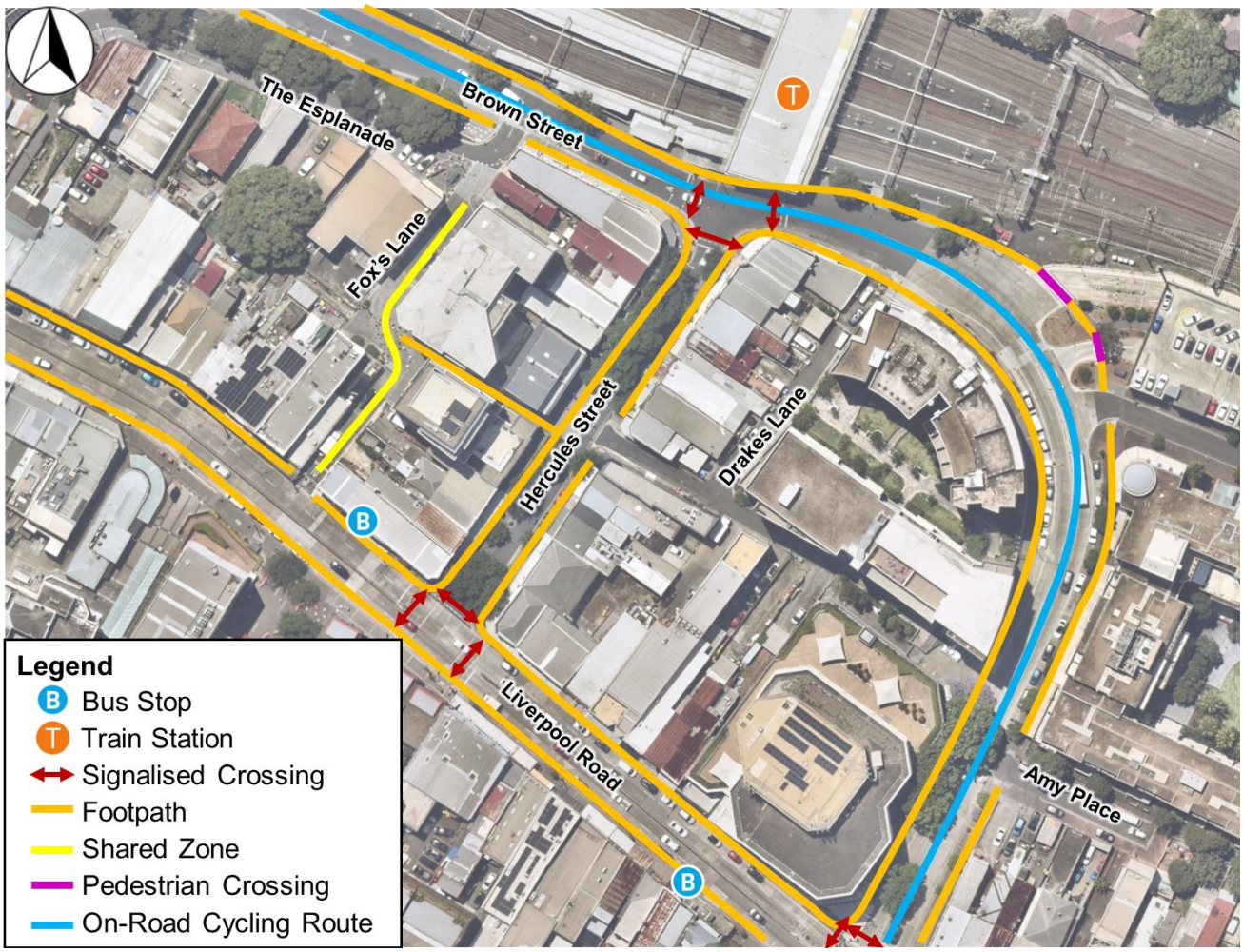
Source: Nearmap

Figure 2.2: Public Transport Services

2.3 Active Transport

Footpaths surround the site and provide links in all directions. Crossing options are generally good, with signalised crossings at each end of Hercules Street.

An on-road cycling route operates along Brown Street. The active transport routes and infrastructure are shown in Figure 2.3.



Source: Nearmap

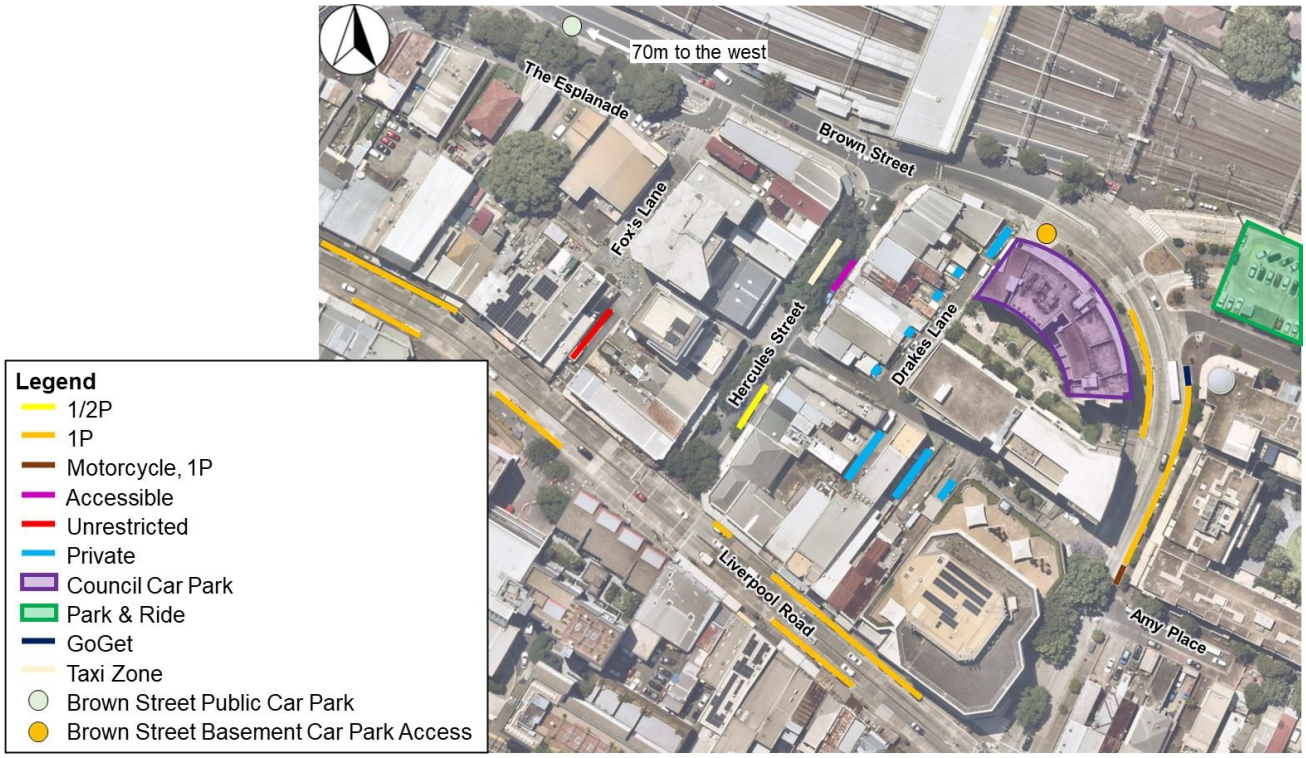
Figure 2.3: Active Transport

2.4 Parking

The current parking supply and restrictions are summarised in Table 2.3 and shown in Figure 2.4. Different parking areas have restrictions from Monday to Friday, and some also have restrictions on Saturdays.

Table 2.3: Parking Configuration – Hercules Street (Sunday)

Parking restriction	Quantity
1/2P	2
Accessible	2



Source: Nearrmap

Figure 2.4: Parking Configuration

3. TRAFFIC MANAGEMENT

3.1 Location of Works

The closure is to facilitate a temporary event lasting less than a day. It will only be in effect from 3:00 AM to 11:59 PM on a Sunday. During these hours, the area will be closed to all vehicle traffic.

The proposed closure is shown in Figure 3.1.

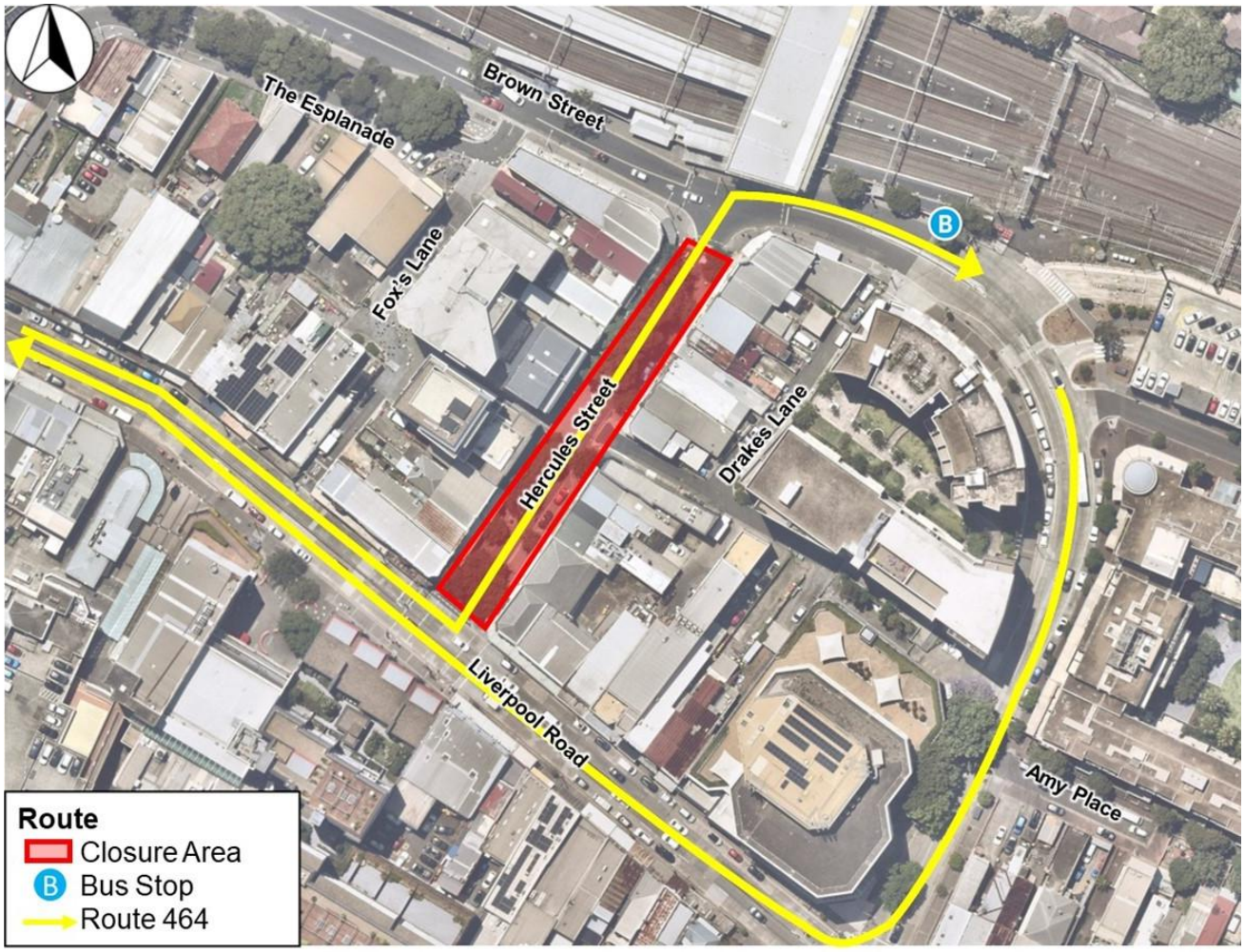
Source: Nearmap

Figure 3.1: Site Location

3.2 Closure Impacts

3.2.1 Public Transport

There are no bus stops on Hercules Street. However, Route 464, which runs from Mortlake to Ashfield, passes through Hercules Street before arriving at Ashfield Station. It drops off passengers on the northern side of Brown Street, continues along Brown Street, and then turns right onto Liverpool Road, making a loop in the area. This is shown in Figure 3.2



Source: Nearmap

Figure 3.2: Bus Route 464

Re-routing of this bus is required on event days for Route 464. Buses will use Frederick Street., Elizabeth Street, Bland Street, and Brown Street to reach Ashfield Station. During this bus rerouting, four bus stops on the northern side along Liverpool Road will be affected:

- 213118 – Liverpool Rd opp Ashfield RSL
- 213119 – Liverpool Rd opp Lapish Ave
- 213120 – Liverpool Rd at Cavill Ave
- 213121 – Ashfield Station, Liverpool Rd, Stand F.

The route and affected stops is shown in Figure 3.3.

Further consultation on this point will be undertaken with TfNSW.

Adapted from Sixmaps

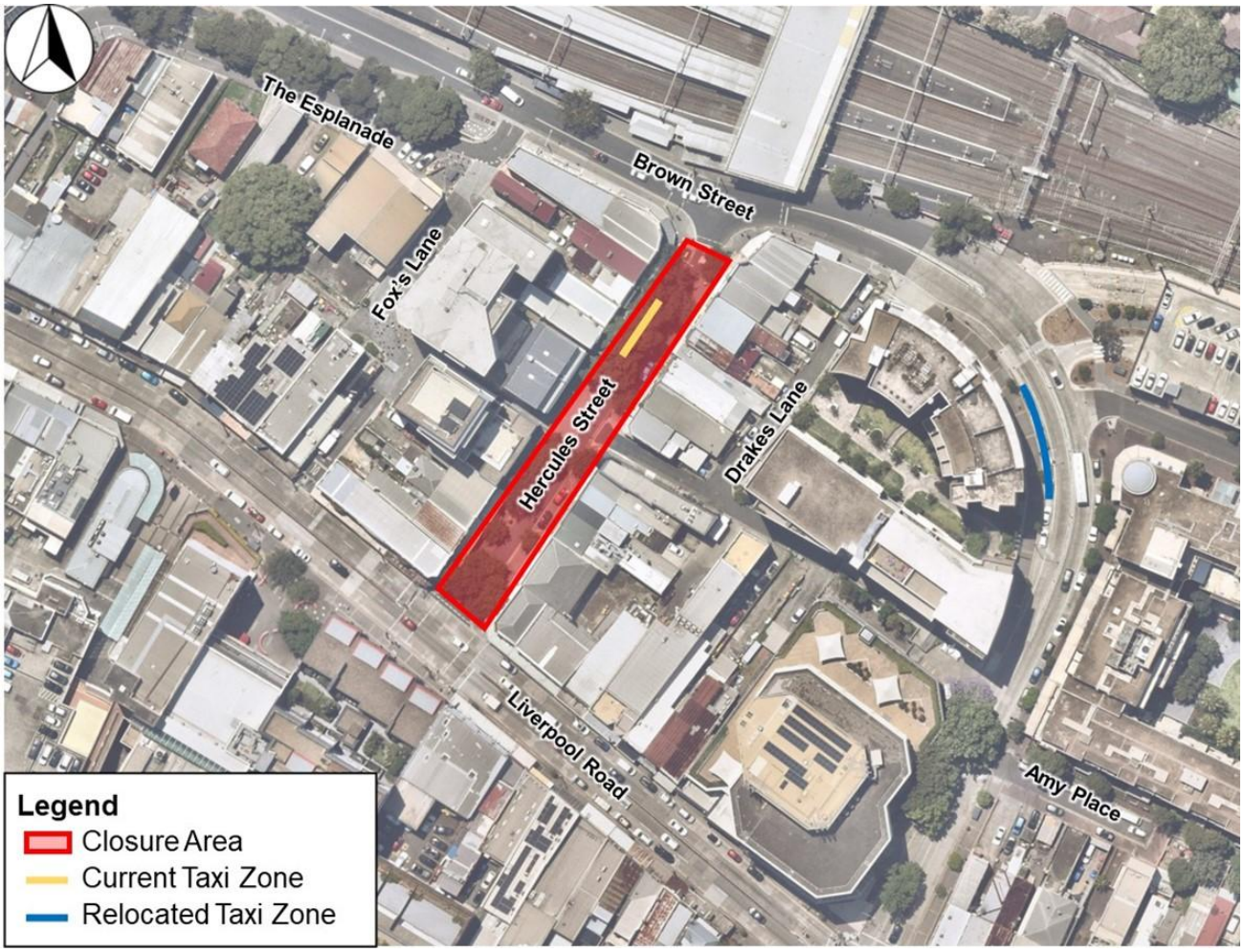
Figure 3.3: Proposed Bus Re-Route

Ashfield Station is not expected to be affected by the event.

3.2.2 Taxi Zone

A taxi zone accommodating 5 taxis along Hercules Street will be unavailable for use during event days. A temporary taxi zone will be provided on Brown Street during events of equivalent capacity.This would remove around 5 on-street 1P parking spaces from Brown Street during event times.

The existing and temporary taxi zone locations are shown in Figure 3.4.



Source: Nearmap

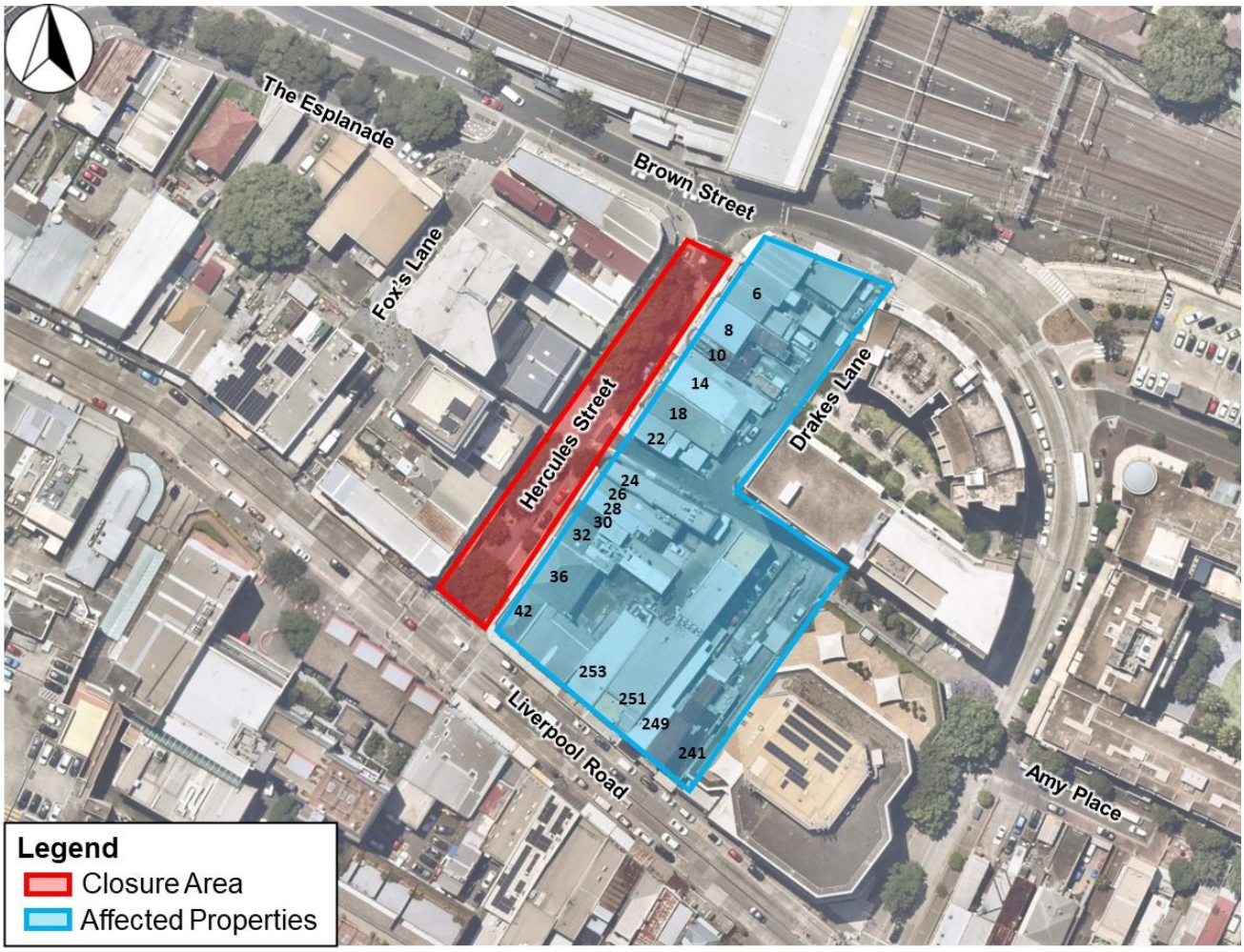
Figure 3.4: Taxi Zone Relocation

3.2.3 Drakes Lane

Drakes Lane can only be accessed via Hercules Street. During the closure, vehicles will not be able to access Drakes Lane, which affects a number of businesses and residents.

Hercules Street has previously been fully closed for events, and so residents are familiar with the impacts. Residents are to be informed of any events that close Hercules Street at least two weeks before any event.

The properties affected by the Drakes Lane closure are shown in Figure 3.5.



Source: Nearmap

Figure 3.5: Drakes Lane Properties Affected by Closure

3.2.4 Parking

The lane closure will affect one off-street car park which has one of its exits on Drakes Lane. This car park has another exit via a two-way driveway on Brown Street, and so the Drakes Lane exit will be closed during events, with those car park vehicles to use the Brown Street exit. There are no direct public connections between Drakes lane and Brown Street. Residents and strata is to be notified at least 14 days in advance of the event.

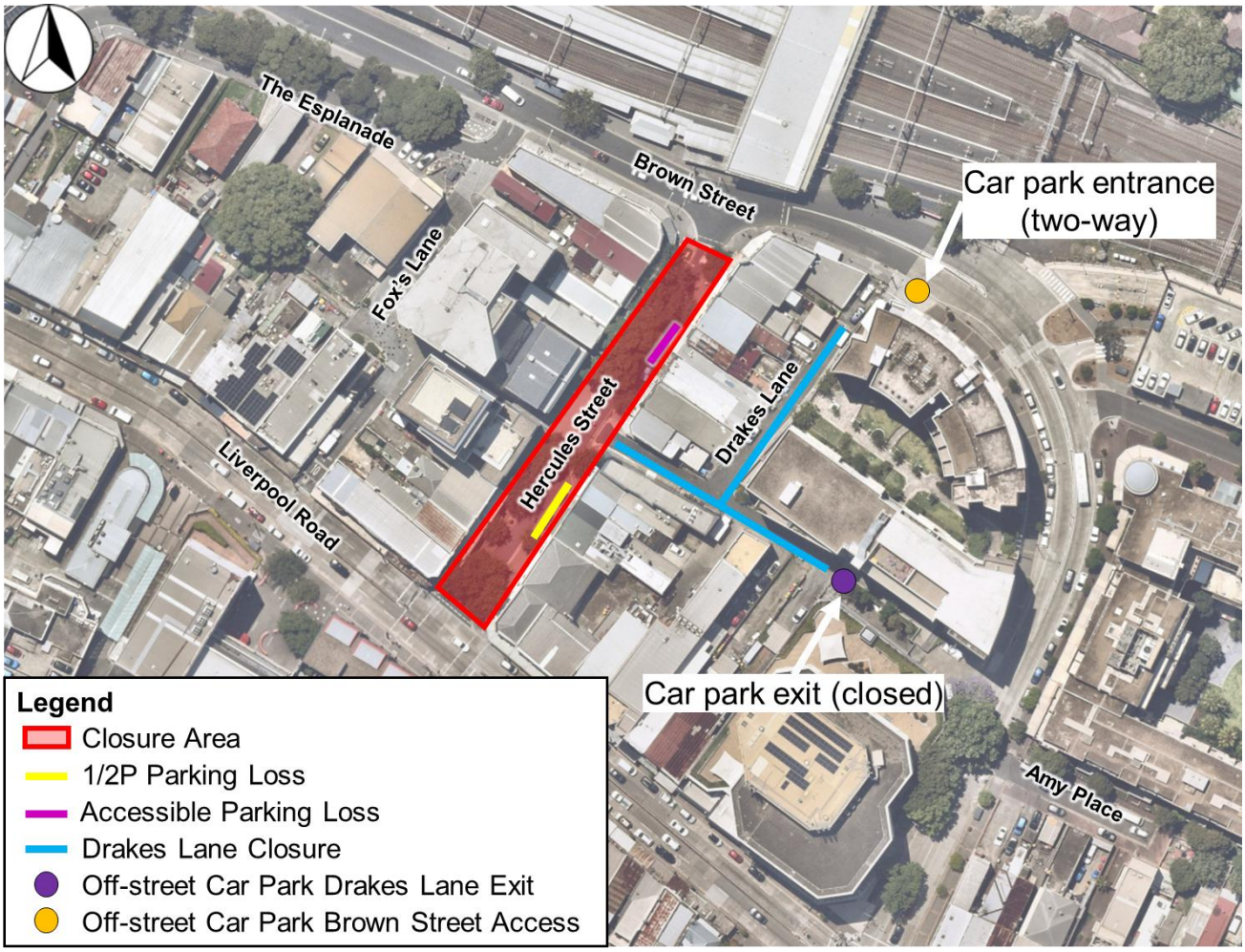
Two accessible spaces are located in Hercules Lane, which will not be available for use during events.

A *No Parking* area is located on Brown Street to accommodate pick-up/drop-off of passengers.

Parking loss due to the road closure is summarised in Table 3.1 and shown in Figure 3.6.

Table 3.1: Parking loss

Type	Number of Parking loss
1/2P	2
Accessible	2



Source: Nearmap

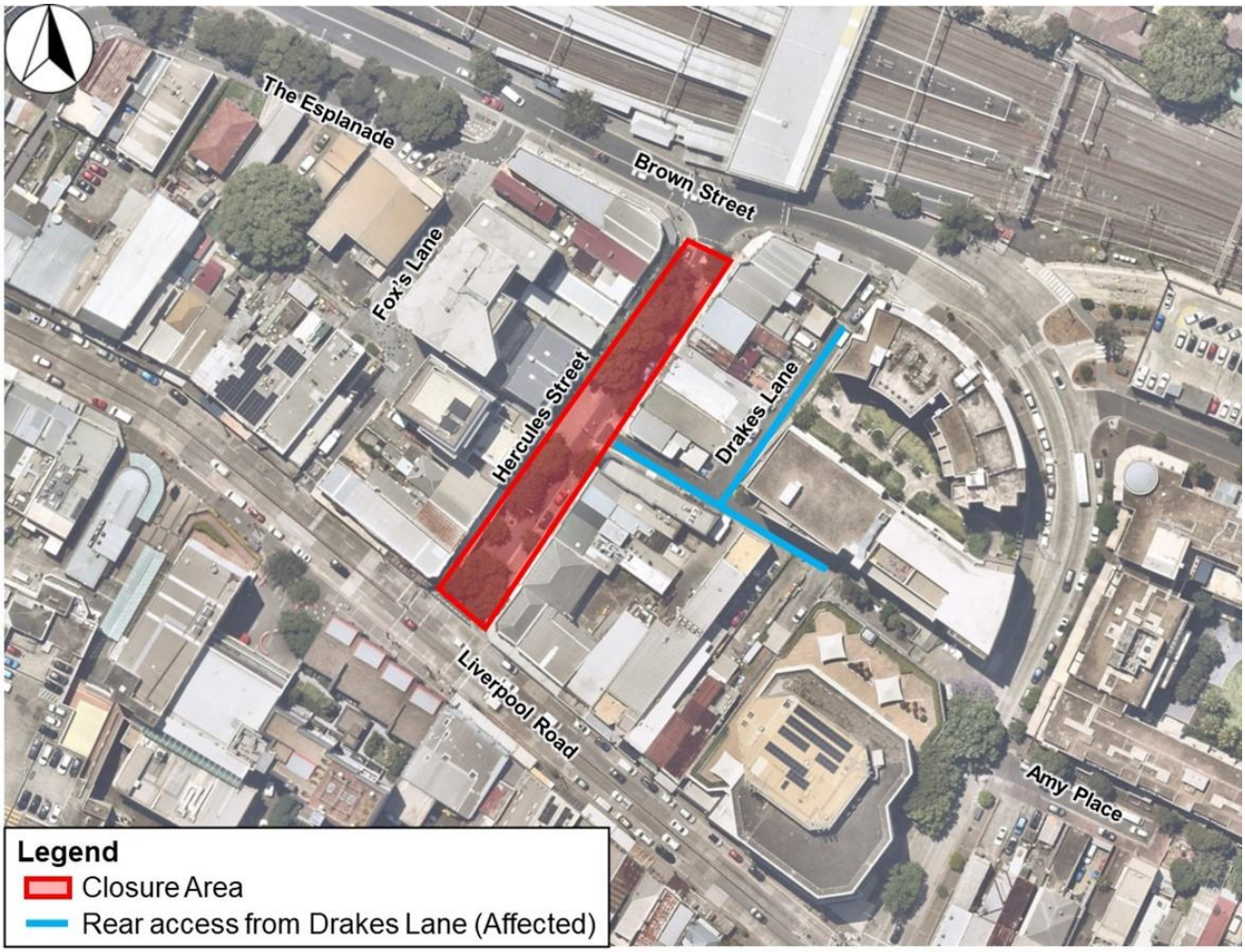
Figure 3.6: Parking loss

3.2.5 Businesses

Businesses on Hercules Street may be impacted by reduced nearby parking and vehicle access to their premises. Rear access to businesses on Hercules Street and Liverpool Road will be unavailable via Drakes Lane on event days. Overall impacts are expected to be low.

The loading zones on Hercules Street are not in effect on Sundays.

This is shown in Figure 3.7.



Source: Nearmap

Figure 3.7: Business Impacts

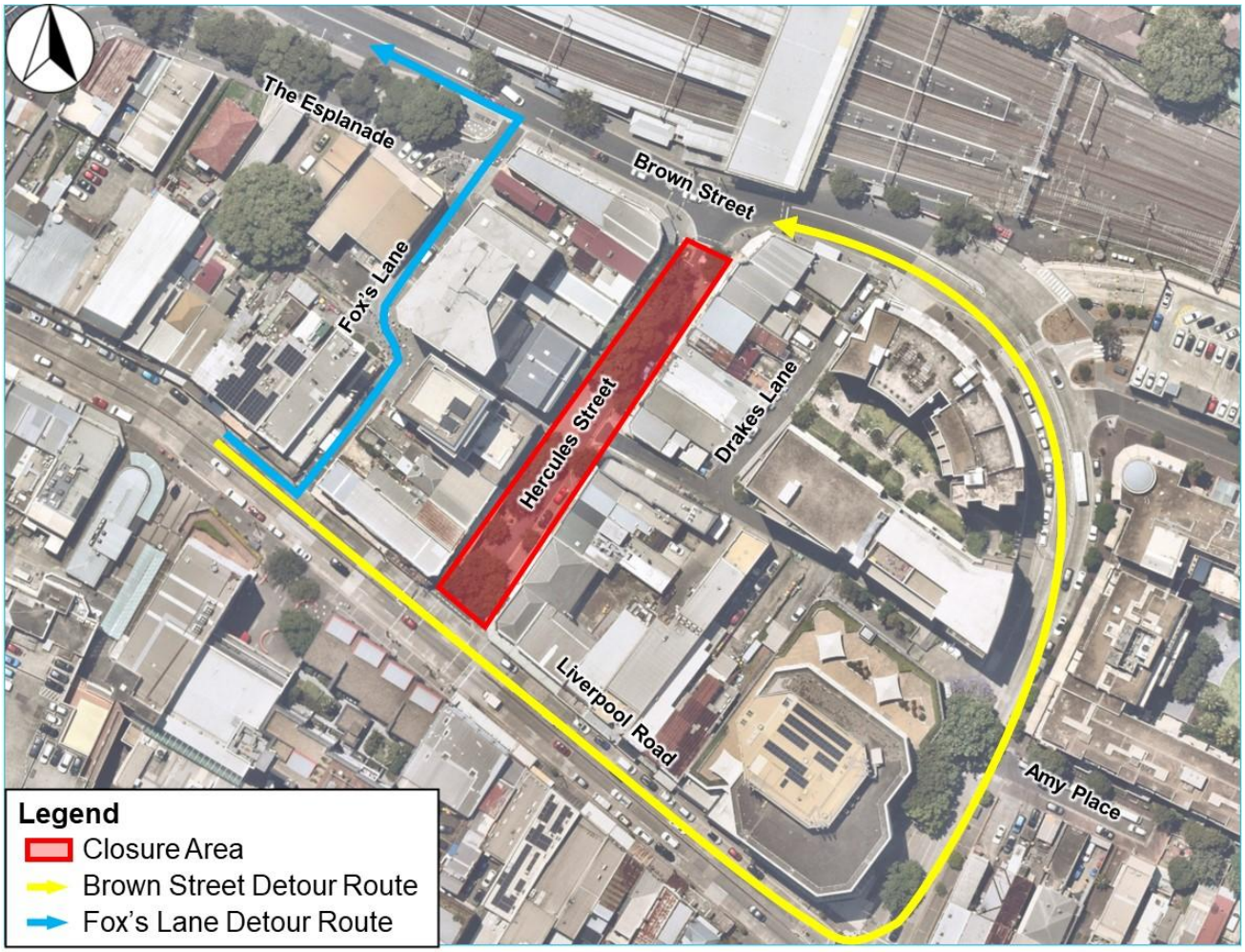
3.2.6 Pedestrians and Cyclists

No footpaths or cycle routes will be closed or impacted during the event.

3.2.7 Vehicle Routes

Vehicles will not be able to use Hercules Street during the closure. A detour will be implemented via Brown Street. This is expected to place additional left turn demand at the signalised intersection of Liverpool Road / Brown Street. Vehicles may also use Fox's Lane to connect to Brown Street, but will not be signposted as a designated detour route due to it being a low speed 10km/h shared zone.

The proposed vehicle detour route is shown in Figure 3.8



Source: Nearmap

Figure 3.8: Detour Route

3.2.8 Traffic Control Signals

The signalised intersections at Hercules Street / Brown Street and Hercules Street / Liverpool Road may experience increased pedestrian crossing demand during the closure period. SCATS is anticipated to manage the change in demand effectively.

Due to the closure of Hercules Street, the signals at Brown Street / Liverpool Road may experience higher demand for left-turning movements from Liverpool Road. No modifications to the signal phasing are expected to be required.

The signalised intersection at Brown Street / Hercules Street may not need to call the Hercules Street phase. It is recommended that TfNSW be consulted to determine whether modifications to the signal phasing during the event are required.

3.3 Dates Relevant to TMP Work

The TMP will run for one Sunday, with the date of each event determined on a case-by-case basis. The TMP is not designed for events on weekdays or Saturdays.

3.4 Traffic Control

The location of this event may require adopting hostile vehicle mitigation measures. These barriers can come in various forms, including:

- Temporary concrete or water-filled barriers
- Removable / Retractable bollards, installed into the ground, which are lowered or removed outside of events
- Re-deployable barriers.

Retractable bollards are suitable for these types of events; however, often have high installation and maintenance costs. Temporary barriers such as concrete or water-filled can provide sufficient protection, however, the costs, equipment, and personnel required to install and operate them can be high. With one of the goals of this TMP being to reduce the cost of traffic management services for event operators, the cost of setting up and operating such barriers is not desirable.

This TMP therefore proposes the use of re-deployable barriers, similar to those which have been adopted by TfNSW for major events, are proposed to be used at each end of the event closure area.

The barriers will be placed at both ends of Hercules Street, and at its intersection with Drakes Lane, shown in Figure 3.9.

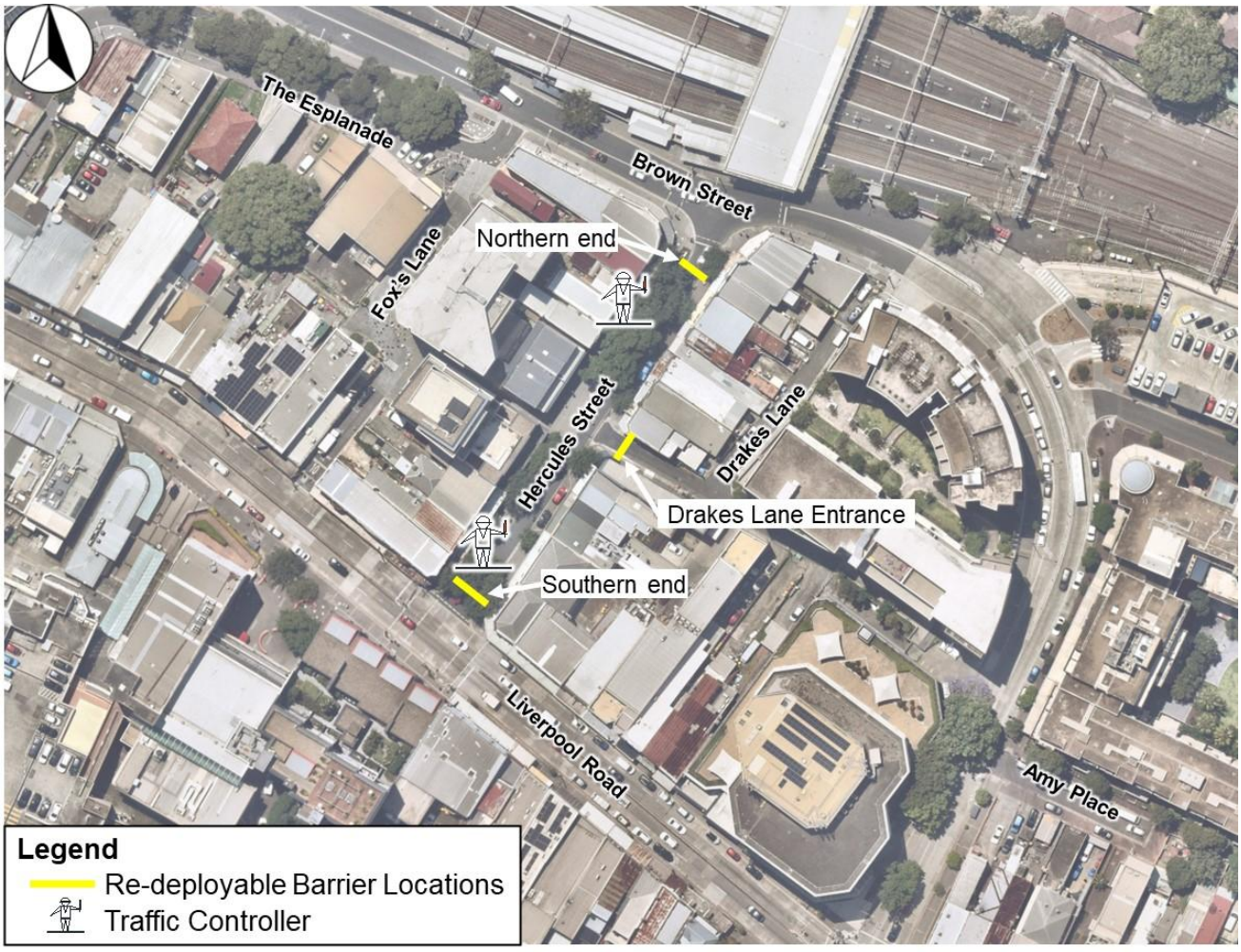


Figure 3.9: Re-deployable Barrier Locations

The selected barriers must be capable of withstanding the kinetic energy of a vehicle impact appropriate to the assessed threat level, typically a minimum of 3.5 tonnes at 48 km/h. The final choice of barrier type will be at the discretion of the event organiser, in consultation with Council, and must be operated in accordance with the supplier's specifications and manufacturer guidelines.

One traffic controller will be required at each end of Brown Street to operate the re-deployable barriers.

Vehicle speeds around the closure will be reduced to 40km/h.

Road closure signs will be placed at both ends of Hercules Street, and detour signs to guide vehicles that intend to use Hercules Street.

3.5 Emergency Vehicles

Emergency vehicle access will be primarily available from the southern end of Hercules Street, with no through access to or from Brown Street.

A traffic controller will be stationed at the southern end, at the location of the retractable bollards. Upon the arrival or departure of an emergency vehicle, the traffic controller will relocate the barriers and place them back to the original location once the vehicle has moved past them.

Typically to facilitate emergency vehicle access, a minimum 4m road width must be maintained, however, parts of Hercules Street are already narrower than this. Furthermore, event infrastructure such as stages, food trucks, or other attractions would obstruct such traffic. The 4m width is to be maintained as far as possible along the laneway, at least between Liverpool Road and Drakes Lane.

3.6 Variable Messaging Signs

No variable messaging signs (VMS) are proposed for this event as the impacts are localised and minimally impact the wider road network.

3.7 Communication

Residents and businesses affected by the event are to be notified a minimum of 14 days prior to the commencement of the event.

3.8 Monitoring

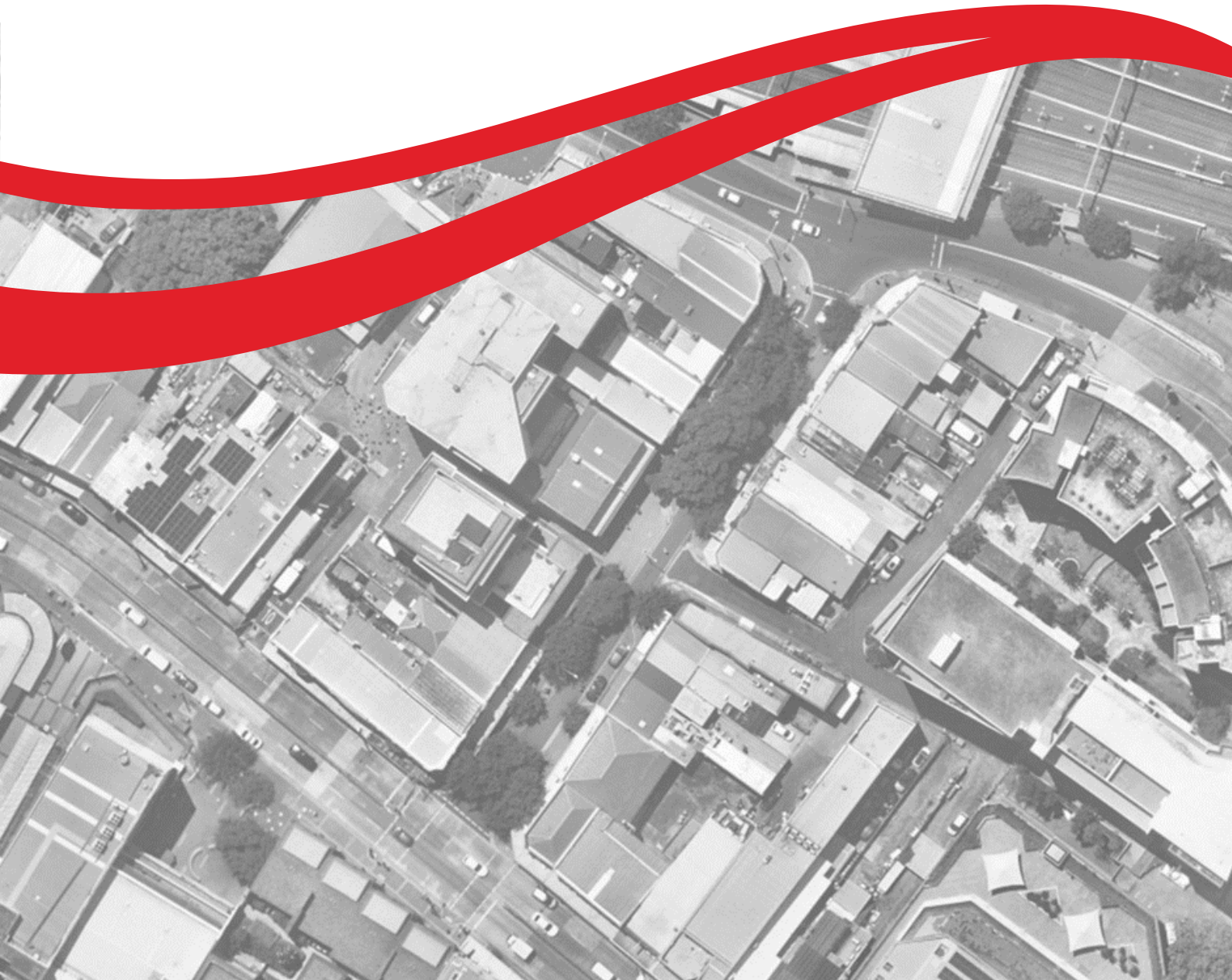
Ongoing monitoring of the TMP during events, and review between events will be critical to maintain a safe environment for attendees, staff, and anyone in or near the event area. Monitoring is to be undertaken in accordance with Section 8 of the Traffic Control at Works Sites Manual, in addition to any relevant legislative requirements and/or guidelines.

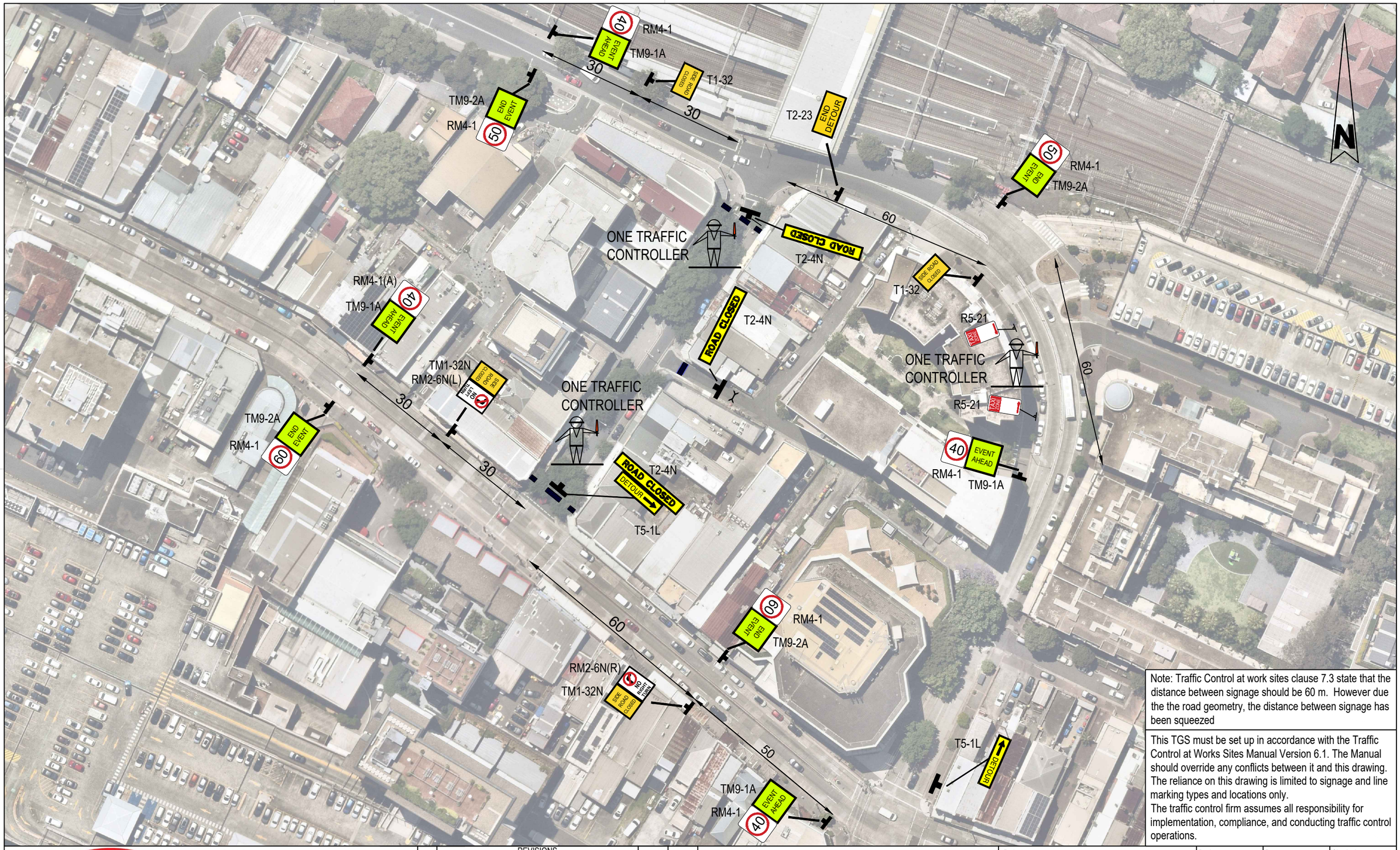
After the first event is held, a full review of the TMP will be undertaken to identify aspects that could be improved upon for subsequent uses.

Temporary traffic management monitoring is to be undertaken at the following stages at a minimum:

- Planning
- During TTM
- Post Completion.

Appendix A: Traffic Guidance Scheme





Note: Traffic Control at work sites clause 7.3 state that the distance between signage should be 60 m. However due the the road geometry, the distance between signage has been squeezed

This TGS must be set up in accordance with the Traffic Control at Works Sites Manual Version 6.1. The Manual should override any conflicts between it and this drawing. The reliance on this drawing is limited to signage and line marking types and locations only.
The traffic control firm assumes all responsibility for implementation, compliance, and conducting traffic control operations.

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ISSUED 30/11/2018

Project: HERCULES STREET TRAFFIC MANAGEMENT PLAN

Title: TRAFFIC GUIDANCE SCHEME

Design	Drawn	Checked
J.W	J.W	A.G

NOT FOR CONSTRUCTION

Date: 06.06.2025

Project Number	Sheet Number	Issue
P6831	10	002

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