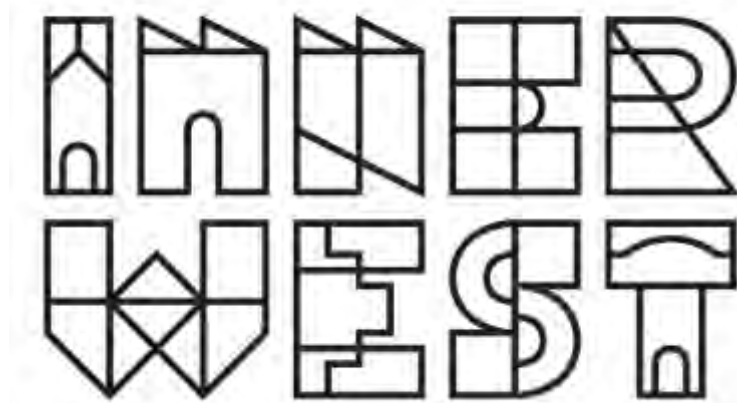


AGENDA



LOCAL TRANSPORT FORUM
MONDAY, 17 NOVEMBER 2025
11:00 AM

Function of the Local Transport Forum

Background

Transport for NSW (Transport) is legislated as the Authority responsible for the control of traffic on all NSW Roads. Transport has delegated certain aspects of the control of traffic on local roads to councils.

Transport's (2025) *Authorisation and Delegation Instrument* authorises councils to use prescribed traffic control devices under [s122](#) of the *Road Transport Act 2013* and delegates Transport's power under [s115](#) of the *Roads Act 1993* to regulate traffic for any purpose.

The (2025) *Authorisation and Delegation Instrument* revokes and replaces both the (2011) *Delegation to Councils* and the (2023) *Temporary Delegation to Councils No.2*.

One of the conditions of the Instrument is that councils establish a Local Transport Forum (LTF - formerly known as Local Traffic Committee). The LTF provides advice, technical review, and coordination of works and events. It does not vote, issue approvals, or make decisions.

Role of the Local Transport Forum

The LTF is primarily a technical review and advisory forum which considers the technical merits of proposals and ensures that current technical guidelines are considered. It provides advice to Council on traffic and parking control matters and on the provision of traffic control facilities and prescribed traffic control devices for which Council has delegated authority. These matters are dealt with under **Part A** of the agenda.

In addition to its formal role as the LTF, Forum members may also be requested to provide informal traffic engineering advice on traffic matters not requiring Council to exercise its delegated function at that point in time, for example, advice to Council's Development Assessment Section on traffic generating developments. These matters are dealt with under **Part C** of the agenda and are for information or advice only and do not require Council to exercise its delegation.

LTF Delegations

The LTF has no decision-making powers. Council must refer all relevant traffic related matters to the LTF prior to exercising its delegated functions. Matters related to State Roads or functions that have not been delegated to Council must be referred directly to the Transport or relevant organisation.

The LTF provides advice to Council. Where Transport has concerns about a proposal and the concerns are not resolved in discussion, Transport may inform the LTF that it intends to issue a Statement of Concern (SoC) within seven days.

Forum Membership

The LTF comprises the following Members:

- one representative of Council as nominated by Council;
- one representative of the NSW Police from each Local Area Command (LAC) within the LGA, being Newtown, Marrickville, Leichhardt and Ashfield LAC's.
- one representative from Transport for NSW ; and
- State Members of Parliament (MP) for the electorates of Summer Hill, Newtown, Heffron, Canterbury, Strathfield and Balmain or their nominees.
- Operator of any public passenger service likely to be affected by the proposal.

Informal advisors from within Council or external authorities may also attend the LTF to provide expert advice.

LTF Chair

Council's representative will chair the meetings.

Public Participation

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

AGENDA

Acknowledgement of Country

Apologies

Disclosures of Interest (Part 4 (Pecuniary Interests) and Part 5 (non-pecuniary conflicts of interest) of Council's Code of Conduct)

Confirmation of Minutes

Minutes of 20 October 2025 Local Transport Forum

Staff Reports

- Item 1 InnerWest@40 - Area 5 Stanmore and Petersham; Area 8 Dulwich Hill south and Marrickville west- Proposed speed limit reduction from 50 km/h to 40km/h (Midjuburi - Marrickville, Danum - Stanmore and Djarrawunang - Ashfield Wards / Summer Hill & Newtown Electorates / Inner West PAC)
- Item 2 Darling Street Between Mort Street and Booth Street, Balmain - Road Occupancy - Anzac Day Dawn Service (Baludarri - Balmain Ward/ Balmain Electorate/ Leichhardt PAC)
- Item 3 St Peters Triangle - Proposed reversal of traffic flows at Applebee Street and Lackey Street, St Peters (Marrickville - Midjuburi Ward/ Heffron Electorate/ Inner West PAC)
- Item 4 Schwebel Street, Marrickville - Proposed Partial one-way eastbound treatment at Schwebel Street between Station Street / Leofrene Avenue and Junction Road (Midjuburi - Marrickville Ward / Summer Hill Electorate / Inner West PAC)
- Item 5 Illawarra Road, Marrickville - Proposed Raised Pedestrian Crossing (Midjuburi-Marrickville Ward / Summer Hill Electorate / Inner West PAC)
- Item 6 Eliza Street, Newtown – Temporary full road closure for a community event on Sunday 25 January 2026 – Summer Crawl Street Stage Festival 2026 (Damun-Stanmore Ward / Newtown Electorate / Inner West Pac)
- Item 7 Audley Street, Audley Lane, Sadlier Crescent, Fisher Street and eastbound parking lanes on New Canterbury Road Petersham – Temporary Full Road Closures For Special Event On Saturday 21 March 2026 – Petersham Festival Bairro Portuguese (Damun - Stanmore Ward / Newtown Electorate / Inner West PAC)
- Item 8 Fowler Lane, Camperdown - Proposed installation of 'No Parking' restrictions (Damun-Stanmore Ward / Newtown Electorate / Inner West PAC)
- Item 9 Bignell Lane, Annandale - Permanent Road Closure Proposal (Gulgadya - Leichhardt Ward/Balmain Electorate/Leichhardt PAC)
- Item 10 Local Transport Forum Schedule 2026

General Business

Close of Meeting

Minutes of Meeting held on 20 October 2025

Meeting commenced at 11:02 AM

ACKNOWLEDGEMENT OF COUNTRY BY CHAIRPERSON

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

FORUM REPRESENTATIVES PRESENT

Victor Macri	Councillor –Midjuburi - Marrickville Ward (Chair)
Vinoth Srinivasan	Transport for NSW (TfNSW)
Bill Holliday	Representative for Kobi Shetty MP, Member for Balmain
Graeme McKay	Representative for Jo Haylen MP, Member for Summer Hill
Colin Jones	Representative for Inner West Bicycle Coalition (IWBC)
Manod Wickramasinghe	IWC's Traffic and Transport Planning Manager
Sunny Jo	IWC's Coordinator Traffic Engineering Services (North)
George Tsaprounis	IWC's Coordinator Traffic Engineering Services (South)
Christy Li	IWC's Business Administration Officer

VISITORS

Nil. Nil.

APOLOGIES:

Liz Atkins Councillor – Damun - Stanmore Ward

DISCLOSURES OF INTERESTS:

Nil.

CONFIRMATION OF MINUTES

That the Minutes of the Local Transport Forum held on Monday, 15 September 2025 be confirmed.

MATTERS ARISING FROM COUNCIL'S RESOLUTION OF MINUTES

1. The Minutes of the Local Transport Forum meetings held on 16 June 2025, and 21 July 2025 were adopted at Council's meeting held on 23 September 2025 subject to the following amendments to Item 12 of the minutes of 21 July 2025:
 1. That Council note the approval of the Traffic Management Plan by Transport for NSW.

2. That Council approve the implementation of the proposed temporary road closure at London Street and the temporary part road closure at Simmons Street for a trial period of 6 months.
 3. That the amended signs and linemarking plan for London Street (Parking changes plan) be approved.
 4. That the amended signs and linemarking plan for Simmons Street (Parking changes plan) be approved.
 5. That Council notes the concerns of residents and investigates potential traffic calming treatments in the surrounding streets of London and Simmons Streets, including but not limited to temporary traffic calming devices, additional line marking, additional Variable Message Signs, and selected treatments implemented in conjunction with the temporary road closures following a period of community engagement.
 6. That additional advisory signs be placed on Liberty Street advising that London Street is closed and to use Stanmore Road to Access Enmore Road and that Council install or renew line markings and signage related to keep clear and no parking zones.
 7. That Council request that TfNSW expedite approval for the implementation of InnerWest@40 in the local streets bounded by Liberty Street, Stanmore Road, Enmore Road and the rail line by commencement of the trial period.
 8. That the ongoing Local Area Traffic Management (LATM) study for Petersham-Enmore-Camperdown-Stanmore precinct consider the impact of the London Street Road closure.
 9. That Council write to all impacted households within 400m of the trial closure locations to advise them of the trial, any temporary traffic calming treatments and linemarkings to be installed and provide a direct point of contact at Council for residents to report any traffic safety concerns.
 10. That Council provide extra rubbish bins near the corners of Enmore Road and London and Simmons Streets
2. The Minutes of the Local Transport Forum meeting held on 18 August 2025, and the Extraordinary Local Transport Forum meeting held on 1 September 2025 were adopted at Council's meeting held on 23 September 2025

LTF1025(1) Item 1 Hurlstone Avenue, Summer Hill - Implementation of 'No Left Turn 7.30 - 9.30am, 3.00 - 5.00pm, Mon - Fri, Bicycles Excepted' from Prospect Road into Hurlstone Avenue (Djarrawunang-Ashfield Ward / Summer Hill Electorate / Burwood PAC)

SUMMARY

Council has now proceeded to construct the kerb (island) extension/road narrowing of Hurlstone Avenue at the intersection of Prospect Road, Summer Hill, as approved by Council at its meeting on the 17 March 2025.

The above intersection treatment is to resolve and address Inner West Council's Pedestrian Access Mobility Plan (PAMP) 2020 to facilitate and improve pedestrian safety and contribute to traffic calming at the intersection.

It has similarly introduced 'No Left Turn 7.30am-9.30am.,3-5pm Mon-Fri, Bicycles Excepted' ban restrictions from Prospect Road into Hurlstone Avenue. The restriction aims to relieve traffic volume pressure along Hurlstone Avenue, given that the street caters for by-passing traffic during AM and PM peak periods.

The ban restrictions will be implemented on a trial basis, to be reviewed in 12 months from the time the restrictions are implemented.

The Traffic Management Plan (TMP) as shown in Attachment 2 addresses the impact on traffic diversion upon the area and the SIDRA level of (operating) performance modelling on the surrounding intersections with the proposed installation of the ban. The TMP has been attached to this report together with other relevant information for the members of the forum to note.

Officers Recommendation:

1. That the Traffic Management Plan (TMP) as shown in *Attachment 2* for the introduction of 'No Left turn 7.30-9.30am., 3-5pm Mon-Fri., Bicycles Excepted' from Prospect Road into Hurlstone Avenue, Summer Hill, be noted.
2. The ban restrictions be reviewed 12 months after implementation, and a future report be made to the Local Transport Forum (LTF) on the outcome of the effectiveness and impacts of the ban restrictions.

LTF Advice:

Council Officers noted there was an error in the report advising that the correct wording should be 'The Representative for Transport for NSW (TfNSW) noted that Council had sent through the Transport Management Plan (TMP) and has received approval in principle for the TMP from TfNSW and requested that Council advise of the timeframe for the proposed review period so that TfNSW can update the TMP to reflect the agreed timeframe in their systems'

No further advice provided by LTF members

RECOMMENDATION:

1. That the Traffic Management Plan (TMP) as shown in *Attachment 2* for the introduction of 'No Left turn 7.30-9.30am., 3-5pm Mon-Fri., Bicycles Excepted' from Prospect Road into Hurlstone Avenue, Summer Hill, be noted.
2. The ban restrictions be reviewed 12 months after implementation, and a future report be made to the Local Transport Forum (LTF) on the outcome of the effectiveness and impacts of the ban restrictions.

LTF1025(1) Item 2 Lackey Street & Smith Street (between Moonbie Street and Nowrairie Street), Summer Hill- ENRC/2025/0067 Temporary Full Road Closure- 'Summer Hill Social' Event on Sunday 8 March 2026 (Djarrawunang- Ashfield Ward/Summer Hill Electorate/Burwood PAC)

SUMMARY

Inner West Council is presenting a 'Summer Hill Social' on Sunday 8 March 2026 from 11am until 5pm on Lackey and Smith Street, Summer Hill.

The bump-in (setting up) of the event will start from 4am and bump-out (removal) of the event by 11pm.

To facilitate the event, areas of Summer Hill, i.e. Lackey Street and Smith Street (between Moonbie Street and Nowrairie Street) will be closed between 4am and 11pm Sunday 8

March 2026. Hardie Avenue will only be open for car park access off Smith Street.

Officers Recommendation:

That the proposed temporary full road closure of Lackey Street & Smith Street (between Moonbie Street and Nowranie Street) Summer Hill, be approved for the purpose of holding a 'Summer Hill Social' event on Sunday 8 March 2026 between 4.00am to 11.00 pm as per the submitted TMP and TGS, and subject to the following conditions and all standard Council conditions for a temporary full road closure:

- a) That a Road Occupancy License application be obtained from the Transport Management Centre.
- b) That notice of the proposed event be forwarded to the NSW Police Local Area Commander, Transit Systems, the NSW Fire Brigade and the NSW Ambulance Services.
- c) That all residents and businesses in and around the affected area are to be notified of the temporary road closure in writing by the applicant in advance (at least 7 days prior to the event) with the applicant making reasonable provision for stakeholders.
- d) That a minimum four (4) metre unencumbered passage be available for emergency vehicles through the closed sections.
- e) That the occupation of the road carriageway must not occur until the road has been physically closed.

LTF Advice:

No advice provided by LTF members.

RECOMMENDATION:

That the proposed temporary full road closure of Lackey Street & Smith Street (between Moonbie Street and Nowranie Street) Summer Hill, be approved for the purpose of holding a 'Summer Hill Social' event on Sunday 8 March 2026 between 4.00am to 11.00 pm as per the submitted TMP and TGS, and subject to the following conditions and all standard Council conditions for a temporary full road closure:

- a) **That a Road Occupancy License application be obtained from the Transport Management Centre.**
- b) **That notice of the proposed event be forwarded to the NSW Police Local Area Commander, Transit Systems, the NSW Fire Brigade and the NSW Ambulance Services.**
- c) **That all residents and businesses in and around the affected area are to be notified of the temporary road closure in writing by the applicant in advance (at least 7 days prior to the event) with the applicant making reasonable provision for stakeholders.**
- d) **That a minimum four (4) metre unencumbered passage be available for emergency vehicles through the closed sections.**
- e) **That the occupation of the road carriageway must not occur until the road has been physically closed.**

LTF1025(1) Item 3 Elizabeth Street (at Edwin Street North), Croydon- Proposed upgrade to a new raised pedestrian crossing (Djarrawunang-Ashfield Ward/Summer Hill Electorate/Burwood PAC)

SUMMARY

Council is planning to improve safety for pedestrians in Elizabeth Street at Edwin Street

North, Croydon by converting the existing “at-grade” pedestrian crossing to a raised pedestrian crossing approximately 5.5m away from the intersection. The proposal aims to improve pedestrian and motorist safety by better defining safe pedestrian crossing points, improving sight distances, reducing traffic speeds and conflicts with traffic movements at this location.

Officers Recommendation:

That the detailed design plan (10353) to up-grade an existing road level crossing to a proposed new raised crossing, with associated signs and line marking in Elizabeth Street at Edwin Street (North), Croydon (as shown in *Attachment 1*) be approved.

LTF Advice:

No advice provided by LTF members.

RECOMMENDATION:

That the detailed design plan (10353) to up-grade an existing road level crossing to a proposed new raised crossing, with associated signs and line marking in Elizabeth Street at Edwin Street (North), Croydon (as shown in *Attachment 1*) be approved.

LTF1025(1) Item 4 Cecily Street, Lilyfield – Proposed ‘No Stopping’ and ‘No Parking’ zones (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC)

SUMMARY

Council has received concerns from residents regarding parking on Cecily Street, Lilyfield, between Sunnyside Avenue and Brockley Street. The width of Cecily Street within this section is insufficient to accommodate two-way traffic when vehicles are parked on both sides of the road. In addition, the bend along the section restricts visibility of approaching vehicles.

To address the above, it is proposed to install 10m ‘No Stopping’ zones on Cecily Street at the intersections within this section. Furthermore, it is proposed to install a ‘No Parking’ zone along the side boundary of No.1 Sunnyside Avenue and another ‘No Parking’ zone between the driveway of No.52 Cecily Street and the proposed ‘No Stopping’ at the intersection with Brockley Street.

The proposed recommendations will improve driver visibility of approaching vehicles on Cecily Street, facilitate two-way traffic flow, facilitate access for emergency service vehicles and waste collection vehicles and discourage parking close to intersections.

Officers Recommendation:

That proposed ‘No Stopping’ and ‘No Parking’ zones on Cecily Street between Sunnyside Avenue and Brockley Street, Lilyfield as shown in the attached plan be approved.

LTF Advice:

No advice provided by LTF members.

RECOMMENDATION:

That proposed 'No Stopping' and 'No Parking' zones on Cecily Street between Sunnyside Avenue and Brockley Street, Lilyfield as shown in the attached plan be approved.

LTF1025(1) Item 5 Sydney Street, Marrickville – Temporary full road closure for Summer Fair 2025 Event – Saturday 13 December 2025 (Midjumburi-Marrickville Ward / Summer Hill Electorate / Inner West PAC)

SUMMARY

Council has received an application (ENRC20250061) from Mothership Studios to use Sydney Street to hold a community event – The 'Sydney Street Summer Fair' on Saturday 13 December 2025 between the hours of 10am and 9pm. The assembly of stalls and associated works will include the temporary full-road closures of Sydney Street, Marrickville between Sydenham Road and Marrickville Road from 4.00am to mid-night.

It is recommended that Council endorse the temporary full road closure of Sydney Street, Marrickville between Sydenham Road and Marrickville Road from 4am to mid-night on Saturday 13 December 2025 subject to the applicant complying with the conditions within this report; applying to TfNSW to obtain a Road Occupancy License from the Transport Management Centre and advice of the proposed event being forwarded to the appropriate stakeholders and authorities including emergency services.

Officers Recommendation:

That the proposed temporary full road closure of Sydney Street between Sydenham Road and Marrickville Road, Marrickville from 4.00am to mid-night on Saturday 13 December 2025 be APPROVED in order to hold the Sydney Street Summer Fair Event, subject to the applicant complying with, but not limited to, the following conditions:

- a) A Road Occupancy License application be obtained by the applicant from the Transport Management Centre;
- b) All affected residents and businesses, including NSW Police Local Area Commander, Transit Systems, Fire and Rescue NSW and NSW Ambulance Services, shall be notified in writing by the applicant of the proposed temporary road closure at least 7 days prior to the event, with the applicant making reasonable provision for residents and businesses;
- c) A minimum four (4) metre unencumbered passage be available for emergency vehicles through the closed section;
- d) The occupation of the road carriageway must not occur until the road has been physically closed; and
- e) The applicant be advised in terms of this report and that all costs for the event notification and implementation of the road closure are to be borne by the applicant.

LTF Advice:

No advice provided by LTF members.

RECOMMENDATION:

That the proposed temporary full road closure of Sydney Street between Sydenham Road and Marrickville Road, Marrickville from 4.00am to mid-night on Saturday 13 December 2025 be APPROVED in order to hold the Sydney Street Summer Fair Event, subject to the applicant complying with, but not limited to, the following conditions:

- a) A Road Occupancy License application be obtained by the applicant from the Transport Management Centre;
- b) All affected residents and businesses, including NSW Police Local Area Commander, Transit Systems, Fire and Rescue NSW and NSW Ambulance Services, shall be notified in writing by the applicant of the proposed temporary road closure at least 7 days prior to the event, with the applicant making reasonable provision for residents and businesses;
- c) A minimum four (4) metre unencumbered passage be available for emergency vehicles through the closed section;
- d) The occupation of the road carriageway must not occur until the road has been physically closed; and
- e) The applicant be advised in terms of this report and that all costs for the event notification and implementation of the road closure are to be borne by the applicant.

LTF1025(1) Item 6 Brighton Street, between Wentworth Street and The Avenue, Petersham – Proposed raised pedestrian crossing replacing existing raised threshold - Design Plan 10355 (Damun-Stanmore Ward / Newtown Electorate / Inner West PAC)

SUMMARY

Council is planning to improve safety for pedestrians and motorists in Brighton Street, Petersham (in front of No.101 and No.99 Brighton Street) by constructing a new concrete raised pedestrian (zebra) crossing with landscaped kerb blister islands to replace the existing concrete raised threshold. The proposal aims to improve pedestrian safety by better defining and prioritising pedestrian movements across Brighton Street whilst also reducing traffic speeds. The proposal will address concerns regarding pedestrian and driver behaviour at this location.

Officers Recommendation:

That the detailed design plan for the proposed raised pedestrian crossing in Brighton Street, between Wentworth Street and The Avenue, Petersham and associated signs and line markings (as per Design Plan No.10355) be APPROVED.

LTF Advice:

No advice provided by LTF members.

RECOMMENDATION:

That the detailed design plan for the proposed raised pedestrian crossing in Brighton Street, between Wentworth Street and The Avenue, Petersham and associated signs and line markings (as per Design Plan No.10355) be APPROVED.

**LTF1025(1) Item 7 Brighton Street at Railway Street, Petersham- Proposed Raised Pedestrian crossing.
(Damun-Stanmore Ward/Newtown Electorate/Inner West PAC)**

SUMMARY

Council is planning to improve safety for pedestrians in Brighton Street at Railway Street, Petersham by constructing a new raised pedestrian (zebra) crossing. The proposal aims to improve pedestrian and motorist safety by better defining safe pedestrian crossing points, improving sight distances, reducing traffic speeds and conflicts with traffic movements at this location.

Officers Recommendation:

That the detailed design plan for the proposed raised pedestrian (zebra) crossing in Brighton Street at Railway Street, Petersham and associated signs and line markings (as per Design Plan No.10357 shown in Attachment 1) be APPROVED.

LTF Advice:

No advice provided by LTF members.

RECOMMENDATION:

That the detailed design plan for the proposed raised pedestrian (zebra) crossing in Brighton Street at Railway Street, Petersham and associated signs and line markings (as per Design Plan No.10357 shown in Attachment 1) be APPROVED.

LTF1025(1) Item 8 Annette Kellerman Aquatic Centre (AKAC) and Enmore Park Parking Study - Proposed timed parking restrictions (Midjuburi-Marrickville Ward/Newtown Electorate/Inner West PAC)

SUMMARY

This report outlines a parking assessment completed on the streets surrounding Enmore Park and Annette Kellerman Aquatic Centre. Additional timed parking restrictions (2P 9am-5pm Mon-Fri, 9am-12pm Sat-Sun) were proposed on Victoria Road and Llewellyn Street, along the building extents of the Annette Kellerman Aquatic Centre to improve parking opportunities close to the centre. Council officers have received a high level of non-support from residents who raised concerns about the transfer of parking to their streets or property frontage. Council officer's subsequently developed a revised parking proposal reducing the number of timed parking spaces to three (3) timed parking spaces on Victoria Road and Llewellyn Street to minimise the impact of parking transfer.

Officers Recommendation:

That the proposed time parking restrictions signposted as '2P 9am-5pm Mon-Fri, 9am-12pm Sat-Sun' on Victoria Road, and Llewellyn Street, Marrickville as per *Attachment 3* be approved.

LTF Advice:

No advice provided by LTF members.

RECOMMENDATION:

That the proposed time parking restrictions signposted as '2P 9am-5pm Mon-Fri, 9am-12pm Sat-Sun' on Victoria Road, and Llewellyn Street, Marrickville as per *Attachment 3* be approved.

General Business:

Item 9 – Request for Resident Parking Scheme Investigation in Morris Street, Summer Hill.

The Chairperson raised concerns regarding the lack of parking in Morris Street, Summer Hill and requested the Council investigate the potential for a Resident Parking Scheme (RPS) to be implemented on the street. The Chairperson noted that residents of Morris Street, Summer Hill have put together a petition of support for Council to investigate potential parking treatments for the street. Council Officers advised they will investigate the matter.

Item 10 – Concerns regarding additional signage for Carshare spots on Livingstone Road, Marrickville near Marrickville Library.

The Chairperson raised concerns from a resident regarding the additional signage that would be implemented should Council approve the carshare spot on Livingstone Road, Marrickville. The Chairperson noted the constituent was concerned about signage clutter and that the additional signage will cause confusion for people in the area.

Meeting closed at 11.16 am.

CHAIRPERSON

Clr Victor Macri

Item No:	1
Subject:	InnerWest@40 - Area 5 Stanmore and Petersham; Area 8 Dulwich Hill south and Marrickville west- Proposed speed limit reduction from 50 km/h to 40km/h (Midjuburi - Marrickville, Danum - Stanmore and Djarrawunang - Ashfield Wards / Summer Hill & Newtown Electorates / Inner West PAC)
Prepared By:	Daniel Li, Student/Graduate Traffic Engineer Felicia Lau, Traffic Engineer
Authorised By:	Manod Wickramasinghe, Traffic & Transport Planning Manager

RECOMMENDATION

That the proposed signage and line marking plans to support the reduction in posted speed limit from 50km/h to 40km/h in local roads in Areas 5 and 8 of the InnerWest@40 study, including areas of Newtown, Petersham, Stanmore, Dulwich Hill and Marrickville, be approved.

STRATEGIC OBJECTIVE

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

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

At Council's meeting on Tuesday 5 March 2024, Council adopted the *InnerWest@40 "Investigation in Potential Local Road Speed Limit Reductions"* Study and requested that Council officers seek approval and funding from Transport for NSW to expedite the implementation of 40km/h speed limits on local streets within the Local Government Area (LGA).

As part of the Australian Government Blackspot Program (AGBS), Council received funding to implement the reduced speed limits in Area 6 (Enmore & Marrickville East) and Area 7 (Marrickville & Tempe), both areas were completed in mid-2025. Funding has been approved to continue the implementation of reduced speed limits in 2025/26 with Area 5 (Stanmore & Petersham) and Area 8 (Dulwich Hill South and Marrickville West) currently proposed for a speed limit reduction. The remaining areas of the Inner West will also be reviewed this financial year.

BACKGROUND

Council's Integrated Transport Strategy, 'GO/NG PLACES', has identified a key project of reducing the speed limit from 50 km/h to 40 km/h on the local road network within the Inner West Council Area. Accordingly, Council commissioned Beca Consulting to prepare the *Innerwest@40 Study*. The study found that reductions in signposted speed limits are likely to significantly improve safety with only minimal impacts on travel times.

The *Innerwest@40 Study* was adopted by Council in March 2024. This study has identified priority areas for the staged implementation of the area-wide 40km/h limit in the Council area. This is shown in *Figure 1*.

Following the implementation of reduced speed limits in Area 6 (Enmore & Marrickville East) and Area 7 (Marrickville & Tempe), it is proposed to expand the reduced speed limits to Area 5 (Stanmore & Petersham) and Area 8 (Dulwich Hill South and Marrickville West). These areas have existing street environments that are self-enforcing to the proposed 40km/h speed limit in line with TfNSW's expectation for the rollout.

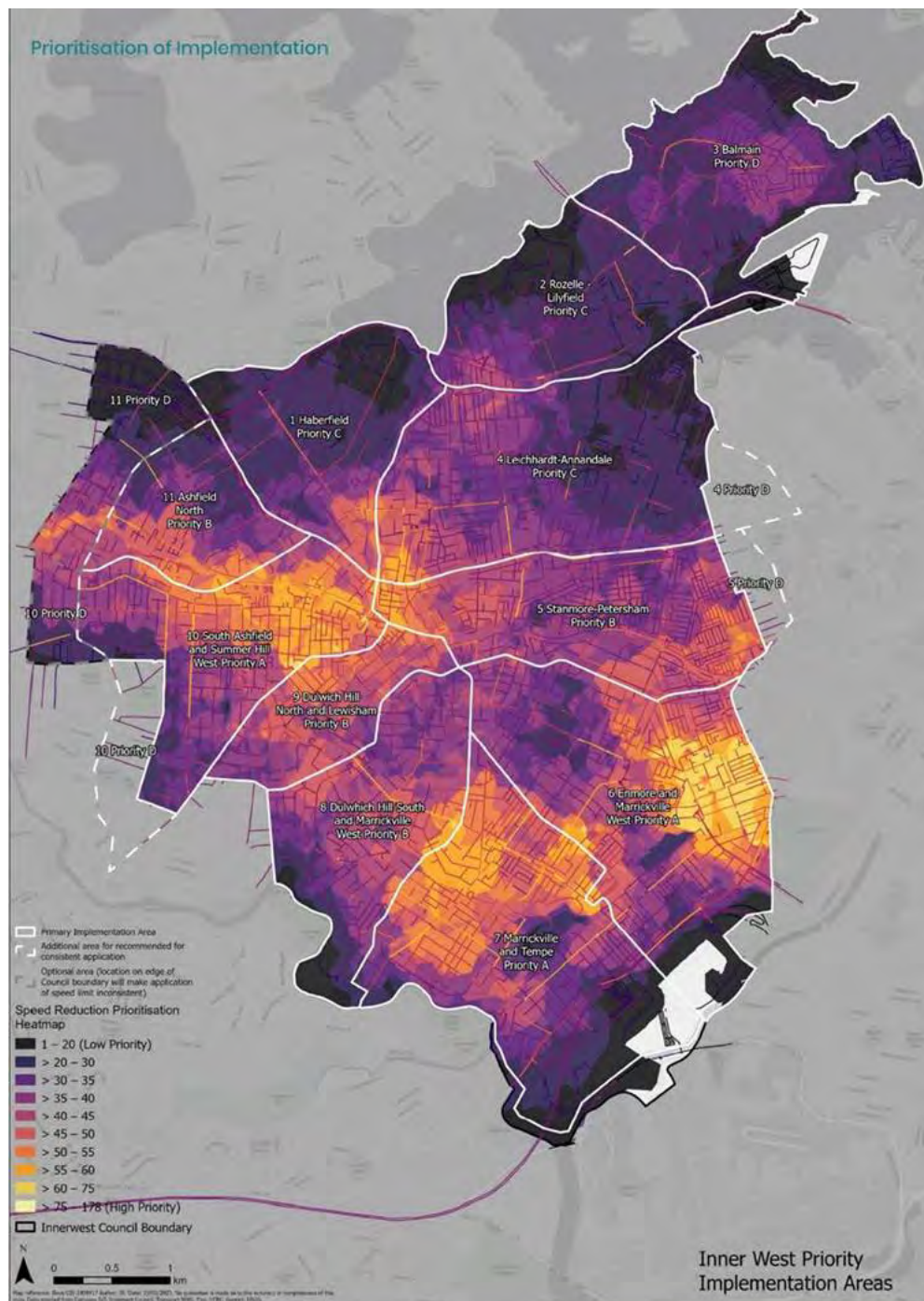


Figure 1 Prioritisation of 40km/h speed limit reduction (source: *Innerwest@40 Study*)

DISCUSSION

The InnerWest@40 report has presented that 60% of roads within the LGA were recorded to have 85th percentile speed of below 40km/h, this is due to the narrowness of streets which are commonly found in the Inner West as well as the presence of traffic calming devices to reduce vehicle speeds.

The 85th percentile speeds for Area 5 and 8 are shown in the following figures.

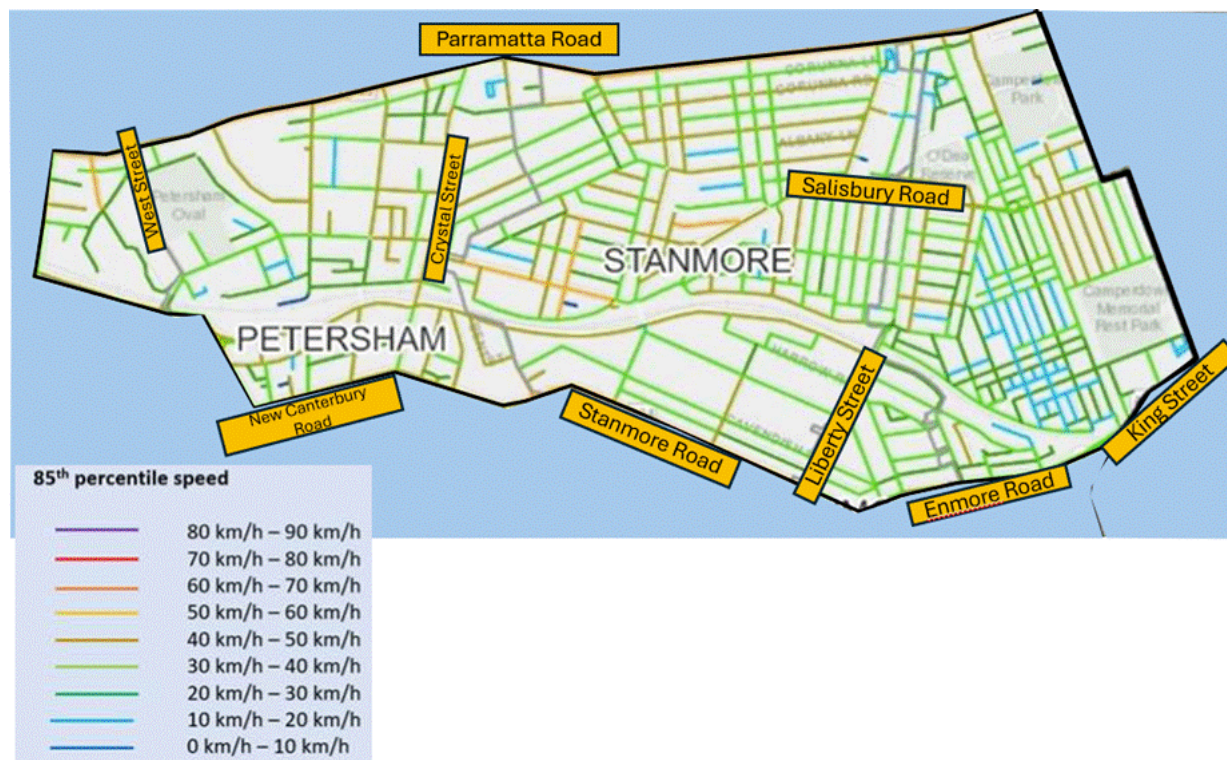


Figure 2 85th Percentile Speed Profile for Area 5



Figure 3 85th Percentile Speed Profile for Area 8

Any local street that has a recorded 85th percentile speed of less than 45 km/h falls within acceptable limits and is considered self-enforcing. It is proposed to install entry treatments in the form of new 40km/h Area entry signs and pavement patches to these local roads (shown in *Figures 4, 5 and 6*).

It should be noted that as part of the implementation of the next phases of Inner West@40, Transport for NSW is reviewing speed reduction on regional and state roads to ensure a consistent application of speed limits throughout the LGA. This review is still underway.

A small number of local streets have been identified to be marginally higher than the benchmark of 45km/h and will require additional speed reduction treatments to provide an environment that will be self-enforcing. These streets are listed in *Table 1* below and the line marking plans are provided in *Attachment 1*. It is expected that these linemarking treatments along with associated signage will reduce vehicles to an acceptable level.

Street	Suburb	Area	Treatment
Andreas Street	Petersham	5	Centre line
Carrington Street	Lewisham	5	2x edge lines and painted threshold
Hopetoun Street	Camperdown	5	2x edge lines
Merton Street	Petersham	5	Centre line
Myrtle Street	Stanmore	5	2x edge lines
Nelson Place	Petersham	5	Centre lines

Gould Avenue	Lewisham	8	2x edge lines
Pine Street	Marrickville	8	2x edge lines

Table 1 Streets requiring additional speed reduction treatments



Figure 4 Proposed entry treatment locations for Area 5 (Stanmore – Petersham)



Figure 5 Proposed entry treatment locations for Area 8 (Dulwich Hill South and Marrickville West)



Figure 6 – Example of Entry Treatment Signages

FINANCIAL IMPLICATIONS

Grant funding has been provided for approximately \$1.8M received under the Safe Speed Program from Transport for NSW (TfNSW) for the project over the 2024/25 and 2025/26 financial years.

ATTACHMENTS

1. IW40 - Area 5 and 8 Linemarking Plans









Extend dividing centre
line to Merton Lane









Item No:	2
Subject:	Darling Street Between Mort Street and Booth Street, Balmain - Road Occupancy - Anzac Day Dawn Service (Baludarri - Balmain Ward/ Balmain Electorate/ Leichhardt PAC)
Prepared By:	Amir Falamarzi, Traffic Engineer
Authorised By:	Manod Wickramasinghe, Traffic & Transport Planning Manager

RECOMMENDATION

That the temporary road closure of Darling Street (Mort Street to Booth Street), Balmain on Saturday, 25 April 2026 between 2.30am–9.30am be approved, subject to the following conditions:

- All affected residents and businesses, including the NSW Police Local Area Commander, Fire & Rescue NSW and NSW Ambulance Services be notified in writing, by the applicant, of the proposed temporary road closure at least 14 days in advance of the closure with the applicant making reasonable provision for stakeholders;
- That an unencumbered passage minimum 3.0m wide be available for emergency vehicles through the closed section of Darling Street, Balmain; and
- The occupation of the road carriageway must not occur until the road has been physically closed.

STRATEGIC OBJECTIVE

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

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

In preparation to mark the ANZAC Day Dawn Service 2026 on Saturday, 25 April 2026, Inner West Council is organising the ANZAC Day Dawn Service at the Loyalty Square War Memorial, Balmain. To facilitate the event, it is proposed to close Darling Street between Mort Street and Booth Street between 2:30am and 9:30am.

BACKGROUND

In preparation to mark the ANZAC Day Dawn Service 2026, Council is organising an event at the Loyalty Square memorial, Balmain.

The details of the event are as follows:

- Day: Saturday, 25 April 2026
- Commemorative Service: 6.00am–7.00am
- Venue: Loyalty Square, Balmain (outside Woolworths)
- Procession: There will be no march down Darling Street for 2026

To facilitate the event, it is proposed to close Darling Street between Mort Street and Booth Street (approximately 200m) between 2.30am and 9.30am. This road closure will prevent all traffic travelling through this closed section and will prevent any additional on-street parking on both sides of the subject section of Darling Street.

To further support the event area and surrounding businesses and commercial operators, Ford Street and Hoffmans Lane, between Curtis Road and McDonald Street will have local access permitted via a soft closure.

It should be noted that although the land uses in this area are predominantly retail/commercial, there are a number of residential properties in this section of Darling Street.

The Traffic Management Plan prepared for the event is outlined in *Attachment 1*.

DISCUSSION

All businesses/residents in the affected area will be advised to avoid parking in the subject section of Darling Street.

Based on the discussions held with the Transit Systems representative, buses would need to terminate at Darling Street/Rowntree Street/Montague Street intersection as Curtis Road is not suitable for bus movements. To maintain transport services between Balmain East and Balmain, Council will organise two shuttle bus services running between Balmain East and Darling Street/Rowntree Street/Montague Street. The shuttle bus service routes are shown on the attached TGS (*Attachment 2*).

Transit Systems will post notifications at all bus stops on Darling Street between Beattie Street and Balmain East wharf to advise passengers to use Council's community buses on the morning of 25 April 2026. All other eastbound and westbound traffic will need to use Curtis Road or Palmer Street to access Balmain East.

The Transit Systems representative has also requested the temporary expansion of the bus turning area at Grove Street to accommodate additional buses. Therefore, it is proposed to temporarily remove three parking spaces on the northern side even numbered side (No. 22, 24, 26A) of Grove Street near Deloitte Avenue, Birchgrove. Affected residents will be notified.

FINANCIAL IMPLICATIONS

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

ATTACHMENTS

1. ANZAC 2026 Traffic Management Plan
2. ANZAC 2025 Traffic Guidance Scheme

TRAFFIC MANAGEMENT PLAN

ANZAC DAY 2026

DARLING STREET, BALMAIN



Saturday 25th April 2026

PREPARED FOR

INNER WEST

by CATO Group

TABLE OF CONTENTS

TABLE OF CONTENTS	2
STATEMENT OF CONFIDENTIALITY & NON-DISCLOSURE.....	4
DOCUMENT CONTROL.....	5
DEFINITIONS.....	5
REFERENCE DOCUMENTS.....	6
1. GENERAL EVENT INFORMATION.....	7
1.1. EVENT SUMMARY.....	7
1.2. TRAFFIC IMPACT SUMMARY	8
1.3. EVENT DETAILS.....	8
1.4. KEY EVENT CONTACTS	9
2. EVENT LOCATION.....	10
2.1. EVENT SITE MAP	10
3. WORKPLACE HEALTH & SAFETY.....	11
3.1. RISK ASSESSMENT PLANS	11
3.2. PUBLIC LIABILITY INSURANCE.....	13
3.3. NSW POLICE FORCE	13
3.4. NSW FIRE & RESCUE AND NSW AMBULANCE.....	13
3.5. EVENT DELAYS, POSTPONEMENT OR CANCELLATION	13
4. TRAFFIC AND TRANSPORT MANAGEMENT	14
4.1. EVENT IMPACT ON ROAD NETWORK.....	14
4.2. DETOURS.....	14
4.3. IMPACTS ON PUBLIC TRANSPORT	14
4.5.1. BUSES.....	14
4.5.2. TAXIS AND RIDE-SHARE PROVIDERS.....	15
4.5. CHANGES TO CYCLE ROUTES	15
4.6. HOSTILE VEHICLE MITIGATION.....	15
4.7. RE-OPENING ROADS AFTER THE EVENT	15
4.8. TRAFFIC CONTROL.....	16
5. MINIMISING IMPACT ON THE NON-EVENT COMMUNITY	17
5.1. ACCESS FOR EMERGENCY VEHICLES.....	17
5.2. ADVERTISING TRAFFIC MANAGEMENT ARRANGEMENTS	17
5.3. EVENT PROMOTION.....	17



6. APPROVALS 18

6.1. EVENT ORGANISER APPROVAL 18

6.2. AUTHORISATION TO REGULATE TRAFFIC..... 18

6.3. PUBLIC LIABILITY INSURANCE 20

7 ATTACHMENTS 21

7.1. TRAFFIC GUIDANCE SCHEMES..... 21



STATEMENT OF CONFIDENTIALITY & NON-DISCLOSURE

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DOCUMENT CONTROL

This document is uncontrolled once printed – the final version with specifications and site diagrams will be locked for printing and restricted by password.

A copy of the final version will be supplied to the event organiser prior to the event.

Version	Prepared by	Date	Comments	Reviewed by
1.0	Craig Hunter & Erika Isidro	27/10/2025	First Draft	Anna Rosa

DEFINITIONS

Term	Definition
TMP	Transport Management Plan
TGS	Traffic Guidance Scheme
VMS	Variable Message Sign
HVM	Hostile Vehicle Mitigation
TMC	Transport Management Centre
SMP	Security Management Plan
TfNSW	Transport for NSW



Term	Definition
Hostile Vehicle Mitigation	Strategies to limit vehicle access in crowded areas help reduce risks and can also protect pedestrians from reckless or impaired drivers, lowering emergency risks.
Road Occupancy Licence	A conditional permit granting permission to use or occupy designated road space at specified times.
Safe Work Method Statement	A document outlining the work being performed, associated risks, hazards, and control measures to eliminate those risks.
Special Event Clearway	A parking restriction with tow-away enforcement during specified hours, established only by TfNSW and enforced by police.
Traffic Controller	A SafeWork NSW-certified individual responsible for directing traffic per a Traffic Guidance Scheme (TGS) and transport management plan.
Event Area	Designated area where event-related activities are taking place.
Portable Variable Message Boards	Portable electronic signs mounted on trailers, easily relocated and positioned strategically. Messages can be updated remotely using dedicated software.

REFERENCE DOCUMENTS

Title	Version
Guide to Traffic and Transport Management for Special Events	V4, July 2024
Traffic Control at Worksites Technical Manual	v6.1, February 2022
Workplace Health and Safety ACT NSW	2011
Workplace Health and Safety ACT Amendments NSW	2023
Workplace Health and Safety Regulation NSW	2017
Safe Work NSW website – www.safeworkaustralia.nsw.gov.au	Current website.
Working near Sydney Light Rail – www.transdev.com.au/solutions/work-access-permits/	Current website.
Safe Work Code of Practice – First Aid in the workplace	January 2020
Safe Work Code of Practice – Hazardous Manual Tasks	August 2019
Safe Work Code of Practice – Managing the risks of plant in the workplace	December 2022
Safe Work Code of Practice – How to manage work health and safety risks	August 2019
Safe Work Guideline – Traffic Management: Guide for Events	April 2021
Hostile Vehicle Guidelines for Crowded Places – Australian National Security	2017
Australia's Strategy for Protecting Crowded Places from Terrorism (nationalsecurity.gov.au) - Australian National Security	2023



1. GENERAL EVENT INFORMATION

1.1. EVENT SUMMARY

ANZAC Day (25th April) marks the anniversary of the first major military action fought by Australian and New Zealand forces during the First World War.

In preparation to mark ANZAC Day Dawn Service 2026, Inner West Council is organising an event at the Loyalty Square War Memorial, Balmain.



1.2. TRAFFIC IMPACT SUMMARY

To facilitate the event, it is proposed to close Darling Street between Mort Street and Booth Street, Balmain. This proposal will prevent all traffic travelling through this closed section and will prevent any additional on-street parking on both sides of the subsection of Darling Street.

To support the event area the following location is to be closed via a “hard road closure”:

- + Darling Street, between Mort Street and Booth Street

To further support the event area and surrounding businesses and commercial operators, the following locations will have local access permitted via a “soft closure”

- + Ford Street and Hoffmans Lane, between Curtis Rd and McDonald St

Pedestrian access maintained along all existing footpaths and crossing points along streets surrounding the event area. Pedestrians will have full access within the event area. To further manage any pedestrian impacts due to the event please refer to the Security Management Plan by contacting the Event Organiser as listed in Section 1.4 of this document.

1.3. EVENT DETAILS

Event Date:	Saturday 25 th April 2026
Event Times:	0600 - 0700
Event Venue:	Darling Street, Balmain
Target Market:	All demographics
Traffic Closure Start:	0230 Saturday 25 th April 2026
Bump-in Starts:	0130 Saturday 25 th April 2026
Bump-out Finishes:	0930 Saturday 25 th April 2026
Traffic Closure End:	0930 Saturday 25 th April 2026



1.4. KEY EVENT CONTACTS

Event Organiser: Inner West Council
Event Manager: Helaina Gardiner
Event Manager Phone: 02 9392 5294
Event Manager Email: helaina.gardiner@innerwest.nsw.gov.au

Venue Owner: Inner West Council
Venue Manager: Inner West Council
Venue Owner Phone: 02 9392 5000
Venue Owner Email: council@innerwest.nsw.gov.au

Police Area Command: Leichhardt PAC
Police Contact: TBC
Police Phone: 02 9552 8099

TfNSW Contact: TBC
TfNSW Phone: TBC
TfNSW Email: TBC

Traffic Control Provider: CATO Group
Traffic Control Contact: Anna Rosa
Traffic Control Phone: 0466 388 421
Traffic Control Email: anna@catogroup.com.au



2. EVENT LOCATION

ANZAC Day 2026 will be held at the Loyalty Square War Memorial, Balmain.



2.1. EVENT SITE MAP

A detailed event site plan is being prepared and will be updated closer to the event within the Event Management Plan. Refer to the Event Organiser in section 1.4 of this document for the latest site plan.

3. WORKPLACE HEALTH & SAFETY

3.1. RISK ASSESSMENT PLANS

A Risk Management approach is a fundamental part of the planning for any event. The safety risk identification, assessment and control processes are legal obligations (as per the WHS Act and Regulation 2011) and should be aligned with AS/NZS ISO 31000 Risk Management – Principles and Guidelines. Broader event risk management is best practice and a fundamental part of due diligence.

Inner West Council has compiled Risk Assessments and site-specific safety plans for the events that are not included in this Transport Management Plan.

This section of the Transport Management Plan describes the possible issues/risks that may interfere with the event and the action to be taken to minimise the disturbance of the event.

Issues / Risks	Applicable	Action Taken
All one-way streets are as described	YES	Road closures, barricade and signage installed. Point duty by NSW Police and or authorised Traffic Controllers.
Block access to local businesses	YES	Confirm list of letters to residents, businesses, and car parks. Advertisement of event to general public.
Block Police vehicle access	YES	Confirm access and consultation of routes to and within areas affected by closures with Emergency Services. HVM vehicles can be temporarily moved if required to allow for access. A driver will be available to facilitate this action
Block Ambulance access	YES	Confirm access and consultation of routes to and within areas affected by closures with Emergency Services. HVM vehicles can be temporarily moved if required to allow for access. A driver will be available to facilitate this action
Block fire station access	NO	Normal access to fire station facilities are maintained. Confirm access and consultation of routes to and within areas affected by closures with Emergency Services. HVM vehicles can be temporarily moved if required to allow for access. A driver will be available to facilitate this action
Block heavy vehicle access	YES	All heavy vehicles are diverted before the closure.
Restricted movements banned turns, heavy/high vehicles	YES	All vehicles are diverted before the closure.
Block Public facility (football oval, car park etc.)	NO	Confirm list of letters to residents, businesses, and car parks. Advertisement of event to general public.
Block public transport access	YES	Buses diverted around closure.



Can route use alternatives such as bicycle tracks, paths, parks, bush tracks etc.?	YES	None required
Construction – existing, proposed that may conflict	NO	None required
Numbers of lanes and their width are as described	YES	None required
Road signage existing/temporary	YES	None required Temporary signage Installed and removed by CATO. Special Event Clearway signage will be installed by the TfNSW.
Route impeded by traffic calming devices?	YES	None required
Signalised intersections (flashing yellow? Point duty?)	YES	As required by NSW Police
Tidal flows	NO	None required
Traffic generators shopping centres, schools, churches, industrial area, hospitals	YES	Advertisement of event to general public.
Traffic movement contrary to any Notice	YES	Under the direction of Police or traffic controllers
Traffic signals are as described	Y/N	Controlled by TMC
Turning lanes are as described	YES	None required
Letter Drop Zone Maps to indicate precincts mailed	YES	Notification to be arranged by Event Organiser
Heavy Weather	YES	Heavy weather may cause crowds to depart early or organiser consider delaying/cancelling the event
Flood hazard in event area	NO	Event organiser, TMC/TfNSW and Police provide diversions around flooded area.
Flood hazard at the parking area	NO	None required
Parking during Wet weather	YES	Local Car parks only.
Accident on surrounding roads	YES	If CCTV, monitored by TMC. Facilitate emergency response to area.
Breakdown on surrounding roads	YES	If CCTV, monitored by TMC. Facilitate emergency response to area.
Block public transport access	YES	Divert general public to next available transport, considering safety and circumstances. Relevant transport agency to employ appropriate steps to accommodate.
Delayed Event	N/A	At the discretion of the event organiser
Cancellation of Event	N/A	Cancellation of any aspect of the event will be communicated by the event organiser.



3.2. PUBLIC LIABILITY INSURANCE

Inner West Council has Public Liability Insurance to the value of \$20,000,000. This policy covers all activities taking place as part of ANZAC Day 2026, Balmain. A copy of the current policy is contained in this document.

All contractors completing activities as part of this event are also required to hold a valid Public Liability Insurance to the value of \$20,000,000.

3.3. NSW POLICE FORCE

The Leichhardt (PAC) will be involved in the planning of ANZAC Day 2026, Balmain, via Council's Traffic Committee including aspects relating to use of the roadway, closure of selected roads and hostile vehicle mitigation. They will be formally notified at least two weeks prior to the event taking place.

User Pays Police will be engaged by the event organisers based on guidance from PAC, in conjunction with the relevant Security Management Plan.

3.4. NSW FIRE & RESCUE AND NSW AMBULANCE

NSW Fire & Rescue and NSW Ambulance will be notified at least two weeks prior to the event taking place.

3.5. EVENT DELAYS, POSTPONEMENT OR CANCELLATION

Any decision to delay, postpone or cancel the event due to weather impacts or any other reason will be made by the Event Organiser and follow their protocols for emergency management. Once any decision is made in this regard it will be communicated to all relevant stakeholders as per the event's Emergency Management Plan.



4. TRAFFIC AND TRANSPORT MANAGEMENT

4.1. EVENT IMPACT ON ROAD NETWORK

It should be noted that the land uses along the subject section of Darling Street are predominantly retail/commercial with a few residential properties.

All eastbound and westbound traffic except buses will need to use Curtis Road or Palmer Street to access Balmain East.

Every effort has been made to minimise the disruption to road users, residents and businesses by implementing local access closure points. Access is maintained outside of the event area throughout the event.

4.2. DETOURS

Traffic Guidance Systems (TGSs) will be implemented for the closures and detours noted above. Refer to the attachments to this TMP for copies.

4.3. IMPACTS ON PUBLIC TRANSPORT

ANZAC Day 2026 will be held in Balmain on 25th April. Local buses will operate on a public holiday timetable and will therefore be reduced on the event day in comparison to a weekday. The impact on public transport will be as follows:

4.5.1. BUSES

As discussed with Transit Systems representatives, all buses need to terminate at Darling Street/Rowntree Street/Montague Street intersection as Curtis Road is not suitable for bus movements.

To maintain transport services between East Balmain and Balmain, Council will organise a shuttle bus services running between Balmain East and Darling Street/Rowntree Street.

The shuttle bus service route is shown on the TGS.

The Transit Systems representative will organise posting notifications at all bus stops on Darling Street between Beattie Street and Balmain East wharf to advise passengers to use Council's community buses on the morning of 25 April.



4.5.2. TAXIS AND RIDE-SHARE PROVIDERS

Taxis and ride-share providers will continue to have access to the road network around the closures as per other road users.

4.5. CHANGES TO CYCLE ROUTES

The closure of Darling Street will not significantly affect designated cycling routes through Balmain. Cyclists will still be able to dismount and walk their bikes through the event site. All existing cycle routes will remain in place and operational around the event site.

4.6. HOSTILE VEHICLE MITIGATION

The closure of the streets is designed to provide an extended pedestrian-friendly area for the event to operate in and for pedestrians to participate.

The Event Organiser will, in conjunction with the nominated Security Advisor, produce a Hostile Vehicle Mitigation, and Target Hardening Plan for the event.

When the closures are installed, applicable hostile vehicle mitigation (HVM) vehicles or barriers will be placed at each entry point as noted on the TGS and HVM Risk Assessment at the direction of the nominated HVM Security Advisor to prevent access to the site by unauthorised or errant vehicles. A driver for each vehicle will always be present in case the vehicle needs to be moved to allow access for emergency vehicles.

Once the HVM install is complete, the nominated Security Advisor will be on site to authorise the implementation, the positioning and suitability of all devices.

Authorisation is to be granted from the Event Manager for vehicles to be moved once in position for access when required.

4.7. RE-OPENING ROADS AFTER THE EVENT

The road closures in Balmain are planned to re-open at 0930, however this may occur earlier if the road is clear and it is safe to do so.



4.8. TRAFFIC CONTROL

The implementation of the traffic guidance schemes, including road closures, will be supervised by an accredited Traffic Manager from CATO Group.

Temporary traffic control equipment, barricades, and signage must be placed in accordance with the Traffic Guidance Schemes by qualified traffic controllers who possess a TfNSW execute traffic guidance schemes certification.

Other qualifications that are required by the authorised traffic controllers include (but not limited to):

- + General Construction Induction (also known as “White Card”)
- + Traffic Controller Licence (also known as “Blue Card”)
- + Implement Traffic Control Licence (also known as “Yellow Card”)
- + Prepare Work Zone TMP Licence (also known as “Orange Card”)



5. MINIMISING IMPACT ON THE NON-EVENT COMMUNITY

5.1. ACCESS FOR EMERGENCY VEHICLES

A minimum four metre emergency lane will be maintained along the entire closure, beyond the HVM vehicles. There will be no event infrastructure in the emergency lane. Traffic controllers will be onsite to assist emergency vehicle through the closure points. While HVM measures will be in place, a driver for all vehicles will always be present in case the vehicle needs to be moved to allow access for emergency vehicles.

5.2. ADVERTISING TRAFFIC MANAGEMENT ARRANGEMENTS

The Event Organiser will advertise the road closures via social media and on Council's website. A letterbox drop will be conducted to all resident and businesses in the immediately vicinity of the event sites and road closures as well as the surrounding streets in Balmain.

The road closures will also be advertised by way of trailer mounted variable message signs (VMS) to warn other road users of the upcoming event, and the road closures that will be implemented

5.3. EVENT PROMOTION

The Event Organiser will promote ANZAC Day 2026 and the road closures taking place using a variety of methods in the weeks preceding the event including:

- + Council's social media platforms
- + Council's website
- + Local signage where available



6. APPROVALS

6.1. EVENT ORGANISER APPROVAL

TMP Approved by:

.....
(Name)

.....
(Signature) (Date)

6.2. AUTHORISATION TO REGULATE TRAFFIC

Council's traffic management requirements have been met. Regulation of traffic is therefore authorised for all non-classified roads described in the risk management plans and this TMP.

Regulation of Traffic Authorised by:

.....
(Council)

.....
(Name)

.....
(Signature) (Date)



The Transport for New South Wales (TfNSW) traffic management requirements have been met. Regulation of traffic is therefore authorised for all classified roads described in the risk management plans and this TMP.

Regulation of Traffic Authorised by:

.....
(TfNSW)

.....
(Name)

.....
(Signature) (Date)



6.3. PUBLIC LIABILITY INSURANCE

UPDATED PLI TO BE PROVIDED



7 ATTACHMENTS

7.1. TRAFFIC GUIDANCE SCHEMES

TGSs are provided on the following pages showing:

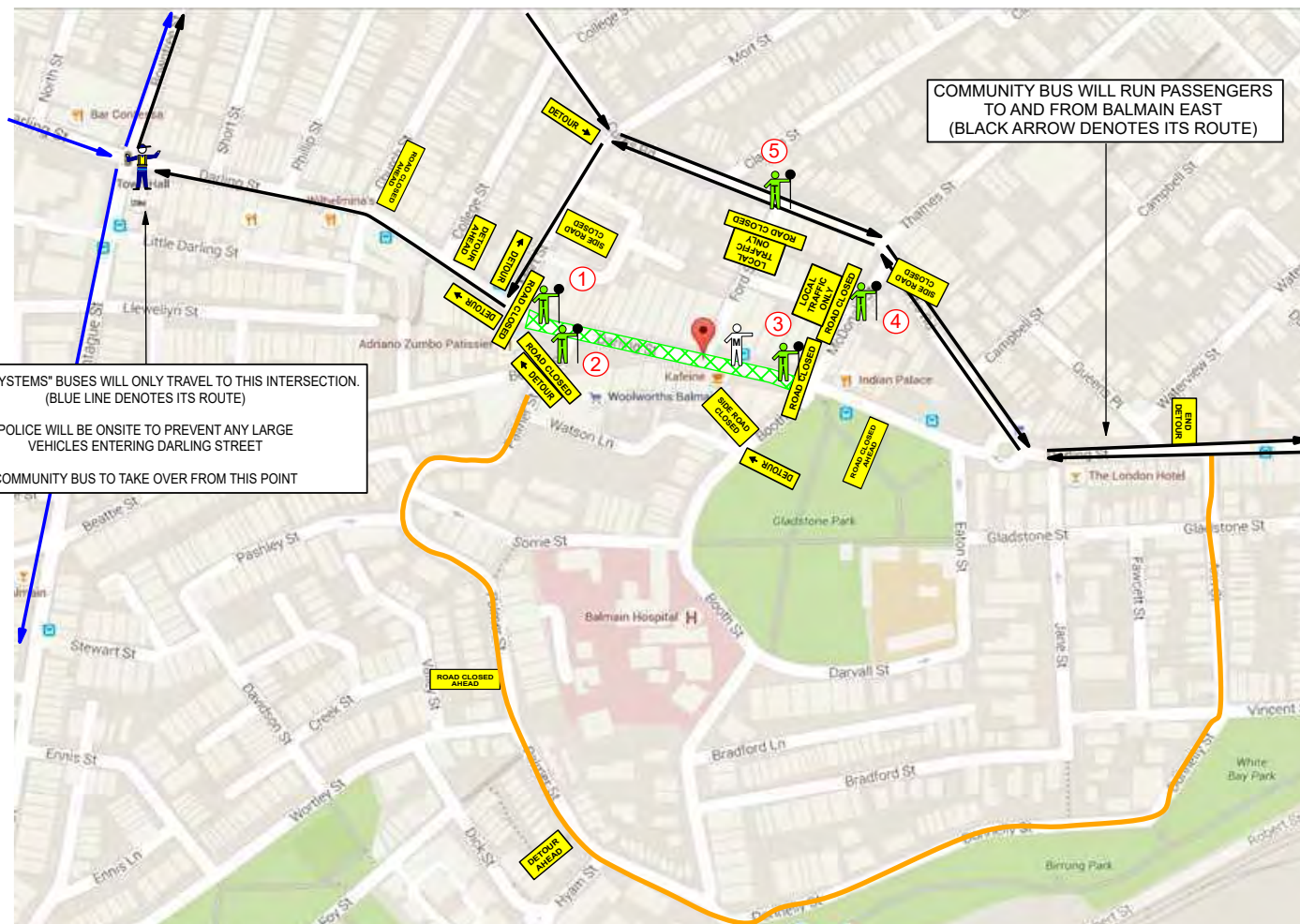
- + The traffic management measures in place to facilitate the road closures for the event





MANIFEST

3 X ROAD CLOSED
5 X ROAD CLOSED BARRIER
2 X DETOUR LEFT
3 X DETOUR RIGHT
3 X LOCAL TRAFFIC ONLY
3 X SIDE ROAD CLOSED
3 X ROAD CLOSED AHEAD
2 X DETOUR AHEAD
1 X END DETOUR
70 X CONES



LEGEND

- TRAFFIC MANAGER x 1
- POLICE OFFICER
- TRAFFIC CONTROLLER x 5
- DETOUR ROUTES (ORANGE)
- COMMUNITY BUS ROUTE (BLACK)
- "TRANSIT SYSTEMS" BUS ROUTES (BLUE)
- EVENT AREA

DRAWN BY: CRAIG HUNTER TCT 0015830
APPROVED BY: KIERAN CATO TCT 0040880

POLICY: Cato Location Services P/L do not accept responsibility of any traffic guidance scheme if the traffic management is not implemented by Cato Location Services P/L



- ☐ CLOSURE ☐ VMS ☐ ROLLING BLOCK ☐ JANE MERGE
- ☐ DETOUR ☐ PEDESTRIAN ☐ BARRICADING ☐ BUS PLAN
- ☐ VMP ☐ CONTRA FLOW ☐ PORTABLE SIGNS ☐ SIGNAGE PLAN

1. THIS TRAFFIC GUIDANCE SCHEME HAS BEEN DRAWN IN ACCORDANCE WITH AS 1742.3 AND "TRAFFIC CONTROL AT WORKSITES" MANUAL V6.1.

2. SIGNS & DEVICES ARE TO BE PLACED IN ACCORDANCE WITH THIS TGS. MODIFICATION MAY BE MADE BY PERSONS HOLDING A RMS "PWZTMP" QUALIFICATION ONLY.

3. ALL SIGNS AND DEVICES USED MUST COMPLY WITH AUSTRALIA STANDARD AS1742.3

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PROJECT: ANZAC DAY DAWN SERVICE 2026

CLIENT: Inner West Council

LOCATION: Darling Street, Balmain



CONTACT: Helaina Gardiner
ORIGINAL SIZE: A4 LANDSCAPE
COUNCIL: Inner West Council

PHONE: 02 9392 5294

APPROVAL REQUIRED: LOCAL ☒ SET UP: 1hr

STATE ☒ CLOSURE IN: 0230 25/04

INSW ☐ CLOSURE OUT: 0930 25/04

OTHER ☐ PACK DOWN: 1hr

PLAN No: ANZ-1

VARIANT: (A) TYPE: TGS REV: 0.0

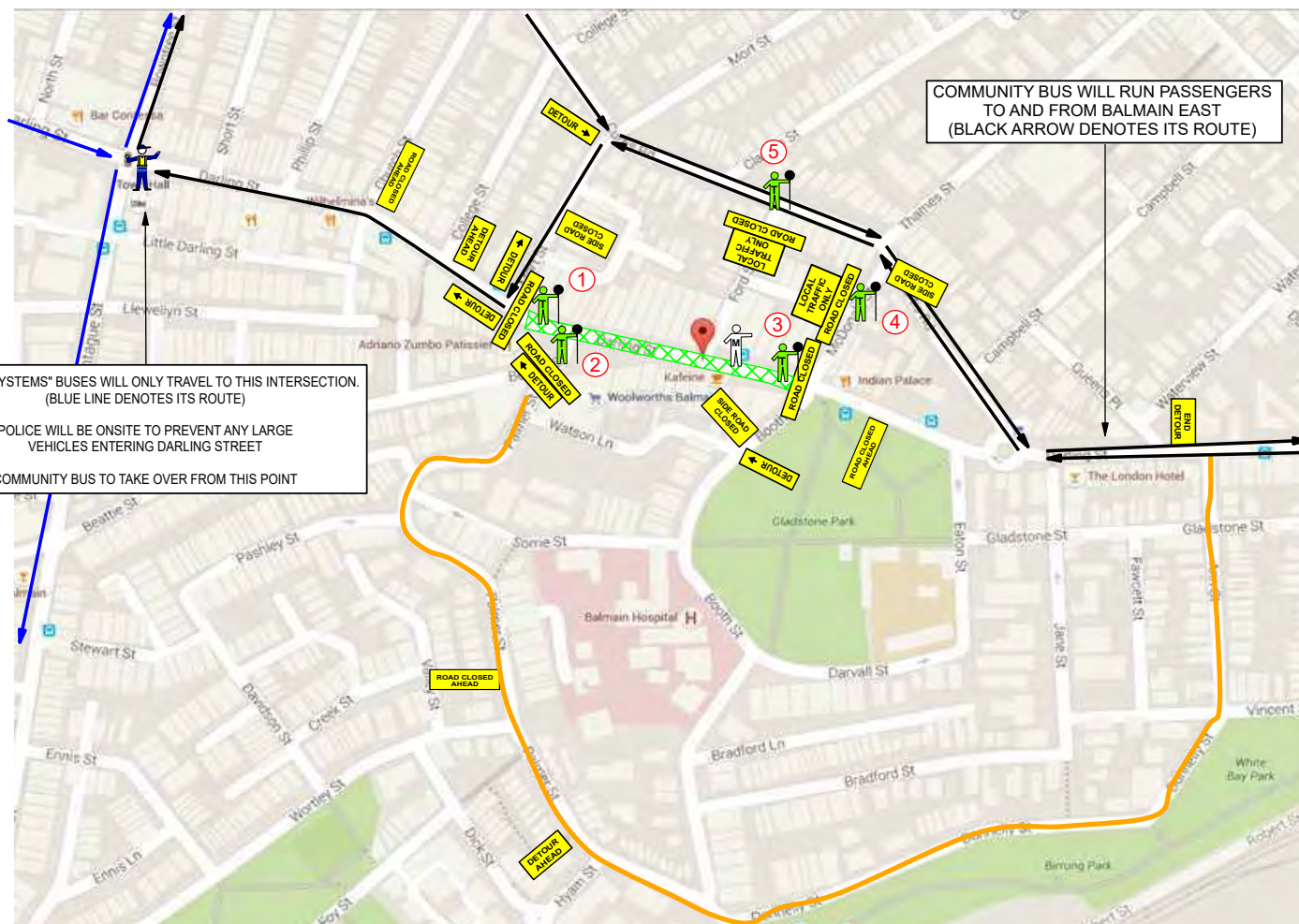
EVENT DATE: 25/04/2026

DATE: 27/10/2025



MANIFEST

3 X ROAD CLOSED
5 X ROAD CLOSED BARRIER
2 X DETOUR LEFT
3 X DETOUR RIGHT
3 X LOCAL TRAFFIC ONLY
3 X SIDE ROAD CLOSED
3 X ROAD CLOSED AHEAD
2 X DETOUR AHEAD
1 X END DETOUR
70 X CONES



LEGEND

- TRAFFIC MANAGER x 1
- POLICE OFFICER
- TRAFFIC CONTROLLER x 5
- DETOUR ROUTES (ORANGE)
- COMMUNITY BUS ROUTE (BLACK)
- "TRANSIT SYSTEMS" BUS ROUTES (BLUE)
- EVENT AREA

DRAWN BY: CRAIG HUNTER TCT 0015830
APPROVED BY: KIERAN CATO TCT 0040880

POLICY: Cato Location Services P/L do not accept responsibility of any traffic guidance scheme if the traffic management is not implemented by Cato Location Services P/L



☐ CLOSURE ☐ VMS ☐ ROLLING BLOCK ☐ JANE MERGE
☐ DETOUR ☐ PEDESTRIAN ☐ BARRICADING ☐ BUS PLAN
☐ VMP ☐ CONTRA FLOW ☐ PORTABLE SIGNS ☐ SIGNAGE PLAN

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PROJECT: ANZAC DAY DAWN SERVICE 2026

CLIENT: Inner West Council

LOCATION: Darling Street, Balmain



CONTACT: Helaina Gardiner

PHONE: 02 9392 5294

ORIGINAL SIZE: A4 LANDSCAPE

COUNCIL: Inner West Council

APPROVAL REQUIRED: EVENT TIMES: 0600 - 0700

LOCAL ☒ SET UP: 1hr

STATE ☒ CLOSURE IN: 0230 25/04

INSW ☐ CLOSURE OUT: 0930 25/04

OTHER ☐ PACK DOWN: 1hr

PLAN No: ANZ-1

VARIANT: (A) TYPE: TGS REV: 0.0

EVENT DATE: 25/04/2026

DATE: 27/10/2025

Item No:	3
Subject:	St Peters Triangle - Proposed reversal of traffic flows at Applebee Street and Lackey Street, St Peters (Marrickville - Midjumburi Ward/ Heffron Electorate/ Inner West PAC)
Prepared By:	Daniel Li, Student/Graduate Traffic Engineer
Authorised By:	Manod Wickramasinghe, Traffic & Transport Planning Manager

RECOMMENDATION

1. That no changes be made to the traffic flow within the St Peter's Triangle (including Applebee Street and Lackey Street, St Peters) at present.
2. That Council Officers work with representatives from TfNSW to investigate alternative access arrangements.

STRATEGIC OBJECTIVE

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

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

In March 2022, Transport for NSW (TfNSW) obtained planning approval for the Sydney Park Junction project which aims to improve connectivity and create a people friendly place by reallocating traffic lanes on King Street, Princes Highway and Sydney Park Road to provide pedestrian, cycling and urban amenity improvements to Sydney Park, St Peters Station and surrounding neighbourhoods.

As part of these works, TfNSW has scheduled the removal of traffic signals and right turn from Princes highway into May Street at this intersection. In response to these changes at the intersection Council proposed to reverse the travel direction for Applebee Street and Lackey Street to allow access into the Triangle via May Street. It was envisaged that this would provide a better management of traffic and access in the St Peters Triangle (consisting of Hutchinson Street, Lackey Street and Applebee Street) over maintaining the existing traffic arrangement.

Consultation on these changes were conducted in October 2025 and the majority of respondents did not support the proposal, noting this, it is recommended that no changes be made to the traffic flow within the St Peters Triangle at present.

BACKGROUND

In October 2021, Transport for NSW (TfNSW) prepared the Sydney Park Junction Walking, cycling and public domain improvements Review of Environmental Factors. This Review of Environmental Factors (REF) proposed to assess the suitability of urbanising the St Peters, Sydney Park and surrounding areas. It was placed on public display for community and stakeholder comment. Following consultation period, the Sydney Park Junction project was officially approved for implementation in March 2022 with construction works commencing in early 2026. A summary of the Sydney Park

Junction Project can be seen in *Attachment 1*.

One of the key changes proposed in this project involves the removal of traffic signals at May Street and Princes Highway and the signalisation of the Princes Highway and Barwon Park Road intersection. As a result of the traffic signal being removed at this intersection, vehicles are unable to turn right from Princes Highway into May Street and May Street into Princes Highway, thereby impacting residential and commercial access to properties in the St Peter's Triangle (consisting of Hutchinson Street, Lackey Street and Applebee Street) as well as adjoining streets such as Goodsell Street and Barwon Park Road.

To improve vehicle accessibility to the Triangle, it was proposed to reverse the travel direction for Applebee Street and Lackey Street subject to the feedback of affected Triangle residents.

DISCUSSION

Existing Road Network Conditions

The St Peter's Triangle (consisting of Hutchinson Street, Lackey Street and Applebee Street) provides a mixed-use land development for residential and commercial purposes. Currently, drivers use May Street, Campbell Street, and Hutchinson Street to enter the Triangle (as shown in *Figure 1*), with Hutchinson Street being the main point of access for most residents and businesses. While the Triangle can be accessed via Short Street, the existing one-way northbound restrictions on Applebee Street limits the number of accessible properties from the Short Street access.

Street Name	Hutchinson Street, Applebee Street & Lackey Street
Carriageway width (m) kerb to kerb	<ul style="list-style-type: none"> Hutchinson Street, Applebee Street, Lackey Street - 5.2m Applebee Street between Hutchinson Street to May Street - 8.6m
Carriageway type	<ul style="list-style-type: none"> Hutchinson Street - one-way eastbound Applebee Street (between Lackey Street and 4 Applebee Street) - one-way northbound. Applebee Street (between 4 Applebee Street and May Street) - two-way, residents are only able to travel southbound up until 4 Applebee Street Lackey Street - one-way eastbound
Classification	Local
Speed Limit (km/h)	40 (speed reduced from default speed due to Inner West @ 40 program)
Parking Arrangements	<ul style="list-style-type: none"> '2P 8.30am – 6pm Mon-Fri, Permit Holders Excepted' on one side of the street on Hutchinson Street, Applebee Street and Lackey Street 'No Parking' restrictions on carriageway of Hutchinson Street, Applebee Street and Lackey Street. Unrestricted parking on both sides of Applebee Street between Hutchinson Street and May Street.

Table 1 Road Network Detail

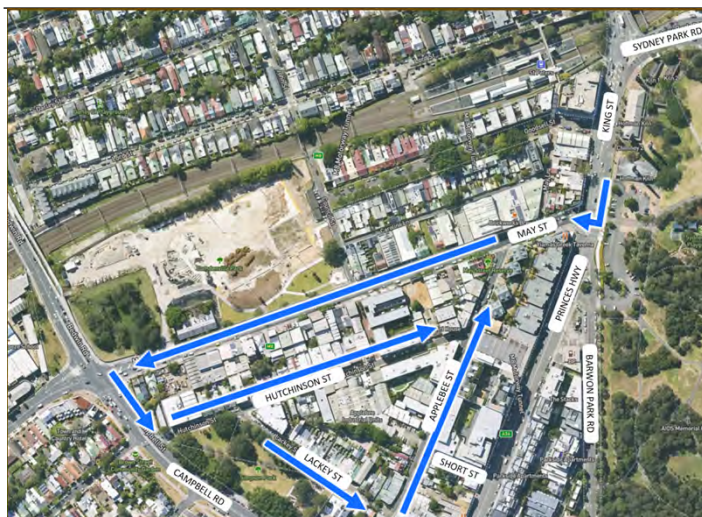


Figure 1 Current travel route to access the Triangle from Princes Highway (southbound).

Proposed Traffic Changes to St Peters Triangle

In response to the scheduled removal of traffic signals and the prohibition of right turn movements at May Street onto Princes Highway and Princes Highway into May Street, Council proposed traffic changes and an alternative route to allow for easier access into the Triangle from May Street via Campbell Street for residents and businesses. As shown in *Figure 2*, with the removal of traffic signals, Council has proposed the following changes to the St Peters Triangle:

1. Applebee Street (between Hutchinson Street and May Street) be made into a two-way street. This would require the removal of 7 on-street spaces on the western side of the street.
2. The existing northbound traffic flow at Applebee Street (between Hutchinson Street and Lackey Street) be reversed to allow southbound vehicle movements from May Street.
3. The existing eastbound traffic flow at Lackey Street (between Hutchinson Street and Applebee Street) be reversed to allow westbound vehicle movements from Applebee Street.



Figure 2 Proposed traffic changes and alternative route for St Peter's Triangle access from the Princes Highway (southbound).

Prior to the removal of signals, drivers are able to use May Street, Campbell Street, and Hutchinson Street to enter the Triangle. With construction of the Sydney Park Junction project being approved, the removal of traffic signals and the prohibition of all right-turn movements at the intersection of Princes Highway and May Street will require additional travel time for some drivers to access the Triangle. Through this proposal, drivers would be able to enter the Triangle via Princes Highway, Campbell Street, May Street, and Applebee Street. A more detailed signage plan of the proposed changes can be seen in *Attachment 2*.

Alternatively, if no traffic changes are made to the St Peter's Triangle, drivers would need to detour onto Alice Street or Edinburgh Road to access the Triangle via Hutchinson Street. Both detour routes would contribute to longer travel times of around 3 minutes per vehicle (noting the extra traffic signals and distances needed to be negotiated) than the proposed traffic changes at St Peter's Triangle.

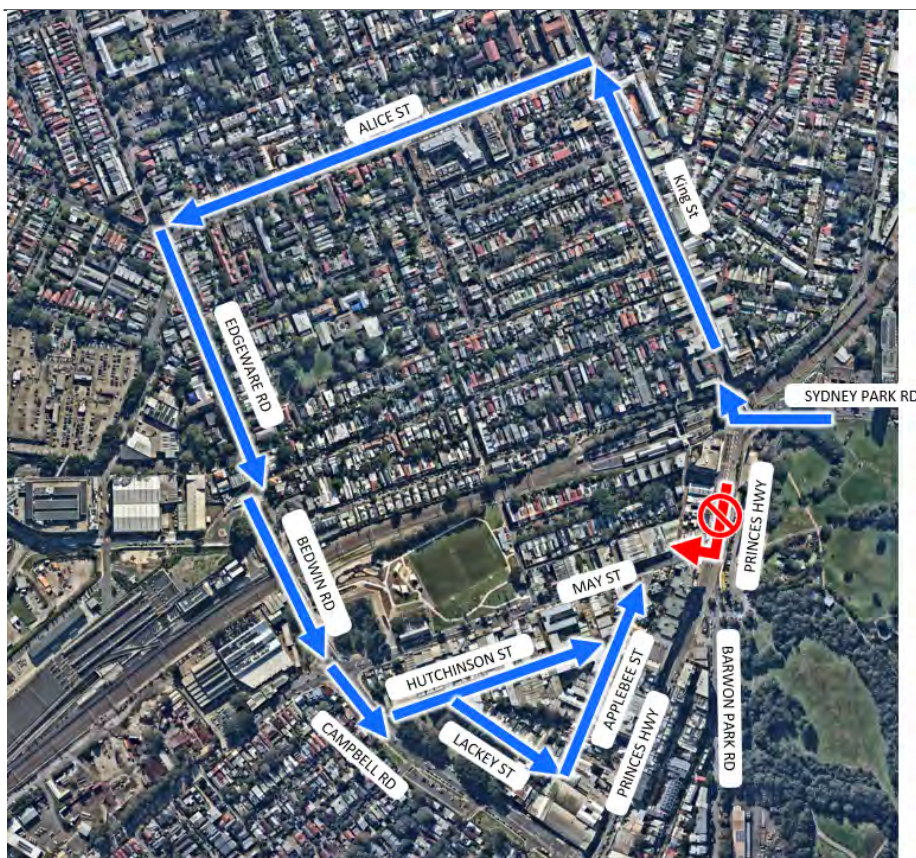


Figure 3 Alice Street detour route

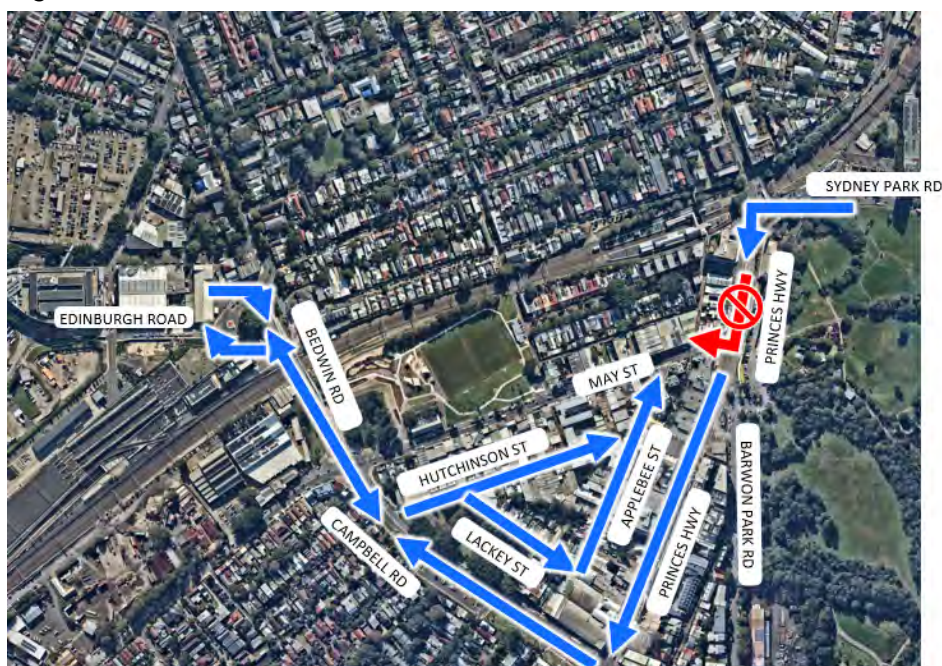


Figure 4 Edinburgh Road detour route

Consultation Feedback

A total of 1,173 letters were mailed out to residents and businesses of the Triangle and Goodsell Street to assess the level of support for the proposed traffic changes. On Council's webpage for general traffic consultations, a total of 147 responses were made with 33 responses being in support of the proposal and 114 or 78% of the responses opposing any traffic changes including the removal of traffic signal at the intersection of May Street and Princes Highway. For residents who were unable

to make a submission on Council's webpage, a phone call or email was made to one of Council's Liaison Officers for this proposal. There were 52 individual responses outside of Council's webpage with 10 responses supporting the proposal and 37 responses opposing any traffic changes. A summary of the collected feedback from residents can be seen in the below table.

Resident Comments	Officer's Response
The loss of 7 parking spaces at the top of Applebee Street will affect the already limited number of on-street spaces in the St Peter's Triangle and Applebee Street is too narrow to accommodate two-way traffic.	It is noted that the proposed loss of 7 parking spaces to facilitate improved traffic flow will impact the existing limited on-street parking supply within the Triangle. However, the loss of parking would be required if the proposed changes to traffic flow was to be implemented including two-way traffic in the northern end of Applebee Street.
If the travel directions are reversed for Lackey Street, passengers will be forced to exit onto the roadway or the grass verge which is very dangerous for elderly passengers and children. Furthermore, speeds will also increase, and Lackey Street will be treated as a rat-run.	It should be noted that Council does have local roads where passengers alight onto the roadway. It is expected that all passengers and drivers use caution to monitor for any incoming vehicles before exiting the vehicle. Council has implemented the InnerWest@40 program for the St Peter's Triangle area. This program has reduced the default speed limit on local streets from 50 km/h to 40 km/h.
Majority of the vehicles especially commercial vehicles from Applebee Street and Lackey Street are unable to make the sharp turn onto Hutchinson Street due to the kerb blister.	Council officers have conducted a swept path analysis for residential and commercial vehicles if the proposed reversal of traffic were to be approved. The swept path indicates that commercial vehicles are able to navigate the turn from Lackey Street onto Hutchinson Street using a three-point turn.
The proposed change will add an extra 1.4 km of travel, which will affect daily commute time. <ul style="list-style-type: none"> The extra travel time will affect deliveries and emergency vehicle access. 	Transport for NSW have committed to proceed with the Sydney Park Junction project which will include the removal of traffic signals and the right turn ban at the intersection of Princes Highway and May Street. The alternative access will be from Alice Street.
Vehicles are unable to exit out of Applebee Street onto May Street if a commercial vehicle is parked along the roadway for deliveries. This will cause traffic to bank up as well as motorists undertaking illegal movements to exit the triangle. If this proposal is adopted, could Council consider additional loading zones?	As per the NSW Road Rules, it is an offense to obstruct the path of another driver on a roadway. Council is currently not proposing the provision of any loading zones with the Triangle area noting the loss of on-street parking.
All businesses and residents of the Triangle will be affected by this proposal. The proposal is very disruptive and not represent the needs of residents in the Triangle.	Transport for NSW have committed to proceed with the Sydney Park Junction project which will ultimately include the removal of traffic signals and the right turn ban at the intersection of Princes Highway and May Street. All motorists

	will need to make alternative travel arrangements to gain access to the Triangle.
This proposal will result in an increase in traffic on Campbell Street and May Street. More traffic will be diverted onto Alice Street as a result of the signals being removed.	Noted. Alice Street is classified as a regional road and is capable of accommodating the projected increase in traffic volumes due to the presence of traffic signals at both ends of Alice Street.
The removal of traffic signals and the right-hand turn is detrimental to all motorists and should not be removed. Princes Highway, King Street and May Street accounts for thousands of traffic volumes daily. There is no other convenient way of accessing the Triangle.	Council has no jurisdiction over the removal or installation of traffic signals due to it being a Transport for NSW asset. Council acknowledges that the removal of signals at May Street and Princes Highway is impactful to resident access to the St Peter's Triangle and have proposed the option of reversing traffic flow on Applebee Street and Lackey Street to allow access via May Street.
A right turn option from Campbell Street into Hutchinson Street needs to be provided for residents to easily access the Triangle.	Council officers along with Transport for NSW would need to investigate the feasibility of this proposal before committing to or implementing any changes.
This proposal will make St Peters, Sydney Park and surrounding streets more pedestrian and cyclist friendly. It will encourage more active transportation within this vicinity while reducing the amount of traffic on May Street.	The Sydney Park Junction Project was proposed by Transport for NSW in order to urbanise and improve walking and cycling connections between the St Peters area, King Street, Princes Highway and Sydney Park. The project also aims to minimise the impact on the environment.

It should be noted that during the consultation of this traffic proposal, a petition was submitted by affected residents to oppose TfNSW's scheduled removal of traffic signals. On this petition, 246 unique signatures were collected from affected residents (including residents who have made a submission on Council's webpage) and have requested the installation/reinstatement of a right turn from Campbell Street into Hutchinson Street to improve access into the Triangle if the Sydney Park Junction signals cannot be opposed.

Conclusion

Council's proposal to reverse the traffic flow for Applebee Street and Lackey Street in response to Transport for NSW's scheduled removal of traffic signals has been opposed by majority of the residents in the St Peter's Triangle. It is therefore recommended that no traffic changes be made to the St Peter's Triangle at present. It is also recommended that Council Officers work with representatives from TfNSW to investigate alternative access arrangements for the St Peter's Triangle area.

FINANCIAL IMPLICATIONS

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

ATTACHMENTS

1. Sydney Park Junction - Walking, cycling and public domain improvements community update March 202
2. St Peters Triangle Directions Changes

March 2022

Sydney Park Junction

Walking, cycling and public domain improvements



St Peters Square looking south - with new separated cycleways, widened footpaths, dynamic community spaces and landscaping



We're creating permanent separated two-way cycleways



Prioritised walking links

Transport for NSW plans to return space on local streets for the community to enjoy. We're improving connectivity around St Peters, Sydney Park Road and King Street with new walking and cycling links. We'll also create a people-friendly multimodal St Peters square with dynamic community spaces for al fresco dining, recreation and entertainment.

The project

A key feature of the project is the creation of St Peters Square multimodal hub, which will connect multiple transport modes, including prioritised walking and cycling links to connect St Peters, Sydney Park and the King Street precinct.

The project reallocates road space to create dynamic community spaces along the Princes Highway, King Street and Sydney Park Road together with new landscaping. Sydney Park Junction will also feature 25 new kerbside parking spaces on the Princes Highway between Sydney Park Road and Barwon Park Road.

Benefits

The Sydney Park Junction project would create a people-friendly St Peters through:

- new prioritised walking links along the Princes Highway for easier movement to St Peters Station, Sydney Park and the King Street precinct.
- new mid-block crossings on the Princes Highway and Sydney Park Road

- better and safer cyclist connectivity between the Princes Highway and St Peters Station, King Street and the green open spaces of Sydney Park.
- people-friendly, dynamic community spaces for al fresco dining, recreation and entertainment allocated along the Princes Highway, King Street, St Peters Square and Sydney Park Road.
- improving safety and connectivity for all road users.

New access to St Peters Triangle

Transport undertook additional traffic assessment around the St Peters Triangle. The proposed changes will improve access and residents will have a total of three entry points: Hutchinson, May or Short Street.

Please see the submissions report at caportal.com.au/tfnsw/Sydney-Park-Junction for details.

Transport is working in close collaboration with the community and Inner West Council to ensure the best possible place outcomes.

ST PETERS SQUARE

Creating St Peters Square as a multimodal hub with dynamic community spaces



Widened footpath and dynamic community space at St Peters Square looking south-east on King Street.

SYDNEY PARK ROAD



Two-way cycleway on Sydney Park Road with a reduced speed limit of 40km/hr

A dedicated and safer Sydney Park cycleway using concrete separators.



Removal of proposed no right turn from Mitchell Road into Sydney Park Road. All vehicles can turn right from Mitchell Road to Sydney Park Road.

KING STREET



Balancing movement and place

King St and May St intersection with a new crossing, 40km/h speed zone, widened footpath, traffic signals removed, a median in place, two-way separated cycleway and landscaping.

PRINCES HIGHWAY



Extending the vibrant King Street to St Peters

Barwon Park and King St intersection with new traffic signals, 40km/h speed zone, widened footpaths and landscaping.



Short Street and Princes Highway intersection with mid-block crossing, 40 km/h speed zone, and dynamic community spaces.

Key amendments and updates after community feedback



All motorists can turn right from Mitchell Road to Sydney Park Road.



25 new parking spaces to the Princes Highway.



An extra accessible parking space in addition to nine new parking spaces on May Street.



Transport will continue to work collaboratively with the City of Sydney and Inner West Council.

Key Features



Reducing speed limits and traffic, improving local landscaping, and creating better active transport links will improve access and enjoyment of the Princes Highway, King Street and Sydney Park Road in St Peters for all.

NOTES

1. All existing pavement markings within Lackey Street and Applebee Street are to be removed.

LEGEND

Proposed sign post

Existing Sign Post

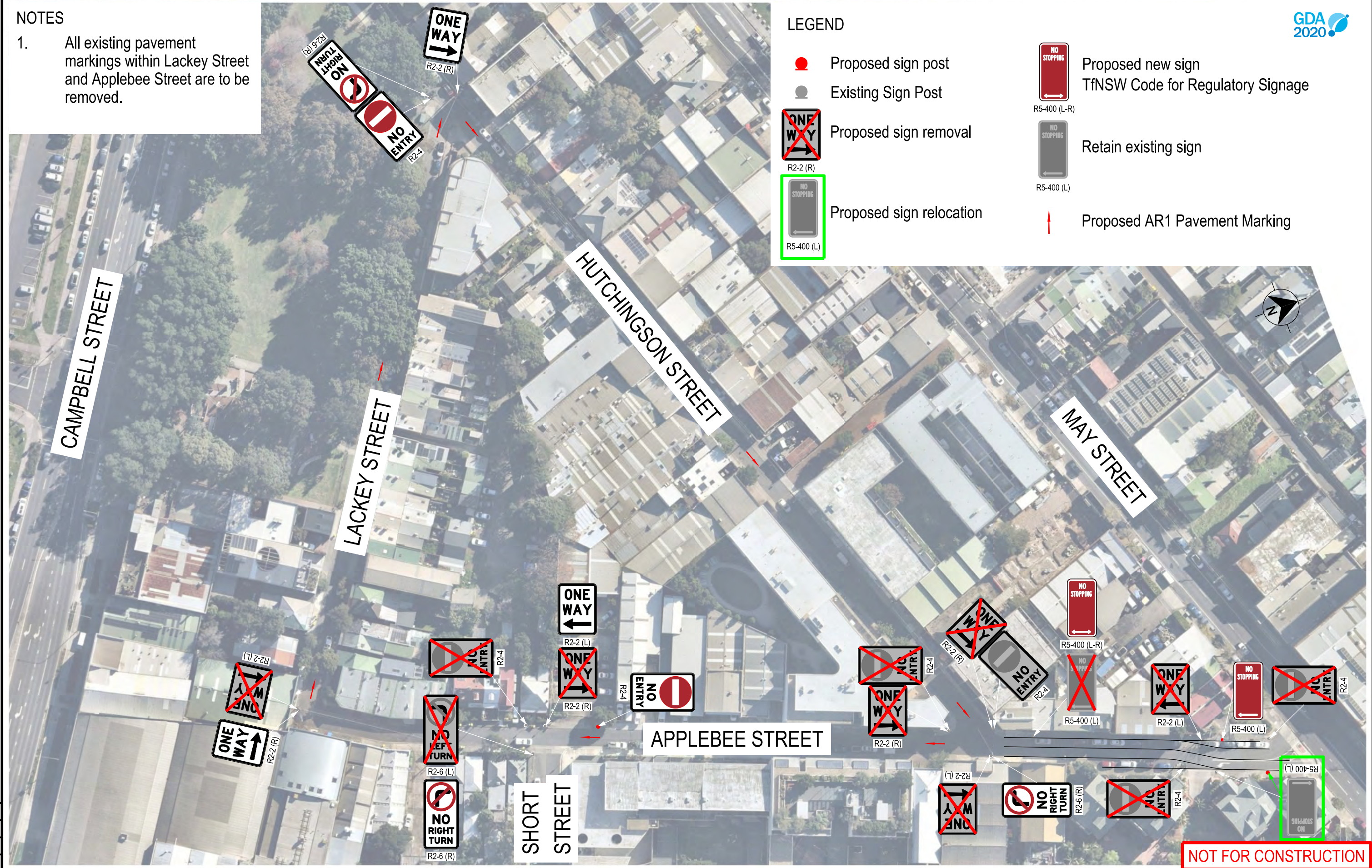
Proposed sign removal

Proposed sign relocation

Proposed new sign
TfNSW Code for Regulatory Signage

Retain existing sign

Proposed AR1 Pavement Marking



NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED

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Item No:	4
Subject:	Schwebel Street, Marrickville - Proposed Partial one-way eastbound treatment at Schwebel Street between Station Street / Leofrene Avenue and Junction Road (Midjuburi - Marrickville Ward / Summer Hill Electorate / Inner West PAC)
Prepared By:	Daniel Li, Student/Graduate Traffic Engineer
Authorised By:	Manod Wickramasinghe, Traffic & Transport Planning Manager

RECOMMENDATION

1. That Schwebel Street between Station Street / Leofrene Avenue and Junction Road, Marrickville be approved to be converted into a one-way in the eastbound direction.
2. That a threshold treatment (ie kerb blisters and speed cushion) be installed on Schwebel Street at Junction Street to reduce the speed of traffic and provide a physical narrowing to highlight the one-way section of Schwebel Street for oncoming motorists.
3. That a threshold treatment (ie kerb blisters and speed cushion) be installed on Schwebel Street at High Street to reduce the speed of traffic and provide a physical narrowing to highlight the one-way section of Schwebel Street for left turning motorists.

STRATEGIC OBJECTIVE

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

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

In December 2024 a Notice of Motion was raised at Council's meeting to investigate the eastbound one-way conversion of Schwebel Street from Illawarra Road to Carrington Road. Council Officers undertook an investigation into the one-way request and subsequently a traffic study report was submitted to the May 2025 Local Traffic Committee (now Local Transport Forum). The recommendation from May Local Traffic Committee was that the traffic management proposals regarding the one-way proposals be approved in principle with community consultation being undertaken on the proposals as a subsequent action.

Based on the feedback from the community as well as Council Officer assessment, it is recommended that the narrow section of Schwebel Street, Marrickville between Station Street / Leofrene Avenue and Junction Road (Option B) be approved to be converted into a one-way eastbound.

BACKGROUND

At the Council meeting held on 3 December 2024, it was resolved to investigate the conversion of Schwebel Street from two-way to one-way eastbound from Illawarra Road to Carrington Road.

Council Officers undertook an investigation into the one-way request and subsequently a traffic study report was submitted to the May 2025 Local Traffic Committee (LTC) outlining a number of proposals. The recommendation from May Local Traffic Committee was that the one-way proposals be approved in principle with community consultation being undertaken as a subsequent action.

Community consultation was undertaken on the four recommended proposals below between July and August 2025.

- Option A: Make Schwebel Street one-way eastbound between Illawarra Road and Carrington Road
- Option B: Make Schwebel Street a partial one-way eastbound between Station Street / Leofrene Avenue and Junction Road
- Option C: Add 5 formal passing bays to retain two-way traffic flow.
- Option D: No traffic changes to Schwebel Street

DISCUSSION

Existing Conditions:

Schwebel Street is a residential street running east-west between Illawarra Road and Carrington Road with varying road widths as shown in *Table 1*. Despite Schwebel Street between Station Street and Junction Street being incapable of accommodating concurrent two-way traffic movements, Schwebel Street currently operates as a two-way road where drivers are expected to utilize driveways and parking areas to pass oncoming vehicles.

Street Name	Schwebel Street
Carriageway width (m) kerb to kerb	<ul style="list-style-type: none"> • Between Station Street and High Street – 7.3m • Between High Street and Junction Street – 6.8m • Between Junction Street and Carrington Road – 12.8m
Carriageway type	Two-way with vehicles utilising driveways and parking areas to pass oncoming vehicles
Classification	Local
Speed Limit (km/h)	40 (formerly 50 before the implementation of inner West @ 40 speed reduction program)
Annual Average Daily Traffic (AADT)	<ul style="list-style-type: none"> • Between Leofrene Avenue and Ivanhoe Street – 3,784 • Between High Street and Junction Street – 3,927
85 th percentile speed (km/h)	<ul style="list-style-type: none"> • Between Leofrene Avenue and Ivanhoe Street – 41.6 • Between High Street and Junction Street – 46.8
Parking Arrangements	<ul style="list-style-type: none"> • '2P 8.30am – 6pm Mon-Fri, 8.30am – 12.30pm Sat, Permit Holders Excepted' on the southern side of Schwebel Street between Leofrene Avenue and Ivanhoe Street. • Unrestricted parking on the northern side. • Unrestricted parking east of Ivanhoe Street to Carrington Road

Table 1 Road Network Detail

Community Consultation:

Community consultation was undertaken between July and August 2025. A letter outlining the proposals was mailed out to residents with a total of 1941 letters being mailed out as per the consultation area in *Figure 1*.

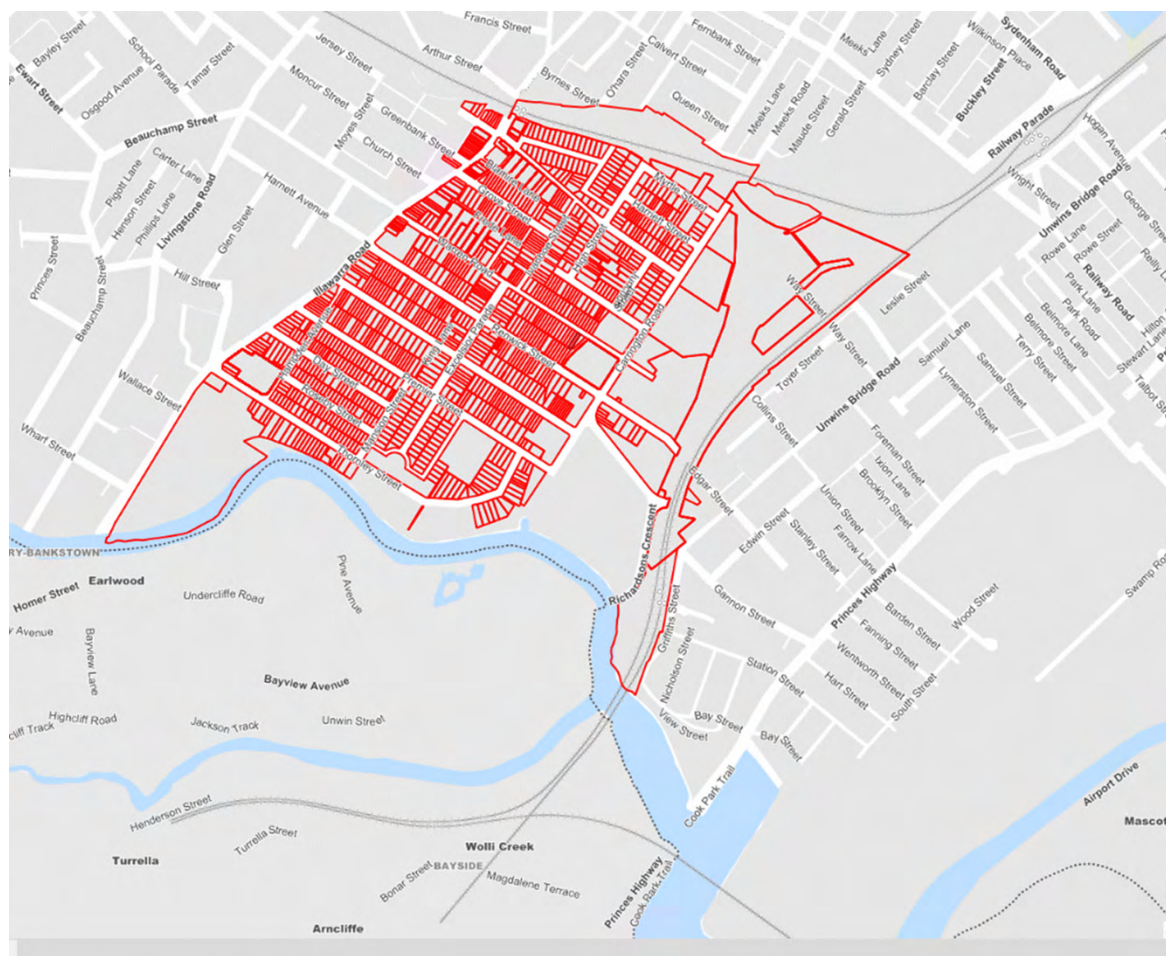


Figure 1 Consultation area for proposed traffic changes at Schwebel Street

There was a total of 147 votes received, providing an overall response rate of 7.5%. Given the size of the area of which consultation was undertaken, a response rate of 7.5% is reasolt should also be noted that of the 147 votes, 23 votes were identified as being different residents from the same property addresses. A summary of the results can be seen in *Table 2* and a summary of general comments made by the residents for each option can be seen in *Table 3*.

Proposal	Number of Votes
Option A	46
Option B	31
Option C	35
Option D	12
Total Votes	124

Table 2 Consultation Results

Proposal	General Resident Comments - Support	General Resident Comments - Opposition
Option A	<ul style="list-style-type: none"> Option A is preferred for safety of pedestrians and reducing car volumes on Illawarra Road Preferred option to match the opposing westbound traffic flow in Warren Road This proposal would result in less rat running at Harriet Street and Charlotte Avenue. It is likely that the opening of Marrickville Metro will result in an increase in vehicles and implementing a one-way in all of Schwebel Street would reduce traffic congestion. Other options would be too confusing for motorists. Supportive of this proposal as there is no parking loss. 	<ul style="list-style-type: none"> This option will increase traffic in adjacent streets; Trips will become longer for residents in neighbouring streets Cars may speed and rat run due to Schwebel Street being converted into a one-way. This option does not consider residents who live on Leofrene Avenue, Riverdale Street, Charlotte Street and other streets. This option will disadvantage businesses on Illawarra Road.
Option B	<ul style="list-style-type: none"> Not opposed to Option A but preferred to support Option B as it will allow access to a drop-off area and better access for Junction Street. Option B addresses Schwebel Street being too narrow for two-way traffic movements and improves access to commercial areas whilst being less disruptive than a complete one-way system Option A punishes residents on Leofrene Avenue and Riverdale Avenue as it would prevent easier access to Illawarra Road and so Option B is preferred. Option A would result in vehicles using Station Street and Blamire Lane to access Illawarra Road and so Option B is preferred. Residents don't lose on-street parking. 	<ul style="list-style-type: none"> This option will increase traffic in adjacent streets. This option will create confusion for motorists that are unfamiliar with Schwebel Street as some sections are two-way and some are one-way. Trips will become longer and will cause bottlenecks in adjacent streets.
Option C	<ul style="list-style-type: none"> Option C would enable Schwebel Street to remain as a two-way street, and it would 	<ul style="list-style-type: none"> Existing parking situation would be made worse due to the removal of parking.

	<p>formalize existing behaviours from motorists.</p> <ul style="list-style-type: none"> • Access to High Street would be maintained and from experience, Schwebel Street is not as congested as other people make it out to be. • This option will not affect traffic flow in other streets. • Making Schwebel Street one-way will result in longer detours. 	<ul style="list-style-type: none"> • The loss of on-street parking would impact residents that don't have access to off-street spaces.
Option D	<ul style="list-style-type: none"> • Road should be maintained as two way as one way traffic flow will increase speeds which is dangerous for pedestrians, bicycles and other vehicles. • The current traffic situation in Schwebel Street seems to work and residents can get home without having to drive around the one-way. • Having passing bays would reduce the already limited parking on Schwebel Street. If making Schwebel Street into a one-way, other streets would need to be considered for traffic treatments. • Access to High Street is limited to entry via Schwebel Street and travel times would be affected. 	<ul style="list-style-type: none"> • Any change to Schwebel Street will affect surrounding streets • Other options affect parking.

Table 3 General Resident Comments

Traffic Engineering Analysis:

Based on the responses from the community consultation, it can be inferred that residents and businesses of the Marrickville South precinct are in favour of traffic changes being made to Schwebel Street with either a preference for Options A, B or C. As shown in Table 2, the complete eastbound one-way system (option A) was the preferred option followed by the formalization of passing bays to retain two-way traffic (option C).

Although residents and businesses were directed to vote for their preferred option on Council's website, a few of the residents that voted for option A also had option B as a secondary preference in the additional comments section. In comparison to Option A, a traffic analysis indicates that a partial one-way system would be a more suitable traffic proposal to address the issue of the narrow sections of Schwebel Street which are unable to facilitate two-way traffic movements whilst maintaining the needs of commuter access at Marrickville Railway Station and commercial needs of businesses located on Illawarra Road, Carrington Road and Junction Street. It also addresses concerns raised by residents of Leofrene Avenue and Riverdale Avenue regarding access to Illawarra Road whilst overall still preventing any "rat running".

It should be noted that Council officers have also performed an analysis of vehicles turning into Junction Street. The turning movement indicates that if Option A were to be adopted, residents and commercial vehicles would not be able to turn left from Carrington Road onto Schwebel Street and would instead need to access Illawarra Road and be required to travel the entire length of the eastbound one-way on Schwebel Street to have sufficient turning area to access the southbound travel lane of Junction Street.

Whilst access to the northbound travel lane of Junction Street is maintained via Ruby Street, vehicles are unable to U-turn into the southbound lane. By implementing a partial one-way at Schwebel Street, existing turning movements into the southbound lane of Junction Street is maintained via Carrington Road and Schwebel Street.

As Option B adopts a partial one-way system, the benefits proposed in Option A from the complete eastbound one-way between Illawarra Road and Carrington Road would also be applicable to the partial one-way eastbound system. However the proposed partial one-way system between Junction Street and Leofrene Avenue / Station Street will result in a less disrupted traffic network. A summary of the advantages and disadvantages of the partial one-way system can be seen in *Table 4*.

Option B: One Way Traffic Eastbound in Schwebel Street between Leofrene Avenue/Station Street and Junction Street	
Advantages	Disadvantages
<ul style="list-style-type: none"> Localised congestion is minimized compared to a two-way traffic through narrow road space No loss of on-street parking spaces Overall traffic volume will likely decrease and prevent "rat running" in the westbound direction. Reduced likelihood of vehicle side swiping Allows kiss and ride users to exit onto Illawarra Road without travelling eastbound into Schwebel Street. Allows westbound traffic from Carrington Road to adequately react to the one-way and divert onto Junction Street. Allows access for nearby Leofrene Avenue and Riverdale Avenue to Illawarra Road. 	<ul style="list-style-type: none"> Residents will travel longer distances to travel to and from their homes Prevailing traffic flow will be diverted to adjacent streets, likely Warren Road (one-way) or Grove Street Vehicle speeds will likely increase Drivers could disobey road rules and drive against the one way to avoid travelling around, particularly to and from destinations at each end of the street.

Table 4 Advantages and disadvantages of a partial one-way system.

Having considered the feedback from residents as well as the above analysis, support is provided to the implementation of a partial one-way eastbound system on Schwebel Street, Marrickville between Junction Street and Leofrene Avenue / Station Street.

Traffic Management Plan:

A. Description or detailed plan of proposed measures.

In response to community concerns, a traffic study undertaken by Inner West Council presented four options for Schwebel Street between Illawarra Road and Carrington Road, Marrickville. Community Engagement on the four options were undertaken in July 2025 and August 2025 and concluded with

31% level of support for a complete one-way eastbound system along Schwebel Street as well as 25% of level of support for the partial one-way eastbound option for Schwebel Street between Junction Street and Leofrene Avenue / Station Street.

Schwebel Street is a local road with varying road widths. The road is surrounded by low density houses and medium density residential units, with industrial units positioned towards the eastern end at Carrington Road. Schwebel Street also connects with Station Street which provides a formal drop-off and pick-up area for commuters using Marrickville Railway Station. Parking is generally permitted on both sides of the road between Illawarra Road and Ivanhoe Street. Unrestricted parking is available only on the southern side between Ivanhoe Street to Junction Street. The proposed partial one-way section of Schwebel Street and the surrounding road network is shown in *Figure 2*.

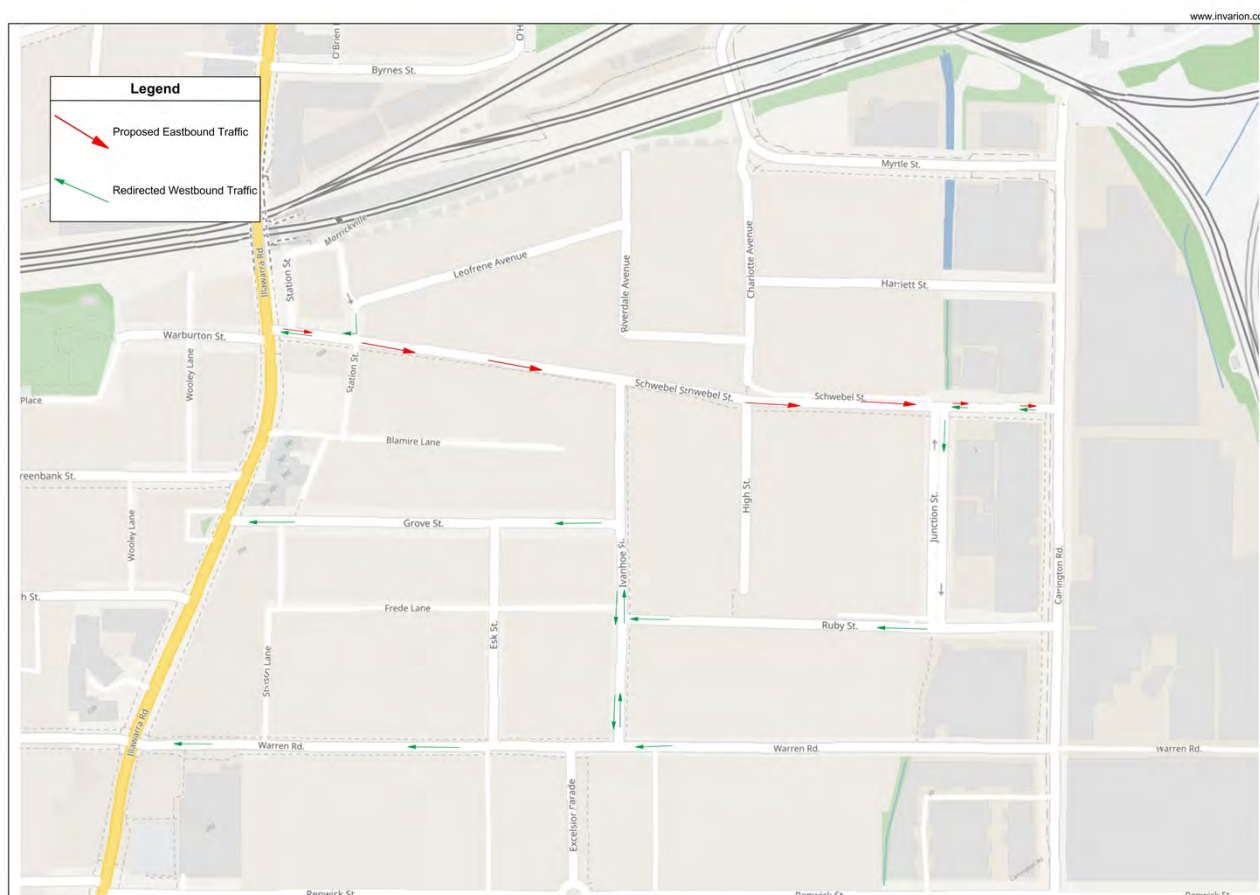


Figure 2 Partial one-way proposed in Schwebel Street and surrounding road network.

B. Identification and assessment of impact of proposed measure

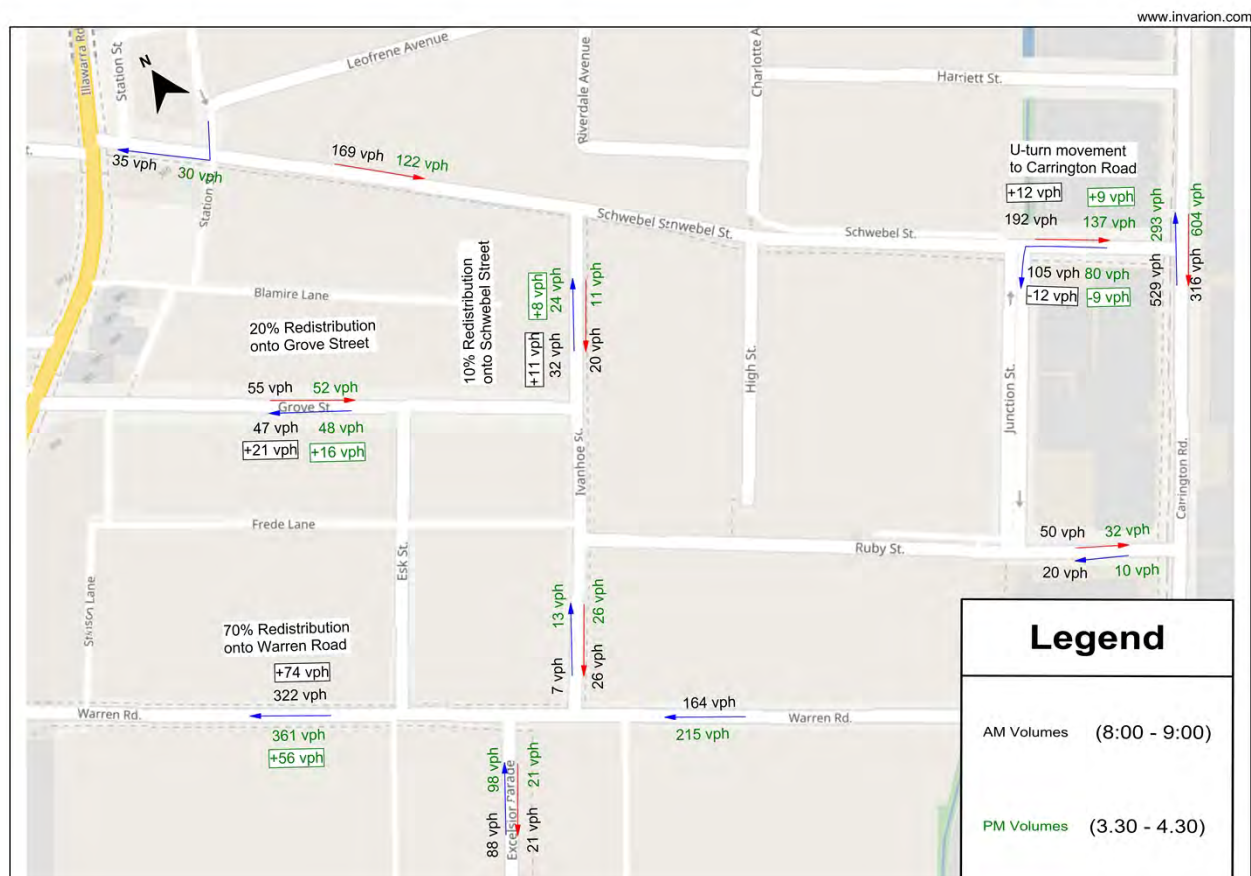
The proposed partial one-way eastbound traffic changes in Schwebel street will alter the traffic patterns within the surrounding road network. The proposed measures will result in the following changes:

- Prevent left turns at Ivanhoe Street into Schwebel Street
- Prevent left turns at High Street into Schwebel Street
- Prevent left turns at Junction Street into Schwebel Street

Note that the existing 'No Entry' from Schwebel Street into Leofrene Avenue will be maintained.

As a result of the proposed measures, the westbound traffic in Schwebel Street will be diverted onto Warren Road, Renwick Street and Grove and Ruby Streets. It is anticipated that 117 vehicles in the

peak hours will be redistributed to surrounding streets. The projected traffic redistribution can be seen in *Figure 3*.



ITEM No. 4

Figure 3 Traffic redistribution from Schwebel Street one-way proposal

C. Measures to ameliorate the impact of re-assigned traffic.

The proposed partial one-way changes at Schwebel Street will result in 117 northbound vehicles in the morning peak hour to be redistributed onto surrounding streets. It is expected that the northbound traffic will be diverted mostly to Warren Road and Renwick Street and partly Grove Street.

Renwick Street currently carries a high level of traffic, however, considering its 12.8m road width and the absence of an east-west collector road in the wider area, additional traffic loading in Renwick Street can be accommodated. Furthermore, with Warren Road being an existing westbound one-way between Carrington Road and Illawarra Road, the implementation of a partial one-way in Schwebel Street will allow for the pairing of one-way traffic flow in the westbound and eastbound directions.

Under the current proposal, additional speed humps are proposed to be installed in Schwebel Street to reduce the expected increase in speeds for vehicles travelling in a one-way direction.

D. Assessment of public transport services affected.

Schwebel Street is not a public bus route, and the proposal should not affect public transport.

E. Details of provision made for emergency vehicles, heavy vehicles, cyclists and pedestrians.

The proposed measures will result in a minor detour of emergency vehicles requiring travel through Renwick Street or Warren Road. Emergency vehicles are exempt from NSW Road Rules and may be able to access destinations in Schwebel Street in any direction in case of emergency, depending on

the destination and time of day.

The proposal will require heavy vehicles currently travelling northbound on Schwebel Street to detour via Renwick Street or Warren Road.

Cyclist movements will be detoured via the local road network and parallel shared path that connect Marrickville Station to Carlotta Avenue.

There will be no impact to pedestrian movements under this proposal.

F. Assessment of effect on existing and future developments with transport implications in the vicinity of proposed measures.

It is understood that there are currently no proposed developments in the short term within Schwebel Street that would be adversely impacted by the proposed measures.

However, it is noted that the Marrickville Railway Station is currently undergoing upgrades for Sydney Metro services. It is anticipated that the scheduled completion of Sydney Metro works in late 2026 will result in an increase in traffic volumes on Schwebel Street for commuters using the pick-up and drop-off zone at Station Street. Any future traffic and transport movements will need to be planned around the proposed partial one-way changes in Schwebel Street.

G. Assessment of effect of proposed measures on traffic movements in adjoining Council areas.

It is anticipated that there will be no adverse impacts on adjoining council areas as a result of the proposed partial one-way in Schwebel Street.

H. Public Consultation Process.

Public consultation was undertaken in July 2025 to August 2025 on four traffic options for Schwebel Street, including the proposed partial one-way changes. Residents and business operators bounded by Carrington Road, Illawarra Road, Cooks River and the Sydenham-Bankstown railway line were advised of the traffic study and four options for Schwebel Street. The four options presented were:

- Option A: One-way eastbound in Schwebel Street between Illawarra Road and Carrington Road
- Option B: Partial one-way eastbound in Schwebel Street between Leofrene Avenue / Station Street and Junction Road.
- Option C: Provide short sections of passing bays
- Option D: No traffic changes to Schwebel Street.

At closing, a total of 124 submissions were received, with 25% of the total results indicating support for Option B.

As required under the Roads Act 1993, Council published notifications in the Inner West Courier on 21 July 2025 with the closing date on 18 August 2025.

FINANCIAL IMPLICATIONS

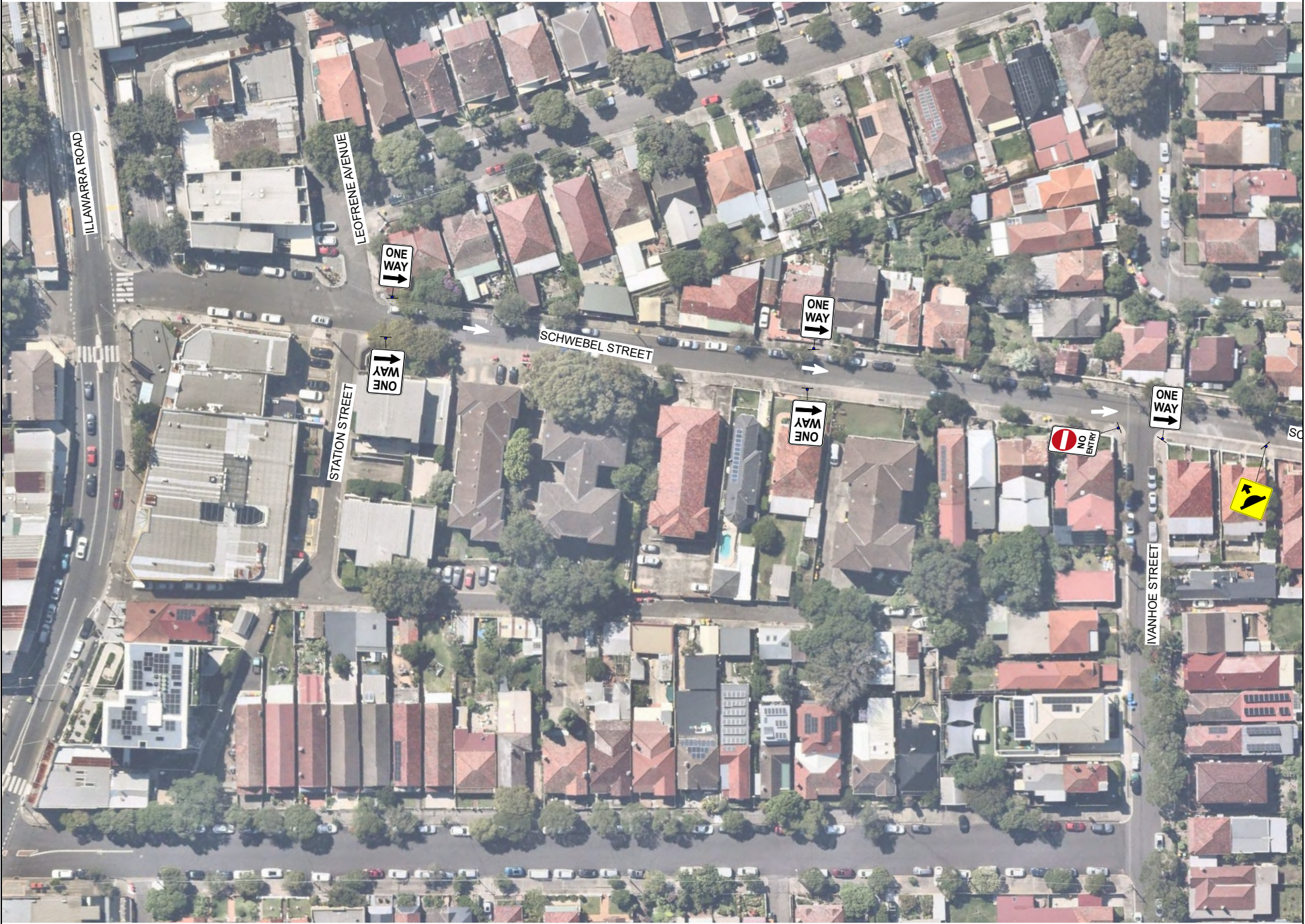
The financial costs associated with implementing a partial one-way eastbound at Schwebel Street between Station Street / Leofrene Avenue and Junction Road is approximately \$40,000 which is inclusive of all the required signage and line marking notifications, public advertisements and the asphalt speed cushions.

The project is currently listed for construction in the 2026/27 financial year.

ATTACHMENTS

1. Schwebel Street - Signage Plan - B





Item No:	5
Subject:	Illawarra Road, Marrickville - Proposed Raised Pedestrian Crossing (Midjuburi-Marrickville Ward / Summer Hill Electorate / Inner West PAC)
Prepared By:	Jackie Ng, Traffic Engineer
Authorised By:	Manod Wickramasinghe, Traffic & Transport Planning Manager

RECOMMENDATION

1. That a raised pedestrian crossing be approved in principle on Illawarra Road to replace the existing at-grade pedestrian island at Illawarra Road and Wharf Road aligning with the upgrade of Steel Park as an inclusive playground.
2. That the proposed raised pedestrian crossing on Illawarra Road be included for consideration in Council's Traffic Facilities Capital Works Program for funding in 2026/27 financial year.
3. That a detailed design for the proposed pedestrian crossing be brought back to the Local Traffic Forum for consideration, including the results of community engagement.

STRATEGIC OBJECTIVE

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

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

At the Council Meeting held on 23 September 2025, a Notice of Motion (NoM) for 'Steel Park Illawarra Road Pedestrian Crossing' (C0825(1) Item 49) was considered. The subsequent resolution stated that Council constructs a raised pedestrian crossing on Illawarra Road to replace the existing at-grade pedestrian island at Illawarra Road and Wharf Street aligning with the upgrade of Steel Park as an inclusive playground.

Results of data collected in the recent past reveal that a pedestrian crossing facility at this location would comply with Council's Pedestrian Crossing Warrant Policy. The location of the proposed located on a straight stretch of Illawarra Road and there are no geometric concerns with the location. Therefore, it is recommended that a Raised pedestrian crossing be approved in principle on Illawarra Road, Marrickville just south of Wharf Street and that a detailed design be undertaken and brought back to the Forum for consideration.

BACKGROUND

At the Council Meeting held 23 September 2025, a Notice of Motion (NoM) for 'Steel Park Illawarra Road Pedestrian Crossing' (C0825(1) Item 49) was considered. The resolution stated that Council constructs a raised pedestrian crossing on Illawarra Road to replace the existing at-grade pedestrian

island at Illawarra Road and Wharf Street aligning with the upgrade of Steel Park as an inclusive playground.

It was noted that concerns were raised regarding pedestrian access and safety at the existing pedestrian arrangement at Illawarra Road and Wharf Road. The crossing is utilised by pedestrians and cyclists following the Cooks River cycleway and pathway, access to Steel Park playground and waterplay park, Steel Park Oval, Mahoney Reserve, basketball and skate facilities, as well as Marrickville Golf Club and Parklands.

DISCUSSION

Illawarra Road is a regional road that links the Inner West Council with Canterbury Bankstown Council. Due to the proximity of existing parklands, facilities and amenities at the intersection of Illawarra Road and Wharf Street, high pedestrian and vehicular traffic raise concerns for pedestrian access and safety during weekend sporting and casual events/activity.

The upgrade of Steel Park as an inclusive playground is expected to generate more pedestrian and vehicle traffic.

Council has previously collected weekday and weekend traffic counts at this location and the data presented demonstrates that the site meets Council's Pedestrian Crossing Warrant Policy. It is noted that under the old pedestrian crossing criteria, the weekday data did not meet the pedestrian crossing warrants.

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

Illawarra Road at Wharf Street, Marrickville - Weekday Count					
Count Type	AM Count (8AM - 9 AM)	Mid-Day Count (12PM - 1PM)	PM Count (4PM - 5PM)	Pedestrian Crossing Warrant	Warrant Met
Pedestrian	23	12	38	≥20	Yes
Vehicle	1010	355	426	≥200	Yes

Illawarra Road at Wharf Street, Marrickville - Weekend Count					
Count Type	AM Count (8AM - 9AM)	Mid-Day Count (11AM - 12PM)	PM Count (2PM - 3PM)	Pedestrian Crossing Warrant	Warrant Met
Pedestrian	100	100	55	≥30	Yes
Vehicle	896	1130	1019	≥200	Yes

Based on Council's Pedestrian Crossing Warrant Policy, there are no concerns raised in relation constructing a raised pedestrian crossing on Illawarra Road south of Wharf Street. A concept plan is shown in *Attachment 1* depicting the preferred location of installation. The proposed pedestrian crossing is located a few metres south of the existing refuge island so that pedestrians veer a little onto the footpath from both the park and Wharf Street which should enhance the safety of this crossing facility. This relocation will likely result in the loss of 1 or 2 carparking spaces.

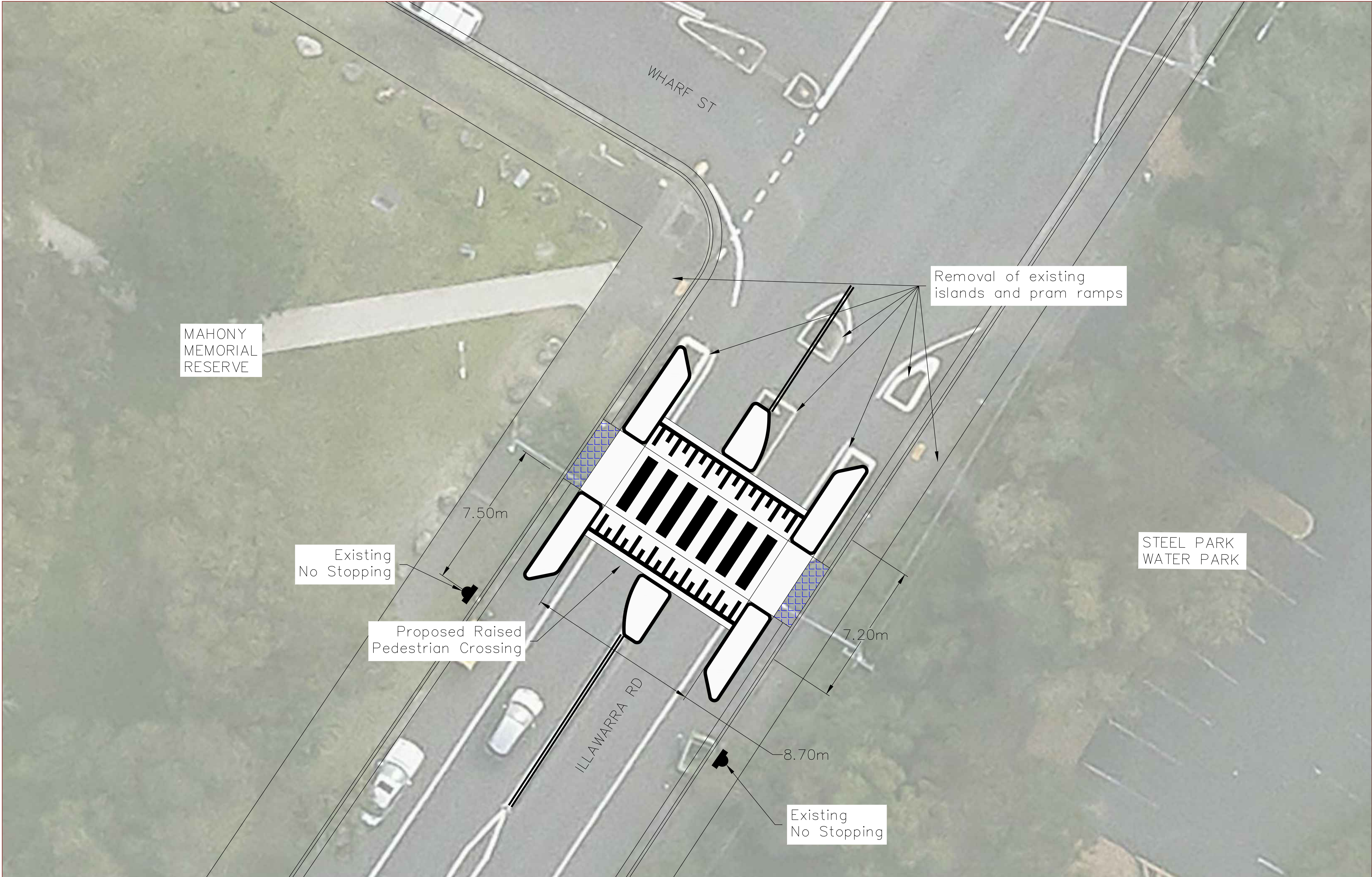
Consultation is to be undertaken as part of the detailed design stage.

FINANCIAL IMPLICATIONS

The cost of the works is initially estimated at \$150,000 and the project will need to be included in Council's Traffic Facilities budget for future funding.

ATTACHMENTS

1. Concept Design - Illawarra Road, Marrickville - Pedestrian Crossing



CHECKED & APPROVED	SURVEYED BY	<div>INNER WEST</div> <div>2-14 FISHER STREET, PETERSHAM NSW 2049 Ph: 02 9392 5000 Post: PO Box 14 PETERSHAM council@innerwest.nsw.gov.au e) council@innerwest.nsw.gov.au Web: https://www.innerwest.nsw.gov.au</div>	<div>N</div> <div></div>	SURV. GEN.		COORDINATE SYSTEM					CONCEPT DESIGN	PROJECT NO.	SHEET NO.	
	DESIGNED BY			R.M.S.									1 of 1	
APPROVED FOR CONSTRUCTION	DRAWN BY			A.G.L. / SHELL PIPELINES					SCALES (ORIGINAL A1)					
				SYDNEY WATER		1:1000								
				Telstra / Optus										
				AUSGRID										
				NOTICE OF ENTRY										
				KERB & GUTTER										
				NOTICES	DATE		REV.	DATE	DESCRIPTION	APPROV.				

Item No:	6
Subject:	Eliza Street, Newtown – Temporary full road closure for a community event on Sunday 25 January 2026 – Summer Crawl Street Stage Festival 2026 (Damun-Stanmore Ward / Newtown Electorate / Inner West Pac)
Prepared By:	Jennifer Adams, Traffic Engineer
Authorised By:	Manod Wickramasinghe, Traffic & Transport Planning Manager

RECOMMENDATION

That the proposed temporary full road closure of Eliza Street, between Lennox Street and King Street, Newtown for a 19-hour period from 6:00am Sunday 25 January 2026 to 1:00am Monday 26 January 2026 (contingency period 2 weeks) be approved, for the purpose of holding the event 'Summer Crawl Street Stage Event 2026', subject to the following conditions and all standard Council conditions for a temporary full road closure:

1. A Road Occupancy License (ROL) be obtained by the applicant from the Transport Management Centre (TMC);
2. All affected residents and businesses, including the NSW Police Local Area Commander, Fire & Rescue NSW and NSW Ambulance Services be notified in writing, by the applicant, of the proposed temporary road closure at least 14 days in advance of the closure with the applicant making reasonable provision for stakeholders;
3. A 4-metre-wide emergency vehicle access must be maintained through the closed road areas during the course of the event; and
4. The occupation of the road carriageway must not occur until the road has been physically closed.

STRATEGIC OBJECTIVE

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

2: Liveable, connected neighbourhoods and transport.

EXECUTIVE SUMMARY

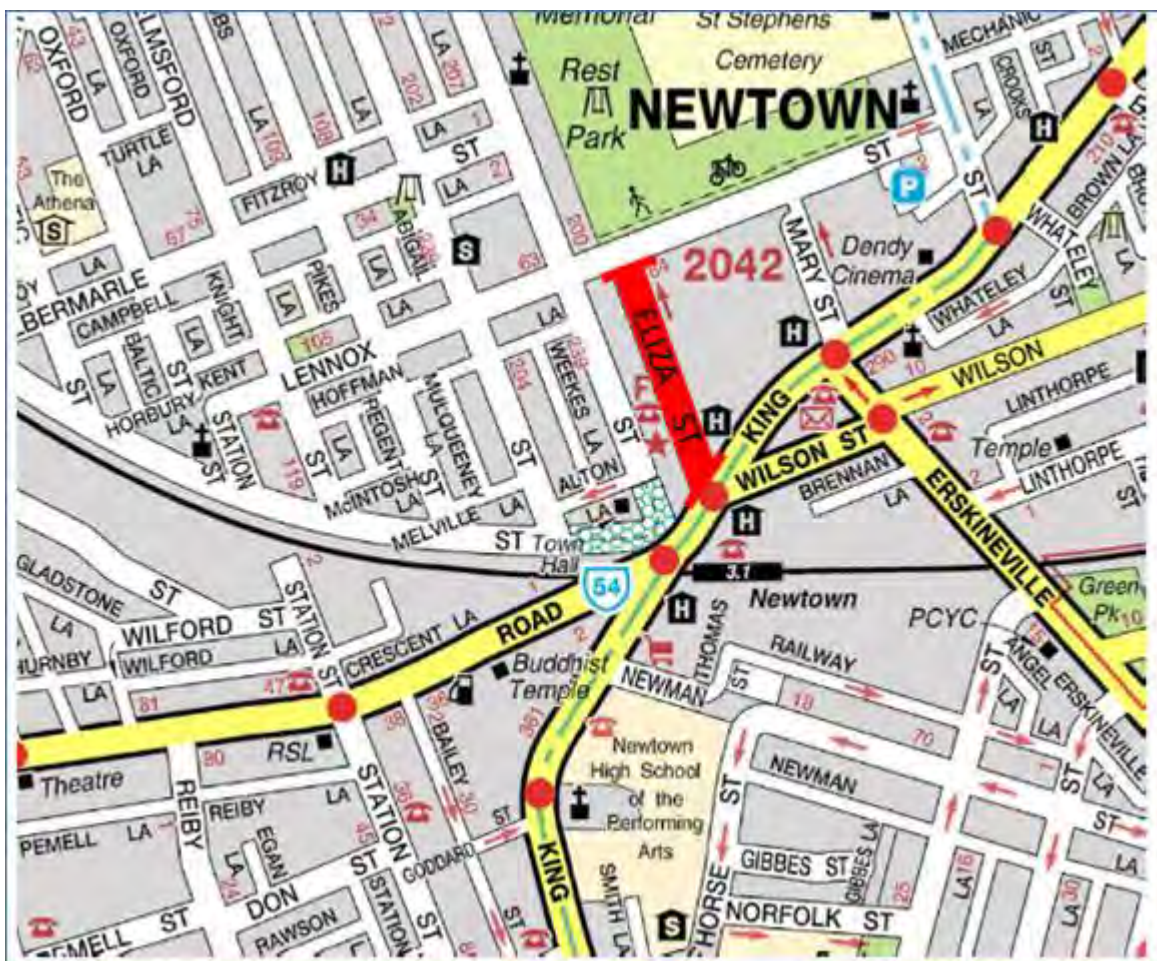
Council has been notified by The Music & Booze Co. about a proposed temporary full road closure of Eliza Street, Newtown between Lennox Street and King Street, for a 19-hour period from 6:00am on Sunday 25 January 2026 to 1:00am Monday 26 January 2026 in order to hold the event 'Summer Crawl Street Stage 2026'. The actual event will be between 1:00pm and 8:00pm on Sunday 25 January 2026 and the times before and after allow for bump in & out activities. It is recommended that Council agree to the temporary full road closure subject to the applicant complying with all conditions as set out in this report.

TEM No. 6

The event will stretch along Eliza Street from King Street to Lennox Street and will include concession stalls serving food and non-alcoholic drinks provided by local restaurants such as Continental Deli and Mary's, an outdoor stage at the southwest end of Eliza Street hosting local, independent, and emerging artists and a bar area serving cans only. Eliza Street will be closed to traffic but open to pedestrian flow from the Lennox Street entrance at the North End.

This will be a community event, and entry will be by donation to Newtown Neighbourhood Centre.

Eliza Street is a local road between King Street and Lennox Street and is signposted as 'One Way' northbound with parking only permitted on the eastern side of Eliza Street. The street varies in width from approximately 5.5 metres at the King Street end to approximately 6.1 metres at the Lennox Street end.



Temporary road closure and managed vehicle operations will be in effect on Eliza Street, between King Street and Lennox Street to establish the event precinct. Road Closure of Eliza Street will be from 6am Sunday 25 January 2026 to 1.00am Monday 26 January 2026.

Event Times – Sunday 25 January 2026 from 1pm to 8pm
Required Bump In / Set up time: 6am – 12noon.
Required Time to Return to Original Condition: 8pm to 1am Mon 26 Jan.

Resident/business access only between 6am – 12noon and 8pm to midnight, to be walked by event staff while located in the event site and when it is safe to do so. No access to the event site between 1pm to 8pm. Restricted Access points will be managed by Traffic controllers and not open to through traffic.

Site Plan:



There is limited on-street parking spaces on Lennox Street, King Street and surrounding streets. The event demographic is predominantly local area community members so extensive visitor parking is

not expected to be required. Event attendees will be advised to utilize public transport, if needed to attend the event.

There will be no impact on public transport whilst the event is being carried out. Neighbouring councils will not be affected by this activity. All aspects of the event will be maintained within the Newtown area.

No special event clearways are proposed for the area, any vehicles parked inside the closure at time of implementation will be managed by traffic control staff. Emergency service vehicles will have a 4-metre access corridor through the event site during the event. All traffic management plans will continue irrespective of weather.

A Traffic Control Plan (TCP/TGS) has been supplied to ameliorate conditions whilst the event is in effect. A copy of the TCP is reproduced below.

ITEM No. 6



Three Authorised traffic controllers will be on-site during work hours, and positioned at different intervals of the work area as stated below:

- 1 x Authorised traffic controller is to be positioned at the closure point of the event, at the corner of Lennox Street and Eliza Street to ensure the safety of attendees, residents, staff and other personnel along Thomas Street whilst the event is in effect.

- 1 x Authorised traffic controller is to be positioned along Eliza Street to maintain the pedestrian access and ingress/egress of service/production vehicles, for the duration of the bump-in, bump-out periods and event duration.
- 1x Authorised traffic controller is to be on-site to monitor vehicle movements within the closure and alleviate breaks.

Public Consultation

The proposed temporary full road closures have been advertised in accordance with the *Roads Act 1993*.

Advice of the proposed event must be forwarded to all the appropriate authorities, including emergency services. A copy of the draft notification letter is attached at the end of this report.

The TMP states that: *“All affected residents will be notified of the event through:*

- *Letterbox drops will take place at least 7 days prior to the start of the works being carried out to notify residents and local businesses about the changes in road conditions for the event period, to minimize any disturbances which may occur.*

Conclusion

It is recommended that Council agree to the temporary full road closures on on Sunday 25 January 2026 subject to complying with the recommendations stated in this report along with all standard conditions for temporary full road closures.



SYDNEY TRAFFIC PTY. LTD.

Unit 50/45-51 Huntley St, Alexandria

Tel: 02 8068 1844

A.B.N. 77 662 325 340

22/10/2025

TEMPORARY FULL ROAD CLOSURE 2026

Eliza Street, Newtown NSW 2042
0600 Sunday 25th January 2026,
to 0100 Monday 26th January 2026

EVENT: Newtown Festival 2026

To the residing residents around **Eliza Street, Newtown NSW 2042**.
On Sunday 25th January 2026, **between the times of 0600 and 0100 (Monday 26 January 2026)**,
traffic control will be onsite to allow for the **temporary full road closure of Eliza Street, Newtown NSW 2042** - to host event **Newtown Festival 2026**.

Traffic Management including vehicle, signs and devices will be on-site at all times for the duration of the closure to maintain safety of traffic within the area.

Resident access will always be maintained, with traffic controllers on-site to re-direct residents to ensure their access to properties.

We humbly request that any residents and surrounding business employees within the affected area ensure their vehicles are removed prior to the closure time and use alternative routes, if possible, to avoid congestion and frustrations from the general public.

Apologies for any inconveniences.

For any concerns or if you would like any further information, please contact:

Ali Fayad, Senior Operation Manager, Sydney Traffic
8068 1844 or 0451 153 044 or Jack Rule - **MBC**
0467244070

Regards Melanie Page
Director/Traffic
Engineer

SYDNEYTRAFFIC PTY LTD

SYDNEY TRAFFIC CONTROL

Set the standards the others try & follow



FINANCIAL IMPLICATIONS

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

ATTACHMENTS

1. TMP - Young Henrys -Eliza Street, Newtown



TRAFFIC MANAGEMENT PLAN

Summer Crawl Street Stage 2026

AUTHOR

Ali Fayad

SYDNEY TRAFFIC

UNIT 50, 45-51 HUNTLEY STREET

ALEXANDRIA NSW PH: 02 8068 1844

Site Image: Courthouse Hotel, Newtown



A Traffic Management Plan (TMP) must be prepared for any activity or event that is conducted in a high pedestrian area or road activity that results in a temporary road closure.

The RMS requires all TMP's to be prepared and submitted as detailed in the RMS's guidelines titled "Procedures for use in the Preparation of a Traffic Management Plan (TMP)" Version 2.0 dated December 2001.

Young Henrys & MBC Present Summer Crawl Street stage

Event Summary

Event Name	SUMMER CRAWL SREET STAGE
Event Organizer's	The Music & Booze Co
Event Category	Category E Minor Cultural/Sporting Events – one-off or recurring events that generally attract less than 20,000 people and/or have an impact on the traffic and transport network as per the NSW Major and Special Events categories . Class 2 Event – Transport for NSW RMS
Event Location	Eliza Street, Newtown NSW 2042
Event Date	Sunday 25th January 2026
Event Capacity	Estimated 500 attendees
Event Set-Up	0600 – 1200 Sunday 25th January 2026
Event Duration	1300 – 2000 Sunday 25th January 2026
Event Dismantle	Monday 26th January 2026

Event Summary

The Music and Booze co team will join forces with Young Henrys to host their annual Newtowner Birthday with the courthouse at their new free community festival the Summer Crawl. Same as previous years, they will invite friends and neighbours to showcase the best food and drink our suburb has to offer, as well as some amazing and accessible to all ages, local live music.

The event will stretch along Eliza Street from King Street to Lennox Street and will include concession stalls serving food and non-alcoholic drinks provided by local restaurants such as Continental Deli and Mary's, an outdoor stage at the southwest end of Eliza Street hosting local, independent, and emerging artists and a bar area serving cans only.

Eliza Street will be closed to traffic but open to pedestrian flow from the Lennox Street entrance at the North End.

The event will stretch along Eliza Street from King Street to Lennox Street and will include concession stalls serving food and non-alcoholic drinks provided by local restaurants such as Continental Deli and Mary's, an outdoor stage at the southwest end of Eliza Street hosting local, independent, and emerging artists and a bar area serving cans only. Eliza Street will be closed to traffic but open to pedestrian flow from the Lennox Street entrance at the North End.

Music Booking

-

With over 25 years in the game, we've booked it all – from running the iconic Annandale Hotel to booking stalwart Sydney venues like The Vic on The Park and Waywards Ballroom, plus curating major festivals from Lost Paradise to our very own King Street Crawl. We specialise in quality and consistency. MBC can help you with entertainment whether it's weekly venue bookings, one-off corporate events, or your annual festival lineup. From 50-cap intimate shows to 15,000-capacity festivals, we'll help you sort bookings, production, logistics, strategy and more.

Bar Services

-

Our background in running bars has given us the expertise to get drinks in hands, make bar lines almost non-existent, and put smiles on people's faces. From pop-up events to large-scale festival bars, there's no size too big or small for us to handle. We offer comprehensive services including bar licensing, stock procurement and predictions, staffing, security management, furniture & theming, catering and more.

Event Management

-

Combine the above and put it in any space you'd like – we can manage it. From street parties to 10k beer festivals. Along with entertainment and bar services, our event management expertise extends to site procurement, development applications, production, planning & logistics.

Development activities

ROAD CLOSURE:

- **6:00am Sunday 25th January to 1:00 am Monday 26th January**

<u>Stage</u>	<u>Estimated Duration</u>
Temporary closure of Eliza Street from Lennox Street to King Street to establish event precinct	6:00am Sunday 25 TH January 2026, to 1:00 AM to MONDAY 26 th January 2026
Stage 1: Event site bump-in and construction with the installation of event traffic control infrastructure and commencement of traffic management as per TGSs	6:00am
Stage 2: Suppliers will be allowed to bringing vehicles in the vent area	6:00am - 12:00pm
Stage 3: Event to commence, no vehicles are allowed access during this time	1:00pm - 8:00pm
Stage 4: Bump out will commence at 8:00pm with the pack down and removal of all event infrastructure. Bump out concludes at 1:00am with the removal of all traffic control infrastructure and personnel	8:00pm - 1:00am

Approvals:

Approvals will be sought by the event organizer from the following Organizations:

- **NSW Police**

Inner West PAC Traffic Unit to be consulted.

- **Local Government Councils**

Inner West Council – Plans will be submitted to Inner West Council traffic committee for approval.

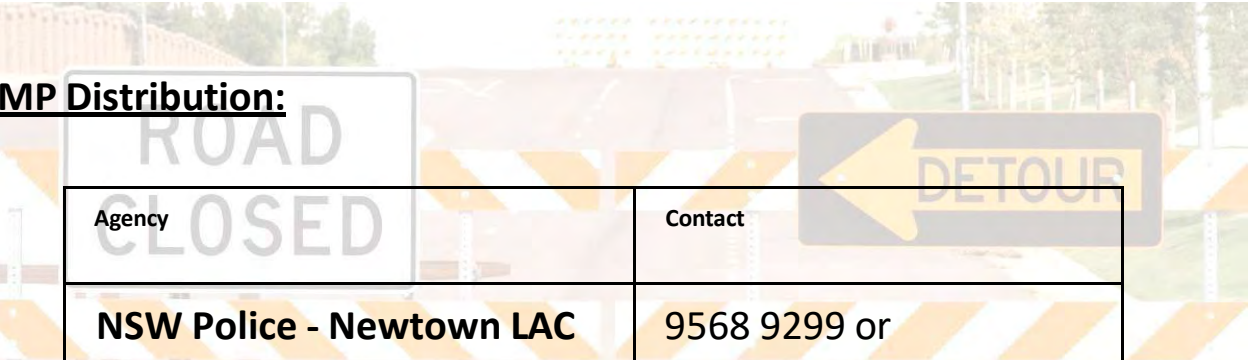
Key Notifications:

- **NSW Health**

Ambulance Service of NSW

- **NSW Fire Brigade**

TMP Distribution:



Agency	Contact
NSW Police - Newtown LAC	9568 9299 or 9550 8199
Inner West Council	9392 5000

Event Organizers' Contacts:

Jack Rule, Event Manager,

The Music & Booze Co mobile - 0467244070

email - jack@musicbooze.co

Ali Fayad, Operations Manager, Sydney Traffic Pty Ltd

Mobile: 0497 073 016

Email: info@sydneytrafficcontrol.com.au

Event Parking

There is a small parking area. There is limited on-street parking spaces on Lennox Street, King Street and surrounding streets.

The event demographic is predominantly local area community members so extensive visitor parking is not expected to be required.

Event attendees will be advised to utilize public transport, if needed to attend the event.



Access Points

There will be no throughfare for the public onto Eliza Street.

Production/service vehicles access point will be via the road closure at the corner of Lennox Street and Eliza Street and will be under the control of Authorized Traffic Controllers.

Road closure to be in place from 0600 Sunday 25th January to 1:00 am Monday 26th January, for the bump-in, bump-out and event duration.

The pedestrian access point will be via the existing footpaths on Eliza Street, from Lennox Street and Enmore Road.

Traffic Control

A Traffic Control Plan (TCP) has been developed to ameliorate conditions whilst the work is in effect.

3 x Authorised traffic controllers are to be on-site during work hours, and positioned at different intervals of the work area as stated below:

1 x Authorised traffic controller is to be positioned at the closure point of the event, at the corner of Lennox Street and Eliza Street to ensure the safety of attendees, residents, staff and other personnel along Thomas Street whilst the event is in effect.

1 x Authorised traffic controller is to be positioned along Eliza Street to maintain the pedestrian access and ingress/egress of service/production vehicles, for the duration of the bump-in, bump-out periods and event duration.

1x Authorised traffic controller is to be on-site to monitor vehicle movements within the closure and alleviate breaks.

Measures to ameliorate the impact of traffic.

My client, The Music & Booze Co, proposes to close the corner of Lennox Street and Eliza Street in Newtown for an event, Newtown. Young Henry's Presents Newtown Festival 2023.

This closure is to take effect between the times of 06:00am on Sunday 25th January 2026 to 01:00am on Monday 26th January 2026, to ensure the safety of traffic, pedestrians, residents, event attendees, staff, and other personnel along Eliza Street for the duration of the event.

Authorized traffic controllers will be responsible for the ingress/egress of delivery vehicles and the road closure.

Only authorized production vehicles may pass the road closure point during bump-in/out periods to set-up/dismantle event.



Traffic management, including all signage and traffic controllers, will always be on-site for the duration of the event.

Eliza Street will return to normal footpath/road conditions at the end of the event.

Letterbox drops will take place at least 7 days prior to the start of the works being carried out to notify residents and local businesses about the changes in road conditions for the event period, to minimize any disturbances which may occur.

A Traffic Control Plan has been developed to minimize the impact on traffic.

Assessment of public transport services affected.

There will be no impact on public transport whilst the event is being carried out.

Details of provision made for emergency vehicles, heavy vehicles, cyclist, and pedestrians.

All emergency vehicles will have been briefed of the day's activities prior to commencement. Emergency vehicles always have right of way, and should the need arise due to an emergency, the event will halt.



All road traffic will be under the direction of Authorised Traffic Controllers.

Assessment of effect of proposed measures on traffic movements in adjoining Council areas.

Neighboring councils will not be affected by this activity. All aspects of the event will be maintained within the Newtown area.

Assessment of the effect on existing and future developments with transport implications in the vicinity of the proposed measures.

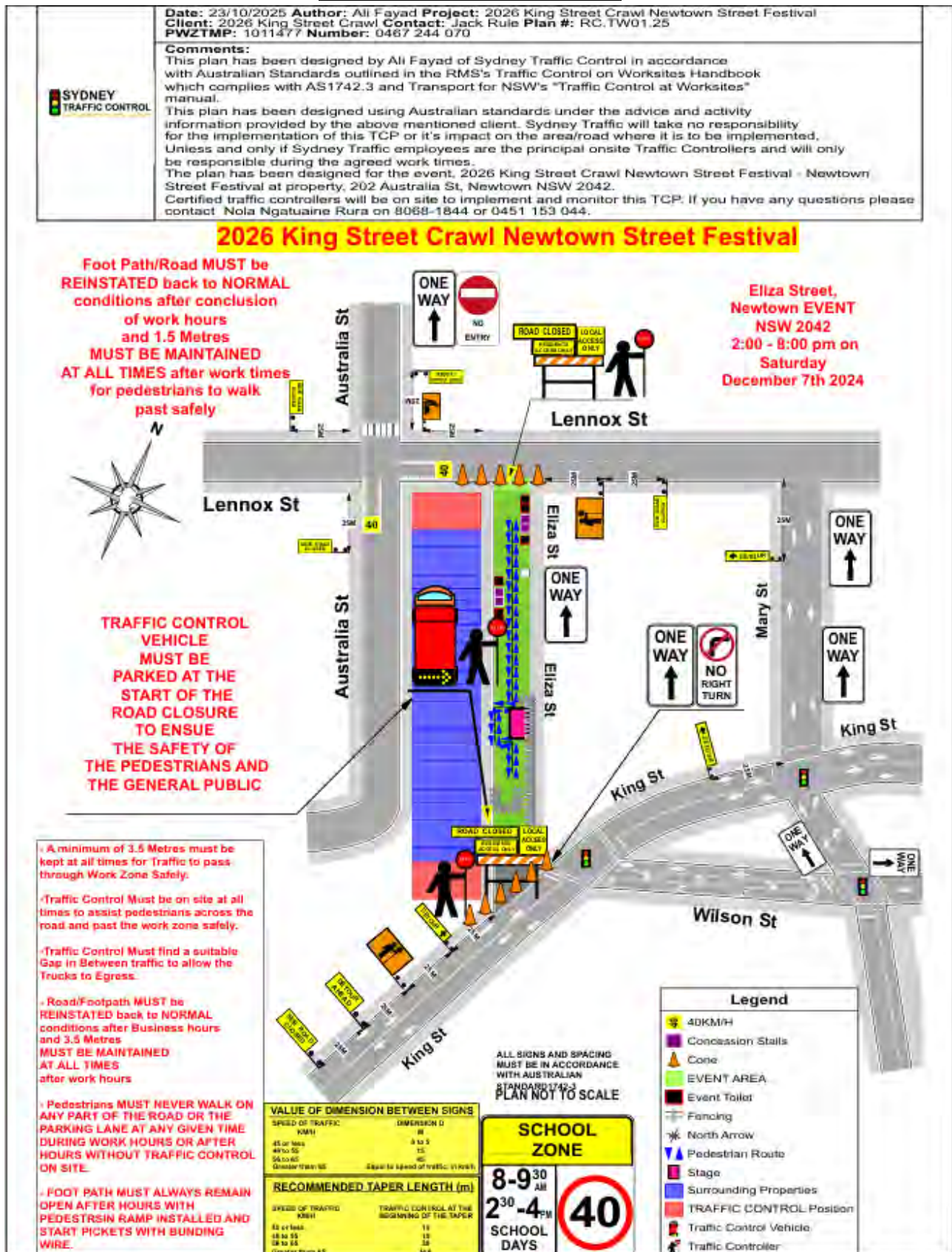
There will be no effect as the road will not be changed and once the event is completed the road/footpath will be returned to normal operation.

Public Consultation Process

Letterbox drops will take place at least 7 days prior to the start of the works being carried out to notify residents and local businesses about the changes in road conditions for the event period, to minimize any disturbances which may occur.



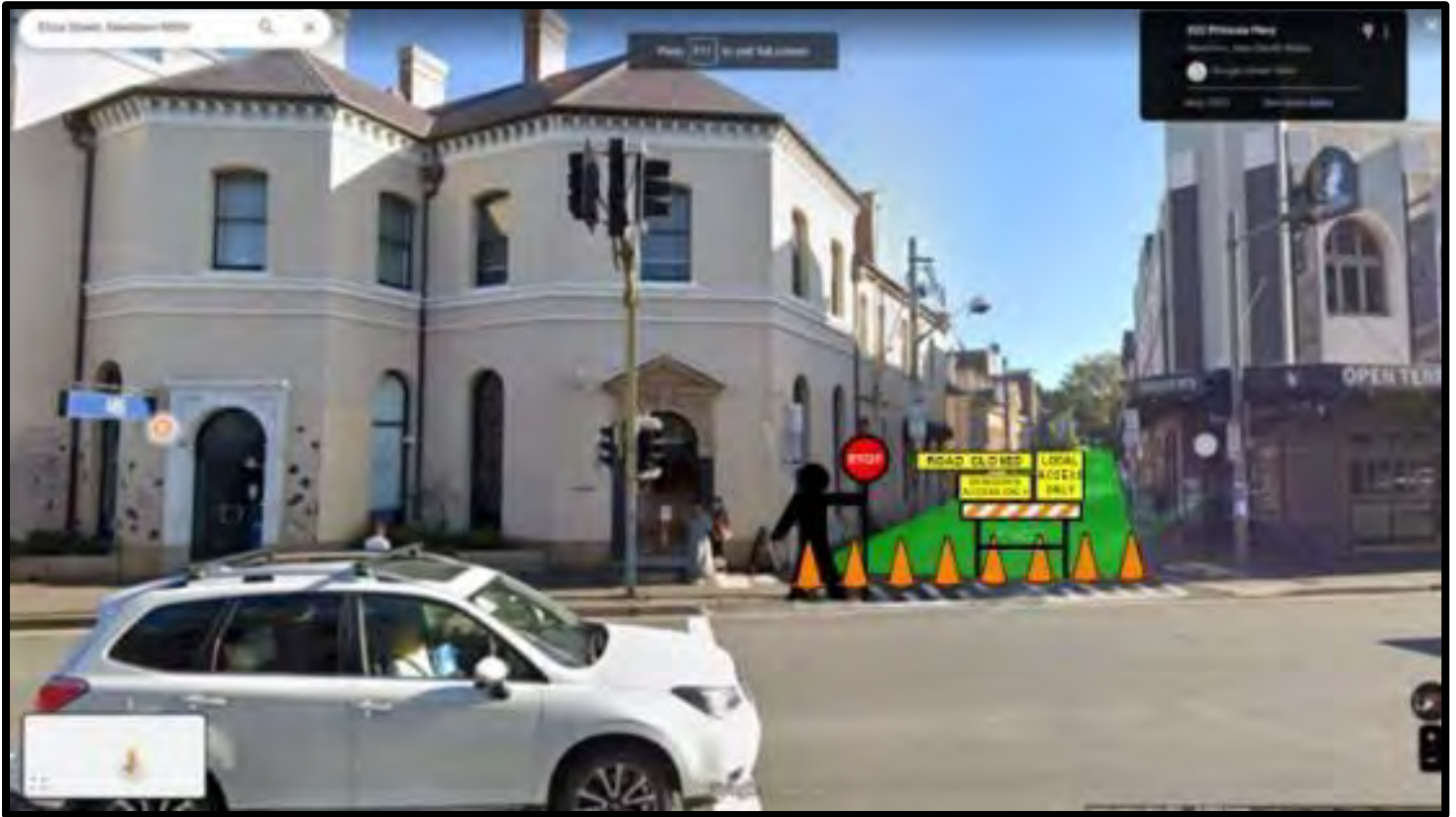
Traffic Control Plan



Site Plan:



Site Image 1: Corner King St and Eliza Street



Site Image 2 – Corner Lennox
Street and Eliza



Item No:	7
Subject:	Audley Street, Audley Lane, Sadlier Crescent, Fisher Street and eastbound parking lanes on New Canterbury Road Petersham – Temporary Full Road Closures For Special Event On Saturday 21 March 2026 – Petersham Festival Bairro Portuguese (Damum - Stanmore Ward / Newtown Electorate / Inner West PAC)
Prepared By:	Jennifer Adams, Traffic Engineer
Authorised By:	Manod Wickramasinghe, Traffic & Transport Planning Manager

RECOMMENDATION

That the proposed temporary road closure of Audley Street (between New Canterbury Road and Trafalgar Street), Sadlier Crescent (between Audley Street and Abels Lane) and Fisher Street (between Audley Street and Regent Street), Audley Lane north of New Canterbury Road (resident access excepted) as well as the eastbound parking lane on New Canterbury Road (between Audley Street and Audley Lane), Petersham on Saturday 21 March 2026, from 6:00am until 2:00am (Sunday 22 March 2026), for the holding of '2026 Bairro Portuguese Petersham Festival', be approved subject to the applicant complying with but not limited to the following conditions:

1. A Traffic Management Plan (TMP) is submitted to and approved by Transport for NSW; and an application for a Road Occupancy Licence and a temporary Speed Zone Authorisation is forwarded to and approved by the Transport Management Centre;
2. Notice of the proposed event is forwarded to all affected residents and businesses, including the N.S.W. Police / Inner West Local Area Commander, Fire and Rescue NSW, NSW Ambulance and Transit Systems;
3. Transit Systems – Inner West Bus Services be requested to implement a revised routing for scheduled bus services in Audley Street on the day of the event and install temporary bus stops as required;
4. A minimum four (4) metre unencumbered passage be available for emergency vehicles through the closed section; and
5. The occupation of the road carriageways must not occur until the roads have been physically closed.

STRATEGIC OBJECTIVE

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

- 2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

Inner West Council will be holding Petersham Festival - Bairro Portuguese on Saturday 21 March 2026 from 4:00pm until 10:00pm on Audley Street and Fisher Street, Petersham. This event celebrates the very best of Portuguese culture with entertainment, music, dance, cultural activities, and traditional and contemporary foods. To facilitate the event, areas of Petersham will be closed and there will be road closures necessitating some road detours and bus diversions in surrounding streets.

Roads affected include Audley Street (between New Canterbury Road and Trafalgar Street), Sadler Crescent (between Audley Street and Abels Lane) and Fisher Street (between Audley Street and Regent Street), Audley Lane north of New Canterbury Road (resident access excepted) as well as the eastbound parking lane on New Canterbury Road (between Audley Street and Audley Lane), Petersham from 6.00am Saturday 21 March 2026 until 2.00am Sunday 22 March 2026. It is recommended that Council agree to the temporary full road closures subject to all standard Council conditions for a temporary full road closure. This report outlines the traffic management plan for the 2026 event.

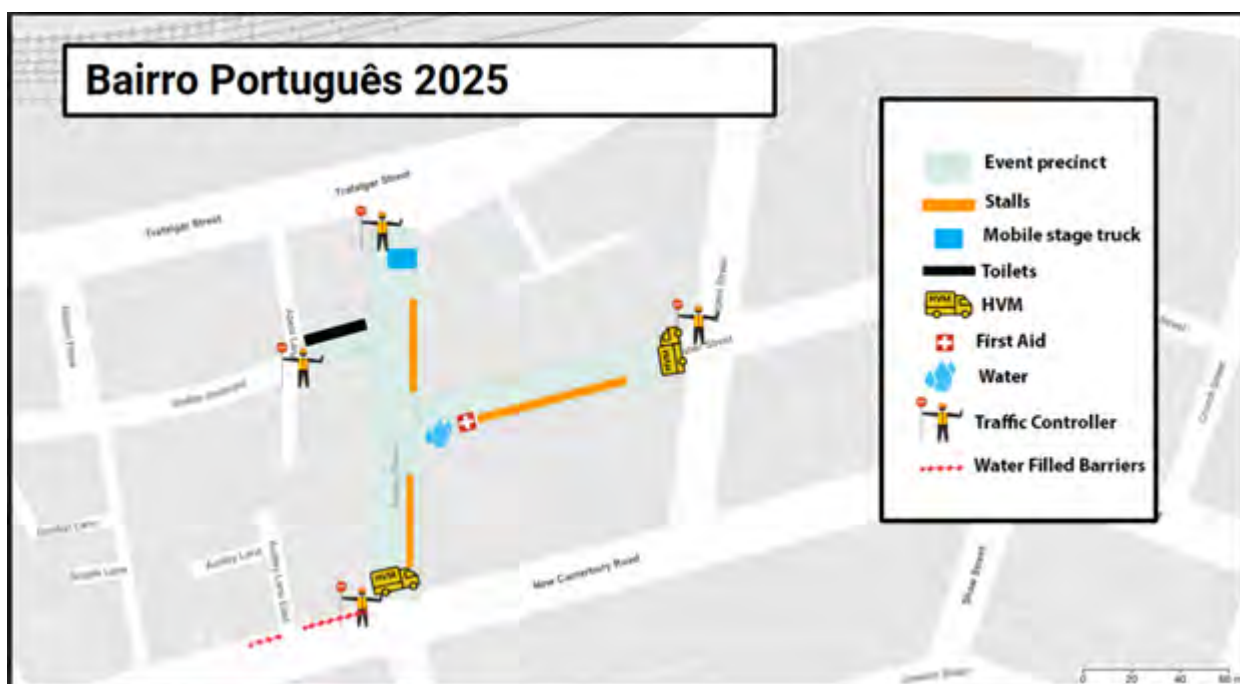
BACKGROUND

Temporary road closures have been successfully implemented in previous years to hold the 'Bairro Portuguese Food and Wine Fair'. This Fair, since its inception in 2003, aims to showcase Petersham's businesses and services, attracts people to the area and has a multicultural theme. On all previous occasions, the closures were effective and no major problems were experienced.

DISCUSSION

Event

The event will be held on Saturday 21 March 2026 between 4.00pm and 10.00pm and will necessitate the temporary closure of the nominated streets in Petersham from 6.00am Saturday 21 March 2026 until 2.00am Sunday 22 March 2026. Refer to last years site map below.

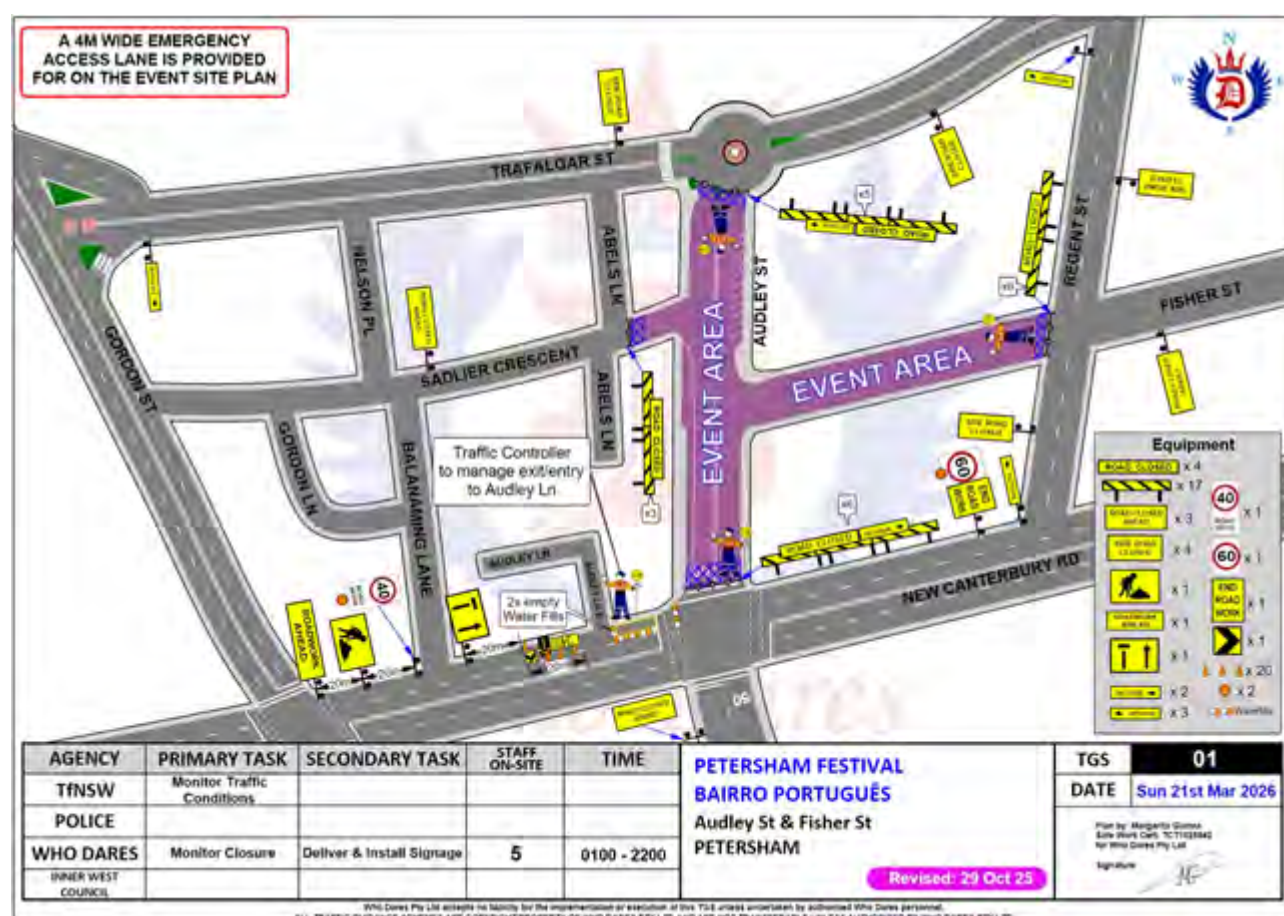


This is an extension of a Class 2 Event under the TfNSW' Special Events Guide where it impacts local traffic and transport systems but does not impact major traffic and transport systems and it disrupts

the non-event community in the area around the event but not over a wide area. The event requires the involvement of Police and Local Council and a detailed Transport Management Plan (TMP). The event also involves a bus route detour.

Traffic Management Plan and Traffic Guidance Scheme

A Traffic Management Plan (TMP) has been supplied by Who Dares Pty Ltd, the scope of which includes the provision for the safe movement of vehicular traffic in and out of the event areas at the Bairro Portuguese Food and Wine Fair event on Saturday 21 March 2026. The Traffic Management Plan (TMP) and Traffic Guidance Scheme (TGS) are attached at the end of this report. An accredited Who Dares Traffic Manager will oversee implementation of the Traffic Guidance Schemes, including road closures



Access around the event site will be maintained by 2 detours. The detour loops will include New Canterbury Road, Regent Street, Trafalgar Street and Gordon Street.

Access for local residents and businesses will be maintained wherever possible. It is noted that the road closure area for the Petersham Festival includes a number of residences and businesses fronting Audley Street. Pedestrian access to these businesses and residences will be managed within the closure, however businesses vehicle access will not be permitted within the event area. All non-local traffic will be redirected around the area via the detour as per the implemented detour plan. The Event Organiser will notify all residents and businesses impacted by the event including confirmation of the restricted vehicle movements during the event operating times. This will include reviewing any requirements for changes to commercial waste collection times and/or locations.

Access for emergency vehicles will be maintained at all times. A minimum four metre emergency lane will be preserved along the entire closure. There will be no event infrastructure in the emergency lane. Traffic controllers will be onsite to assist emergency vehicle through the closure points.

A Traffic Guidance System (TGS) will be implemented for the closures and detours noted above.

Lane closures of New Canterbury Road

As per previous events held, it is proposed to close the parking lanes on New Canterbury Road (between Audley Lane and Audley Street).

In previous years the event attracted in excess of 15,000 attendees prompting the event coordinators to look at ways to ease congestion at the main site and make access easier from New Canterbury Road. The closure of the parking lanes on New Canterbury Road improves access to the area where the main event is to be conducted and improves the amenity of the footpath dining outside a number of the eateries along New Canterbury Road which are adjacent to the closure.

There is significant improvement in access for people with disabilities as congestion will be reduced and there will be no obstacles such as tables, chairs, planter boxes, light/sign poles and bins in the closed lanes. The solid barriers will separate the pedestrians from the moving traffic on the adjacent lane and will also help prevent young children who may be separated from their custodians escaping onto the main thoroughfare and possibly being hit by passing traffic.

The TGS indicates that a reduced temporary speed limit of 40km/h is required on New Canterbury Road (between Gordon Street and Audley Street) during the closure of the parking lanes for the subject event. Thus, an application for a Road Occupancy Licence will be necessary.

It is noted that New Canterbury Road is a State Road and under the jurisdiction of Transport for NSW (TfNSW).

Duration of road closures

The time-span for the road closure is necessary to allow stalls and stages to be set up before the event and dismantled after the event. The closure will be affected by the placement of barricades at the nominated locations shown in the TGS.

Impacts on buses

Audley Street is used by scheduled Transit Systems bus services and a re-routing of Transit Systems 445 service will be required and implemented on the day as in previous years



The TMP states that “These services will be detoured around the event precinct. Council will arrange for signage will be placed at impacted bus stops to direct passengers to the nearest stop.”

Bus stops impacted – Eastbound, 204937 & 204911
– Westbound 204938 & 204946

The stops listed will be affected during the proposed event times. Notices will be put up at impacted bus stops to direct passengers to the nearest stop.

Impacts on traffic

There will be no special event clearways. The TMP states that “No special event clearways will be installed for this event. Inner West Council will instead install No Stopping signage throughout the event precinct prior to the event. Any remaining vehicles will be towed and parked in a nearby location on the morning of the event”.

In relation to parking it is stated in the TMP that “Parking will only be available in surrounding residential streets and the public carpark at the eastern end of Fisher Street. Parking will as such be limited, and the event organiser will be recommending public transport to all event patrons.”

The TMP states that “There will be no major effect to pedestrians in the area. Pedestrians will be able to use the existing pedestrian paths outside of and within the event area...There are no cycleways directly impacted by this event. Cyclists entering the event site will be requested to dismount.”

Variable Message Boards

The TMP notes that there will no Portable VMS Boards used to advertise the event.

Public Consultation

The proposed temporary full road closures have been advertised in accordance with the *Roads Act 1993*.

Advice of the proposed event must be forwarded to all the appropriate authorities, including emergency services. A copy of the draft notification letter is attached at the end of this report.

The TMP states that – “All affected residents will be notified of the event through:

- *Letterbox drop will be conducted for impacted residents within and near the road closure precinct at least two weeks prior to the event.*
- *Date & time specific corflute “Special Event – Road Closed” signs to be placed around the event precinct 14 days prior to the event.*
- *“No Stopping” or “No Parking” signage installed by Council in the evening on Friday 20th March 2026.”*

Conclusion

It is recommended that Council approve to the temporary full road closures on Saturday 21 March 2026 subject to complying with the recommendations stated in this report along with all standard conditions for temporary full road closures.

Other conditions that need to be complied with include:

- The Traffic Management Plan is to be submitted to TfNSW for consideration and approval and a Road Occupancy License application is to be submitted to the Transport Management Centre by CATO Location Services.
- Advance notifications signs for the event are strategically installed at least two (2) weeks prior to the event;
- "No Parking - Special Event" signs are affixed over all existing timed parking restriction signs within the sections of streets to be closed on the afternoon of the day prior to the event;
- A 4-metre wide emergency vehicle access must be maintained through the closed road areas during the course of the event;
- The applicant is to consult with all affected residents and/or businesses in the area in writing and to conduct a letter box drop of surrounding properties at least two weeks prior to event; and
- Adequate vehicular traffic control shall be provided for the protection and convenience of pedestrians and motorists including appropriate signage and flagging. Workers shall be specially designated for this role (and carry appropriate certificates), as necessary to comply with this condition. This is to be carried out in accordance with the Australian Standard AS 1742.3 - Traffic Control Devices for works on roads.



EVENT NOTIFICATION

SPECIAL EVENT ROAD CLOSURE – BAIRRO PORTUGUÊS

Saturday 21 March 2026

Dear Resident and Business Owners,

Inner West Council is presenting Bairro Português on Saturday 21 March 2026 from 4pm until 10pm on Audley Street and Fisher Street, Petersham.

There will be free live music, community stalls, food stalls and more.

Setting up of the site will start from 6am Saturday 21 March and the pack down of the event site will commence following the conclusion of the event.

To facilitate the event, areas of Petersham will be closed between 6am 21 March and 2am Sunday 22 March 2026.

The following roads and sites are affected by the closure:

- Audley Street between New Canterbury Road and Trafalgar Street
- Fisher Street between Audley Street and Regent Street
- Sadlier Crescent between Audley Street and Abels Lane
- New Canterbury Rd, Eastbound between Audley Ln & Audley St (partial parking lane closure.)

If your vehicle is parked in an external or internal car park within the event site, you will not be able to move your vehicle for the duration of the road closure.

If your vehicle is parked on any of the closed roads your vehicle will be towed.

Council will endeavour to minimise any disruption to local resident amenities.

Please join us at Bairro Português 2026. For more information, please go to <http://www.innerwest.nsw.gov.au/bairroportugues> or you can contact us on 0433 443 524

Sincerely,

Michael Daly
Manager – Creative Communities

FINANCIAL IMPLICATIONS

Funding of \$80,626 has been allocated by Council for organising the 'Bairro Portuguese Food and Wine Fair' event under the 2025/202 Major Community Events Program.

ATTACHMENTS

1. Petersham Festival - Bairro Português 2026 - TMP Version 1.0
2. TGS 01 Audley St & Fisher St PETERSHAM

TRANSPORT MANAGEMENT PLAN



PETERSHAM FESTIVAL BAIRRO PORTUGUÊS

Saturday 21st March 2026

PREPARED ON BEHALF OF

INNER WEST

Version 1.0
29th October 2025

**TRAFFIC PLANNERS
SAFETY CONSULTANTS**

By
WHO DARES PTY LTD
SHED 8 / 1 CANAL ROAD
LEICHHARDT 2040

Ph: 02 9569 9922

Event Organiser: **Inner West Council**

Document Author: **Margarita Gianna
Who Dares Pty Ltd
Prepare a Work Zone Traffic Management Plan
Certificate: TCT1025942
Phone: 02 9569 9922**

Version Control

Version	Date	Status	Comments
Version 1.0	29 th October, 2025	DRAFT	First Draft

1. INTRODUCTION

1.1. Introduction

This plan has been prepared for the **Inner West Council**.

It has been prepared after discussions with Inner West Council and Who Dares.

The plan relates to road closures for the Petersham Festival - Bairro Português event held on Saturday 21st March 2026.

1.2. Objective

It is the objective of this report to set out the means and measures by which roads may be closed to through traffic so that the event described above may take place.

The plan will include a description and detailed plan of the proposed measures, will identify and assess the impact of the proposed measures, will discuss the impact of re-assigned traffic, the proposal's effect on public transport services and what provisions are to be made for Emergency Services vehicle, heavy vehicles, cyclists and pedestrians. Furthermore, the plan will assess the effect of the proposal on existing and future developments within the vicinity, the possible flow on effects for traffic in adjoining Council Areas and finally will include a discussion about the requirement for a public consultation process with respect to the proposal.

1.3. Authority of the TMP

This Transport Management Plan (TMP) when approved by the relevant authorities becomes the prime document detailing the traffic, transport and pedestrian arrangements under which the Petersham Festival - Bairro Português, will operate.

In case of emergencies, or for the management of incidents, the NSW Police are not subject to the conditions of this TMP but should endeavour to inform other agencies of the nature of the incident and the Police response.

2. EVENT DETAILS

2.1. Event summary

Event Name	Petersham Festival - Bairro Português
Event Date:	Saturday 21st March 2026
Event Start Time:	11:00 hours
Event Finish Time:	16:00 hours
Event Set Up Time:	01:00 hours
Event Pack Down Finish Time:	21:00 hours
Event is:	Street Festival

2.2. Key Planning Contact Names

Inner West Council

Michael Daly

Events Manager

Phone 02 9392 5259

Mobile

E-mail michael.daly@innerwest.nsw.gov.au

George Tsaprounis

Acting Traffic Manager

Phone

Mobile

E-mail george.tsaprounis@innerwest.nsw.gov.au

NSW POLICE – Inner West Police Area Command

Phone

Mobile

E-mail

Traffic Contractor – Who Dares Pty Ltd

Margarita Giana

Events Manager

Phone 02 9569 9922

Mobile 0490 146 938

E-mail tim@whodares.com.au

Transport for NSW - Buses

Steven Blight

A/Transport Planning

Project Manager

Phone

Mobile 0447 377 450

E-mail busapproval@transport.nsw.gov.au

2.3. Brief Description of the event

This event celebrates the very best of Portuguese culture with entertainment, music, dance, cultural activities, and traditional and contemporary foods. With licensed bars serving wines, beer and sangria, the invitation is open to for all to celebrate Portuguese at Australia's largest Portuguese cultural fair.

3. TRAFFIC AND TRANSPORT MANAGEMENT

3.1. Road closures 01:00 hours - 22:00 hours Saturday 21st March

- Audley Street between New Canterbury Road and Trafalgar Street
- Fisher Street between Audley Street and Regent Street
- Sadlier Crescent between Audley Street and Abels Lane
- Audley Lane north of New Canterbury Road (Resident Access Excepted)

In addition to the road closures, the eastbound parking lane on New Canterbury Road from Balanaming Lane to Audley Street will be closed to traffic.

3.2. Detours

Access around the event site will be maintained by a detour. The detour loop will include New Canterbury Road, Regent Street, Trafalgar Street and Gordon Street.

Please refer to TGS 01

3.3. Cleaning

Prior to the reopening of the roads at 22:00 hours Saturday 21st March 2026, the Inner West Council will undertake cleaning operations.

3.4. Modification to existing signage

Inner West Council will cover all existing parking signage within the event precinct and the parking lane on the eastern side of New Canterbury Road with “No Stopping” or “No Parking” signage in the evening on Friday 20th March 2026. This will assist with clearing the precinct of parked vehicles.

3.5. Sydney Trains

The closest train station is Petersham Station. It is approximately 130 metres walk via Regent Street from the event precinct.

At the time of writing this Transport Management Plan the trackwork's schedule is not yet finalised for Saturday 21st March 2026. Potential impacts of trackwork will need to be ascertained closer to the event date.

3.6. Transit Systems amended route changes

Transit Systems 445 service will all be impacted by the event road closures. These services will be detoured around the event precinct. Council will arrange for signage will be placed at impacted bus stops to direct passengers to the nearest stop.

Refer Annex 1: Transit Systems Bus Detour Map

Refer Annex 2: Bus Stop Signage

3.7. Parking

Parking will only be available in surrounding residential streets and the public carpark at the eastern end of Fisher Street. Parking will as such be limited, and the event organiser will be recommending public transport to all event patrons.

3.8. Construction, traffic calming and traffic generating developments

At present, there are no indication of construction works that will be impact the event. There are no traffic calming devices or traffic generating developments along the route.

3.9. Traffic Control

An accredited Who Dares Traffic Manager will oversee implementation of the Traffic Guidance Schemes, including road closures.

Temporary traffic control signage, barricades and equipment as per the supplied Traffic Guidance Schemes must be installed by TfNSW or SafeWork accredited traffic controllers with a current "Implement Traffic Control Plan" certificate. Any person operating a Stop/Slow bat onsite must hold a current "Traffic Controller" certificate.

3.10. Pedestrians and Cyclists

There will be no major effect to pedestrians in the area. Pedestrians will be able to use the existing pedestrian paths outside of and within the event area.

There are no cycleways directly impacted by this event. Cyclists entering the event site will be requested to dismount.

3.11. Heavy Vehicle impacts

Heavy vehicles may experience slight delays due to increased traffic around the event precinct. Heavy vehicles should follow signposted detours.

3.12. Special Event Clearways

No special event clearways will be installed for this event. Inner West Council will instead install No Stopping signage throughout the event precinct prior to the event. Any remaining vehicles will be towed and parked in a nearby location on the morning of the event.

4. RISK MANAGEMENT - TRAFFIC

4.1. Occupational Health & Safety – Traffic Control

Inner West Council are the Risk Managers for their event operations. It is Inner West Council policy to treat identified hazards by endeavouring to prevent or eliminate health and safety risk where it is in their reasonable authority, to endeavour to minimise the likelihood of risks occurring when outside their authority and when risks occur to minimise the consequence of the risk activity

Any risk treatment measure implemented by Inner West Council will be consistent with their obligations in accordance with the 2011 WHS Regulations and/ or AS/NZS ISO 31000:2009 Risk Management-Principles and guidelines.

Inner West Council by the nature of the event operations has accepted the uncontrollable risks such as weather, environment and crowd behaviour and will implement treatment programs to mitigate risk. Their role is to ensure the risk is transferred from the organisers to the expert contractors. The transfer needs to be formalised by way of contracts and key performance indicators.

Inner West Council needs to ensure that the staff/contractors have contemporary knowledge in their field and apply current safety regulations including J.S.A's and S.W.M.S's. Inner West Council need to ensure that the attached checklists, where relevant are applied and completed. Inner West Council then has to ensure that any new emerging risks or safety concerns are controlled as and when they arise.

4.2. Public Liability Insurance

Public liability insurance in the value of \$20,000,000 has been arranged. A certificate of currency which lists the NSW Police, Transport Management Centre and Transport for NSW, as interested parties.

A copy is included as **Annex 3**.

4.3. Police

Inner West Police Area Command is to be notified of the event and a Public Assembly Form submitted.

4.4. Fire and Rescue NSW and NSW Ambulance

Fire and Rescue NSW and NSW Ambulance will be notified in writing of the event by the event organiser.

4.5. Trusts, authorities or Government enterprises

The event uses roads and parklands within the Inner West Council Local Government Area.

4.6. Hostile Vehicle Mitigation

Hostile Vehicle mitigation strategies may be undertaken within the road closure in accordance with the event risk assessment and NSW Police direction. This information is to remain confidential.

4.7. Risk & Contingency Plans

Inner West Council has compiled Risk Assessments and Site-Specific Safety Plans for the events that are not included in this Transport Management Plan

Item	Verified	Action Taken
All one-way streets are as described	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Road closures, barricade and signage installed. Point duty by NSW Police and or authorised Traffic Controllers.
Block access to local businesses	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Confirm list of letters to residents, businesses, and car parks. Advertisement of event to general public.
Block Police vehicle access	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Confirm access and consultation of routes to and within areas affected by closures with Emergency Services.
Block Ambulance access	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Confirm access and consultation of routes to and within areas affected by closures with Emergency Services.
Block fire station access	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	Normal access to fire station facilities are maintained Confirm access and consultation of routes to and within areas affected by closures with Emergency Services.
Block heavy vehicle access	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Advertisement of event to general public.
Restricted movements – banned turns, heavy/high vehicles	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	All vehicles are diverted before the closure.
Block Public facility (football oval, car park etc.)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Confirm list of letters to residents, businesses, and car parks. Advertisement of event to general public.
Block public transport access	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	Confirm access points affected from Buses, Sydney Rail, Ferries, and Taxis. Are public transport closures/arrangements communicated publicly?? Buses re-routed and temporary stops installed.
Can route use alternatives such as bicycle tracks, paths, parks, bush tracks etc.?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	
Construction – existing, proposed that may conflict	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Confirm list of letters to residents, businesses, and car-parks. There are no known planned road-works.
Numbers of lanes and their width are as described	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	

Item	Verified	Action Taken
Road signage – existing/temporary	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Council will install advanced warning Road Closure signage at least 14 days prior to the event. Other temporary signage will be installed and removed by Authorised Traffic Controllers.
Route impeded by traffic calming devices?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	
Signalised intersections (flashing yellow? Point duty?)	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	As required by NSW Police
Tidal flows	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	
Traffic generators – shopping centres, schools, churches, industrial area, hospitals	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<i>Advertisement of event to general public.</i>
Traffic movement contrary to any Notice	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	Under the direction of Police or traffic controllers
Traffic signals are as described	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Controlled by TfNSW
Turning lanes are as described	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Road closures, barricades and signage installed.
Letter Drop Zone Maps to indicate precincts mailed	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	

This section of the Transport Management Plan describes the contingency plans for the event. The contingency plan checklist identifies all possible issues/risks that may interfere with the event and the action to be taken to minimise the disturbance of the event.

Issues/Risks	Applicable	Action Taken
Heavy Weather	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	If heavy weather may cause crowds to depart early
Flood hazard on the route	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	TMC / TfNSW and Police provide diversions around flooded area.
Flood hazard at the parking area	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	TfNSW and Police provide diversions around flooded area. There is no event-specific parking for general public.
Parking during Wet weather	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	General public are encouraged to utilise public transport.
Bush fire hazard	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	For major local/regional bushfire hazard affecting general public health or transport to greater Sydney, take direction from NSW Police
Accident on the route	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	If CCTV monitored by TMC. Facilitate emergency response to area.
Breakdown	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	If CCTV monitored by TMC. Facilitate response to area.
Absence of marshals and volunteers	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Re-deploy existing staff as required.
Block public transport access	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Divert general public to next available transport, considering safety and circumstances. Relevant transport agency to employ appropriate steps to accommodate.
Slow participants	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Cut off time to be enforced.
Delayed Event	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Managed by event organiser
Cancellation of Event	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Cancellation of any aspect of the event will be communicated by the event organiser.
Security of participants/general public	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Provided by event organiser.
Security of very important persons (VIP's)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	As Required.

It shall be noted that Transport Management Plan (TMP) and particularly Traffic Guidance Schemes (TGS) are seen as risk control measures, but alone they cannot substitute for a compliant and detailed event Risk Assessment.

4.7. Regulatory Framework

This Transport Management Plan has been written in accordance with the following Act, Regulation, Australian Standards and Road Design Technical Direction

- WHS Act 2011
- WHS Regulation 2017
- AS/NZS ISO 31000: Risk Management - Principles and Guidelines
- ISO 31000:2018 - Principles and Guidelines on Implementation
- ISO/IEC 31010:2019 - Risk Management - Risk Assessment Techniques
- ISO Guide 73:2009 - Risk Management – Vocabulary
- Traffic control at work sites – TfNSW Feb 2022 V6.1
- AS 1742.2-2019 Manual of uniform traffic control devices - Traffic control devices for general use
- AS 1743-2018 Road signs - Specifications
- AS/NZS 1906.4:2010 Retro-reflective materials and devices for road traffic control purposes - High-visibility materials for safety garments
- AS 3996-2006 Access covers and grates
- AS 1742.10-2019 Manual of uniform traffic control devices - Pedestrian control and protection
- AS 1742.13-2019 Manual of uniform traffic control devices - Local area traffic management
- AS 1742.3-2019 Manual of uniform traffic control devices - Traffic control for works on roads

5. MINIMISING IMPACT ON THE NON-EVENT COMMUNITY AND EMERGENCY SERVICES

5.1. Emergency Lane

A minimum four (4) metre emergency lane will be maintained along the entire closure. Traffic controllers will be onsite to assist emergency vehicles through the closure points.

5.2. Advertise the traffic management arrangements

All affected residents will be notified of the event through:

- Letterbox drop will be conducted for impacted residents within and near the road closure precinct at least two weeks prior to the event.
- Date & time specific corflute “Special Event – Road Closed” signs to be placed around the event precinct 14 days prior to the event.
- “No Stopping” or “No Parking” signage installed by Council in the evening on Friday 20th March 2026.

5.3. Permanent Variable Message Signs

Permanent overhead electronic boards will not be used for this event.

5.4. Portable variable message signs

No Portable VMS Boards will be used to advertise the event.

6. PRIVACY NOTICE

The "Personal Information" contained in the completed Transport Management Plan may be collected and held by the NSW Police, Transport for NSW (TfNSW), or Local Government.

I declare that the details in this application are true and complete. I understand that:

The "personal information" is being collected for submission of the Transport Management Plan for the event described in Section 1 of this document;

I must supply the information under the Road Transport Legislation (as defined in the Road Transport (General) Act 1999) and the Roads Act 1993;

Failure to supply full details and to sign or confirm this declaration can result in the event not proceeding;

The "personal information" being supplied is either my own or I have the approval of the person concerned to provide his/her "personal information";

The "personal information" held by the Police, TfNSW or Local Government may be disclosed inside and outside of NSW to event managers or any other person or organisation required to manage or provide resources required to conduct the event or to any business, road user or resident who may be impacted by the event;

The person to whom the "personal information" relates has a right to access or correct it in accordance with the provisions of the relevant privacy legislation.

7. APPROVAL

TMP Approved by:

Date:.....

Event Organiser – Inner West Council

8. AUTHORITY TO *REGULATE TRAFFIC

Council's traffic management requirements have been met. Regulation of traffic is therefore authorised for all non-classified roads described in the risk management plans attached to this TMP.

Regulation of traffic authorised by:..... Date:.....

Inner West Council

TfNSW's traffic management requirements have been met. Regulation of traffic is therefore authorised for all classified roads described in the risk management plans attached to this TMP.

Regulation of traffic authorised by:..... Date:.....

Transport for NSW

* "Regulate traffic" means restrict or prohibit the passage along a road of persons, vehicles or animals (Roads Act, 1993). Council and TfNSW require traffic to be regulated as described in the risk management plans with the layouts installed under the direction of a qualified person.

9. ATTACHMENTS

Annex 1 – Transit Systems Bus Detour Route Map

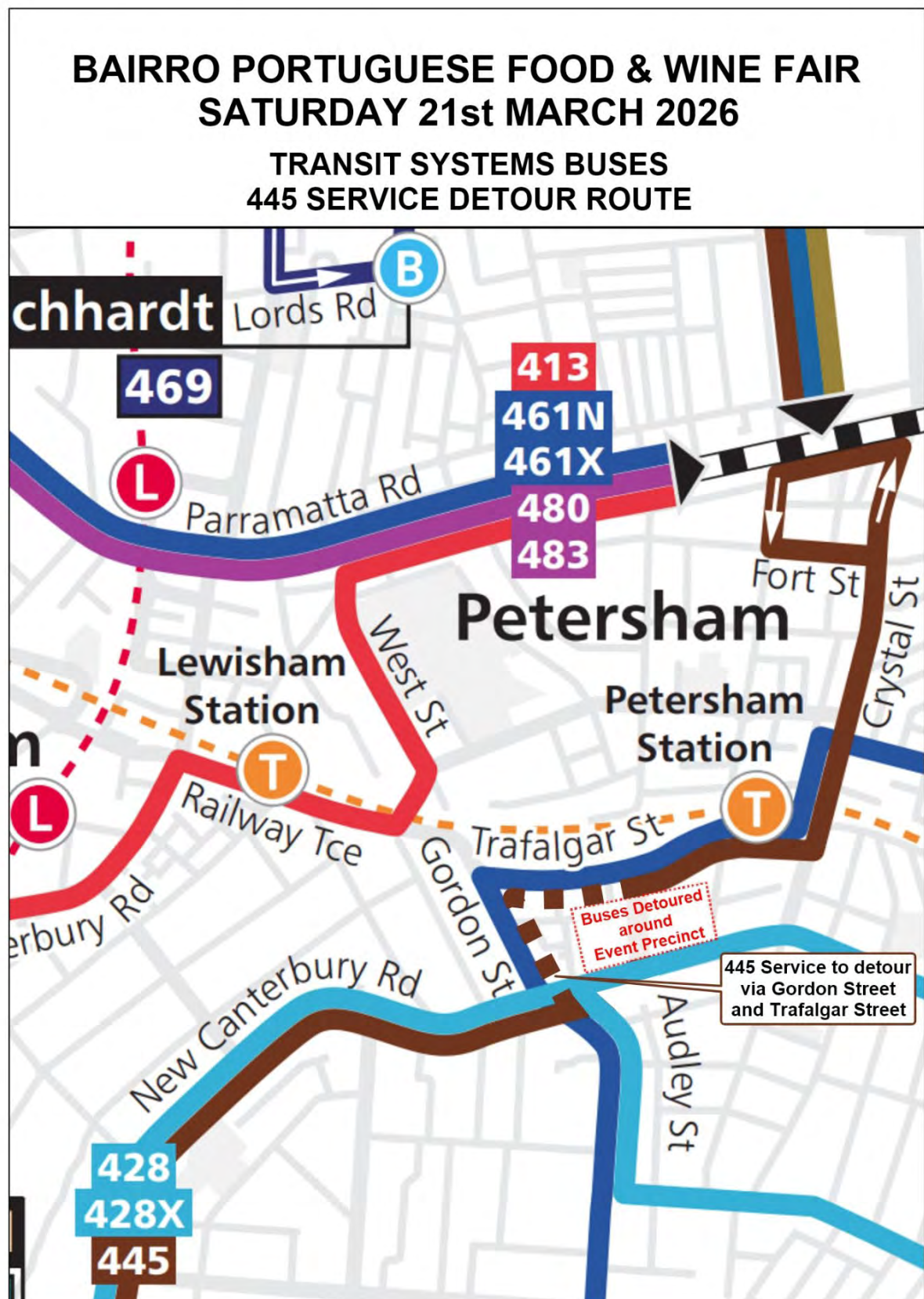
Annex 2 – Bus Stop Signage

Annex 2 – Public Liability Insurance

10. TRAFFIC GUIDANCE SCHEMES

TGS 01 Audley St & Fisher St PETERSHAM

TRANSIT SYSTEMS BUS DETOUR MAP



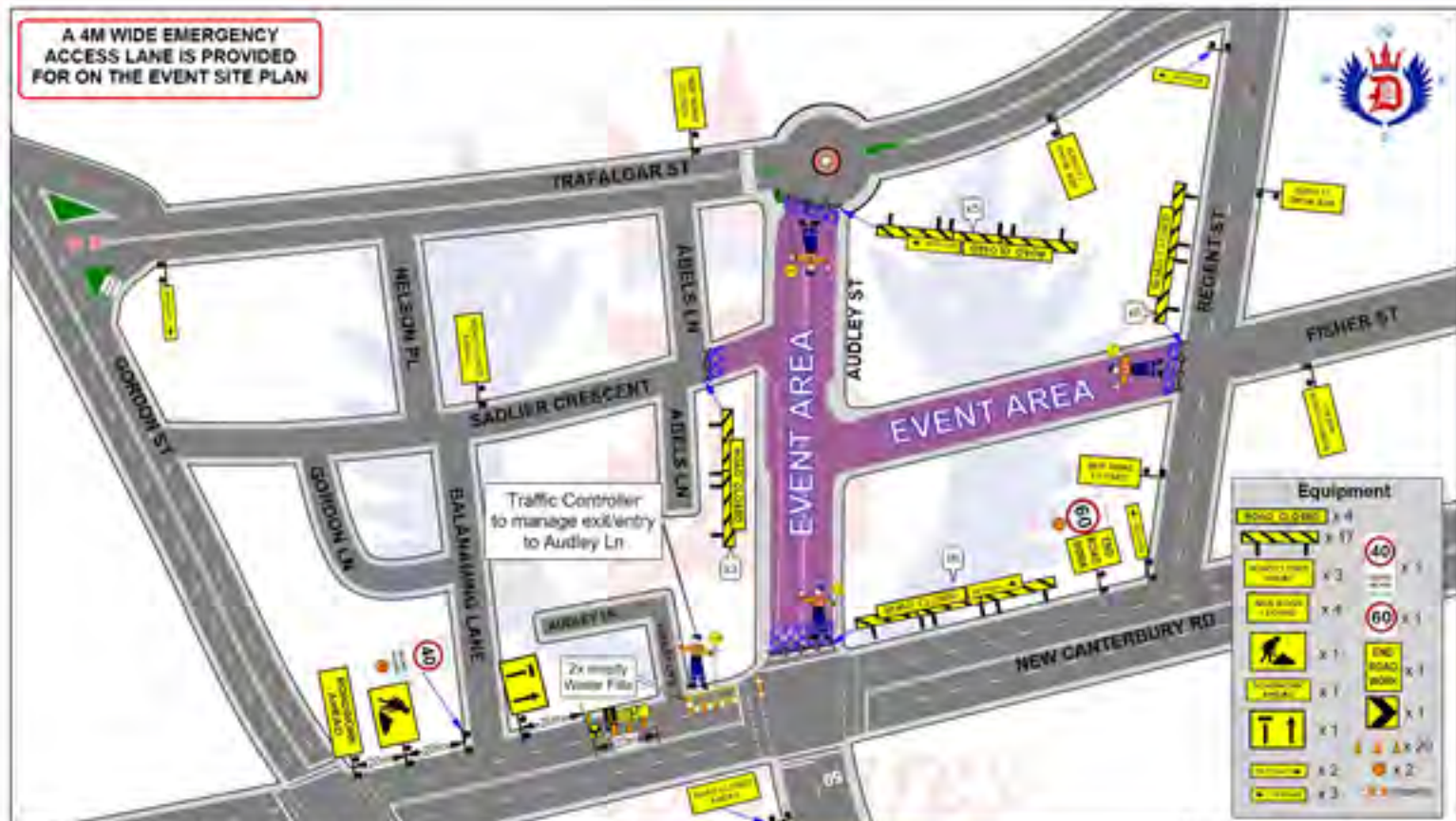
BUS STOP SIGNAGE

(Attach when available)

PUBLIC LIABILITY INSURANCE

(Attach when available)

A 4M WIDE EMERGENCY
ACCESS LANE IS PROVIDED
FOR ON THE EVENT SITE PLAN



Equipment	
ROAD CLOSURE	x 4
ROAD BLOCK	x 17
TRAFFIC LIGHTS	x 3
ROAD BLOCK	x 4
TRAFFIC LIGHTS	x 1
ROAD BLOCK	x 1
TRAFFIC LIGHTS	x 1
ROAD BLOCK	x 1
TRAFFIC LIGHTS	x 1
ROAD BLOCK	x 2
TRAFFIC LIGHTS	x 3

AGENCY	PRIMARY TASK	SECONDARY TASK	STAFF ON-SITE	TIME
TfNSW	Monitor Traffic Conditions			
POLICE				
WHO DARES	Monitor Closure	Deliver & Install Signage	5	0100 - 2200
INNER WEST COUNCIL				

**PETERSHAM FESTIVAL
BAIRRO PORTUGUÊS**
Audley St & Fisher St
PETERSHAM

Revised: 29 Oct 25

TGS **01**
DATE **Sun 21st Mar 2026**

Price by: Who Dares Pty Ltd
Event Site Plan: 10/11/2025
for: Who Dares Pty Ltd

Signature:

Who Dares Pty Ltd accepts no liability for the implementation or execution of this TGS unless authorized by authorized Who Dares personnel.
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Item No:	8
Subject:	Fowler Lane, Camperdown - Proposed installation of 'No Parking' restrictions (Damun-Stanmore Ward / Newtown Electorate / Inner West PAC)
Prepared By:	Jennifer Adams, Traffic Engineer
Authorised By:	Manod Wickramasinghe, Traffic & Transport Planning Manager

RECOMMENDATION

That statutory 10 metre 'No Stopping' restrictions on the southern side of Fowler Lane west of Tooth Lane and an adjacent 12-metre length of full time 'No Parking' restrictions be approved, in order to improve vehicular access to proposed off-street parking spaces.

STRATEGIC OBJECTIVE

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

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

Council is proposing to install a 12-metre length of 'No Parking' restrictions on the southern side of Fowler Lane, Camperdown between Gibbon Street and Tooth Lane, to improve access to proposed off-street parking for adjacent residents. Statutory 10 metre 'No Stopping' restrictions will also be introduced on the southern side of Fowler Lane west of Tooth Lane, Camperdown.

BACKGROUND

A request has been received for the provision of 'No Parking' signage along the southern side of Fowler Lane, between Gibbins Street and Tooth Lane, Camperdown to improve vehicular access to residents' proposed off-street parking facilities.

A consultation letter was distributed to local residents adjoining Fowler Lane proposing to signpost the statutory 10 metre 'No Stopping' restrictions in conjunction with an adjacent 12 metre length of full time 'No Parking' restrictions along the southern side of Fowler Lane west of Tooth Lane, Camperdown.

DISCUSSION

Fowler Lane is a local narrow laneway (4.9 metre carriageway) running east-west between Mallett and Australia Streets and intersecting with Gibbins Street at its mid-point. The section of laneway referred to in this report extends from Gibbins Street to Tooth Lane and a 'one-way' restriction in an easterly direction apply. At present, "No Parking" restrictions are installed along the northern side of this section of laneway and parking is unrestricted on the southern side. (Refer to the plan below).



ITEM No. 8

NSW legislation includes various requirements to manage access and parking on roads. The *Roads Act* provides rights of access along roads and also for access to private property. The *Road Rules* includes requirements which affect parking at intersections, driveways and also parking along laneways. Installing the statutory 'No Stopping' distance as suggested brings it into line with current statutory 10 metre No Stopping distances.



Fowler Lane - Looking westward from Tooth Lane towards Gibbons Street, Camperdown

Technical Issues

In accordance with the Australian Road Rules, a 'No Stopping' zone is mandatory for a distance of 10 metres from an intersecting road. Pursuant to the TfNSW Technical Directions, it is stated that signposting at an unsignalised intersection (without pedestrian crossing) "should only be required where there is a compliance problem or there is adjoining signposting".

Parking in laneways

Council's *Laneway Parking Guidelines* outline the measures to consider when the use of the laneway prohibits access to off-street parking and access through the laneway. Effectively managed laneways allow for adequate access while providing the maximum amount of on-street parking. The guidelines provide consistency for assessing the need for parking controls.

It should be noted that laneways were generally built to provide service for properties and access into off-street parking facilities therefore restricting parking in this laneway will help achieve this goal.

Further, it is noted that according to Council's Residential Parking Permit Scheme for M1 parking area when a property has one off street parking space only one parking permit is permissible for that property.

Public Consultation

On 25 September 2025 twenty-five (25) letters were sent out to surrounding owners/occupiers notifying them that Council was proposing to signpost the statutory 10 metre 'No Stopping' restrictions in conjunction with an adjacent 12 metre length of full time 'No Parking' restrictions along the southern side of Fowler Lane west of Tooth Lane, Camperdown to improve resident access to off-street parking. A total of 25 letters were sent out.



The closing date for submissions ended on 24 October 2025. Three (3) responses were received in addition to the applicant's original request. All three responses essentially objected to the proposal.

Comments from residents

Resident's comments	Council Officer's response
<p>One resident whose property backs onto Fowler Lane said parking in the laneway is 'really tricky' and would not welcome a 10m no parking restriction, when all they need is more parking.</p> <p>They noted that they had only one car yet many have two and that lots of people come and park in the locality and go to the park or work at the hospital.</p>	<p>In accordance with the Australian Road Rules, a 'No Stopping' zone is mandatory for a distance of 10 metres from an intersecting road unless otherwise signposted.</p>
<p>One resident does not approve of council's proposal to remove parking from Fowler Lane they note that given the current pressure on street parking, it is unacceptable to remove parking spots to benefit a small number of property owners as the current regulations were in place when they purchased the properties.</p> <p>They note that parking was taken out in the past behind 45 Fowler Street and in the years since <i>'they have yet to park on their property'</i>. They note that Council needs to acknowledge that people own cars in the area and rely on street parking. <i>'Removing a public good for the benefit of a private property should not be a priority for council. This only exacerbates issues such as converting parking to EV charging stations or car share stations.'</i></p> <p>They note that the only way they would approve of the current proposal would be if a number of the unrestricted parking spots on the park side of Fowler Street were optimised for residents (eg a reasonable time limit with M1 permit holders excepted.) as this would remove issues with long term storage of vehicles. It would need to be at least the same number as removed by this proposal. Any net loss of street parking is unacceptable.</p>	<p>Objection noted.</p> <p>In July 2017 a report went to LTC recommending approval for a proposal to extend by 4 metres eastward to a distance of 10 metres the existing 6 metre length of 'No Stopping' restrictions on the south side of Fowler Lane east of Tooth Lane, Camperdown in order to deter illegal parking, increase safety and visibility for turning motorists, and improve vehicular access into and out of residents' off-street parking.</p> <p>The section of laneway between Gibbens Street and Tooth Lane, Camperdown is approximately 47.5m in length. Statutory 10-m distances plus the proposed 12-metre 'No Parking' leave room legally for 3 vehicles. Presently there is space legally for 5 cars a net loss of 2 legal car parking spaces. Resident permit parking restrictions are generally only placed outside residences and on one side of the street and there are no plans at this time to extend the current M1 parking restrictions in the area.</p>
<p>Resident opposes the proposal and wants no removal of parking on Fowler Lane. They note that all existing parking is needed in the area – for the residents, many park visitors including for sports events in the oval and also for others, including nurses parking to go to the RPA hospital.</p>	<p>Objection noted.</p> <p>The 'No Parking' restrictions are required to provide unobstructed access to off-street parking within the laneway which is one of the primary functions of a lane.</p>

<p>They note that should the restrictions go in place more dumping in this lane would occur and it would enable cars to drive faster down this lane which is dangerous.</p>	
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Conclusion

In order to provide clear vehicular access to residents' proposed off-street parking facilities it is recommended that statutory 10 metre 'No Stopping' restrictions on the southern side of Fowler Lane west of Tooth Lane and an adjacent 12-metre length of full time 'No Parking' restrictions be approved, in order to improve vehicular access to off-street parking spaces.

FINANCIAL IMPLICATIONS

The costs of installation of the 'No Stopping' and 'No Parking' restrictions as recommended can be funded within Council's signs and line marking budget.

ATTACHMENTS

None

Item No:	9
Subject:	Bignell Lane, Annandale - Permanent Road Closure Proposal (Gulgadya - Leichhardt Ward/Balmain Electorate/Leichhardt PAC)
Prepared By:	Jackie Ng, Traffic Engineer
Authorised By:	Manod Wickramasinghe, Traffic & Transport Planning Manager

RECOMMENDATION

That the permanent road closure of Bignell Lane, Annandale between Mallett Street and Pymont Bridge Road be approved.

STRATEGIC OBJECTIVE

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

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

A request for the permanent closure of Bignell Lane, Annandale has been raised with Council by Landcom, the developer of The Joinery at No.160-186 Parramatta Road, Annandale.

Landcom has submitted a State Significant Development Application (SSDA) for the former WestConnex Dive Site at No.160-186 Parramatta Road, Annandale. A mixed used development of around 577 apartments, including 220 build-to-rent units offered to essential workers at a discount to market rent, through a separate subsidy.

An associated proposal for a permanent road closure of Bignell Lane and transfer of ownership is currently being discussed between Council and the developers noting that the function of Bignell Lane as a public road has significantly diminished following the sale and demolition of the majority of properties previously having a boundary with the lane.

Traffic analysis has indicated that Bignell Lane is carrying a low volume of traffic and that the proposed permanent road closure would have minimal impact on the road network.

BACKGROUND

Bignell Lane, Annandale was a predominately industrial lane serving properties on Pymont Bridge Road, Parramatta Road and Mallett Street. Most of the adjoining properties were acquired and the site used as a dive site between 2018 and 2023, as part of the WestConnex Stage 3 M4-M5 Link project.



Figure 1 Aerial of the Development Site 2018

ITEM No. 9

Following completion of the WestConnex project, Landcom has submitted a State Significant Development Application (SSDA) for the former WestConnex Dive Site at 160-186 Parramatta Road, Annandale. The proposed mixed used development consists of:

- Around 577 apartments units:
 - approximately 220 Essential Worker Build-to-Rent units. The essential worker build-to-rent units are offered to essential workers like nurses, paramedics, teachers, police officers and firefighters at a discount to market rent, through a separate subsidy.
 - A potential for remaining market units, providing a mix of affordable rental housing and homes to buy
- A mix of ground floor shops and services.
- New pedestrian connections between Parramatta Road and Pyrmont Bridge Road.

Landcom have expressed interest regarding the potential purchase of Bignell Lane, Annandale to facilitate development and building activities.

At the Council meeting held on 17 June 2025, Council considered a report regarding Bignell Lane, Annandale and resolved:

That Council in its capacity as the roads authority provides its 'in principle' support to the proposal for the closure of Bignell Lane, Annandale and subsequent sale to Landcom.

DISCUSSION

Description or detailed plan of proposed measures

Bignell Lane is a two-way lane being approximately 168m in length connecting Pyrmont Bridge Road and Mallett Street. The lane features a 5.0m width carriageway with formalised kerb and gutter,

stormwater pits and street lighting posts. Prior to the site being used for the WestConnex project in 2019, the laneway provided vehicular access to adjacent properties, with restrictions prohibiting parking in the laneway. There are no footpaths provided in the laneway, is not a designated bicycle route and does not feature any traffic calming devices. The laneway provides direct access to off-street parking for No.63-65 Pymont Bridge Road(Camperdown Fitness Gym), which is predominantly used by the fitness centre members.

The location of the proposed permanent full closure is shown in the diagram below:



Figure 2 Proposed Permanent Full Road Closure of Bignell Lane, Annandale

The proposal seeks the implementation of the permanent road closure and purchase of Bignell Lane. Council intends to issue an access licence to affected property owner/s once Bignell Lane is closed to maintain right of access to and from Mallett Street.

Identification and assessment of impact of proposed measures

Traffic data is tabled below and was based on intersection counts at key intersections at both ends of the laneway during morning and afternoon peak hours to observe vehicle behaviour in Bignell Lane. It was found that Bignell Lane had low levels of traffic and low vehicle speeds with majority of the traffic accessing the gym.

Bignell Lane, Annandale - Traffic Count data		
7-Day Average Traffic Volume	350 vehicles/day	
85th Percentile Speed	35.5km/h	
	AM Peak (8-9am)	PM Peak (5-6pm)
Total vehicles enter Bignell Lane at Mallett Street	35 vehicles	51 vehicles
Total vehicles exit Bignell Lane at Pyrmont Bridge Road	20 vehicles	26 vehicles
Estimated total vehicles access to Gym Parking	15 vehicles	25 vehicles

Table 1 Traffic count data of Bignell Lane, Annandale

Based on the data collected, the proposed permanent road closure of Bignell Lane will have minimal impact on traffic and redistribution of traffic can be accommodated by the surrounding roads, being, Parramatta Road and Pyrmont Bridge Road (state roads) and Mallet Street (regional road).

Measures to ameliorate the impact of re-assigned traffic

Due to the low traffic volume of Bignell Lane, the impact of the proposed road closure on the surrounding road network is considered insignificant. Additionally, the impact on local residents and businesses are considered insignificant as the proposed closure will retain vehicle access for properties such as Camperdown Fitness Gym to Mallett Street.

Assessment of public transport services affected

Bignell Lane is not a public bus route, and the proposal should not affect public transport.

Details of provision made for emergency vehicles, heavy vehicles, cyclists and pedestrians

The proposed closure intends to retain vehicle access to existing properties with driveways to Bignell Lane to Mallett Street through an access licence and on the sale with Landcom negotiate a further licence moving to provide an easement - right of way. Emergency vehicle and heavy vehicle access can be made through Mallett Street and is not expected to change. The proposed closure will detour cyclist and pedestrians through Pyrmont Bridge Road and Mallett Street.

Assessment of effect on existing and future developments with transport implications in the vicinity of proposed measures

The closure of Bignell Lane should not impact existing or future developments as outlined previously.

Public consultation and notifiable authorities process

Council has undertaken consultation with notifiable authorities under the Roads Act 1993, Roads Regulation 2018 for a period of 28 days commencing 18 August 2025 and concluding 18 September 2025. A list of the notifiable authorities and responses are summarised below:

Notifiable Authority	Name	Letter Issued	Response Received	Objection Yes/No
Notifiable authorities under the <i>Roads Act 1993</i>				
Network operator within the meaning of the <i>Electricity Supply Act 1995</i>	Ausgrid	Yes	Yes	Yes
Network operator within the meaning of the <i>Gas Supply Act 1996</i>	Jemena Asset Management	Yes	Yes	No
The Secretary of the NSW Department of Planning and Environment	NSW Planning	Yes	Yes	No
	Resources & Energy	Yes	No	No
The Secretary of the NSW Department of Industry	Crown Lands Branch	Yes	Yes	No
	Lands & Water Division	Yes	No	No
Transport for NSW	Land Use Planning & Development	Yes	No	No
The State Transit Authority	Eastern Region	Yes	No	No
Roads & Maritime Services	Sydney	Yes	No	No
The Commissioner of Fire and Rescue NSW		Yes	Yes	No
Notifiable Authorities under the <i>Roads Regulation 2018</i>				
Major utility or water supply authority within the meaning of the Water Management Act 2000 (if the council public road concerned is located wholly or partly within the utility's or authority's area of operations)	Sydney Water	Yes	No	No
Local Land Services		Yes	Yes	No
Office of Environment and Heritage (Department of Planning and Environment and Department of Planning, Housing and Infrastructure/ DPHI)		Yes	Yes	No
Landcom		Yes	Yes	No

Impacted property owners and occupiers were also notified and consulted with for a period of 30 days commencing 18 August 2025 and concluding 21 September 2025. Notice of Proposed Closure of Bignell Lane, Annandale NSW 2038 were mailed via Australia Post to the registered land owners on Council's property ownership/ rates data base (Intra Maps) and hand delivered to the physical street addresses on 18 August 2025.

Two written responses objecting to the proposed road closure proposal were received, summarised below:

- Notifiable authority – Ausgrid
- Property owner/ occupier – 63-65 Pymont Bridge Road (landowner and gym operator).

Since the lodgement of objections and following discussions between Landcom (adjacent property owner/ developer and future purchaser of Bignell Lane) and the notifiable authority, Ausgrid has removed its objection based on satisfactory responses and actions to be taken by Landcom to protect inground services prior to their relocation and/ or decommissioning and removal.

The property owner/ occupier at 63-65 Pymont Bridge Road raised concern regarding the closure of the lane. Landcom has subsequently met with the property owner/ occupier, with meetings held on 2 August and 22 September 2025 to discuss the proposed road closure at Bignell Lane, Annandale.

The primary concern is the loss of vehicle and pedestrian access into 63-65 Pymont Bridge Road resulting in:

- Reduced flexibility and use of the properties; and
- Loss of development potential for the properties.
- The requirement for entry of larger trucks into Bignell Lane for deliveries.
- Reduced property values for each of the properties.

In response, Council intends to issue an access licence to the objecting (affected) property owner/s once Bignell Lane is closed (by publishing of a notice in the NSW Government Gazette) to maintain right of access to and from Mallett Street. The access licence will remain operative until the land sale is completed (anticipated to be by end-March or end-April 2026). Upon completion of the land sale, Landcom will become responsible to liaise with and coordinate ongoing access to the objecting (affected) property owner/s until other formal right of access is put into place (ie. registration of an easement on title or other means of access).

FINANCIAL IMPLICATIONS

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

ATTACHMENTS

None

Item No: 10
Subject: Local Transport Forum Schedule 2026
Prepared By: Charbel El Kazzi, Traffic Engineer
Authorised By: Manod Wickramasinghe, Traffic & Transport Planning Manager

RECOMMENDATION

That the proposed schedule of meetings of the Local Transport Forum for the 2026 calendar year be received and noted.

STRATEGIC OBJECTIVE

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

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

To assist committee members with forward planning, the schedule of meetings of the Local Transport Forum for 2026 has been provided. All meetings will be held on the 3rd Monday of each month, excluding January during which no meeting is held and December which has been brought 1 week forward to avoid the Christmas holiday period.

BACKGROUND

All meetings will be held on the 3rd Monday of each month, excluding January during which no meeting is held and December which has been brought 1 week forward to avoid the Christmas holiday period.

DISCUSSION

The meetings will commence at 11.00am. The proposed meeting dates for 2026 are as follows:

Monday, 16 February 2026	11:00am
Monday, 16 March 2026	11:00am
Monday, 20 April 2026	11:00am
Monday, 18 May 2026	11:00am
Monday, 15 June 2026	11:00am
Monday, 20 July 2026	11:00am
Monday, 17 August 2026	11:00am
Monday, 21 September 2026	11:00am

Monday, 19 October 2026	11:00am
Monday, 16 November 2026	11:00am
Monday, 14 December 2026	11:00am

FINANCIAL IMPLICATIONS

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

ATTACHMENTS

None