

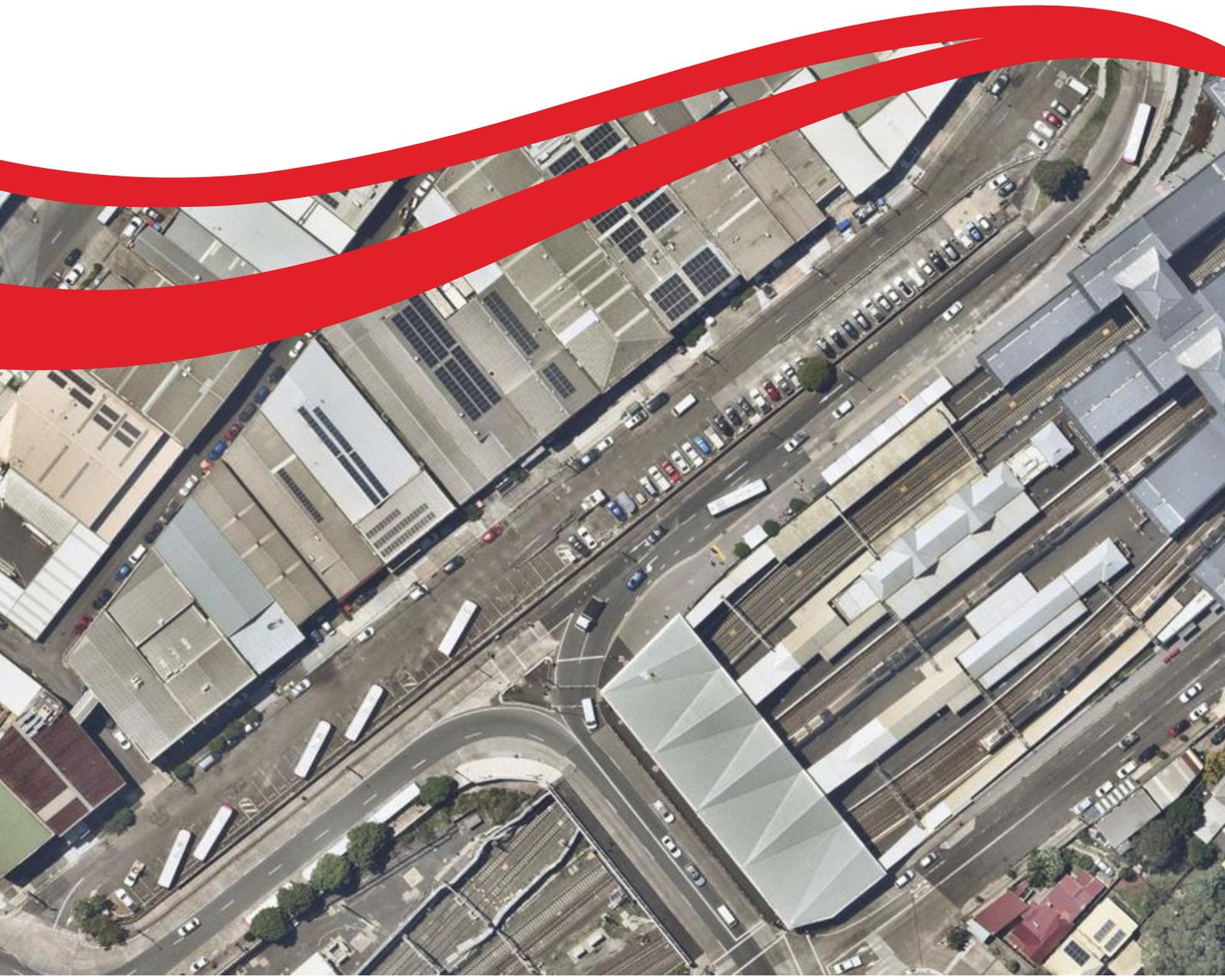
RAILWAY PARADE MARRICKVILLE



Traffic Management Plan

Inner West Council

24 September 2025



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CONTENTS

Page

1. INTRODUCTION	1
1.1 Project Overview	1
1.2 Purpose of TMP	1
2. EXISTING CONDITIONS	2
2.1 Road Network	2
2.2 Public Transport	3
2.3 Metro Construction	4
2.4 Active Transport	5
2.5 Parking	7
3. TRAFFIC MANAGEMENT	9
3.1 Location of Works	9
3.2 Closure Impacts	10
3.2.1 Public Transport	10
3.2.2 Parking	10
3.2.3 Businesses	11
3.2.4 Pedestrians and Cyclists	12
3.2.5 Vehicle Routes	12
3.2.6 Traffic Control Signals	12
3.3 Dates Relevant to TMP Work	12
3.4 Traffic Control	12
3.5 Emergency Vehicles	13
3.6 Variable Messaging Signs	13
3.7 Communication	13
3.8 Monitoring	14

Tables

Table 2.1: Road Network Summary

Table 2.2: Public Transport Routes

Table 2.3: Sunday Parking Configuration – Railway Parade (lower)

Table 3.1: Parking loss

Figures

Figure 1.1: Site Location

Figure 2.1: Road Network

Figure 2.2: Public Transport Services

Figure 2.3: Sydney Metro Bus Layover Area

Figure 2.4: Active Transport

Figure 2.5: Narrow Footpath

Figure 2.6: Parking Configuration

Figure 2.7: Private Parking Between the Footpath and the Building

Figure 3.1: Site Location

Figure 3.2: Parking Loss

Figure 3.3: Business Impacts

Figure 3.4: Re-deployable Barrier Locations

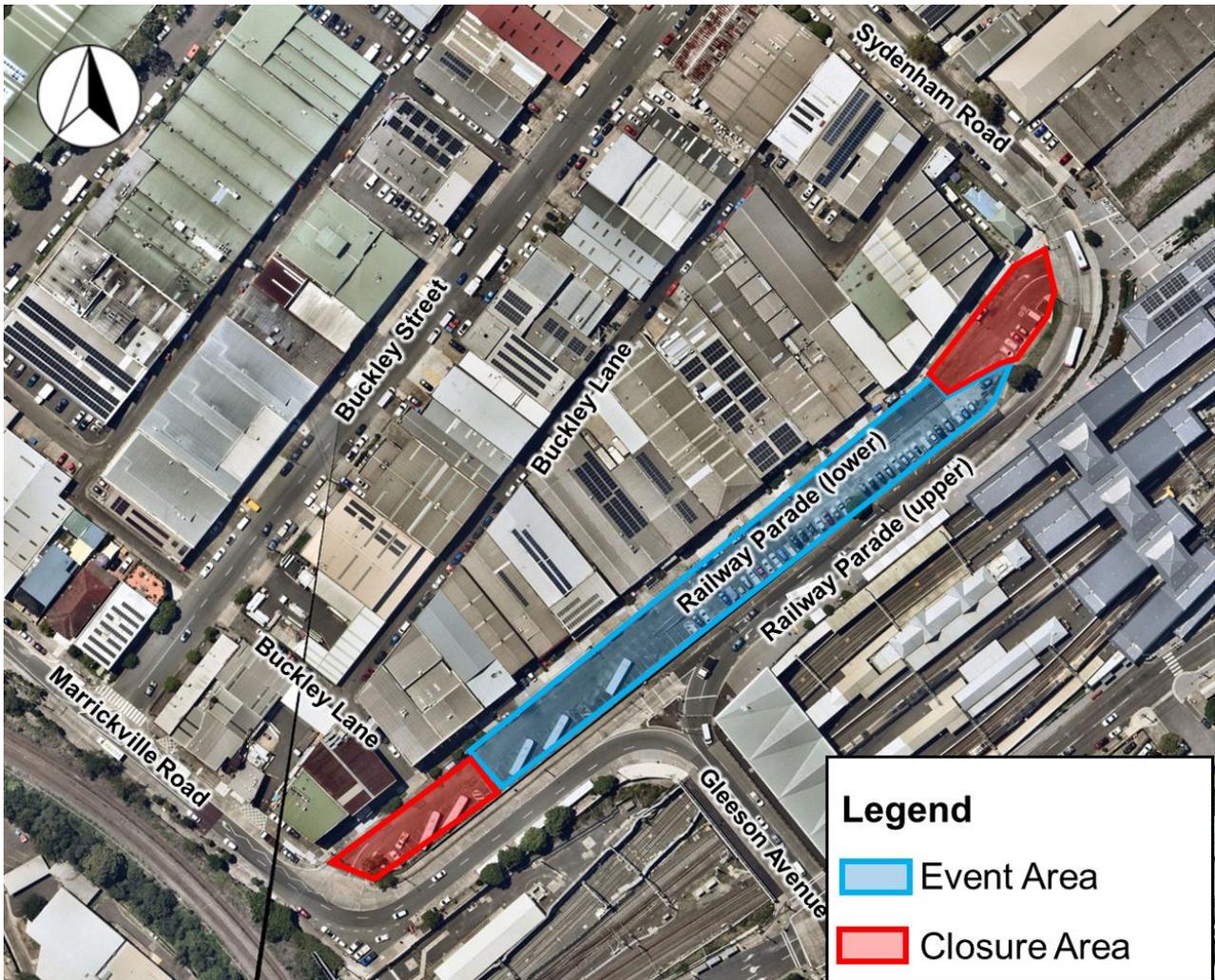
Appendices

Appendix A: Traffic Guidance Scheme

1. INTRODUCTION

1.1 Project Overview

Inner West Council engaged Bitzios Consulting to prepare a traffic management plan to support events held on Railway Parade in Marrickville. The event area comprises the lower section of Railway Parade, 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 Railway Parade up to six times a year and is expected to be in effect for up to five (5) years. The TMP aims to lower the cost of event preparation and operation, allowing event organisers to reuse it or, at the very least, use it as a base without creating an entirely new one.

The scope of this TMP includes:

- Identifying the impacts on road traffic, public transport, pedestrians, cyclists, public parking, and businesses, 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

The 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
Railway Parade (lower)	Local Road	50km/h	<ul style="list-style-type: none"> One travel lane in each direction Parallel parking lane on the northern side 90-degree angled parking on the southern side
Railway Parade (upper)	State Road	50km/h	<ul style="list-style-type: none"> Two travel lanes One-way
Marrickville Road	State Road	50km/h	<ul style="list-style-type: none"> Two travel lanes One parking lane on the northern side Two-way north of Buckley Street.
Sydenham Road	State Road	50km/h	<ul style="list-style-type: none"> Two travel lanes Parking lanes on both sides One-way south of Buckley Street.



Source: Nearmap

Figure 2.1: Road Network

2.2 Public Transport

The subject site is served by 2 train lines, one metro line, and 6 bus routes. The routes and services are summarised in Table 2.2. A map of public transport is shown in Figure 2.2.

Table 2.2: Public Transport Routes

Line/Route	Line/Route Description	Service Frequency
Train		
T4	Eastern Suburbs & Illawarra Line	10 mins
T8	Airport & South Line	15 mins
Metro		
M1	Metro City and Southwest	4 minutes (peak) 10 minutes (off-peak)
Bus		
358	Sydenham to Randwick (Loop Service)	10 - 20 mins (weekdays) 20 mins (weekends)
418	Tempe to Burwood	10 - 20 mins (weekdays) 20 mins (weekends)
430	Sydenham to Central Railway Square (Loop Service)	20 mins
SW1	Bankstown to Sydenham	5 - 10 mins
SW2	Bankstown to Sydenham (Limited stops)	5 - 10 mins
SW3	Campsie to Sydenham via Canterbury (Limited stops)	5 - 10 mins (weekdays) 10 mins (weekends)



Source: Nearmap

Figure 2.2: Public Transport Services

2.3 Metro Construction

As of February 2025, the Sydney Metro City and Southwest is still under construction, and this service currently operates between Sydenham and Tallawong. Bus replacement services are in operation to accommodate the closure of the rail line, connecting patrons to other stations along the rail network. These services use part of the lower section of Railway Parade as a layover area. This is expected to remain in place until the Metro construction is completed and the line is opened.

The delivery of enabling infrastructure and events will be on hold until the metro line is opened and the layover area is no longer needed.

The layover area is shown in Figure 2.3.

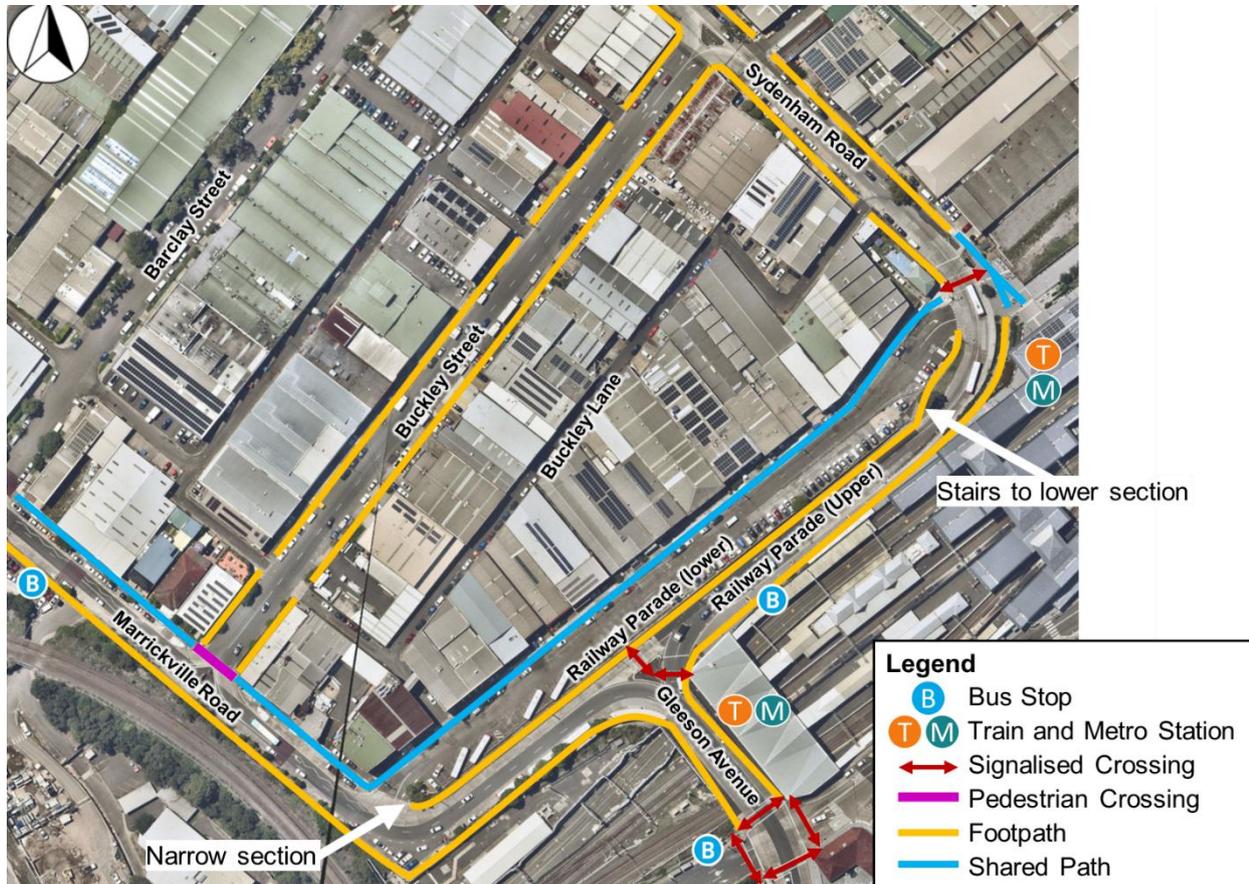


Source: Nearmap

Figure 2.3: Sydney Metro Bus Layover Area

2.4 Active Transport

Footpaths surround the site and provide links in all directions. A shared path connects the site to Sydenham Station and towards Marrickville. Crossing options are generally good; however, pedestrians must cross a long distance at either end of the lower section of Railway Parade. The active transport links are shown in Figure 2.4.



Source: Nearmap

Figure 2.4: Active Transport

A footpath on the south-western side of Railway Parade terminates at a narrow section. Some event patrons will likely use this route to get to the event, and it may become a pinch point. This is shown in Figure 2.5.



Figure 2.5: Narrow Footpath

2.5 Parking

The current parking supply and restrictions are summarised in Figure 2.2. Parking in the street surrounding the event area is unrestricted on Sundays. Table 2.3 summarises the parking quantity and configuration within the closure area.

Table 2.3: Sunday Parking Configuration – Railway Parade (lower)

Parking restriction	Quantity
Unrestricted	97
Accessible	1
GoGet	1



Figure 2.6: Parking Configuration

Along Railway Parade, some property boundaries extend past the façade of the buildings, and privately owned parking spaces have been linemarked. There is a total of around 24 of these spaces. An example is shown in Figure 2.7.

Property owners need to be informed two weeks before each event. These letters will update them on the event details and any traffic restrictions that could impact residents and business owners during the event.



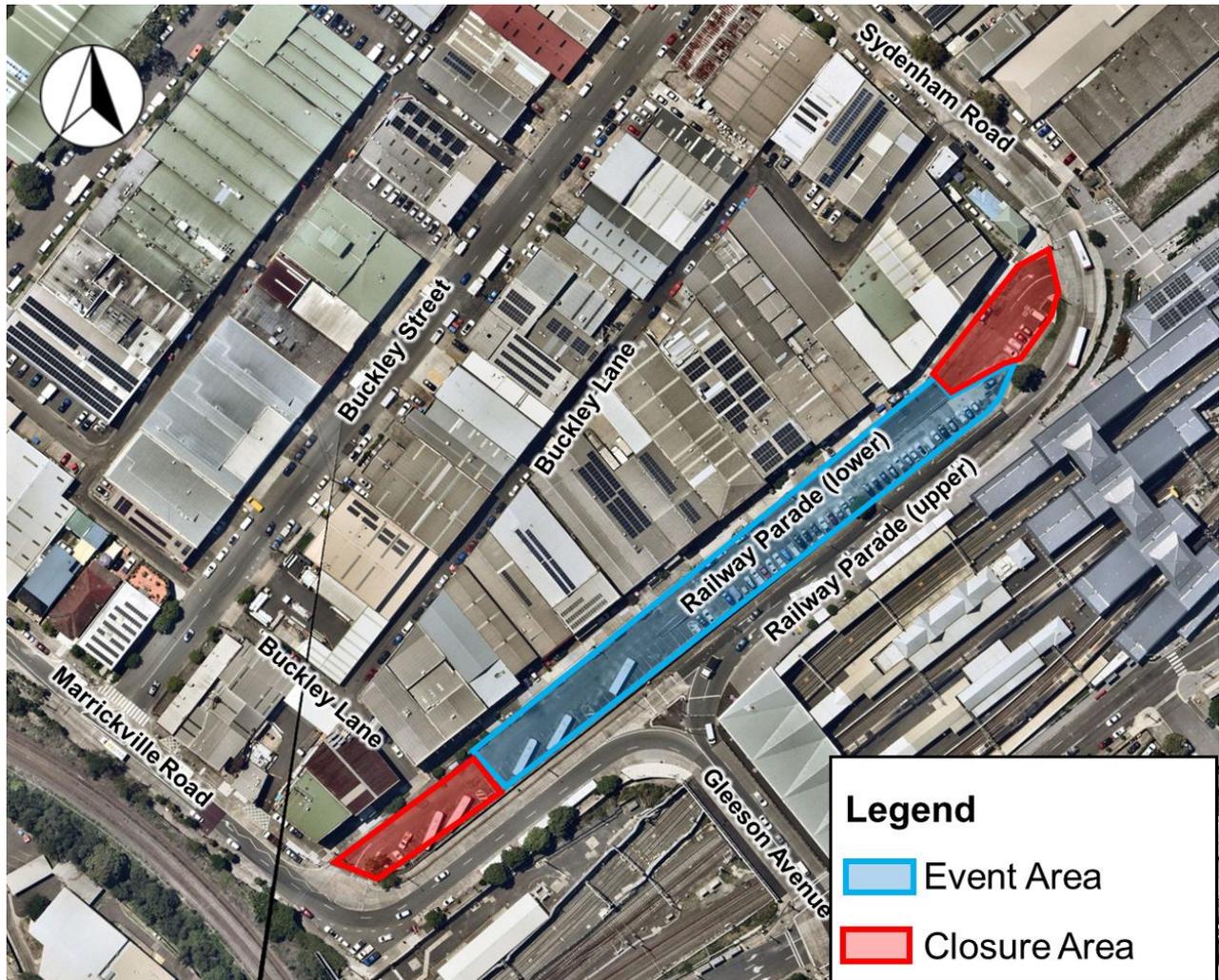
Figure 2.7: Private Parking Between the Footpath and the Building

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 by use of safety barriers.

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 along Railway Parade and it is not a part of a bus route.

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

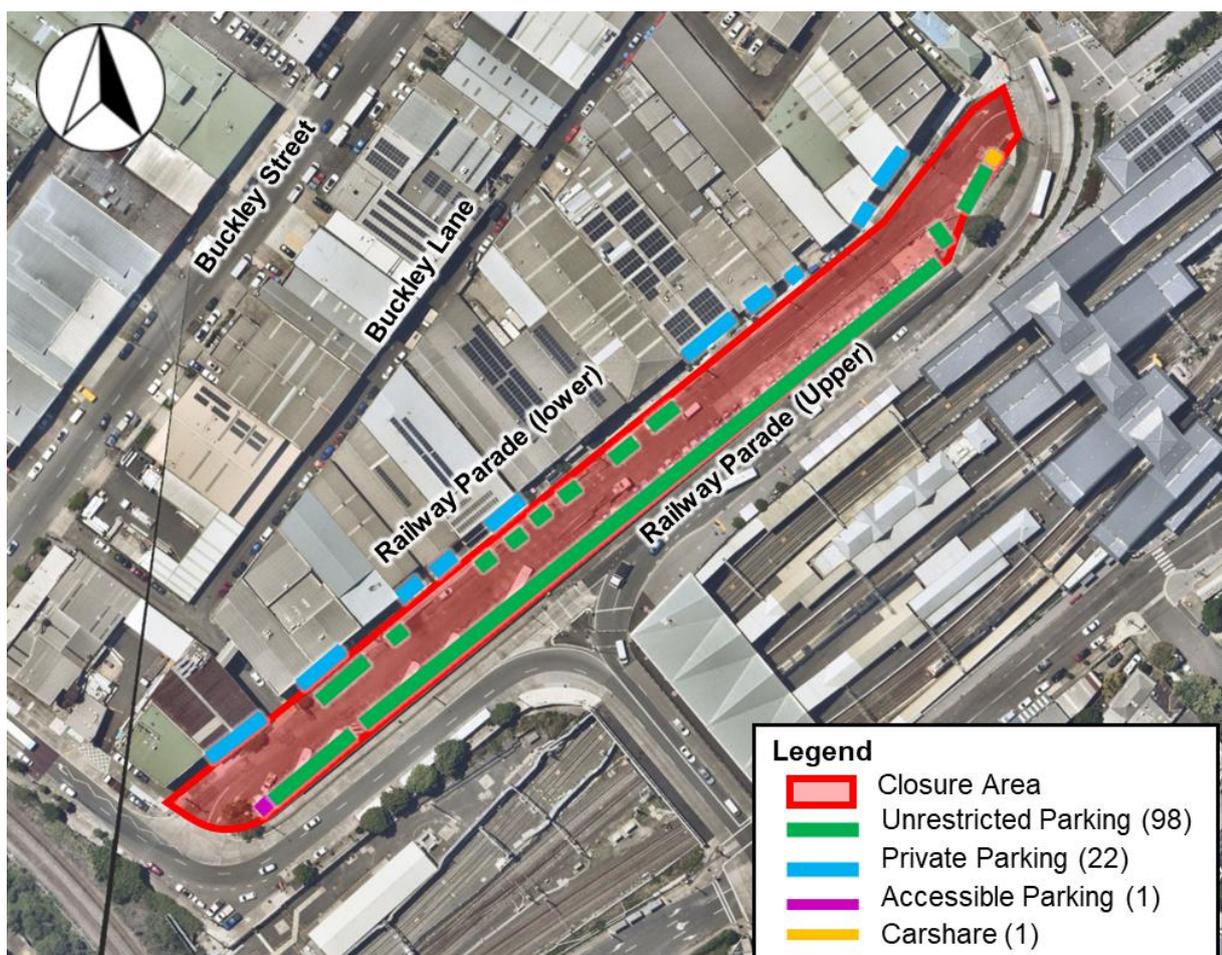
The current Sydney Metro construction is operating rail replacement buses, which use part of the southwestern section of Railway Parade for layover operations. No events will be held until Sydney Metro construction is complete and the site is no longer needed as a layover area. It is noted that the site may be required again for layover purposes due to Metro maintenance or breakdowns. In such circumstances, event organisers and Council shall coordinate accordingly during the application process.

3.2.2 Parking

Parking loss due to road closure is summarised in Table 3.1 and shown in Figure 3.2.

Table 3.1: Parking loss

Type	Number of Parking loss
Unrestricted	98
Private Parking	22
Accessible	1
Carshare	1



Source: Nearmap

Figure 3.2: Parking Loss

3.2.3 Businesses

Businesses on Railway Parade may be impacted by the loss of surrounding parking and vehicle access to their frontage. However, since many businesses will be closed on Sundays, the impacts are expected to be relatively low.

A number of businesses have private parking spaces linemarked within their property boundary between the building and the footpath. These will not be available for use during the closure.

No loading zones will be affected by the works.

Rear access to these properties via Buckley Lane and pedestrian access to the Railway Parade frontage will be retained.

This is shown in Figure 3.3.



Source: Sixmaps

Figure 3.3: Business Impacts

3.2.4 Pedestrians and Cyclists

No footpaths will be closed for the duration of the event.

The shared path along Railway Parade will be retained during the event.

Due to the event, footpaths may experience increased activity. Pedestrians should be guided to wider routes with more capacity than narrower paths.

No cycle routes will be affected by the works.

3.2.5 Vehicle Routes

Vehicles will not be able to use Railway Parade during the closure. A detour will be in place via Buckley Street and Railway Parade (upper). This is expected to have a negligible impact on the surrounding road network.

3.2.6 Traffic Control Signals

The signalised mid-block crossing on Sydenham Road, located between Railway Parade and Buckley Lane, may experience increased demand for pedestrian crossing movements during the closure period. As there is no detector on Railway Parade, minimal impacts on the operation of the signals would be expected. SCATS is expected to be able to manage the change in demand.

3.3 Dates Relevant to TMP Work

The TMP will be in operation for a single Sunday.

The date of each event is on a case-by-case basis.

The TMP is not to be used for weekday or Saturday events.

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 the event area on Railway Parade (lower). The locations of the re-deployable barrier are shown in Figure 3.4.

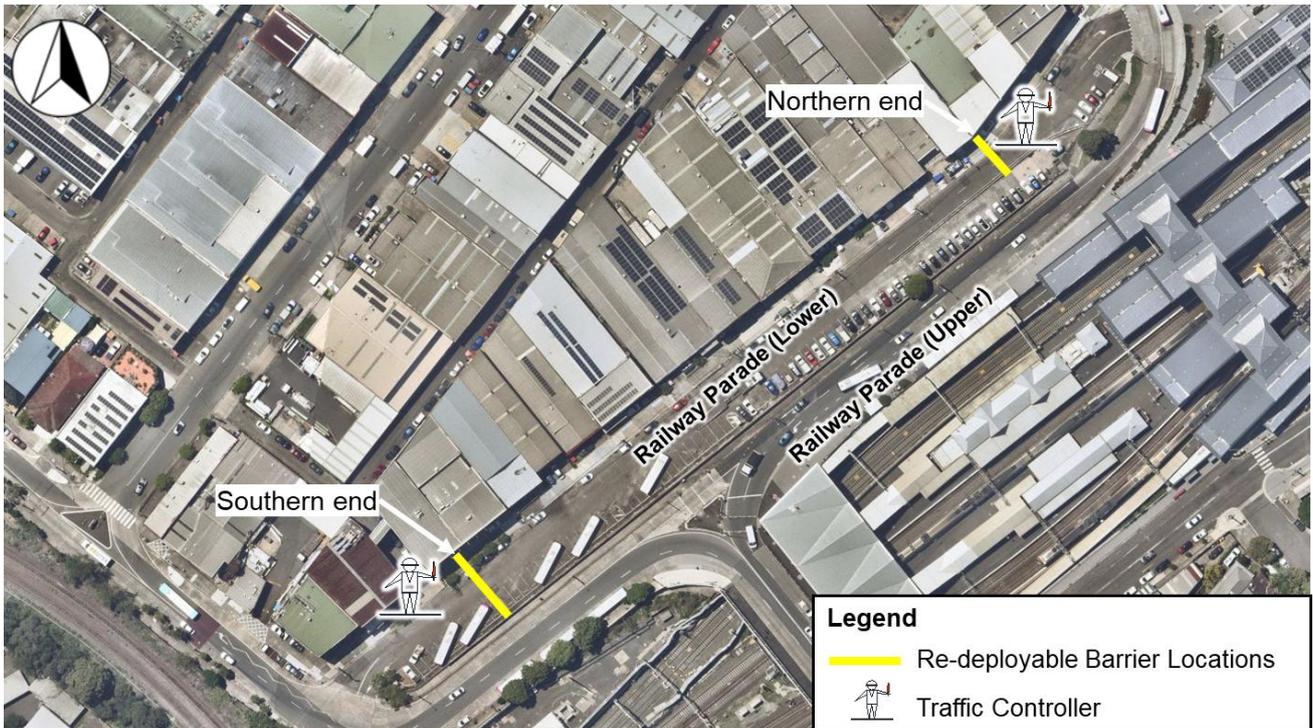


Figure 3.4: Re-deployable Barrier Locations

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 to operate the re-deployable barriers.

Road closure signs will be placed at both ends of Illawarra Lane.

3.5 Emergency Vehicles

Emergency vehicle access will be primarily available from both ends of Railway Parade.

A traffic controller is to be stationed at both ends, at the location of the retractable bollards. Upon an emergency vehicle arriving or departing the event, they are to relocate the barriers and place them back to the original location once the vehicle has moved past them.

A minimum 4.0m clear road distance is to be maintained for the entire length of Railway Parade.

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

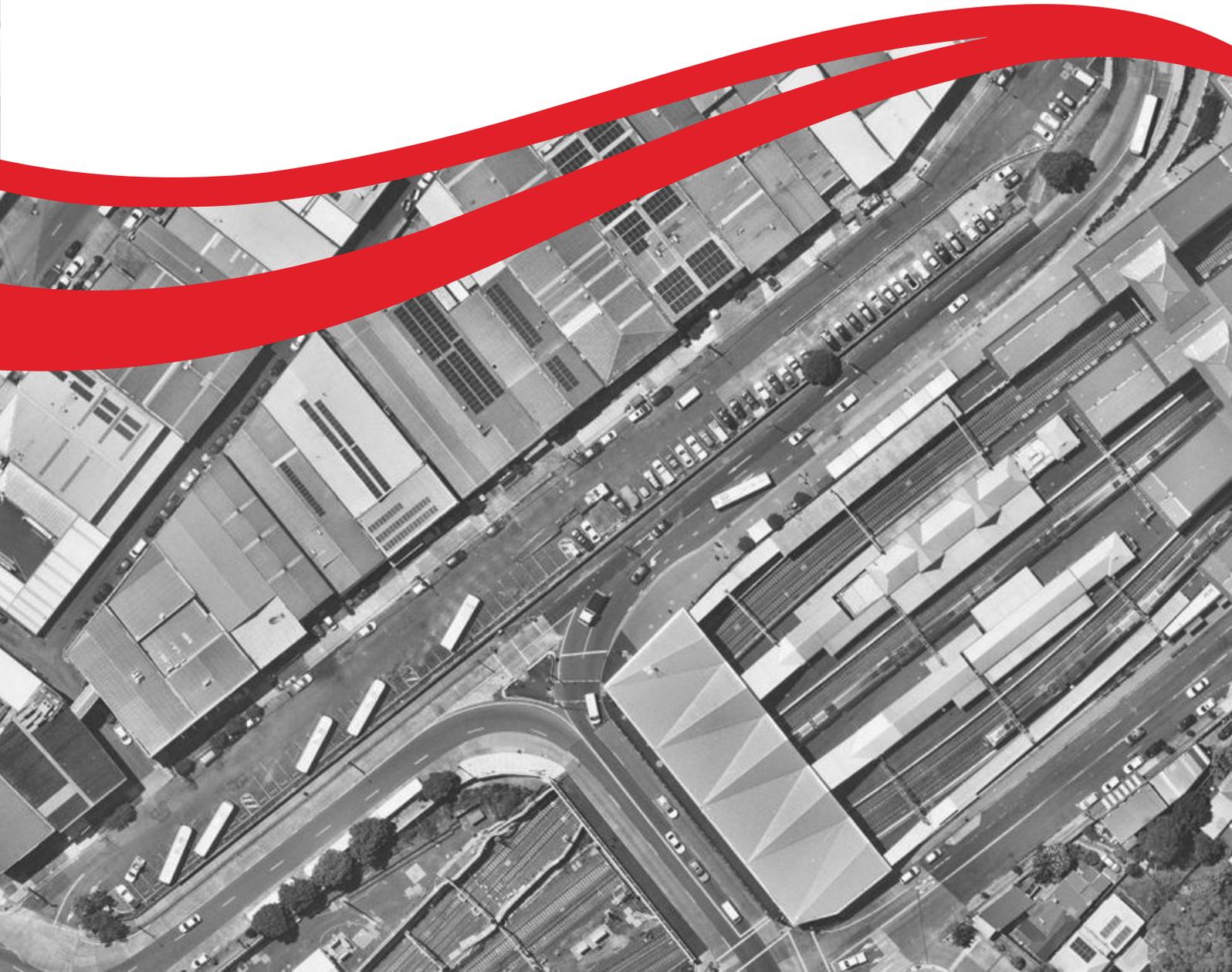
Ongoing monitoring of the TMP during events, and review between events will be critical to maintain a safe environment for attendees, staff, and anyone in or near the event area. Monitoring is to be undertaken in accordance with Section 8 of the Traffic Control at Works Sites Manual, in addition to any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

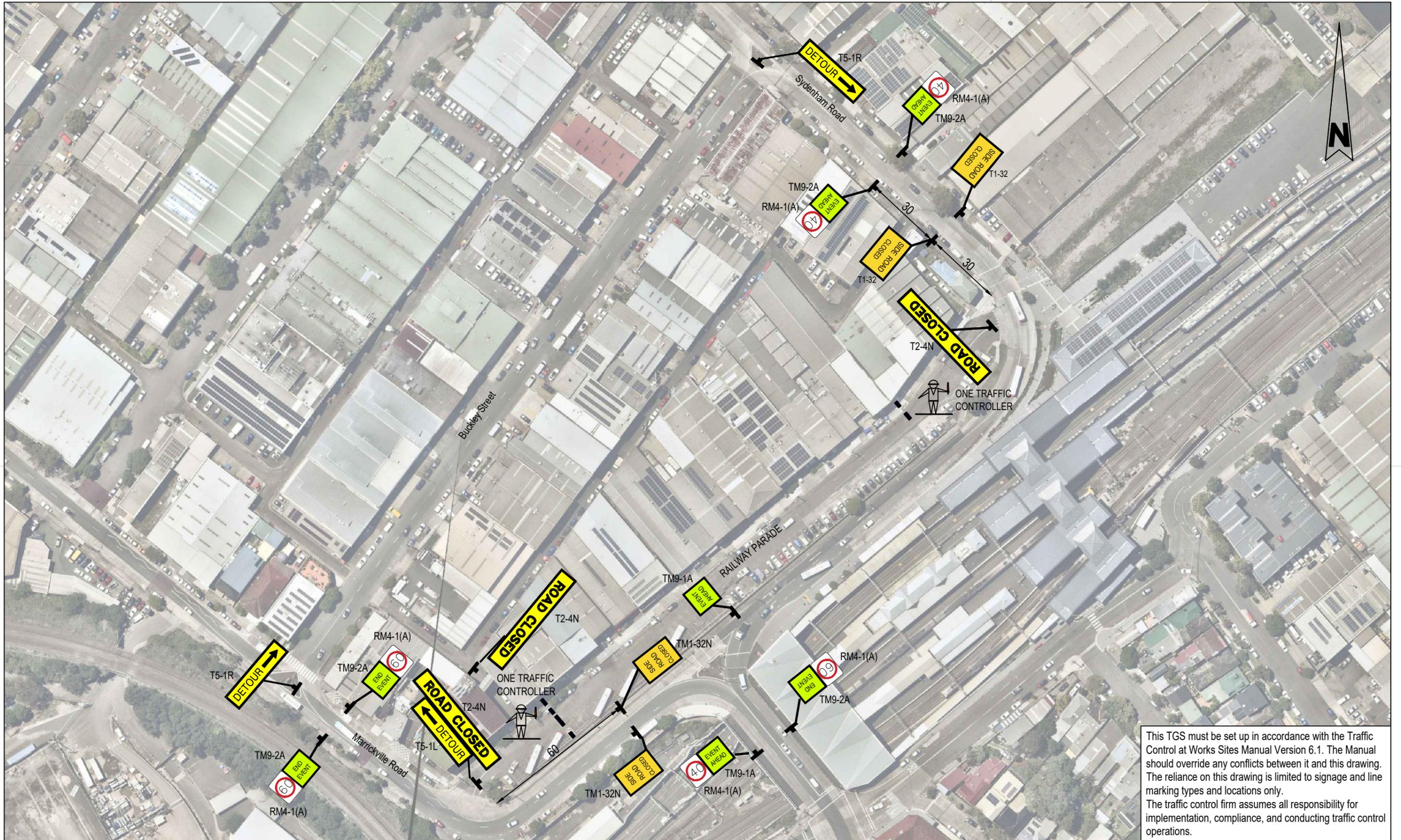
After the first event is held, a full review of the TMP will be undertaken to identify aspects that could be improved upon for subsequent uses.

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





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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Project
RAILWAY PARADE TRAFFIC MANAGEMENT PLAN

Title
TRAFFIC GUIDANCE SCHEME

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