
**Minutes of Local Transport Forum held on 8 December 2025 at
Ashfield Service Centre**

Meeting commenced at 11:01 AM

Attendance

Forum Members Present

Clr Victor Macri - Councillor –Midjuburi - Marrickville Ward (Chair)
Vinoth Srinivasan - Transport for NSW (TfNSW)
Graeme McKay - Representative for Jo Haylen MP, Member for Summer Hill
Rebecca Fernandez - Representative for Kobi Shetty MP, Member for Balmain
Colin Jones - Representative for Inner West Bicycle Coalition (IWBC)
Miriam Tamata - Representative for Jenny Leong MP, Member for Newtown
Manod Wickramasinghe - IWC's Traffic and Transport Planning Manager
Felicia Lau- IWC's Acting Coordinator Traffic Engineering Services (North)
George Tsaprounis - IWC's Coordinator Traffic Engineering Services (South)
Jason Scoufis - IWC's Coordinator Traffic Investigations & Road Safety
Amir Falamarzi - IWC's Traffic Engineer
Christy Li - IWC's Business Administration Officer

Visitors

Sander Ottes - Item 1
Henri Allen-Narker - Item 3
Wayne O'Mara - Item 3
Beatrice Clafin - Item 5
Rob Nelson Williams - Item 5
Fred Randall - Item 5
Kenneth Macdonald - Item 9

Acknowledgement of Country

Acknowledgment of Country conducted by Chairperson Clr Victor Macri.

Apologies

Clr Liz Atkins - Councillor – Damun - Stanmore Ward
Julius Vuillanueva - Representative for Transit Systems

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

Nil.

Confirmation of Minutes

The minutes of the Local Transport Forum meeting held on 17 November 2025 were confirmed.

Staff Reports

Item 1 **Annandale LATM Study Final Report (Baludarri-Balmain & Gulgadya-Leichhardt Ward/Balmain Electorate/Leichhardt PAC)** **SUMMARY**

This report outlines the findings of the Final Annandale LATM Study report. Council undertook Public Exhibition of the Final Draft Annandale North LATM Study through Yoursay Inner West in June/July 2025.

The response results indicate that the community generally supported the proposed changes. After considering the Public Exhibition feedback, a review on the proposed scheme was undertaken with minor adjustments made to the LATM Study recommendations and some additional recommendations added and removed.

The recommended treatments will be included for consideration for funding in Council's Capital Works Program and submitted for State/Federal Government Funding Programs where possible. Minor changes to signs and linemarking will be funded out of Council's Operational Budgets.

Officers Recommendation:

1. That the treatments listed below from the Annandale LATM be approved and be listed for consideration in Council's Traffic Facilities program and operational linemarking/signposting program and prioritised as identified in the attached report.
 - a. Install a 10 km/h Shared Zone including conversion to one way northbound in Wells Street subject to TfNSW approval.
 - b. Convert the full length of Whites Creek Lane and Macquarie Street between Albion Street and Whites Creek Lane to a 10 km/h Shared Zone subject to TfNSW approval.
 - c. Install pedestrian/cyclist crossing in Styles Street at Whites Creek Lane.
 - d. Install pedestrian/cyclist crossing in Piper Street at Whites Creek.
 - e. Install pedestrian/cyclist crossing in Brenan Street at Whites Creek (between White Street and Railway Parade).
 - f. The existing sections of linemarked median island in Styles Street between Alfred Street and Mackenzie Street be remarked and infilled with a painted treatment.
 - g. Install kerb blisters in Annandale Street at Parramatta Road.
 - h. Install kerb extensions and widen median islands in Reserve Street at Annandale Street.
 - i. Install raised pedestrian (zebra) crossing in Piper Street west of Annandale Street.
 - j. Install kerb extensions on all 4 legs of the Annandale Street/Albion Street intersection.
 - k. Undertake kerb realignment works in Hutchinson Street at Pritchard Street.
 - l. Widen existing median islands at the Collins Street/Annandale Street intersection.

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- m. Widen existing pedestrian refuge islands in all 4 legs of the Rose Street/Trafalgar Street intersection.
 - n. Realign the kerb extensions and square off the View Street/The Crescent intersection.
 - o. Widen the existing median island in Trafalgar Street at The Crescent to provide a wider gap for pedestrians and modify the adjacent kerb extensions.
 - p. Install a roundabout at Young Street/Albion Street.
 - q. A raised pedestrian (zebra) crossing be provided on the eastern leg (Styles Street) of the Leichhardt Street/Mackenzie Street/Styles Street intersection.
 - r. Install a road closure in Nelson Street at The Crescent (cyclists excepted) subject to TfNSW approval.
 - s. Install a raised pedestrian (zebra) crossing in Piper Street South immediately west of View Street.
 - t. Replace the two rubber speed humps in Brenan Street between Catherine Street and Percival Street.
 - u. Install a continuous footpath treatment to cross Prospect Street at Balmain Road.
 - v. Install a raised pedestrian (zebra) crossing in Trafalgar Street (southern leg) at Albion Street.
 - w. Convert Piper Lane between Piper Street and Rose Street to a 10km/h Shared Zone subject to TfNSW approval.
 - x. Continuous footpath treatments be provided to cross Johnstons Lane at Collins Street (both sides) including kerb extensions at the intersection.
 - y. Install a roundabout at Young Street/Reserve Street intersection.
 - z. Install No Stopping in John Street at both unnamed laneways.
 - aa. Undertake audit of signs to reduce signs and stems impacting on footpaths in Styles Street.
 - bb. Install No Parking on northern side of Bungay Street.
 - cc. Convert Hutchinson Lane to a 10kmh Shared Zone subject to TfNSW approval.
 - dd. Convert Prospect Street & Pine Square to a 10kmh Shared Zone subject to TfNSW approval.
 - ee. Install continuous footpath treatments at Albion Lane intersections with Johnston Street, Annandale Street, Young Street and Macquarie Street.
 - ff. Request TfNSW investigate improvements to vehicle and pedestrian safety in The Crescent between View Street and William Street.
 - gg. Linemark angled parking bays in Trafalgar Street between Booth Street and Rose Street.
 - hh. Install raised pedestrian crossing in Trafalgar Street between Piper Street South and Piper Street North.
 - ii. Install raised pedestrian crossing in Piper Street North at Johnston Street.
 - jj. Install kerb extensions in Rose Street at Piper Lane.
 - kk. Install 3 tonne load limit restriction in John Street, Hill Street and Emma Street subject to TfNSW approval.
 - ll. Install kerb extensions in Emma Street at Styles Street.
 - mm. Upgrade median island in Alfred Street at Styles Street.
 - nn. Install a Continuous Footpath Treatment in Bayview Crescent at Pritchard Street.
 - oo. Install kerb extensions Piper Street North and View Street.
 - pp. Install 90-degree angle parking in Annesley Street between Mackenzie Street and Catherine Street.
 - qq. Request TfNSW install a 6-metre length of No Stopping 7am-10am, 3pm-6pm Mon-Fri.
 - rr. Install raised pedestrian crossings on the northern leg and eastern leg of the Rose Street/Annandale Street intersection.

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- ss. Install Give Way signs and line markings at the Mayes Street/Ferris Street/Reserve Street intersection with Reserve Street given priority.
2. That further investigation be undertaken into the following:
- installing a raised pedestrian (zebra) crossing at the Collins Street/Annandale Street intersection.
 - installing a raised pedestrian (zebra) crossing(s) at the Young Street/Albion Street intersection.
3. That concerns and suggestions raised for strategic cycling improvements be forwarded to Councils Strategic Transport Planning team for inclusion in Council's Cycling Action Plan review.

LTF Advice:

Public Speaker Sander Ottes entered the meeting at 11.04am.

Mr Ottes noted he supported most of the changes proposed by Council, however raised concerns regarding the lack of plans to create safe bike routes throughout the Annandale precinct, as he is a bike user himself. Mr Ottes noted that the proposed changes do not substantially improve the safety for cyclists and noted that there have been recent accidents on Sydney roads involving bike riders due to the lack of protected infrastructure for active transport users. Mr Ottes suggested that Council review the feasibility of implementing protected bike lanes in the area to enhance the safety of cyclists.

Public Speaker Sander Ottes left the meeting at 11.07am.

Council Officers tabled comments from a resident of Reserve Street between Young Street and Annandale Street, advising their general support for the proposed changes and noting their concerns with the loss of parking should the proposed traffic calming devices be implemented. The resident noted that there is already a lack of parking within the Annandale precinct and questioned if Council could investigate 'Resident Parking Schemes (RPS)' to improve parking in the area.

Council Officers noted that 'RPS' are not investigated as part of Council's LATM studies and are usually investigated as a separate matter. It was noted that Council has a specific criterion that needs to be met before they can initiate an 'RPS' investigation.

Council Officers noted that Transport for NSW has requested to remove points ff: 'Request TfNSW investigate improvements to vehicle and pedestrian safety in The Crescent between View Street and William Street' from the Officers' recommendation and qq. 'Request TfNSW install a 6-metre length of No Stopping 7am-10am, 3pm-6pm Mon-Fri in Johnson Street north of Piper Street South, Annandale', as Transport for NSW will investigate those matters separately. It was agreed to amend the recommendation to reflect this.

Council Officers noted the public speakers' queries regarding additional separate cycleways are reviewed through the Cycling Action Plan. Council Officers noted that there is an action plan review ongoing for the cycleways program, and that Council will identify priority separated cycleways across the LGA to put forward and bring back plans to Council for consideration.

The Representative for the Member for Balmain queried if the proposed road closure with landscaping at Nelson Street/The Crescent in point r. of the officer's

recommendation could be modified to allow for better sightlines between pedestrians and cyclists and more space for cyclists to manoeuvre around that corner.

Council Officers noted the Representative for the Member for Balmain comments and advised that they will take those comments into consideration for the detailed design phase. It was noted that the detailed design will come back to the Local Transport Forum for review and discussion.

No further advice provided by LTF members.

RECOMMENDATION:

- 1. That the treatments listed below from the Annandale LATM be approved and be listed for consideration in Council's Traffic Facilities program and operational linemarking/signposting program and prioritised as identified in the attached report.**
 - a. Install a 10 km/h Shared Zone including conversion to one way northbound in Wells Street subject to TfNSW approval.**
 - b. Convert the full length of Whites Creek Lane and Macquarie Street between Albion Street and Whites Creek Lane to a 10 km/h Shared Zone subject to TfNSW approval.**
 - c. Install pedestrian/cyclist crossing in Styles Street at Whites Creek Lane.**
 - d. Install pedestrian/cyclist crossing in Piper Street at Whites Creek.**
 - e. Install pedestrian/cyclist crossing in Brenan Street at Whites Creek (between White Street and Railway Parade).**
 - f. The existing sections of linemarked median island in Styles Street between Alfred Street and Mackenzie Street be remarked and infilled with a painted treatment.**
 - g. Install kerb blisters in Annandale Street at Parramatta Road.**
 - h. Install kerb extensions and widen median islands in Reserve Street at Annandale Street.**
 - i. Install raised pedestrian (zebra) crossing in Piper Street west of Annandale Street.**
 - j. Install kerb extensions on all 4 legs of the Annandale Street/Albion Street intersection.**
 - k. Undertake kerb realignment works in Hutchinson Street at Pritchard Street.**
 - l. Widen existing median islands at the Collins Street/Annandale Street intersection.**
 - m. Widen existing pedestrian refuge islands in all 4 legs of the Rose Street/Trafalgar Street intersection.**
 - n. Realign the kerb extensions and square off the View Street/The Crescent intersection.**
 - o. Widen the existing median island in Trafalgar Street at The Crescent to provide a wider gap for pedestrians and modify the adjacent kerb extensions.**
 - p. Install a roundabout at Young Street/Albion Street.**
 - q. A raised pedestrian (zebra) crossing be provided on the eastern leg (Styles Street) of the Leichhardt Street/Mackenzie Street/Styles Street intersection.**
 - r. Install a road closure in Nelson Street at The Crescent (cyclists excepted) subject to TfNSW approval.**
 - s. Install a raised pedestrian (zebra) crossing in Piper Street South immediately west of View Street.**
 - t. Replace the two rubber speed humps in Brenan Street between Catherine**

Street and Percival Street.

- u. Install a continuous footpath treatment to cross Prospect Street at Balmain Road.
- v. Install a raised pedestrian (zebra) crossing in Trafalgar Street (southern leg) at Albion Street.
- w. Convert Piper Lane between Piper Street and Rose Street to a 10km/h Shared Zone subject to TfNSW approval.
- x. Continuous footpath treatments be provided to cross Johnstons Lane at Collins Street (both sides) including kerb extensions at the intersection.
- y. Install a roundabout at Young Street/Reserve Street intersection.
- z. Install No Stopping in John Street at both unnamed laneways.
- aa. Undertake audit of signs to reduce signs and stems impacting on footpaths in Styles Street.
- bb. Install No Parking on northern side of Bungay Street.
- cc. Convert Hutchinson Lane to a 10kmh Shared Zone subject to TfNSW approval.
- dd. Convert Prospect Street & Pine Square to a 10kmh Shared Zone subject to TfNSW approval.
- ee. Install continuous footpath treatments at Albion Lane intersections with Johnston Street, Annandale Street, Young Street and Macquarie Street.
- ff. Linemark angled parking bays in Trafalgar Street between Booth Street and Rose Street.
- gg. Install raised pedestrian crossing in Trafalgar Street between Piper Street South and Piper Street North.
- hh. Install raised pedestrian crossing in Piper Street North at Johnston Street.
- ii. Install kerb extensions in Rose Street at Piper Lane.
- jj. Install 3 tonne load limit restriction in John Street, Hill Street and Emma Street subject to TfNSW approval.
- kk. Install kerb extensions in Emma Street at Styles Street.
- ll. Upgrade median island in Alfred Street at Styles Street.
- mm. Install a Continuous Footpath Treatment in Bayview Crescent at Pritchard Street.
- nn. Install kerb extensions Piper Street North and View Street.

Item 2 Leichhardt Oval Special Event Parking Scheme 2026 (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC)

SUMMARY

It is proposed to activate the Special Event Parking Scheme (SE) in the roads surrounding Leichhardt Oval for the following NRL Games:

1. Round 2 Tigers vs Cowboys Saturday 14th March 2026 Kick off 3:00pm
2. Round 8 Tigers vs Raiders Thursday 23rd April 2026 Kick off 7:50pm
3. Round 15 Tigers vs Titans Sunday 14th June 2026 Kick off 4:00pm

Officers Recommendation:

That the Special Event Parking Scheme (SE) in the roads surrounding Leichhardt Oval be activated for the following days during the times of 12:00pm-10:00pm for NRL Fixtures in 2026:

1. Round 2 Tigers vs Cowboys Saturday 14th March 2026 Kick off 3:00pm
2. Round 8 Tigers vs Raiders Thursday 23rd April 2026 Kick off 7:50pm
3. Round 15 Tigers vs Titans Sunday 14th June 2026 Kick off 4:00pm

LTF Advice:

No advice provided by LTF members.

RECOMMENDATION:

That the Special Event Parking Scheme (SE) in the roads surrounding Leichhardt Oval be activated for the following days during the times of 12:00pm-10:00pm for NRL Fixtures in 2026:

1. Round 2 Tigers vs Cowboys Saturday 14th March 2026 Kick off 3:00pm
2. Round 8 Tigers vs Raiders Thursday 23rd April 2026 Kick off 7:50pm
3. Round 15 Tigers vs Titans Sunday 14th June 2026 Kick off 4:00pm

Item 3 Iron Cove Traffic Review Final Report (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC)

SUMMARY

This report outlines the findings of the *Final Iron Cove Traffic Review* report. Council undertook Public Exhibition of the draft Iron Cove Traffic Review Study through Yoursay Inner West in June and July 2025. The Final report was developed based on the feedback and review of the public exhibition.

The engagement responses indicated that the community generally supported all the proposed changes.

After considering the Public Exhibition feedback, a review on the proposed scheme was undertaken with minor adjustments made to the Traffic Review recommendations and some additional recommendations added.

The recommended treatments will be included for consideration for funding in Council's Capital Works Program and submitted for State/Federal Government Funding Programs where possible. Minor changes to signs and line marking will be funded out of Council's Operational Budgets.

Officers Recommendation:

1. That the treatments listed below from the Iron Cove Traffic Review Study be approved and be listed for consideration in Council's Traffic Facilities program and operational line marking/signposting program and prioritised as identified in the attached report:
 - a. That a Continuous Footpath Treatment with a median island be installed on Toelle Street at the intersection with Victoria Road;
 - b. That a Continuous Footpath Treatment with a median island be installed on Callan Street at the intersection with Victoria Road;
 - c. That a Continuous Footpath Treatment with a footpath widening be installed on Springside Street at the intersection with Victoria Road;
 - d. That two speed humps be installed at No.39 and No.20 Moodie Street;
 - e. That a One-Way traffic arrangement be installed on Park Street northbound and Oxford Street southbound;
 - f. That a Continuous Footpath Treatment be installed on Park Street at the intersection with Darling Street; and
 - g. That a Continuous Footpath Treatment be installed on Oxford Street at the

intersection with Darling Street.

2. That further investigation be undertaken into the following:
 - a. Investigating a raised pedestrian and bicycle crossing on Moodie Street near Victoria Road, including kerb extensions on both sides of the street; and
 - b. Additional consultation on the installation of a raised pedestrian crossing with kerb extension on Cambridge Street at the intersection with Darling Street.

LTF Advice:

Public Speakers Henri Allen-Narker and Wayne O'Mara entered the meeting at 11.08am.

Mr Allen-Narker advised that the Moodie Street exit on Victoria Road is an essential movement to ensure traffic flows smoothly in the area. Mr Allen-Narker noted that there are current traffic flow issues in the nearby streets, which will be further exacerbated if the 'No Left Turn' restriction were to be implemented for traffic turning onto Victoria Road.

Mr O'Mara raised concerns regarding vehicles speeding down Callan Street from Victoria Street, even though Callan Street is a '10 k/m Shared Zone.' Mr O'Mara noted that there are currently limited traffic calming treatments on the street to deter motorists from speeding and suggested that Council investigate additional traffic calming treatments for the street. Mr O'Mara suggested the possibility of widening the kerbs at the corner of McCleer Street and Callan Street so that it narrows the entry point into Callan Street and acts as a visual deterrent for motorists speeding. Mr O'Mara noted that recent changes allow for cars on both sides of Callan Street to park on the footpath, and that this has opened up the road for vehicles to speed. Mr O'Mara also suggested that additional police patrols or having mobile speed cameras in the street may assist with deterring motorists from speeding down the street.

Council Officers noted that the proposed 'No Left Turn' restriction from Moodie Street into Victoria Road was not recommended to proceed and that the current access will be retained.

Public Speakers Henri Allen-Narker and Wayne O'Mara left the meeting at 11.20am.

The Representative for the Member for Balmain queried whether the proposed 'One-Way' traffic arrangement on Park Street would generate additional traffic on Park Street and whether additional traffic calming measures would be implemented for Park Street, Rozelle.

Council Officers noted that with 'One Way' traffic arrangements, there is a chance that there will be an increase in local traffic movements as motorists will have to circulate in the local road network. It was noted that, as there is already a 'No Right Turn' restriction from Moodie Street into Park Street, the proposed changes would further reduce southbound movements in the street. It was noted that in Council's review, traffic queues on Darling Street south of Victoria Road tend to terminate before getting to Park Street, so Council does not anticipate a significant increase of vehicles using Park Street to by pass the queue. Council Officers noted Council will review the area after the implementation of the 'One Way' restrictions. Council Officers noted that Transport for NSW have requested an additional report with

further analysis on the Traffic Management Plans (TMP) be brought back to the Forum for review before implementation.

The Representative for the Member for Balmain queried if there was consideration for an additional crossing on Darling Street at Denison Street, as the closest crossing would be in Belmore Street, Rozelle. The Representative for Transport for NSW requested that the Representative for the Member for Balmain send through the request details to Transport for NSW to review and investigate.

No further advice provided by LTF members.

RECOMMENDATION:

1. That the treatments listed below from the Iron Cove Traffic Review Study be approved and be listed for consideration in Council's Traffic Facilities program and operational line marking/signposting program and prioritised as identified in the attached report:
 - a) That a Continuous Footpath Treatment with a median island be installed on Toelle Street at the intersection with Victoria Road;
 - b) That a Continuous Footpath Treatment with a median island be installed on Callan Street at the intersection with Victoria Road;
 - c) That a Continuous Footpath Treatment with a footpath widening be installed on Springside Street at the intersection with Victoria Road;
 - d) That two speed humps be installed at No.39 and No.20 Moodie Street;
 - e) That a One-Way traffic arrangement be installed on Park Street northbound and Oxford Street southbound;
 - f) That a Continuous Footpath Treatment be installed on Park Street at the intersection with Darling Street; and
 - g) That a Continuous Footpath Treatment be installed on Oxford Street at the intersection with Darling Street.

2. That further investigation be undertaken into the following:
 - a) Investigating a raised pedestrian and bicycle crossing on Moodie Street near Victoria Road, including kerb extensions on both sides of the street; and
 - b) Additional consultation on the installation of a raised pedestrian crossing with kerb extension on Cambridge Street at the intersection with Darling Street.

Item 4 Percy Street, Rozelle - Proposed One Way Restriction (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC)
SUMMARY

Council has received concerns from several residents about the narrow road width with frequent reports of near miss incidents in Percy Street between Albion and Evans Street in Rozelle. Residents have also reported the increase in traffic flows from patrons of Totti's Restaurant in Rozelle further exacerbating this issue.

In response, investigation and consultation was undertaken for a one-way southbound traffic flow, including associated signage and linemarking in Percy Street, Rozelle as illustrated in Attachment 1.

Traffic analysis has indicated that Percy Street has a low volume of traffic, and that the proposed one way will have minimal impact on the road network. Community

engagement indicated strong support for the proposal.

Officers Recommendation:

That the proposed one-way southbound traffic movement in Percy Street between Albion and Evans Street, Rozelle including the associated signage and line marking be approved.

LTF Advice:

The Representative for the Member for Balmain requested that a 'Bicycles Excepted' sign be installed at Percy Street, Rozelle, to allow for contraflow movement for bicycles. Council Officers advised that an investigation and safety review will need to be undertaken prior to the installation of the 'Bicycles excepted' signage.

No further advice provided by LTF members.

RECOMMENDATION:

That the proposed one-way southbound traffic movement in Percy Street between Albion and Evans Street, Rozelle including the associated signage and line marking be approved.

Item 5 Curtis Road and McDonald Street, Balmain - Proposed Pedestrian Crossing, Continuous Footpath and One-Way Treatment (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC)
SUMMARY

Council has received Get NSW Active Funding from Transport for NSW to improve safety in Curtis Road and McDonald Street by constructing a raised pedestrian crossing, continuous footpath treatment and implementing a partial One-Way Treatment northbound restriction in McDonald Street between Hoffmans Lane and Curtis Road, Balmain. The proposal aims to improve pedestrian and motorist safety by better defining safe pedestrian crossing points and addressing pedestrian safety and driver behaviour at this location.

The existing 'No Stopping' sign on the northern side of Curtis Road is required to be relocated by approximately 3 metres as per attached plan. Six (6) parking spaces will still be retained to the nearest driveway.

Officers Recommendation:

That the attached detailed design plan (Plan No.10358) for the proposed raised pedestrian crossing and continuous footpath treatment in Curtis Road Balmain and the proposed partial one-way northbound restriction McDonald Street between Hoffmans Lane and Curtis Road, Balmain as per attached plan be approved.

LTF Advice:

Public Speakers Rob Nelson Williams, Beatrice Clafin and Fred Randall entered the meeting at 11.28am.

Mr Williams raised concerns regarding the detailed design proposed and suggested

additional traffic calming measures, such as speed cushions on either side of the pedestrian crossing to further restrict the road and reduce speeds. Mr Williams noted that Curtis Road is a common 'rat run' and speeding is a common issue experienced on the street. It was noted that additional traffic calming measures can be investigated as part of the Birchgrove, Balmain East LATM however, Mr Williams requests that potential traffic calming measures be investigated as a part of this project.

Ms Claflin agreed with Mr Williams suggestion for additional traffic calming measures to be investigated and raised concerns regarding the proposal being a solution to one component of the various issues experienced in the area. Ms Claflin questioned why additional traffic calming treatments were not included as part of the proposal. Ms Claflin noted her concerns regarding the proposed removal of the existing concrete refuge island, as it assists with pedestrian safety in the area and requested a safety audit to be undertaken. It was noted that the refuge island has been acting as a buffer between pedestrians and vehicles, and that since the installation of the island, cars have been hitting into the island instead of pedestrians. Ms Claflin noted that the removal of the island and without the installation of additional traffic calming treatments to make cars physically slow down before the corner, and the raised crossing will likely result in a vehicle/pedestrian accident. Ms Claflin suggested applying the same design and plan of the crossing implemented at Curtis Street and Church Street, and that having speed bumps on the street will deter drivers from speeding. Ms Claflin also noted that the proposed 'One Way' treatment on McDonald Street will cause accessibility issues for emergency vehicles trying to service the area and push additional traffic onto Curtis Road. It was also noted that Ms Claflin had concerns regarding leaf litter and possible flooding should the proposed pedestrian crossing and curbs be implemented.

Mr Randall agreed that Curtis Street is a rat run and requires additional traffic calming measures to ensure the design works and to treat the speeding issues in the street. Mr Randall also noted that there was a 'Pedestrian Refuge' sign on the western side of Curtis Road approaching Thames Street that needs to be attended to as the 2 concrete islands on the road do not fall into the guidelines of a pedestrian refuge.

Public Speakers Rob Nelson Williams, Beatrice Claflin and Fred Randall left the meeting at 11.48am.

Council Officers noted that the project was initiated through a meeting with the Mayor, staff and residents from Curtis Road regarding concerns of speeding vehicles and pedestrian safety. It was noted that the subsequent proposal for two (2) raised pedestrian crossings was previously supported by the Local Transport Forum and were subsequently adopted by Council to address these issues. It was noted that Council was also able to successfully obtain grant funding for the project under the Get NSW Active program. Council Officers noted the residents' comments regarding the existing refuge island and noted that the current refuge is substandard in size and unable to safely store pedestrians. It was noted that there was no opportunity to widen the island as traffic would not be able to pass through. It is noted that the geometry of the intersection is quite tight, which is why there are often vehicles hitting into the refuge island. It was noted that the proposed crossing will replace the existing refuge island and as part of that the proposed crossing will have to move slightly into the McDonald Street intersection. It was noted Council had proposed to convert McDonald Street into a 'One-Way' as the throat of that

intersection will have to be reduced to make space for the pedestrian crossing.

Council Officers noted that the proposed pedestrian crossing will be raised so it will provide a traffic calming impact for both the approach and departure sides of the intersection. It was noted that a review of the safety of the pedestrian crossing has been undertaken and that the sight lines are adequate to allow vehicles approaching that corner to see pedestrians. Council Officers noted that speed cushions on approach to a raised crossing has been used in limited circumstances; however, not as a first option. It was noted that Council usually implements speed cushions on the approach to pedestrian crossing at locations where there are continued safety issues and is typically at locations with older crossing designs or very high volumes of pedestrian and vehicle movements. Council Officers noted that the current proposal is sufficient to address the concerns. Council Officers noted that they will continue to review the area and that the area will also fall into the Birchgrove/Balmain East, Local Area Traffic Management study. It was noted that there is another raised pedestrian crossing getting installed on Curtis Road at the intersection with Darling Street, which will provide a traffic calming function, and it will be installed before the proposed project is scheduled for completion.

Council Officers noted that it was necessary to convert McDonald Street into a 'One Way' movement as the road geometry requires that the raised crossing be pushed slightly east because of the existing driveways, so there's not enough width at the intersection of McDonald Street and Curtis Road to allow for two-way traffic.

Council Officers tabled comments from a resident requesting that the 'One Way' restriction was to go ahead that the restriction be placed in McDonald Street between Curtis Road and Darling Street. The resident also noted that they were opposed to the proposed installation of the speed bumps at the halfway point between the two pedestrian crossings.

No further advice provided by LTF members.

RECOMMENDATION:

That the attached detailed design plan (Plan No.10358) for the proposed raised pedestrian crossing and continuous footpath treatment in Curtis Road Balmain and the proposed partial one-way northbound restriction McDonald Street between Hoffmans Lane and Curtis Road, Balmain as per attached plan be approved.

Item 6 Flood Street, Leichhardt - Proposed Motor Bike Only Parking (Gulgadya-Leichhardt/Balmain Electorate/Leichhardt PAC)

SUMMARY

Council has received several requests to improve visibility at the driveway of 141 Allen Street located on Flood Street, Leichhardt. To improve visibility for drivers when exiting the driveway, it is proposed to convert 3m of unrestricted parking space immediately south of the driveway on Flood Street into 'Motor Bike Only' parking.

Officers Recommendation:

That a 3m length 'Motor Bike Parking' zone be installed on the south side of the driveway for 141 Allen Street on Flood Street Leichhardt.

LTF Advice:

The Representative for the Member of Balmain questioned if the 'Motor Bike Parking' zone could be converted to bicycle parking.

Council Officers noted that they are looking into opportunities to provide more bicycle parking; however, as the proposed 'Motor Bike Parking' zone is on the road, it would be unsafe for bikes to be left on the road without providing additional protection.

No further advice provided by LTF members.

RECOMMENDATION:

That a 3m length 'Motor Bike Parking' zone be installed on the south side of the driveway for 141 Allen Street on Flood Street Leichhardt.

Item 7 Palace Street at Brighton Street, Petersham - Proposed Raised Pedestrian Crossings - Design Plan 10356-1 (Damun-Stanmore Ward / Newtown Electorate / Inner West PAC)**SUMMARY**

This report details the design plan (No.10356-1) for the construction of two raised pedestrian crossings and the result of community consultation at the intersection of Palace Street and Brighton Street, Petersham. Following a local traffic area management (LATM) study in 2023 for the Petersham North Precinct, consultation responses and site observation raised concerns to improve pedestrian safety and speeding issues. The study recommended that a raised pedestrian crossing be installed on the southern leg of Palace Street, and the western leg of Brighton Street to improve pedestrian connectivity to local businesses, Fort Street High and Petersham Station. The design and construction of the proposed raised pedestrian crossings have received fifty percent contribution from the Federal Government Active Transport Fund and will be included in Council's Traffic Facilities Capital Works Program for funding in 2025/2026 financial year.

Officers Recommendation:

That the detailed design plan (No.10356-1) for the construction of two raised pedestrian crossings at the intersection of Palace Street and Brighton Street, Petersham be approved in order to improve pedestrian safety at this intersection.

LTF Advice:

Council Officers tabled comments from residents questioning when and why Council chooses to apply the TfNSW guideline instead of the reduced warrant used earlier in the same LATM. Council Officers noted that the reduced warrant and Pedestrian Crossing Guideline (PCG) are both supplied by TfNSW. The Petersham North LATM study was conducted during the time where the PCG was being developed and superseded the previous reduced warrant guideline. The pedestrian crossing on Palace Street south of Brighton Street meets the warrant provided in the PCG (equal or greater than 20 pedestrian movements) as it did not require a specific vehicle volume to be met. It is also noted that the location is a significant walking

route connecting pedestrians to Petersham Station, Fort Street High School, local cafes and businesses. Hence, it is recommended that a crossing be installed at this location to provide better and safer opportunities for pedestrians to cross Palace Street.

Council Officers tabled comments from residents questioning whether any policy exists guiding how these different warrant systems are selected and prioritised. Council Officers noted that Council currently uses the Inner West Pedestrian Crossing Warrant Policy (2024) which states: "A pedestrian (zebra) crossing may also be considered at locations where there is a deviation from meeting the warrant, such as where the pedestrian crossing would serve as an essential link to an overall network of pedestrian facilities, or for a vulnerable group such as children, the elderly or mobility impaired."

Council Officers tabled comments from residents questioning why the consultation material for Plan 10356-1 did not clearly explain that the proposed southern crossing relies on an entirely different warrant test than the one used on page 18 of the Petersham North LATM plan. Council Officers noted that the Petersham North LATM study has outlined Council's recommendation to install a pedestrian crossing on Palace Street south of Brighton Street. The consultation letter mailed out was completed by Council's Design Team to provide residents with the opportunity to comment on the detailed design proposal as opposed to the study into the merits of a crossing at this location. Concerns and other matters raised regarding the proposed crossings have been included in the Local Transport Forum report, with comments provided.

The Chairperson questioned whether the proposed landscaping and garden beds could be altered to retain more parking. Council Officers note that the proposed garden beds reduce the amount of parking that needs to be removed, as a typical 'No Stopping' on approach to a pedestrian crossing without kerb extensions is 20 metres; however, with the proposed garden beds in place, the 'No Stopping' can be reduced to approximately 7.5 metres.

Council Officers also noted that they have met with the principal of Fort Street High School and that they were supportive of the proposal.

No further advice provided by LTF members.

RECOMMENDATION:

That the detailed design plan (No.10356-1) for the construction of two raised pedestrian crossings at the intersection of Palace Street and Brighton Street, Petersham be approved in order to improve pedestrian safety at this intersection.

Item 8 Palace Street at Andreas Street, Petersham - Proposed Raised Pedestrian Crossings - Design Plan 10356-2 (Danum-Stanmore Ward / Newtown Electorate / Inner West PAC)
SUMMARY

A local traffic area management (LATM) study for the Petersham North Precinct was undertaken in 2023. The study, in part, recommended that a raised pedestrian crossing be installed on the northern leg of Palace Street, and the western leg of

Andreas Street to improve pedestrian connectivity to local businesses, Fort Street High and Petersham Station.

This report details the design plan (No.10356-2) for the construction of two raised pedestrian crossings and the result of community consultation at the intersection of Palace Street and Andreas Street, Petersham. The design and construction of the proposed raised pedestrian crossings have received fifty percent contribution from the Federal Government Active Transport Fund and is included in Council's Traffic Facilities Capital Works Program for the 2025/2026 financial year.

Officers Recommendation:

That the detailed design plan (No.10356-2) for the construction of two raised pedestrian crossings at the intersection of Palace Street and Andreas Street, Petersham be approved in order to improve pedestrian safety at this location.

LTF Advice:

Council Officers tabled comments from a resident who considered that the proposal is unnecessary and not fit for purpose as the volume of students will not funnel into a single pedestrian crossing. Council Officers noted that pedestrian volumes are expected to increase when the crossings are installed, as they will provide better and safer opportunities for pedestrians to cross. It was also noted that the data collected shows that the intersection experiences peak pedestrian traffic of 413 movements per hour, indicating that there is significant use of the intersection currently.

Council Officers table comments regarding resident concerns in relation to loss of parking and the need for the pedestrian crossing for Palace Street.

Council Officers tabled comments from a resident requesting additional speed calming measures on Brighton Street approaching Palace Street.

No further advice provided by LTF members.

RECOMMENDATION:

That the detailed design plan (No.10356-2) for the construction of two raised pedestrian crossings at the intersection of Palace Street and Andreas Street, Petersham be approved in order to improve pedestrian safety at this location.

**Item 9 Holmwood Lane, Newtown - Proposed installation of a short section of 'No Parking' restrictions (Damun-Stanmore Ward / Newtown Electorate / Inner West PAC)
SUMMARY**

A request has been received from a resident of Holmwood Street, Newtown for the provision of a short section of 'No Parking' restrictions on the southern side of Holmwood Lane, to improve vehicular access to the rear of their property.

Consultation was undertaken with surrounding residents to determine the level of community support for the installation of a short section of full-time 'No Parking' restrictions. The results of the survey are presented in this report for the Committee

to consider.

In view of the low level of support from residents it is recommended that no changes be made to the existing parking restrictions in Holmwood Lane, Newtown at this time and that Council Rangers be requested to undertake regular enforcement of the current parking restrictions in the area.

Officers Recommendation:

1. That Council not accede to the request for the provision of a short section of 'No Parking' signage along the southern side of Holmwood Lane, Newtown east of Pearl Lane due to the low level of community support, and
2. That Council's Rangers be requested to undertake regular enforcement of the current parking restrictions in the area.

LTF Advice:

Public Speaker Kenneth Macdonald entered the meeting at 11.49am

Mr Macdonald opposed the proposed recommendation and requested that the proposed 'No Parking' signage along the southern side of Holmwood Lane, Newtown east of Pearl Lane be approved. Mr Macdonald noted that 2 properties opposite his property have off-street parking and driveways, and that they often cannot park their vehicles on their properties due to their driveways being obstructed. Mr Macdonald also noted that he and his neighbours' gates are often obstructed, causing difficulty for them to take their bins out as well as get their motorbikes and pushbikes in and out of their properties. Mr Macdonald advised that reporting dangerous parking to Council often leads to altercations and that he has had his property damaged in retaliation for reporting illegal parking.

Public Speaker Kenneth Macdonald left the meeting at 11.53am

Council Officers tabled comments from a resident, noting their concerns regarding the parking situation in Dickson Street, Newtown and requested a review of the parking arrangements as the parking issues in Dickson Street negatively impact Holmwood Street. Council Officers noted that Council will be consulting with the residents of Dickson Street early next year on proposed angled parking restrictions.

Council Officers noted that the 'No Parking' signs were not requested across a driveway but rather a rear gate and that the resident may need construct a driveway in the first instance.

No further advice provided by LTF members.

RECOMMENDATION:

1. That Council not accede to the request for the provision of a short section of 'No Parking' signage along the southern side of Holmwood Lane, Newtown east of Pearl Lane due to the low level of community support, and
2. That Council's Rangers be requested to undertake regular enforcement of the current parking restrictions in the area.

SUMMARY

This report outlines the updated recommendation for the Sydenham Station Parking Study that was reported to the September 2025 Local Transport Forum. Council has received notice that recommendation item 2 recommended Sutherland Street to be consulted for '2P 8am-10pm Permit Holders Excepted Area M4's instead of Samuel Street, despite being included in the proposed plan. Council proposes to update the recommendation to include the southern side of Samuel Street between Henry Street and Unwins Bridge Road.

Officers Recommendation:

That consultation be undertaken into installing new "2P 8am-10pm Permit Holders Excepted Area M4" on the southern side of Samuel Street between Henry Street and Unwins Bridge Road in order to fully address the proposals within the Sydenham Parking Study which was presented to the September 2025 Local Transport Forum.

LTF Advice:

No advice provided by LTF members.

RECOMMENDATION:

That consultation be undertaken into installing new "2P 8am-10pm Permit Holders Excepted Area M4" on the southern side of Samuel Street between Henry Street and Unwins Bridge Road in order to fully address the proposals within the Sydenham Parking Study which was presented to the September 2025 Local Transport Forum.

Item 11 **Charlotte Avenue, Marrickville - Request for a residential parking scheme (Midjuburi-Marrickville Ward / Summer Hill Electorate / Inner West PAC)**

SUMMARY

Upon receiving another petition from residents of Charlotte Avenue, Marrickville Council initiated a further investigation for implementing a Residential Parking Scheme (RPS) on the western side of Charlotte Avenue between Myrtle Street and Riverdale Avenue. Recent parking occupancy surveys conducted by Council Officers indicated a high parking demand in the street during peak hours of the day.

This report provides the results of the recent resident parking scheme investigation in Charlotte Avenue, Marrickville.

Officers Recommendation:

That the proposal to implement Resident Parking Scheme restrictions '2P 8.30am – 6.00pm Monday – Friday Permit Holders Excepted Area M2' in Charlotte Avenue on the western side between Myrtle Street and Riverdale Avenue, Marrickville is not supported at this time due to insufficient resident support.

LTF Advice:

No advice provided by LTF members.

RECOMMENDATION:

That the proposal to implement Resident Parking Scheme restrictions ‘2P 8.30am – 6.00pm Monday – Friday Permit Holders Excepted Area M2’ in Charlotte Avenue on the western side between Myrtle Street and Riverdale Avenue, Marrickville is not supported at this time due to insufficient resident support.

**Item 12 Depot Lane, Marrickville - Proposed installation of 'No Parking' restrictions (Midjuburi-Marrickville Ward / Summer Hill Electorate / Inner West PAC)
SUMMARY**

Council has received concerns that vehicles are parking in a manner that limits the ability of residents accessing their driveways. In order to alleviate this issue, it is proposed to signpost an additional section of 'No Parking' restrictions along the western side of Depot Lane, Marrickville

Officers Recommendation:

That the installation of a 12-metre extension to the existing 8 metre length of full-time ‘No Parking’ restrictions on the western side of Depot Lane, Marrickville opposite the rear of No.12 Cecilia Street to the north boundary line of No.16 Cecilia Street be approved, in order to improve vehicular access to off-street parking for adjacent residents in the laneway.

LTF Advice:

No advice provided by LTF members.

RECOMMENDATION:

That the installation of a 12-metre extension to the existing 8 metre length of full-time ‘No Parking’ restrictions on the western side of Depot Lane, Marrickville opposite the rear of No.12 Cecilia Street to the north boundary line of No.16 Cecilia Street be approved, in order to improve vehicular access to off-street parking for adjacent residents in the laneway.

**Item 13 Livingstone Road, Marrickville – Pedestrian Crossing Review (Midjuburi-Marrickville Ward /Summer Hill Electorate /Inner West LAC)
SUMMARY**

At the Council Meeting held 23 September 2025 a Notice of Motion (NoM) for ‘Review of Pedestrian Crossing – Livingstone Road, Marrickville’ was considered. It noted that residents have raised repeated concerns that despite the raised design, the Livingstone Road pedestrian crossing continues to pose risks for pedestrians and reports of several near misses highlight the need to review whether additional measures such as improved sightlines, signage, lighting, or traffic calming measures are necessary to ensure the crossing functions as intended. Noting also that a review of this crossing would be consistent with Council’s commitment to road safety, active transport, and creating safer streets for all users, particularly the most vulnerable.

Officers Recommendation:

1. That the installation of kerb blisters on the southern side of Livingstone Road, Marrickville at the pedestrian crossing outside St Nicholas Church be approved and included in Council's Traffic Facilities Forward Works Program with these kerb blisters being provided initially as a painted treatment.
2. That the missing section of 'zig zag' lines on the northbound approach to the crossing commencing mid-way across the railway bridge up to Hollands Avenue be reinstated in order to alert approaching motorists of the crossing.

LTF Advice:

No advice provided by LTF members.

RECOMMENDATION:

1. That the installation of kerb blisters on the southern side of Livingstone Road, Marrickville at the pedestrian crossing outside St Nicholas Church be approved and included in Council's Traffic Facilities Forward Works Program with these kerb blisters being provided initially as a painted treatment.
2. That the missing section of 'zig zag' lines on the northbound approach to the crossing commencing mid-way across the railway bridge up to Hollands Avenue be reinstated in order to alert approaching motorists of the crossing.

Item 14 Holden Street, south of Trevenar Street, Ashbury-New raised pedestrian (zebra) crossing (Djarrawunang-Ashfield Ward/Summer Hill Electorate/Burwood PAC).**SUMMARY**

Holden Street south of Clissold Street, Ashfield is the boundary line between Inner West Council (IWC) to the eastern side and Canterbury Bankstown Council (CBC) to the western side. Both Councils have collaborated and proposed that a new raised pedestrian (zebra) crossing be installed in Holden Street south of Trevenar Street. This is in response to various community and councillor/State member requests for a safe road crossing to be installed in Holden Street, between Clissold Street and Armstrong Street.

Canterbury Bankstown Council has carried out the design of the crossing as shown in Attachment 1 and has conducted the necessary consultation with effected residents and shops owners on both sides of the street through discussions with Inner West Council. It has also reported the matter to its Local Transport Forum dated 14 October 2025 recommending to approve the crossing based on road safety. See report shown in Attachment 2, and Attachment 3 for the Local Transport Forum minutes-item 26. Canterbury Bankstown Council has subsequently approved the proposal at its meeting on 28 October 2025.

Approval is therefore sought from Inner West Council for the installation of a raised pedestrian (zebra) crossing in Holden Street, south of Trevenar Street, Ashbury, as shown in Attachment 1 based on the reported information as provided in Attachment 2 and supplementary information as provided under this report.

The crossing is aimed to be built in the 2026/2027 financial year subject to funding from Transport for NSW under the NSW Get Active Program.

Officers Recommendation:

1. That the Canterbury Bankstown Council report to its Local Transport Forum dated 14 October 2025 as shown in Attachment 2 be received and noted.
2. That the detailed design of the new raised pedestrian (zebra) crossing in Holden Street, south of Trevenar Street, Ashbury, with landscape kerb extensions and footpath, drainage inclusions, adjacent driveway modifications, and associated signs and line marking as shown in the Canterbury Bankstown Council (drawing no. CBC03193 in Attachment 1), be approved.

LTF Advice:

No advice provided by LTF members.

RECOMMENDATION:

1. That the Canterbury Bankstown Council report to its Local Transport Forum dated 14 October 2025 as shown in Attachment 2 be received and noted.
2. That the detailed design of the new raised pedestrian (zebra) crossing in Holden Street, south of Trevenar Street, Ashbury, with landscape kerb extensions and footpath, drainage inclusions, adjacent driveway modifications, and associated signs and line marking as shown in the Canterbury Bankstown Council (drawing no. CBC03193 in Attachment 1), be approved.

Item 15 Murrell Street, Ashfield- Optional treatments for improved road safety (Djarrawunang-Ashfield Ward/Summer Hill Electorate/Burwood PAC)

SUMMARY

A Notice of Motion was raised at the Council meeting on the 11 March 2025 to carry out a traffic study or investigative measures to improve road safety and management, with particular focus on pedestrian (school child) safety and speeding in Murrell Street, Ashfield.

This report identifies traffic management and safety improvements made to date, and addresses issues as raised in the Notice of Motion. It further establishes (3) optional design treatments (in concept) to address continued concerns raised by the Ashfield Public School regarding pedestrian safety, particularly with school children, and speeding in the street.

These treatments (in plan) are shown in Attachment 3, 4 and 5 and range from establishing pedestrian (zebra) crossings, kerb extensions, footpath widening and shared zone.

A description, with advantages and disadvantages to each option, together with an approximate cost estimate to carry out the work to each option is explained in the report.

The proposed treatments are provided for the Local Transport Forum to consider with a view to consult and propose Option 1 which includes a midblock raised crossing in Murrell Street and kerb extension-road narrowing of Murrell Street at Liverpool Road.

Officers Recommendation:

1. That the Forum notes the actions and road safety improvements made to date in Murrell Street.
2. That Option 1 as shown in Attachment 3 (under concept design) with a mid-block raised pedestrian (zebra) crossing in Murrell Street and a kerb extension facility in Murrell Street at Liverpool Road, Ashfield, be supported in principle and that community engagement be undertaken on this option with the results being bought back to the Forum for consideration.

LTF Advice:

The Representative for the Member of Summer Hill questioned if it would be possible to create a road to connect Orchard Crescent to Brown Street, Ashfield. Council Officers advised that it would not be feasible as the land is privately owned.

No further advice provided by LTF members.

RECOMMENDATION:

1. That the Forum notes the actions and road safety improvements made to date in Murrell Street.
2. That Option 1 as shown in Attachment 3 (under concept design) with a mid-block raised pedestrian (zebra) crossing in Murrell Street and a kerb extension facility in Murrell Street at Liverpool Road, Ashfield, be supported in principle and that community engagement be undertaken on this option with the results being bought back to the Forum for consideration.

Item 16 Proposed EV Kerbside Charging Locations (All Wards / All Electorates / All PACs)

SUMMARY

Council is committed to supporting and encouraging the use of electric vehicles (EVs) in the Inner West. Following the adoption of "Powering Ahead", Council's Electric Vehicle Encouragement Strategy (2023), Council has partnered with several kerbside public charging providers and has been successful in gaining State Government funding for the provision of kerbside EV charging.

The current rollout of chargers will be installed by EVX and Plus ES. This work is being delivered under the Transport and Infrastructure State Environmental Planning Policy, which allows them to install chargers without Council approval.

To ensure EV owners can easily use the chargers, Council is proposing to change parking restrictions to "No Parking 8am - 10pm EV excepted while charging" at a number of charging sites. Targeted engagement has been undertaken and a summary of the engagement outcomes has been provided with associated

recommendations and signage/line marking plans.

Officers Recommendation:

That the EV charging sites identified in Table 2. be supported and signposted as a dedicated EV kerbside charging space as per the signage and line marking plans provided in Attachment 1.

LTF Advice:

The Representative for the Member for Summer Hill questioned how Council concluded that the proposed EV charger at 113 Dobroyd Parade, Haberfield, will result in no loss of parking space. Council Officers noted that the space will be reallocated to EV's rather than removed and the placement of the signs will not result in a loss of a further parking space. Additionally, it was noted that this space is currently approved as a 'No Stopping' area but this restriction is no longer required as it extended over a now redundant driveway.

The Representative for the Member for Summer Hill questioned why the location of the proposed EV charger was labelled as 99 Ramsay Street, Haberfield when the actual charging unit will be installed on the corner of Kingston Street, Haberfield. Council Officers noted that the EV suppliers provide the coordinates and name the location and often name it after the closest property rather than the street of the charger.

Council Officers tabled comments from a resident opposing the installation of EV chargers on Merchant Street, Stanmore, noting that there are already existing parking issues on the street that make parking difficult and that the installation of the proposed EV chargers on Merchant Street will only worsen the situation.

The Chairperson noted that the report noted that there were 2 votes received, 1 for and 1 against the recommendation and questioned how Council decided to support the EV charger installation. Council Officers noted that there was a total of 7 submissions received for this proposal, with 5 submissions from nearby residents in support of the proposal and that the 2 votes noted were from residents on Merchant Street.

The Representative for the Member for Summer Hill suggested that the proposed installation on the EV charger at 99 Ramsay Street be relocated further up Ramsay Street, outside the BP petrol station.

No further advice provided by LTF members.

RECOMMENDATION:

1. That the EV charging sites identified in Table 2. be supported and signposted as a dedicated EV kerbside charging space as per the signage and line marking plans provided in Attachment 1.
2. That Council investigate the relocation of the proposed EV charging station at 99 Ramsay Street further south of Ramsay Street.

General Business Items:

Item 17: Council's new business papers system- The Representative for the Inner West Bicycle Coalition noted that Council's new business paper system does not provide item numbers or page numbers against attachments in the agenda, which makes it difficult to look through the agenda to find the page they are looking for, especially when there are large attachments like what was in this month's agenda. Council Officer's advised they will pass on the feedback to the relevant team to review.

Item 18: Bill Holliday retirement from the Forum- The Chairperson advised Bill Holliday, Representative for the Member for Balmain, has retired from the Committee after 10 years of service and requested that Council formally write to Bill to express the Committee's gratitude and thank him for his efforts over the years.

Meeting closed 1.00pm