

A meeting of the Traffic Committee will be held at 9.30am in Merrylands Administration Building, 16 Memorial Avenue, Merrylands on Wednesday, 7 February 2024.

Business as below:

Yours faithfully

Peter J. Fitzgerald
General Manager

ORDER OF BUSINESS

1. Apologies
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5. Reports
 - Part 1 - Recommended for Approval under Delegated Authority
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Summary of Reports

Part 1 - Recommended for Approval under Delegated Authority

Item #	Title	Electorate				Police Area Command (PAC)	
		Fairfield	Granville	Prospect	Auburn	Cumberland	Auburn
CTC-24-001	BERTHA STREET AND WOODVILLE ROAD, MERRYLANDS – PROPOSED ‘NO STOPPING’ RESTRICTIONS AND LINE MARKING		x			x	
CTC-24-002	FULLAGAR ROAD, WENTWORTHVILLE – RELOCATION OF EXISTING ‘NO STOPPING’ SIGNAGE			x		x	
CTC-24-003	GOOREEN STREET AND NYRANG STREET, LIDCOMBE – PROPOSED ‘NO STOPPING’ RESTRICTIONS AND LINEMARKING				x		x
CTC-24-004	MEMORIAL AVENUE, MERRYLANDS – MODIFICATIONS TO THE EXISTING MAIL ZONE		x			x	
CTC-24-005	NYRANG STREET, LIDCOMBE– PROPOSED BB LINEMAKRING				x		x
CTC-24-006	WAYLAND AVENUE AND GEORGES AVENUE, LIDCOMBE – PROPOSED ‘NO STOPPING’ RESTRICTIONS AND LINEMARKING				x		x
CTC-24-007	BERTH ROAD AND CAROLYN STREET, GREYSTANES – PROPOSED ‘NO STOPPING’ RESTRICTIONS AND LINEMARKING			x		x	
CTC-24-008	DUFFY STREET AND CAMERON COURT, MERRYLAND WEST – PROPOSED ‘NO STOPPING’ RESTRICTIONS AND LINE MARKING		x			x	
CTC-24-009	THE TRONGATE AT CELIA STREET AND ROSSITER STREET, GRANVILLE – PROPOSED ‘NO STOPPING’ RESTRICTIONS AND LINEMARKING		x			x	
CTC-24-010	THE TRONGATE AND CHARLES STREET, GRANVILLE – PROPOSED ‘NO STOPPING’ RESTRICTIONS AND LINE MARKING		x			x	
CTC-24-011	DAVIES STREET AND DESMOND STREET, MERRYLANDS – PROPOSED ‘NO STOPPING’ RESTRICTIONS AND LINEMARKING		x			x	
CTC-24-012	MERRYLANDS ROAD, MERRYLANDS – REQUEST FOR ACCESSABLE PARKING		x			x	
CTC-24-013	BLAXCELL STREET, SOUTH GRANVILLE – REVIEW OF THE EXISTING PARKING RESTRICTIONS		x			x	
CTC-24-014	LUCAS STREET, GUILDFORD – CHANGES TO THE EXISTING PARKING RESTRICTIONS		x			x	
CTC-24-015	STAFFORD STREET, SOUTH GRANVILLE – EXTENSION OF THE EXISTING ‘NO PARKING’ RESTRICTIONS		x			x	
CTC-24-016	WILLIAM STREET, GRANVILLE - PROPOSED ACCESSIBLE PARKING SPACES		x			x	

CTC-24-017	PARK STREET AND WOODVILLE ROAD, MERRYLANDS – PROPOSED 'NO STOPPING' RESTRICTIONS AND LINE MARKING		x			x	
CTC-24-018	BOOMERANG STREET, GRANVILLE – PROPOSED INSTALLATION OF RUMBLE STRIPS		x			x	
CTC-24-019	PRITCHARD STREET EAST AND GARFIELD STREET, WENTWORTHVILLE – PROPOSED CHANGES TO THE EXISTING PARKING RESTRICTION			x		x	
CTC-24-020	CONDOIN LANE, PEMULWUY – REQUEST FOR REMOVAL OF 'NO STOPPING' SIGNAGE			x		x	
CTC-24-021	NYRANG STREET, LIDCOMBE – REVIEW OF SLOW POINT TREATMENTS AT INTERSECTIONS				x		x
CTC-24-022	MERRYLANDS ROAD AND CAMBRIDGE STREET, MERRYLANDS - SIGNAGE REVIEW		x			x	

Part 2 - Recommendation to Council

Item #	Title	Electorate				Police Area Command (PAC)	
		Fairfield	Granville	Prospect	Auburn	Cumberland	Auburn
CTC-24-023	WINGELLO STREET AND SWIFT STREET, GUILDFORD – PROPOSED 'ONE WAY' ARRANGEMENT		x			x	
CTC-24-024	BURNETT STREET, MAYS HILL - ROAD SAFETY CONCERNS		x			x	
CTC-24-025	FIFTH STREET AND THE TRONGATE, GRANVILLE – ROAD SAFETY CONCERNS – CONSULTATION RESULT		x			x	
CTC-24-026	LOCKWOOD STREET, MERRYLANDS – ROAD SAFETY CONCERNS - CONSULTATION		x			x	
CTC-24-027	FOWLER ROAD, GUILDFORD WEST - ROAD SAFETY CONCERNS		x			x	
CTC-24-028	OXFORD STREET, BERALA - ROAD SAFETY CONCERNS				x		x
CTC-24-029	THE AVENUE, GRANVILLE - ROAD SAFETY CONCERNS		x			x	
CTC-24-030	WOMBAT STREET, PEMULWUY - ROAD SAFETY CONCERNS			x		x	
CTC-24-031	HUNT STREET , GUILDFORD WEST - ROAD SAFETY CONCERNS		x			x	
CTC-24-032	THE ESPLANADE, GUILDFORD - ROAD SAFETY CONCERNS		x			x	
CTC-24-033	VILLIERS STREET, MERRYLANDS - ROAD SAFETY CONCERNS		x			x	
CTC-24-034	ELM ROAD, AUBURN - ROAD SAFETY CONCERNS				x		x
CTC-24-035	HILLTOP ROAD, MERRYLANDS - ROAD SAFETY CONCERNS		x			x	
CTC-24-036	LANEWAY BETWEEN VAUGHAN STREET AND FREITAS LANE, LIDCOMBE –				x		x

	PROPOSED TO CONVERT THE LANEWAY TO ONE-WAY TRAFFIC FLOW						
CTC-24-037	DUNMORE STREET, WENTWORTHVILLE – REQUEST FOR A MARKED PEDESTRIAN CROSSING			x		x	
CTC-24-038	DAMIEN AVENUE, GREYSTANES - ROAD SAFETY CONCERNS			x		x	
CTC-24-039	DUNMORE STREET, WENTWORTHVILLE - ROAD SAFETY CONCERNS		x			x	
CTC-24-040	HAWKSVIEW STREET, MERRYLANDS - REQUEST TO REMOVE THE EXISTING PEDESTRIAN REFUGE ISLAND		x			x	
CTC-24-041	CLYDE STREET AND ARCHIBALD STREET, GRANVILLE - PROPOSED PEDESTRIAN FENCING		x			x	
CTC-24-042	BAKER STREET, MERRYLANDS - ROAD SAFETY CONCERNS		x			x	
CTC-24-043	ELDRIDGE ROAD, GREYSTANES - ROAD SAFETY CONCERNS			x		x	
CTC-24-044	GLOUCESTER AVENUE, MERRYLANDS - ROAD SAFETY CONCERNS		x			x	
CTC-24-045	OATLANDS STREET, WENTWORTHVILLE - ROAD SAFETY CONCERNS			x		x	
CTC-24-046	MCCREDIE ROAD, GUIDLFORD WEST - ROAD SAFETY CONCERNS		x			x	
CTC-24-047	LANCE CRESCENT, GREYSTANES - ROAD SAFETY CONCERNS			x		x	
CTC-24-048	THE BOULEVARDE, LIDCOMBE - ROAD SAFETY CONCERNS				x		x
CTC-24-049	TERRY STREET, GREYSTANES – ROAD SAFETY CONCERNS			x		x	
CTC-24-050	BRIGHTON STREET, GREYSTANES – ROAD SAFETY CONCERNS - CONSULTATION			x		x	
CTC-24-051	HAWKSVIEW STREET, GUILDFORD AND MERRYLANDS – ROAD SAFETY CONCERN		x			x	
CTC-24-052	ADDLESTONE ROAD, MERRYLANDS - RELOCATION OF THE EXISTING PEDESTRIAN CROSSING		x			x	
CTC-24-053	GRASSMERE STREET, GUILDFORD - ROAD SAFETY CONCERNS		x			x	
CTC-24-054	BRIDGE ROAD, WESTMEAD – SYDNEY TRAINS ROAD-OVER-RAIL BRIDGE UPGRADE		x			x	
CTC-24-055	LIDCOMBE TOWN CENTRE PUBLIC DOMAIN PLAN - PROPOSED ON-STREET PARKING ARRANGEMENTS FOR JOSEPH STREET PRECINCT				x		x
CTC-24-056	HAMPDEN ROAD, SOUTH WENTWORTHVILLE – ROAD SAFETY CONCERNS		x			x	
CTC-24-057	TEMPORARY OPTIONAL DELEGATIONS ON TRAFFIC MANAGEMENT AND PEDESTRIAN WORKS TO COUNCILS FROM TRANSPORT FOR NSW		x			x	

PART 1

Recommended for Approval
under Delegated Authority

Item No: CTC-24-001

BERTHA STREET AND WOODVILLE ROAD, MERRYLANDS – PROPOSED ‘NO STOPPING’ RESTRICTIONS AND LINE MARKING

Directorate:	Environment and Planning
Responsible Officer:	Acting Manager Engineering and Building
Electorate:	<i>Granville</i>
Police Area Command (PAC):	<i>Cumberland</i>
Agenda Part	Part 1

Note: *Recommended for Approval under Delegated Authority*

SUMMARY

Council has received safety concerns from residents at the intersection of Bertha Street and Woodville Road, Merrylands.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends that:

- 1. The installation of ‘No Stopping’ signs and ‘BB’ line marking at the intersection of Bertha Street and Woodville Road, Merrylands in accordance with the attached plan be approved.**
- 2. The affected / concerned residents be notified of the outcome.**

REPORT

Bertha Street is a local road that runs in an east-west direction between Railway Terrace and Woodville Road with a speed limit of 50 km/h. It has a width of approximately 9m and parking is permitted on both sides of the road in accordance with Road Rules unless otherwise signposted.

Woodville Road is a state road that runs in a north-south direction with a speed limit of 70 km/h.

Bertha Street and Woodville Road forms a T- intersection with priority to Woodville Road.

The map below shows the intersection.



The latest Centre for Road Safety accident data indicated that there were no reported accidents related to parked vehicles or sight distance at this intersection in the last 5 years ending June 2023.

A site inspection indicated that vehicles are parking within 10 metres at the intersection. It is proposed to install 'No Stopping' restrictions and 'BB' line marking at the intersection. The signage and line marking would strengthen the Road Rules requirement and stop vehicles from parking too close to the intersection.

The 'No Stopping' signs are proposed on both sides of Bertha Street at 13m to allow vehicles to safely pass a parked car without encroaching on to the proposed 10m 'BB' line marking in the narrow street. It is noted that Woodville Road has continuous 'No Stopping' restrictions on either side of Bertha Street.

CONSULTATION

The proposal was notified to the impacted and adjacent residents for a period of 14 days starting from 13 November 2023 to 27 November 2023.

There were no responses received.

ATTACHMENTS

1. Plan – Bertha Street and Woodville Road, Merrylands – Proposed 'No Stopping' restrictions and BB line markings [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-001

Attachment 1

Plan – Bertha Street and
Woodville Road, Merrylands –
Proposed ‘No Stopping’
restrictions and BB line markings



Item No: CTC-24-002

FULLAGAR ROAD, WENTWORTHVILLE – RELOCATION OF EXISTING ‘NO STOPPING’ SIGNAGE

Directorate:	Environment and Planning
Responsible Officer:	Acting Manager Engineering and Building
Electorate:	<i>Prospect</i>
Police Area Command (PAC):	<i>Cumberland</i>
Agenda Part	Part 1

Note: *Recommended for Approval under Delegated Authority*

SUMMARY

Council has received a request from a resident for the relocation of the existing 'No Stopping' sign located in front of No. 73 Fullagar Road, Wentworthville to improve sight distance for vehicles leaving the property.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends that:

- 1. The proposed relocation of the existing ‘No Stopping’ sign located in front of No. 73 Fullagar Road, Lidcombe in accordance with the attached plan be approved.**
- 2. The affected residents be notified of the outcome.**

REPORT

The Council has received a request from a resident for the relocation of the existing 'No Stopping' sign located in front of No. 73 Fullagar Road, Wentworthville due to limited sight distance for vehicles leaving the property.

Council officers have investigated the request and found that the existing 'No Stopping' signage associated with the refuge island is located on the northern side of Fullagar Road, west of the driveway of No. 73. The resident alleges that the available sight distance for vehicles exiting the driveway is limited due to vehicles parking at this location (Figure 1 below)



Figure 1

The properties 73 & 73A Fullagar Road are Council owned. Parramatta Holroyd Lapidary Club is located at No 73 and Tennis Courts located in 73A property. There are also a number of parking spaces available within the property No73. The tennis courts have a carpark in front. The driveways of these properties are separated by approximately 15.5m.

To improve safety for vehicles existing the driveway of No.73, it is proposed to relocate the existing 'No Stopping' sign further west in accordance with the attached plan. This will cover the distance between the two driveways.

CONSULTATION

The proposal was notified to the impacted residents for a period of 14 days starting from 28 November 2023 to 8 December 2023.

Council received one response supporting the proposal.

ATTACHMENTS

1. Fullagar Road, Wentworthville - Proposed relocation of sign [↓](#)
2. Submission [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-002

Attachment 1

Fullagar Road, Wentworthville -
Proposed relocation of sign



TITLE: FULLAGAR ROAD, WENTWORTHVILLE - EXTENSION OF NO STOPPING

File Number:

Date: 9/11/2023

Drawn By: M.J

Scale: NTS



DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-002

Attachment 2
Submission

Attention: Engineering Services Team

Submission regarding:

Reference Number: DCTC/2311/125

Location: Fullagar RD Wentworthville outside NO. 73

Proposal: Proposed extension of 'No Stopping' restrictions

The above proposal was presented to the _____ Annual General Meeting held on 2 December 2023. The consensus of the meeting was to support the above proposal to extend the existing 'No Stopping' restrictions on the northern side of Fullagar Road outside _____ in a westerly direction.

The _____ directly behind the _____ use the tennis court car park when visiting the community garden.

When exiting the tennis court car park the sight distance for vehicles leaving _____ Fullagar Rd is restricted on both the northern and western side of the driveway.

The _____ are requesting the instalment of 'No Stopping' restrictions to the western side of the driveway at _____ Fullagar Rd by a distance of 10 metres (10m) in addition to the extension of the existing 'No Stopping' restrictions on the northern side of Fullagar Road outside _____ in a westerly direction.

I have noted on the map provided, the requested installation of the 'No Stopping' restrictions to the western side of the driveway at _____ Fullagar Rd.

If you require any further information please call me on _____

Yours sincerely

	TITLE: FULLAGAR ROAD, WENTWORTHVILLE - EXTENSION OF NO STOPPING		
	File Number:	Date: 9/11/2023	Scale: NTS
	Drawn By: M.J		



Item No: CTC-24-003

GOOREEN STREET AND NYRANG STREET, LIDCOMBE – PROPOSED ‘NO STOPPING’ RESTRICTIONS AND LINEMARKING

Directorate:	Environment and Planning
Responsible Officer:	Acting Manager Engineering and Building
Electorate:	<i>Auburn</i>
Police Area Command (PAC):	<i>Auburn</i>
Agenda Part	Part 1

Note: *Recommended for Approval under Delegated Authority*

SUMMARY

Council has received safety concerns from residents at the intersection of Gooreen Street and Nyrang Street, Lidcombe.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends that:

- 1. The installation of ‘No Stopping’ signs at the intersection of Gooreen Street and Nyrang Street, Lidcombe in accordance with the attached plan be approved.**
- 2. The affected / concerned residents be notified of the outcome.**

REPORT

Gooreen Street is a local road that runs in an east-west direction between Nyrang Street and John Street with a speed limit of 50 km/h. It has a width of approximately 12.5m and parking is permitted on both sides of the road unless otherwise signposted.

Nyrang Street is a local road that runs in a north-south direction between Parramatta Road and Noora Street with a speed limit of 50 km/h. It has a width of approximately 12.5m and parking is permitted on both sides of the road unless otherwise signposted.

Gooreen Street and Nyrang Street form a T- intersection with priority to Nyrang Street. Gooreen Street has an existing median island at Nyrang Street allowing left in and left out movement from Gooreen Street.

The map below shows the intersection.



Locality Plan

The latest Centre for Road Safety crash data indicated that there were no reported crashes at this intersection in the last 5 years ending June 2023.

A site inspection indicated that vehicles are parking within 10 metres at the intersection. It is proposed to install 10m 'No Stopping' restrictions at the intersection. The signage would strengthen the Road Rules requirement and stop vehicles from parking too close to the intersection.

CONSULTATION

The proposal was notified to the impacted and adjacent residents for a period of 14 days starting from 10 July 2023 to 24 July 2023. There were no responses received.

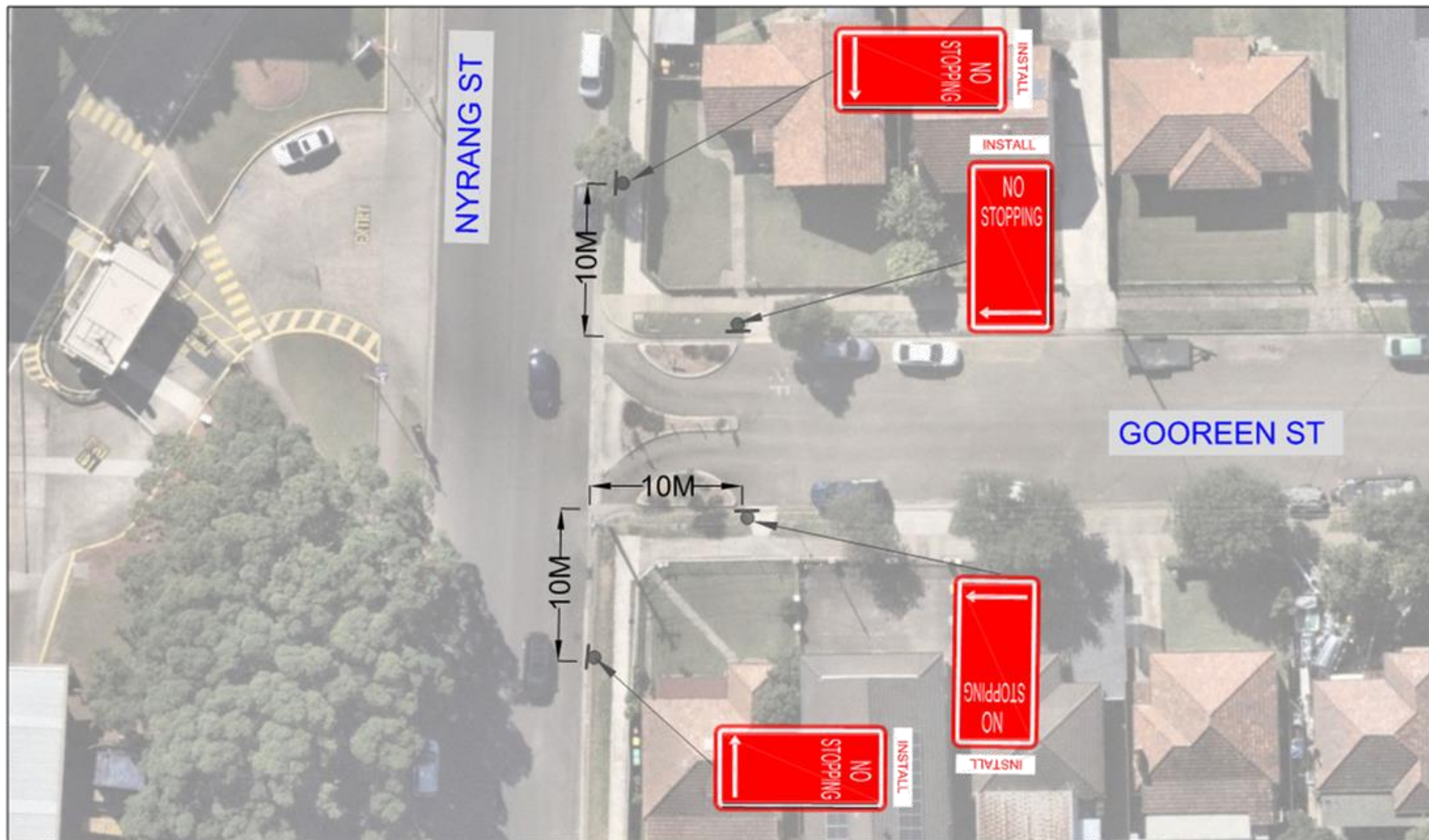
ATTACHMENTS

1. Plan – Gooreen Street and Nyrang Street, Lidcombe – Proposed 'No Stopping' [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-003

Attachment 1

Plan – Gooreen Street and
Nyrang Street, Lidcombe –
Proposed ‘No Stopping’



TITLE: NYRANG ST AT GOOREEN ST, LIDCOMBE - PARKING RESTRICTIONS

File Number:

Date:

23/1/2024

Drawn By:

L.C

Scale:

NTS



Item No: CTC-24-004

MEMORIAL AVENUE, MERRYLANDS – MODIFICATIONS TO THE EXISTING MAIL ZONE

Directorate:	Environment and Planning
Responsible Officer:	Acting Manager Engineering and Building
Electorate:	Granville
Police Area Command (PAC):	Cumberland
Agenda Part	Part 1

Note: *Recommended for Approval under Delegated Authority*

SUMMARY

Council has received a request from Australia Post to modify the times and days for the existing Mail Zone outside No. 10 Memorial Avenue, Merrylands

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends that:

- 1. The existing 'Mail Zone 6pm – 8pm, Sun – Fri' in front of No. 12 Memorial Avenue, Merrylands be replaced with 'Mail Zone 1pm – 5pm, Mon – Fri in accordance with the attached plan.**
- 2. The existing '1/4P 8:30am – 6pm, Mon – Fri, 8:30am – 12:30pm Sat' be replaced with '1/4P 8:30am – 1pm, Mon – Fri, 8:30am – 12:30pm Sat' in accordance with the attached plan.**
- 3. The adjacent businesses be notified of the outcome.**

REPORT

Council has received a request from Australia Post to modify the times and days for the existing Mail Zone outside No. 10 Memorial Avenue, Merrylands.

Currently, a Mail Zone exists on the eastern side of Memorial Avenue outside No. 12, operating between 6 pm and 8 pm from Sunday to Friday. Additionally, 15 minutes parking restrictions apply at this location from 8:30 am to 6 pm, Monday to Friday, and from 8:30 am to 12:30 pm on Saturday.



Locality Plan

Staff from Australia Post have advised that a Mail Zone on Sunday is no longer required and requested modification of the existing time and days on the Mail Zone outside the post office located at No. 10 Memorial Avenue to reflect the updated mail pick-up days and times.

In order to facilitate the mail pick-up, it is proposed to modify the existing Mail Zone and 1/4P restrictions in accordance with the attached plan.

CONSULTATION

The proposal was notified to the impacted businesses for a period of 14 days starting from 16 November 2023 to 30 November 2023. There were no responses received.

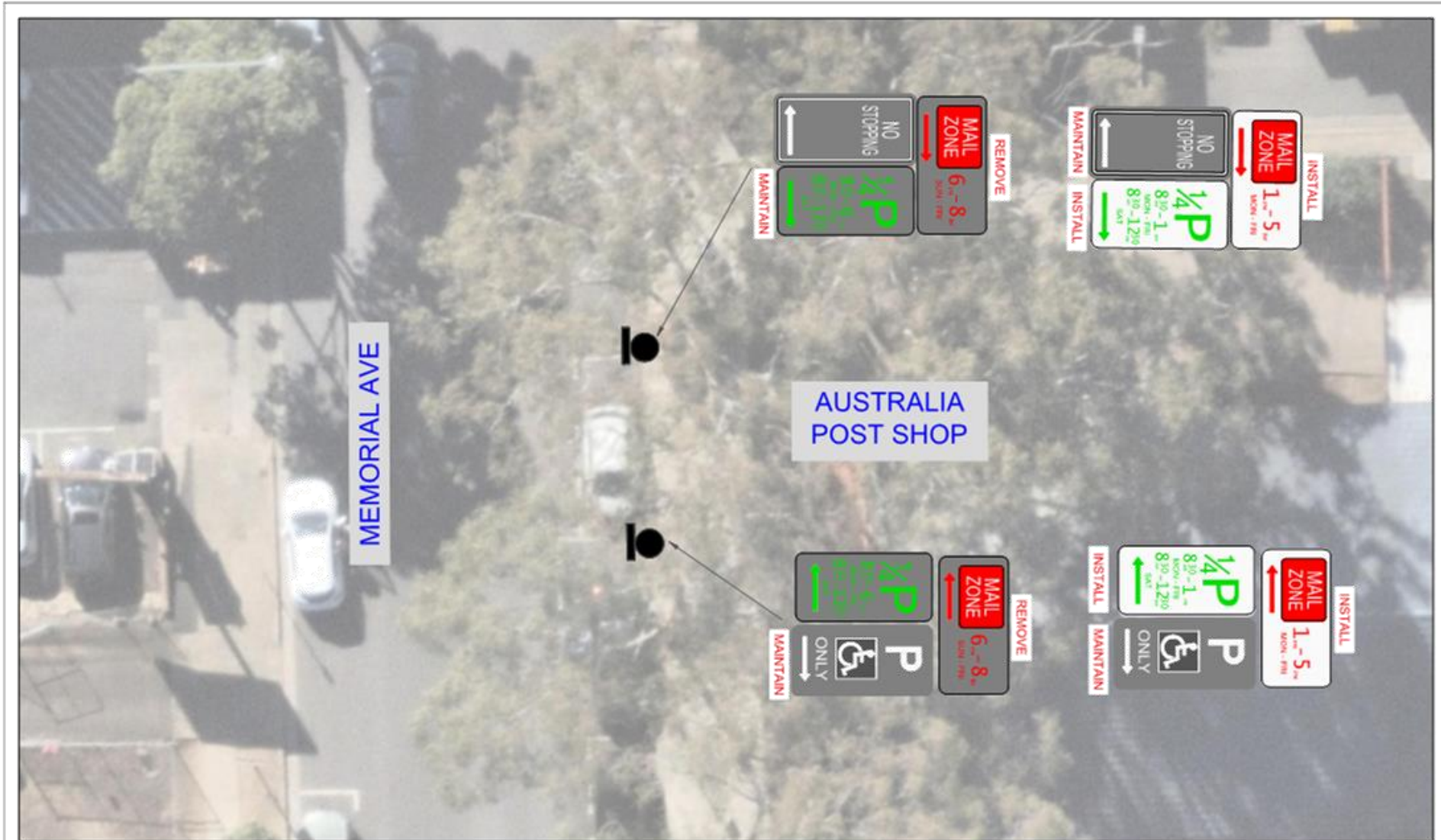
ATTACHMENTS



1. Plan – Modification to the existing Mail Zone and 1/4P restrictions [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-004

Attachment 1

Plan – Modification to the existing
Mail Zone and 1/4P restrictions



 <p>CUMBERLAND CITY COUNCIL</p>	TITLE: Memorial Avenue, Merrylands - Mail Zone		
	File Number:	Date:	
	Drawn By: M.J	Scale: NTS	

Item No: CTC-24-005

NYRANG STREET, LIDCOMBE– PROPOSED BB LINEMAKRING

Directorate:	Environment and Planning
Responsible Officer:	Acting Manager Engineering and Building
Electorate:	<i>Auburn</i>
Police Area Command (PAC):	<i>Auburn</i>
Agenda Part	Part 1

Note: *Recommended for Approval under Delegated Authority*

SUMMARY

Council has received safety concerns from a resident at the bend in Nyrang Street, Lidcombe.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends that:

- 1. The installation 'BB' line marking at the bend in Nyrang Street, Lidcombe in accordance with the attached plan be approved.**
- 2. The affected/concerned residents be notified of the outcome.**

REPORT

Nyrang Street is a local road that mainly runs in a north - south direction between Parramatta Road and Noora Street with a speed limit of 50 km/h. It has a width of approximately 12.6m. Parking is permitted on both sides of the road in accordance with Road Rules unless otherwise signposted.

Nyrang Street has a 90-degree bend south of the roundabout at Boorea Street outside No. 21. There is approximately 15m long 'BB' centre line marking after the splitter island of the roundabout, but the line marking terminates before the bend. Currently, there is unrestricted parking at this location. It is alleged that cars are often travelling on the wrong side of the road when negotiating the bend.

The map below shows the area:



Locality Plan

The latest Centre for Road Safety crash data indicated that there were no reported crashes at this location in the last 5 years ending June 2023.

In order to improve safety and reduce the risk of a head on-collision, it is proposed to paint 'BB' linemarking on Nyrang Street at the bend outside No. 21 as per the attached plan. No on-street parking spaces will be lost as the street is wide enough to maintain over 3m wide travel lanes for both directions while preserving parking on both sides of the street.

CONSULTATION

Consultation has not been undertaken as the proposed 'BB' linemarking has no impact to the local residents.

Future consultation will be undertaken if recommended by the traffic committee.

ATTACHMENTS

1. Plan – Nyrang Street, Lidcombe– Proposed 'BB' line marking [↓](#)

**DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-005**

Attachment 1

**Plan – Nyrang Street, Lidcombe—
Proposed ‘BB’ line marking**



Item No: CTC-24-006

WAYLAND AVENUE AND GEORGES AVENUE, LIDCOMBE – PROPOSED ‘NO STOPPING’ RESTRICTIONS AND LINEMARKING

Directorate:	Environment and Planning
Responsible Officer:	Acting Manager Engineering and Building
Electorate:	<i>Auburn</i>
Police Area Command (PAC):	<i>Auburn</i>
Agenda Part	Part 1

Note: *Recommended for Approval under Delegated Authority*

SUMMARY

Council has received safety concerns from residents at the intersection of Wayland Avenue and Georges Avenue, Lidcombe.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends that:

- 1. The installation of ‘No Stopping’ signs and ‘BB’ line marking at the intersection of Wayland Avenue and Georges Avenue, Lidcombe in accordance with the attached plan be approved.**
- 2. The affected / concerned residents be notified of the outcome.**

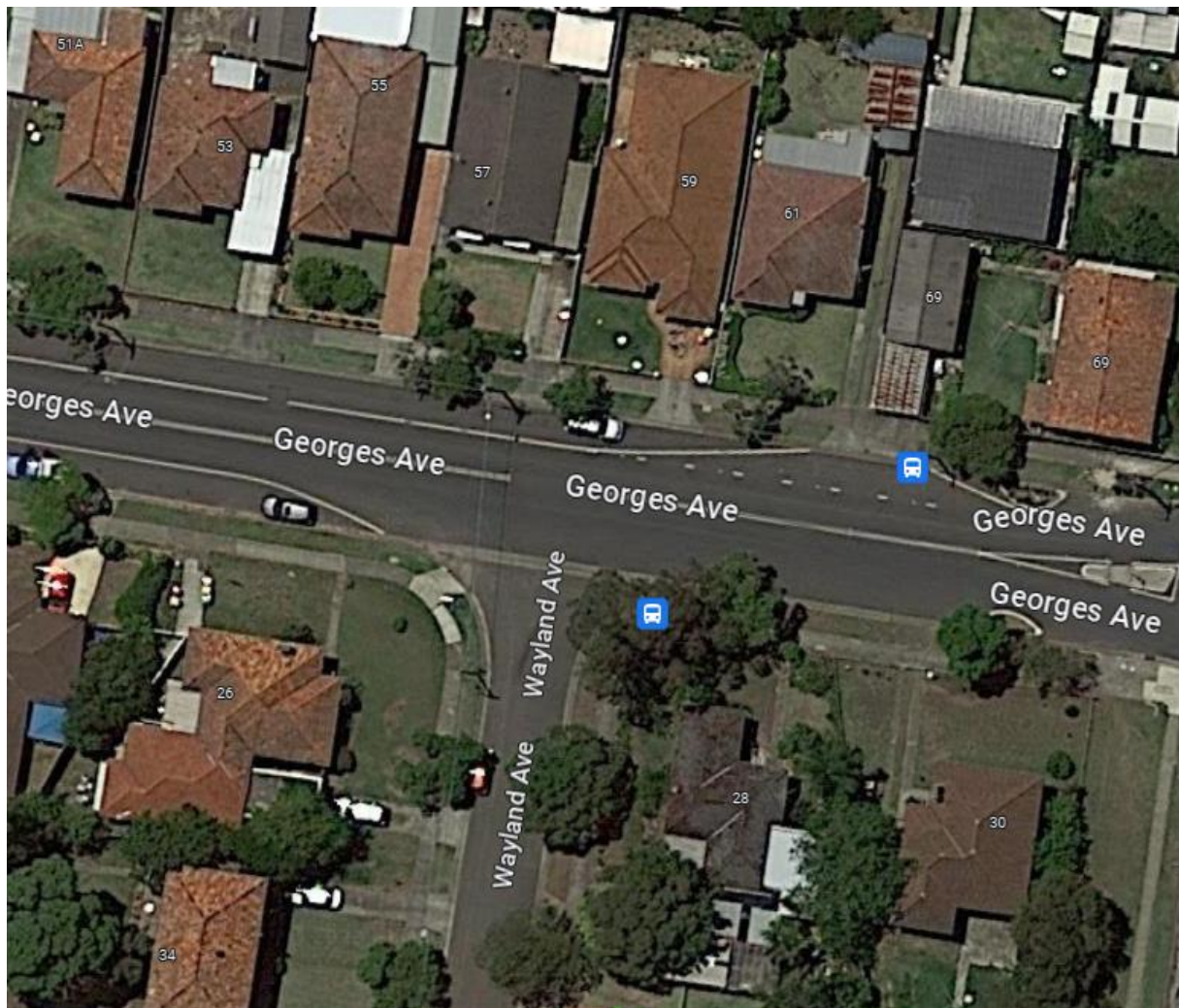
REPORT

Georges Avenue is a local road that runs in an east-west direction between East Street and Nottingham Road with a speed limit of 50 km/h. It has a width of approximately 12.5m and parking is permitted on both sides of the road unless otherwise signposted.

Wayland Avenue is a local road connecting both ends with Georges Avenue. It has a width of approximately 7.5m and parking is permitted on both sides of the road unless otherwise signposted. The speed limit along Wayland Avenue is 50 km/h.

Wayland Avenue and Georges Avenue forms a T- intersection with priority to Georges Avenue.

The map below shows the intersection.



Locality Plan

The latest Centre for Road Safety crash data indicated that there were no reported crashes at this intersection in the last 5 years ending June 2023.

A site inspection indicated that vehicles are parking within 10 metres at the intersection. It is proposed to install 'No Stopping' restrictions and 'BB' line marking at the intersection. The signage and line marking would strengthen the Road Rules requirement and stop vehicles from parking too close to the intersection.

The 'No Stopping' signs are proposed to be installed on both sides of Wayland Avenue at 13m to allow vehicles to safely pass a parked car without encroaching the proposed 'BB' line marking in the narrow street.

CONSULTATION

The proposal was notified to the impacted and adjacent residents for a period of 14 days starting from 13 November 2023 to 27 November 2023.

There were no responses received.

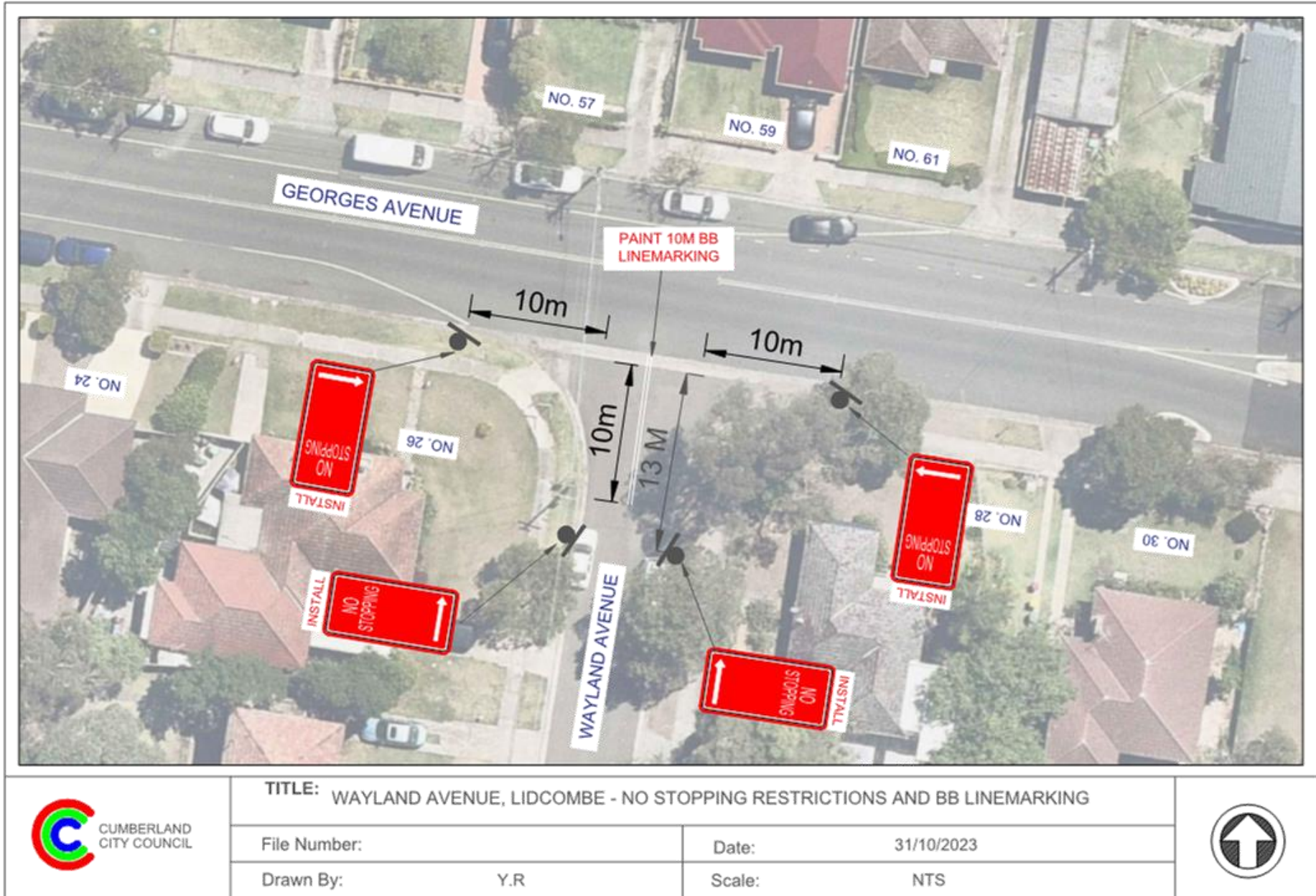
ATTACHMENTS

1. Plan – Wayland Avenue and Georges Avenue, Lidcombe – Proposed ‘No Stopping’ restrictions and BB line markings [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-006

Attachment 1

Plan – Wayland Avenue and
Georges Avenue, Lidcombe –
Proposed ‘No Stopping’
restrictions and BB line markings



Item No: CTC-24-007

BERITH ROAD AND CAROLYN STREET, GREYSTANES – PROPOSED ‘NO STOPPING’ RESTRICTIONS AND LINEMARKING

Directorate:	Environment and Planning
Responsible Officer:	Acting Manager Engineering and Building
Electorate:	<i>Prospect</i>
Police Area Command (PAC):	<i>Cumberland</i>
Agenda Part	Part 1

Note: *Recommended for Approval under Delegated Authority*

SUMMARY

Council has received safety concerns from residents at the intersection of Carolyn Street and Berith Road, Greystanes.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends that:

- 1. The installation of ‘No Stopping’ signs and ‘BB’ line marking at the intersection of Carolyn Street and Berith Road, Greystanes in accordance with the attached plan be approved.**
- 2. The affected / concerned residents be notified of the outcome.**

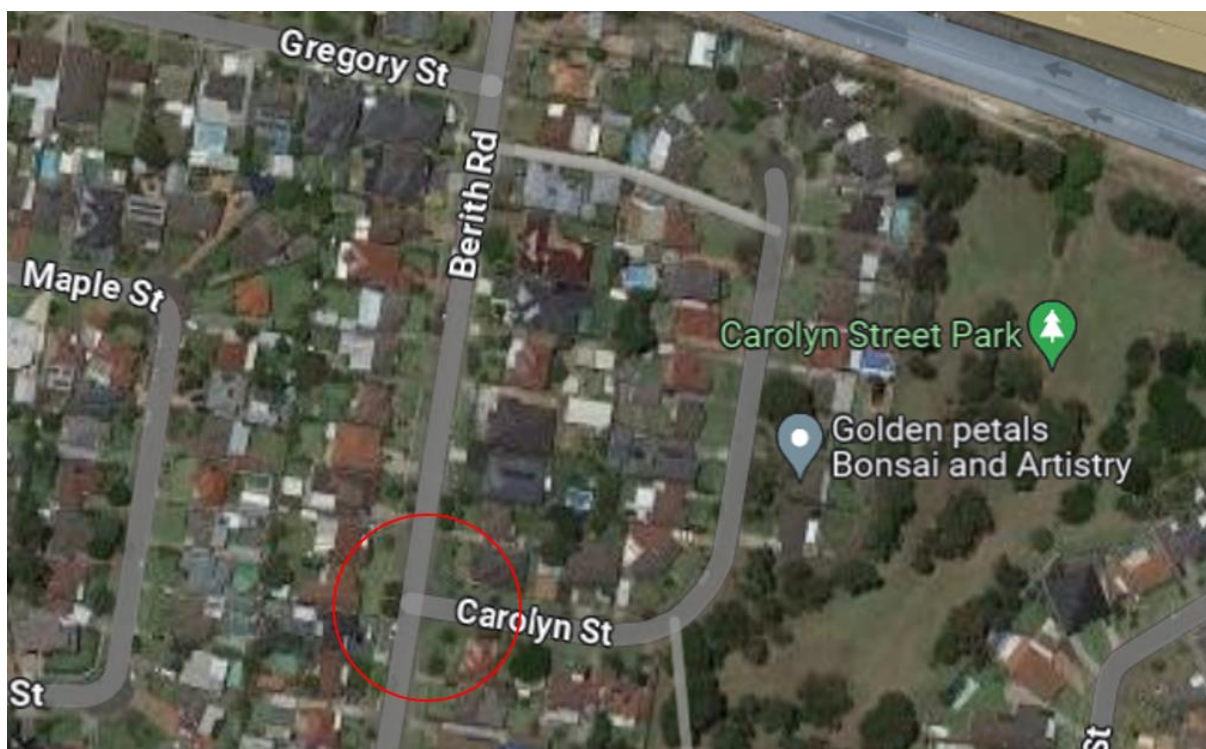
REPORT

Berith Road is a local road that runs in a north-south direction between Old Prospect Road and Gregory Street with a speed limit of 50 km/h. It has a width of approximately 10.2m and parking is permitted on both sides of the road unless otherwise signposted.

Carolyn Street is a local road that runs in an east-west and north-south direction with a speed limit of 50km/h. It connects with Berith Road at its western end and has a cul-de-sac at its northern end. The street has a width of approximately 7.4m and parking is permitted on both sides of the road unless otherwise signposted.

Carolyn Street and Berith Road forms a T-intersection with priority to Berith Road.

The map below shows the intersection.



Locality Plan

The latest Centre for Road Safety accident data indicated that there were no reported crashes at this intersection in the last 5 years ending June 2023.

A site inspection indicated that vehicles are parking within 10 metres at the intersection. It is proposed to install 10m 'No Stopping' restrictions, 'BB' line marking (on Carolyn Street) and 'S1' line marking (on Berith Road) at the intersection. The signage and line marking would strengthen the Road Rules requirement and stop vehicles from parking too close to the intersection.

The 'No Stopping' signs are proposed to be installed on both sides of Carolyn Street at 13m to allow vehicles to safely pass a parked car without encroaching the proposed 'BB' line marking in the narrow street.

CONSULTATION

The proposal was notified to the impacted and adjacent residents for a period of 14 days starting from 9 October 2023 to 21 October 2023. There were no responses received.

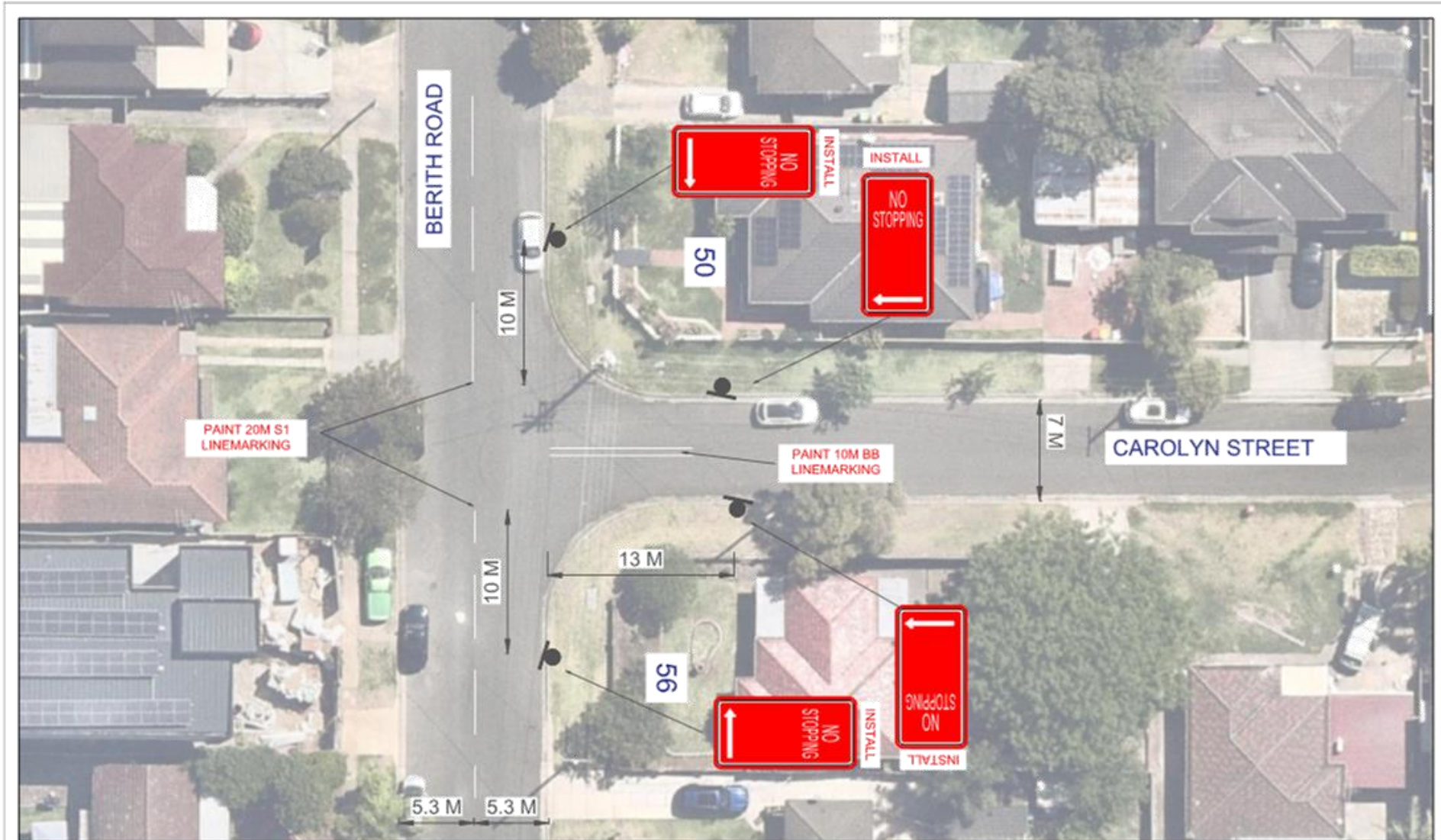
ATTACHMENTS



1. Plan – Carolyn Street and Berith Road, Greystanes – Proposed 'No Stopping' restrictions and line markings [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-007

Attachment 1

Plan – Carolyn Street and Berith
Road, Greystanes – Proposed
'No Stopping' restrictions and line
markings



 <p>CUMBERLAND CITY COUNCIL</p>	TITLE: CAROLYN STREET AT BERITH ROAD, GREYSTANES - PROPOSE PARKING RESTRICTIONS		
	File Number:	Date: 6/12/2023	
	Drawn By: Y.R	Scale: NTS	

Item No: CTC-24-008

DUFFY STREET AND CAMERON COURT, MERRYLAND WEST – PROPOSED ‘NO STOPPING’ RESTRICTIONS AND LINE MARKING

Directorate:	Environment and Planning
Responsible Officer:	Acting Manager Engineering and Building
Electorate:	<i>Granville</i>
Police Area Command (PAC):	<i>Cumberland</i>
Agenda Part	Part 1

Note: *Recommended for Approval under Delegated Authority*

SUMMARY

Council has received safety concerns from residents at the intersection of Duffy Street and Cameron Court, Merrylands West.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends that:

- 1. The installation of ‘No Stopping’ signs, ‘S1’ and ‘BB’ line marking at the intersection of Duffy Street and Cameron Court, Merrylands West in accordance with the attached plan be approved.**
- 2. The affected / concerned residents be notified of the outcome.**

REPORT

Duffy Street is a local road that runs in an east-west direction with a posted speed limit of 50 km/h. The street connects with Sherwood Road at its eastern end and has a cul-de-sac at its western end. It has a width of approximately 10m, and parking is permitted on both sides of the road unless otherwise signposted.

Cameron Court is a local access road that runs in a north-south direction with a default speed limit of 50 km/h. The street connects with Duffy Street at its northern end and has a cul-de-sac at its southern end. Cameron Court is approximately 12.5m wide and parking is permitted on both sides of the road unless otherwise signposted.

Duffy Street and Cameron Court forms a T- intersection with priority to Duffy Street.

The map below shows the intersection.



Locality Plan

The latest Centre for Road Safety crash data indicated that there were no reported crashes at this intersection in the last 5 years ending June 2023.

A site inspection indicated that vehicles are parking within 10 metres at the intersection. It is proposed to install 10m 'No Stopping' restrictions, 'S1' and 'BB' line marking at the intersection. The signage and line marking would strengthen the Road Rules requirement and stop vehicles from parking too close to the intersection.

The 'No Stopping' signs are proposed to be installed on both sides of Cameron Court at 13m to allow vehicles to safely pass a parked car without encroaching the proposed 'BB' line marking in the narrow street.

CONSULTATION

The proposal was notified to the impacted and adjacent residents for a period of 14 days starting from 16 November 2023 to 30 November 2023. There were no responses received.

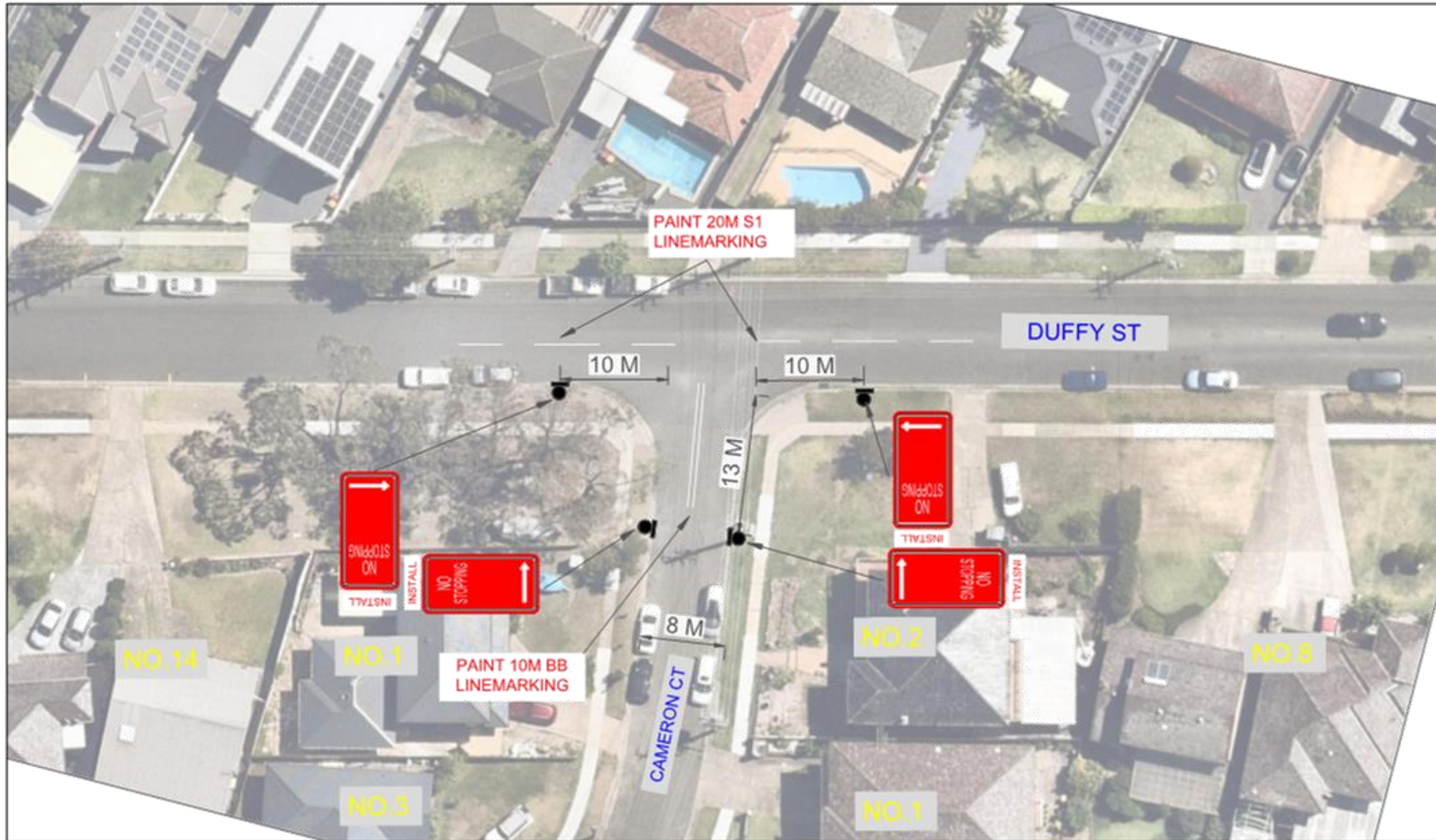
ATTACHMENTS

1. Plan – Duffy Street and Cameron Court, Merrylands West – Proposed ‘No Stopping’ restrictions and BB line markings [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-008

Attachment 1

Plan – Duffy Street and Cameron
Court, Merrylands West –
Proposed ‘No Stopping’
restrictions and BB line markings



Item No: CTC-24-009

THE TRONGATE AT CELIA STREET AND ROSSITER STREET, GRANVILLE – PROPOSED ‘NO STOPPING’ RESTRICTIONS AND LINEMARKING

Directorate:	Environment and Planning
Responsible Officer:	Acting Manager Engineering and Building
Electorate:	<i>Granville</i>
Police Area Command (PAC):	<i>Cumberland</i>
Agenda Part	Part 1

Note: *Recommended for Approval under Delegated Authority*

SUMMARY

Council has received safety concerns from residents on The Trongate, Granville at the intersection of Celia Street and Rossiter Street.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends that:

- 1. The installation of ‘No Stopping’ signs and ‘BB’ line marking at the intersection of Celia Street, Rossiter Street and The Trongate, Granville in accordance with the attached plan be approved.**
- 2. The affected / concerned residents be notified of the outcome.**

REPORT

The Trongate is a local road that runs in a north-south direction between William Street and Aubrey Street with a speed limit of 50 km/h. It has a width of approximately 12.8m and parking is permitted on both sides of the road unless otherwise signposted.

Celia Street is a local road that runs in an east-west direction connecting The Trongate and Blaxcell Street with a speed limit of 50 km/h. It has a width of approximately 10.5m and parking is permitted on both sides of the road unless otherwise signposted.

Rossiter Street is a local road that runs in an east-west direction connecting The Trongate and Clyde Street with a speed limit of 50 km/h. It has a width of approximately 10.5m and parking is permitted on both sides of the road unless otherwise signposted.

The Trongate forms staggered intersection with Celia Street and Rossiter Street with priority to The Trongate. 'Give Way' signs and line marking are provided on Celia Street and Rossiter Street.

The map below shows the intersections.



Locality Plan

The latest Centre for Road Safety crash data indicated that there was one reported accident at the intersection of The Trongate and Rossiter Street in the last 5 years ending June 2023. The accident details are list in the table below:

Date	Location	Description
18/08/2018	The Trongate at Rossiter Street	Cross Traffic

A site inspection indicated that vehicles are parking within 10 metres at both intersections. It is proposed to install 10m 'No Stopping' restrictions and 'BB' line marking at both intersections. The signage and line marking would strengthen the Road Rules requirement and stop vehicles from parking too close to the intersection.

CONSULTATION

The proposal was notified to the impacted and adjacent residents for a period of 14 days starting from 1 December 2023 to 15 December 2023. There were no responses received.

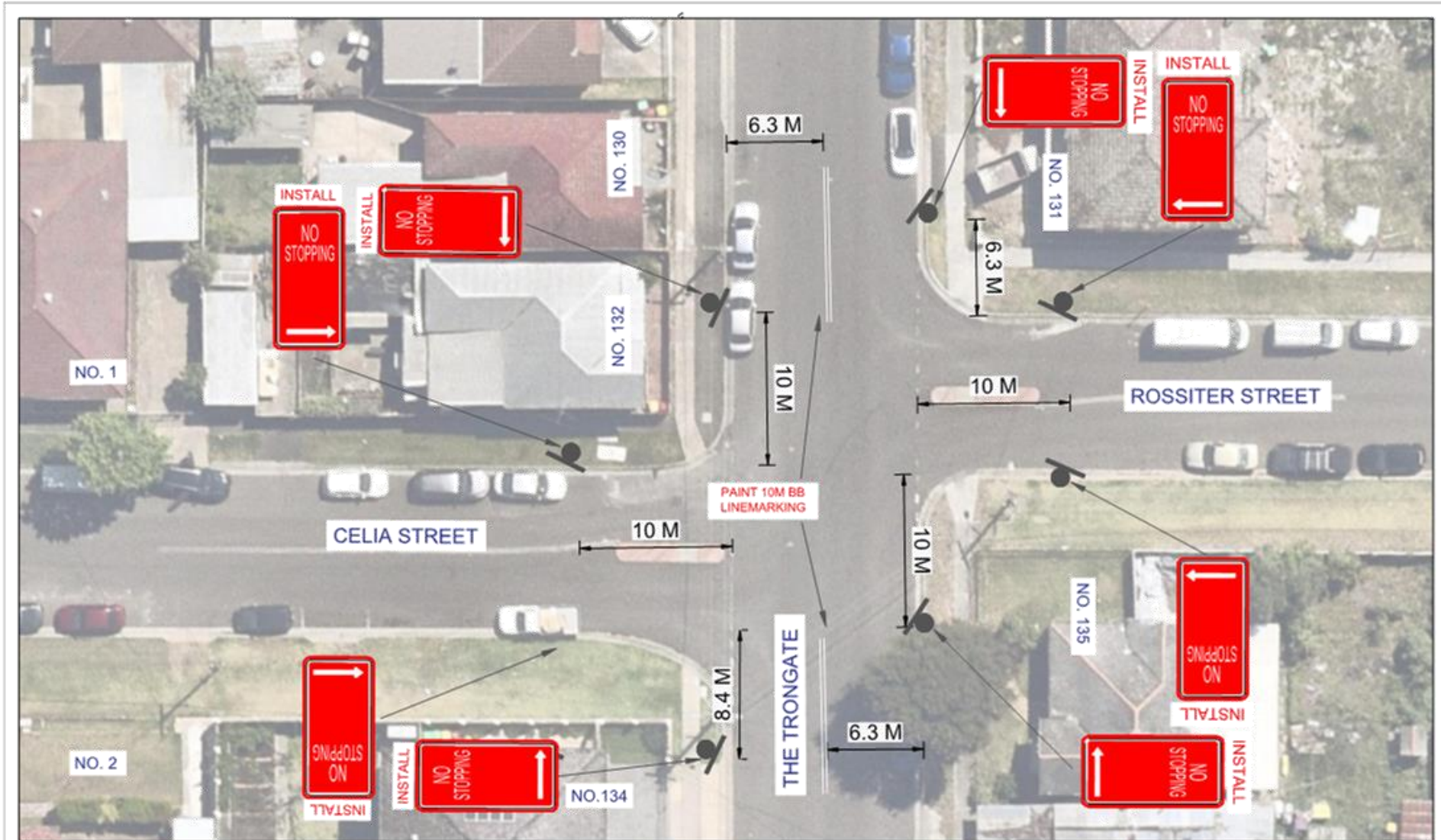
ATTACHMENTS

1. Plan – Celia Street, Rossiter Street and The Trongate, Granville – Proposed ‘No Stopping’ restrictions and BB line markings [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-009

Attachment 1

Plan – Celia Street, Rossiter
Street and The Trongate,
Granville – Proposed ‘No
Stopping’ restrictions and BB line
markings



Item No: CTC-24-010

THE TRONGATE AND CHARLES STREET, GRANVILLE – PROPOSED ‘NO STOPPING’ RESTRICTIONS AND LINE MARKING

Directorate:	Environment and Planning
Responsible Officer:	Acting Manager Engineering and Building
Electorate:	<i>Granville</i>
Police Area Command (PAC):	<i>Cumberland</i>
Agenda Part	Part 1

Note: *Recommended for Approval under Delegated Authority*

SUMMARY

Council has received safety concerns from residents at the intersection of The Trongate and Charles Street, Granville

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends that:

- 1. The installation of ‘No Stopping’ signs and ‘BB’ line marking at the intersection of The Trongate and Charles Street, Granville in accordance with the attached plan be approved.**
- 2. The affected / concerned residents be notified of the outcome.**

REPORT

The Trongate is a local road that runs in a north-south direction between William Street and Aubrey Street with a speed limit of 50 km/h. It has a width of approximately 12.8m and parking is permitted on both sides of the road unless otherwise signposted.

Charles Street is a local road that runs in an east-west direction connecting The Trongate and Blaxcell Street with a speed limit of 50 km/h. Parking on both sides of the road is permitted unless otherwise signposted. The street has a width of approximately 11.8m with kerb extensions to form indented parking bays in the street.

The Trongate and Charles Street form a T-intersection with priority to The Trongate.

The map below shows the intersection.



The latest Centre for Road Safety crash data indicated that there were no reported crashes at this intersection in the last 5 years ending June 2023.

A site inspection indicated that vehicles are parking at the intersection where a kerb extension provides for road narrowing. There is 'BB' centre line together with a painted median marked at the intersection. It is proposed to install 'No Stopping' restrictions at the intersection. It is also proposed to install 'BB' centre line marking on The Trongate at this intersection. The signage and the line marking would strengthen the Road Rules requirements and stop vehicles from parking too close to the intersection.

The 'No Stopping' signs are proposed to be installed on both sides of Charles Street after the kerb extension at the intersection to allow vehicles to safely pass through this section of Charles Street without encroaching the existing 'BB' line marking. The 'No Stopping' signs on The Trongate are to be installed at 10m.

CONSULTATION

The proposal was notified to the impacted and adjacent residents for a period of 14 days starting from 1 December 2023 to 15 December 2023.

There were no responses received.

ATTACHMENTS

1. Plan – Charles Street and The Trongate, Granville – Proposed 'No Stopping' restrictions and BB line marking [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-010

Attachment 1

Plan – Charles Street and The
Trongate, Granville – Proposed
'No Stopping' restrictions and BB
line marking



Item No: CTC-24-011

DAVIES STREET AND DESMOND STREET, MERRYLANDS – PROPOSED ‘NO STOPPING’ RESTRICTIONS AND LINEMARKING

Directorate:	Environment and Planning
Responsible Officer:	Acting Manager Engineering and Building
Electorate:	<i>Granville</i>
Police Area Command (PAC):	<i>Cumberland</i>
Agenda Part	Part 1

Note: *Recommended for Approval under Delegated Authority*

SUMMARY

Council has received safety concerns from residents at the intersection of Davies Street and Desmond Street, Merrylands.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends that:

- 1. The installation of ‘No Stopping’ signs and ‘BB’ line marking at the intersection of Davies Street and Desmond Street, Merrylands in accordance with the attached plan be approved.**
- 2. The affected / concerned residents be notified of the outcome.**

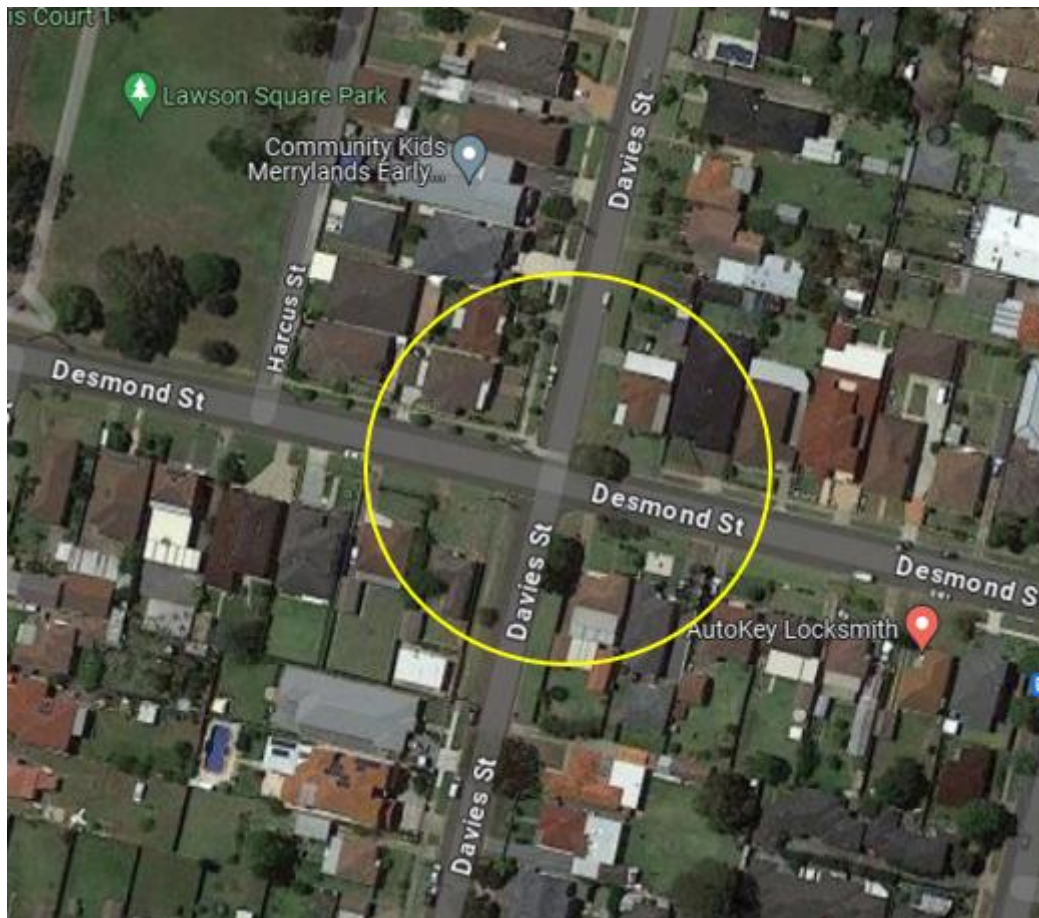
REPORT

Desmond Street is a local road that runs in an east-west direction between Fowler Road and Chetwynd Road with a speed limit of 50 km/h. It has a width of approximately 11.5m and parking is permitted on both sides of the road unless otherwise signposted.

Davies Street is a local road that runs in a north-south direction between Price Street and Matthew Street with a speed limit of 50 km/h. It has a width of approximately 10m and parking is permitted on both sides of the road unless otherwise signposted.

Davies Street and Desmond Street, Merrylands forms a four-way intersection with existing ‘Give Way’ sign controls on Davies Street side, where priority is given to Desmond Street.

The map below shows the intersection.



Locality Plan

The latest Centre for Road Safety crash data indicated that there were two reported crashes at this intersection in the last 5 years ending June 2023. The accident details are listed in the table below:

Date	Location	Description
2 March 2021	Intersection of Davies Street and Desmond Street, Merrylands	Intersection cross traffic crash
19 June 2021	Intersection of Davies Street and Desmond Street, Merrylands	Intersection cross traffic crash

A site inspection indicated that vehicles are parking within 10 metres at the intersection. It is proposed to install 10m 'No Stopping' restrictions and 'BB' line marking at the intersection. The signage and line marking would strengthen the Road Rules requirement and stop vehicles from parking too close to the intersection.

The 'No Stopping' signs are proposed to be installed on both sides of Davies Street at 13m to allow vehicles to safely pass a parked car without encroaching the proposed 'BB' line marking.

CONSULTATION

The proposal was notified to the impacted and adjacent residents for a period of 14 days starting from 15 January 2024 to 29 January 2024. There were no responses received.

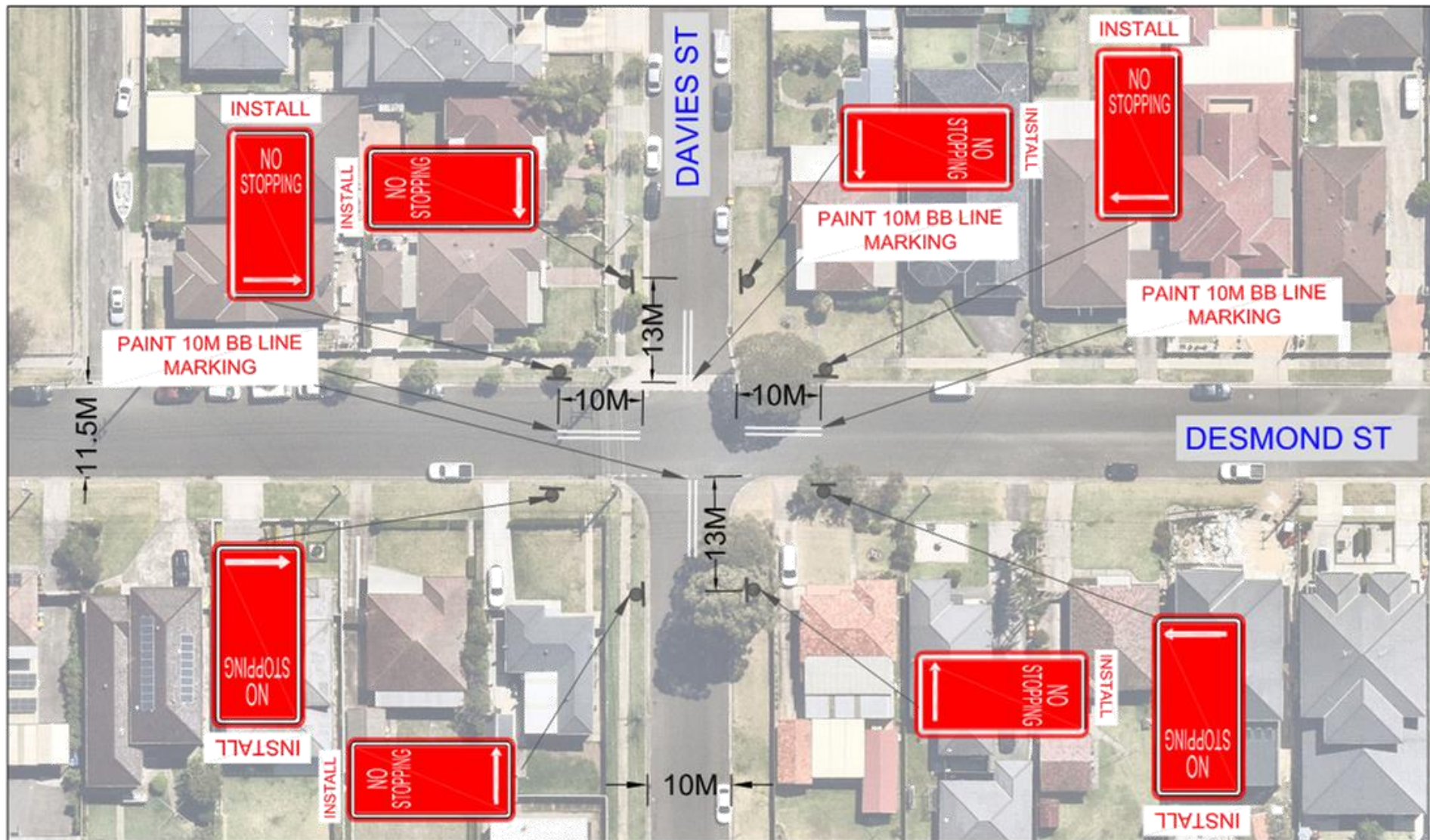
ATTACHMENTS

1. Plan – Davies Street and Desmond Street, Merrylands – Proposed ‘No Stopping’ restrictions and BB line markings [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-011

Attachment 1

Plan – Davies Street and
Desmond Street, Merrylands –
Proposed ‘No Stopping’
restrictions and BB line markings



TITLE: DAVIES ST AND DESMOND ST, MERRYLANDS - PARKING RESTRICTIONS

File Number:

Date: 14/12/2023

Drawn By: L.C

Scale: NTS



Item No: CTC-24-012

MERRYLANDS ROAD, MERRYLANDS – REQUEST FOR ACCESSABLE PARKING

Directorate:	Environment and Planning
Responsible Officer:	Acting Manager Engineering and Building
Electorate:	<i>Granville</i>
Police Area Command (PAC):	<i>Cumberland</i>
Agenda Part	Part 1

Note: *Recommended for Approval under Delegated Authority*

SUMMARY

Council has received a request from a resident for the provision of an accessible parking space in Merrylands Road, Merrylands outside No. 112.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends that:

- 1. The conversion of the existing ‘P30 minutes 8:30am-6pm Monday to Friday 8:30am to 12:30pm Saturday’ on the southern side of Merrylands Road, Merrylands Road outside No. 112 to an accessible parking space in accordance with the attached plan be supported.**
- 2. The affected/concerned residents/businesses be notified of the outcome.**

REPORT

Council received a request from a resident to convert a section of the existing part-time P30 minutes parking on the southern side of Merrylands Road outside No 112 to an accessible parking space.

Merrylands Road runs in an east-west direction, with a default speed limit of 50km/h in the section between Railway Terrace and Britannia Avenue. This part of Merrylands Road is approximately 12.5m wide, and currently, timed parking restrictions apply on both sides.

Council officers have investigated the matter. It was noted that the existing timed parking spaces on both sides of the street are occupied most of the time. The location houses MCS Mobility Shop that supplies equipment, such as mobility scooters, wheelchairs and other mobility aids. It is difficult for residents with disabilities to find a parking space at this section of Merrylands Road.

The map below shows the location.



Locality Plan

In order to improve the parking availability for residents with disabilities, it is proposed to convert a section of the existing P30 minutes parking restrictions to an accessible parking space in accordance with the attached plan.

CONSULTATION

The proposal was notified to the impacted and adjacent business owners for a period of 14 days starting from 1 December 2023 to 15 December 2023.

Council received one response from the shop owner supporting the proposal.

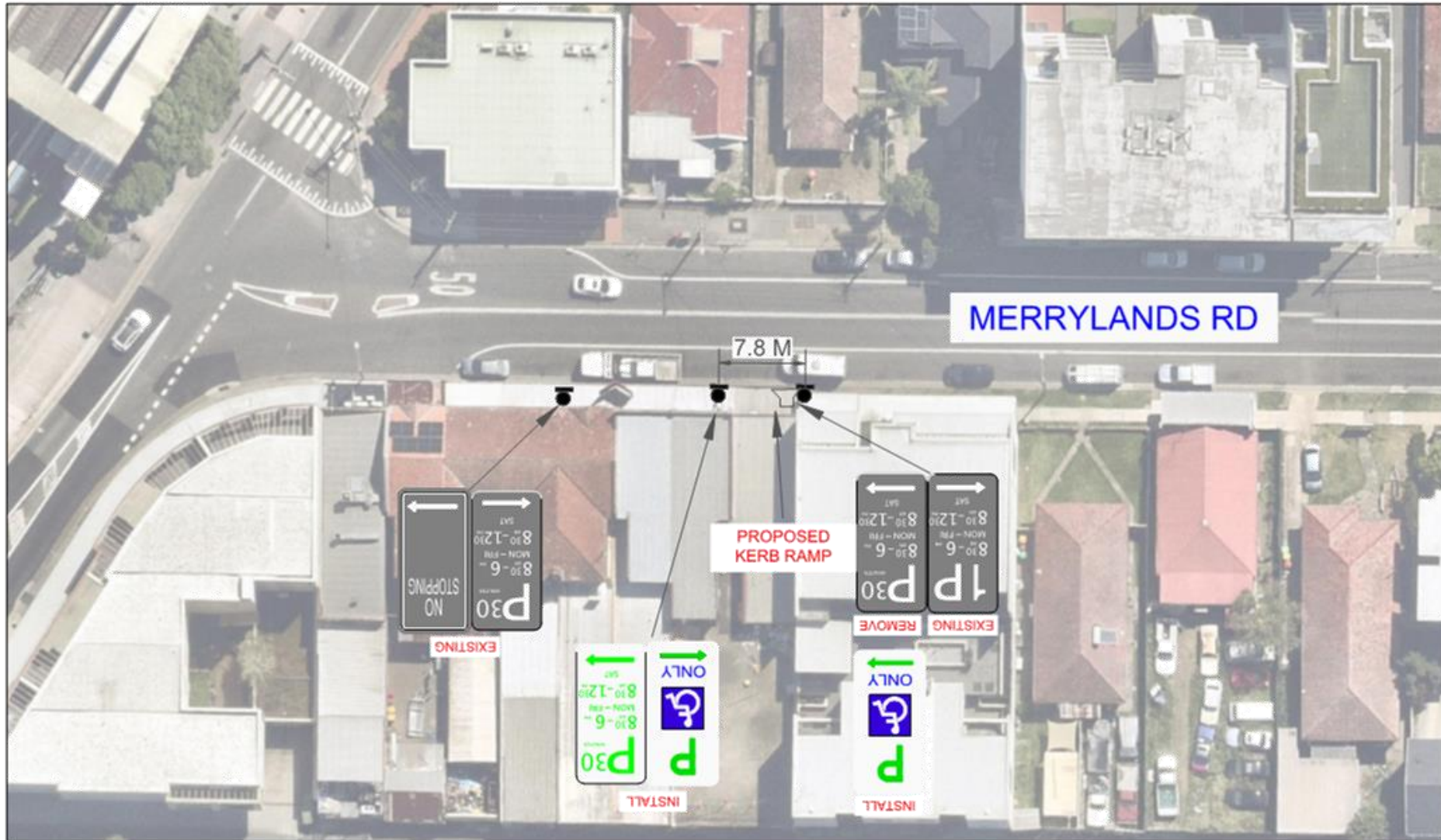
ATTACHMENTS

1. Plan – Merrylands Road, Merrylands – Convert the existing parking restrictions to an accessible parking space [↓](#)
2. Submission [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-012

Attachment 1

Plan – Merrylands Road,
Merrylands – Convert the existing
parking restrictions to an
accessible parking space



DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-012

Attachment 2
Submission

From:
Sent: Fri, 1 Dec 2023 16:13:05 +1100
To: "Records Department" <council@cumberland.nsw.gov.au>
Subject: [EXTERNAL] Reference : DCTC/2311/129

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Martin Lia,

I am emailing you regarding Reference : DCTC/2311/129 about the accessibility for disabled parking,

Yes, I am fully supporting the proposed accessible parking space, and for you record people parks vehicles in ½ hour parking all day to go elsewhere,

Please do not hesitate to contact me if you require any further assistance.

Item No: CTC-24-013

BLAXCELL STREET, SOUTH GRANVILLE – REVIEW OF THE EXISTING PARKING RESTRICTIONS

Directorate:	Environment and Planning
Responsible Officer:	Acting Manager Engineering and Building
Electorate:	<i>Granville</i>
Police Area Command (PAC):	<i>Cumberland</i>
Agenda Part	Part 1

Note: *Recommended for Approval under Delegated Authority*

SUMMARY

Council has received a request from a resident asking for the conversion of the existing part-time 'No Parking' restrictions on the eastern side of Blaxcell Street, South Granville outside No.419 to 'No Stopping' restrictions.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends that:

- 1. The existing 'No Parking 6am – 9am, 3pm-6pm Monday to Friday' on the eastern side of Blaxcell Street, South Granville outside No.419 be replaced with 'No Stopping' restrictions in accordance with the attached plan.**
- 2. The affected/concerned residents be notified of the outcome.**

REPORT

Council has received a request from a resident for the conversion of the existing part-time 'No Parking' restrictions on the eastern side of Blaxcell Street, South Granville outside No.419 to 'No Stopping' restrictions.

The property is a corner property at the signalised intersection of Blaxcell Street and Rawson Road.

Council officers have reviewed the signage at this location and found that the existing 'No Parking 6 am – 9 am, 3 pm - 6 pm Monday to Friday' restrictions outside No. 419 Blaxcell Street are no longer applicable due to the newly constructed driveway at this location.

The map below shows the location.



To improve traffic flow and maintain consistency with Road Rules, it is proposed to remove the existing 'No Parking 6am – 9am, 3pm-6pm Monday to Friday' restrictions outside No.419 Blaxcell Street and extend the existing 'No Stopping' restrictions as per the attached drawing.

CONSULTATION

Consultation has not been undertaken as the 'No Stopping' signs have been extended outside a driveway, and no residents will be directly impacted by the proposed changes to the existing parking restrictions.

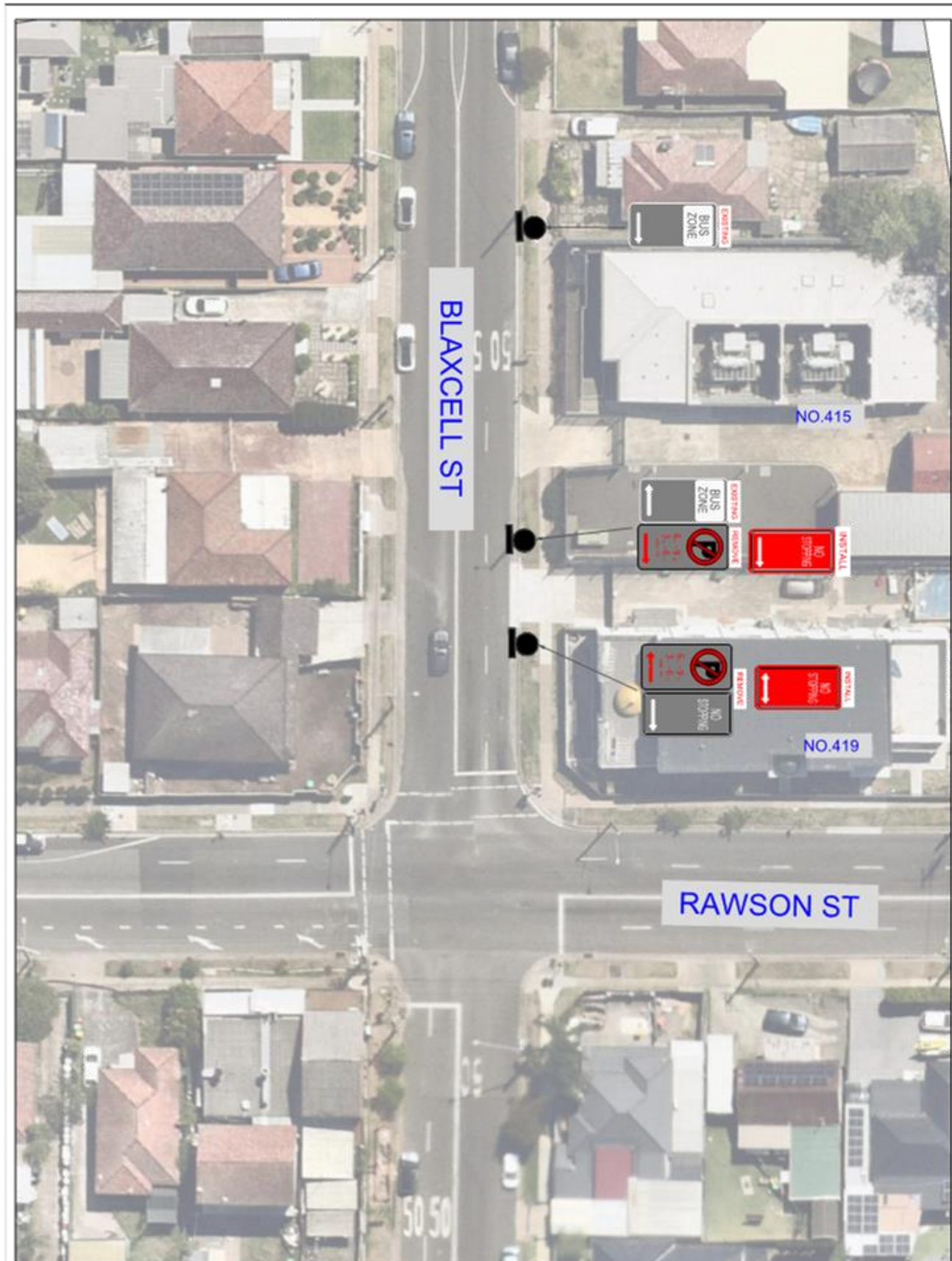
ATTACHMENTS



1. Plan – Blaxcell Street, South Granville – Proposed parking restrictions [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-013

Attachment 1

Plan – Blaxcell Street, South
Granville – Proposed parking
restrictions



 CUMBERLAND CITY COUNCIL	TITLE: BLAXCELL ST, SOUTH GRANVILLE	
	Scale: NTS	
	Drawn By: M.J	

Item No: CTC-24-014

LUCAS STREET, GUILDFORD – CHANGES TO THE EXISTING PARKING RESTRICTIONS

Directorate:	Environment and Planning
Responsible Officer:	Acting Manager Engineering and Building
Electorate:	<i>Granville</i>
Police Area Command (PAC):	<i>Cumberland</i>
Agenda Part	Part 1

Note: *Recommended for Approval under Delegated Authority*

SUMMARY

Council has received concerns from a resident requesting that consideration be given to the provision of parking restrictions on Lucas Street, Guildford outside No.22.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends that:

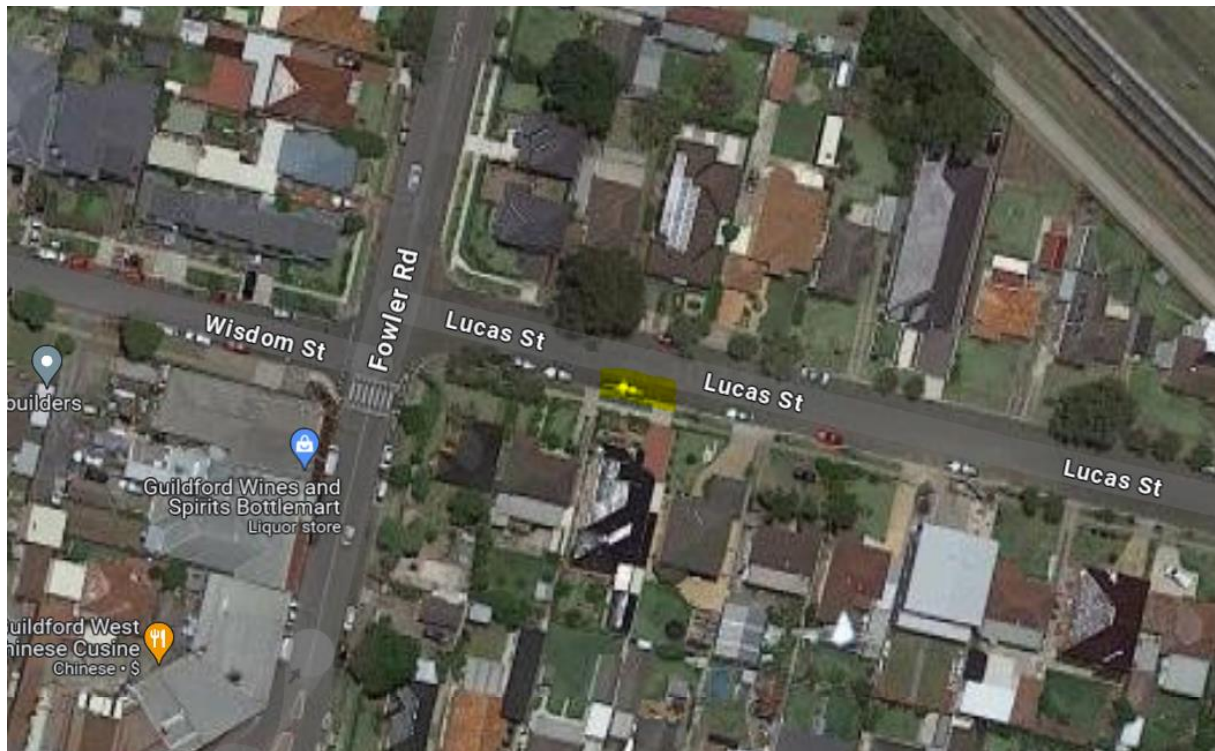
- 1. The relocation of the existing '1/2P 8am-6pm Monday to Friday, 8:30am-12:30pm Saturday' parking restrictions on the southern side of Lucas Street in accordance with the attached plan be approved.**
- 2. The affected/concerned residents be notified of the outcome.**

REPORT

Cumberland Traffic Committee at its meeting held in August 2023 recommended a report (CTC-23-121) regarding the installation of parking restrictions in Lucas Street, Guildford, which was subsequently approved by the Council.

After the approved signage was installed, Council received a request from a resident to relocate the existing part-time 1/2P signs on the southern side of Lucas Street to the front of his property. The resident claimed that, due to the recently installed parking restrictions, vehicles have been regularly parking outside his property.

The map below shows the location.



Locality Plan

In order to address the concerns by the resident, it is proposed to relocate the existing part-time 1/2P restrictions on the southern side of the of Lucas Street as per attached drawing.

CONSULTATION

Consultation has not been undertaken because the only resident directly impacted by the proposal has made the request.

ATTACHMENTS

1. Plan – Lucas Street, Guildford – Changes to the existing parking restrictions [↓](#)

**DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-014**

Attachment 1

**Plan – Lucas Street, Guildford –
Changes to the existing parking
restrictions**



TITLE: FOWLER RD AT LUCAS St AND WISDOM ST, MERRYLANDS - PROPOSED PARKING CHANGE

File Number:

Date:

24/1/2024

Drawn By:

L.C

Scale:

NTS



Item No: CTC-24-015

STAFFORD STREET, SOUTH GRANVILLE – EXTENSION OF THE EXISTING ‘NO PARKING’ RESTRICTIONS

Directorate:	Environment and Planning
Responsible Officer:	Acting Manager Engineering and Building
Electorate:	<i>Granville</i>
Police Area Command (PAC):	<i>Cumberland</i>
Agenda Part	Part 1

Note: *Recommended for Approval under Delegated Authority*

SUMMARY

Council has received safety concerns from a resident requesting that consideration be given to the extension of the existing ‘No Parking’ restrictions at the cul-de-sac of Stafford Street, South Granville.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends that:

- 1. The relocation of the existing ‘No Parking’ sign on the southern side of Stafford Street, South Granville at the cul-de-sac in accordance with the attached plan be approved.**
- 2. The affected/concerned residents be notified of the outcome.**

REPORT

Cumberland Traffic Committee at its meeting held in June 2022 recommended (CTC-22-101) the installation of parking restrictions in Stafford Street, South Granville and the signs were installed.

Recently, Council received a request from a resident for the relocation of the existing ‘No Parking’ sign on the southern side of Stafford Street, South Granville at the cul-de-sac.

The map below shows the location.



Locality Plan

In order to improve the vehicle accessibility at this location, it is proposed to extend the existing 'No Parking' restriction on the southern side of the cul-de-sac of Stafford Street as per attached drawing.

CONSULTATION

The proposal was notified to the impacted residents for a period of 14 days starting from 1 December 2023 to 15 December 2023.

Council received two verbal responses by the closing date, and both supported the proposal.

ATTACHMENTS

1. Plan – Stafford Street, South Granville – Proposed parking restrictions [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-015

Attachment 1

Plan – Stafford Street, South
Granville – Proposed parking
restrictions



Item No: CTC-24-016

WILLIAM STREET, GRANVILLE - PROPOSED ACCESSIBLE PARKING SPACES

Directorate:	Environment and Planning
Responsible Officer:	Acting Manager Engineering and Building
Electorate:	Granville
Police Area Command (PAC):	Cumberland
Agenda Part	Part 1

Note: *Recommended for Approval under Delegated Authority*

SUMMARY

Council has received a request from a local resident for the installation of an accessible parking space on William Street, Granville.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends that:

- 1. The proposed accessible parking spaces on William Street, Granville in accordance with the attached plan be approved.**
- 2. The affected residents / businesses be notified of the outcome.**

REPORT

Council has received a request from the CEO of Granville Diggers for the installation of accessible parking spaces on William Street, Granville outside Granville Diggers, due to the proposed location of World Gym at the William Street entry to the Granville Diggers.

Council officers have investigated the matter. It was noted that the existing unrestricted parking spaces on William Street outside Granville Diggers are occupied most of the time. It is difficult for visitors with disabilities to find a parking space at this section of William Street. It is also noted that the existing accessible parking spaces provided within Granville Diggers premises is in the car park accessed via Memorial Drive which is over 75m to the proposed World Gym frontage.

The map below shows the location.



Locality Plan

In order to improve the parking availability for residents with disabilities, it is proposed to convert a section of the existing unrestricted parking spaces on William Street to two accessible parking spaces in accordance with the attached plan.

CONSULTATION

The proposal was notified to the impacted and adjacent residents and business owners for a period of 14 days starting from 1 December 2023 to 15 December 2023. No responses were received.

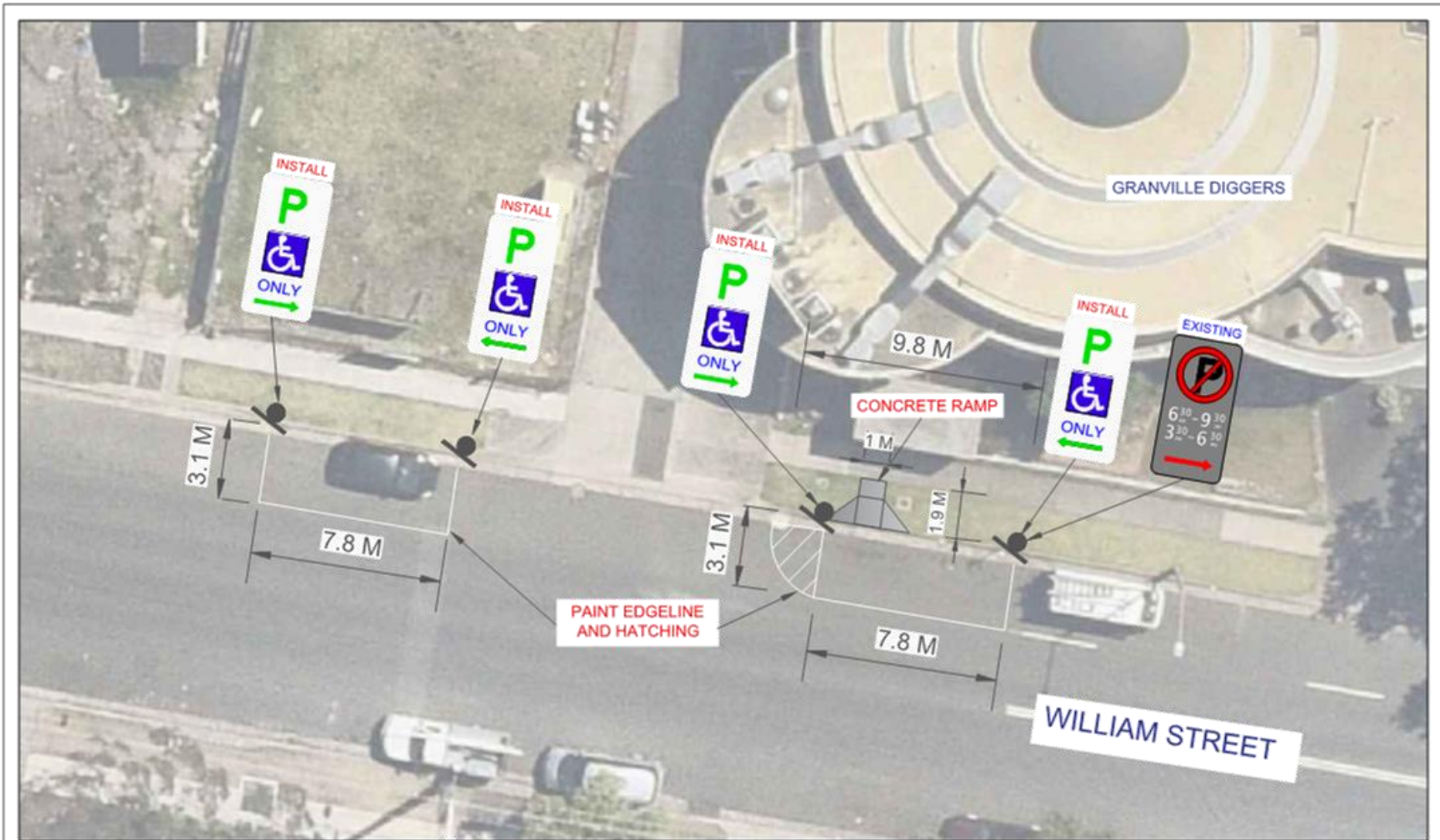
ATTACHMENTS



1. Plan – William Street, Granville – Proposed accessible parking. [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-016

Attachment 1

Plan – William Street, Granville –
Proposed accessible parking.



 CUMBERLAND CITY COUNCIL	TITLE: WILLIAM STREET, GRANVILLE - PROPOSED DISABLED PARKING SPACE		
	File Number:	Date: 1/12/2023	
	Drawn By: Y.R	Scale: NTS	

Item No: CTC-24-017

PARK STREET AND WOODVILLE ROAD, MERRYLANDS – PROPOSED ‘NO STOPPING’ RESTRICTIONS AND LINE MARKING

Directorate:	Environment and Planning
Responsible Officer:	Acting Manager Engineering and Building
Electorate:	<i>Granville</i>
Police Area Command (PAC):	<i>Cumberland</i>
Agenda Part	Part 1

Note: *Recommended for Approval under Delegated Authority*

SUMMARY

Council has received safety concerns from residents at the intersection of Park Street and Woodville Road, Merrylands.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends that:

- 1. The installation of ‘No Stopping’ signs and ‘BB’ line marking at the intersection of Park Street and Woodville Road, Merrylands in accordance with the attached plan be approved subject to consultation.**
- 2. The affected / concerned residents be notified of the outcome.**

REPORT

Park Street is a local road that runs in an east-west direction between Woodville Road and Excelsior Street with a speed limit of 50 km/h. It has a width of approximately 11.7m and parking is permitted on both sides of the road unless otherwise signposted.

Woodville Road is a State road that runs in a north-south direction between Rawson Street and Excelsior Street with a speed limit of 70 km/h at this location.

Park Street and Woodville Road forms a T- intersection with priority to Woodville Road. The intersection is controlled by Give way signage and line marking on Park Street.

The map below shows the intersection.



Locality Plan

The latest Centre for Road Safety crash data indicated that there were no reported crashes at this intersection in the last 5 years ending June 2023.

A site inspection indicated that vehicles are parking within 10 metres at the intersection. It is proposed to install 10m 'No Stopping' restrictions and 'BB' line marking at the intersection. The signage and line marking would strengthen the Road Rules requirement and stop vehicles from parking too close to the intersection.

CONSULTATION

Consultation was sent out to the impacted residents for a period of 14 days between 16 January 2024 and 30 January 2024. No submissions were received.

ATTACHMENTS

1. Plan – Park Street and Woodville Road, Merrylands – Proposed 'No Stopping' restrictions and BB line marking [↗](#)

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-017

Attachment 1

Plan – Park Street and Woodville
Road, Merrylands – Proposed ‘No
Stopping’ restrictions and BB line
marking



Item No: CTC-24-018

BOOMERANG STREET, GRANVILLE – PROPOSED INSTALLATION OF RUMBLE STRIPS

Directorate:	Environment and Planning
Responsible Officer:	Acting Manager Engineering and Building
Electorate:	<i>Granville</i>
Police Area Command (PAC):	<i>Cumberland</i>
Agenda Part	Part 1

Note: *Recommended for Approval under Delegated Authority*

SUMMARY

Council has received safety concerns from residents at the intersection of Randle Street and Boomerang Street, Granville.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends that:

- 1. The installation of rumble strips in Boomerang Street, Granville at the intersection of Randle Street in accordance with the attached plan be supported.**
- 2. The adjacent residents be notified of the outcome.**

REPORT

Randle Street is a local road that runs in an east-west direction between Woodville Road and Railway Terrace with a speed limit of 50 km/h. It has a width of approximately 13.8m and parking is permitted on both sides of the road unless otherwise signposted.

Boomerang Street is a local road that in a north-south direction between William Street and Union Street with a speed limit of 50 km/h. It has a width of approximately 7.8m.

Randle Street and Boomerang Street forms a four-way intersection with priority to Randle Street. The intersection is controlled by Give Way signage and line marking on Boomerang Street.

Currently there is a pedestrian refuge island in Randle Street west of Boomerang Street.

The map below shows the intersection.



Locality Plan

It is alleged that motorists are crossing the existing BB line marking when turning from Randle Street into Boomerang Street. Such movements not only violate the Road Rules but also increases the risk of head-on collisions with oncoming traffic.

The latest Centre for Road Safety crash data indicated that there was one cross traffic crash at this intersection in the last 5 years ending June 2023 as shown in Table below.

Date	Location	Description
08/07/2022	Intersection of Boomerang Street and Randle Street, Granville	Vehicle failed to stop

To enhance safety and minimize the risk of head-on collisions, it is proposed that concrete rumble strips be installed on Boomerang Street at Randle Street as per attached drawing.

CONSULTATION

Consultation is not required as the proposed rumble strips has no impact on the adjacent residents.

ATTACHMENTS

1. Plan – Boomerang Street, Granville - Proposed Rumble Strips [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-018

Attachment 1

Plan – Boomerang Street,
Granville - Proposed Rumble
Strips



Item No: CTC-24-019

PRITCHARD STREET EAST AND GARFIELD STREET, WENTWORTHVILLE – PROPOSED CHANGES TO THE EXISTING PARKING RESTRICTION

Directorate:	Environment and Planning
Responsible Officer:	Acting Manager Engineering and Building
Electorate:	<i>Prospect</i>
Police Area Command (PAC):	<i>Cumberland</i>
Agenda Part	Part 1

Note: *Recommended for Approval under Delegated Authority*

SUMMARY

Council has investigated the possibility of creating additional parking opportunities on Pritchard Street, Wentworthville.

Council also received requests from residents regarding the existing parking arrangement on the northern side of Pritchard Street East, Wentworthville between Garfield Street and Station Street.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends that:

- 1. The installation of ‘No Stopping’ signs and ‘BB’ line marking at the intersection of Pritchard Street East and Garfield Street, Wentworthville in accordance with the attached plan be approved.**
- 2. The existing ‘No Parking’ restrictions on the northern side of Pritchard Street East outside No. 42-44 be replaced with ‘2P, 8:30am – 6pm Mon – Fri, 8:30am – 4.30pm Sat’ in accordance with the attached plan be approved.**
- 3. The affected / concerned residents be notified of the outcome.**

REPORT

Pritchard Street East is a local road that runs in an east-west direction between Station Street and Emert Street with a speed limit of 50 km/h. It has a width of approximately 12.5m. Currently ‘No Parking’ restrictions apply on the northern side of Pritchard Street East while 2 hours parking restrictions apply on the southern side of the street.

The map below shows the location.



Locality Plan

Residents raised concerns for the existing on-street parking arrangement outside No. 42-44 Pritchard Street East and requested the full-time 'No Parking' be replaced with parking due to the high parking demand in the area.

The site is situated within 200 metres of Wentworthville Station and is in close proximity to local shops. The majority of the on-street parking on Pritchard Street East is subject to one or two-hour timed parking.

There is a 96m no parking zone on the northern side of Pritchard Street outside No. 42-44. The site is a currently fenced with no construction activities in the last two years. The 'No Parking' signs were previously installed to allow access to the Wentworthville Mall carpark which has now been demolished and is not used at this time.

It is proposed to replace the 'No Parking' signs in front of No. 42-44 on Pritchard Street East with '2P, 8:30 am – 6 pm Mon – Fri, 8:30 am – 4:30 pm Sat' to enhance on-street parking availability in this section of Pritchard Street East.

Council also received a road safety concern at the intersection of Pritchard Street East and Garfield Street, Wentworthville.

Garfield Street is a local road that runs in a north-south direction between Dunmore Street and Smith Street with a speed limit of 50 km/h. It has a width of approximately 12.5m and parking is permitted on both sides of the road unless otherwise signposted. Pritchard Street East and Garfield Street form a four-way intersection with priority given to Garfield Street. 'Stop' signs are currently installed on both approaches to the intersection on Pritchard Street.

The latest Centre for Road Safety crash data indicated that there were no reported crashes at this intersection in the last 5 years ending June 2023.

A site inspection indicated that vehicles are parking within 10 metres at the intersection. It is proposed to install 10m 'No Stopping' restrictions on the southern side of Garfield Street and 'BB' line marking at the intersection. The signage and line marking would strengthen the Road Rules requirement and stop vehicles from parking too close to the intersection.

CONSULTATION

The proposed installation of parking restrictions and line markings at the intersection of Pritchard Street East and Garfield Street was notified to the impacted and adjacent residents for a period of 14 days starting from 15 November 2023 to 29 November 2023. There were no responses received.

Consultation is not required for the proposed 2-hour parking restrictions on the northern side of Pritchard Street East, as it provides additional on-street parking spaces for the community.

ATTACHMENTS



1. Plan – Pritchard Street East, Wentworthville – Proposed parking restrictions and BB line markings. [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-019

Attachment 1

Plan – Pritchard Street East,
Wentworthville – Proposed
parking restrictions and BB line
markings.



 <p>CUMBERLAND CITY COUNCIL</p>	TITLE: PRITCHARD ST E AND GARFIELD ST, WENTWORTHVILLE - PARKING RESTRICTIONS		
	File Number:	Date: 19/01/2024	
	Drawn By: A.P	Scale: NTS	

Item No: CTC-24-020

CONDOIN LANE, PEMULWUY – REQUEST FOR REMOVAL OF 'NO STOPPING' SIGNAGE

Directorate:	Environment and Planning
Responsible Officer:	Acting Manager Engineering and Building
Electorate:	<i>Prospect</i>
Police Area Command (PAC):	<i>Cumberland</i>
Agenda Part	Part 1

Note: *Recommended for Approval under Delegated Authority*

SUMMARY

Council has received requests from local residents regarding the removal of the existing 'No Stopping' signage on Condoin Lane, Pemulwuy due to the lack of parking spaces available in the area.

This report outlines the outcome of the investigation and consultation into this matter.

RECOMMENDATION

The Traffic Committee recommends that:

- 1. The existing 'No Stopping' signage on the eastern side of Condoin Lane be partially removed in accordance with the attached plan subject to the consultation with the residents of No.27-31.**
- 2. The existing 'No Stopping' signage on the western side of Condoin Lane be replaced with 'No Parking' signage in accordance with the attached plan.**
- 3. The affected /concerned residents be notified of the outcome.**

REPORT

Condoin Lane is a local road that run in a one-way direction (northbound) with a default speed limit of 50km/h. It has a width of approximately 5.5m and 'No Stopping' restrictions are applied on both sides of the laneway to facilitate easy access to driveways/garages. Lane use is generally residential at this section of the road.

Recently, Council received a complaint from a resident on Condoin Lane regarding vehicles parked in the laneway due to the absence of an existing 'No Stopping' sign. Following the replacement of the missing signage, Council received requests from residents on Condoin Lane urging consideration for the removal of the existing 'No Stopping' restrictions in the laneway to permit parking.

Cumberland Traffic Committee (CTC) at its meeting in April 2019 considered a report (CTC-19-091) regarding the removal of the existing 'No Stopping' signage on Condoin Lane.

Council subsequently resolved that the proposed removal of the existing 'No Stopping' signage on Condoin Lane, Pemulwuy not be approved. This decision stems from the concern that such removal could lead to vehicles parking opposite existing driveways and garages on Condoin Lane, consequently impeding the access of vehicles in and out of these driveways and garages.

In order to obtain views of the residents in Condoin Lane on this matter, Council undertook a consultation in November 2023. 19 letters were distributed to the residents in Condoin Lane and Council received nine (9) responses, four (4) of them supported the removal of parking restrictions on the eastern side of Condoin Lane and five (5) of them objected to the proposal.

Based on the submissions received, a scheme has been prepared that facilitates three parking spaces along the road, aligned with resident support or where no submission was received. No Stopping and No Parking signage will be installed and/or retained in other locations.

CONSULTATION

The proposal was notified to the impacted resident for a period of 14 days from 30 November 2023 to 14 December 2023.

A total of 19 letters were distributed to the residents / owners with an attached survey form.

Council received nine responses (47% of the total letters sent) by the closing date, out of these, four responses supported the removal of parking restrictions on the eastern side of the laneway and five responses objected to the proposal.

ATTACHMENTS



1. Plan – proposed removal of the existing 'No Stopping' signage [↓](#)
2. Submissions [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-020

Attachment 1

Plan – proposed removal of the
existing ‘No Stopping’ signage



 CUMBERLAND CITY COUNCIL	TITLE:	CONDOIN LANE, PEMULWUY - PROPOSED CHANGES TO THE EXISTING PARKING RESTRICTIONS	
	Scale:	NTS	
	Drawn By:	M.J	

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-020

Attachment 2
Submissions

From:
Sent: Thu, 7 Dec 2023 16:59:04 +1100
To: "Records Department" <council@cumberland.nsw.gov.au>
Subject: [EXTERNAL] ATTENTION TRAFFIC ENGINEERING TEAM. DCTC/2311/127

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Good Morning,

I am writing to you in regards to DCTC/2311/127. I am unable to send a form as requested on the mail as no form was attached.

I believe the parking restrictions should remain how they are with no stopping signs on the Western side of Condoin Lane as well as no parking restrictions on the Eastern side as they stand. Condoin Lane is a very narrow road and cars parking here causes issues especially when vehicles drive down this part of the road the wrong way. Many of the houses located on Condoin Lane have double garages but not many are being used for their vehicles therefore congesting the road causing parking issues. A number of times I have almost had a collision due to inexperienced drivers or repeat offenders doing the wrong thing by driving down the wrong way. I have also seen the garbage truck struggle driving down the Lane trying to avoid parked vehicles on the Western side.

Traffic build up will be an issue for Condoin Lane when vehicles are entering Condoin Lane the incorrect way and people entering and leaving their driveways block the road to enter or leave their premises due to parked vehicles.

I would like my personal details suppressed and NONE are made public.

From:
Sent: Tue, 12 Dec 2023 10:24:13 +1100
To: "Records Department" <council@cumberland.nsw.gov.au>
Subject: [EXTERNAL] Condoin Lane, Pemulwuy - Proposed Changes to the existing Parking Restriction (Attn: Soma Somaskanthan)

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Hi

My name is

Recently I received the post w.r.t. proposed changes to the current parking restriction that are followed in Condoin Lane. But the post I got didn't have the consultation form, for me to register my opinion. Hence sending my response through this email.

The problem statement from the resident is - lack of on-street parking i.e. long term parking.

And the proposed change of installing "No Parking" instead of "No Stopping" will not address that problem, since the benefit of the change only allows pick up / drop off. Today we perform the drop off / pick Up either via Naying Dr (Front of the house) or Condoin Lane (back of the house).

So my vote is NO for the proposed change. I'm afraid it will create another problem for the resident like me. The proposed change will encourage people to park long term before our garages hindering our movement as well as the bin day pickups.

My suggestion to the council will be to create long term parking spaces for e.g. reducing the nature strip size in Naying or using the vacant spaces in between Garages in Condoin Lane.

Appreciate if the council give due attention to my concern and suggestion before taking the decision.

CUMBERLAND
CITY COUNCIL

- 2 JAN 2023

REF: DCTC/2311/127

CONDOIN LANE, PEMULWUY
PROPOSED CHANGES TO THE EXISTING PARKING RESTRICTIONS

Name: _____

Address: Naying Drive, Pemulwuy 2145

Phone: _____ Mobile: _____


Please indicate your views on the proposed changes to the existing parking restrictions in Condoine Lane, Pemulwuy between Wari Street and Dullai Avenue as described in Council's letter dated 30 November 2023 and submit your response by 15 January 2024.

Being the owner or tenant of the above address, I have received Council's letter dated 30 November 2023 in relation to the proposed changes to the parking restrictions in Condoine Lane and I am in favour of the below option.

1. I support the proposed changes to the existing parking restrictions in Condoine Lane as per the attached plan. ☐

2. I do not support the proposed changes to the existing parking restrictions in Condoine Lane and satisfied with the existing parking restrictions in Condoine Lane. ☒

Further Comments on parking restrictions in Condoine Lane:

Absolutely do not support! Too many cars already illegally block street! And block garbage days I do not agree. And do not believe I should be further impacted doing 5-10 point turns to get in/out of my driveway. It's not right or proper. (Signed) 

Some of the information that is being collected on this form is personnel information for the purposes of the Privacy and Personal Information Protection Act 1998 ("PPPI Act"). This information is being collected by Cumberland City Council's Works and Infrastructure Department for the purposes of ensuring the accuracy of responses to this survey. The supply of the information by you is voluntary. However, if you do not provide the information Council will be unable to include your responses in its determination. The information will be retained by Council and stored in Council's Central Records System and will be kept confidential. You may make an application for access or amendment to your personal information. For more information about your privacy please contact Cumberland City Council's Privacy Contact Officers.

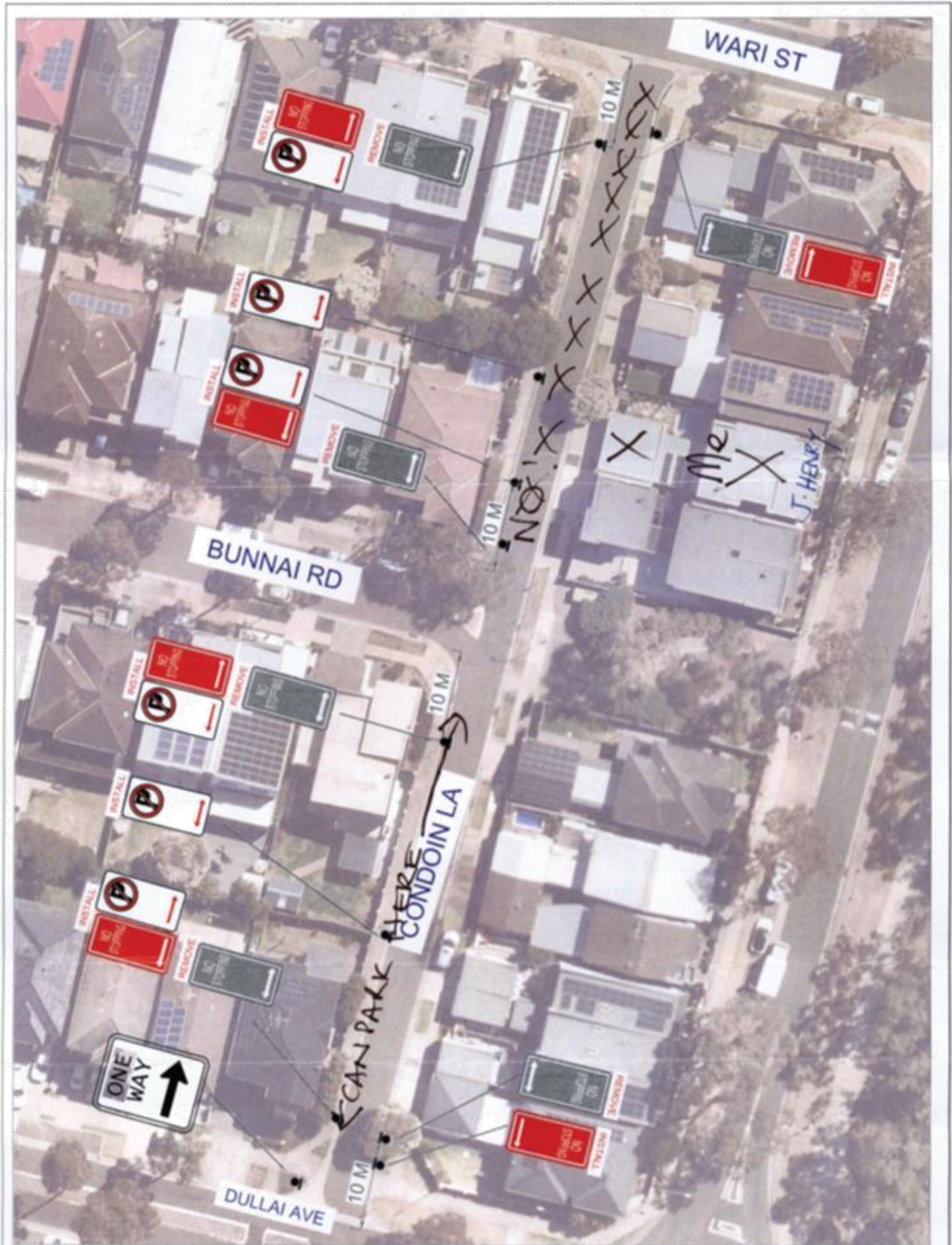
Residents do not use their garages for parking why should I be so disadvantaged & blocked because of their inability to service their car to park!



16 Memorial Avenue, PO Box 42, Merrylands NSW 2160

T 02 8757 9000 F 02 9840 9734 E council@cumberland.nsw.gov.au W cumberland.nsw.gov.au

ABN 22 798 563 329

Welcome Belong Succeed



 CUMBERLAND CITY COUNCIL	TITLE: CONDOIN LANE, PEMULWUY - PROPOSED CHANGES TO THE EXISTING PARKING RESTRICTIONS		
	Scale:	NTS	
	Drawn By:	M.J	

CUMBERLAND
CITY COUNCIL

REF: DCTC/2311/127

**CONDOIN LANE, PEMULWUY
PROPOSED CHANGES TO THE EXISTING PARKING RESTRICTIONS**

Name: _____

Address: Naning Drive Pemulwuy

Phone: _____ Mobile: _____

Please indicate your views on the proposed changes to the existing parking restrictions in Condoine Lane, Pemulwuy between Wari Street and Dullai Avenue as described in Council's letter dated 30 November 2023 and submit your response by **15 December 2023**.

Being the owner or tenant of the above address, I have received Council's letter dated 30 November 2023 in relation to the proposed changes to the parking restrictions in Condoine Lane and I am in favour of the below option.

1. I support the proposed changes to the existing parking restrictions in Condoine Lane as per the attached plan. ☐
2. I do not support the proposed changes to the existing parking restrictions in Condoine Lane and satisfied with the existing parking restrictions in Condoine Lane. ☒

Further Comments on parking restrictions in Condoine Lane:

(Signed)

12/12/2023

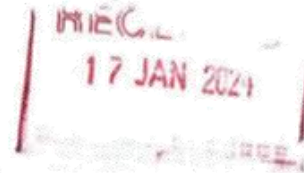
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ABN 22 798 563 329

Welcome Belong Succeed



CUMBERLAND
CITY COUNCIL



REF: DCTC/2311/127

**CONDOIN LANE, PEMULWUY
PROPOSED CHANGES TO THE EXISTING PARKING RESTRICTIONS**

Name: _____

Address: Naying Drive Pemulwuy 2145

Phone: _____ Mobile: _____

Please indicate your views on the proposed changes to the existing parking restrictions in Condoine Lane, Pemulwuy between Wari Street and Dullai Avenue as described in Council's letter dated 30 November 2023 and submit your response by **15 January 2024**.

Being the owner or tenant of the above address, I have received Council's letter dated 30 November 2023 in relation to the proposed changes to the parking restrictions in Condoine Lane and I am in favour of the below option.

1. **I support the proposed changes to the existing parking restrictions in Condoine Lane as per the attached plan.** ☒

2. **I do not support the proposed changes to the existing parking restrictions in Condoine Lane and satisfied with the existing parking restrictions in Condoine Lane.** ☐

Further Comments on parking restrictions in Condoine Lane:

As corresponded previously, we are the only area of
Condoine Lane that "DOES NOT" have parking -
this relieves our stress on the unlimited parking
available for residents.

(Signed)

Some of the information that is being collected on this form is personnel information for the purposes of the Privacy and Personal Information Protection Act 1998 ("PPPI Act"). This information is being collected by Cumberland City Council's Works and Infrastructure Department for the purposes of ensuring the accuracy of responses to this survey. The supply of the information by you is voluntary. However, if you do not provide the information Council will be unable to include your responses in its determination. The information will be retained by Council and stored in Council's Central Records System and will be kept confidential. You may make an application for access or amendment to your personal information. For more information about your privacy please contact Cumberland City Council's Privacy Contact Officers.

16 Memorial Avenue, PO Box 42, Merrylands NSW 2160

T 02 8757 9000 F 02 9840 9734 E council@cumberland.nsw.gov.au W cumberland.nsw.gov.au

ABN 22 798 563 329

Welcome Belong Succeed

Martin Jia

From:
Sent: Wednesday, 17 January 2024 4:43 PM
To: Martin Jia
Cc: Thang Tran; Lyndsey.Cannell@cumberland.nsw.gov.au;
prospect@parliament.nsw.gov.au
Subject: RE: [EXTERNAL] DCTC/2311/127 - Condoin Lane, Pemulwuy - Proposed Changes to the Existing Parking Restrictions

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Hi Martin,

I must be confused. I would have thought, if you are interested in hearing my feedback, you would have invited me to the meeting you held with other residents on site in Condoin Lane a few weeks ago?

Parking was never allowed in Condoin Lane, so I'm unsure why it's being considered now, as it is not safe to allow parking there.

Please consider my previous correspondence on the matter.

Never compromise safety to appease popular opinion.

From: Martin Jia <martin.jia@cumberland.nsw.gov.au>
Sent: Tuesday, 16 January 2024 12:04 PM
To:
Subject: RE: [EXTERNAL] DCTC/2311/127 - Condoin Lane, Pemulwuy - Proposed Changes to the Existing Parking Restrictions

Just checking if you have sent any response back to us

Thanks

Regards

Martin

CUMBERLAND
CITY COUNCIL

REF: DCTC/2311/127

**CONDOIN LANE, PEMULWUY
PROPOSED CHANGES TO THE EXISTING PARKING RESTRICTIONS**

Name: _____

Address: Naying Dr, Pemulwuy

Phone: _____ Mobile: _____

Please indicate your views on the proposed changes to the existing parking restrictions in Condoine Lane, Pemulwuy between Wari Street and Dullai Avenue as described in Council's letter dated 30 November 2023 and submit your response by **15 January 2024**.

Being the owner or tenant of the above address, I have received Council's letter dated 30 November 2023 in relation to the proposed changes to the parking restrictions in Condoine Lane and I am in favour of the below option.

1. *I support the proposed changes to the existing parking restrictions in Condoine Lane as per the attached plan.* ☒

2. *I do not support the proposed changes to the existing parking restrictions in Condoine Lane and satisfied with the existing parking restrictions in Condoine Lane.* ☐

Further Comments on parking restrictions in Condoine Lane:

(Signed)

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CUMBERLAND
CITY COUNCIL

REF: DCTC/2311/127

**CONDON LANE, PEMULWUY
PROPOSED CHANGES TO THE EXISTING PARKING RESTRICTIONS**

Name: _____

Address: _____, Naying drive, Pemulwuy: _____

Phone: _____ Mobile: _____

Please indicate your views on the proposed changes to the existing parking restrictions in Condon Lane, Pemulwuy between Wari Street and Dullai Avenue as described in Council's letter dated 30 November 2023 and submit your response by **15 January 2024**.

Being the owner or tenant of the above address, I have received Council's letter dated 30 November 2023 in relation to the proposed changes to the parking restrictions in Condon Lane and I am in favour of the below option.

1. I support the proposed changes to the existing parking restrictions in Condon Lane as per the attached plan. ☒

2. I do not support the proposed changes to the existing parking restrictions in Condon Lane and satisfied with the existing parking restrictions in Condon Lane. ☐

Further Comments on parking restrictions in Condon Lane:

We need parking spots whichever the side of the street. Thanks.

(Signed)

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CUMBERLAND
CITY COUNCIL

REF: DCTC/2311/127

**CONDON LANE, PEMULWUY
PROPOSED CHANGES TO THE EXISTING PARKING RESTRICTIONS**

Name: _____

Address: NAYING DRIVE, PEMULWUY, NSW-2145Phone: 02 9840 9734 Mobile: _____

Please indicate your views on the proposed changes to the existing parking restrictions in Condon Lane, Pemulwuy between Wari Street and Dullai Avenue as described in Council's letter dated 30 November 2023 and submit your response by **15 January 2024**.

Being the owner or tenant of the above address, I have received Council's letter dated 30 November 2023 in relation to the proposed changes to the parking restrictions in Condon Lane and I am in favour of the below option.

1. *I support the proposed changes to the existing parking restrictions in Condon Lane as per the attached plan.* ☒

2. *I do not support the proposed changes to the existing parking restrictions in Condon Lane and satisfied with the existing parking restrictions in Condon Lane.* ☐

Further Comments on parking restrictions in Condon Lane:

(Signed)

Some of the information that is being collected on this form is personnel information for the purposes of the Privacy and Personal Information Protection Act 1998 ("PPPI Act"). This information is being collected by Cumberland City Council's Works and Infrastructure Department for the purposes of ensuring the accuracy of responses to this survey. The supply of the information by you is voluntary. However, if you do not provide the information Council will be unable to include your responses in its determination. The information will be retained by Council and stored in Council's Central Records System and will be kept confidential. You may make an application for access or amendment to your personal information. For more information about your privacy please contact Cumberland City Council's Privacy Contact Officers.

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Item No: CTC-24-021

NYRANG STREET, LIDCOMBE – REVIEW OF SLOW POINT TREATMENTS AT INTERSECTIONS

Directorate:	Environment and Planning
Responsible Officer:	Acting Manager Engineering and Building
Electorate:	<i>Auburn</i>
Police Area Command (PAC):	<i>Auburn</i>
Agenda Part	Part 1

Note: *Recommended for Approval under Delegated Authority*

SUMMARY

Council has received request from a local resident regarding the existing traffic calming devices on Calool Street, Dewrang Street, Elimatta Street, Frampton Street, Gooreen Street and Hastings Street at their intersections with Nyrang Street in Lidcombe.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends that:

- 1. The installation of ‘Slow Point’ and ‘Ahead’ warning signs on Calool Street, Dewrang Street, Elimatta Street, Frampton Street, Gooreen Street and Hastings Street, Lidcombe in accordance with the attached plan be approved.**
- 2. The affected / concerned residents be notified of the outcome.**

REPORT

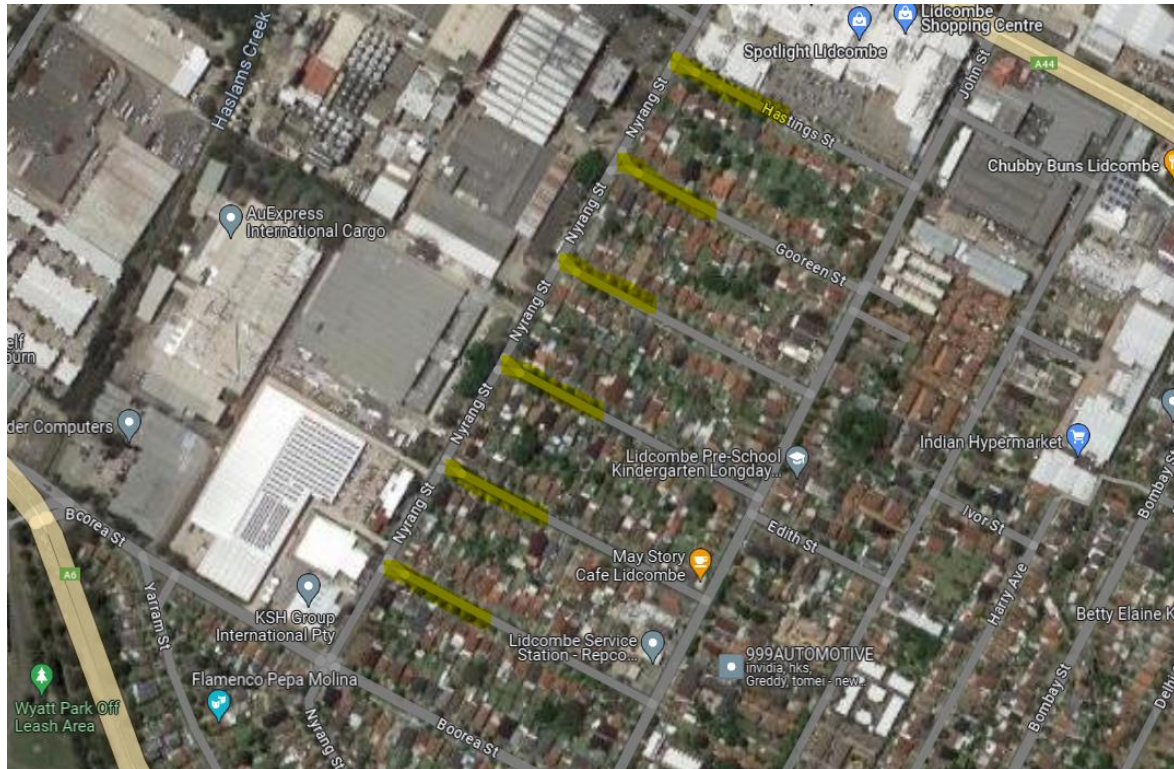
Council has received a request from a local resident concerning the existing traffic calming devices on several roads connected to Nyrang Street, Lidcombe.

Nyrang Street is a local road that runs in a north-south direction with a sign posted speed limit of 50km/h. The street is approximately 1km long and has a width of approximately 12.7m. Parking is permitted on both sides of the road unless signposted. Western side of Nyrang Street is industrial area.

Calool Street, Dewrang Street, Elimatta Street, Frampton Street, Gooreen Street and Hastings Street are all local roads that run in an east-west direction between John Street and Nyrang Street with a sign posted speed limit of 50km/h. These streets form T intersections with Nyrang Street where priority is given to Nyrang Street.

Warning signs indicating 'No Through Road for Trucks' are installed on the above streets at their John Street intersections as the existing 'Slow Point' treatments restrict trucks from making turns onto Nyrang Street from these streets.

The map below shows the locations.



The image above shows the treatment at one of the side streets.

It is alleged by the resident that the slow point treatments associated with the left turn restrictions do not have sufficient warning signs causing some vehicles to turn back towards John Street and / or damaging vehicles trying go through without care.

Council officers have inspected the sites and propose 'Slow Point Ahead' warning signs be installed on these side streets to enhance the perception and improve the awareness for motorists regarding these devices.

CONSULTATION

Consultation has not been undertaken as the proposed warning signs have no impact to the local residents and strengthen road safety with existing traffic infrastructure at these locations.

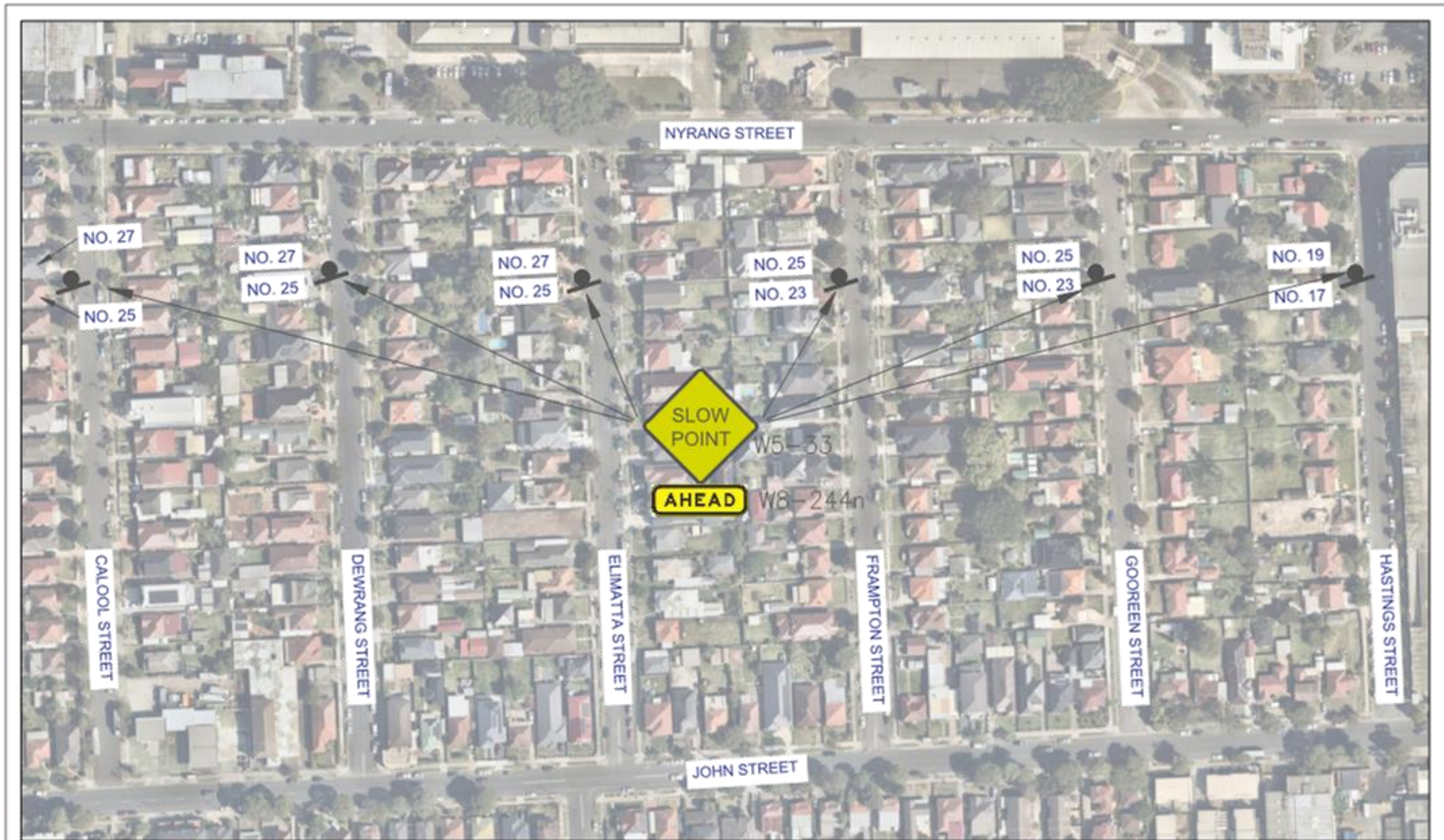
ATTACHMENTS

1. Plan - Various Locations, Lidcombe – 'Slow Point Ahead' warning signs [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-021

Attachment 1

Plan - Various Locations,
Lidcombe – ‘Slow Point Ahead’
warning signs



 <p>CUMBERLAND CITY COUNCIL</p>	TITLE: SIDE STREETS OF NYRANG STREET, LIDCOMBE - PROPOSED SLOW POINT WARNING SIGNS		
	File Number:	Date:	
	Drawn By: Y.R	Scale: NTS	

Item No: CTC-24-022

MERRYLANDS ROAD AND CAMBRIDGE STREET, MERRYLANDS - SIGNAGE REVIEW

Directorate:	Environment and Planning
Responsible Officer:	Acting Manager Engineering and Building
Electorate:	<i>Granville</i>
Police Area Command (PAC):	<i>Cumberland</i>
Agenda Part	Part 1

Note: *Recommended for Approval under Delegated Authority*

SUMMARY

Council has received a request from a resident for the removal of the existing 'No Right Turn' signage at the intersection of Merrylands Road and Cambridge Street, Merrylands.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends that the removal of the existing 'No Right Turn' signage at the intersection of Merrylands Road and Cambridge Street not be supported.

REPORT

A request was received from a resident regarding the removal of the existing 'No Right Turn' signage at the intersection of Merrylands Road and Cambridge Street to permit traffic turning right from Merrylands Road into Cambridge Street.

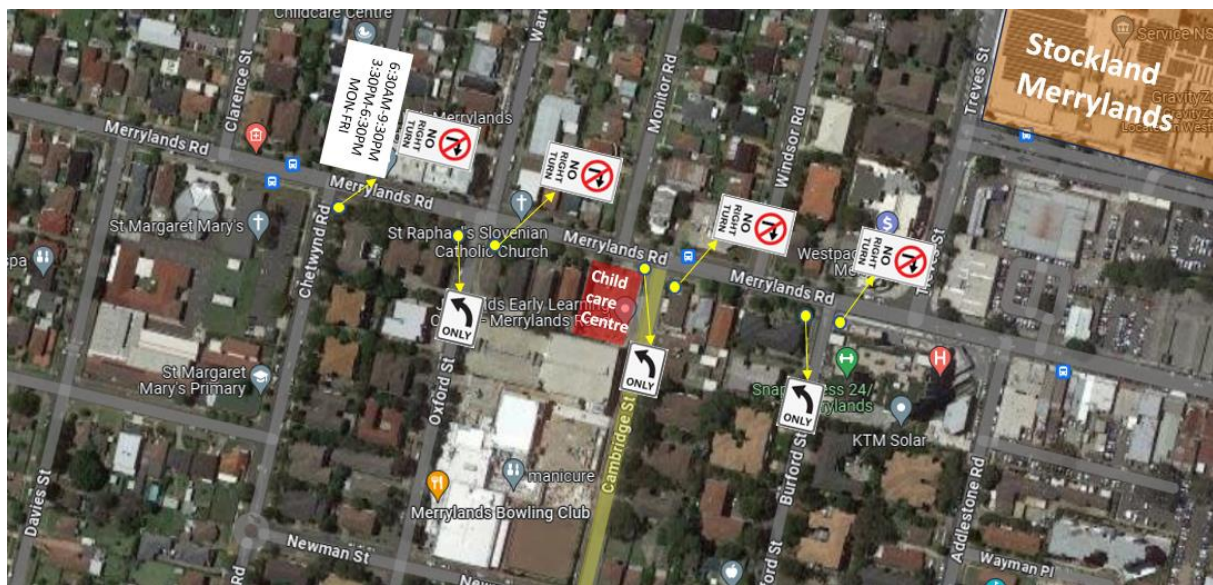
Merrylands Road is a regional road that runs in an east-west direction between Military Road and Burnett Street with a speed limit of 60 km/h. It has a width of approximately 12.2m between Treves Street and Davies Street, this section of Merrylands Road has four travel lanes and no street parking is permitted on both sides of the road.

Merrylands Road carries significant amount of traffic in both directions. To ensure the effective flow of traffic and prevent potential accidents at this section of Merrylands Road, 'No Right Turn' signs are currently installed at the following intersections:

- Oxford Street – Full time 'No Right Turn'
- Cambridge Street – Full time 'No Right Turn'
- Burford Street – Full time 'No Right Turn'
- Chetwynd Road – 'No Right Turn' 6:30am - 9:30am, 3:30pm – 6:30pm, Mon – Fri.

Cambridge Street is a local road that runs in a north-south direction between Merrylands Road and St Ann Street with a speed limit of 50 km/h. It has a width of approximately 10m and parking is permitted on both sides of the road unless otherwise signposted.

Merrylands Road and Cambridge Street forms a T intersection and is controlled by 'Give way' signs, the priority is given to Merrylands Road. The intersection has a median island and only allows 'Left Only' movement when exit from Cambridge Street. A childcare centre is situated at the corner of Merrylands Road and Cambridge Street.



Locality Plan

As a result of the existing No Right Turn restrictions at this part of Merrylands Road, vehicles can only turn right at the intersection of Addlestone Road.

A review of the Childcare Centre Development Application (DA2016/173/1, 306-308 Merrylands Road) shown that the 'No Right Turn' ban was modelled in the Traffic Impact Assessment report associated with the DA and it was part of the Transport Works Program within the *Former Holroyd Council Section 94 Development Contributions Plan 2013*.

'TML01 - Merrylands Road right turn bans – Monitor, Windsor, Cambridge & Burford Streets'

In 2019 a Cumberland Traffic Committee item (CTC-19-123) in relation to the above-mentioned development and its related traffic condition was considered and recommended:

1. *The proposed pedestrian refuge and 'No Right Turn' restriction on Cambridge Street at Merrylands Road, Merrylands in accordance with the attached plan be approved subject to TMP approval.*
3. *The cost associated with the construction of median island, pram ramps, signs and line marking shall be borne by the developer.*

3. *The affected residents / property owners be notified of the outcome generally.*

Following the recommendation by CTC, Council submitted a Traffic Management Plan (TMP) to Transport for NSW and subsequently approved by Transport for NSW and signage were installed by Council.

In consideration of *Former Holroyd Council Section 94 Development Contribution Plan 2013* and the traffic studies submitted to Transport for NSW at the time, the removal of the right turn ban will influence the local traffic flow, increase congestion in the regional road and increase the potential of accidents. Therefore, it is recommended that removal of the 'No Right Turn' not be supported.

CONSULTATION

Consultation has not been undertaken as the investigation outlined in the report concludes no action is required.

Future consultation will be undertaken if recommended by the Traffic Committee.

ATTACHMENTS

Nil

PART 2

RECOMMENDATION TO COUNCIL

Item No: CTC-24-023

WINGELLO STREET AND SWIFT STREET, GUILDFORD – PROPOSED 'ONE WAY' ARRANGEMENT

Directorate:	Environment and Planning
Responsible Officer:	Acting Manager Engineering and Building
Electorate:	<i>Granville</i>
Police Area Command (PAC):	<i>Cumberland</i>
Agenda Part	Part 2

Note: *Recommendation to Council*

SUMMARY

Council has received a request from local residents to convert Wingello Street and Swift Street in Guildford from 'bi-directional' to 'one-way'.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends that:

- 1. Council develop concept plans regarding options on how the one-way arrangement could operate.**
- 2. Council to undertake further consultation with the residents and report their findings back to the Traffic Committee.**
- 3. The concerned resident be notified of the outcome.**

REPORT

Council has received requests from local residents to convert Wingello Street and Swift Street in Guildford from 'bi-directional' to 'one-way'.

Wingello Street and Swift Street are local roads that runs in an east-west direction with a default speed limit of 50km/h. Both Street are approximately 130m long and has a width of approximately 6m.

Swift Street is situated 120m north of Wingello Street. The two streets run parallel to each other and connect to Cross Street in the east and Railway Terrace in the west. Parking on Wingello Street is permitted on the southern side, while parking on Swift Street is permitted on the northern side.

The map below show the location.



Locality Plan

The latest Centre for Road Safety accident data indicated that there were no reported accidents in Swift Street and Wingello Street in the last 5 years ending June 2023.

Traffic counts were undertaken in Swift Street and Wingello Street in September 2023. The traffic count locations are shown in red on the map above. The results of the traffic count were shown in the table below.

	Average Annual Daily Traffic (veh/day)	85th speed (km/h)
Wingello Street	199	40
Swift Street	595	39.8

Consultation was carried out with the residents in Swift Street and Wingello Street in August 2023. A total of 184 letters with an attached survey form and a plan were distributed to the residents/ owners.

Considering the width of both streets is approximately 6m, and parking is allowed on one side of the street, a specific suggestion was made during the consultation to turn Wingello Street and Swift Street into one-way streets heading west and east respectively.

Additionally, the plan includes 10m statutory 'No Stopping' restrictions at intersections and line markings.

Council received 8 responses (4.3% of the total letter sent) by the closing date, 7 responses (87.5%) supported the proposed 'one-way' arrangement for both streets and 1 response (12.5%) opposed to the proposal.

Based on the above result, although the majority of the respondents supported the proposed one-way arrangement for Swift Street and Wingello Street, it is noted that only 3.3% of the residents responded to the survey. Therefore, the suggestion of converting Wingello Street and Swift Street to one-way streets is difficult to determine at this stage due to the lack of community response.

As a way in better understanding the level of support for the proposal, it is proposed that Council develop concept plans regarding options on how the arrangement would operate. Council will then undertake further consultation with the residents and report their findings back to the Traffic Committee.

CONSULTATION

The proposal was notified to the impacted resident for a period of 14 days from 29 August 2023 to 12 September 2023.

A total of 184 letters were distributed with an attached survey form and a plan to the residents / owners. There were 8 responses (4.3% of the total letters sent) received by the closing date, 7 responses (87.5%) were in support to the proposal and 1 response (12.5%) opposed to the proposal.

ATTACHMENTS

1. Submissions [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-023

Attachment 1
Submissions

CUMBERLAND
CITY COUNCIL

REF: DCTC/2311/89

WINGELLO STREET AND SWIFT STREET – CONSULTATION ON PROPOSED 'ONE-WAY' AND PARKING RESTRICTIONS AT THE INTERSECTIONS

Name: _____
Address: SWIFT ST GUILDFORD
Phone: _____ Mobile: _____

Please indicate your views on the proposed 'One-way' roads and parking restrictions on Wingello St and Swift Street intersections, Guildford as described in Council's letter dated 29 August 2023 and submit your response by **12 September 2023**.

Being the owner or tenant of the above address, I have received Council's letter dated 29 August 2023 in relation to the proposed 'One-way' and parking restrictions in Wingello Street and Swift Street and I am in favour of the below option.

1. I support the 'One-way' arrangement in Wingello Street and Swift Street ☒
2. I do not support any 'One-way' changes in Wingello Street and Swift Street ☐

Further Comments:

I have personally been advocating this for
years (especially after the buildup of all the flats in
Swift St which should've been shown to your council

(Signed)

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CUMBERLAND
CITY COUNCIL

REF: DCTC/2311/89

WINGELLO STREET AND SWIFT STREET – CONSULTATION ON PROPOSED 'ONE-WAY' AND PARKING RESTRICTIONS AT THE INTERSECTIONS

Name: _____

Address: CROSS ST GUILDFORD

Phone: _____ Mobile: _____

Please indicate your views on the proposed 'One-way' roads and parking restrictions on Wingello St and Swift Street intersections, Guildford as described in Council's letter dated 29 August 2023 and submit your response by 12 September 2023.

Being the owner or tenant of the above address, I have received Council's letter dated 29 August 2023 in relation to the proposed 'One-way' and parking restrictions in Wingello Street and Swift Street and I am in favour of the below option.

1. I support the 'One-way' arrangement in Wingello Street and Swift Street



2. I do not support any 'One-way' changes in Wingello Street and Swift Street

**Further Comments:**

WISDOM ST, Guildford West
needs speed humps or
a traffic survey.

(Signed)

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REF: DCTC/2311/89

WINGELLO STREET AND SWIFT STREET – CONSULTATION ON PROPOSED 'ONE-WAY' AND PARKING RESTRICTIONS AT THE INTERSECTIONS

Name: _____

Address: _____

Cross St, [redacted] Cross, [redacted] Cross St Guildford

Phone: _____

Mobile: _____

Please indicate your views on the proposed 'One-way' roads and parking restrictions on Wingello St and Swift Street intersections, Guildford as described in Council's letter dated 29 August 2023 and submit your response by **12 September 2023**.

Being the owner or tenant of the above address, I have received Council's letter dated 29 August 2023 in relation to the proposed 'One-way' and parking restrictions in Wingello Street and Swift Street and I am in favour of the below option.

1. I support the 'One-way' arrangement in Wingello Street and Swift Street



2. I do not support any 'One-way' changes in Wingello Street and Swift Street

**Further Comments:**

Not only should both streets have been one way for many years but limited parking on both streets as well as Cross St should be enforced as cars are now parked closed to every corner which is a blind spot.

(Signed)

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REF: DCTC/2311/89

WINGELLO STREET AND SWIFT STREET – CONSULTATION ON PROPOSED 'ONE-WAY' AND PARKING RESTRICTIONS AT THESE INTERSECTIONS

Name: _____
Address: _____ RAILWAY TCE GUILDFORD N.S.W 2
Phone: _____ Mobile: _____

Please indicate your views on the proposed 'One-way' roads and parking restrictions on Wingello St and Swift Street intersections, Guildford as described in Council's letter dated 29 August 2023 and submit your response by **12 September 2023**.

Being the owner or tenant of the above address, I have received Council's letter dated 29 August 2023 in relation to the proposed 'One-way' and parking restrictions in Wingello Street and Swift Street and I am in favour of the below option.

1. I support the 'One-way' arrangement in Wingello Street and Swift Street ☐
2. I do not support any 'One-way' changes in Wingello Street and Swift Street ☒

Further Comments:

Just LEVER IT THE WAY it is
No Problem

(Signed)

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CUMBERLAND
CITY COUNCIL

REF: DCTC/2311/89

WINGELLO STREET AND SWIFT STREET – CONSULTATION ON PROPOSED 'ONE-WAY' AND PARKING RESTRICTIONS AT THE INTERSECTIONS

Name: _____

Address: CROSS ST, GUILDFORD NSW 2161Phone: 1 _____ Mobile: _____

Please indicate your views on the proposed 'One-way' roads and parking restrictions on Wingello St and Swift Street intersections, Guildford as described in Council's letter dated 29 August 2023 and submit your response by **12 September 2023**.

Being the owner or tenant of the above address, I have received Council's letter dated 29 August 2023 in relation to the proposed 'One-way' and parking restrictions in Wingello Street and Swift Street and I am in favour of the below option.

1. I support the 'One-way' arrangement in Wingello Street and Swift Street ☒
2. I do not support any 'One-way' changes in Wingello Street and Swift Street ☐

Further Comments:

(Signed)

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CUMBERLAND
CITY COUNCIL

REF: DCTC/2311/89

WINGELLO STREET AND SWIFT STREET – CONSULTATION ON PROPOSED 'ONE-WAY' AND PARKING RESTRICTIONS AT THE INTERSECTIONS

Name: _____

Address: WINGELLO ST., GUILDFORD NSW 2161

Phone: _____ Mobile: _____

Please indicate your views on the proposed 'One-way' roads and parking restrictions on Wingello St and Swift Street intersections, Guildford as described in Council's letter dated 29 August 2023 and submit your response by **12 September 2023**.

Being the owner or tenant of the above address, I have received Council's letter dated 29 August 2023 in relation to the proposed 'One-way' and parking restrictions in Wingello Street and Swift Street and I am in favour of the below option.

1. I support the 'One-way' arrangement in Wingello Street and Swift Street



2. I do not support any 'One-way' changes in Wingello Street and Swift Street

**Further Comments:**

(Signed)

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Item No: CTC-24-024

BURNETT STREET, MAYS HILL - ROAD SAFETY CONCERNS

Directorate:	Environment and Planning
Responsible Officer:	Acting Manager Engineering and Building
Electorate:	<i>Granville</i>
Police Area Command (PAC):	<i>Cumberland</i>
Agenda Part	Part 2

Note: *Recommendation to Council*

SUMMARY

Council has received requests from a local resident for the installation of a roundabout on Burnett Street, Mays Hill at the intersection of Rees Street due to safety concerns.

This report outlines the outcome of the review.

RECOMMENDATION

The Traffic Committee recommends that the provision of a roundabout / traffic signals at the intersection of Burnett Street and Rees Street, Mays Hill is not warranted with the current traffic volumes and low reported accident data.

REPORT

Council has received concerns from a resident that the intersection of Burnett Street and Rees Street, Mays Hill is unsafe. The resident has requested that a roundabout or traffic signals be provided at this intersection.

This section of Burnett Street is a regional road that runs in a north–south direction with a speed limit of 60 km/h. There are two travel lanes for both directions between Crimea Street and M4, and one travel lane for both directions between Crimea Street and the Great Western Highway. The street is approximately 620m long and 12.2m wide, it also has a 5-tonne load limit at this section of Burnett Street.

This part of Burnett Street marks the boundary of Cumberland City Council (CCC) and City of Parramatta (CoP). The western side of the street belongs to CCC, and the eastern side belongs to CoP.

Rees Street is a local road runs in an east – west direction from Burnett Street to Peggy Street. The road is approximately 360m long and 10.2m wide with unrestricted parking on both sides of the street. The street has a default speed limit of 50km/h.

Burnett Street and Rees Street form an intersection where Burnett Street has priority with 'Give Way' signs and holding lines on the Rees Street approaches.

The map below shows the location of the intersection.



Locality Plan

The latest Centre for Road Safety accident data indicated that there were no reported accidents at this intersection in the last 5 years ending June 2023.

Council undertook traffic counts on Burnett Street in March 2023 and on Rees Street in June 2023. The results of the data is given below:

	Approach	Average daily traffic (Veh/day)	Average Peak Hour (Veh/hr)		85 th Percentile Speed (Km/h)
			AM	PM	Towards the intersection
Burnett Street	Northern	6,931	486	627	55.4
	Southern	6,553	551	481	56.2
Rees Street	Eastern	679	64	54	48

The peak hour traffic volumes are very low and it clearly indicate that the 'GIVE WAY' controlled intersection of Burnett Street and Rees Street is well under its capacity. There will be adequate gaps in the Burnett Street flow to allow the traffic from Rees Street to enter safely.

Based on the above, a roundabout at the intersection of Burnett Street and Rees Street is not warranted.

In accordance with TfNSW requirements, traffic signals can only be considered if the location meets the numerical warrants. It requires for each of four one-hour periods of an average day:

1. The major road flow exceeds 600 veh/h in each direction.
2. The minor road flow exceeds 200 veh/h in one direction.

As per the traffic count data listed in the table above, this location does not meet the numerical warrants for traffic signals. Therefore, the suggestion of traffic signals at the intersection of Burnett Street and Rees Street cannot be supported.

Council will continue to monitor conditions at this intersection.

CONSULTATION

Consultation has not been undertaken as the investigation for a roundabout outlined in the report concludes no action is required.

Future consultation will be undertaken if recommended by the Traffic Committee.

ATTACHMENTS

Nil

Item No: CTC-24-025

FIFTH STREET AND THE TRONGATE, GRANVILLE – ROAD SAFETY CONCERNS – CONSULTATION RESULT

Directorate:	Environment and Planning
Responsible Officer:	Acting Manager Engineering and Building
Electorate:	<i>Granville</i>
Police Area Command (PAC):	<i>Cumberland</i>
Agenda Part	Part 2

Note: *Recommendation to Council*

SUMMARY

Council has received a request from a local resident for the installation of a roundabout at the intersection of Fifth Street and The Trongate, Granville due to speeding concerns.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends that:

- 1. The installation of a roundabout at the intersection of Fifth Street and The Trongate, Granville be supported.**
- 2. Council apply for funding for the construction of the roundabout under a suitable program.**

REPORT

Cumberland Traffic Committee (CTC) at its meeting in June 2023 considered a report (CTC-23-104) regarding road safety concerns at the intersection of Fifth Street and The Trongate, Granville. CTC recommended and Council subsequently resolved to support of the installation of the roundabout in principle and carry out consultation with the impacted residents.

In accordance with Council's resolution, a consultation was carried out with the impacted residents at the intersection of Fifth Street and The Trongate in September 2023. A total of 17 letters were distributed to the residents / owners with an attached survey form and a plan of the proposed roundabout.

Council received 2 responses (11.8% of the total letters sent) by the closing date, one (50%) supported the proposed roundabout and one (50%) opposed to the proposal. The resident did not provide specific reasons for objecting to the proposed roundabout.

Given the community interest in the proposal and low number of objections with the recent consultation, it is recommended to support the proposed roundabout at this location.

CONSULTATION

The proposal was notified to the impacted residents for a period of 14 days from 1 September 2023 to 15 September 2023.

A total of 17 letters were distributed to the residents / owners with an attached survey form and a plan of the proposed roundabout.

Council received 2 responses (11.8% of the total letters sent) by the closing date, one (50%) supported the proposed roundabout and one (50%) opposed to the proposal.

ATTACHMENTS

1. Previous report CTC-23-104 [↓](#)
2. Submissions [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-025

Attachment 1
Previous report CTC-23-104

Item No: CTC-23-104

THE TRONGATE AND FIFTH STREET, GRANVILLE - PROVISION OF A ROUNDABOUT

Directorate:	Environment and Planning
Responsible Officer:	Executive Manager Development and Building
File Number:	HC-24-01-3/02
Electorate:	Granville
Police Area Command (PAC):	Cumberland
Agenda Part	Part 2

Note: *Recommendation to Council*

SUMMARY

This report provides a response to Council's Notice of Motion – Safety Issues, The Trongate and Fifth Street, Granville, resolved at the Ordinary Meeting of Council on 5 April 2023 (Min.391 C04/23-281).

RECOMMENDATION

The Cumberland Traffic Committee recommends that:

- 1. The proposed roundabout at the intersection of The Trongate and Fifth Street, Granville be approved in principle.**
- 2. Consultation be carried out with residents impacted by the proposed roundabout.**
- 3. Council apply for funding for the construction of the roundabout under a suitable program.**

REPORT

This report provides a response to Council's Notice of Motion – Safety Issues, Fifth Street and The Trongate, Granville, resolved at the Ordinary Meeting of Council on 5 April 2023 (Min.391 C04/23-281).

Cumberland Traffic Committee has previously investigated for the provision of a roundabout at the intersection of The Trongate and Fifth Street, Granville.

Cumberland Traffic Committee considered a report in November 2022 (CTC-22-193) regarding the provision of a roundabout at the intersection of The Trongate and Fifth Street, Granville and recommended that the provision of a roundabout at the intersection of The Trongate and Fifth Street, Granville is not warranted based on

current traffic volumes. Council approved the recommendation at its meeting held on 1 March 2023.

A Notice of Motion (Min.391 C04/23-281) was considered at the Council meeting on 5 April 2023, and was resolved as follows:

That Council:

1. *Refer resident feedback regarding significant accident and safety issues at the intersection of Fifth street and the Trongate, Granville and the proposal for a roundabout to the next Traffic Committee meeting.*
2. *Notify affected residents of any proposed actions or solutions proposed to seek their further input and feedback prior to implementation.*

Following the Notice of Motion, Council officers undertook preparation of concept designs for a roundabout at the intersection of The Trongate and Fifth Street, Granville.

At the meeting, a resident addressed the Council requesting a roundabout at this intersection. The resident provided a document which illustrated that there were 2 minor crashes and 4 near miss crashes occurred at the intersection in the last 3 years. However, Council officers' investigation into these alleged crashes indicated that these were not recorded in the database from the Centre for Road Safety. Based on the Centre for Road Safety accident records, there was one reported accident at this intersection in the five years ending September 2022. This accident which was a non-injury accident occurred in 2021.

Based on the information provided by the resident and Council's resolution, Council officers have investigated the matter and prepared a concept design for a roundabout at the intersection of The Trongate and Fifth Street.

The proposal will have a loss of at least eight (8) existing on-street parking spaces and is estimated to cost in the range of \$400,000.

CONSULTATION

Consultation has not been undertaken at this time as the proposal involves major capital expenditure and requires Council approval.

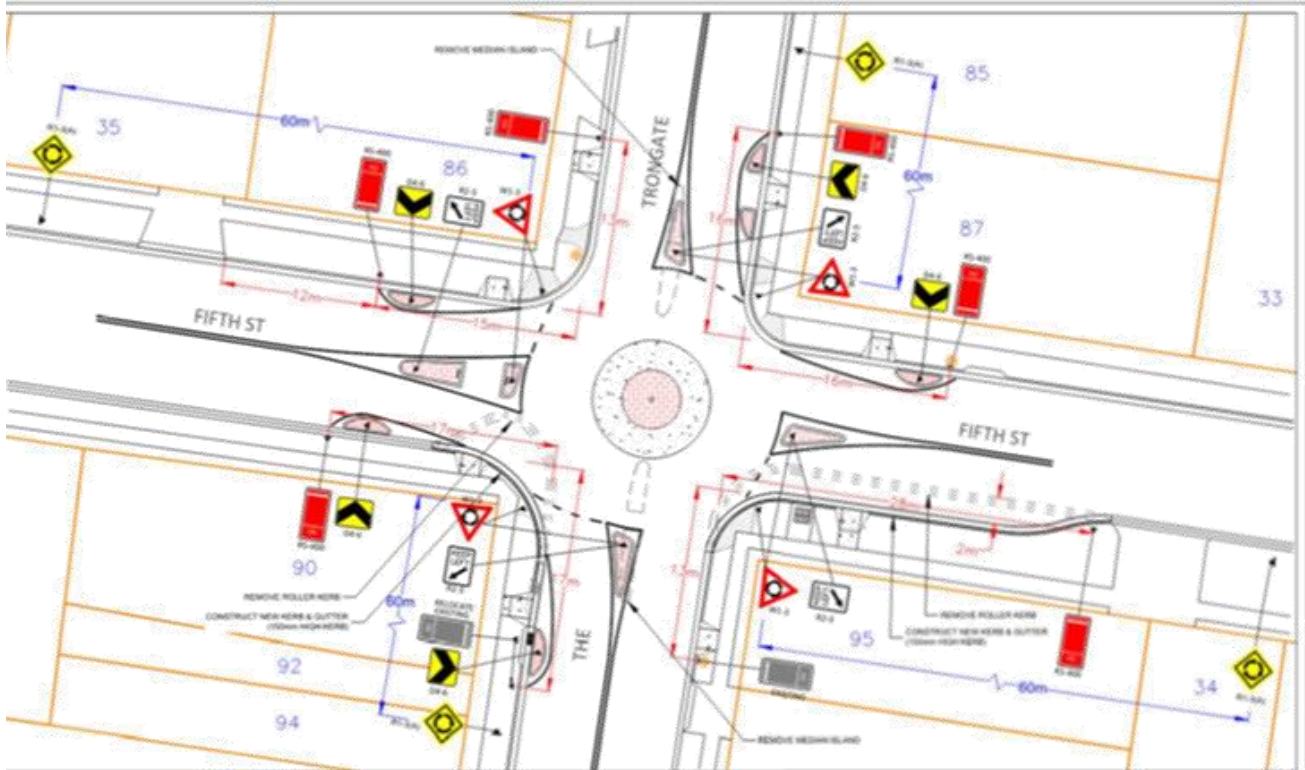
Future consultation will be undertaken if approved by Council.



ATTACHMENTS

1. Plan - Proposed Roundabout [↓](#)
2. Previous Report - CTC-22-193 [↓](#)
3. Document by the Resident [↓](#)

DOCUMENTS ASSOCIATED WITH REPORT CTC-23-104

Attachment 1 Plan - Proposed Roundabout



 CUMBERLAND CITY COUNCIL	10 Memorial Avenue (PO Box 42) MERRYLANDS NSW 2160 T 02 9840 9840 F 02 9840 9734 DX 25458 MERRYLANDS TTY 02 9840 9999 ABN 22 798 582 529	TITLE: Proposed Roundabout at the intersection of The Trongate & Fifth Street, Granville	
	Scale: NTS	Date: 18/05/23	



DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-025

Attachment 2
Submissions

CUMBERLAND
CITY COUNCILRECEIVED
20 SEP 2023

REF: DCTC/2311/86

FIFTH STREET AND THE TRONGATE, GRANVILLE – PROPOSED ROUNDABOUT

Name: _____

Address: THE TRONGATE GRANVILLE NSW 2142

Phone: _____ Mobile: _____

Please indicate your views on the proposed roundabout at the intersection of Fifth Street and The Trongate, Granville as described in Council's letter dated 05 September 2023 and submit your response by **15 September 2023**.

Being the owner or tenant of the above address, I have received Council's letter dated 05 September 2023 in relation to the proposed roundabout in Fifth Street and The Trongate, Granville intersection and I am in favour of the below option/s.

1. I support the proposed roundabout in Fifth Street and The Trongate, Granville

and I raise no objection to the 'No Stopping' signs and other signages as per attached plan



2. I do not support the proposed roundabout in Fifth Street and The Trongate, Granville



Further Comments:

PLEASE CONSTRUCT THE ROUNDABOUT ASAP, THERE ARE

MANY ACCIDENTS ON THE STREET. THANKS.

(Signed)

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CUMBERLAND
CITY COUNCILRECEIVED
13 SEP 2023

REF: DCTC/2311/86

FIFTH STREET AND THE TRONGATE, GRANVILLE – PROPOSED ROUNDABOUT

Name: _____

Address: _____ The Trongate Granville NSW 2142

Phone: _____ Mobile: _____

Please indicate your views on the proposed roundabout at the intersection of Fifth Street and The Trongate, Granville as described in Council's letter dated 05 September 2023 and submit your response by **15 September 2023**.

Being the owner or tenant of the above address, I have received Council's letter dated 05 September 2023 in relation to the proposed roundabout in Fifth Street and The Trongate, Granville intersection and I am in favour of the below option/s.

1. **I support the proposed roundabout in Fifth Street and The Trongate, Granville**

and I raise no objection to the 'No Stopping' signs and other signages as per attached plan

☐

2. **I do not support the proposed roundabout in Fifth Street and The Trongate, Granville**

☒

Further Comments:

(Signed)

Some of the information that is being collected on this form is personnel information for the purposes of the Privacy and Personal Information Protection Act 1998 ("PPPI Act"). This information is being collected by Cumberland City Council's Works and Infrastructure Department for the purposes of ensuring the accuracy of responses to this survey. The supply of the information by you is voluntary. However, if you do not provide the information Council will be unable to include your responses in its determination. The information will be retained by Council and stored in Council's Central Records System and will be kept confidential. You may make an application for access or amendment to your personal information. For more information about your privacy please contact Cumberland City Council's Privacy Contact Officers.

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Welcome *Belong* Succeed

Item No: CTC-24-026

LOCKWOOD STREET, MERRYLANDS – ROAD SAFETY CONCERNS - CONSULTATION

Directorate:	Environment and Planning
Responsible Officer:	Acting Manager Engineering and Building
Electorate:	<i>Granville</i>
Police Area Command (PAC):	<i>Cumberland</i>
Agenda Part	Part 2

Note: *Recommendation to Council*

SUMMARY

Council has received requests from local residents for the installation of traffic calming devices on Lockwood Street, Merrylands due to speeding concerns.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommended that:

- 1. The installation of speed humps on Lockwood Street, Merrylands as per the attached plan be supported.**
- 2. Council notify affected/ concerned residents of the outcome.**

REPORT

Lockwood Street is a local road that runs in a north-south direction with a posted speed limit of 50 km/h. It has a width of approximately 12.8m near Merrylands Road and 10.2m near Walpole Street. Parking is permitted on both sides of the road unless signposted.

Council has received concerns from residents regarding speeding motorists on Lockwood Street, Merrylands between Merrylands Road, and Walpole Street, particularly at the intersection of Lockwood Street and Leeds Street, Merrylands.

The matter was investigated and reported to Cumberland Traffic Committee (CTC) a number of times in the past, a summary of the reports and recommendations are listed below:

February 2018:

CTC considered a report (CTC-18-018) on the speeding concerns in Lockwood Street and recommended that:

1. *The proposed traffic calming devices on Lockwood Street, Merrylands between Merrylands Road and Walpole Street be approved in principle.*
 - i)
2. *The residents in Lockwood Street, Merrylands between Merrylands Road and Walpole Street be consulted, and the result be reported back to the Traffic Committee with a detailed scheme.*
3. *Council will review traffic condition on Lockwood Street, Merrylands between Burnett Street and Walpole Street and a report will be brought back to Cumberland Traffic Committee in November 2018.*

August 2018:

Following the CTC recommendation in February 2018 and Council resolution in March 2028, Council undertook consultation with the residents of Lockwood Street and reported to CTC in August 2018 (CTC-18-127).

The Cumberland Traffic Committee recommended that;

1. *Council design a traffic calming scheme comprising speed humps in accordance with the guidelines and best practice and consult directly affected properties.*
2. *Council report back to traffic committee for consideration of the traffic calming scheme and consultation results.*

February 2019:

Following the CTC recommendation in August 2018, Council undertook consultation with the directly affected and adjacent properties. The matter was reported to CTC in February 2019 (CTC-19-022).

CTC recommended that no further action taken in this matter as residents supporting and objecting the proposed speed humps was evenly matched.

June 2021:

Council received further complaints and CTC considered a report (CTC-21-127) recommended installation of line marking incorporating centre line on Lockwood Street and 'BB' lines at its intersection with Leeds Street.

March 2022:

Council received complaints regarding vehicles failed to give way at the intersection of Lockwood Street and Leeds Street, Merrylands. A report was presented to CTC (CTC-22-053) and Council subsequently approved the installation of 'No Stopping' signs at the intersection of Lockwood Street and Leeds Street.

2 November 2022

Following further complaints regarding the speeding concern in Lockwood Street, CTC considered a report (CTC-22-198).

The Cumberland Traffic Committee recommended that:

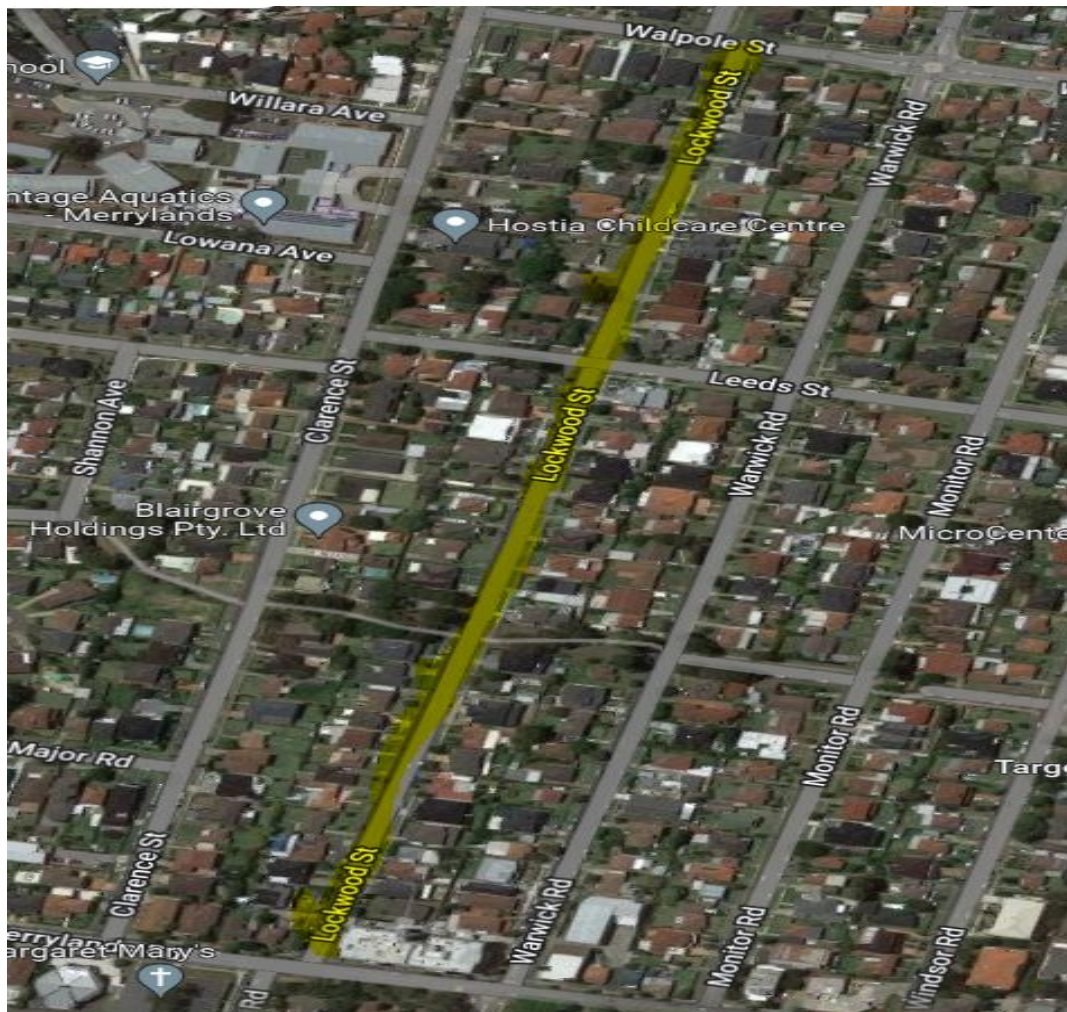
- 1. The information contained in the report be noted.*
- 2. The Cumberland Police Area Command be requested to undertake random speed surveillance in Lockwood Street, Merrylands.*
- 3. The requester to be notified of the outcome.*

2 August 2023:

Due to the increased concerns about the traffic conditions in Lockwood Street, Council at its meeting on 6 September 2023 considered a CTC report of 2 August 2023 (CTC – 23-134) and resolved that:

- 1. The installation of speed humps in Lockwood Street, Merrylands be approved in principle.*
- 2. Council prepare speed hump design and undertake consultation with directly affected and adjacent resident.*
- 3. Council report back to the Traffic Committee the outcomes of consultation on the proposal in February 2024.*
- 4. Residents be notified of the recommendation.*

The map below shows the location / section of Lockwood Street, Merrylands between Merrylands Road, and Walpole Street:



Locality Plan

Following the Council resolution in September 2023 Council undertook consultation with adjacent and directly affected residents of Lockwood Street with a detailed speed hump design. This report summarises the result of the consultation.

A total of 37 letters with an attached survey form and a plan were distributed to the resident/ owners.

Council received 9 responses (24.3% of the total letters sent) by the closing date, 7 responses (77.8%) supported the proposed speed humps, 2 responses (22.2%) opposed to the proposed speed humps.

Out of the total responses received, two submissions indicated concerns at the intersection of Leeds Street and Lockwood Street with vehicles not obeying the road rule and failed to stop at the existing 'Stop' signs on Leeds Street. One submission suggested the installation of roundabout at this intersection.

Based on the above result, it is noted that 24.3% of the residents responded to the survey and majority of the respondents supported the installation of speed humps in Lockwood Street.

The two responses objecting to the proposed speed humps are not directly impacted as the proposed speed humps are not in front of the respondents' properties. Therefore, it is proposed that the provision of speed humps in Lockwood Street, Merrylands be supported.

CONSULTATION

The proposal was notified to the residents in Lockwood Street between Merrylands Road and Walpole Street for a period of 14 days from 13 September 2023 to 27 September 2023.

A total of 37 letters were distributed with an attached survey form and a plan to the residents /owners. There were 9 responses (24.3% of the total letters sent) received by the closing date.

ATTACHMENTS

1. Concept Design [↓](#)
2. Previous Report - CTC-23-134 [↓](#)
3. Submissions [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-026

Attachment 1
Concept Design



DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-026

Attachment 2
Previous Report - CTC-23-134

Item No: CTC-23-134

LOCKWOOD STREET, MERRYLANDS - ROAD SAFETY CONCERNS

RESOLUTION OF LOCAL TRAFFIC COMMITTEE AND RECOMMENDATION TO COUNCIL

That the Local Traffic Committee recommends and Council resolves that:

1. The installation of speed humps in Lockwood Street, Merrylands be approved in principle.
2. Council prepare speed hump design and undertake consultation with directly affected and adjacent residents.
3. Council report back to the Traffic Committee the outcomes of consultation on the proposal in February 2024.
4. Residents be notified of the recommendation.

Moved Mr Chris Worthington, **Seconded** Irene Xu.

REPORT

Lockwood Street is a local road that runs in a north-south direction with a posted speed limit of 50 km/h. It has a width of approximately 12.8m near Merrylands Road and 10.2m near Walpole Street and parking is permitted on both sides of the road unless signposted.

Council has received continues concerns from a local resident regarding road safety on Lockwood Street, Merrylands between Merrylands Road and Walpole Street, particularly the intersection of Lockwood Street and Leeds Street, Merrylands.

The matter was investigated and report to Cumberland Traffic Committee (CTC) in the past, a summary of the reports and recommendations are listed below:

7 February 2018:

CTC considered a report on the speeding concerns in Lockwood Street and recommended that:

1. The proposed traffic calming devices on Lockwood Street, Merrylands between Merrylands Road and Walpole Street be approved in principle.
2. The residents in Lockwood Street, Merrylands between Merrylands Road and Walpole Street be consulted, and the result be reported back to the Traffic Committee with a detailed scheme.
3. Council will review traffic condition on Lockwood Street, Merrylands between Burnett Street and Walpole Street and a report will be brought back to Cumberland Traffic Committee in November 2018.

1 August 2018:

Following the CTC recommendation in February 2018 and Council resolution in March 2028, Council undertook consultation with the residents of Lockwood Street and reported to CTC in August 2018 (CTC-18-127).

The Cumberland Traffic Committee recommended that;

1. Council design a traffic calming scheme comprising speed humps in accordance with the guidelines and best practice and consult directly affected properties.
2. Council report back to traffic committee for consideration of the traffic calming scheme and consultation results.

6 February 2019:

Following the CTC recommendation in August 2018, Council undertook consultation with the directly affected properties. The matter was reported to CTC in February 2019 (CTC-19-022).

CTC recommended that no further action taken in this matter as there was an even amount of support and objection for the proposed speed humps.

2 June 2021:

CTC considered a report (CTC-21-127) following further complaints from a resident and recommended installation of line marking incorporating centre line on Lockwood Street and 'BB' lines at its intersection with Leeds Street.

2 March 2022:

Council considered a report on the intersection of Lockwood Street and Leeds Street, Merrylands (CTC-22-053) and approved the installation of 'No Stopping' signs at the intersection of Lockwood Street and Leeds Street.

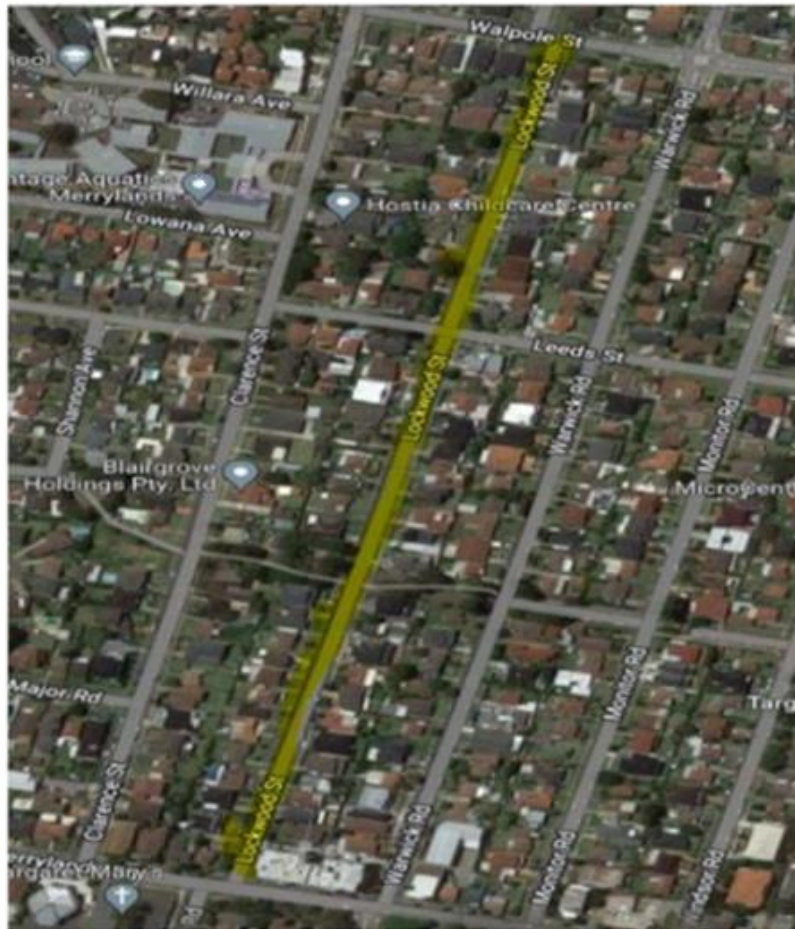
2 November 2022

CTC considered a report (CTC-22-198) following further complaints from a resident regarding speeding concerns in Lockwood Street.

The Cumberland Traffic Committee recommended that;

1. The information contained in the report be noted.
2. The Cumberland Police Area Command be requested to undertake random speed surveillance in Lockwood Street, Merrylands.
3. The requester to be notified of the outcome

Map below shows the location / section of Lockwood Street, Merrylands between Merrylands Road, and Walpole Street:



The latest Centre for Road Safety accident data indicated that there were six (6) reported accidents in Lockwood Street in the last 5 years ending September 2022. Three accidents occurred at the intersection of Lockwood Street and Leeds Street – two accidents related to a vehicle crashed into an object at the straight section of Lockwood Street, and one accident related to failed to stop at the intersection of Lockwood Street and Walpole Street.

Due to the increasing number of accidents, Council undertook consultation with the residents in Lockwood Street in July 2023. A total of 82 letters were distributed with an attached survey form and fact sheet to the residents / owners. There were three (3) different options listed in the survey form:

- Option 1:
I support installation of speed humps on Lockwood Street and I raise no objection to consider my property frontage for placement of a speed hump
- Option 2:
I support the installation of chicanes (angle slow points), and acknowledge the likely loss in available on-street parking and I raise no objection to consider my property frontage for placement of a device

- Option 3:
I do not support installation of any traffic calming in Lockwood Street.

Council received 27 responses (33% of the total letters sent) by the closing date. Out of the 27 responses, 23 responses selected one option out of the three provided options and 4 responses selected more than one option in the survey.

Out of the 23 responses who selected one option, 57% of the respondents supported option 1 (speed humps), 13% of the respondents supported option 2 (chicanes) and 30% of the respondents supported option 3 which opposed to the installation of any traffic calming device.

Out of the 4 responses who selected more than one option in the survey, 3 respondents (75%) supported the installation of traffic calming devices, either speed humps or chicanes, and 1 respondent chose not support any traffic calming device but at the same time selected option 2 (chicane) as preferred option.

A summary of the survey result is provided in Table below.

	Option 1 - Speed hump	Option 2 - Chicanes	Option 3 - Do not support	Total
Responses Received for selecting only one option (Percentage %)	13 (57%)	3 (13%)	7 (30%)	23 (100%)
Responses received for selecting more than one option (Percentage %)	3 (75%%)			4 (100%)
		1 (25%)		

There was also one respondent who supported the installation of speed humps in Lockwood Street but not in front of the resident's property. There were also 6 comments (23.1%) received out of the total 26 responses that suggested a roundabout at the intersection of Lockwood Street and Leeds Street.

Based on the above result, the majority of the respondents supported the installation of traffic calming devices particularly speed humps in Lockwood Street. Therefore, the following is proposed:

1. Installation of speed humps in Lockwood Street be supported in principle.
2. Council to prepare a design and consult with the direct affected and adjacent residents
3. Report the outcomes of consultation to CTC.

CONSULTATION

The proposal was notified to the residents in Lockwood Street between Merrylands Road and Walpole Street for a period of 28 days from 20 June 2023 to 18 July 2023.

A total of 82 letters were distributed with an attached survey form and fact sheet to the residents /owners. There were 27 responses (33% of the total letters sent) received by the closing date.

At the meeting, the Local Traffic committee recommended that Council report back to the Traffic Committee the outcomes of consultation on the proposal in February 2024 and that the residents be notified of the recommendation.

ATTACHMENTS

1. Submissions

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-026

Attachment 3
Submissions

CUMBERLAND
CITY COUNCILRECEIVED
26 SEP 2023

REF: DCTC/2311/82

LOCKWOOD STREET, MERRYLANDS – CONSULTATION FOR PROPOSED SPEED HUMPS

Name: _____

Address: _____ LOCKWOOD STREET, MERRYLANDS NSW 2160

Phone: _____ Mobile: _____

Please indicate your views on the proposed speed humps in Lockwood Street as described in Council's letter dated 12 September 2023 and submit your response by **Wednesday 27 September 2023**.

Being the owner or tenant of the above address, I have received Council's letter dated 12 September 2023 in relation to the proposed speed humps in Lockwood Street and I am in favour of the below option.

1. I support the installation of speed humps on Lockwood Street as per the attached plan. ☒

2. I do not support the installation of speed humps on Lockwood Street ☐
conducting

Comments: THANK YOU FOR ~~THE~~ THIS CONSULTATION
^I AM CONCERNED ABOUT THE OVERSPEEDING DRIVING IN MY ~~THE~~ AREA.

(Signed)

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Welcome Belong Succeed



TITLE: LOCKWOOD ST, MERRYLANDS - PROPOSED SPEED HUMPS

Date: 14/8/23

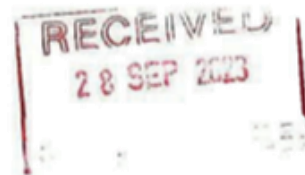
Scale: NTS

File Number:

Drawn By: L.C



CUMBERLAND
CITY COUNCIL



REF: DCTC/2311/82

LOCKWOOD STREET, MERRYLANDS – CONSULTATION FOR PROPOSED SPEED HUMPS

Name: _____

Address: LOCKWOOD ST

Phone: _____ Mobile: _____

Please indicate your views on the proposed speed humps in Lockwood Street as described in Council's letter dated 12 September 2023 and submit your response by **Wednesday 27 September 2023**.

Being the owner or tenant of the above address, I have received Council's letter dated 12 September 2023 in relation to the proposed speed humps in Lockwood Street and I am in favour of the below option.

1. *I support the installation of speed humps on Lockwood Street as per the attached plan.* ☒

2. *I do not support the installation of speed humps on Lockwood Street* ☐

Comments: _____

(Signed)

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ABN 22 798 563 329

Welcome Belong Succeed



REF: DCTC/2311/82

LOCKWOOD STREET, MERRYLANDS – CONSULTATION FOR PROPOSED SPEED HUMPS

Name: _____

Address: _____

LOCKWOOD ST MERRYLANDS 2160

Phone: _____

Mobile: _____

Please indicate your views on the proposed speed humps in Lockwood Street as described in Council's letter dated 12 September 2023 and submit your response by **Wednesday 27 September 2023**.

Being the owner or tenant of the above address, I have received Council's letter dated 12 September 2023 in relation to the proposed speed humps in Lockwood Street and I am in favour of the below option.

1. I support the installation of speed humps on Lockwood Street as per the attached plan. ☒

2. I do not support the installation of speed humps on Lockwood Street ☐

Comments: _____

(Signed) _____

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CUMBERLAND
CITY COUNCIL

REF: DCTC/2311/82

LOCKWOOD STREET, MERRYLANDS – CONSULTATION FOR PROPOSED SPEED HUMPS

Name: _____

Address: Lockwood St, Merrylands NSW 2160

Phone: _____ Mobile: _____

Please indicate your views on the proposed speed humps in Lockwood Street as described in Council's letter dated 12 September 2023 and submit your response by **Wednesday 27 September 2023**.

Being the owner or tenant of the above address, I have received Council's letter dated 12 September 2023 in relation to the proposed speed humps in Lockwood Street and I am in favour of the below option.

1. I support the installation of speed humps on Lockwood Street as per the attached plan. ☒

2. I do not support the installation of speed humps on Lockwood Street ☐

Comments: I would suggest to install two tiny humps
at stop signs at Leeds St too. People just ignore
the stop signs & come straight at the traffic into
Lockwood St. Have witnessed a few ^{accidents} over the years &
a lot of near misses. (Crossing Intersections of Leeds & Lockwood)
Thanks.

(Signed)

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Welcome Belong Succeed



CUMBERLAND
CITY COUNCIL



REF: DCTC/2311/82

LOCKWOOD STREET, MERRYLANDS – CONSULTATION FOR PROPOSED SPEED HUMPS,

Name: _____

Address: _____

Phone: _____

Mobile: _____

Lockwood St Merrylands NSW

N/A

N/A

Please indicate your views on the proposed speed humps in Lockwood Street as described in Council's letter dated 12 September 2023 and submit your response by **Wednesday 27 September 2023**.

Being the owner or tenant of the above address, I have received Council's letter dated 12 September 2023 in relation to the proposed speed humps in Lockwood Street and I am in favour of the below option.

1. I support the installation of speed humps on Lockwood Street as per the attached plan. ☐

2. I do not support the installation of speed humps on Lockwood Street ☒

Comments: _____



(Signed)

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REF: DCTC/2311/82

LOCKWOOD STREET, MERRYLANDS – CONSULTATION FOR PROPOSED SPEED HUMPS

Name: _____

Address Lockwood St Merrylands 2160

Phone: _____ Mobile: _____

Please indicate your views on the proposed speed humps in Lockwood Street as described in Council's letter dated 12 September 2023 and submit your response by **Wednesday 27 September 2023**.

Being the owner or tenant of the above address, I have received Council's letter dated 12 September 2023 in relation to the proposed speed humps in Lockwood Street and I am in favour of the below option.

1. I support the installation of speed humps on Lockwood Street as per the attached plan. ☒

2. I do not support the installation of speed humps on Lockwood Street ☐

Comments: _____

(Signed)

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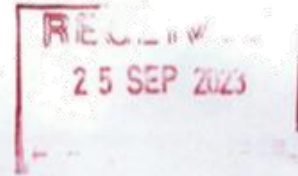
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CUMBERLAND
CITY COUNCIL



REF: DCTC/2311/82

LOCKWOOD STREET, MERRYLANDS – CONSULTATION FOR PROPOSED SPEED HUMPS

Name: _____
Address: LOCKWOOD STREET MERRYLANDS
Phone: _____ Mobile: _____

Please indicate your views on the proposed speed humps in Lockwood Street as described in Council's letter dated 12 September 2023 and submit your response by **Wednesday 27 September 2023**.

Being the owner or tenant of the above address, I have received Council's letter dated 12 September 2023 in relation to the proposed speed humps in Lockwood Street and I am in favour of the below option.

1. *I support the installation of speed humps on Lockwood Street as per the attached plan.* ☒

2. *I do not support the installation of speed humps on Lockwood Street* ☐

Comments: _____

(Signed) _____

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CUMBERLAND
CITY COUNCILRECEIVED
27 SEP 2023

REF: DCTC/2311/82

LOCKWOOD STREET, MERRYLANDS – CONSULTATION FOR PROPOSED SPEED HUMPS

Name: _____

Address: Lockwood Street Merrylands

Phone: _____ Mobile: _____

Please indicate your views on the proposed speed humps in Lockwood Street as described in Council's letter dated 12 September 2023 and submit your response by **Wednesday 27 September 2023**.

Being the owner or tenant of the above address, I have received Council's letter dated 12 September 2023 in relation to the proposed speed humps in Lockwood Street and I am in favour of the below option.

1. I support the installation of speed humps on Lockwood Street as per the attached plan. ☐

2. I do not support the installation of speed humps on Lockwood Street ☒

Comments: I oppose any installation of speed humps in Lockwood Street. The

incidents are all happening on the intersection of Leeds Street + Lockwood St.
The cars travelling on Leeds St are not stopping at the stop sign causing collision in
that area. To solve this problem we need a ROUNDABOUT on Leeds + Lockwood
Street intersection and nothing else!!! There are blind spots on Leeds trying to
turn into Lockwood. Cars are parked too close
to the corner, very hard to see on coming
Cars travelling on Lockwood Street from Leeds! (Signed)

You should consider a ROUNDABOUT NOT SPEED HUMPS!!!
Happy to discuss this with you further.

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CUMBERLAND
CITY COUNCIL

RECEIVED
27 SEP 2023

REF: DCTC/2311/82

LOCKWOOD STREET, MERRYLANDS – CONSULTATION FOR PROPOSED SPEED HUMPS

Name: _____

Address: LOCKWOOD ST

Phone: _____ Mobile: _____

Please indicate your views on the proposed speed humps in Lockwood Street as described in Council's letter dated 12 September 2023 and submit your response by **Wednesday 27 September 2023**.

Being the owner or tenant of the above address, I have received Council's letter dated 12 September 2023 in relation to the proposed speed humps in Lockwood Street and I am in favour of the below option.

1. I support the installation of speed humps on Lockwood Street as per the attached plan. ☒

2. I do not support the installation of speed humps on Lockwood Street ☐

Comments: _____

(Signed)

Some of the information that is being collected on this form is personnel information for the purposes of the Privacy and Personal Information Protection Act 1998 ("PPPI Act"). This information is being collected by Cumberland City Council's Works and Infrastructure Department for the purposes of ensuring the accuracy of responses to this survey. The supply of the information by you is voluntary. However, if you do not provide the information Council will be unable to include your responses in its determination. The information will be retained by Council and stored in Council's Central Records System and will be kept confidential. You may make an application for access or amendment to your personal information. For more information about your privacy please contact Cumberland City Council's Privacy Contact Officers.

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Item No: CTC-24-027

FOWLER ROAD, GUILDFORD WEST - ROAD SAFETY CONCERNS

Directorate:	Environment and Planning
Responsible Officer:	Acting Manager Engineering and Building
Electorate:	<i>Granville</i>
Police Area Command (PAC):	<i>Cumberland</i>
Agenda Part	Part 2

Note: *Recommendation to Council*

SUMMARY

Council has received requests from a local resident for the installation of traffic calming devices on Fowler Road, Guildford West between McCredie Road, and Dennistoun Avenue due to speeding concerns.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends that:

- 1. The installation of traffic calming devices on Fowler Road, Guildford not be supported.**
- 2. Installation of 'BB' Centre line marking replacing the existing 'S1' Separator (dashed) Centre line in Fowler Road between McCredie Road and Dennistoun Avenue be approved.**
- 3. Council review conditions in Fowler Road, Guildford in August 2024, and report back to Traffic Committee if required.**
- 4. Council request Cumberland Police Area Command to undertake speed surveillance in Fowler Road, Guildford West.**
- 5. The concerned resident be notified of the outcome.**

REPORT

Council has received a request from a local resident for the installation of traffic calming devices on Fowler Road, Guildford due to speeding concerns.

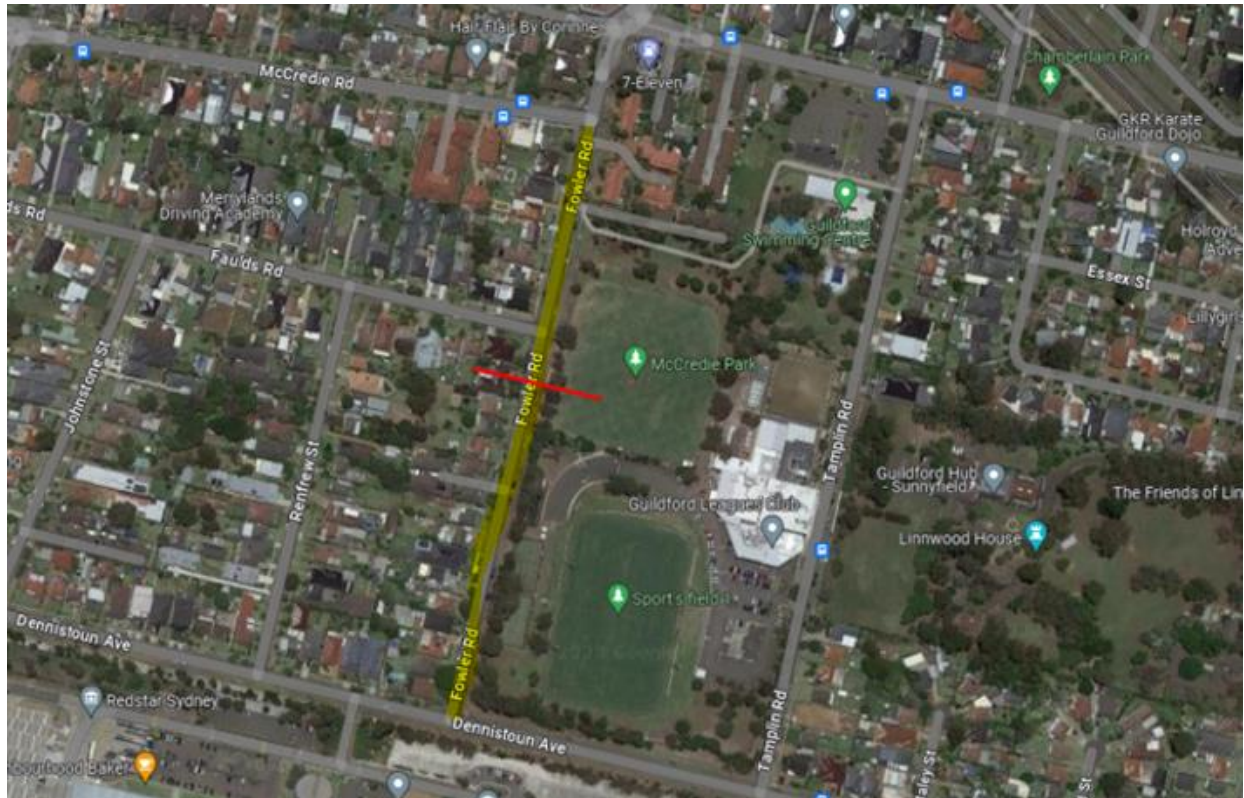
Fowler Road is a local road that runs in a north-south direction with a posted speed limit of 50km/h. The section between McCredie Road and Dennistoun Avenue is approximately 430m long and has a width of approximately 12.3m.

Parking is permitted on both sides of the road unless signposted. McCredie Park is located on the eastern side of this section of Fowler Road.

Fowler Road has 'S1' separator centre line (broken line) and edge lines marked in this section. It has also 'BB' centre lines marked at the intersections. The above line marking was approved by the Traffic Committee in 2020 (CTC-20-024).

A traffic count was undertaken on Fowler Road, Guildford in February 2023.

The traffic count location is shown in red on the map below.



Locality Plan

Traffic Count Data on Fowler Road, Guildford, are provided below:

- Average Daily Traffic (ADT) = 2,626 veh/day
- 85th percentile speed = 59.8 km/h
- Mean (average) vehicle speed = 52.2 km/h

The latest Centre for Road Safety accident data indicated that there were no reported accidents related to speeding at this section of Fowler Road in the last 5 years ending June 2023.

Council officers have investigated the request for the installation of traffic calming devices on Fowler Road in accordance with Council's Local Area Traffic Management (LATM) Policy.

The result of the traffic count and recorded crashes were used in the assessment to determine the need for the installation of traffic calming devices on Fowler Road in accordance with the criteria set out in Council's Local Area Traffic Management Policy (LATM) Policy.

The LATM assessments are summarised in the tables below:

Table 1 – Fowler Road, Merrylands - LATM Assessment Points

Criteria	Maximum Score	Score Achieved
Traffic Study Data	45	25
Crash warrant in the last 5 years	15	0
Road Characteristics	35	12
Community Support & other factors	5	5
Total	100	42

Table 2 – Fowler Road, Guildford– Action

Criteria	Action
>75	Report to TC with a recommendation of providing traffic calming devices
61-75	Report to TC and discuss possibility of providing traffic calming devices
41-60	Council to review traffic data in 6 months
25-40	Monitor street and review traffic data after 12 months
<25	Do Nothing
Speed	That regardless of the total points scored, should the 85th percentile speed exceed the posted speed limit by 5 km/h, the street be referred to the NSW Police for monitoring and/or enforcement.

The traffic count data indicated that the recorded 85th percentile speed was 59.8km/h which is higher than the speed limit of the street. The speed data will be forwarded to Cumberland PAC for enforcement.

Based on the above assessment, traffic calming devices are not warranted in the street. However, it is proposed to convert the existing 'S1' separator (dashed) centre line marking to 'BB' centre line marking which will prevent overtaking manoeuvres and calm the traffic in the street.

Council will also review traffic conditions in Fowler Road in 6 months and report back to Traffic Committee if required.

CONSULTATION

Consultation has not been undertaken as the investigation outlined in the report concludes no action is required.

Future consultation will be undertaken if recommended by the Traffic Committee.

ATTACHMENTS

1. Proposed BB linemarking [↓](#)
2. Previous Report - CTC-20-024 - Fowler Road, Guildford West - proposed Line marking [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-027

Attachment 1
Proposed BB linemarking



**DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-027**

Attachment 2

**Previous Report - CTC-20-024 -
Fowler Road, Guildford West -
proposed Line marking**

Item No: CTC-20-024

FOWLER ROAD, GUILDFORD WEST - PROPOSED LINE MARKING

Responsible Division: Works & Infrastructure
Officer: Traffic Engineer
File Number: GS-294-TP/003
Electorate: *Fairfield*
Police Area Command (PAC): *Cumberland*

SUMMARY

Council has received a request from a local resident requesting Council for the installation of line marking on Fowler Road, Guildford West.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

That the Traffic Committee:

1. **The Cumberland Traffic Committee recommends that the installation of centre and edge line markings on Fowler Road, Guildford West between McCredie Road and Dennistoun Avenue in accordance with the attached plan be approved.**

REPORT

Council has received a request from a local resident requesting Council for the installation of line marking on Fowler Road, Guildford West.

Fowler Road south of McCredie Road is a local road that runs in a north-south direction, it has a width of approximately 11.5m with 50km/h speed limit. Parking is permitted on both sides of the road.

The latest Roads and Maritime Services (RMS) crash data indicates that there were seven (7) crashes reported on Fowler Road between McCredie Road and Dennistoun Avenue (including intersections crashes) within the last 5 years (Road User Movement - RUM codes for the crashes are 10, 21, 71 & 81).

The resident suggested that the installation of line marking would improve safety during sport events at the McCredie Park.

Council's Officers have investigated the request and found that the installation of centre and edge line markings would improve road safety for all road users as the line marking would improve traffic behaviour.

COMMENTS

"[Insert comments here]"

ATTACHMENTS

1. Plan - Fowler Road, Guildford West – Proposed central / edge line marking

DOCUMENTS ASSOCIATED WITH REPORT CTC-20-024

Attachment 1

Plan - Fowler Road, Guildford
West – Proposed central / edge
line marking

Item No: CTC-24-028

OXFORD STREET, BERALA - ROAD SAFETY CONCERNS

Directorate:	Environment and Planning
Responsible Officer:	Acting Manager Engineering and Building
Electorate:	<i>Auburn</i>
Police Area Command (PAC):	<i>Auburn</i>
Agenda Part	Part 2

Note: *Recommendation to Council*

SUMMARY

Council has received requests from a local resident for the installation of traffic calming devices on Oxford Street, Berala due to speeding concerns.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends that:

- 1. The installation of traffic calming devices on Oxford Street, Berala not be supported.**
- 2. Council request Auburn Police Area Command to undertake speed surveillance in Oxford Street, Berala.**
- 3. The concerned resident be notified of the outcome.**

REPORT

Council has received a request from a local resident for the installation of traffic calming devices on Oxford Street, Berala due to speeding concerns.

Oxford Street is a local road that runs in a north-south direction with a posted speed limit of 50km/h. The street is approximately 700m long and has a width of approximately 12.5m. Parking is permitted on both sides of the road unless signposted.

A traffic count was undertaken on Oxford Street, Berala in March 2023.

The traffic count location is shown in red on the map below.



- Average Daily Traffic (ADT) = 924 veh/day
- 85th percentile speed = 55.4 km/h
- Mean (average) vehicle speed = 46.5 km/h

Council officers have investigated the request for the installation of traffic calming devices on Oxford Street in accordance with Council's Local Area Traffic Management (LATM) Policy.

The result of the traffic count and recorded crashes etc. were used in the assessment to determine the need for the installation of traffic calming devices on Oxford Street in accordance with the criteria set out in Council's Local Area Traffic Management Policy (LATM) Policy.

The LATM assessments are summarised in the tables below:

Table 1 – Oxford Street, Berala - LATM Assessment Points

Criteria	Maximum Score	Score Achieved
Traffic Study Data	45	10
Crash warrant in the last 5 years	15	0
Road Characteristics	35	8
Community Support & other factors	5	5
Total	100	23

Table 2 – Oxford Street, Berala– Action

Criteria	Action
>75	Report to TC with a recommendation of providing traffic calming devices
61-75	Report to TC and discuss possibility of providing traffic calming devices
41-60	Council to review traffic data in 6 months
25-40	Monitor street and review traffic data after 12 months
<25	Do Nothing
Speed	That regardless of the total points scored, should the 85th percentile speed exceed the posted speed limit by 5 km/h, the street be referred to the NSW Police for monitoring and/or enforcement.

The traffic count data indicated that the recorded 85th percentile speed was 55.4km/h which is higher than the speed limit of the street. The speed data will be forwarded to Auburn Police Area Command for enforcement.

Based on the above assessment, traffic calming devices are not warranted in the street.

CONSULTATION

Consultation has not been undertaken as the investigation outlined in the report concludes no action is required.

Future consultation will be undertaken if recommended by the Traffic Committee.

ATTACHMENTS

Nil

Item No: CTC-24-029

THE AVENUE, GRANVILLE - ROAD SAFETY CONCERNS

Directorate:	Environment and Planning
Responsible Officer:	Acting Manager Engineering and Building
Electorate:	Granville
Police Area Command (PAC):	Cumberland
Agenda Part	Part 2

Note: *Recommendation to Council*

SUMMARY

Council has received requests from a local resident for the installation of traffic calming devices on The Avenue, Granville due to speeding concerns.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends that:

1. The installation of traffic calming devices on The Avenue, Granville not be supported.
2. Council review conditions in The Avenue, Granville in February 2025, and report back to Traffic Committee if required.
3. The concerned resident be notified of the outcome.

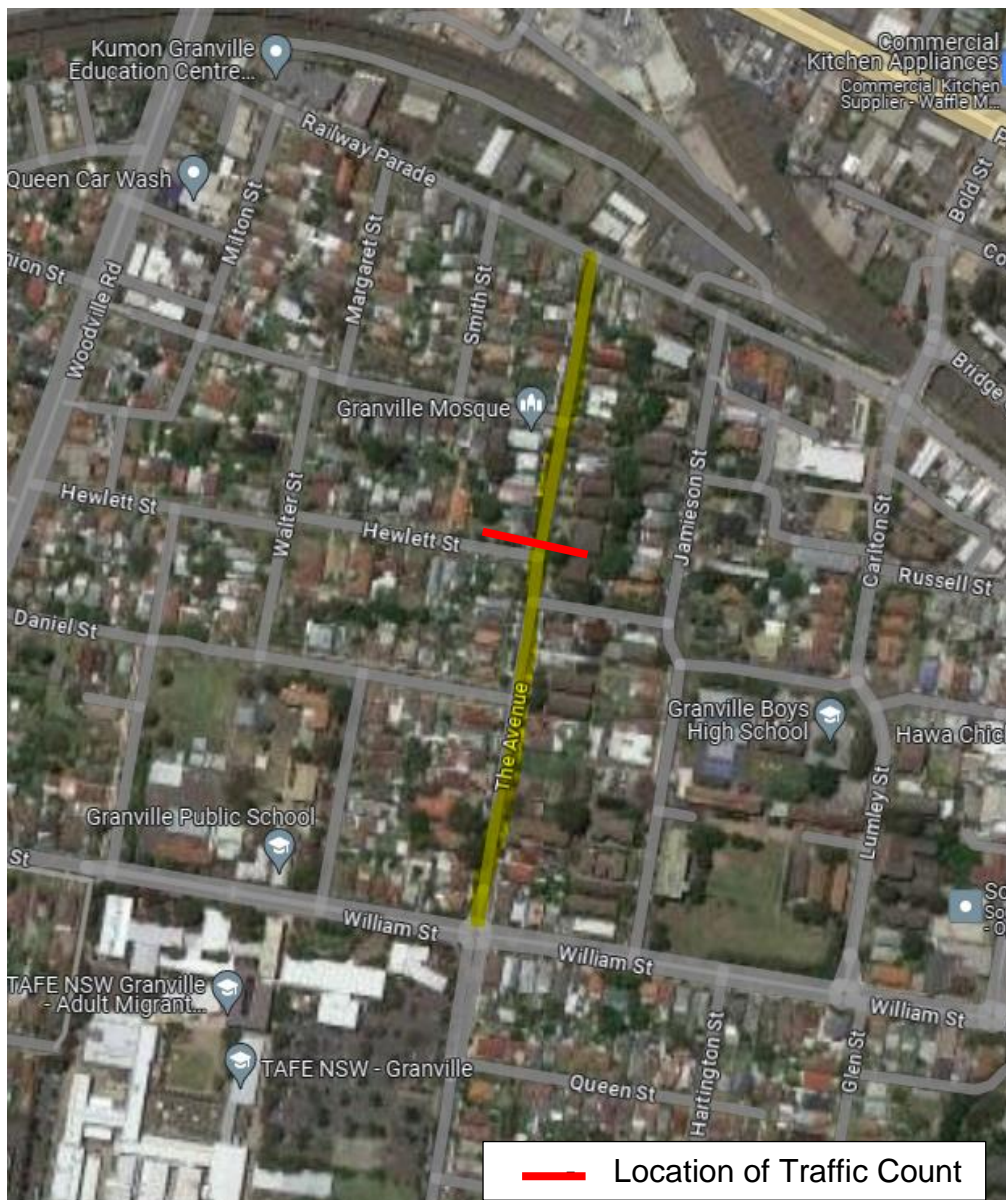
REPORT

Council has received a request from a local resident for the installation of traffic calming devices on The Avenue, Granville due to speeding concerns.

The Avenue is a local road that runs in a north-south direction with a posted speed limit of 50km/h. The street is approximately 1.2 km long, and the section of interest is between William Street and Railway Parade which is approximately 480m long with a width of approximately 12m. Parking is permitted on both sides of the road unless signposted.

The concerned section is within a close proximity of Granville Public School, Granville Boys High School and Western Sydney Institute TAFE. Currently there is an existing roundabout at the intersection of The Avenue and William Street.

A traffic count was undertaken on The Avenue, Granville in August 2023. The traffic count location is shown in red on the map below.



Locality Plan

Traffic Count Data on The Avenue, Granville is provided below:

- Average Daily Traffic (ADT) = 2,588 veh/day,
- 85th percentile speed = 54.2 km/h,
- Mean (average) vehicle speed = 45.2 km/h.

The latest Centre for Road Safety crash data indicated that there were no reported crashes related to speeding at this section of The Avenue in the last 5 years ending June 2023.

Council officers have investigated the request for the installation of traffic calming devices on The Avenue in accordance with Council's Local Area Traffic Management (LATM) Policy.

The result of the traffic count and recorded crashes were used in the assessment to determine the need for the installation of traffic calming devices on The Avenue in accordance with the criteria set out in Council's Local Area Traffic Management Policy (LATM) Policy.

The LATM assessments are summarised in the tables below:

Table 1 – The Avenue, Granville - LATM Assessment Points

Criteria	Maximum Score	Score Achieved
Traffic Study Data	45	15
Crash warrant in the last 5 years	15	0
Road Characteristics	35	10
Community Support & other factors	5	5
Total	100	30

Table 2 – The Avenue, Granville– Action

Criteria	Action
>75	Report to TC with a recommendation of providing traffic calming devices
61-75	Report to TC and discuss possibility of providing traffic calming devices
41-60	Council to review traffic data in 6 months
25-40	Monitor street and review traffic data after 12 months
<25	Do Nothing
Speed	That regardless of the total points scored, should the 85th percentile speed exceed the posted speed limit by 5 km/h, the street be referred to the NSW Police for monitoring and/or enforcement.

The traffic count data indicated that the recorded 85th percentile speed was 54.2 km/h which is within acceptable range for a local street with a 50 km/h speed limit.

Based on the above assessment, traffic calming devices are not warranted in the street. Council will review traffic conditions in The Avenue in 12 months and report back to Traffic Committee if required.

CONSULTATION

Consultation has not been undertaken as the investigation outlined in the report concludes no action is required.

Future consultation will be undertaken if recommended by the Traffic Committee.

ATTACHMENTS

Nil

Item No: CTC-24-030

WOMBAT STREET, PEMULWUY - ROAD SAFETY CONCERNS

Directorate:	Environment and Planning
Responsible Officer:	Acting Manager Engineering and Building
Electorate:	<i>Prospect</i>
Police Area Command (PAC):	<i>Cumberland</i>
Agenda Part	Part 2

Note: *Recommendation to Council*

SUMMARY

Council has received requests from a local resident for the installation of traffic calming devices on Wombat Street, Pemulwuy due to speeding concerns.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends that:

- 1. The installation of traffic calming devices on Wombat Street, Pemulwuy not be supported.**
- 2. Council review conditions in Wombat Street, Pemulwuy and report back to the Traffic Committee in February 2025 if required.**
- 3. Council notify concerned residents with the outcome.**

REPORT

Council has received requests from a local resident for the installation of traffic calming devices on Wombat Street, Pemulwuy due to speeding concerns.

Wombat Street is a local road runs in east-west directions from Clunies Ross Street to Nijong Drive. The street is approximately 250m long and has a width of approximately 9m including a 2m wide median island between the existing travel lanes. Indented parking bays are provided on both sides of the road.

Council approved and subsequently installed two sets of speed cushions in Wombat Street between Muttong Street and Nijong Drive in 2017. The resident claimed that the existing cushions only slows down smaller cars, but buses and trucks are speeding consistently in this street.

Council officers have investigated the request and a traffic count was ordered in October 2023. The traffic count location is shown in red on the map below.



Locality Plan

The latest Centre for Road Safety crash data indicated that there were no reported crashes in Wombat Street in the 5 years ending June 2023.

The results of the traffic count indicated the following:

	Eastbound	Westbound
Average Daily Traffic (ADT) (veh/day)	1,671	1,479
85th percentile speed (km/h)	42.3	43.2
Mean vehicle speed (km/h)	36.3	37.6

Recorded 85 th %tile speeds	Vehicle classes		
	TB2 (Two axle truck or Bus)	TB3 (Three axle truck or Bus)	T4 and above (≥Four axle truck)
Eastbound			
<50 km/h	98.2%	100%	100%
>50 km/h	1.8%	0%	0%
Westbound			
<50 km/h	98.7%	100%	100%
>50 km/h	1.3%	0%	0%

The result of the traffic count and recorded crashes were used in the assessment to determine the need for the further installation of traffic calming devices on Wombat Street in accordance with the criteria set out in Council's Local Area Traffic Management Policy (LATM) Policy.

The LATM assessments are summarised in the tables below:

Table 1 – Wombat Street - LATM Assessment Points

Criteria	Maximum Score	Score Achieved - Eastbound	Score Achieved - Westbound
Traffic Study Data	45	10	10
Crash warrant in the last 5 years	15	0	0
Road Characteristics	35	12	12
Community Support & other factors	5	5	5
Total	100	27	27

Table 2 – Wombat Street – Action

Criteria	Action
>75	Report to TC with a recommendation of providing traffic calming devices
61-75	Report to TC and discuss possibility of providing traffic calming devices
41-60	Council to review traffic data in 6 months
25-40	Monitor street and review traffic data after 12 months
<25	Do Nothing
Speed	That regardless of the total points scored, should the 85th percentile speed exceed the posted speed limit by 5 km/h, the street be referred to the NSW Police for monitoring and/or enforcement.

The traffic count indicated that the recorded 85th percentile speed were between 42.3km/h to 43.2 km/h which is below the speed limit of the street. The majority of the heavy vehicles are driven below the default speed limit.

Based on the above assessment, additional traffic calming devices are not warranted in the street. Therefore, the request for the installation of traffic calming devices/ speed humps on Wombat Street cannot be supported.

Council will review traffic conditions in Wombat Street in 12 months and report back to the Traffic Committee if required.

CONSULTATION

Consultation has not been undertaken as the investigation outlined in the report concludes no action is required.

Future consultation will be undertaken if recommended by the Traffic Committee.

ATTACHMENTS

Nil

Item No: CTC-24-031

HUNT STREET , GUILDFORD WEST - ROAD SAFETY CONCERNS

Directorate:	Environment and Planning
Responsible Officer:	Acting Manager Engineering and Building
Electorate:	Granville
Police Area Command (PAC):	Cumberland
Agenda Part	Part 2

Note: *Recommendation to Council*

SUMMARY

Council has received requests from a local resident for the installation of traffic calming devices on Hunt Street, Guildford West due to speeding concerns.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends that:

- 1. The installation of traffic calming devices on Hunt Street, Guildford West not be supported.**
- 2. Council review conditions in Hunt Street, Guildford West in February 2025, and report back to Traffic Committee if required.**
- 3. Council request Cumberland Police Area Command to undertake speed surveillance in Hunt Street, Guildford West.**
- 4. The concerned resident be notified of the outcome.**

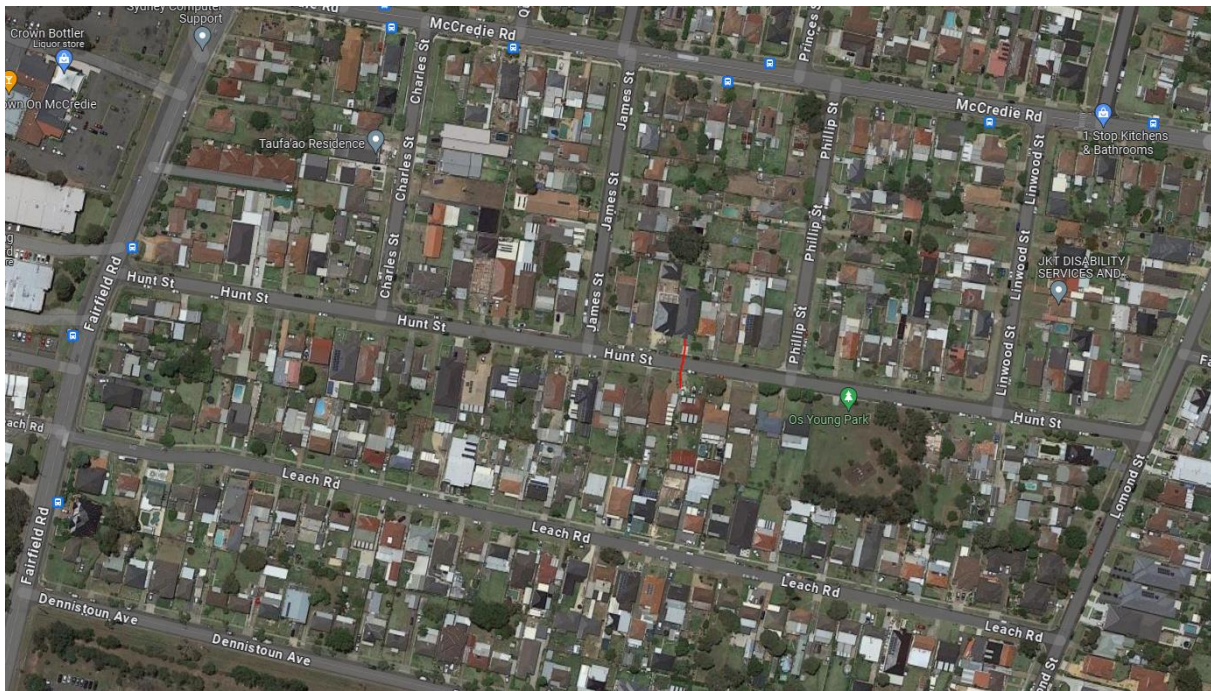
REPORT

Council has received a request from a local resident for the installation of traffic calming devices on Hunt Street, Guildford West due to speeding concerns.

Hunt Street is a local road that runs in an east-west direction with a default speed limit of 50km/h. The street is approximately 580m long and has a width of approximately 10.4m. Parking is permitted on both sides of the road unless signposted.

A traffic count was undertaken on Hunt Street, Guildford West in June 2023.

The traffic count location is shown in red on the map below.



Locality Plan

Traffic Count Data on Hunt Street, Guildford West is provided below:

- Average Daily Traffic (ADT) = 762 veh/day,
- 85th percentile speed = 57 km/h,
- Mean (average) vehicle speed = 46.8 km/h.

The latest Centre for Road Safety Crash data indicated that there were no reported speeding related crashes on Hunt Street in the last 5 years ending June 2023.

Council officers have investigated the request for the installation of traffic calming devices on Hunt Street in accordance with Council's Local Area Traffic Management (LATM) Policy.

The result of the traffic count and recorded crashes were used in the assessment to determine the need for the installation of traffic calming devices on Hunt Street in accordance with the criteria set out in Council's Local Area Traffic Management Policy (LATM) Policy.

The LATM assessments are summarised in the tables below:

Table 1 – Hunt Street, Guildford West - LATM Assessment Points

Criteria	Maximum Score	Score Achieved
Traffic Study Data	45	15
Crash warrant in the last 5 years	15	0
Road Characteristics	35	15
Community Support & other factors	5	5
Total	100	35

Table 2 – Hunt Street, Guildford West– Action

Criteria	Action
>75	Report to TC with a recommendation of providing traffic calming devices
61-75	Report to TC and discuss possibility of providing traffic calming devices
41-60	Council to review traffic data in 6 months
25-40	Monitor street and review traffic data after 12 months
<25	Do Nothing
Speed	That regardless of the total points scored, should the 85th percentile speed exceed the posted speed limit by 5 km/h, the street be referred to the NSW Police for monitoring and/or enforcement.

The traffic count data indicated that the recorded 85th percentile speed was 57km/h which is higher than the speed limit of the street. The speed data will be forwarded to Cumberland Police Area Command for enforcement.

Based on the above assessment, traffic calming devices are not warranted in the street. Council will review traffic conditions in Hunt Street in 12 months and report back to the Traffic Committee if required.

CONSULTATION

Consultation has not been undertaken as the investigation outlined in the report concludes no action is required.

Future consultation will be undertaken if recommended by the Traffic Committee.

ATTACHMENTS

Nil

Item No: CTC-24-032

THE ESPLANADE, GUILDFORD - ROAD SAFETY CONCERNS

Directorate:	Environment and Planning
Responsible Officer:	Acting Manager Engineering and Building
Electorate:	Granville
Police Area Command (PAC):	Cumberland
Agenda Part	Part 2

Note: *Recommendation to Council*

SUMMARY

Council has received requests from a local resident for the installation of traffic calming devices on The Esplanade, Guildford due to speeding concerns.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends that:

- 1. The installation of traffic calming devices on The Esplanade, Guildford not be supported.**
- 2. Council review conditions in The Esplanade, Guildford in February 2025, and report back to Traffic Committee if required.**
- 3. Council request Cumberland Police Area Command to undertake speed surveillance in The Esplanade, Guildford.**
- 4. The concerned resident be notified of the outcome.**

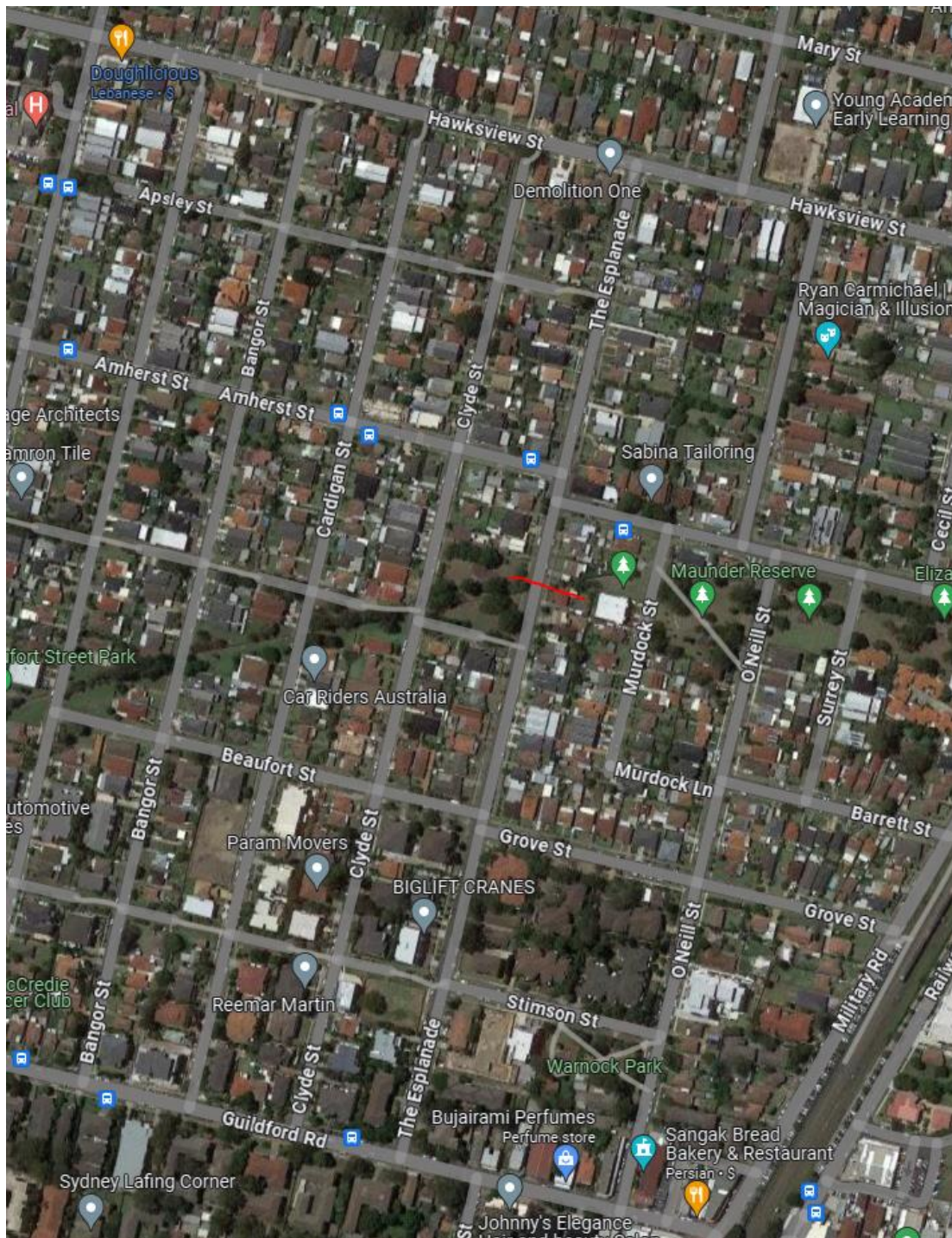
REPORT

Council has received requests from a local resident for the installation of traffic calming devices on The Esplanade, Guildford due to speeding concerns.

The Esplanade is a local road that runs in a north-south direction between Guildford Road and Hawksview Street with a default speed limit of 50km/h. The street is approximately 750m long and has a width of approximately 12.7m. Parking is permitted on both sides of the road unless signposted otherwise. The Esplanade has 'Left Turn Only' signs and a triangular island at its intersection with Hawksview Street.

A traffic count was undertaken on The Esplanade, Guildford in September 2023.

The traffic count location is shown in red on the map below.



Locality Plan

Traffic Count Data on The Esplanade, Guildford is provided below:

- Average Daily Traffic (ADT) = 1,261 veh/day
- 85th percentile speed = 57.1 km/h
- Mean (average) vehicle speed = 49 km/h

The latest Centre for Road Safety accident data indicated that there were no reported accidents related to speeding on The Esplanade in the last 5 years ending June 2023.

Council officers have investigated the request for the installation of traffic calming devices on The Esplanade in accordance with Council's Local Area Traffic Management (LATM) Policy.

The result of the traffic count and recorded crashes were used in the assessment to determine the need for the installation of traffic calming devices on The Esplanade in accordance with the criteria set out in Council's Local Area Traffic Management Policy (LATM) Policy.

The LATM assessments are summarised in the tables below:

Table 1 – The Esplanade, Guildford - LATM Assessment Points

Criteria	Maximum Score	Score Achieved
Traffic Study Data	45	20
Crash warrant in the last 5 years	15	0
Road Characteristics	35	10
Community Support & other factors	5	5
Total	100	35

Table 2 – The Esplanade, Guildford– Action

Criteria	Action
>75	Report to TC with a recommendation of providing traffic calming devices
61-75	Report to TC and discuss possibility of providing traffic calming devices
41-60	Council to review traffic data in 6 months
25-40	Monitor street and review traffic data after 12 months
<25	Do Nothing
Speed	That regardless of the total points scored, should the 85th percentile speed exceed the posted speed limit by 5 km/h, the street be referred to the NSW Police for monitoring and/or enforcement.

The traffic count data indicated that the recorded 85th percentile speed was 57.1km/h which is higher than the speed limit of the street. The speed data will be forwarded to Cumberland Police Area Command for enforcement.

Based on the above assessment, traffic calming devices are not warranted in the street. Council will review traffic conditions in The Esplanade in 6 months and report back to the Traffic Committee if required.

CONSULTATION

Consultation has not been undertaken as the investigation outlined in the report concludes no action is required.

Future consultation will be undertaken if recommended by the Traffic Committee.

ATTACHMENTS

Nil

Item No: CTC-24-033

VILLIERS STREET, MERRYLANDS - ROAD SAFETY CONCERNS

Directorate:	Environment and Planning
Responsible Officer:	Acting Manager Engineering and Building
Electorate:	<i>Granville</i>
Police Area Command (PAC):	<i>Cumberland</i>
Agenda Part	Part 2

Note: *Recommendation to Council*

SUMMARY

Council has received requests from a local resident for the installation of traffic calming devices on Villiers Street, Merrylands due to speeding concerns.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends that:

- 1. The installation of traffic calming devices on Villiers Street, Merrylands not be supported.**
- 2. Council request Cumberland Police Area Command to monitor the street during School Zone times.**
- 3. The concerned resident be notified of the outcome.**

REPORT

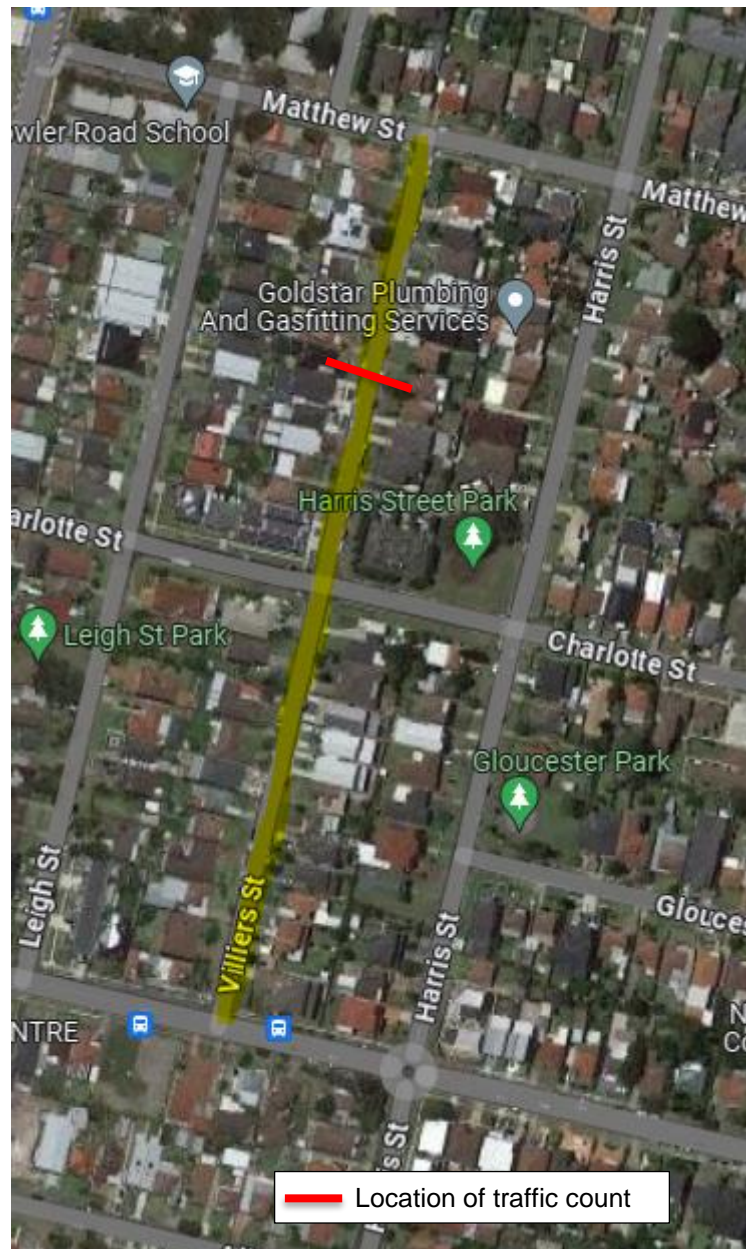
Council has received requests from a local resident for the installation of traffic calming devices on Villiers Street, Merrylands due to speeding concerns.

Villiers Street is a local road that runs in a north-south direction with a posted speed limit of 50km/h. The street is approximately 380m long and has a width of approximately 10m. Parking is permitted on both sides of the road in accordance with Road Rules unless signposted otherwise.

Currently, there is a school zone on the northern end of Villiers Street near Matthew Street, with a 40km/h speed limit applicable during school hours.

A traffic count was undertaken on Villiers Street, Merrylands in June 2023.

The traffic count location is shown in red on the map below.



Locality Plan

Traffic Count Data on Villiers Street, Merrylands is provided below:

- Average Daily Traffic (ADT) = 392 veh/day
- 85th percentile speed = 48.4 km/h
- Mean (average) vehicle speed = 36.5 km/h

The latest Centre for Road Safety crash data indicated that there were no reported crashes on Villiers Street in the last 5 years ending June 2023 in relation to speeding.

Council officers have investigated the request for the installation of traffic calming devices on Villiers Street in accordance with Council's Local Area Traffic Management (LATM) Policy.

The result of the traffic count and recorded crashes were used in the assessment to determine the need for the installation of traffic calming devices on Villiers Street in accordance with the criteria set out in Council's Local Area Traffic Management Policy (LATM) Policy.

The LATM assessments are summarised in the tables below:

Table 1 – Villiers Street, Merrylands - LATM Assessment Points

Criteria	Maximum Score	Score Achieved
Traffic Study Data	45	0
Crash warrant in the last 5 years	15	0
Road Characteristics	35	11
Community Support & other factors	5	5
Total	100	16

Table 2 – Villiers Street, Merrylands– Action

Criteria	Action
>75	Report to TC with a recommendation of providing traffic calming devices
61-75	Report to TC and discuss possibility of providing traffic calming devices
41-60	Council to review traffic data in 6 months
25-40	Monitor street and review traffic data after 12 months
<25	Do Nothing
Speed	That regardless of the total points scored, should the 85th percentile speed exceed the posted speed limit by 5 km/h, the street be referred to the NSW Police for monitoring and/or enforcement.

The traffic count data indicated that the recorded 85th percentile speed is 48.4 km/h, which is below the default speed limit. The count was taken outside the School Zone; however, the recorded 85th percentile speed is high compared to the School Zone speed limit. It is proposed that Council request Cumberland PAC to monitor the street during school times.

Based on the above assessment, traffic calming devices are not warranted in the street.

CONSULTATION

Consultation has not been undertaken as the investigation outlined in the report concludes no action is required.

Future consultation will be undertaken if recommended by the Traffic Committee.

ATTACHMENTS

Nil

Item No: CTC-24-034

ELM ROAD, AUBURN - ROAD SAFETY CONCERNS

Directorate:	Environment and Planning
Responsible Officer:	Acting Manager Engineering and Building
Electorate:	<i>Auburn</i>
Police Area Command (PAC):	<i>Auburn</i>
Agenda Part	Part 2

Note: *Recommendation to Council*

SUMMARY

Council has received a petition from the local residents for the installation of traffic calming devices on Elm Road, Auburn due to speeding concerns.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends that:

- 1. The installation of traffic calming devices on Elm Road, Auburn not be supported.**
- 2. The concerned residents be notified of the outcome.**

REPORT

Council has received a petition from the residents for the installation of traffic calming devices on Elm Road, Auburn due to speeding concerns.

Elm Road is a local road that runs in an east- west direction with a posted speed limit of 50km/h. The street is approximately 950m long and has a width of approximately 12.5m. The section of interest is between Gordon Road and Park Road, as the residents raised concerns regarding this section of Elm Road. This section of Elm Road approximately 200m long and parking is permitted on both sides of the road unless signposted otherwise.

Elm Road intersections with Gordon Road and Park Road are controlled by the existing 'Stop' signs with priority to Park Road and Gordon Road.

A traffic count was undertaken on Elm Road, Auburn between Gordon Road and Park Road in November 2023.

The traffic count location is shown in red on the map below.



Locality Plan

Traffic Count Data on Elm Road, Auburn is provided below:

- Average Daily Traffic (ADT) = 629 veh/day
- 85th percentile speed = 50.9 km/h
- Mean (average) vehicle speed = 41 km/h

The latest Centre for Road Safety crash data indicated that there was one reported crash on Elm Road in the last 5 years ending June 2023 as shown in Table below. This crash is an intersection crash at the intersection of Elm Road and Gordon Road.

Date	Location	Description
12/02/2022	Intersection of Elm Road and Gordon Road, Auburn	Vehicle failed to stop

Council officers have investigated the request for the installation of traffic calming devices on Elm Road in accordance with Council's Local Area Traffic Management (LATM) Policy.

The result of the traffic count and recorded crashes were used in the assessment to determine the need for the installation of traffic calming devices on Elm Road in accordance with the criteria set out in Council's Local Area Traffic Management Policy (LATM) Policy.

The LATM assessments are summarised in the tables below:

Table 1 – Elm Road, Auburn - LATM Assessment Points

Criteria	Maximum Score	Score Achieved
Traffic Study Data	45	5
Crash warrant in the last 5 years	15	5
Road Characteristics	35	8
Community Support & other factors	5	5
Total	100	23

Table 2 – Elm Road, Auburn– Action

Criteria	Action
>75	Report to TC with a recommendation of providing traffic calming devices
61-75	Report to TC and discuss possibility of providing traffic calming devices
41-60	Council to review traffic data in 6 months
25-40	Monitor street and review traffic data after 12 months
<25	Do Nothing
Speed	That regardless of the total points scored, should the 85th percentile speed exceed the posted speed limit by 5 km/h, the street be referred to the NSW Police for monitoring and/or enforcement.

The traffic count data indicated that the recorded 85th percentile speed is 50.9 km/h, which is within the acceptable range for a local street with a 50 km/h speed limit.

Based on the above assessment, traffic calming devices are not warranted in the street. Council will continue to monitor traffic conditions in Elm Road, Auburn.

CONSULTATION

Consultation has not been undertaken as the investigation outlined in the report concludes no action is required.

Future consultation will be undertaken if recommended by the Traffic Committee.

ATTACHMENTS

1. Petition from residents [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-034

Attachment 1
Petition from residents

Dear whom it may concern,

My name is _____ Elm Road, Auburn NSW 2144. I am writing to officially make a request for speed humps to be placed throughout my street due to the number of drivers constantly speeding.

Many major road accidents occur due to vehicles exceeding the set speed limit. There is an intersection at the end of my road (Park Road, Auburn) and drivers find it difficult to slow down at the stop sign. We witnessed two separate accidents just over the last month.

I request for speed humps to be placed throughout Elm Road, Speed humps are a physical barrier which restricts the capacity of a driver to pass the set speed limit, and therefore I believe will improve our road safety for all road users, especially pedestrians, and cyclists.

This is a safety matter for an entire community. Elm Road is a quiet and long road; therefore, it is the perfect space for car enthusiasts to test their new gear. I am subject to sports cars speeding with loud exhausts, young adults gathering to watch their friends speed, and I am mostly concerned for my children when they come to visit me.

I have considered my neighbours opinions in this matter and have asked them to sign below if they agreed.

Please contact me if you require further information.

Regards,



REFERRED TO:

~~3 OCT 2023~~

File No:

~~CUMBERLAND COUNCIL~~

CUMBERLAND COUNCIL

File No:

3 OCT 2023

REFERRED TO:

1

Item No: CTC-24-035

HILLTOP ROAD, MERRYLANDS - ROAD SAFETY CONCERNS

Directorate:	Environment and Planning
Responsible Officer:	Acting Manager Engineering and Building
Electorate:	<i>Granville</i>
Police Area Command (PAC):	<i>Cumberland</i>
Agenda Part	Part 2

Note: *Recommendation to Council*

SUMMARY

Council has received requests from local residents for the installation of traffic calming devices on Hilltop Road, Merrylands between Coleman Street and Burnett Street due to speeding concerns.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends that:

- 1. The installation of traffic calming devices on Hilltop Road, Merrylands between Coleman Street and Burnett Street not be supported.**
- 2. Council review conditions in Hilltop Road, Merrylands in August 2024, and report back to Traffic Committee if required.**
- 3. The concerned residents be notified of the outcome.**

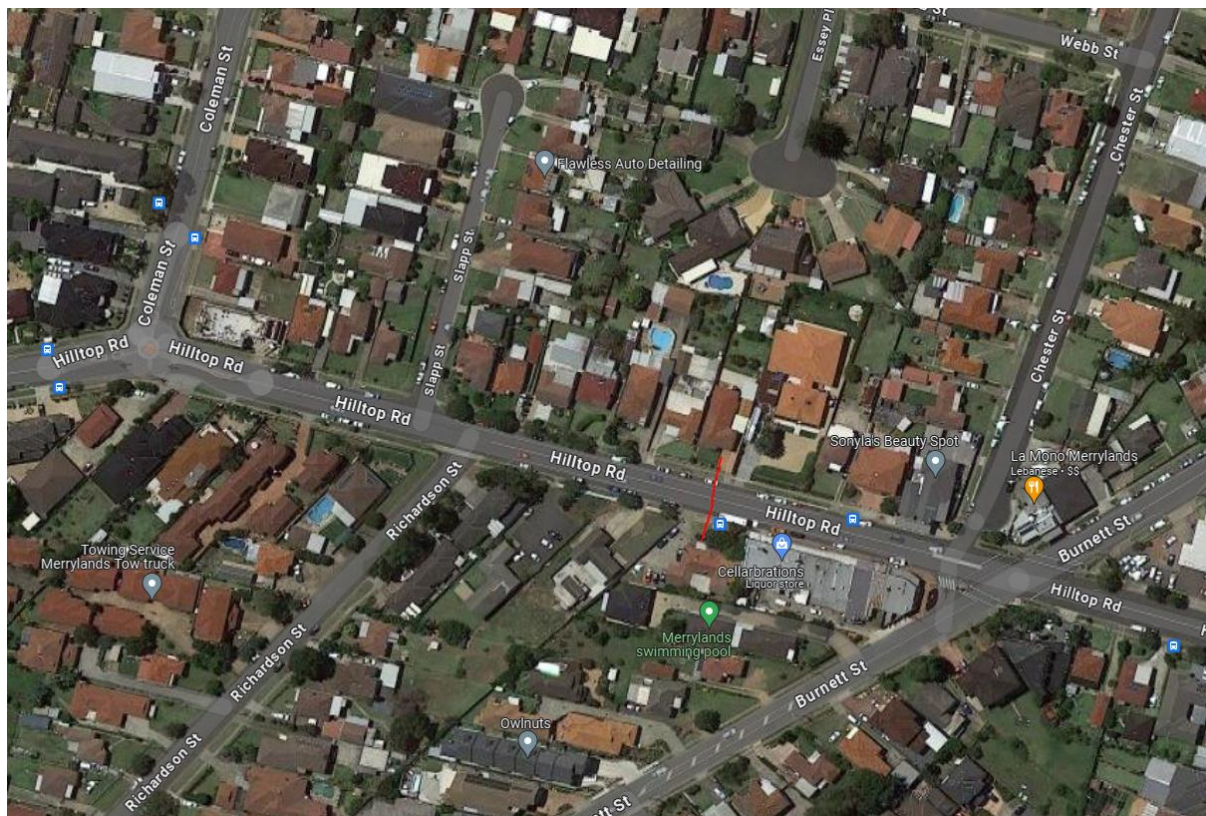
REPORT

Council has received requests from local residents for the installation of traffic calming devices on Hilltop Road, Merrylands between Coleman Street and Burnett Street due to speeding concerns.

Hilltop Road is a collector road that runs in an east-west direction with a default speed limit of 50km/h. The section between Coleman Street and Burnett Street is approximately 300m long and has a width of approximately 12.8m. Parking is permitted on both sides of the road unless signposted. 'BB' lines and edge lines have been provided in this section of Hilltop Road. There are two childcare centres in this section of Hilltop Road. The intersection of Hilltop Road & Burnett Street is controlled by traffic signals and the Hilltop Road intersection with Coleman Street is roundabout controlled.

A traffic count was undertaken on Hilltop Road, Merrylands in March 2023.

The traffic count location is shown in red on the map below.



Locality Plan

Traffic Count Data on Hilltop Road, Merrylands is provided below:

- Average Daily Traffic (ADT) = 11,444 veh/day
- 85th percentile speed = 48.4 km/h
- Mean (average) vehicle speed = 36.5 km/h

The latest Centre for Road Safety crash data indicated that there was 1 reported crash on Hilltop Road between Coleman Avenue and Burnett Street in the last 5 years ending June 2023 as shown in Table below. The crash is in relation to speeding where a vehicle lost control and hit an object.

Date	Location	Description
02/09/2020	Hilltop Road between Coleman Avenue and Burnett Street, Merrylands	Vehicle lost control

Council officers have investigated the request for the installation of traffic calming devices on Hilltop Road in accordance with Council's Local Area Traffic Management (LATM) Policy.

The result of the traffic count and recorded crashes were used in the assessment to determine the need for the installation of traffic calming devices on Hilltop Road in accordance with the criteria set out in Council's Local Area Traffic Management Policy (LATM) Policy.

The LATM assessments are summarised in the tables below:

Table 1 – Hilltop Road, Merrylands - LATM Assessment Points

Criteria	Maximum Score	Score Achieved
Traffic Study Data	45	15
Crash warrant in the last 5 years	15	5
Road Characteristics	35	20
Community Support & other factors	5	5
Total	100	45

Table 2 – Hilltop Road, Merrylands– Action

Criteria	Action
>75	Report to TC with a recommendation of providing traffic calming devices
61-75	Report to TC and discuss possibility of providing traffic calming devices
41-60	Council to review traffic data in 6 months
25-40	Monitor street and review traffic data after 12 months
<25	Do Nothing
Speed	That regardless of the total points scored, should the 85th percentile speed exceed the posted speed limit by 5 km/h, the street be referred to the NSW Police for monitoring and/or enforcement.

The traffic count data indicated that the recorded 85th percentile speed is 48.4 km/h, which is below the default speed limit.

Based on the above assessment, traffic calming devices are not warranted in the street. Council will review traffic conditions in Hilltop Road in 6 months and report back to Traffic Committee if required.

CONSULTATION

Consultation has not been undertaken as the investigation outlined in the report concludes no action is required.

Future consultation will be undertaken if recommended by the Traffic Committee.

ATTACHMENTS

Nil

Item No: CTC-24-036

LANEWAY BETWEEN VAUGHAN STREET AND FREITAS LANE, LIDCOMBE – PROPOSED TO CONVERT THE LANEWAY TO ONE-WAY TRAFFIC FLOW

Directorate:	Environment and Planning
Responsible Officer:	Acting Manager Engineering and Building
Electorate:	<i>Auburn</i>
Police Area Command (PAC):	<i>Auburn</i>
Agenda Part	Part 2

Note: *Recommendation to Council*

SUMMARY

Council has received a request to formalise land dedication and construction of the new laneway between Vaughan Street and Freitas Lane as a one-way arrangement.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

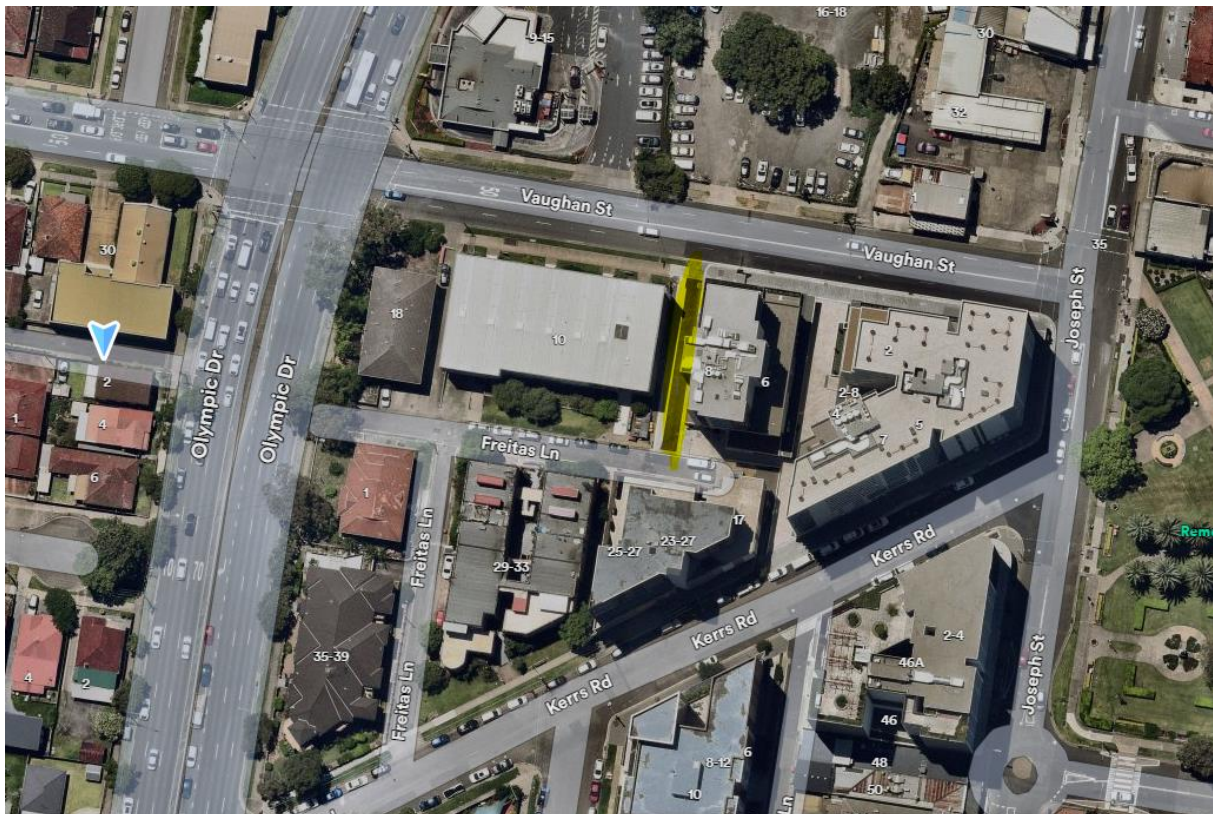
The Traffic Committee recommends that the laneway between Vaughan Street and Freitas Lane, Lidcombe be signposted as one-way in northbound direction in accordance with the attached plan.

REPORT

The laneway located between No. 8 and 10 Vaughan Street serves as a connection between Vaughan Street and Freitas Lane. It runs in a north-south direction with an approximate carriageway width of 3.5m proposed to allow a single lane of traffic.

Freitas Lane has access from Kerrs Road with two-way traffic movement.

The map below shows the location of the laneway, which is a new construction as part of the new development in the Lidcombe Town Centre.



Locality Plan

It is noted that vehicles will not be able to turn right from Vaughan Street into the laneway due to the constant westbound traffic flow at this section of Vaughan Street. The one-way northbound arrangement will prevent waiting traffic on Vaughan Street.

The queuing traffic caused by this right turn movement has impacted on the traffic flow at the signalised intersection of Olympic Drive and Vaughan Street.

CONSULTATION

Consultation is not required as the laneway is newly constructed to open to the public to allow one lane of traffic to merge with Vaughan Street westbound traffic.

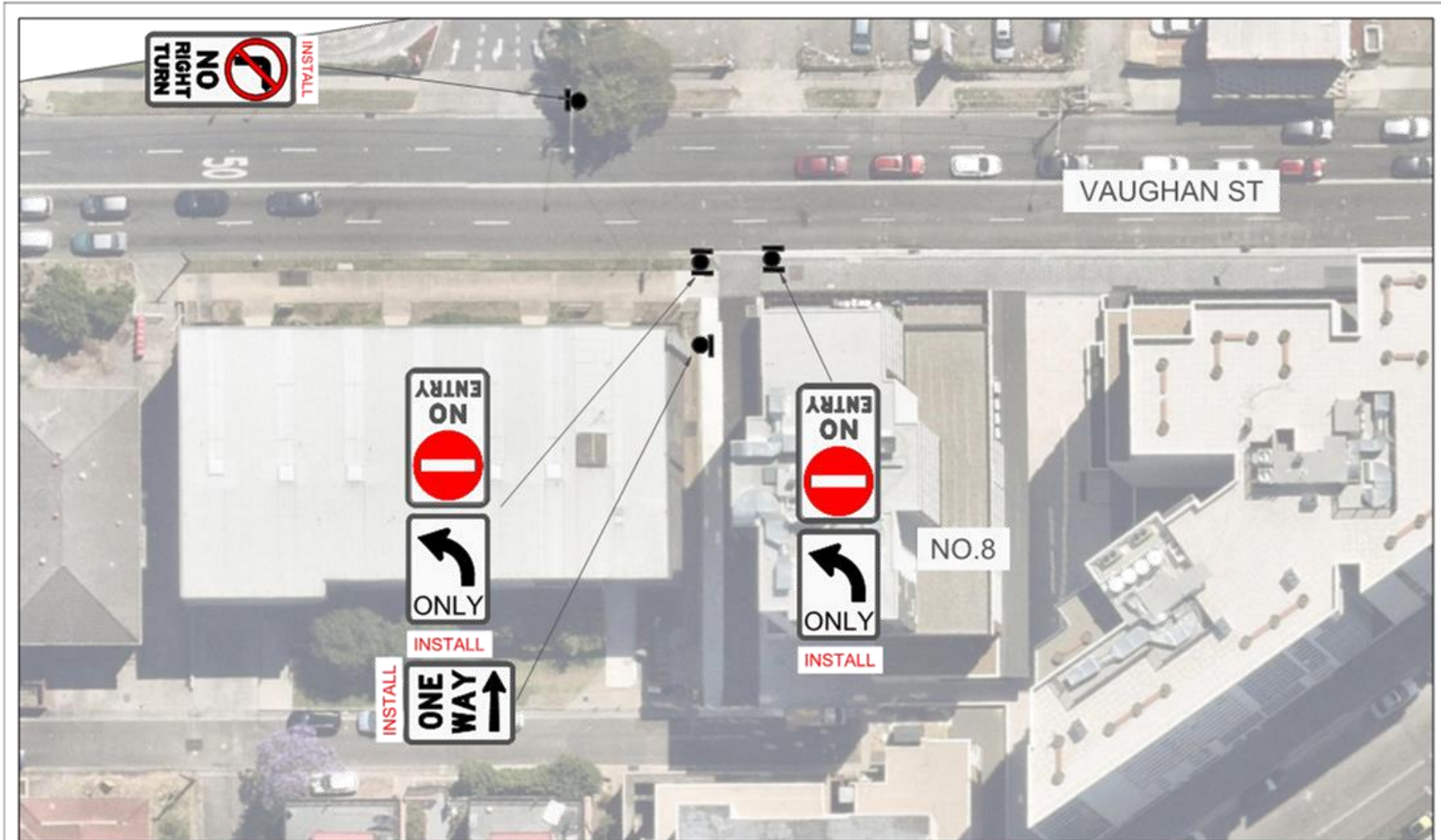
ATTACHMENTS



1. Plan – Proposed one-way arrangement with signage [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-036

Attachment 1

Plan – Proposed one-way
arrangement with signage



 <p>CUMBERLAND CITY COUNCIL</p>	TITLE: VAUGHAN STREET, LIDCOMBE- ONE WAY ARRANGEMENT		
	File Number:	Date: 9/11/2023	
	Drawn By: M.J	Scale: NTS	

Item No: CTC-24-037

DUNMORE STREET, WENTWORTHVILLE – REQUEST FOR A MARKED PEDESTRIAN CROSSING

Directorate:	Environment and Planning
Responsible Officer:	Acting Manager Engineering and Building
Electorate:	<i>Prospect</i>
Police Area Command (PAC):	<i>Cumberland</i>
Agenda Part	Part 2

Note: *Recommendation to Council*

SUMMARY

Council has received a request from a resident for a marked pedestrian crossing on Dunmore Street, Wentworthville west of the Emert Street roundabout.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends that:

- 1. The provision of a marked pedestrian crossing on Dunmore Street, Wentworthville not be supported at this time.**
- 2. The installation of pedestrian warning signs on all approaches to the roundabout as per the attached plan be approved.**
- 3. The concerned resident be notified of the outcome.**

REPORT

Council has received a request from a resident for the provision of a marked pedestrian crossing on Dunmore Street, Wentworthville west of Emert Street.

Dunmore Street is a regional road that runs in an east–west direction connecting Pendle Way and Cumberland Highway. The section of interest is between Layton Street and Emert Street. This section of Dunmore Street is approximately 325m long and 12.4m wide, with a default speed limit of 50 km/h. Parking is permitted on both sides of the street unless otherwise signposted.

Currently, there is a roundabout with associated refuge islands at the intersection of Dunmore Street and Emert Street. An early learning centre is also situated on the northern side of this section of Dunmore Street, while the rest of the street serves a

mixture of low to medium density housing. Wentworthville Swimming Pool is located approximately 80m from the Dunmore Street/Emert Street roundabout.

The maps below show the location of the intersection.



Locality Plan

The latest Centre for Road Safety accident data indicated that there were no reported accidents on Dunmore Street in the last 5 years ending June 2023 involving pedestrians.

Transport for NSW has now provided guidelines to Local Governments to utilise reduced warrants on local roads, subject to satisfying safety requirements outlined in the Australian Standards and Austroads Guidelines.

It is also noted that Council resolved the following on the matter in December 2023:

As Transport for NSW (TfNSW) now permits local governments to develop their own Policy and Guidelines (including Warrants) for marked pedestrian crossings, it allows implementation to our communities of safety contributions for local needs.

Council therefore requests that a workshop be arranged to brief Councillors on:

- 1. Transport for NSW Pedestrian Crossing warrant system.*
- 2. Pedestrian Crossing Guideline effective from 13 September 2022.*
- 3. Whether a local Pedestrian Crossing Warrant Policy is necessary and/or desirable.*
- 4. Recommendations on clauses to be included in a local policy if it is determined it is required.*

Council undertook a pedestrian count at the Dunmore Street location on Wednesday, 15 November 2023. The results of the count are presented in the table below.

Period	Vehicles	Pedestrians		
		Adults	Elderly & students	Total
6:00 – 7:00	288	2	0	2
7:00 – 8:00	490	6	1	7
8:00 – 9:00	729	7	4	11
9:00 – 10:00	509	5	1	6
10:00 – 11:00	443	6	0	6
11:00 – 12:00	432	0	0	0
12:00 – 13:00	446	1	0	1
13:00 – 14:00	415	1	0	1
14:00 – 15:00	527	3	0	3
15:00 – 16:00	698	5	3	8
16:00 – 17:00	653	2	0	2
17:00 – 18:00	776	10	3	13
18:00 – 19:00	650	10	0	10

Based on the above table, the hourly pedestrian numbers are very low and do not satisfy the reduced hourly pedestrian numbers of 20 as suggested by the TfNSW Guide to Councils. Therefore, the provision of a marked pedestrian crossing cannot be justified at this location at this time. Council will continue to monitor the conditions and will investigate further if required.

In response to the issues raised, it is proposed to install pedestrian warning signs on all approaches to the roundabout to highlight the presence of pedestrians in the area.

CONSULTATION

Consultation has not been undertaken as the investigation outlined in the report concludes no action is required and the proposed pedestrian warning signs will not directly impact on properties.

Future consultation will be undertaken if recommended by the Traffic Committee.

ATTACHMENTS



1. Plan - Pedestrian warning signs [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-037

Attachment 1

Plan - Pedestrian warning signs



 <p>CUMBERLAND CITY COUNCIL</p>	TITLE: DUNMORE STREET AND EMERT STREET, WENTWORTHVILLE - PEDESTRIAN SIGNS		
	File Number:	Date:	
	Drawn By: Y.R	Scale: NTS	

Item No: CTC-24-038

DAMIEN AVENUE, GREYSTANES - ROAD SAFETY CONCERNS

Directorate:	Environment and Planning
Responsible Officer:	Acting Manager Engineering and Building
Electorate:	<i>Prospect</i>
Police Area Command (PAC):	<i>Cumberland</i>
Agenda Part	Part 2

Note: *Recommendation to Council*

SUMMARY

Council has received requests from a local resident for the installation of traffic calming devices on Damien Avenue, Greystanes due to speeding concerns.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends that:

- 1. The installation of traffic calming devices on Damien Avenue, Greystanes not be supported.**
- 2. Council review conditions in Damien Avenue, Greystanes in February 2025, and report back to Traffic Committee if required.**
- 3. The concerned resident be notified of the outcome.**

REPORT

Council has received requests from a local resident for the installation of traffic calming devices on Damien Avenue, Greystanes due to speeding concerns.

Damien Avenue is a local road that runs in a north-south direction with a speed limit of 50km/h. The street is approximately 1.1km long and has a width of approximately 7.4m. Parking is permitted on both sides of the road in accordance with Road Rules unless signposted otherwise.

A School Zone exists at the northern end of Damien Avenue, and a 40km/h speed limit applies during school hours.

A traffic count was undertaken on Damien Avenue, Greystanes in October 2023.

The traffic count location is shown in red on the map below.



Locality Plan

Traffic Count Data on Damien Avenue, Greystanes is provided below:

- Average Daily Traffic (ADT) = 1,434 veh/day
- 85th percentile speed = 52.9 km/h
- Mean (average) vehicle speed = 43.9 km/h

The latest Centre for Road Safety crash data indicated that there were no reported crashes on Damien Avenue in the last 5 years ending June 2023 in relation to speeding.

Council officers have investigated the request for the installation of traffic calming devices on Damien Avenue in accordance with Council's Local Area Traffic Management (LATM) Policy.

The result of the traffic count and recorded crashes were used in the assessment to determine the need for the installation of traffic calming devices on Damien Avenue in

accordance with the criteria set out in Council's Local Area Traffic Management Policy (LATM) Policy.

The LATM assessments are summarised in the tables below:

Table 1 – Damien Avenue, Greystanes - LATM Assessment Points

Criteria	Maximum Score	Score Achieved
Traffic Study Data	45	10
Crash warrant in the last 5 years	15	0
Road Characteristics	35	14
Community Support & other factors	5	5
Total	100	29

Table 2 – Damien Avenue, Greystanes– Action

Criteria	Action
>75	Report to TC with a recommendation of providing traffic calming devices
61-75	Report to TC and discuss possibility of providing traffic calming devices
41-60	Council to review traffic data in 6 months
25-40	Monitor street and review traffic data after 12 months
<25	Do Nothing
Speed	That regardless of the total points scored, should the 85th percentile speed exceed the posted speed limit by 5 km/h, the street be referred to the NSW Police for monitoring and/or enforcement.

The traffic count data indicated that the recorded 85th percentile speed was 52.9 km/h which is within acceptable range for a local street with a 50 km/h speed limit.

Based on the above assessment, traffic calming devices are not warranted in the street. Council will review traffic conditions in Damien Avenue in 12 months and report back to Traffic Committee if required.

CONSULTATION

Consultation has not been undertaken as the investigation outlined in the report concludes no action is required.

Future consultation will be undertaken if recommended by the Traffic Committee.

ATTACHMENTS

Nil

Item No: CTC-24-039

DUNMORE STREET, WENTWORTHVILLE - ROAD SAFETY CONCERNS

Directorate:	Environment and Planning
Responsible Officer:	Acting Manager Engineering and Building
Electorate:	<i>Granville</i>
Police Area Command (PAC):	<i>Cumberland</i>
Agenda Part	Part 2

Note: *Recommendation to Council*

SUMMARY

Council has received requests from a local resident for the installation of traffic calming devices on Dunmore Street, Wentworthville between Jones Street and Cumberland Highway due to speeding concerns.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends that:

- 1. The installation of traffic calming devices on Dunmore Street, Wentworthville not be supported.**
- 2. Council review conditions in Dunmore Street, Wentworthville in February 2025, and report back to Traffic Committee if required.**

REPORT

Council has received requests from a local resident for the installation of traffic calming devices on Dunmore Street, Wentworthville between Jones Street and Cumberland Highway due to speeding concerns.

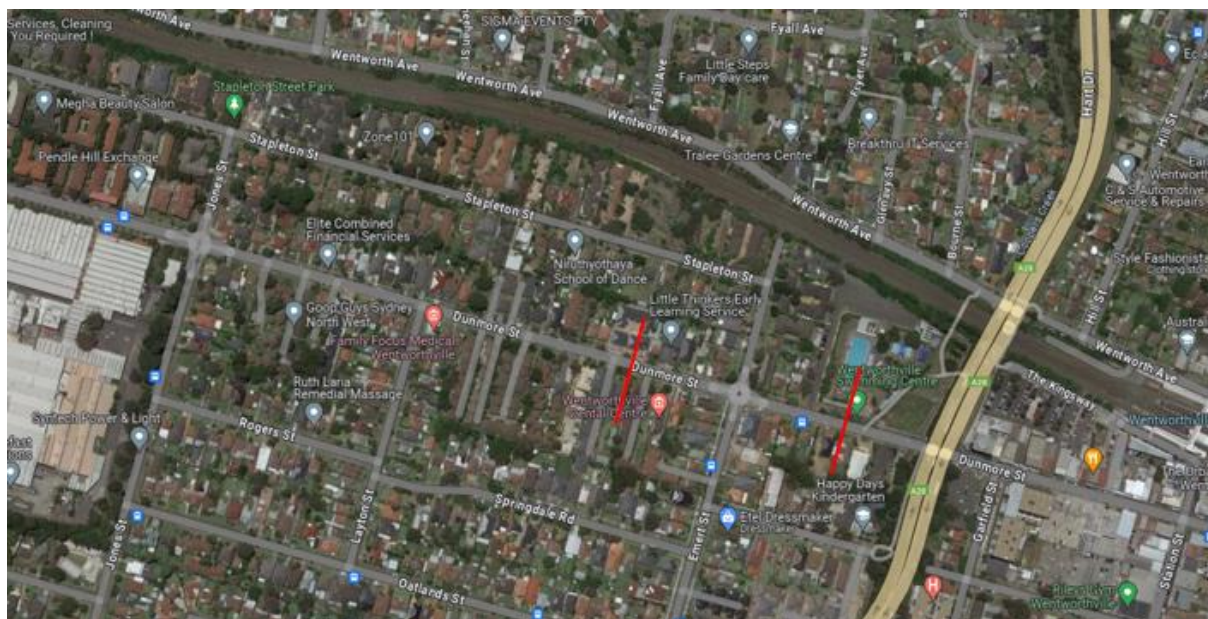
Dunmore Street is a regional street that runs in an east-west direction with a posted speed limit of 50km/h.

Council officers have analysed Dunmore Street in two sections. Dunmore Street section between Cumberland Highway is approximately 190m long and has a width of approximately 12.8m. This section of Dunmore Street has a roundabout at its western end and signals at its eastern end. Wentworthville Swimming Pool is located in this section at approximately 80m from the Dunmore Street/Emert Street roundabout. Parking is permitted on both sides of the road unless signposted.

The section of Dunmore Street between Jones Street and Emert Street is approximately 575m long and has a width of approximately 12.4m. This section has roundabouts at both ends.

Traffic counts were undertaken on Dunmore Street, Wentworthville in the two sections in in November 2023.

The traffic count location is shown in red on the map below.



Traffic Count Data on Dunmore Street, Wentworthville is provided in the table below:

	East of Emert Street	West of Emert Street
Average Daily Traffic (ADT)	10,036 veh/day	7,884 veh/day
85th percentile speed	51.5 km/h	51.9 km/h
Mean (average) vehicle speed	44.6 km/h	46.3 km/h

The latest Centre for Road Safety accident data indicated that there were no reported accidents at these sections of Dunmore Street in the last 5 years ending June 2023 in relation to speeding.

Council officers have investigated the request for the installation of traffic calming devices on Dunmore Street between Emert Street and Cumberland Highway in accordance with Council's Local Area Traffic Management (LATM) Policy.

The result of the traffic count and recorded crashes were used in the assessment to determine the need for the installation of traffic calming devices on Dunmore Street in accordance with the criteria set out in Council's Local Area Traffic Management Policy (LATM) Policy.

The LATM assessments are summarised in the tables below:

Table 1 – Dunmore Street, Wentworthville east of Emert Street - LATM Assessment Points

Criteria	Maximum Score	Score Achieved
Traffic Study Data	45	15
Crash warrant in the last 5 years	15	0
Road Characteristics	35	16
Community Support & other factors	5	5
Total	100	36

Table 2 – Dunmore Street, Wentworthville west of Emert Street - LATM Assessment Points

Criteria	Maximum Score	Score Achieved
Traffic Study Data	45	15
Crash warrant in the last 5 years	15	0
Road Characteristics	35	16
Community Support & other factors	5	5
Total	100	36

Table 3 – Dunmore Street, Wentworthville– Action

Criteria	Action
>75	Report to TC with a recommendation of providing traffic calming devices
61-75	Report to TC and discuss possibility of providing traffic calming devices
41-60	Council to review traffic data in 6 months
25-40	Monitor street and review traffic data after 12 months
<25	Do Nothing
Speed	That regardless of the total points scored, should the 85th percentile speed exceed the posted speed limit by 5 km/h, the street be referred to the NSW Police for monitoring and/or enforcement.

The traffic count data indicated that the recorded 85th percentile speed was 51.5 and 51.9km/h respectively which are within acceptable range for a local street with a 50km/h speed limit.

Based on the above assessment, traffic calming devices are not warranted in the street. Council will review traffic conditions in Dunmore Street in 12 months and report back to Traffic Committee if required.

CONSULTATION

Consultation has not been undertaken as the investigation outlined in the report concludes no action is required.

Future consultation will be undertaken if recommended by the Traffic Committee.

ATTACHMENTS

Nil

Item No: CTC-24-040

HAWKSVIEW STREET, MERRYLANDS - REQUEST TO REMOVE THE EXISTING PEDESTRIAN REFUGE ISLAND

Directorate:	Environment and Planning
Responsible Officer:	Acting Manager Engineering and Building
Electorate:	<i>Granville</i>
Police Area Command (PAC):	<i>Cumberland</i>
Agenda Part	Part 2

Note: *Recommendation to Council*

SUMMARY

Council has received a request from a resident to remove the existing pedestrian refuge on Hawksview Street, Merrylands near Leigh Street.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends that:

- 1. The removal of existing pedestrian refuge on Hawksview Street, Merrylands not be supported.**
- 2. The concerned resident be notified of the outcome.**

REPORT

Council has received an enquiry from a resident for the removal of an existing pedestrian refuge on Hawksview Street, Merrylands at the intersection of Leigh Street.

Hawksview Street is a regional road that runs in an east–west direction connecting Fowler Road and Oxford Street. The section of interest is near its western end at the intersection of Leigh Street. This section of Hawksview Street is approximately 70m long and 12.3m wide, with a posted speed limit of 50 km/h.

Currently, there is a pedestrian refuge island located on Hawksview Street west of Leigh Street. It was constructed to facilitate pedestrians crossing Hawksview Street at this location.

The map below shows the location of the intersection.



Locality Plan

Council's officers have investigated the matter and conducted preliminary pedestrian counts at this location. It is found that this section of Hawksview Street carries a significant number of traffic, and the refuge island is used by pedestrians, particularly school students during school hours.

Date	Period	Pedestrians		
		Adults	Students	Total
9/11/23	8:00 – 9:00	3	2	5
13/11/23	14:45-15:35	1	6	7

Based on the survey results shown in the above table and on-site observations by Council officers, the existing pedestrian refuge at this location has been used by pedestrians, contributing to improved safety for those crossing Hawksview Street. The removal of this pedestrian refuge island would increase the risk for pedestrians crossing the road.

Based on the above, the request to remove the existing pedestrian refuge island on Hawksview Street at Leigh Street cannot be supported. Council will continue to monitor the conditions and will investigate further if required.

CONSULTATION

Consultation has not been undertaken as the investigation outlined in the report concludes no action is required.

Future consultation will be undertaken if recommended by the Traffic Committee.

ATTACHMENTS

Nil

Item No: CTC-24-041

CLYDE STREET AND ARCHIBALD STREET, GRANVILLE - PROPOSED PEDESTRIAN FENCING

Directorate:	Environment and Planning
Responsible Officer:	Acting Manager Engineering and Building
Electorate:	<i>Granville</i>
Police Area Command (PAC):	<i>Cumberland</i>
Agenda Part	Part 2

Note: *Recommendation to Council*

SUMMARY

Council has received safety concerns from a business owner at the roundabout at the intersection of Archibald Street and Clyde Street, Granville.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends that:

- 1. The installation of pedestrian fence at the intersection of Archibald Street and Clyde Street, Granville in accordance with the attached plan be approved.**
- 2. The concerned business owners/residents be notified of the outcome.**

REPORT

Clyde Street is a regional road that runs in a north-south direction. The street between Fourth Street and Fifth Street has a width of approximately 12.6m with a speed limit of 60 km/h. Parking is permitted on both sides of the road unless otherwise signposted.

Archibald Street is a local road that runs in an east-west direction between The Trongate and Clyde Street with a speed limit of 50 km/h. It has a width of approximately 12.7m and parking is permitted on both sides of the road unless otherwise signposted.

Clyde Street forms a staggered intersection with Archibald Street and Fourth Street, with priority given to Clyde Street. 'Give Way' signs and line markings are in place on Clyde Street

The map below shows the intersection.



Locality Plan

Currently there is a coffee shop located at the corner of Clyde Street and Archibald Street with an outdoor dining area outside the shop.

It is alleged that vehicles attempting to enter the staggered intersection from Archibald Street and Fourth Street are traveling at high speeds, posing a potential risk of crashing into the outdoor dining area. To enhance pedestrian safety at this location, it is proposed to install a pedestrian safety fence at the northwest corner of Clyde Street and Archibald.

CONSULTATION

The installation of the pedestrian safety fence does not adversely impact on any parking or properties; therefore, notification has not been undertaken at this time.

ATTACHMENTS

1. Plan – Archibald Street and Clyde Street, Granville – Proposed pedestrian fencing [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-041

Attachment 1

Plan – Archibald Street and Clyde
Street, Granville – Proposed
pedestrian fencing



Item No: CTC-24-042

BAKER STREET, MERRYLANDS - ROAD SAFETY CONCERNS

Directorate:	Environment and Planning
Responsible Officer:	Acting Manager Engineering and Building
Electorate:	<i>Granville</i>
Police Area Command (PAC):	<i>Cumberland</i>
Agenda Part	Part 2

Note: *Recommendation to Council*

SUMMARY

Council has received requests from a local resident for the installation of traffic calming devices on Baker Street, Merrylands due to speeding concerns.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends that:

- 1. The installation of traffic calming devices on Baker Street, Merrylands not be supported.**
- 2. Council review conditions in Baker Street, Merrylands in February 2025, and report back to Traffic Committee if required.**
- 3. The concerned resident be notified of the outcome.**

REPORT

Council has received requests from a local resident for the installation of traffic calming devices on Baker Street, Merrylands due to speeding concerns.

Baker Street is a local road that runs in an east- west direction with a posted speed limit of 50km/h. The street is approximately 620m long and has a width of approximately 10m for most of the sections. Parking is permitted on both sides of the road in accordance with the Road Rules unless signposted otherwise.

The road is narrowed by kerb extension around Nos. 5 and 19, and there is a bridge outside No. 45 that only allows one-lane of traffic. Additionally, the street has a refuge island near No. 33.

A traffic count was undertaken on Baker Street, Merrylands in April 2023.

The traffic count location is shown in red on the map below.



Locality Plan

Traffic Count Data on Baker Street, Merrylands are provided below:

- Average Daily Traffic (ADT) = 773 veh/day
- 85th percentile speed = 45.5 km/h
- Mean (average) vehicle speed = 35.8 km/h

The latest Centre for Road Safety accident data indicated that there were two reported crashes at the intersection of Baker Street and Railway Terrace in the 5 years ending June 2023 as shown in Table below. These are intersection crashes and there were no reported speed related crashes on Baker Street during the period.

Date	Location	Description
14/06/2019	Intersection of Baker Street and Railway Terrace, Merrylands	Vehicle failed to stop
08/03/2021	Intersection of Baker Street and Railway Terrace, Merrylands	Vehicle failed to give way

Council officers have investigated the request for the installation of traffic calming devices on Baker Street in accordance with Council's Local Area Traffic Management (LATM) Policy.

The result of the traffic count and recorded crashes were used in the assessment to determine the need for the installation of traffic calming devices on Baker Street in accordance with the criteria set out in Council's Local Area Traffic Management Policy (LATM) Policy.

The LATM assessments are summarised in the tables below:

Table 1 – Baker Street, Merrylands - LATM Assessment Points

Criteria	Maximum Score	Score Achieved
Traffic Study Data	45	5
Crash warrant in the last 5 years	15	0
Road Characteristics	35	17
Community Support & other factors	5	5
Total	100	27

Table 2 – Baker Street, Merrylands– Action

Criteria	Action
>75	Report to TC with a recommendation of providing traffic calming devices
61-75	Report to TC and discuss possibility of providing traffic calming devices
41-60	Council to review traffic data in 6 months
25-40	Monitor street and review traffic data after 12 months
<25	Do Nothing
Speed	That regardless of the total points scored, should the 85th percentile speed exceed the posted speed limit by 5 km/h, the street be referred to the NSW Police for monitoring and/or enforcement.

The traffic count data indicated that the recorded 85th percentile speed is 45.5 km/h, which is below the default speed limit.

Based on the above assessment, traffic calming devices are not warranted in the street. Council will review traffic conditions in Baker Street in 12 months and report back to the Traffic Committee if required.

CONSULTATION

Consultation has not been undertaken as the investigation outlined in the report concludes no action is required.

Future consultation will be undertaken if recommended by the Traffic Committee.

ATTACHMENTS

Nil

Item No: CTC-24-043

ELDRIDGE ROAD, GREYSTANES - ROAD SAFETY CONCERNS

Directorate:	Environment and Planning
Responsible Officer:	Acting Manager Engineering and Building
Electorate:	<i>Prospect</i>
Police Area Command (PAC):	<i>Cumberland</i>
Agenda Part	Part 2

Note: *Recommendation to Council*

SUMMARY

Council has received requests from a local resident for the installation of traffic calming devices on Eldridge Road, Greystanes due to speeding concerns.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends that:

- 1. The installation of traffic calming devices on Eldridge Road, Greystanes not be supported.**
- 2. Council request Cumberland Police Area Command to undertake speed surveillance during school hours.**
- 3. The concerned resident be notified of the outcome.**

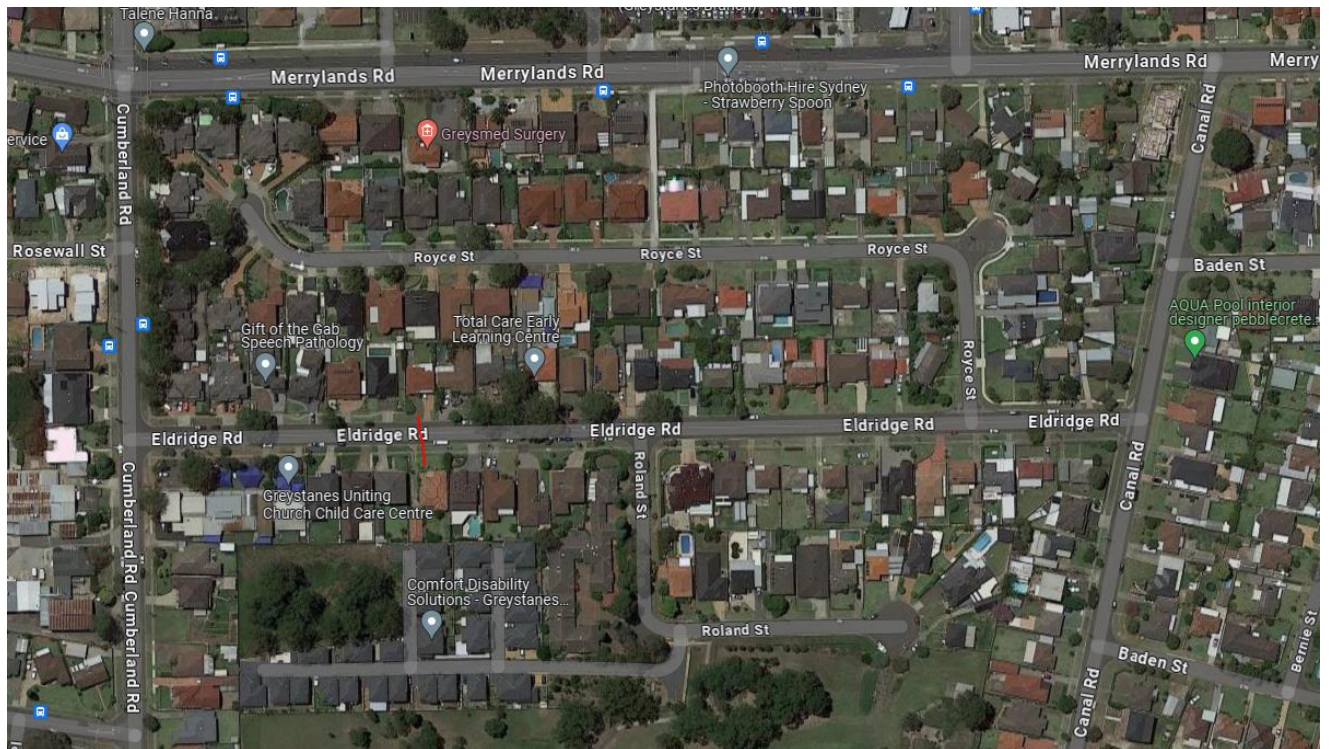
REPORT

Council has received requests from a local resident for the installation of traffic calming devices on Eldridge Road, Greystanes due to speeding concerns.

Eldridge Road is a local road that runs in an east-west direction with a default speed limit of 50km/h and 40km/h speed limit applies during school hours in part of the street. The street is approximately 440m long and has a width of approximately 10.5m. Parking is permitted on both sides of the road unless signposted. 'BB' centre line marking is provided in Eldridge Road.

A traffic count was undertaken on Eldridge Road, Greystanes in September 2023.

The traffic count location is shown in red on the map below.



Locality Plan

Traffic Count Data on Eldridge Road, Greystanes is provided below:

- Average Daily Traffic (ADT) = 988 veh/day
- 85th percentile speed = 52.9 km/h
- 85th %tile speed between 8:00-9:00AM & 2:00-3:00PM on school days = 48.9 km/hr
- Mean (average) vehicle speed = 44.6 km/h

The latest Centre for Road Safety crash data indicated that there were no reported crashes on Eldridge Road in the last 5 years ending June 2023 in relation to speeding.

Council officers have investigated the request for the installation of traffic calming devices on Eldridge Road in accordance with Council's Local Area Traffic Management (LATM) Policy.

The result of the traffic count and recorded crashes were used in the assessment to determine the need for the installation of traffic calming devices on Eldridge Road in accordance with the criteria set out in Council's Local Area Traffic Management Policy (LATM) Policy.

The LATM assessments are summarised in the tables below:

Table 1 – Eldridge Road, Greystanes - LATM Assessment Points

Criteria	Maximum Score	Score Achieved
Traffic Study Data	45	5
Crash warrant in the last 5 years	15	0
Road Characteristics	35	10
Community Support & other factors	5	5
Total	100	20

Table 2 – Eldridge Road, Greystanes– Action

Criteria	Action
>75	Report to TC with a recommendation of providing traffic calming devices
61-75	Report to TC and discuss possibility of providing traffic calming devices
41-60	Council to review traffic data in 6 months
25-40	Monitor street and review traffic data after 12 months
<25	Do Nothing
Speed	That regardless of the total points scored, should the 85th percentile speed exceed the posted speed limit by 5 km/h, the street be referred to the NSW Police for monitoring and/or enforcement.

The traffic count data indicated that the recorded 85th percentile speed was 52.9 km/h which is within acceptable range for a local street with a 50 km/h speed limit.

It is noted that the recorded 85th percentile speed during 8:00-9:00 AM and 2:00-3:00 PM was 48.9 which is higher than the School Zone speed limit. However, it should also be noted that out of the hourly periods of 8:00-9:00AM & 2:00-3:00PM, only 8:30-9:00AM & 2:30-3:00PM falls within the School Zone times.

It is proposed that the Cumberland Police Area Command be requested to monitor the street during school hours.

Based on the above assessment, traffic calming devices are not warranted in the street. Council will continue to monitor traffic conditions in Eldridge Road.

CONSULTATION

Consultation has not been undertaken as the investigation outlined in the report concludes no action is required.

Future consultation will be undertaken if recommended by the Traffic Committee.

ATTACHMENTS

Nil

Item No: CTC-24-044

GLOUCESTER AVENUE, MERRYLANDS - ROAD SAFETY CONCERNS

Directorate:	Environment and Planning
Responsible Officer:	Acting Manager Engineering and Building
Electorate:	Granville
Police Area Command (PAC):	Cumberland
Agenda Part	Part 2

Note: *Recommendation to Council*

SUMMARY

Council has received requests from a local resident for the installation of traffic calming devices on Gloucester Avenue, Merrylands due to speeding concerns.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends that:

- 1. The installation of traffic calming devices on Gloucester Avenue, Merrylands not be supported.**
- 2. Council review conditions in Gloucester Avenue, Merrylands in February 2025, and report back to Traffic Committee if required.**
- 3. The concerned resident be notified of the outcome.**

REPORT

Council has received requests from a local resident for the installation of traffic calming devices on Gloucester Avenue, Merrylands due to speeding concerns.

Gloucester Avenue is a local road that runs in an east-west direction with a default speed limit of 50km/h. The street is approximately 250m long and has a width of approximately 7m. Parking is permitted on both sides of the road in accordance with Road Rules unless signposted otherwise.

Cumberland Traffic Committee considered a report on the traffic conditions in Gloucester Avenue in February 2021 and recommended that the installation of speed humps in Gloucester Avenue, Merrylands not be approved.

A traffic count was undertaken on Gloucester Avenue, Merrylands in September 2023.

The traffic count location is shown in red on the map below.



Locality Plan

Comparison of the two traffic count data taken in 2020 and 2023 is given below:

	October 2020	September 2023
Average Daily Traffic (ADT)	542 Veh/day	532 Veh/day
85th percentile speed	50.4 km/h	50.4 km/h
Mean (average) vehicle speed km/h.	41.4 km/h	40.4 km/h

The latest Centre for Road Safety accident data indicated that there was one reported crash on Gloucester Avenue in the last 5 years ending June 2023 as shown in Table below. The crash occurred on Gloucester Avenue at 50 m east of Harris Street trying to turn right at a driveway and losing control.

Date	Location	Description
15/03/2022	Gloucester Avenue 50m east of Harris Street, Merrylands	Vehicle lost control

Council officers have investigated the request for the installation of traffic calming devices on Gloucester Avenue in accordance with Council's Local Area Traffic Management (LATM) Policy.

The result of the traffic count and recorded crashes were used in the assessment to determine the need for the installation of traffic calming devices on Gloucester Avenue in accordance with the criteria set out in Council's Local Area Traffic Management Policy (LATM) Policy.

The LATM assessments are summarised in the tables below:

Table 1 – Gloucester Avenue, Merrylands - LATM Assessment Points

Criteria	Maximum Score	Score Achieved
Traffic Study Data	45	5
Crash warrant in the last 5 years	15	5
Road Characteristics	35	16
Community Support & other factors	5	5
Total	100	31

Table 2 – Gloucester Avenue, Merrylands– Action

Criteria	Action
>75	Report to TC with a recommendation of providing traffic calming devices
61-75	Report to TC and discuss possibility of providing traffic calming devices
41-60	Council to review traffic data in 6 months
25-40	Monitor street and review traffic data after 12 months
<25	Do Nothing
Speed	That regardless of the total points scored, should the 85th percentile speed exceed the posted speed limit by 5 km/h, the street be referred to the NSW Police for monitoring and/or enforcement.

The traffic count data indicated that the recorded 85th percentile speed was 50.4 km/h which is within acceptable range for a local street with a 50 km/h speed limit. It should also be noted that the recorded 85th percentile speeds have not changed since the 2020 traffic count.

Based on the above assessment, traffic calming devices are not warranted in the street. Council will review traffic conditions in Gloucester Avenue in 12 months and report back to the Traffic Committee if required.

CONSULTATION

Consultation has not been undertaken as the investigation outlined in the report concludes no action is required.

Future consultation will be undertaken if recommended by the Traffic Committee.

ATTACHMENTS

Nil

Item No: CTC-24-045

OATLANDS STREET, WENTWORTHVILLE - ROAD SAFETY CONCERNS

Directorate:	Environment and Planning
Responsible Officer:	Acting Manager Engineering and Building
Electorate:	<i>Prospect</i>
Police Area Command (PAC):	<i>Cumberland</i>
Agenda Part	Part 2

Note: *Recommendation to Council*

SUMMARY

Council has received requests from a local resident for the installation of traffic calming devices on Oatlands Street, Wentworthville due to speeding concerns.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends that:

- 1. The installation of traffic calming devices on Oatlands Street, Wentworthville not be supported.**
- 2. Council review conditions in Oatlands Street, Wentworthville in February 2025, and report back to Traffic Committee if required.**
- 3. Council request Cumberland Police Area Command to undertake speed surveillance in Oatlands Street, Wentworthville.**
- 4. The concerned resident be notified of the outcome.**

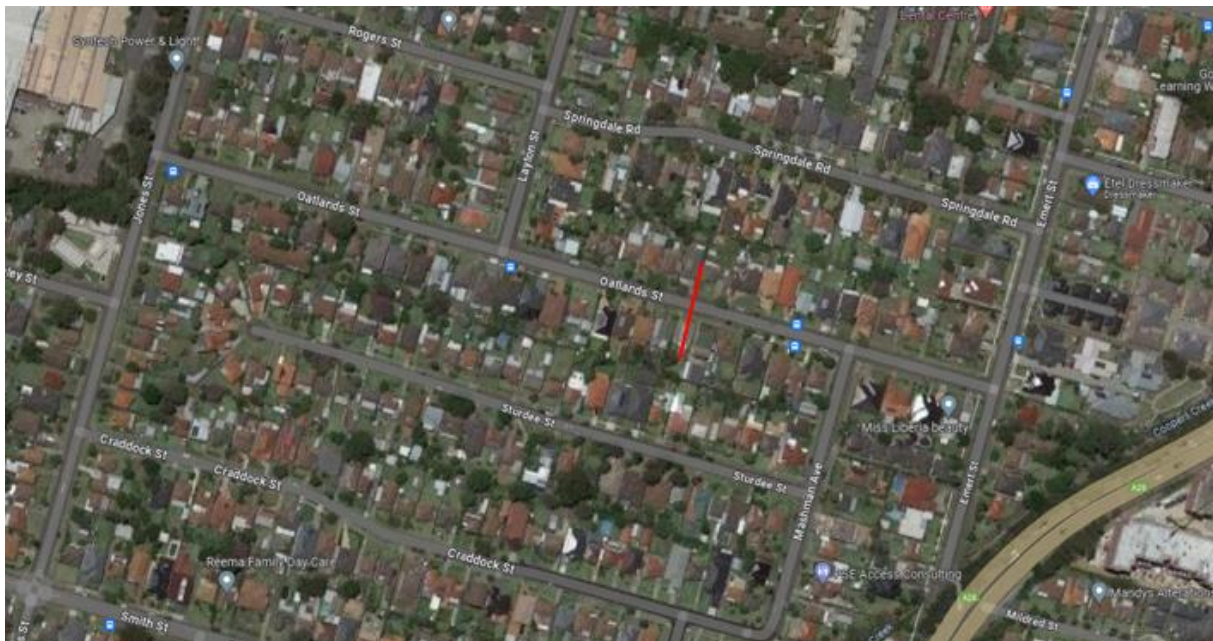
REPORT

Council has received a request from a local resident for the installation of traffic calming devices on Oatlands Street, Wentworthville due to speeding concerns.

Oatlands Street is a local road that runs in an east-west direction between Jones Street and Emert Street with a default speed limit of 50km/h. The street is approximately 560m long and has a width of approximately 12.6m. Parking is permitted on both sides of the road unless signposted.

A traffic count was undertaken on Oatlands Street, Wentworthville in March 2023.

The traffic count location is shown in red on the map below.



Locality Plan

Traffic Count Data on Oatlands Street, Wentworthville is provided below:

- Average Daily Traffic (ADT) = 722 veh/day
- 85th percentile speed = 56.2 km/h
- Mean (average) vehicle speed = 45.7 km/h

The latest Centre for Road Safety crash data indicated that there were no reported crashes on Oatlands Street in the last 5 years ending June 2023.

Council officers have investigated the request for the installation of traffic calming devices on Oatlands Street in accordance with Council's Local Area Traffic Management (LATM) Policy.

The result of the traffic count and recorded crashes were used in the assessment to determine the need for the installation of traffic calming devices on Oatlands Street in accordance with the criteria set out in Council's Local Area Traffic Management Policy (LATM) Policy.

The LATM assessments are summarised in the tables below:

Table 1 – Oatlands Street, Wentworthville - LATM Assessment Points

Criteria	Maximum Score	Score Achieved
Traffic Study Data	45	10
Crash warrant in the last 5 years	15	0
Road Characteristics	35	16
Community Support & other factors	5	5
Total	100	31

Table 2 – Oatlands Street, Wentworthville– Action

Criteria	Action
>75	Report to TC with a recommendation of providing traffic calming devices
61-75	Report to TC and discuss possibility of providing traffic calming devices
41-60	Council to review traffic data in 6 months
25-40	Monitor street and review traffic data after 12 months
<25	Do Nothing
Speed	That regardless of the total points scored, should the 85th percentile speed exceed the posted speed limit by 5 km/h, the street be referred to the NSW Police for monitoring and/or enforcement.

The traffic count data indicated that the recorded 85th percentile speed was 56.2km/h which is higher than the speed limit of the street. The speed data will be forwarded to Cumberland Police Area Command for enforcement.

Based on the above assessment, traffic calming devices are not warranted in the street. Council will review traffic conditions in Oatlands Street in 12 months and report back to the Traffic Committee if required.

CONSULTATION

Consultation has not been undertaken as the investigation outlined in the report concludes no action is required.

Future consultation will be undertaken if recommended by the Traffic Committee.

ATTACHMENTS

Nil

Item No: CTC-24-046

MCCREDIE ROAD, GUIDLFORD WEST - ROAD SAFETY CONCERNS

Directorate:	Environment and Planning
Responsible Officer:	Acting Manager Engineering and Building
Electorate:	<i>Granville</i>
Police Area Command (PAC):	<i>Cumberland</i>
Agenda Part	Part 2

Note: *Recommendation to Council*

SUMMARY

Cumberland Traffic Committee at its meeting on 18 October 2023 considered a report on the road safety concerns in McCredie Road, Guildford West. Subsequently, Council, at its meeting on 1 November 2023 resolved that the matter be referred back to the traffic committee.

This report reviews the previous assessment.

RECOMMENDATION

The Traffic Committee recommends that:

- 1. The installation of traffic calming devices on McCredie Road, Guildford West not be supported.**
- 2. Council review conditions in McCredie Road, Guildford West in April 2024, and report back to Traffic Committee if required.**
- 3. Council provide additional speed limit signage in McCredie Road.**
- 4. Council undertake further speed monitoring with the assistance of Variable Message Signs (VMS) in McCredie Road.**
- 5. The concerned resident be notified of the outcome.**

REPORT

Cumberland Traffic Committee at its meeting on 18 October 2023 considered a report (ECTC-23-160 attached) on the road safety concerns in McCredie Road, Guildford West.

That the Traffic Committee recommended that:

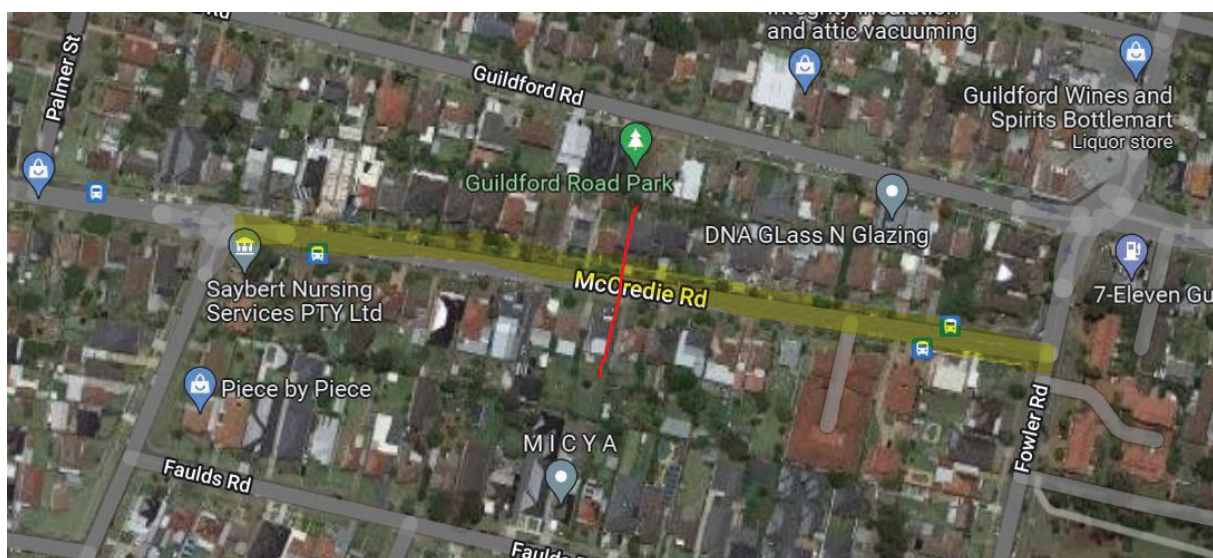
1. *The installation of traffic calming devices on McCredie Road, Guildford West not be supported.*
 - i)
2. *Council review conditions in McCredie Road, Guildford West, and report back to Traffic Committee in April 2024.*

Subsequently, Council, at its meeting on 1 November 2023 resolved that the matter be referred back to the traffic committee.

There are 'BB' centre and edge lines marked in McCredie Road. There are also a median island and kerb blisters built on McCredie Road at approximately 160m from the roundabout at Lomond Street.

This report reviews the traffic count and additional crash data and the Local Area Traffic Management analysis undertaken previously.

The map below shows the location of McCredie Road, Guildford West.



Locality Plan

Comparison of traffic count data on McCredie Road, Guildford West is provided below:

Traffic Count Date	Average Daily Traffic	85th Percentile Speed
August 2022	7,108 veh/day	55.8 km/h
June 2023	6,808 veh/day	54.4 km/h

The Centre for Road Safety crash data indicated that there were no reported accidents in The Boulevard, Lidcombe in the last 5 years ending September 2022. Based on additional crash data received recently, there were no reported accidents in the section of McCredie Road between September 2022 and June 2023.

Based on Council's LATM assessment policy, McCredie Road section scored 39 points out of 100 which warrants a review of conditions.

The traffic count data indicated that the recorded 85th percentile speed was 54.4 km/h which is higher than the speed limit of the street. It is also noted that the speeds have reduced since 2022 traffic counts from 55.8 to 54.4 km/h.

Based on the above assessment, traffic calming devices are not warranted in the street. However, given the community interest in the matter, Council will undertake further speed monitoring with the assistance of Variable Message Signs (VMS) along McCredie Road, and consider additional speed limit signage in McCredie Road.

CONSULTATION

Consultation has not been undertaken as the investigation outlined in the report concludes no action is required, and the provision of signage and monitoring will not directly impact on properties.

Future consultation will be undertaken if recommended by the Traffic Committee.

ATTACHMENTS

1. Previous report - ECTC-23-160 - McCredie Road, Guildford West - Road Safety Concerns [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-046

Attachment 1

Previous report - ECTC-23-160 -
McCredie Road, Guildford West -
Road Safety Concerns

Item No: ECTC-23-160

MCCREDIE ROAD, GUIDLFORD WEST - ROAD SAFETY CONCERNS

RESOLUTION OF LOCAL TRAFFIC COMMITTEE AND RECOMMENDATION TO COUNCIL

That the Local Traffic Committee recommends and Council resolves that:

1. The installation of traffic calming devices on McCredie Road, Guildford West not be supported.
2. Council review conditions in McCredie Road, Guildford West, and report back to Traffic Committee in April 2024.

Moved Mr Chris Worthington **Seconded** Cllr Diane Colman.

REPORT

Cumberland Traffic Committee (CTC) at its meeting in November 2022 considered a report (CTC-22-197) regarding road safety concerns on McCredie Road, Guildford West. Council resolved that:

1. The installation of traffic calming devices on McCredie Road, Guildford West not be supported.
2. Council review traffic conditions in McCredie Road, Guildford West in August 2023, and report back to Traffic Committee.

The concerns were raised in the McCredie Road section between Fowler Road and Lomond Street. A traffic count was undertaken in this section in June 2023. The traffic count location is shown in red on the map below.



Council officers have reviewed the traffic count data and compared it with the previous traffic count data undertaken in August 2022.

Both results are detailed in the table below:

Traffic Count Date	Average Daily Traffic	85 th Percentile Speed
--------------------	-----------------------	-----------------------------------

August 2022	7,108	55.8 km/h
June 2023	6,808	54.4 km/h

The traffic data from the table above indicated that both traffic volume (ADT) and recorded 85th percentile speeds in McCredie Road are slightly lower than the data collected in 2022.

The latest Centre for Road Safety accident data indicated that there were two reported accidents in this section of McCredie Road in the 5 years ending September 2022. Both accidents were related to a loss of control and hitting an object.

Council officers have undertaken a further review of the traffic conditions in McCredie Road in accordance with Council's Local Area Traffic Management (LATM) Policy.

The LATM assessments are summarised in the tables below:

Table 1 – McCredie Road - LATM Assessment Points

Criteria	Maximum Score	Score Achieved
Traffic Study Data	45	15
Crash warrant in the last 5 years	15	5
Road Characteristics	35	14
Community Support & other factors	5	5
Total	100	39

Table 2 – McCredie Road – Action

Criteria	Action
>75	Report to TC with a recommendation of providing traffic calming devices
61-75	Report to TC and discuss possibility of providing traffic calming devices
41-60	Council to review traffic data in 6 months
25-40	Monitor street and review traffic data after 12 months
<25	Do Nothing
Speed	That regardless of the total points scored, should the 85th percentile speed exceed the posted speed limit by 5 km/h, the street be referred to the NSW Police for monitoring and/or enforcement.

The traffic count indicated that the recorded 85th percentile speed was 54.4 km/h which is within acceptable limit for the street.

Based on the above assessment, traffic calming devices are not warranted on the street. Council will review traffic conditions in McCredie Road in 12 months and report back to Traffic Committee if required.

CONSULTATION

Consultation has not been undertaken as the investigation outlined in the report concludes no action is required.

Consultation will be undertaken if recommended by the Traffic Committee.

At the meeting, the Local Traffic committee recommended that Council review conditions in McCredie Road, Guildford West, and report back to Traffic Committee in April 2024.

ATTACHMENTS

1. Previous Report (CTC-22-197)

DOCUMENTS ASSOCIATED WITH REPORT ECTC-23-160

Attachment 1 Previous Report (CTC-22-197)

Item No: CTC-22-197

MCCREDIE ROAD, GUILDFORD - ROAD SAFETY CONCERNS

Responsible Division:	Environment & Planning
Officer:	Executive Manager Development and Building
File Number:	
Electorate:	Fairfield
Police Area Command (PAC):	Cumberland
Agenda Part	Part 2

Note: *Recommendation to Council***SUMMARY**

Council has received a request from a local resident for the installation of traffic calming devices on McCredie Road, Guildford West due to speeding concerns.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Cumberland Traffic Committee recommends that;

1. The installation of traffic calming devices on McCredie Road, Guildford West not be supported.
2. Council review conditions in McCredie Road and report back to traffic committee in August 2023.

REPORT

Council has received a request from a local resident for the installation of traffic calming devices on McCredie Road, Guildford West due to speeding concerns.

McCredie Road runs in an east-west direction between Fowler Road and the cul-de-sac west of Sturt Street. The section between Fowler Road and Fairfield Road is a regional road. The concerns were raised in the McCredie Road section between Fowler Road and Lomond Street. This section of road is approximately 390m long and 11m wide. The speed limit is 50km/h and parking is permitted on both sides of the road in accordance with the Road Rules unless signposted otherwise.

Edge line markings are provided on both sides at this section of McCredie Road. A roundabout associated with pedestrian openings in the splitter islands is provided at the intersection of McCredie Road and Lomond Street. There is also a pedestrian refuge provided on McCredie Road at its intersection with Fowler Road.

The map below shows the location of McCredie Road:



Council officers have investigated the request for the installation of traffic calming devices on McCredie Road in accordance with Council's Local Area Traffic Management (LATM) Policy.

The latest Centre for Road Safety accident data indicated that there was one reported accident in McCredie Road in the 5 years ending March 2022.

A traffic count was undertaken on McCredie Road in mid-2022. The traffic count location is shown in red on the map above.

The results of the traffic count indicated the following:

Traffic count Data on McCredie Road:

*Average Daily Traffic (ADT) = 7,108 veh/day,
85th percentile speed = 55.8 km/h,
Mean (average) vehicle speed = 48.1km/h.*

The results of the traffic count and recorded crashes in McCredie Road were used in the assessment to determine the need for the installation of traffic calming devices in the street in accordance with the criteria set out in Council's Local Area Traffic Management Policy (LATM) Policy.

The LATM assessments are summarised in the tables below:

Table 1 – McCredie Road - LATM Assessment Points

Criteria	Maximum Score	Score Achieved
Traffic Study Data	45	20
Crash warrant in the last 5 years	15	5
Road Characteristics	35	13
Community Support & other factors	5	5
Total	100	43

Table 2 – McCredie Road – Action

Criteria	Action
>75	Report to TC with a recommendation of providing traffic calming devices
61-75	Report to TC and discuss possibility of providing traffic calming devices
41-60	Council to review traffic data in 6 months
25-40	Monitor street and review traffic data after 12 months
<25	Do Nothing
Speed	That regardless of the total points scored, should the 85th percentile speed exceed the posted speed limit by 5 km/h, the street be referred to the NSW Police for monitoring and/or enforcement.

Based on the above assessment, traffic calming devices are not warranted in the street, therefore, the request for the installation of traffic calming devices / speed humps on McCredie Road cannot be supported. Council will review conditions in 6 months' time.

CONSULTATION

Consultation has not been undertaken as the investigation outlined in the report concludes no action is required.

Future consultation will be undertaken if recommended by the traffic committee.

ATTACHMENTS

Nil

Item No: CTC-24-047

LANCE CRESCENT, GREYSTANES - ROAD SAFETY CONCERNS

Directorate:	Environment and Planning
Responsible Officer:	Acting Manager Engineering and Building
Electorate:	<i>Prospect</i>
Police Area Command (PAC):	<i>Cumberland</i>
Agenda Part	Part 2

Note: *Recommendation to Council*

SUMMARY

Cumberland Traffic Committee at its meeting on 18 October 2023 considered a report on the road safety concerns in Lance Crescent, Greystanes. Subsequently, Council, at its meeting on 1 November 2023 resolved that the matter be referred back to the Traffic Committee.

This report reviews the previous assessment.

RECOMMENDATION

The Traffic Committee recommends that:

- 1. The installation of traffic calming devices on Lance Crescent, Greystanes not be supported.**
- 2. Council undertake further speed monitoring with the assistance of Variable Message Signs (VMS) in Lance Crescent.**
- 3. The concerned resident be notified of the outcome.**

REPORT

Cumberland Traffic Committee at its meeting on 18 October 2023 considered a report (ECTC-23-159) on the road safety concerns in Lance Crescent, Greystanes.

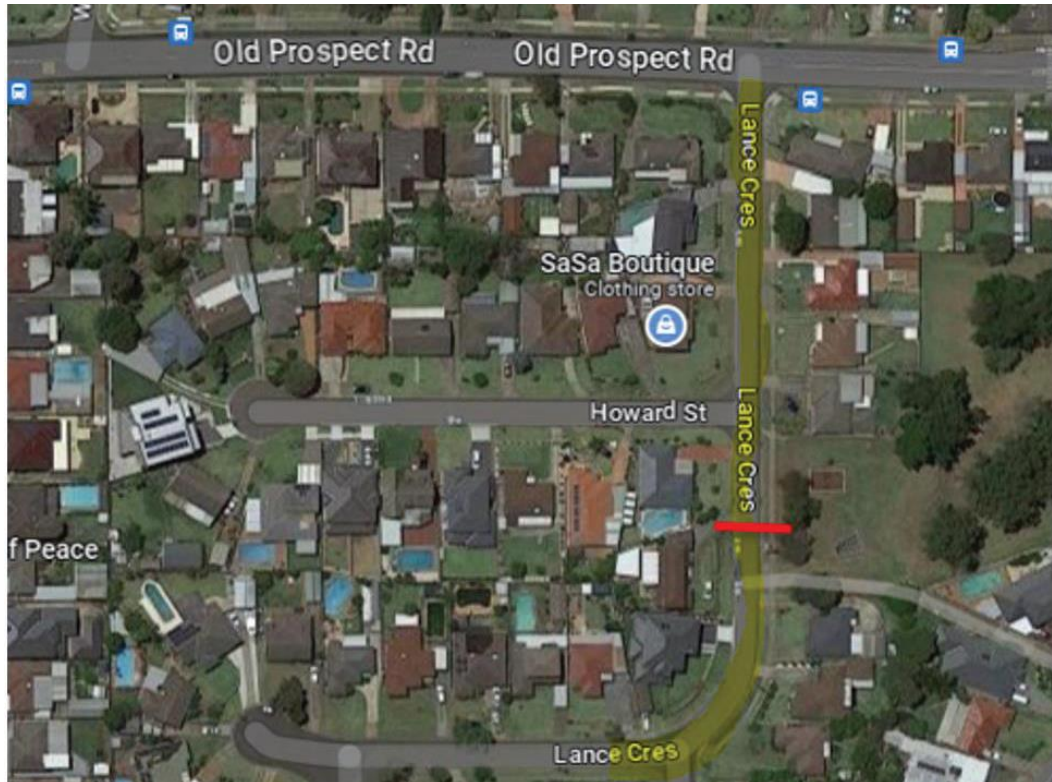
The traffic committee recommended that:

- 1. The installation of traffic calming devices on Lance Crescent, Greystanes not be supported.*
- 2. The concerned resident be notified of the outcome.*

Subsequently, Council, at its meeting on 1 November 2023 resolved that the matter be referred back to the traffic committee.

This report reviews the traffic count and additional crash data and the Local Area Traffic Management analysis undertaken previously.

The map below shows the location of Lance Crescent.



Locality Plan

Traffic count data (July 2023) on Lance Crescent, Greystanes is provided below:

- Average Daily Traffic (ADT) = 582 veh/day
- 85th percentile speed = 46.4 km/h
- Mean (average) vehicle speed = 39.2 km/h

The latest Centre for Road Safety crash data indicated that there were no reported accidents in Lance Crescent, Greystanes in the last 5 years ending June 2023.

Based on Council's LATM assessment policy, Lance Crescent scored 21 points out of 100. The traffic count data indicated that the recorded 85th percentile speed was 46.4 km/h, which is below the speed limit of the street. Based on the above assessment, traffic calming devices are not warranted in the street. However, given the community interest on the matter, Council will continue to monitor traffic conditions on Lance Crescent by undertaking further speed monitoring with the assistance of Variable Message Signs (VMS).

CONSULTATION

Consultation has not been undertaken as the investigation outlined in the report concludes no action is required and monitoring will not directly impact on properties.

Future consultation will be undertaken if recommended by the Traffic Committee.

ATTACHMENTS

1. Previous report - ECTC-23-159 - Lance Crescent, Greystanes - Road Safety Concerns [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-047

Attachment 1

Previous report - ECTC-23-159 -
Lance Crescent, Greystanes -
Road Safety Concerns

Item No: ECTC-23-159

LANCE CRESCENT, GREYSTANES - ROAD SAFETY CONCERNS

RESOLUTION OF LOCAL TRAFFIC COMMITTEE AND RECOMMENDATION TO COUNCIL

That the Local Traffic Committee recommends and Council resolves that:

1. The installation of traffic calming devices on Lance Crescent, Greystanes not be supported.
2. The concerned resident be notified of the outcome.

REPORT

Council has received requests from a local resident for the installation of traffic calming devices on Lance Crescent, Greystanes due to speeding concerns.

Lance Crescent is a local road runs in a north – south direction between Old Prospect Road and Braeside Road. The section of interest is south of Old Prospect Road towards the bend in Lance Crescent at Adrian Street, it has a width of approximately 7.1m.

The speed limit in the street is 50km/h, parking is permitted on both sides of the road in accordance with the Road Rules unless otherwise signposted.

There is a 90-degree bend in Lance Crescent near Adrian Place. Concerns were raised by a resident regarding speeding in the street particularly towards the bend in Lance Crescent at Adrian Street.

Cumberland Traffic Committee at its meeting in August 2023 considered a report on road safety at the bend in Lance Crescent and recommended parking restrictions and line marking in the bend and the intersection of Lance Crescent and Adrian Place.

Council officers have investigated the request for the installation of traffic calming devices on Lance Crescent between Old Prospect Road and the bend at Adrian Place in accordance with Council's Local Area Traffic Management (LATM) Policy.

The latest Centre for Road Safety accident data indicated that there were no reported accidents in Lance Crescent in the last 5 years ending September 2022.

The map below shows the location of Lance Crescent between Old Prospect Road and Adrian Place:



A traffic count was undertaken in Lance Crescent in July 2023. The traffic count location is shown in red on the map above.

The results of the traffic count indicated the following:

Traffic count Data on Lance Crescent, Greystanes:

Average Daily Traffic (ADT) = 582 veh/day,

85th percentile speed = 46.4 km/h,

Mean (average) vehicle speed = 39.2 km/h.

The result of the traffic count and recorded crashes etc. were used in the assessment to determine the need for the installation of traffic calming devices on Lance Crescent in accordance with the criteria set out in Council's Local Area Traffic Management Policy (LATM) Policy.

The LATM assessments are summarised in the tables below:

Table 1 – Lance Crescent between Howard Street and Adrian Place - LATM Assessment Points

Criteria	Maximum Score	Score Achieved
Traffic Study Data	45	5
Crash warrant in the last 5 years	15	0
Road Characteristics	35	11
Community Support & other factors	5	5
Total	100	21

Table 2 – Lance Crescent between Howard Street and Adrian Place – Action

Criteria	Action
>75	Report to TC with a recommendation of providing traffic calming devices
61-75	Report to TC and discuss possibility of providing traffic calming devices

41-60	Council to review traffic data in 6 months
25-40	Monitor street and review traffic data after 12 months
<25	Do Nothing
Speed	That regardless of the total points scored, should the 85th percentile speed exceed the posted speed limit by 5 km/h, the street be referred to the NSW Police for monitoring and/or enforcement.

Based on the above assessment, traffic calming devices are not warranted in the street. Therefore, the request for the installation of traffic calming devices on Lance Crescent cannot be supported.

The traffic count indicated that the recorded 85th percentile speed is 46.4 km/h, which is below the speed limit of the street. Therefore, Council will take no further action based on the above results.

CONSULTATION

Consultation has not been undertaken as the investigation outlined in the report concludes no action is required.

Future consultation will be undertaken if recommended by the Traffic Committee.

At the meeting, there was no further discussion on this matter and the Local Traffic Committee endorsed the recommendation in the report.

ATTACHMENTS

Nil

Item No: CTC-24-048

THE BOULEVARDE, LIDCOMBE - ROAD SAFETY CONCERNS

Directorate:	Environment and Planning
Responsible Officer:	Acting Manager Engineering and Building
Electorate:	Auburn
Police Area Command (PAC):	Auburn
Agenda Part	Part 2

Note: *Recommendation to Council*

SUMMARY

Cumberland Traffic Committee at its meeting on 18 October 2023 considered a report on the road safety concerns in The Boulevard, Lidcombe. Subsequently, Council, at its meeting on 1 November 2023 resolved that the matter be referred back to the Traffic Committee for further consideration.

This report reviews the previous assessment.

RECOMMENDATION

The Traffic Committee recommends that:

- 1. Council undertake consultation with the residents along The Boulevard to assess community support or otherwise for the installation of traffic calming devices in the street and report their findings back to the Traffic Committee.**
- 2. The concerned resident be notified of the outcome.**

REPORT

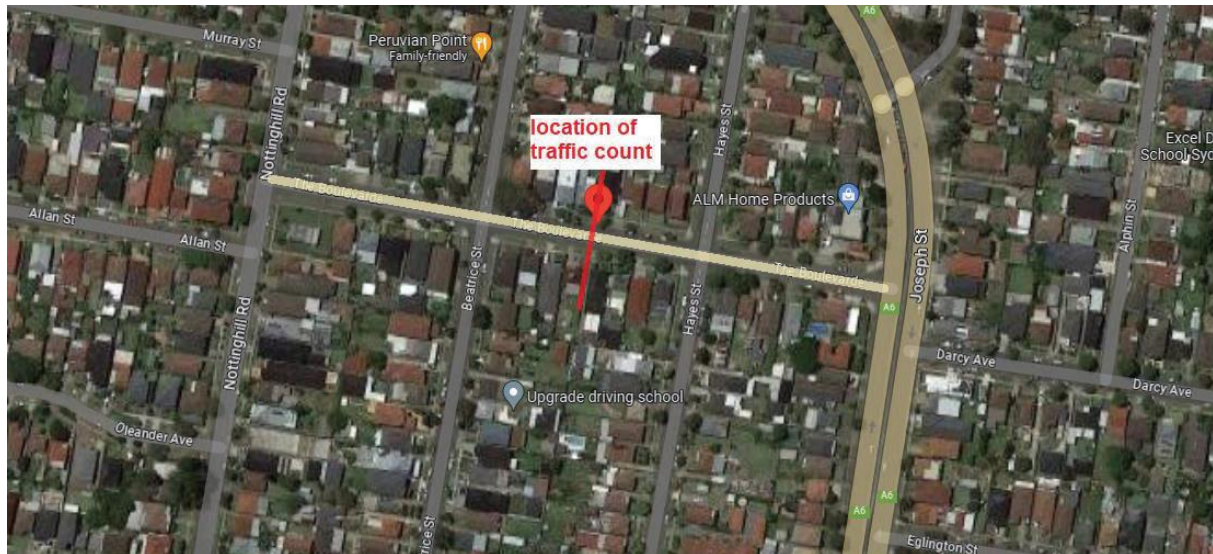
Cumberland Traffic Committee at its meeting on 18 October 2023 considered a report (ECTC-23-162 attached) on the road safety concerns in The Boulevard, Lidcombe.

That the Traffic Committee recommended that *the installation of traffic calming devices on The Boulevard, Lidcombe not be supported.*

Subsequently, Council, at its meeting on 1 November 2023 resolved that the matter be referred back to the traffic committee for further consideration.

This report reviews the traffic count and additional crash data and the Local Area Traffic Management analysis undertaken previously.

The map below shows the location of The Boulevard, Lidcombe.



Locality Plan

Comparison of traffic count data on The Boulevard, Lidcombe is provided below:

Traffic Count Date	Average Daily Traffic	85 th Percentile Speed
March 2021	1,843 veh/day	55.4 km/h
March 2023	1,771 veh/day	52.9 km/h

The latest Centre for Road Safety crash data indicated that there were no reported accidents in The Boulevard, Lidcombe in the last 5 years ending June 2023.

Based on the Council officer assessment using the Local Area Traffic Management (LATM) policy, The Boulevard scored 23 points out of 100. The traffic count data indicated that the recorded 85th percentile speed was 52.9 km/h which is slightly high compared to the speed limit of the street. It is also noted that the speeds have reduced since 2021 traffic counts.

Based on the above assessment, traffic calming devices are not warranted in the street. However, given the community interest in the proposal, Council will undertake consultation with the residents along The Boulevard regarding traffic calming devices and report the findings back to the Traffic Committee.

CONSULTATION

Consultation has not been undertaken. Future consultation will be undertaken if recommended by the Traffic Committee.

ATTACHMENTS

1. Previous report - ECTC-23-162 - The Boulevard, Lidcombe - Road Safety Concerns [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-048

Attachment 1

Previous report - ECTC-23-162 -
The Boulevarde, Lidcombe -
Road Safety Concerns

Item No: ECTC-23-162

THE BOULEVARDE, LIDCOMBE - ROAD SAFETY CONCERNS

RESOLUTION OF LOCAL TRAFFIC COMMITTEE AND RECOMMENDATION TO COUNCIL

That the Local Traffic Committee recommends and Council resolves that:

1. The Cumberland Traffic Committee recommends that the installation of traffic calming devices on The Boulevard, Lidcombe not be supported.

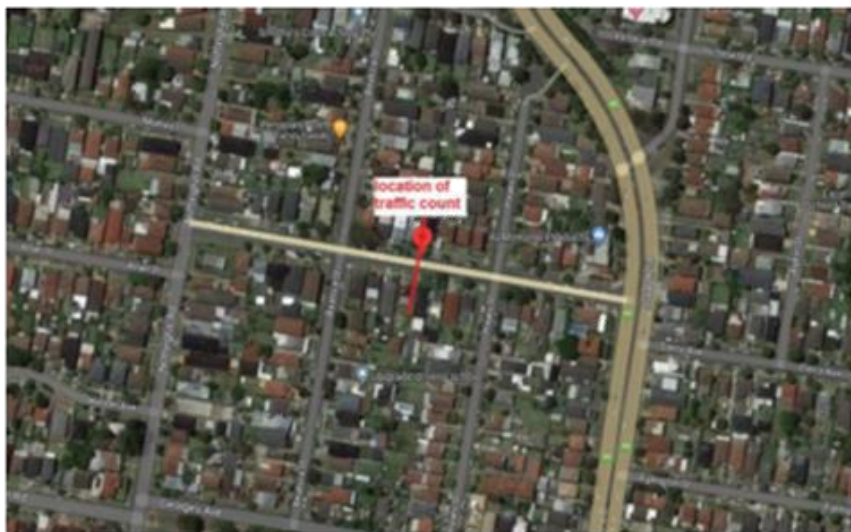
REPORT

Cumberland Traffic Committee at its meeting in June 2021 considered a report (CTC-21-166) regarding road safety concerns on The Boulevard, Lidcombe. Council resolved that:

1. The installation of traffic calming devices on The Boulevard, Lidcombe not be supported.
2. Council provides 'BB' centre line marking with 'YY' raised reflective pavement markers at 12m intervals in The Boulevard, Lidcombe in accordance with attached plan.
3. Council review conditions in The Boulevard and report back to traffic committee in August 2022.

Following the above, the centre line marking was completed as per item 2 above.

A traffic count was undertaken on The Boulevard in March 2023. The traffic count location is shown in red on the map below.



Council officers have reviewed the traffic count data and compared it with the previous traffic count data undertaken in March 2021.

Both results are detailed in the table below:

Traffic Count Date	Average Daily Traffic	85 th Percentile Speed
March 2021	1,843 veh/day	55.4 km/h
March 2023	1,771 veh/day	52.9 km/h

The traffic data from the table above indicated that both traffic volume (ADT) and the recorded 85th percentile speeds in The Boulevarde has reduced since 2021.

The latest Centre for Road and Safety accident data on Rickard Street indicated that there were no reported accidents in the last 5 years ending September 2022.

Council's officers have undertaken a further review of the traffic conditions on The Boulevarde in June 2023 in accordance with Council's Local Area Traffic Management (LATM) Policy.

The LATM assessments are summarised in the tables below:

Table 1 – The Boulevarde - LATM Assessment Points

Criteria	Maximum Score	Score Achieved
Traffic Study Data	45	10
Crash warrant in the last 5 years	15	0
Road Characteristics	35	8
Community Support & other factors	5	5
Total	100	23

Table 2 – The Boulevarde – Action

Criteria	Action
>75	Report to TC with a recommendation of providing traffic calming devices
61-75	Report to TC and discuss possibility of providing traffic calming devices
41-60	Council to review traffic data in 6 months
25-40	Monitor street and review traffic data after 12 months
<25	Do Nothing
Speed	That regardless of the total points scored, should the 85th percentile speed exceed the posted speed limit by 5 km/h, the street be referred to the NSW Police for monitoring and/or enforcement.

The traffic count indicated that the recorded 85th percentile speed was 52.9km/h which is within acceptable range for a local street with a 50km/h speed limit.

Based on the above assessment, traffic calming devices are not warranted on the street. Council will monitor traffic conditions in The Boulevarde.

CONSULTATION

Consultation has not been undertaken as the investigation outlined in the report concludes no action is required.

Consultation will be undertaken if recommended by the Traffic Committee.

At the meeting, there was no further discussion on this matter and the Local Traffic Committee endorsed the recommendation in the report.

ATTACHMENTS

1. Previous report – CTC-21–166

DOCUMENTS ASSOCIATED WITH REPORT ECTC-23-162

Attachment 1
Previous report – CTC-21–166

Item No: EECTC-21-166

THE BOULEVARDE, LIDCOMBE – ROAD SAFETY CONCERNS

Responsible Division: Works & Infrastructure
Officer: Manager Engineering and Traffic
File Number: T-28-01/06
Electorate: Auburn
Police Area Command (PAC): Auburn

SUMMARY

Cumberland City Council has received speeding concerns in The Boulevarde, Lidcombe from a local resident who has requested the installation of traffic calming devices in the street.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends:

1. The installation of traffic calming devices on The Boulevarde, Lidcombe not be supported.
2. Council provide 'BB' centre line marking with 'YY' raised reflective pavement markers at 12m intervals in The Boulevarde, Lidcombe in accordance with attached plan.
3. Council review conditions in The Boulevarde and report back to traffic committee in August 2022.

REPORT

The Boulevarde is a local road that runs in an east-west direction between the State road Olympic Drive and Nottingham Road and is approximately 330m long. The Boulevarde is approximately 12.5m wide and has a speed limit of 50km/hr.

The intersection of The Boulevarde and Olympic Drive is controlled by traffic signals and the other end forming a T-intersection with Nottingham Road.

Council has received speeding concerns in The Boulevarde from a local resident.

The map below shows the location of The Boulevarde, Lidcombe.



Council undertook traffic counts in The Boulevard in May 2021. The location is shown by a red line in the map above.

The data from the traffic count is given below:

Average Daily Traffic = 1,843 Veh/day
85th %tile speed = 55.4 km/hr

Council's Officers have investigated the request for the installation of traffic calming devices on The Boulevard, Lidcombe in accordance with Council's Local Area Traffic Management (LATM) Policy.

Based on the 'Centre for Road Safety' crash data, there was 1 reported crash at the intersection of The Boulevard and Hayes Street in the 5-year period ending September 2020. There were two reported accidents at the intersection of The Boulevard and the State Road Olympic Drive / Joseph Street during the same period.

The results of the traffic counts, recorded crashes etc. were used in the assessment to determine the need for the installation of traffic calming devices on The Boulevard in accordance with the criteria set out in Council's Local Area Traffic Management Policy (LATM) Policy. The LATM assessments are summarised in the tables below:

Table 1 – The Boulevard - LATM Assessment Points

Criteria	Maximum Score	Score Achieved
Traffic Study Data	45	15
Crash warrant in the last 5 years	15	5
Road Characteristics	35	8
Community Support & other factors	5	5
Total	100	33

Table 2 – The Boulevarde – Action

Criteria	Action
>75	Report to TC with a recommendation of providing traffic calming devices
61-75	Report to TC and discuss possibility of providing traffic calming devices
41-60	Council to review traffic data in 6 months
25-40	Monitor street and review traffic data after 12 months
<25	Do Nothing
Speed	That regardless of the total points scored, should the 85th percentile speed exceed the posted speed limit by 5 km/h, the street be referred to the NSW Police for monitoring and/or enforcement.

Based on the above assessment, traffic calming devices are not warranted in the street, therefore, the request for the installation of traffic calming devices / speed humps cannot be supported.

The recorded 85th percentile speed in The Boulevarde was 55.4 km/hr which is higher than the speed limit, however, due to the very low accident rate and low points scored in the LATM assessment, it is considered that no physical device is warranted.

It is proposed to provide 'BB' centre line in The Boulevarde to streamline traffic.

ATTACHMENTS

1. Plan - The Boulevarde, Lidcombe - Proposed Line Marking

DOCUMENTS ASSOCIATED WITH REPORT EECTC-21-166

Attachment 1 Plan - The Boulevarde, Lidcombe - Proposed Line Marking

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Item No: CTC-24-049

TERRY STREET, GREYSTANES – ROAD SAFETY CONCERNS

Directorate:	Environment and Planning
Responsible Officer:	Acting Manager Engineering and Building
Electorate:	<i>Prospect</i>
Police Area Command (PAC):	<i>Cumberland</i>
Agenda Part	Part 2

Note: *Recommendation to Council*

SUMMARY

Council has received request from a local resident for the installation of traffic calming devices on Terry Street, Greystanes due to speeding concerns.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends that:

- 1. The amended design of speed humps on Terry Street, Greystanes in accordance with the attached plan be approved in principle.**
- 2. Council undertake consultation with the adjacent residents of the new speed hump locations and report back to the Traffic Committee.**

REPORT

Terry Street is a local road that runs in a north-south direction with a posted speed limit of 50 km/h. It has a width of approximately 12.5m and parking is permitted on both sides of the road unless signposted.

Council has received concerns from a local resident regarding road safety on Terry Street, Greystanes.

The matter was investigated and reported to Cumberland Traffic Committee (CTC) in the past, a summary of the reports and recommendations are listed below:

18 November 2020:

CTC considered a report (CTC-20-236) on the speeding concerns in Terry Street and recommended that:

The Cumberland Traffic Committee recommended that Council undertake consultation with the residents of Terry Street, Greystanes to determine support or otherwise for the proposed installation of speed humps and report back to Cumberland Traffic Committee.

7 April 2021:

Following the CTC recommendation in November 2020 Council undertook consultation with the residents of Terry Street and reported to CTC in April 2021 (CTC-21-091).

The Cumberland Traffic Committee recommended that:

- 1. The proposed installation of speed humps on Terry Street, Greystanes no be approved due to lack of community support.*
- 2. Council undertake futher consultation with the residents of Terry Street, Greystanes and report back to traffic committee.*

19 May 2021:

Council considered a report (CTC-21-091) following further complaints regarding speeding concerns in Terry Street, Greystanes and the Council adopted the previous Traffic Committee recommendation as:

- 1. The proposed installation of speed humps on Terry Street, Greystanes no be approved due to lack of community support.*
- 2. Council undertake futher consultation with the residents of Terry Street, Greystanes and report back to traffic committee.*

3 November 2021:

Following the Council resolution in May and further complaints from the resident regarding speeding concerns. Council prepared a speed hump design and reported to CTC in November 2021 (CTC-21-241).

The Cumberland Traffic Committee recommended that:

- 1. The proposed installation of speed humps on Terry Street, Greystanes in accordance with the attachd plan be approved.*
- 2. Council undertake consultation with directly affected residents and report back to traffic committee if objections are received.*

5 April 2023

Following the resolution in November 2021, a consultation was carried out with the residents of Terry Street in October 2022. The result was reported to CTC in April 2023 (CTC-23-070).

The Cumberland Traffic Committee recommended that:

1. *The installation of traffic calming devices on Terry Street, Greystanes not be supported.*
2. *Council review traffic conditions in Terry Street, Greystanes, and report back to the Traffic Committee in April 2024.*
3. *All consulted residents be notified of the outcome of the Traffic Committee's recommendation.*

Following the above, Council received further concerns from a resident. Council officers have amended the previous speed hump design with the consideration to the feedbacks/objections received. It is proposed to consult the adjacent residents with updated speed hump plan.

CONSULTATION

Consultation has not been undertaken with the updated plan. Future consultation will be undertaken if recommended by the Traffic Committee.

ATTACHMENTS

1. Terry Street, Greystanes - Proposed amended plan for speed humps [↓](#)
2. Previous Report - CTC-23-070 [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-049

Attachment 1

Terry Street, Greystanes -
Proposed amended plan for
speed humps



TITLE: TERRY ST, GREYSTANES - PROPOSED SPEED HUMPS 'YES NO'

File Number:

Date:

4/12/23

Drawn By:

L.C

Scale:

NTS



DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-049

Attachment 2
Previous Report - CTC-23-070

Item No: CTC-23-070

TERRY STREET, GREYSTANES - ROAD SAFETY CONCERNS

RESOLUTION OF LOCAL TRAFFIC COMMITTEE AND RECOMMENDATION TO COUNCIL

That the Local Traffic Committee recommends and Council resolves that:

1. The installation of traffic calming devices on Terry Street, Greystanes not be supported.
2. Council review traffic conditions in Terry Street, Greystanes, and report back to the Traffic Committee in April 2024.
3. All consulted residents be notified of the outcome of the Traffic Committee's recommendation.

REPORT

Cumberland Traffic Committee (CTC) at its meeting in November 2021 considered a report (Item No. CTC-21-241) regarding road safety concerns on Terry Street, Greystanes. Council resolved to undertake consultation with the residents/ owners of directly affected properties of Terry Street, Greystanes with the proposed speed humps to determine support and report back to Cumberland Traffic Committee.

Consultation was carried out with the residents of Terry Street. In October 2022, a total of 8 letters were distributed to the affected residents/ owners with an attached survey form and a detailed plan of the proposed speed hump locations. Council received 3 responses by the closing date, 2 in support and 1 objecting to the proposed speed humps.

The resident objecting to the proposal claimed that the proposed speed humps will have an impact on his/her existing health due to a medical condition.

Due to the above objection, Council proposes to not provide speed humps in Terry Street.

It is also proposed to review traffic conditions in Terry Street in 12 months.

CONSULTATION

The proposal was notified to the directly impacted resident for a period of 14 days from 25 October to 11 November 2022.

A total of 8 letters were distributed with an attached survey form and a detailed plan for the proposed speed hump locations to the residents/ owners. Council received 3 responses by the closing date, 2 in support and 1 objecting to the proposed speed humps.

The resident objecting to the proposal claimed that the proposed speed humps will have an impact on his/her existing health due to a medical condition.

At the meeting, The Local Traffic Committee recommended that all consulted residents be notified of the outcome of the Traffic Committee's recommendation.

ATTACHMENTS

1. Previous Report - CTC-21-241
2. Submissions

DOCUMENTS ASSOCIATED WITH REPORT CTC-23-070

Attachment 1 Previous Report - CTC-21-241



Traffic Committee
3 November 2021

Item No: CTC-21-241

TERRY STREET, GREYSTANES – PROPOSED SPEED HUMPS

Responsible Division: Environment & Planning
Officer: Executive Manager Development and Building
File Number: HC-24-01-3/02
Electorate: Granville
Police Area Command (PAC): Cumberland

SUMMARY

Cumberland City Council at its meeting on 19 May 2021 considered a report (vide CTC-21-091 – Cumberland Traffic Committee April 2021) regarding installation of speed humps on Terry Street, Greystanes. Council resolved to undertake further consultation with the residents.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends:

1. The proposed installation of speed humps on Terry Street, Greystanes in accordance with the attached plan be approved.
2. Council undertake consultation with directly affected residents and report back to traffic committee if objections are received.

REPORT

Cumberland City Council at its meeting on 19 May 2021 considered a report (vide Cumberland Traffic Committee report - CTC-21-091) regarding installation of speed humps on Terry Street, Greystanes. Council resolved to undertake further consultation with residents.

However, Council has received further concerns from residents in the street regarding ongoing speeding.

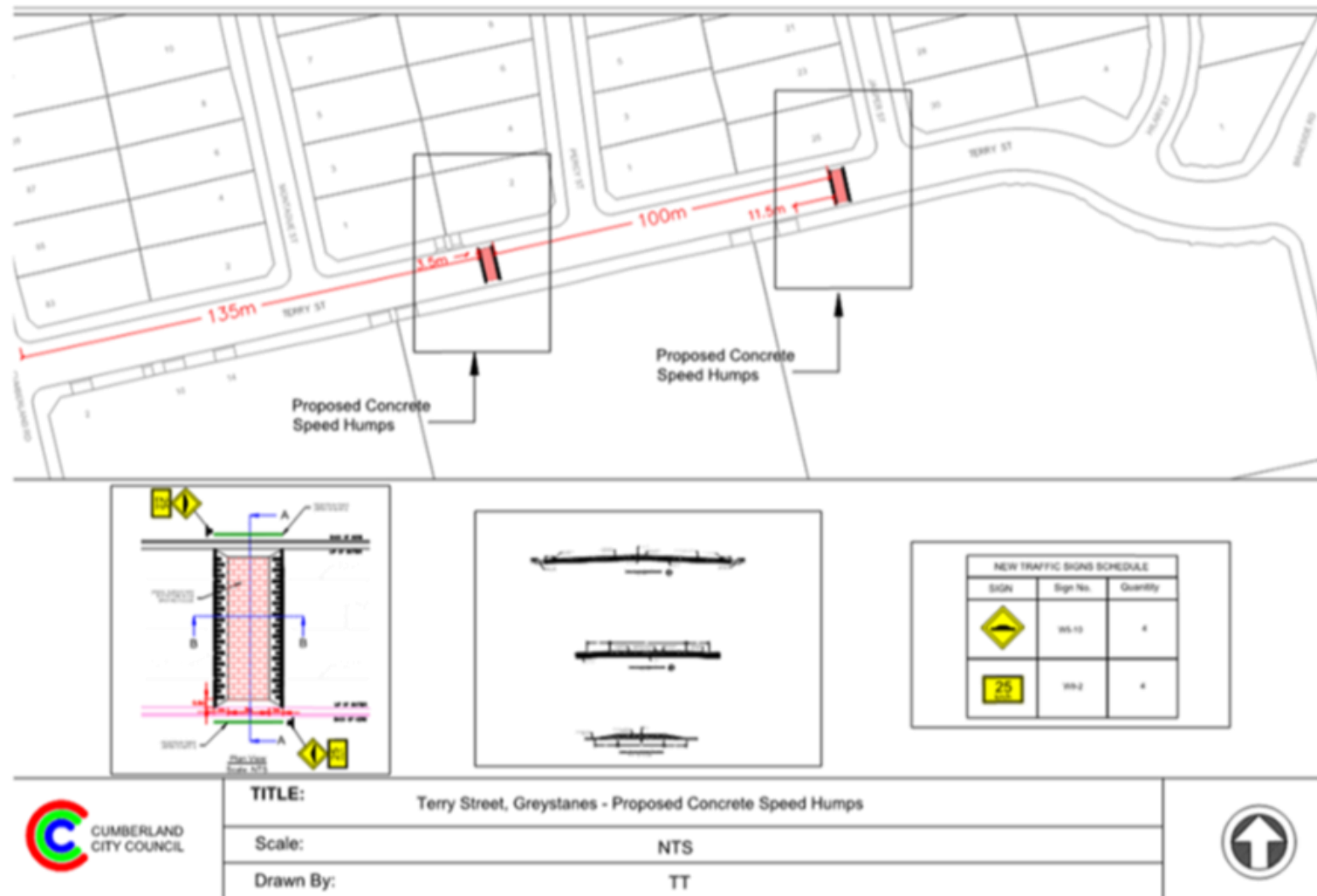
Following the above concerns, Council officers have prepared a plan showing speed humps in Terry Street, Greystanes. The speed humps have been located suitably based on constraints on the road. Council will consult the directly affected properties and report back to traffic committee if objections are received. This will be included in a future Works Program if approved.

The attached plan shows the proposed locations.

Page 231

ATTACHMENTS

1. Plan – Terry Street, Greystanes – Proposed speed humps



Item No: CTC-24-050

BRIGHTON STREET, GREYSTANES – ROAD SAFETY CONCERNS - CONSULTATION

Directorate:	Environment and Planning
Responsible Officer:	Acting Manager Engineering and Building
Electorate:	<i>Prospect</i>
Police Area Command (PAC):	<i>Cumberland</i>
Agenda Part	Part 2

Note: *Recommendation to Council*

SUMMARY

Council has received a request from a local resident for the installation of traffic calming devices on Brighton Street, Greystanes due to speeding concerns.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends that:

- 1. The installation of speed humps on Brighton Street, Greystanes in accordance with the attached plan be supported.**
- 2. Council undertake consultation with the adjacent and directly affected residents for the installation of speed humps and report back to Traffic Committee.**

REPORT

Brighton Street is a local road that runs in a north-south direction between Old Prospect Road and Whalans Road with a posted speed limit of 50 km/h. It has a width of approximately 10.2m and parking is permitted on both sides of the road unless signposted.

Currently 'BB' line marking is in place on Brighton Street and Cumberland Country Golf Club and its golf course are situated on the eastern side of Brighton Street.

Council has received a concern from a local resident regarding road safety on Brighton Street, Greystanes. The matter was investigated and reported to Cumberland Traffic Committee (CTC) in the past, and a summary is provided below.

5 August 2020:

CTC considered a report (ECTC-20-166) on the speeding concerns in Brighton Street and recommended that:

The Cumberland Traffic Committee recommended that Council undertake consultation with the residents of Brighton Street, Greystanes to determine support or otherwise for speed humps and report back to Cumberland Traffic Committee.

4 August 2021:

Following the CTC recommendation in August 2020 and Council undertook consultation with the residents of Brighton Street and reported to CTC in August 2021 (CTC-21-203).

The Cumberland Traffic Committee recommended that:

The Cumberland Traffic Committee recommended that Council undertake further consultation with residents of Brighton Street, Greystanes and report back to traffic Committee.

1 November 2023:

Following the CTC recommendation in August 2021, Council undertook consultation with the residents of Brighton Street in January 2023, due to the lack of support received from the residents, subsequently Council undertook consultation again in October 2023. The matter was reported to CTC in November 2023 (CTC-23-186).

The Cumberland Traffic Committee recommended and Council resolved at its meeting on 6 December 2023 that:

The matter be deferred and report back to the Cumberland Traffic Committee in February 2024.

In accordance with the Council resolution, this report is presented to the Traffic Committee with further consideration and a plan with proposed locations for speed humps for consideration.

Council will conduct consultation with the residents directly affected by the proposed speed humps if approved by the Traffic Committee and Council.

CONSULTATION

Consultation has not been undertaken. Future consultation will be undertaken if recommended by the Traffic Committee.

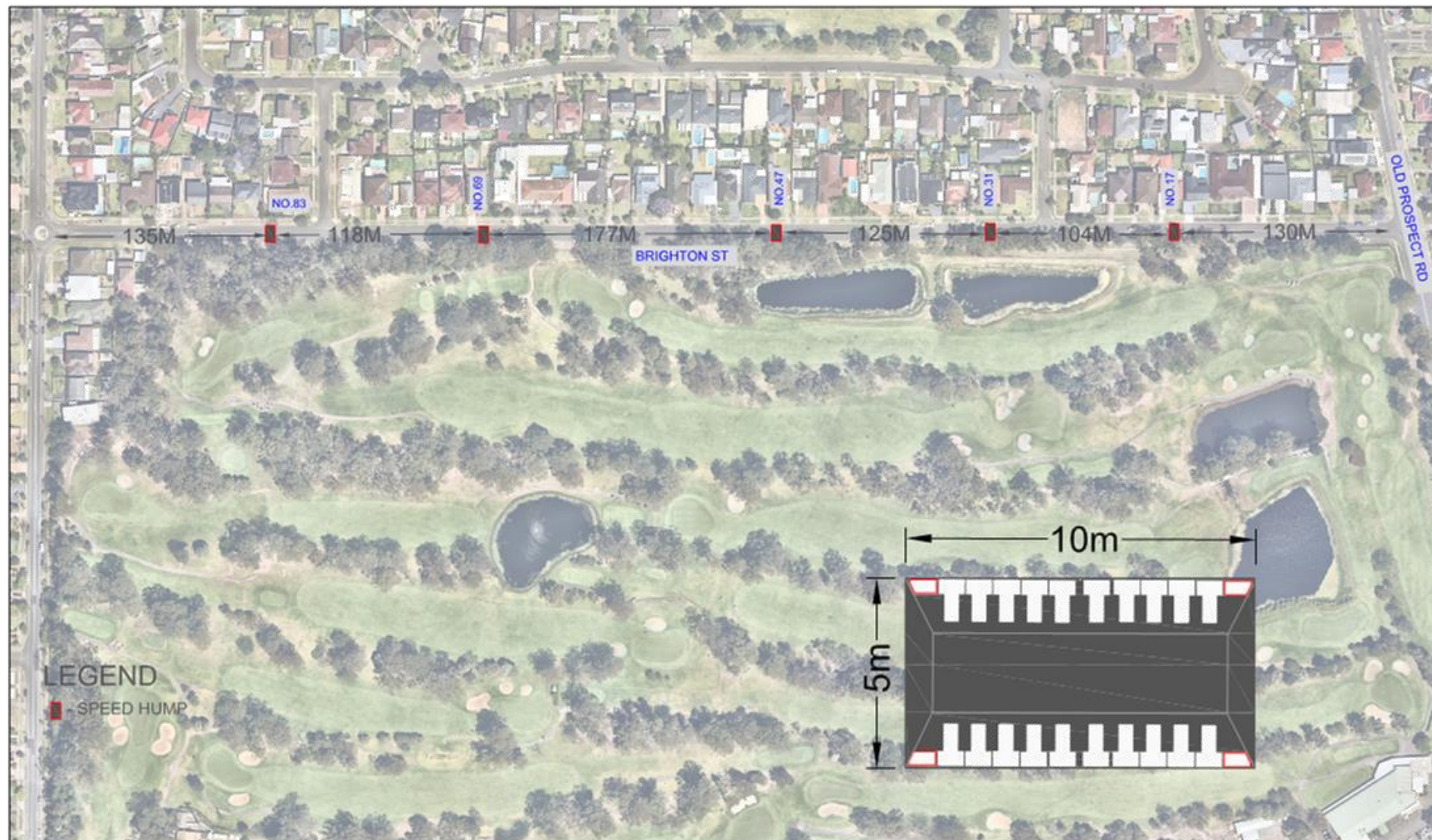
ATTACHMENTS

1. Plan - Brighton Street, Greystanes - Proposed speed humps [↓](#)
2. Previous Report - CTC-23-186 [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-050

Attachment 1

Plan - Brighton Street,
Greystanes - Proposed speed
humps



TITLE: BRIGHTON STREET, GREYSTANES - PROPOSED SPEED HUMPS

File Number:

Date:

30/11/23

Drawn By:

L.C

Scale:

NTS



DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-050

Attachment 2
Previous Report - CTC-23-186

Item No: CTC-23-186

BRIGHTON STREET, GREYSTANES – ROAD SAFETY CONCERNS

RESOLUTION OF LOCAL TRAFFIC COMMITTEE AND RECOMMENDATION TO COUNCIL

That the Local Traffic Committee recommends and Council resolves that:

1. The matter be deferred and report back to the Cumberland Traffic Committee in February 2024.

REPORT

Brighton Street is a local road that runs in a north-south direction between Old Prospect Road and Whalans Road with a posted speed limit of 50 km/h. It has a width of approximately 10.2m and parking is permitted on both sides of the road unless signposted. Cumberland Country Golf Club and the Golf Course is located on the eastern side of Brighton Street.

There is 'BB' centre line marked in Brighton Street.

Council has received concerns from a local resident regarding road safety on Brighton Street, Greystanes.

The matter was previously investigated and reported to Cumberland Traffic Committee (CTC) in the past. Previous investigations including consultation did not receive sufficient support from the residents.

The map below shows the location of Brighton Street.



Following previous consultation, Council undertook further consultation with the residents in Brighton Street in October 2023. A total of 49 letters were distributed to the residents / owners.

Council received 21 responses by the closing date, out of the total responses received, 10 responses (47.6%) supported the proposed speed humps and 11 (52.4%) responses objected to the proposal.

The main concerns raised by the residents who objected to the proposed traffic calming devices were noise caused by the speed humps and devaluation of the properties. Some residents also believed that speed humps are not effective in slowing down traffic.

The latest Centre for Road Safety accident data indicated that there were no reported accidents related to speeding in Brighton Street in the last 5 years ending December 2022.

Based on the above results, the majority of the responses received by Council objected to the proposal. Therefore, it is suggested that the installation of speed humps on Brighton Street not be approved due to the lack of support from the residents.

It should be noted that Brighton Street has 'BB' centre lines marked which provides a calming effect on traffic and keeping the traffic on the correct side of the road.

It is also proposed that Council undertake traffic counts in Brighton Street and assess traffic conditions in the street and report back to the Traffic Committee in April 2024.

CONSULTATION

The proposal was notified to the residents in Brighton Street for a period of 14 days from 4 October 2023 to 17 October 2023.

Council received 21 responses (42.9% of the total letters sent) by the closing date, out of the total responses received, 10 responses (47.6%) supported the proposed speed humps and 11 (52.4%) responses objected to the proposal.

At the meeting, the Local Traffic committee recommended that the matter be deferred and report back to the Cumberland Traffic Committee in February 2024.

ATTACHMENTS

1. Submissions

Item No: CTC-24-051

HAWKSVIEW STREET, GUILDFORD AND MERRYLANDS – ROAD SAFETY CONCERN

Directorate:	Environment and Planning
Responsible Officer:	Acting Manager Engineering and Building
Electorate:	<i>Granville</i>
Police Area Command (PAC):	<i>Cumberland</i>
Agenda Part	Part 2

Note: *Recommendation to Council*

SUMMARY

Council has received requests from local residents for the installation of traffic calming devices on Hawksview Street, Guildford due to speeding concerns.

This report outlines the outcome of the investigation into this matter and recommendation of install edge line marking for road delineation.

RECOMMENDATION

The Traffic Committee recommends that:

- 1. Installation of edge line marking in Hawksview Street between Chetwynd Road and Oxford Street overpass be approved in accordance with the plan attached.**
- 2. Council notify the concerned residents of the outcome.**

REPORT

Hawksview Street is a regional road that runs in an east-west direction with a posted speed limit of 50km/h. It has a width of approximately 12.5m and parking is permitted on both sides of the road unless signposted.

Council has received concerns from local residents regarding road safety on Hawksview Street, Guildford/ Merrylands. The matter was investigated and reported to Cumberland Traffic Committee (CTC) in the past, a summary of the reports and recommendations are listed below:

7 June 2023

CTC considered a report (CTC-23-087) on the road safety concerns of a fatal accident in Hawksview Street. Based on the report, Council resolved in July 2023 that:

1. *The existing 'S1' line marking in Hawksview Street be replaced with 'BB' line marking.*
2. *Council undertake a detailed review of conditions in Hawksview Street, Merrylands and report back to the Traffic Committee in August 2023.*
3. *Council liaise with the State Member for Granville, Ms Julia Finn MP, regarding any review of traffic conditions on Hawksview Street.*

2 August 2023

CTC considered a report (CTC-23-135) on the road safety concerns with a traffic condition review in Hawksview Street. The CTC recommended:

1. *The installation of traffic calming devices in Hawksview Street in Guildford and Merrylands, between Guildford Overpass and Chetwynd Road, be approved in principle.*
2. *Council prepare speed hump design and undertake consultation with directly affected and adjacent residents.*
3. *Council report back to the Traffic Committee the outcomes of consultation on the proposal in November 2023.*
4. *The Member for Granville be notified of the recommendation.*
5. *The State Government be requested to review the location for a speed camera.*

This recommendation was also resolved by Council.

1 November 2023

CTC considered a report (CTC-23-193) on the road safety concerns and traffic conditions in Hawksview Street, Guildford/ Merrylands. The following comments were discussed during the meeting:

- *The Cumberland Traffic Committee notes the submission received from the State Member for Granville to the Hon. John Graham (MLC), Minister for Roads.*
- *The Cumberland Traffic Committee notes that the installation of speedhumps along Hawksview Street will most likely encourage road users to divert onto surrounding local streets.*

- *The Cumberland Traffic Committee recommends that Council consider providing edge line marking.*

Council noted the above comments at its meeting in December 2023 and resolved that the matter be deferred and report back to the Cumberland Traffic Committee in February 2024.

Based on the discussions of the Traffic Committee and Council resolution, Council officers have prepared plans for the edge line marking in Hawksview Street between Chetwynd Road and Oxford Street overpass to improve the road delineation of Hawksview Street.

CONSULTATION

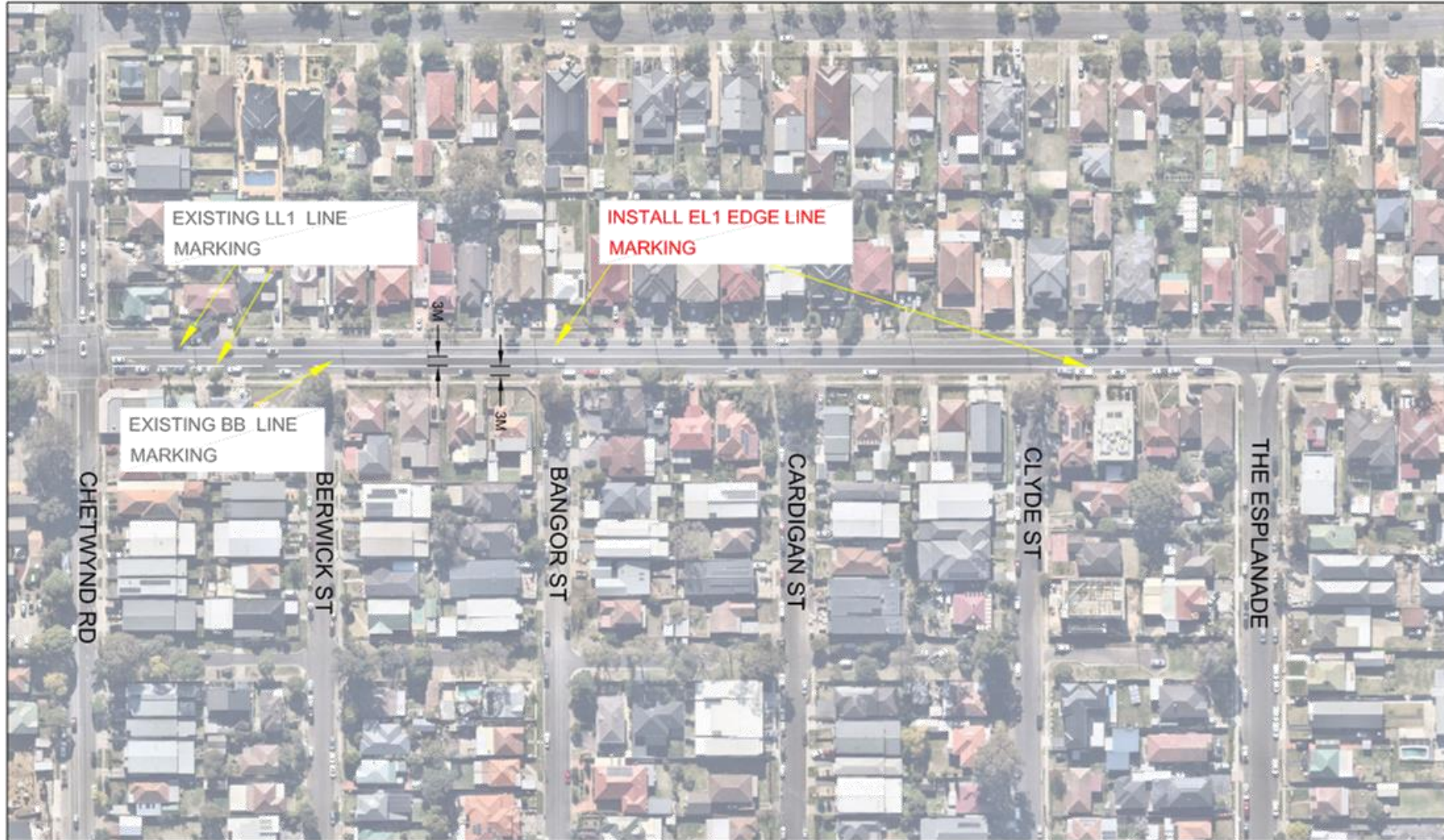
Consultation has not been undertaken as the proposed edge line marking has no impact to the local residents.

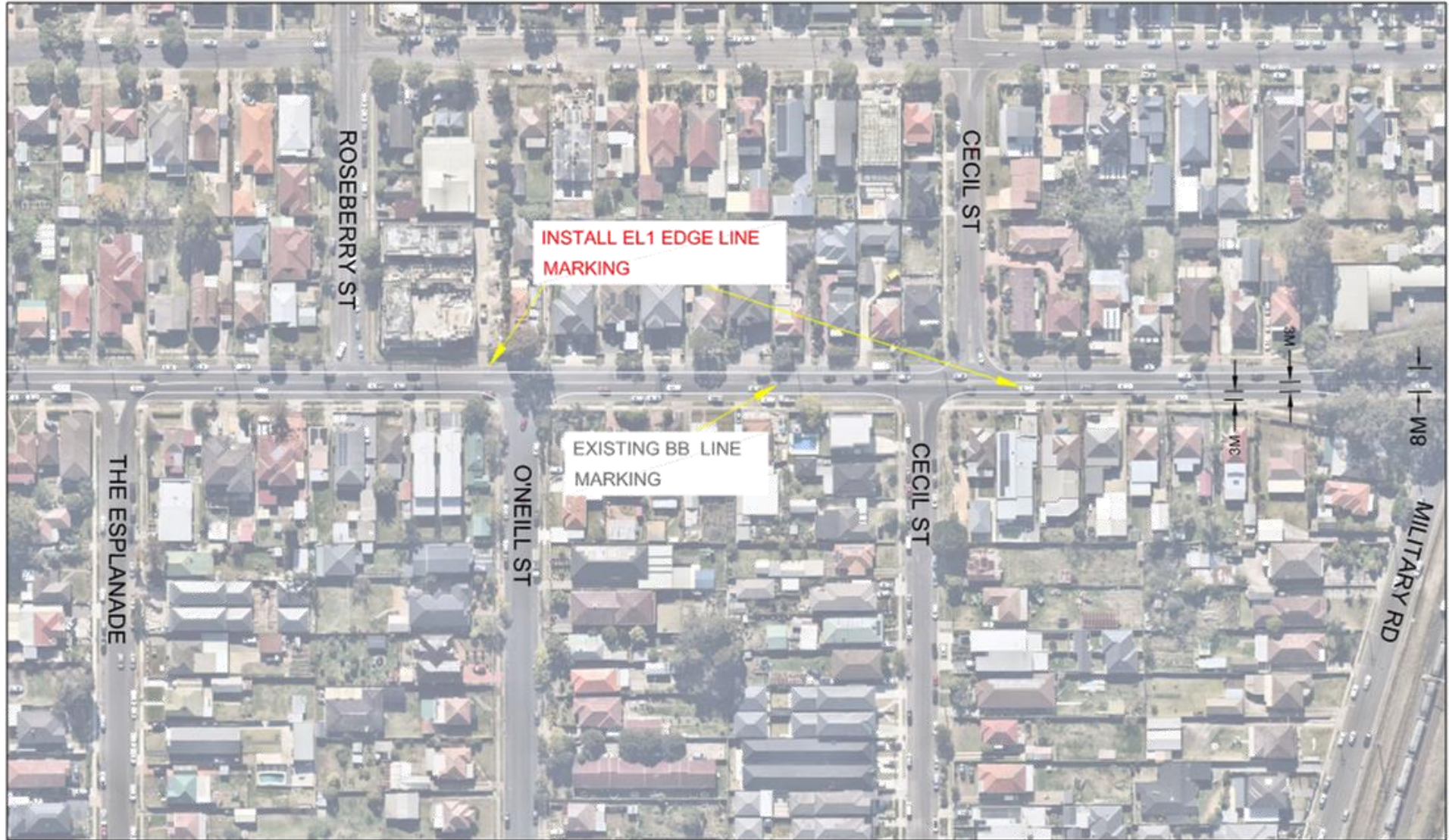
ATTACHMENTS

1. Proposed Edge Linemarking [↓](#)
2. Previous Report - CTC-23-135 - Hawksview Street, Guildford, and Merrylands - Road Safety Concerns [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-051

Attachment 1
Proposed Edge Linemarking





DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-051

Attachment 2

Previous Report - CTC-23-135 -
Hawksview Street, Guildford, and
Merrylands - Road Safety
Concerns

Item No: CTC-23-193

HAWKSVIEW STREET, GUILDFORD AND MERRYLANDS - ROAD SAFETY CONCERN

RESOLUTION OF LOCAL TRAFFIC COMMITTEE AND RECOMMENDATION TO COUNCIL

That the Local Traffic Committee recommends and Council resolves that:

1. The matter be deferred and reported back to the Cumberland Traffic Committee in February 2024

REPORT

Hawksview Street is a regional road that runs in an east-west direction with a posted speed limit of 50km/h. It has a width of approximately 12.5m and parking is permitted on both sides of the road unless signposted.

Council has received concerns from local residents regarding road safety on Hawksview Street, Guildford/ Merrylands. The matter was investigated and reported to Cumberland Traffic Committee (CTC) in the past, a summary of the reports and recommendations are listed below:

Background

7 June 2023

CTC considered a report (CTC-23-087) on the road safety concerns of a fatal accident in Hawksview Street. Based on the report, Council resolved in July 2023 that:

1. *The existing 'S1' line marking in Hawksview Street be replaced with 'BB' line marking.*
2. *Council undertake a detailed review of conditions in Hawksview Street, Merrylands and report back to the Traffic Committee in August 2023.*
3. *Council liaise with the State Member for Granville, Ms Julia Finn MP, regarding any review of traffic conditions on Hawksview Street.*

2 August 2023

CTC considered a report (CTC-23-135) on the road safety concerns with a detailed review of Hawksview Street. Based on the report, Council resolved in September 2023 that:

1. *The installation of traffic calming devices in Hawksview Street in Guildford and Merrylands, between Guildford Overpass and Chetwynd Road, be approved in principle.*

2. Council prepare speed hump design and undertake consultation with directly affected and adjacent residents.
3. Council report back to the Traffic Committee the outcomes of consultation on the proposal in November 2023.
4. The Member for Granville be notified of the recommendation.
5. The State Government be requested to review the location for a speed camera.

The map below show the location/ section of Hawksview Street, Guildford/ Merrylands between Guildford Overpass and Chetwynd Road.



The latest Centre for Road Safety accident data indicated that there were eight (8) reported accidents in Hawksview Street between Guildford Overpass and Chetwynd Road in the last 5 years ending December 2022. All of them were the result of turning vehicles failing to give way at intersections.

In accordance with the item 2 of the recommendation above, Council prepared concept plans for speed humps and consultation was undertaken with the residents of Hawksview Street between Chetwynd Road and Oxford Street Overpass in September 2023.

A total of 50 letters were distributed to the residents/ owners with an attached survey form with a plan of the proposed speed humps. Council received 7 responses (14% of the total letters sent) by the closing date, 6 supporting the proposal and 1 opposing the proposed speed humps with various reasons such as emergency vehicles delay, amenity and future detours.

Based on the above result, the majority of the responses received supported the proposal. Therefore, it is proposed that the proposed speed humps in Hawksview Street be approved.

In relation to the resolution for a speed camera at this location, the request has been forwarded to Transport for NSW for consideration. At this stage, no response has been received by Council.

CONSULTATION

The proposal was notified to the adjacent and impacted residents for a period of 14 days from 21 September 2023 to 6 October 2023.

Council received 7 responses (14% of the total response sent) by the closing date, 6 (86%) supported the proposal and 1 (14%) opposed to the proposed speed humps with various reason such as emergency vehicles delay, amenity and future detours.

At the meeting, the Local Traffic committee recommended that the matter be deferred and reported back to the Cumberland Traffic Committee in February 2024.

Discussion:

- The Cumberland Traffic Committee notes the submission received from the State Member for Granville to the Hon. John Graham (MLC), Minister for Roads.
- The Cumberland Traffic Committee notes that the installation of speedhumps along Hawksview Street will most likely encourage road users to divert onto surrounding local streets.
- The Cumberland Traffic Committee recommends that Council consider providing edge line marking.

ATTACHMENTS

1. Plan – Hawksview Street – Proposed Speed Humps
2. Previous Report - CTC-23-135 - Hawksview Street, Guildford, and Merrylands - Road Safety Concerns.
3. Extract Council Minute of CTC-23-135
4. Submissions

Item No: CTC-24-052

ADDLESTONE ROAD, MERRYLANDS - RELOCATION OF THE EXISTING PEDESTRIAN CROSSING

Directorate:	Environment and Planning
Responsible Officer:	Acting Manager Engineering and Building
Electorate:	<i>Granville</i>
Police Area Command (PAC):	<i>Cumberland</i>
Agenda Part	Part 2

Note: *Recommendation to Council*

SUMMARY

Council received concerns from resident regarding pedestrian safety at the existing pedestrian crossing on Addlestone Road at the intersection of Merrylands Road, Merrylands.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends that the relocation of the existing raised pedestrian crossing on Addlestone Road, Merrylands and associated signage in accordance with the attached plan be approved.

REPORT

Addlestone Road is a local road that runs in a north-south direction with 50 km/h sign posted speed limit. It has a width of approximately 12.5m and parking is permitted on both sides unless signposted. Merrylands Road is a regional road that runs in an east west direction.

Currently there is an existing pedestrian crossing located on Addlestone Road, Merrylands at the intersection of Merrylands Road.

Residents have expressed concerns about pedestrian safety at this location, where vehicles have failed to give way to pedestrians while turning from Merrylands Road. The latest Centre for Road Safety crash data indicated that there was one reported accident related to pedestrian movement at this location in the last 5 years ending June 2023 as shown in the table below.

Date	Location	Description
26/02/2020	Intersection Merrylands Road and Addlestone Road, Merrylands	Vehicle failed to give way to pedestrian

To enhance pedestrian safety, it is proposed to relocate the existing pedestrian crossing approximately 6m south of its current position and implementing a kerb extension to reduce parking restrictions associated with the crossing.

The existing parking restrictions will be adjusted to accommodate the proposed changes. There will be a gain of one parking space on the western side of Addlestone Road.

CONSULTATION

The proposal was notified to the impacted residents and businesses for a period of 14 days starting from 18 January 2024 to 1 February 2024. There were no responses received at the writing of this report.

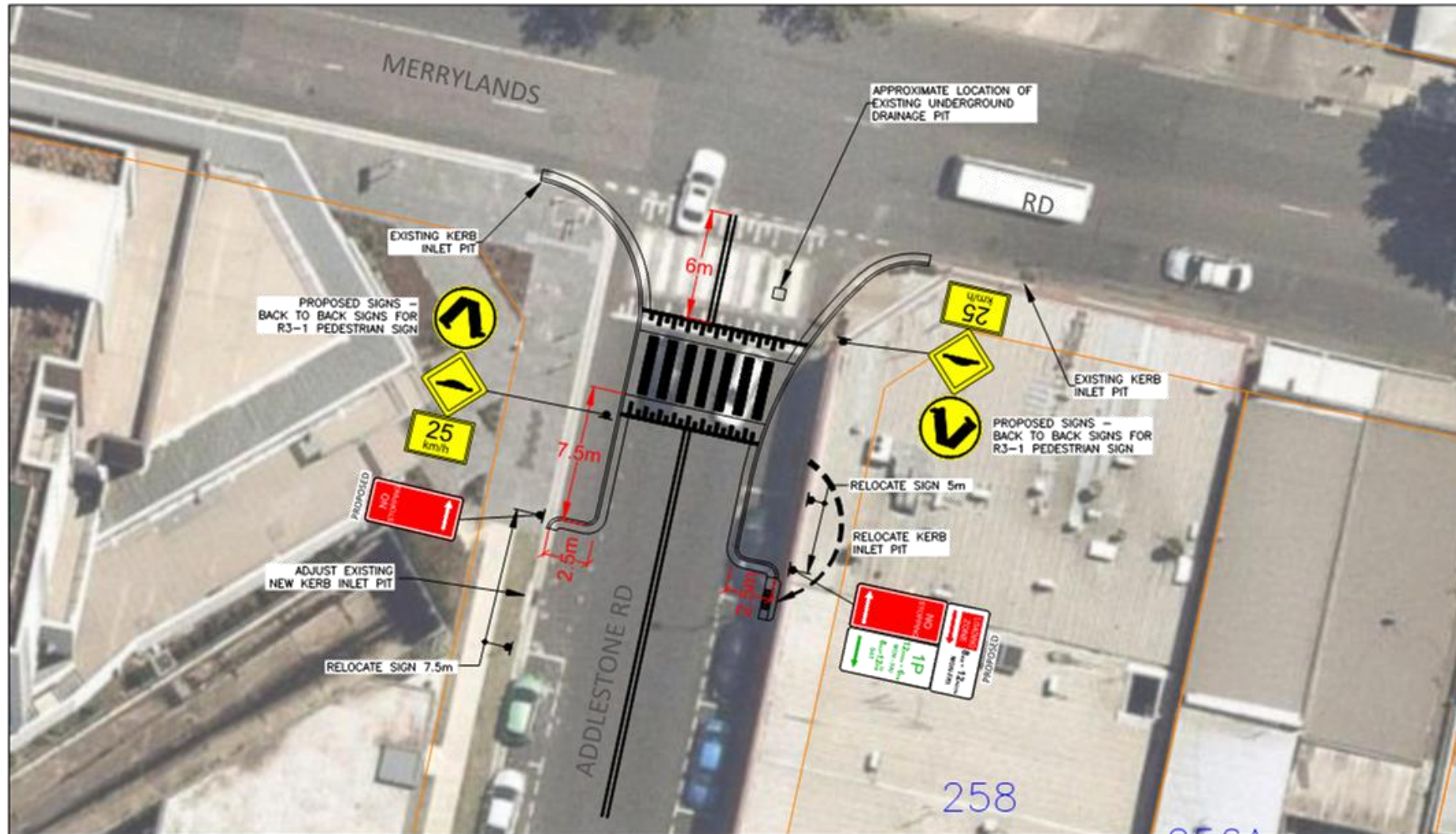
ATTACHMENTS

1. Plan – Addlestone Road, Merrylands – Proposed pedestrian crossing relocation
[↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-052

Attachment 1

Plan – Addlestone Road,
Merrylands – Proposed
pedestrian crossing relocation



Item No: CTC-24-053

GRASSMERE STREET, GUILDFORD - ROAD SAFETY CONCERNS

Directorate:	Environment and Planning
Responsible Officer:	Acting Manager Engineering and Building
Electorate:	<i>Granville</i>
Police Area Command (PAC):	<i>Cumberland</i>
Agenda Part	Part 2

Note: *Recommendation to Council*

SUMMARY

Cumberland Traffic Committee at its meeting on 18 October 2023 considered a report on the road safety concerns in Grassmere Street, Guildford. Subsequently, Council, at its meeting on 1 November 2023 resolved that the matter be referred back to the traffic committee.

This report reviews the previous assessment.

RECOMMENDATION

The Traffic Committee recommends that:

- 1. The installation of traffic calming devices on Grassmere Street, Guildford not be supported.**
- 2. The 'BB' Centre line marking on Grassmere Street, Guildford in accordance with the attached plan be approved.**
- 3. Council review conditions in Grassmere Street, Guildford, and investigate the safety hazard at the intersection of Grassmere Street and Guildford Road in November 2024 and report back to Traffic Committee.**
- 4. Council request Cumberland Police Area Command to undertake random speed surveillance in Grassmere Street, Guildford.**

REPORT

Cumberland Traffic Committee at its meeting on 18 October 2023 considered a report (ECTC-23-158 attached) on the road safety concerns in Grassmere Street, Guildford.

That the Traffic Committee recommended that:

1. *The installation of traffic calming devices on Grassmere Street, Guildford not be supported.*
2. *Council review conditions in Grassmere Street, Guildford, and investigate the safety hazard at the intersection of Grassmere Street and Guildford Road in November 2024 and report back to Traffic Committee.*
3. *Council request Cumberland Police Area Command to undertake random speed surveillance in Grassmere Street, Guildford.*

Subsequently, Council, at its meeting on 1 November 2023 resolved that the matter be referred back to the Traffic Committee.

This report reviews the traffic count and additional crash data and the Local Area Traffic Management (LATM) analysis undertaken previously.

The map below shows the location of Grassmere Street, Guildford.



Locality Plan

Comparison of traffic count data on Grassmere Street, Guildford is provided below:

Traffic Count Date	Average Daily Traffic	85th Percentile Speed
March 2020	890 veh/day	59.4 km/h
March 2023	965 veh/day	55.8 km/h

The latest Centre for Road and Safety crash data on Grassmere Street indicated that there were four reported accidents at the intersection of Guildford Road and Grassmere Street in the last 5 years ending June 2023. These were intersection related accidents and not related to speeding. There were no other reported midblock accidents in Grassmere Street during this period.

Based on additional crash data received recently, there were no reported accidents in Grassmere Street between September 2022 and December 2023.

Based on Council's Local Area Traffic Management (LATM) assessment policy, Grassmere Street scored 35 points out of 100 which warrants a review of conditions in 12 months. The traffic count data indicated that the recorded 85th percentile speed was 55.8 km/h which is higher than the speed limit of the street. It is also noted that the speeds have reduced since 2022 traffic counts from 59.4 to 55.8 km/h.

Based on the above assessment, traffic calming devices are not warranted in the street. However, considering the recorded 85th percentile speed being 55.8 km/hr, Council previously recommended referral to the Police Area Command in accordance with the Policy.

Following Council's resolution and further review by Council officers, it is noted that the street does not have any line marking. It is proposed to mark 'BB' centre lines in Grassmere Street to assist in streamlining traffic flow and prevent overtaking / U-turns.

CONSULTATION

Consultation has not been undertaken as line marking will not impact on available parking in the street.

ATTACHMENTS

1. Plan - Grassmere Street, Guildford – 'BB' centre line marking. [↓](#)
2. Previous report - ECTC-23-158 - Grassmere Street, Guildford - Road Safety Concerns [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-053

Attachment 1

Plan - Grassmere Street,
Guildford – 'BB' centre line
marking.



TITLE: GRASSMERE STREET, GUILDFORD - BB LINEMARKING

File Number:

Date:

18/01/2024

Drawn By:

Y.R

Scale:

NTS



DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-053

Attachment 2

Previous report - ECTC-23-158 -
Grassmere Street, Guildford -
Road Safety Concerns

Item No: ECTC-23-158

GRASSMERE STREET, GUILDFORD - ROAD SAFETY CONCERNS

RESOLUTION OF LOCAL TRAFFIC COMMITTEE AND RECOMMENDATION TO COUNCIL

That the Local Traffic Committee recommends and Council resolves that:

1. The installation of traffic calming devices on Grassmere Street, Guildford not be supported.
2. Council review conditions in Grassmere Street, Guildford, and investigate the safety hazard at the intersection of Grassmere Street and Guildford Road in November 2024 and report back to Traffic Committee.
3. Council request Cumberland Police Area Command to undertake random speed surveillance in Grassmere Street, Guildford.

Moved Mr Chris Worthington **Seconded** Cllr Diane Colman.

REPORT

Cumberland Traffic Committee at its meeting in February 2021 considered a report (CTC-21-026) on the outcome of the resident consultation undertaken regarding speed humps on Grassmere Street, Guildford.

Council resolved that the installation of traffic calming devices on Grassmere Street, Guildford not be supported and Council review conditions in Grassmere Street, Guildford in February 2022.

A traffic count was undertaken on Grassmere Street in March 2023. The traffic count location is shown in red on the map below.



Council officers have reviewed the traffic count data and compared it with the previous traffic count data undertaken in December 2020.

Both results are detailed in the table below:

Traffic Count Date	Average Daily Traffic	85 th Percentile Speed
March 2020	890 veh/day	59.4 km/h
March 2023	965 veh/day	55.8 km/h

The traffic count data from the table above indicated that the traffic volume (ADT) in Grassmere Street has increased slightly and the recorded 85th percentile speeds have reduced significantly since 2020.

The latest Centre for Road and Safety accident data on Grassmere Street indicated that there were four reported accidents at the intersection of Guildford Road and Grassmere Street in the last 5 years ending September 2022. These were intersection related accidents and not related to speeding. There were no other reported midblock accident in Grassmere Street.

Council officers have undertaken a further review of the traffic conditions on Grassmere Street in accordance with Council's Local Area Traffic Management (LATM) Policy.

The LATM assessments are summarised in the tables below:

Table 1 – Grassmere Street - LATM Assessment Points

Criteria	Maximum Score	Score Achieved
Traffic Study Data	45	10
Crash warrant in the last 5 years	15	10
Road Characteristics	35	10
Community Support & other factors	5	5
Total	100	35

Table 2 – Grassmere Street – Action

Criteria	Action
>75	Report to TC with a recommendation of providing traffic calming devices
61-75	Report to TC and discuss possibility of providing traffic calming devices
41-60	Council to review traffic data in 6 months
25-40	Monitor street and review traffic data after 12 months
<25	Do Nothing
Speed	That regardless of the total points scored, should the 85th percentile speed exceed the posted speed limit by 5 km/h, the street be referred to the NSW Police for monitoring and/or enforcement.

The traffic count indicated that the recorded 85th percentile speed was 55.8km/h which is higher than the speed limit of the street. The speed data will be forwarded to Cumberland PAC for enforcement.

Based on the above assessment, traffic calming devices are not warranted on the street. Council will review traffic conditions in Grassmere Street in 12 months and report back to Traffic Committee if required.

CONSULTATION

Consultation has not been undertaken as the investigation outlined in the report concludes no action is required.

Consultation will be undertaken if recommended by the Traffic Committee.

At the meeting, the Local Traffic committee recommended that , Council review conditions in Grassmere Street, Guildford, and investigate the safety hazard at the intersection of Grassmere Street and Guildford Road in November 2024 and report back to Traffic Committee.

ATTACHMENTS

1. Previous Report - CTC-21-026

DOCUMENTS ASSOCIATED WITH REPORT ECTC-23-158

Attachment 1 Previous Report - CTC-21-026

Item No: CTC-21-026

GRASSMERE STREET, GUILDFORD – PROPOSED SPEED HUMPS – CONSULTATION RESULT

Responsible Division: Works & Infrastructure
Officer: Traffic Engineer
File Number: HC-24-01-3/02
Electorate: Granville
Police Area Command (PAC): Cumberland

SUMMARY

Cumberland Traffic Committee at its electronic meeting on 1 April 2020 considered a report (CTC-20-063) regarding installation of speed humps on Grassmere Street, Guildford. Council recommended that *Council undertake consultation with the residents of Grassmere Street, Guildford to determine support or otherwise for speed humps and report back to Cumberland Traffic Committee.*

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

That the Traffic Committee recommends that;

- 1. The proposed installation of speed humps on Grassmere Street, Guildford not be approved.**
- 2. Council review conditions in Grassmere Street, Guildford in February 2022.**

REPORT

Cumberland Traffic Committee at its electronic meeting on 1 April 2020 considered a report (CTC-20-063) regarding installation of speed humps on Grassmere Street, Guildford. Council recommended that *Council undertake consultation with the residents of Grassmere Street, Guildford to determine support or otherwise for speed humps and report back to Cumberland Traffic Committee.*

Council at its meeting on 20 May 2020 approved the above recommendation.

Following Council's meeting, consultation was undertaken with residents on Grassmere Street.



Traffic Committee
3 February 2021

There are 30 properties in Grassmere Street and 44 letters with attached survey forms distributed to the residents / owners. The survey form had three options as below:

1. I support speed humps in Grassmere Street and raise No Objection to install a speed hump outside my property,
2. I support speed humps in Grassmere Street, but I Object to install speed hump outside my property,
3. I do not support the installation of speed humps on Grassmere Street.

There were only 6 responses received by the closing date. Four (4) of the submissions supported the installation of speed humps outside their properties, one (1) objected to install speed humps outside their property and one (1) objected to the proposed speed humps in Grassmere Street.

Residents that supported and objected to the proposal have provided the following comments in the table below:

#	Resident Comments
Supported	
1	I hope the speed humps go ahead, it is totally ridiculous not to put them in. I witness all the time that cars are blasted if they are doing 50km/h and the speeders overtake them and abuse them. This is not acceptable.
2	Its been a long time coming, desperately needed in the street. Now to do something about the congestion in Guildford Rd near Woodville Rd in am and pm peak hours.
Objected	
1	There is a stormwater drain in front of our house. I do not want a speed hump outside my house.
2	As long as they are not high and in front of my property.

Based on the above result, the proposed installation of speed humps on Grassmere Street not be approved due to lack of community support.

ATTACHMENTS

Nil

Item No: CTC-24-054

BRIDGE ROAD, WESTMEAD – SYDNEY TRAINS ROAD-OVER-RAIL BRIDGE UPGRADE

Directorate:	Environment and Planning
Responsible Officer:	Acting Manager Engineering and Building
Electorate:	<i>Granville</i>
Police Area Command (PAC):	<i>Cumberland</i>
Agenda Part	Part 2

Note: *Recommendation to Council*

SUMMARY

Sydney Trains have provided information on the upgrade of the Bridge Road road-over-rail bridge at Westmead. This is provided for the information of the Traffic Committee and Council.

RECOMMENDATION

The Traffic Committee recommends that the information in this report be noted.

REPORT

Council has received information regarding the upgrade of the Bridge Road road-over-rail bridge at Westmead. The project aims to ease traffic congestion, improve traffic flow and increase safety. The project includes:

1. an upgraded bridge with three traffic lanes, one northbound and two southbound lanes to ease morning peak hour traffic.
2. a new shared path on the eastern side and an upgraded footpath on the western side of the bridge.

The image below show the location of the proposed work area.



Work will involve constructing a new bridge next to the existing bridge, where traffic will be transferred over to the new bridge. Sydney Trains will then demolish and replace the existing bridge and combine the two bridges to form one wider bridge.

Construction works are now underway, and it is estimated to take 3.5 years to complete. There may be approvals required from the Traffic Committee as part of project, and sought through separate future reports to the Committee as required.

Council officers will continue to liaise with Sydney Trains during the project, and ensure that Sydney Trains provides wide community awareness of any temporary and ongoing traffic changes associated with the project.

Further details and updates to the community can be found through the following link: <https://www.transport.nsw.gov.au/projects/community-engagement/sydney-trains-community/westmead-bridge-road-upgrade>.

CONSULTATION

Sydney Trains will continue to keep the community informed throughout the project. Sydney Trains have also provided a dedicated phone number and email to request further information and project updates.

ATTACHMENTS

1. Westmead Bridge Road Upgrade - Community Engagement Information [🔗](#)

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-054

Attachment 1

Westmead Bridge Road Upgrade
- Community Engagement
Information

Westmead Bridge Road Upgrade

Sydney Trains is upgrading the road-over-rail bridge at Bridge Road, Westmead, to improve traffic flow in the Westmead precinct.

The project includes:

- an upgraded bridge with three traffic lanes, one northbound and two southbound lanes to ease morning peak hour traffic
- a new shared path on the eastern side and an upgraded footpath on the western side of the bridge.

The project will take about three and a half years to complete.

Key benefits

Benefits to the community will include:

- easing congestion
- improving traffic flow
- reducing travel times for road users using the bridge and surrounding road network
- increasing safety for all road users.



Artist's impression of upgrade at Bridge Road, Westmead



Project Status

Enabling work and site investigations started in July 2022 within the rail corridor. Main construction work will start in January 2024.

Work will involve constructing a new bridge next to the existing bridge, traffic will be transferred over to the new bridge. We will then demolish and replace the existing bridge and combine the two bridges to form one wider bridge.

Standard construction hours are from 7am to 6pm Monday to Friday and 8am to 1pm on Saturdays.

Additional work may need to be carried out at night and on weekends to minimise disruptions to road users. Sydney Trains will also carry out rail possession work as per usual which may have different noise impacts.

Please see the latest community notification for further information and upcoming impacts.

Traffic and parking

There will be temporary changes to vehicle and pedestrian access to the bridge and the roundabout at Alexandra Avenue during the work.

Construction of the bridge will take place in stages to reduce congestion to road users and residents.

We will notify road users and nearby residents in advance of any access changes and alternative routes.

Location of work area



KEY

Road	New shared path	Safety barrier
New footpath	New bridge	Property fence

Westmead Bridge Road Upgrade - Location of work area



Keep in touch

We will continue to keep the community informed throughout the construction period with regular notifications being distributed to

residents and frequent updates published here on our website.

If you would like to receive further information or project updates, please contact us by calling 1800 684 490 or email

[projects@transport.nsw.gov.au \(mailto:projects@transport.nsw.gov.au?subject=Query%3A%20Westmead%20Bridge%20Road%20Upgrade\)](mailto:projects@transport.nsw.gov.au?subject=Query%3A%20Westmead%20Bridge%20Road%20Upgrade).

For all urgent enquiries or complaints regarding construction activities, please call us 24-hours on 1800 684 490.

Community notifications

[Legal](#) [Privacy](#) [Accessibility](#)

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Transport for NSW recognise and celebrate the diversity of Aboriginal peoples and their ongoing cultures and care of Country. We pay respect to traditional custodians and Elders past and present.



Item No: CTC-24-055

LIDCOMBE TOWN CENTRE PUBLIC DOMAIN PLAN - PROPOSED ON-STREET PARKING ARRANGEMENTS FOR JOSEPH STREET PRECINCT

Directorate:	Environment and Planning
Responsible Officer:	Acting Manager Engineering and Building
Electorate:	<i>Auburn</i>
Police Area Command (PAC):	<i>Auburn</i>
Agenda Part	Part 2

Note: *Recommendation to Council*

SUMMARY

Council is currently working on the implementation of the Lidcombe Town Centre Public Domain Plan which has been adopted by Council at its meeting on 2 August 2023. The first stage of works under the Plan is identified as Joseph Street Precinct, which has received funding under the WestInvest program.

This report outlines the proposed changes in Joseph Street and Bridge Street.

RECOMMENDATION

The Traffic Committee recommends that:

- 1. The proposed changes to on-street parking arrangements for the Joseph Street Precinct in the Lidcombe Town Centre be supported in-principle.**
- 2. Consultation is undertaken with the community and businesses on the proposed on-street parking arrangements.**

REPORT

Council adopted Lidcombe Town Centre Public Domain Plan at its meeting on 2 August 2023. The first stage of works under the Plan is identified as Joseph Street Precinct, including Bridge Street upgrade. Council received \$7.6 million in funding under the NSW Government's WestInvest grant program through the Lidcombe Town Centre High Street Activation project to implement these works.

Works identified for this precinct include establishment of new outdoor dining area on Joseph Street, improved permeability and accessibility for all ages and abilities throughout the Precinct, upgrade pedestrian crossings, new street furniture including lighting, and opportunities to establish public art projects.

The project also proposes changes to on-street parking arrangements within the Precinct to implement the outdoor dining areas on Joseph Street. Based on this arrangements, the following outcomes are achieved:

- There is no net loss of total parking across the precinct under the the public domain upgrade.
- Parking spaces along Joseph Street are reallocated to Bridge Street, where new on-street parking will be provided.
- There is an increase of one disabled parking space provided under the proposed arrangements, providing further opportunities for improved access to the community.
- There is a decrease of one loading zone space provided under the proposed arrangements; however, the construction of new mixed use developments within the Lidcombe Town Centre provide on-site vehicle loading arrangements to better manage these movements within the town centre.

Further details of the proposed changes to on-street parking arrangements for the Jospeh Street Precinct are provided in the image and table below, as well as the attached plan.



Proposed changes to the existing parking spaces

Vehicle Parking Counts	Existing	Proposed
Joseph St (Including Taylor Street)		
Vehicle	28	21
Disabled	0	1
Loading	3	2
Sub Total	31	24
Net		-7
Bridge Street		
Vehicle	33	40
Disabled	1	1
Loading	3	3
Sub-Total	37	44
Net		+7
Railway Street (between Joseph St and Pedestrian crossing)		
Vehicle	0	0
Disabled	2	2
Loading	0	0
Sub-Total	2	2
Net		0
Total	Net	0

Existing and Proposed On-Street Parking Spaces for Joseph Street Precinct

It is recommended that the proposed on-street parking arrangements for the Joseph Street Precinct be supported in-principle, and that further consultation be undertaken with the community and businesses.

CONSULTATION

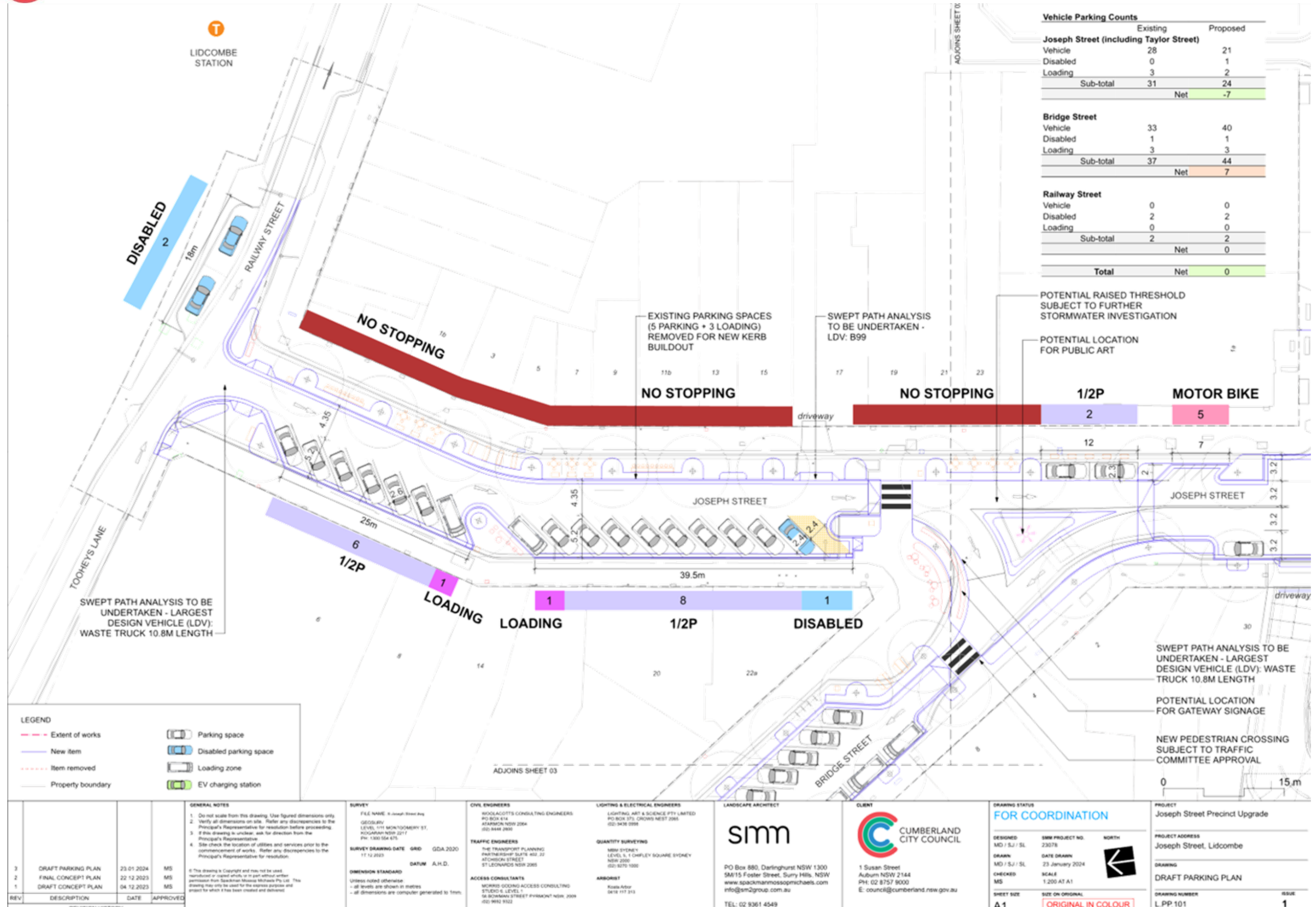
Council has previously undertaken consultation on the Lidcombe Town Centre Public Domain Plan. Further consultation on details of the upgrade, including proposed on-street parking arrangements, will be undertaken in the first half of 2024.

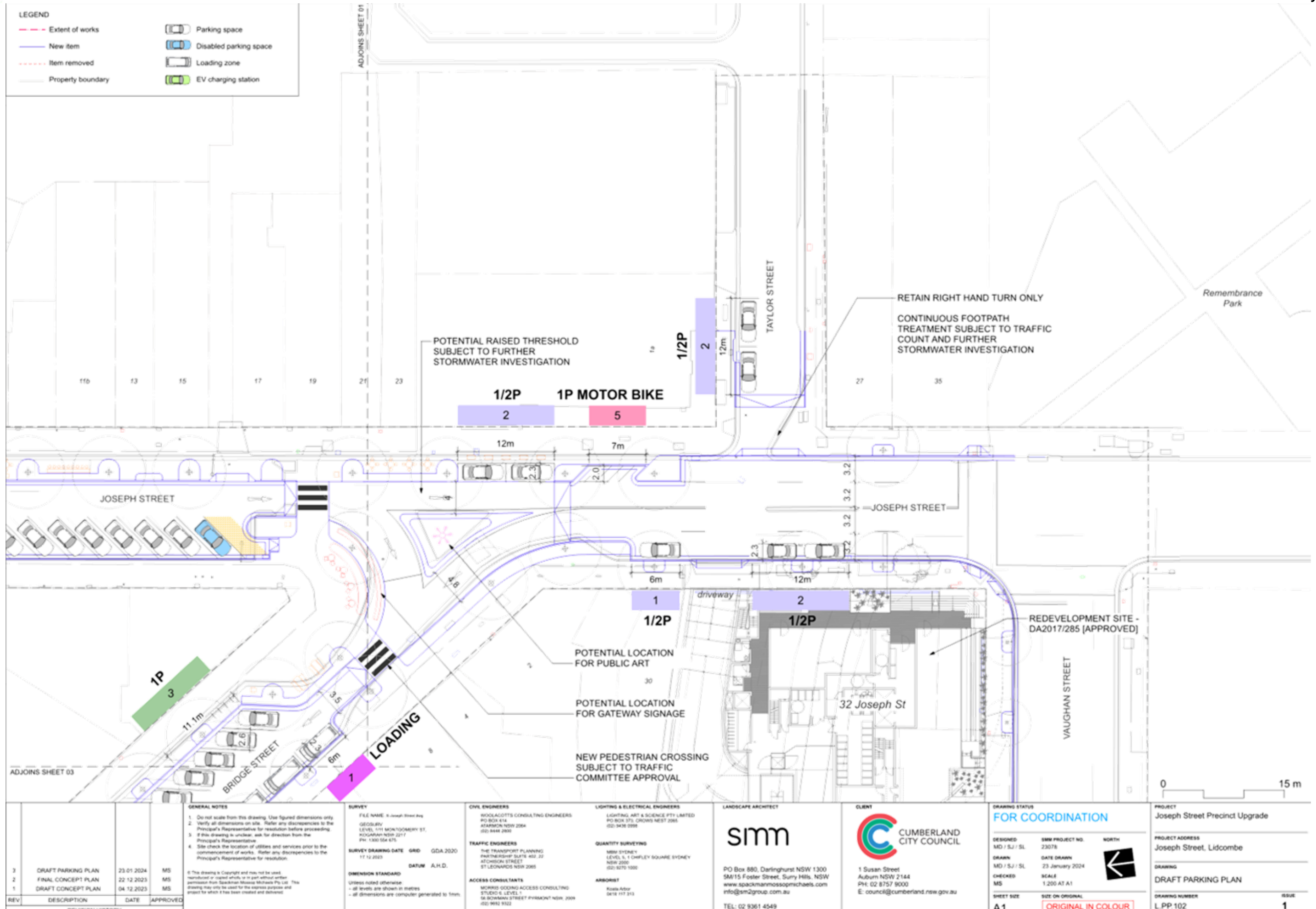
ATTACHMENTS

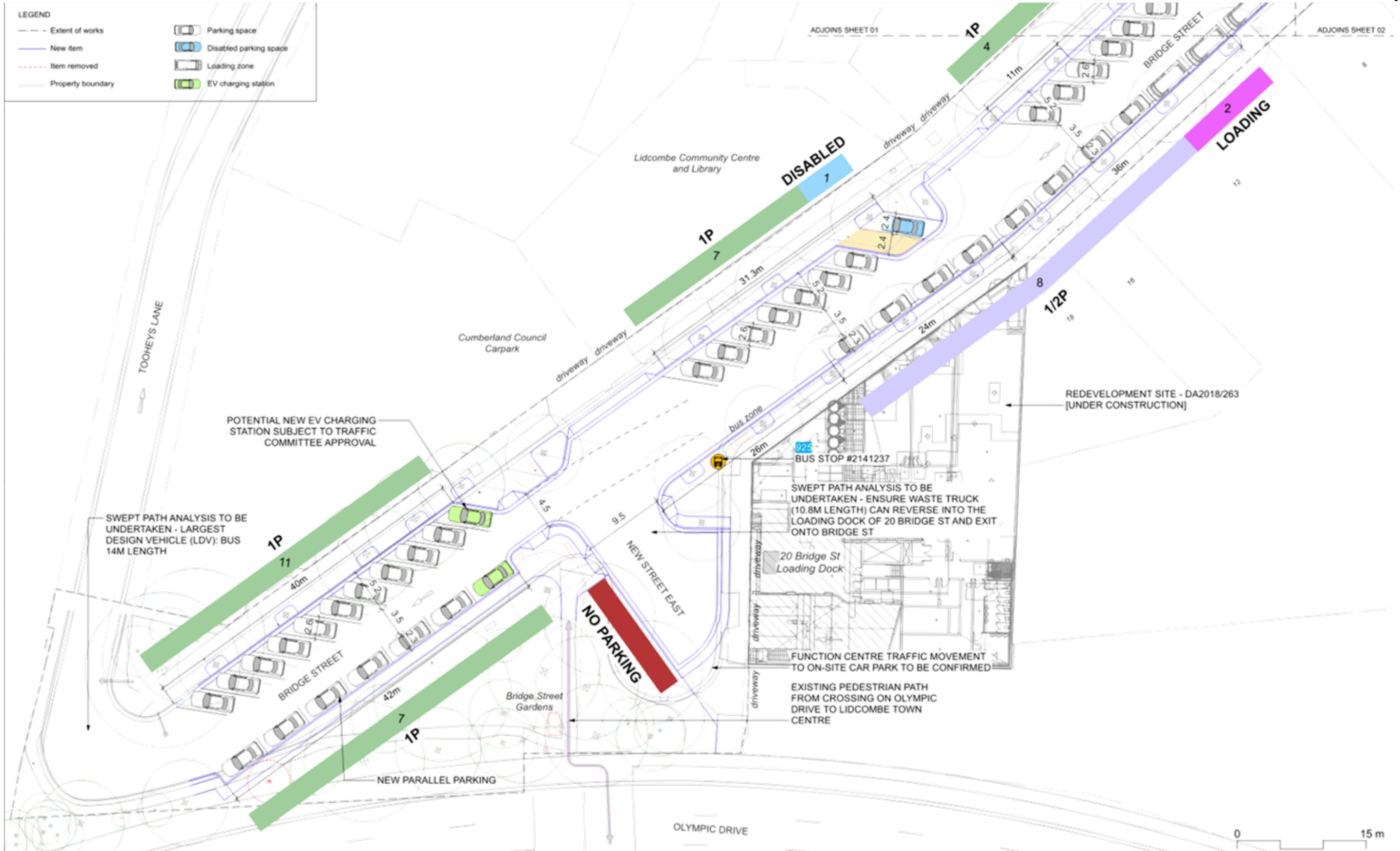
1. Joseph Street Precinct - Proposed On-Street Car Parking Arrangements [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-055

Attachment 1
Joseph Street Precinct -
Proposed On-Street Car Parking
Arrangements







Item No: CTC-24-056

HAMPDEN ROAD, SOUTH WENTWORTHVILLE – ROAD SAFETY CONCERNS

Directorate:	Environment and Planning
Responsible Officer:	Acting Manager Engineering and Building
Electorate:	Granville
Police Area Command (PAC):	Cumberland
Agenda Part	Part 2

Note: *Recommendation to Council*

SUMMARY

Council has received concerns from local residents for the installation of traffic calming devices on Hampden Road, South Wentworthville due to speeding concerns.

This report outlines the outcome of the investigation into this matter.

RECOMMENDATION

The Traffic Committee recommends that:

- 1. The installation of speed humps on Hampden Road, South Wentworthville in accordance with the attached plan be approved.**
- 2. Council investigate other alternative road safety measures at particular locations along Hampden Road, as outlined in this report, and report the findings to the Traffic Committee in April 2024.**
- 3. Council notify affected/ concerned residents of the outcome.**

REPORT

Hampden Road is a local road that runs in a north-south direction between Old Prospect Road and Irrigation Road with 50km/h speed limit. It has a width of approximately 10.1m and parking is permitted on both sides of the road in accordance with the Road Rules unless signposted.

Council has received concerns from local residents regarding road safety on Hampden Road, South Wentworthville. The matter was investigated and reported to Cumberland Traffic Committee (CTC) in the past, a summary of the reports and recommendations are listed below:

4 August 2021

CTC considered a report (CTC-21-204) on the road safety concern in Hampden Road, South Wentworthville. Following the CTC meeting the report was considered at Council meeting on 6 October 2021 and Council endorsed the Traffic Committee's recommendation as:

The Cumberland Traffic Committee recommended that Council undertake Further consultation with the residents of Hampden Road, Greystanes and report back to traffic committee.

2 August 2023

Following the Council resolution in October 2021, Council prepared a design and consulted with the residents of Hampden Road. The result was reported to CTC in August 2023 (CTC-23-133), the report was considered in the following Council Meeting on 6 September 2023. Council endorsed Traffic Committee recommendation as:

1. *The installation of speed humps in Hampden Road, South Wentworthville in accordance with attached plans be approved in principle.*
2. *Council undertake consultation with adjacent properties and report back to the Traffic Committee in November 2023.*

1 November 2023

Following the Council resolution in September 2023, Council undertook consultation with the residents of Hampden Road and reported to CTC in November 2023 (CTC-23-192). The Traffic Committee recommended:

1. *The installation of speed humps on Hampden Road, South Wentworthville, in accordance with the attached plan be approved.*
2. *Council notify affected/ concerned residents of the outcome.*

Council considered the above report (CTC-23-192) in the Council Meeting on 6 December 2023, and resolved that the matter be referred back to the Traffic Committee due to a late submission.

Based on the above resolution and the objection received from the late submission, Council officers have modified the plan of the proposed speed humps. It is recommended that Traffic Committee support the installation of speed humps in accordance with the updated plan.

In addition to the installation of speed humps, it is also proposed that other road safety alternatives, such as line marking and signposting, be investigated in the sections of Hampden Road where speed humps are not recommended to be installed. Further information on these alternatives will be reported to the Traffic Committee in April 2024.

CONSULTATION

Consultation was previously undertaken as reported in the Traffic Committee item CTC-23-192. The contents of the late submission was considered in the amended plans and no further consultation is required.

ATTACHMENTS

1. Plan - Hampden Road, South Wentworthville - Amended plan of speed humps [↓](#)
2. Previous Report - CTC-23-192 Hampden Road, South Wentworthville [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-056

Attachment 1

Plan - Hampden Road, South
Wentworthville - Amended plan of
speed humps





DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-056

Attachment 2

Previous Report - CTC-23-192
Hampden Road, South
Wentworthville

Item No: CTC-23-192

HAMPDEN ROAD, SOUTH WENTWORTHVILLE – ROAD SAFETY CONCERNS

RESOLUTION OF LOCAL TRAFFIC COMMITTEE AND RECOMMENDATION TO COUNCIL

That the Local Traffic Committee recommends and Council resolves that:

1. The installation of speed humps on Hampden Road, South Wentworthville, in accordance with the attached plan be approved.
2. Council notify affected/ concerned residents of the outcome.

REPORT

Cumberland Traffic Committee (CTC) at its meeting in August 2023 considered a report (CTC-23-133) regarding road safety concerns on Hampden Road, South Wentworthville.

Council resolved that:

1. The installation of speed humps in Hampden Road, South Wentworthville in accordance with attached plans be approved in principle.
2. Council undertake consultation with adjacent properties and report back to the Traffic Committee in November 2023.

In accordance with Council's resolution, consultation was carried out with the residents of Hampden Road in September 2023. A total of 86 letters were distributed to the residents / owners with an attached survey form and plans of the proposed speed humps.

Council received 12 responses, with 9 (75%) that supported the proposal and 3 (25%) that opposed the proposed speed humps. While the majority of residents that responded to the consultation supported the provision of speed humps, the residents opposing the speed humps indicated the reason for objection being the loss of on-street parking spaces, concerns about the number of proposed speed humps and potential noise impacts.

Following consideration of the feedback provided, the plan has been updated to remove locations where speed humps have not been supported. Based on this, it is recommended that the provision of speed humps as shown on the attached plan be approved.

CONSULTATION

The proposal was notified to the impacted resident for a period of 14 days from 13 September 2023 to 27 September 2023.

A total of 86 letters were distributed to the residents / owners with an attached survey form and a plan of the proposed speed humps. Council received 12 responses, 9 (75%) supporting the proposal and 3 (25%) opposing the proposed speed humps.

At the meeting, there was no further discussion on this matter and the Local Traffic Committee endorsed the recommendation in the report.

ATTACHMENTS

1. Plans – Hampden Road, South Wentworthville – Proposed speed humps
2. ~~Previous report CTC-23-133~~
3. ~~Submissions~~

DOCUMENTS ASSOCIATED WITH REPORT CTC-23-192

Attachment 1

Plans – Hampden Road, South
Wentworthville – Proposed speed
humps

CUMBERLAND
CITY COUNCIL

TITLE: HAMPDEN ROAD, SOUTH WENTWORTHVILLE - 1 OF 2

File Number:

Date:

24/10/23

Drawn By:

L.C.

Scale:

NTS





CUMBERLAND
CITY COUNCIL

TITLE: HAMPDEN ROAD, SOUTH WENTWORTHVILLE - 2 OF 2

File Number:

Date: 24/10/23

Drawn By: LC

Scale: NTS



Item No: CTC-24-057

TEMPORARY OPTIONAL DELEGATIONS ON TRAFFIC MANAGEMENT AND PEDESTRIAN WORKS TO COUNCILS FROM TRANSPORT FOR NSW

Directorate: Environment and Planning
Responsible Officer: Acting Manager Engineering and Building
Electorate:
Police Area Command (PAC):
Agenda Part Part 2

Note: *Recommendation to Council*

SUMMARY

Transport for NSW (TfNSW) has issued a new 'Instrument of Delegation and Authorisation – Traffic Management and Pedestrian Works, Temporary Delegation to Councils' under Roads Act 1993 and Road Transport Act 2013 on 12 December 2023.

This report informs the Traffic Committee of the new temporary delegation. It is noted that the temporary delegations are optional and do not need to be enacted by the Traffic Committee or Council.

RECOMMENDATION

The Traffic Committee recommends that the information contained in this report be noted.

REPORT

Transport for NSW issued a 'Instrument of Delegation and Authorisation – Traffic Management and Pedestrian Works, Temporary Delegation to Councils' under Roads Act 1993 and Road Transport Act 2013 on 12 December 2023. This temporary delegation is valid until 30 June 2026 unless revoked earlier.

The delegation provides the policy and framework for Councils to exercise the traffic functions delegated to them. Councils may only exercise their delegated functions in accordance with the delegation within the specified conditions. Under these delegations, Transport for NSW continues to manage the State Road network.

This temporary delegation delegates certain functions, subject to conditions in addition to previous delegation for controlling traffic on Council roads. This includes:

- Delegating power to Councils to install some traffic devices without approval from Transport for NSW under a streamlined process.

- Delegating power to Councils to create pedestrian crossings, bike lanes, street trees and parking changes without going to the Traffic Committee or Transport for NSW.

Further information regarding this can be found within Attachment 2.

It is noted that the temporary delegations are optional and do not need to be enacted by the Traffic Committee or Council.

At this time, Council officers are not recommending the enacting of these temporary optional delegations. The current arrangements provide an appropriate process that enables consultation with key stakeholders and the community, and the ability for the Traffic Committee or elected Council to be part of decision making on key traffic related matters.

Should Council wish to proceed with these delegations, an amendment of the Cumberland Traffic Committee Terms of Reference would be required and need to be resolved by Council.

CONSULTATION

Consultation is not required as it relates to delegations from Transport for NSW regarding traffic matters.

ATTACHMENTS

1. Instrument of Delegation and Authorisation – Traffic Management and Pedestrian Works, Temporary Delegation to Councils [↓](#)
2. Temporary Delegation to Councils - Information [↓](#)
3. Current Regulation of Traffic Delegation to Councils [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-057

Attachment 1

Instrument of Delegation and
Authorisation – Traffic
Management and Pedestrian
Works, Temporary Delegation to
Councils



INSTRUMENT OF DELEGATION AND AUTHORISATION

TRAFFIC MANAGEMENT AND PEDESTRIAN WORKS TEMPORARY DELEGATION TO COUNCILS No.2

Roads Act 1993
Road Transport Act 2013

On behalf of Transport for NSW, I, Josh Murray, Secretary of the Department of Transport:

- a) **REVOKE** the instrument of 24 February 2023 titled "*Instrument of Delegation and Authorisation – Traffic Management and Pedestrian Works – Temporary Delegation to Councils*"; and
- b) **REVOKE**, in the "*Roads and Maritime Services - Delegation to Councils*" dated 31 October 2011 ("the 2011 Delegation"), clause 6 of that Instrument (which relates to the prohibition on a sub-delegate from carrying out a function under Division 2 of Part 8 of the *Roads Act 1993*), **SUBJECT TO** the condition in paragraph 11 of **Schedule 4** of this Instrument; and
- c) **DELEGATE** under section 31(1) of the *Transport Administration Act 1988* (the 'Act') and all other enabling powers, the functions set out in **Schedule 1** to the councils set out in **Schedule 2**, **SUBJECT TO** the conditions set out in **Schedule 4**; and
- d) **AUTHORISE** those delegates, under section 31(2) of the Act, to sub-delegate the functions set out in **Schedule 1** to the persons set out in **Schedule 3**,

A failure to comply with the conditions set out in **Schedule 4** renders the delegation inoperative with respect to the functions being carried out.

In addition, I **AUTHORISE** under section 122(b) of the *Road Transport Act 2013*, the councils set out in **Schedule 2**, to install or display (or interfere with, alter or remove) any prescribed traffic control device as set out in the TfNSW "*Traffic Signs Database*" and indicated as "*Delegated to Council for Authorisation – Yes*", as required to give effect to functions exercised under this delegation, including any portable traffic control lights, but **NOT** any internally illuminated traffic control device.

This Instrument commences on the date it is made, and paragraphs (c) and (d) above will continue in force until 30 June 2026 unless revoked earlier.



Josh Murray
Secretary
Department of Transport

Date: 12/12/2023

SCHEDULE 1 - FUNCTIONS

1. The functions and powers of Transport for NSW under section 115(2) of the *Roads Act 1993* to regulate traffic on a public road for purposes other than those set out in therein, being the following types of works:
 - (a) Works to regulate parking;
 - (b) Pedestrian crossings;
 - (c) Pedestrian refuges;
 - (d) Conversion of existing pedestrian ('zebra') crossings to raised pedestrian ('wombat') crossings;
 - (e) Footpaths and continuous footpaths;
 - (f) Temporary or permanent works to enable alfresco dining;
 - (g) Temporary or permanent works to improve or expand footpaths or pedestrian space;
 - (h) Kerb buildouts to reduce crossing distance or manage vehicle speed;
 - (i) Kerb modifications or median islands for tree planting, landscaping or water sensitive urban design;
 - (j) Treatments to manage vehicle speed including road humps, road cushions, raised intersections, chicanes and slow points;
 - (k) Works to create (but not remove) bicycle parking, bicycle lanes, bicycle paths, shared paths, separated footpaths and contra flow access for bicycle riders.

SCHEDULE 2 - DELEGATES

A council constituted under the *Local Government Act 1993*.

SCHEDULE 3 – SUB-DELEGATES

The general manager of a council, or an employee of the council.

SCHEDULE 4 - CONDITIONS

A delegate or its sub-delegates may only exercise the functions in Paragraph 1 of Schedule 1 of this Instrument:

1. On unclassified public roads for which the delegate is the roads authority, and within the delegate's local government area under the *Local Government Act 1993*;
2. On a road or part of a road with a speed limit of 50km/h or less, except in relation to
 - (a) Works to regulate parking; or
 - (b) Conversion of existing pedestrian ('zebra') crossings to raised pedestrian ('wombat') crossings; or
 - (c) Works relating to footpaths, shared paths or separated footpaths;
3. Where there is no change to the operation of any clearway, bus lane, bus only lane, bus layover or transit lane in the carrying out of the works;
4. Without altering the number of continuous travel lanes, including lanes that may operate only at peak times, except where carrying out works to manage vehicle speed by way of chicanes or slow points.

Traffic Signals

A delegate or its sub delegate may not exercise any function in Paragraph 1 of Schedule 1 under this Instrument :

5. Within 20m of a traffic signal, unless the works are within areas or lanes currently used or available at any time for parking; or
6. Within 60m of a traffic signal, where the works being carried out
 - (a) reduce in length or modify the operating hours of any existing auxiliary, through or merge lane (including kerbside approach lanes managed by No Stopping or No Parking controls), or
 - (b) install any new crossing on the road which the signal controls.

Bus Routes

7. A delegate or its sub-delegates may only exercise the functions in Paragraph 1 of Schedule 1 on a road that is a regular bus route (as prescribed and indicated on a map published on the TfNSW website for the purposes of this Instrument called "*Bus Route Map*") where :

- (a) The design vehicle is no smaller than the length of the buses indicated for the road on the Bus Route Map; and
- (b) There is no reduction in the extent or operating hours of a bus zone, and no reduction in existing space available for entry and exit of buses from the bus zone; and
- (c) Local bus operators have been consulted on the design of the works (other than works to regulate parking) and have been supplied with swept path drawings on request; and
- (d) Local bus operators have been notified in writing of impending works under this delegation (other than works to regulate parking) with a minimum of 14 days notice.

Standards

- 8. A delegate or its sub delegates must use any relevant Transport for NSW established standards, specifications and Technical Directions, and relevant Austroads guidelines and Australian Standards when designing and carrying out works under this Instrument
- 9. A delegate or its sub delegates may not use this Instrument to carry out any novel designs or works where there are no established standards, technical directions, or guidelines, and any such works must be referred to Local Traffic Committee through existing processes.

Notification of Local Traffic Committee

- 10. A delegate or its sub-delegate must table a "for information only" record of the works carried out under this Instrument, including any consultation with bus operators (where applicable) at the relevant Local Traffic Committee as soon as practicable after completion of the works. The record of the works must also be made public on the Council website.

Sub-delegates carrying out Regulation of Traffic functions under the 2011 Delegation

- 11. A sub delegate may only carry out a function under Division 2 of Part 8 of the *Roads Act 1993* using the 2011 Delegation if the proposed works to be carried out or functions to be exercised have been referred to Local Traffic Committee under that Delegation, and the proposal has received unanimous support from the members of the Local Traffic Committee.

DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-057

Attachment 2
Temporary Delegation to Councils
- Information



Transport for NSW

Temporary delegation to councils

On this page

[Downloads](#)[Frequently asked questions](#)[The delegation instrument](#)[Other](#)

Transport for NSW (Transport) has issued a temporary delegation of its powers under the Roads Act 1993 to give councils an alternative approval pathway for specified low-risk works to make streets more liveable, and support walking and cycling.

What is being delegated?

Subject to the criteria and conditions set out in the Temporary Delegation instrument, councils will be able to design and implement the following (as specified in Schedule 1 of the instrument):

- works to regulate parking
- pedestrian crossings
- pedestrian refuges
- conversion of existing pedestrian ('zebra') crossings to raised pedestrian ('wombat') crossings
- footpaths and continuous footpaths

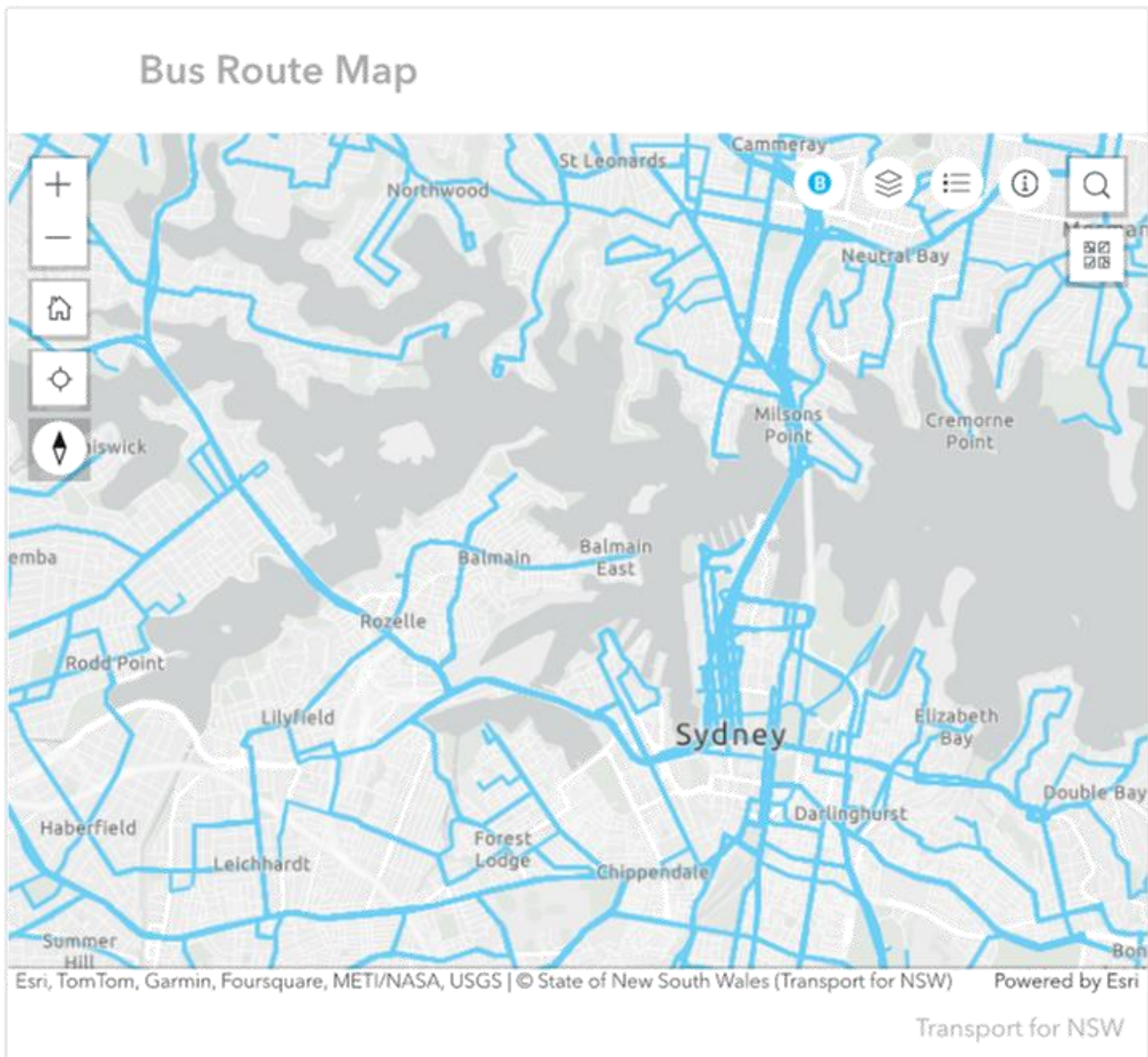
- temporary or permanent works to enable alfresco dining
- temporary or permanent works to improve or expand footpaths or pedestrian space
- kerb buildouts to reduce crossing distance or manage vehicle speed
- kerb modifications or median islands for tree planting, landscaping or water sensitive urban design
- treatments to manage vehicle speed including road humps, road cushions, raised intersections, chicanes and slow points
- works to create (but not remove) bicycle parking, bicycle lanes, bicycle paths, shared paths and contra flow access for bicycle riders

The delegated works are subject to conditions relating to permitted locations, circumstances, bus operations, design guidance, compliance, and reporting. Please refer to Schedule 4 of the instrument for full details.

Read more about [delegations and traffic committees \(/operations/roads-and-waterways/committees-communities-and-groups/committees-and-groups/delegations\)](#).

Downloads

- [Instrument of delegation and authorisation: Temporary delegation to councils \(PDF, 108.08 KB\) \(/system/files/media/documents/2023/instrument-of-delegation-and-authorisation-temporary-delegation-to-councils_0.pdf\)](#)



Frequently asked questions

The delegation instrument

- **What is the effect of the Temporary Delegation?**
The Temporary Delegation gives Councils an option to carry out works on unclassified roads without prior referral to the Local Traffic Committee, provided other conditions are met.
- **How long is the Temporary Delegation in force?**
The Temporary Delegation will operate until 30 June 2026 unless amended or revoked sooner.
- **Do works have to be removed after 30 June 2026?**
No. The temporary delegation can be used for both temporary and permanent works.

- **Can councils continue to refer minor works to their Local Traffic Committee?**
Yes. Use of the Temporary Delegation is entirely optional. Councils are welcome to refer works covered by the Temporary Delegation to their Local Traffic Committee.
- **Will TfNSW provide advice on works covered by the Temporary Delegation?**
Yes. TfNSW representatives remain available to meet with Councils to provide advice or guidance on any proposal, and will continue to attend Local Traffic Committees.

Works covered

What works are covered by the Temporary Delegation?

The Temporary Delegation applies to:

- works to regulate parking
- pedestrian crossings
- pedestrian refuges
- conversion of existing pedestrian ('zebra') crossings to raised pedestrian ('wombat') crossings
- footpaths and continuous footpaths
- temporary or permanent works to enable alfresco dining
- temporary or permanent works to improve or expand footpaths or pedestrian space
- kerb buildouts to reduce crossing distance or manage vehicle speed
- kerb modifications or median islands for tree planting, landscaping or water sensitive urban design
- treatments to manage vehicle speed including road humps, road cushions, raised intersections, chicanes and slow points
- works to create (but not remove) bicycle parking, bicycle lanes, bicycle paths, separated paths, shared paths and contra flow access for bicycle riders
- **Are roundabouts covered by the temporary delegation?**
No. These proposals must be referred to Local Traffic Committee and may also require additional approvals. Only works and functions specified in Schedule 1

of the Temporary Delegation instrument are delegated, and only then if they comply with the conditions set out in Schedule 4.

- **Are events covered by the Temporary Delegation?**

No. Events and their associated regulation of traffic should be implemented under existing processes. Very small road events that qualify as 'neighbourhood activities' can be approved by Councils under Clause 79 of the Roads Regulation 2018.

- **Can councils use the Temporary Delegation to temporarily close roads for outdoor dining?**

No. Councils wishing to temporarily close unclassified roads to traffic for the purposes of outdoor dining may use either their existing Local Traffic Committee or Section 166 of the Liquor Act. If the Liquor Act is used, a Council must give 7 days notice of the decision.

- **Are parking changes included in the Temporary Delegation?**

Yes. Changes to parking are now authorised through the Temporary Delegation as part of its December 2023 update (subject to meeting all relevant criteria and conditions).

- **What conditions apply?**

Works are restricted to unclassified roads, generally with a speed limit of 50km/h or less, except for parking management and improvements to existing pedestrian crossings. Refer to Schedule 4 of the Temporary Delegation instrument.

Where it applies

- **Does the Temporary Delegation apply to regional roads?**

Yes, provided those roads are unclassified and meet all other conditions of the Temporary Delegation.

- **How should the setback from traffic signals be calculated?**

Measurement should start from the nearest set of traffic signals and follow only roads directly controlled by the signals. Works on side streets near intersections should be reviewed carefully to identify any potential impacts.

- **What conditions apply around traffic signals?**

Specific conditions apply within 60m of a traffic signal, with more restrictive conditions within 20m. Refer to Schedule 4 of the Temporary Delegation for more detail.

- **Can the Temporary Delegation be used on light rail corridors?**

No. Light rail routes are declared as transitways, and hence are classified roads. Works may only be undertaken on a road or part of a road that is not a declared transitway.

- **Can the Temporary Delegation be used on bus routes?**

Yes, but works on bus routes shown on the Bus Route Map are subject to additional conditions, including mandatory consultation with bus operators and use of appropriate design vehicles. Refer to Schedule 4 of the Temporary Delegation.

Carrying out works

- **Is community or stakeholder consultation required when using the Temporary Delegation?**

Councils can apply their own policies and processes for engaging the community and stakeholders. Note that special conditions apply to bus routes - see Schedule 4 of the Temporary Delegation instrument.

- **What if there are inconsistencies in standards and guidance?**

Inconsistency in standards and guidelines is common in complex environments. Where standards may be inconsistent or cannot be met, councils should take a risk-based approach. They should document their considerations and design process and are welcome to seek advice from their TfNSW representative.

- **Are Road Safety Audits required?**

Road Safety Audits are no longer mandatory. However, councils are encouraged to use good professional judgement and consider advice on the use of Road Safety Audits in design guidelines.

- **Who can conduct a Road Safety Audit?**

A database of registered road safety auditors is available at <https://www.roadsafetyregister.com.au/> (<https://www.roadsafetyregister.com.au/>). Accredited TfNSW staff may be able to assist councils with audits, particularly in regional areas, and can be contacted via the register or their TfNSW representative on the Local Traffic Committee.

- **Are Road Safety Audits required for conversion of existing crossings or children's crossings to raised (wombat) crossings?**

No.

- **Who must Councils advise of works undertaken?**

For all works, councils must table an information-only record of the works at their Local Traffic Committee as soon as practicable after completion. The record must be public.

For applicable works on bus routes, councils must consult with and notify bus operators. If councils are unable to contact operators directly or if requested by the operator, consultation can be undertaken via TfNSW by emailing:

busapprovals@transport.nsw.gov.au
(<mailto:busapprovals@transport.nsw.gov.au>).

Other

The Temporary Delegation also contains an Authorisation under the Road Transport Act 2013. What can it be used for?

The Authorisation may only be used to install remove or alter 'prescribed traffic control devices' to carry out the works listed in the Temporary Delegation. Unrelated use of prescribed traffic control devices must be referred to the Local Traffic Committee.

What is the effect of the change to sub-delegation?

Councils can now delegate to a staff member the carrying out of works to regulate traffic immediately after their review and unanimous support by LTC. For example, if LTC reviews a temporary road closure for an event, and the review is supportive, it is no longer necessary to wait for full council endorsement of the LTC report before the work is done.

Can I contact anyone if I have any other questions?

Councils should seek advice from the TfNSW representative on their Local Traffic Committee but may also email delegated_works@transport.nsw.gov.au (mailto:delegated_works@transport.nsw.gov.au).

nsw.gov.au

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Transport for NSW recognise and celebrate the diversity of Aboriginal peoples and their ongoing cultures and care of Country. We pay respect to traditional custodians and Elders past and present.



DOCUMENTS
ASSOCIATED WITH
REPORT CTC-24-057

Attachment 3
Current Regulation of Traffic
Delegation to Councils

ROADS AND MARITIME SERVICES

DELEGATION TO COUNCILS

REGULATION OF TRAFFIC




TRANSPORT ADMINISTRATION ACT**DELEGATION - SECTION 50**

I, **PETER DUNCAN**, Chief Executive of Roads and Maritime Services ("RMS") pursuant to Section 50 of the *Transport Administration Act 1988* and all other enabling powers delegated by instruments of delegation to councils dated 23 February 2009 ("the delegation") HEREBY REVOKES the delegation and DELEGATES to the councils constituted under the *Local Government Act 1993* listed in Schedule 1 and Schedule 2 respectively ("delegates") the functions of RMS set out in Schedule 3 ("the functions") subject to the limitations set out in Schedule 4 and authorises delegates to sub-delegate the functions to the persons in Schedule 5 ("sub-delegates") subject to the limitations in Schedule 4.

Dated this 31 day of October 2011.

The SEAL of ROADS AND MARITIME SERVICES)
was hereunto) L. S.
affixed in the presence of:)

SIGNED


Peter Duncan
Chief Executive
Roads and Maritime Services



SCHEDULE 1**(Delegates)**

The Council of the Municipality of Ashfield
Auburn Council
Bankstown City Council
The Council of the Shire of Baulkham Hills
Blacktown City Council
Blue Mountains City Council
The Council of the City of Botany Bay
Burwood Council
Camden Council
Campbelltown City Council
City of Canada Bay Council
Canterbury City Council
Fairfield City Council
Hawkesbury City Council
Holroyd City Council
The Council of the Shire of Hornsby
The Council of the Municipality of Hunters Hill
Hurstville City Council
Kogarah Municipal Council
Ku-ring-gai Council
Lane Cove Council
Leichhardt Municipal Council
Liverpool City Council
Manly Council
Marrickville Council
Mosman Municipal Council
North Sydney Council
Parramatta City Council
Penrith City Council
Pittwater Council
Randwick City Council
Rockdale City Council
Ryde City Council
Strathfield Municipal Council
Sutherland Shire Council
The City of Sydney
Warringah Council
Waverley Council
Willoughby City Council
Woollahra Municipal Council

SCHEDULE 2**(Delegates)**

A council other than those listed in Schedule 1 constituted under the *Local Government Act 1993*

SCHEDULE 3**(Functions)**

The exercise of all the functions of RMS under:

- 1 Division 2 of Part 8 (Regulation of traffic by roads authorities) of the *Roads Act 1993*.
- 2 Division 1 of Part 4 (Traffic control devices) of the *Road Transport (Safety and Traffic Management) Act 1999*.
- 3 Division 2 of Part 5 (Special event parking schemes) of the *Road Transport (Safety and Traffic Management) Regulation 1999*.

SCHEDULE 4

(Limitations)

1. A council and its sub-delegate must not exercise a function:
 - (1) Outside the area constituted under the *Local Government Act 1993* for which council is the council, or
 - (2) On a road classified as a Freeway, Controlled Access Road, Tollway, Transitway or those roads classified under the *Roads Act 1993*, which are indicated as State Roads in the *Schedule of Classified Roads and State and Regional Roads* published on the RMS internet website (except where exercising a function in respect of portable traffic control light signals).
2. A council and its sub-delegate may only exercise a function in respect of any prescribed traffic control device (defined in clause 131 of the *Road Transport (Safety and Traffic Management) Regulation 1999* for the purposes of section 50 of the *Road Transport (Safety and Traffic Management) Act 1999*) being –
 - (1) any prescribed traffic control device contained in RMS's *Traffic Signs Database* located on its internet website and indicated as "*Delegated to Council for Authorisation – Yes*", and
 - (2) any portable traffic control lights,and under no circumstances, that is, despite (1) above, will a council or its sub-delegate be permitted to exercise a function in respect of any internally illuminated traffic control device.
3. A council and its sub-delegate must not exercise a function in respect of the following signs:
 - Permissive parking signs
 - No Parking signs
 - No Stopping signson any public road or road or road related area (or any part thereof), which falls within a 1 km radius of any train station listed in RMS's document published on its internet website, titled *Schedule of Nominated Train Stations*, and which has current unrestricted parking, without the approval of RMS.
4. (1) A council listed in Schedule 1 and its sub-delegate must not exercise a function in respect of the following activities including the referral of the matter to the Local Traffic Committee until a Traffic Management Plan, which must include an assessment of the impact of the exercise of the function and proposed measures to ameliorate such impact, has been approved by RMS:

(a) The prohibition of the passage of traffic on a public road or road or road related area to any one or more of the following classes of traffic:

- pedestrians
- vehicles
- motor vehicles

by physical means or regulatory signs (whether a prescribed traffic control device or otherwise) or both;

(b) the installation or display of the following traffic control signs on roads or road related areas:

- No Right Turn
- No Left Turn
- No Entry
- No Turns
- Left Turn Only
- Right Turn Only
- No Trucks
- No Buses
- No Pedestrians

or the installation or display of any other sign or road marking prohibiting or compelling a turning movement;

(c) changing a two-way street into a one-way street or reversing the direction of a one-way street;

(d) the construction of a median strip including a painted island which prevents a turn by a vehicle at the intersection of public roads or roads or road related areas;

(e) reduction in the number of traffic lanes on a public road or road or road related area by physical means or regulatory signs (whether a prescribed traffic control device or otherwise) or both.

(2) A Traffic Management Plan is not required if council certifies to RMS in writing that a No Trucks or No Buses traffic control sign is to be erected solely for the purpose of protecting a road from damage by the passage of motor vehicles.

5. A council and its sub-delegate must not exercise a function in respect of portable traffic control light signals unless:
 - (1) the signals are used in connection with the carrying out of road work on public roads as authorised by the *Roads Act 1993*; and
 - (2) no fixed equipment or fixed cables are used.
6. A sub-delegate must not exercise a function in respect of Division 2 of Part 8 (Regulation of Traffic by Roads Authorities) of the *Roads Act 1993*.
7. A council or its sub-delegate must not exercise a function until they have notified the Commissioner of Police and RMS of any decision taken to exercise a function except where:
 - (1) the advice of the Local Traffic Committee is unanimous; and
 - (2) the council or its sub-delegate propose to follow such advice.
8. Where a council or its sub-delegate has notified or should have notified the Commissioner of Police and RMS of a decision to exercise a function, the council or its sub-delegate must not exercise a function for a period of fourteen (14) days from the date of notification.
9. Where an appeal has been made to the Chairperson of a Regional Traffic Committee in respect of a decision taken by a council or its sub-delegate to exercise a function, a council or its sub-delegate must not exercise the function until the Chairperson of the Regional Traffic Committee determines the appeal.
10. Where the Chairperson of the Regional Traffic Committee has determined an appeal, the council and its sub-delegate must not exercise the function in respect of which an appeal has been made, otherwise than in accordance with the determination of the Chairperson.
11. Before installing or displaying a prescribed traffic control device, a council and its sub-delegate must authorise installation or display (or interference with, alteration or removal) of the device in writing in accordance with section 51 of the *Road Transport (Safety and Traffic Management) Act 1999*.
12. A council or its sub-delegate shall keep a record of installation, display, alteration or removal of a traffic control device. Such a record must include the following:
 - Type and location of the traffic control device;
 - Time and date of completion of installation, display, alteration or removal of the traffic control device.

13. Where a council or its sub-delegate wishes to exercise a function in respect to a "Roadwork Speed Limit" traffic sign (Speed Series (R4) Sign No. R4-212 contained in RMS's Traffic Signs Database located on its internet website, the following conditions apply:
- (1) When the installation period of a 'Roadwork Speed Limit' sign is to be for 6 working days or less:
 - a) authorisation of the use of the 'Roadwork Speed Limit' sign must be carried out by council or a sub-delegate who holds a current Traffic Control at Worksites certificate issued by RMS; and
 - b) the nearest office of RMS is to be notified in writing of Council's intention to implement a roadwork speed limit prior to works commencing; and
 - c) the nearest Police Station is to be notified in writing of Council's intention to implement a roadwork speed limit prior to works commencing.
 - (2) When the installation period of a 'Roadwork Speed Limit' sign is to be for more than 6 working days:
 - a) authorisation of the use of the 'Roadwork Speed Limit' sign must be carried out by council or a sub-delegate who holds a current Traffic Control at Worksites Certificate issued by RMS, and
 - b) the nearest office of RMS is to be notified in writing of Council's intention to implement a roadwork speed limit 7 days prior to works commencing; and
 - c) the nearest Police Station is to be notified in writing of Council's intention to implement a roadwork speed limit 7 days prior to works commencing.
 - (3) The need for a 'Roadwork Speed Limit' sign shall be determined in accordance with the document, "*Traffic Control at Worksites*" Version 3.1 dated April 2006 (RTA Publication No 03.290) issued by the former Roads & Traffic Authority of NSW;
 - (4) 'Roadwork Speed Limit' signs shall be installed in accordance with the "*Traffic Control at Worksites*" document (as already referred to);
 - (5) Records maintained by a council and its sub-delegate in respect to a 'Roadwork Speed Limit' sign must include:
 - a) council's or its sub-delegate's written authorisation of the installation [The sub-delegate's Traffic Control at Worksites Certificate number must be shown.],
 - b) the location,
 - c) the installation time and date, and
 - d) the removal time and date.

- (6) The 'Roadwork Speed Limit' sign is to be removed as soon as practicable after the road works have been completed.
14. A council and its sub-delegate must not exercise a function in respect to any of the roads within Sydney Olympic Park including the roads that are coloured mauve on the drawing marked "Sydney Olympic Park Authority, Sydney Olympic Park, Drawing Number HS-J-L-006" dated 29 May 2001 and deposited in the Office of the Sydney Olympic Park Authority (being all the roads referred to in section 41 of the *Sydney Olympic Park Authority Act 2001*).

SCHEDULE 5**(Sub-delegates)**

- 1 A councillor.
- 2 The general manager.
- 3 An employee of the council.